Airscrew

Facts, opinions, pictures and fun

October 2020

https://northreppsmfc.com/

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Model of the month:

Alex has a beautiful new FMS foam glider. It is a 2.5 m scale model of the classic ASW-17. The name derives from the designers Alexander Schleicher/ Waibel so Alex has an Alex. The fullsize is 20 m span so that makes the model 1/8 scale. Its climb rate is superb due to the powerful motor and clean shape. The leading edge is protected by a hard plastic moulding and even the foam packaging can be cut away to make an excellent carrying case, as Alex has done. It seems to be very aerobatic and it makes a great whistling sound on fast, low passes, to which Alex admits he has become addicted. Here it is:

Bobs Tales: West Indies

Whilst flying for Logan Air in Scotland was interesting, living in Scotland wasn't too brilliant as I was required to live in Glasgow. One day I happened to be reading the Telegraph and I saw an advertisement for Viscount pilots required by BOAC to fly for British West Indian Airways in Trinidad. They were actually supervising BWIA operations at the time.

So I applied and got an interview with BOAC in London. They wanted two pilots and out of roughly one hundred applicants I was lucky enough to be one of them. However they did say, 'Can you fly out on Wednesday?' This was on the Friday. So my poor wife and I had three days to pack up everything we owned and head out to Trinidad. Trinidad was fun in the sun you might say, flying mainly between Piarco airport on the mainland to Tobago, which was about a twenty-five minute flight in the Viscount, across the north mountain range on Trinidad to the island of Tobago.

Frequently we would do trips to Antigua, Barbados, Grenada and down also into South America to Georgetown in British Guiana. On the flights to Georgetown our track took us south along the coast of Venuzuela and British Guiana,crossing the mouth of the Orinoco River Delta. It was remarkable how far out into the South Atlantic that the muddy out flow of this jungle river extended. On one trip we join in the search for an American crop duster who had gone missing on a ferry flight to Georgetown from Trinidad. He was never heard of again. My guess would be that he went down in the dense jungle on track, as ditching would have left some sign. I shudder at the thought of the Piranha fish in those waters and give thanks for four trusty Rolls Royce Dart engines on the Viscount.

Nothing of significance happened in Trinidad except for the daily murder toll! Living there was a little precarious. We had to live in

flats in a compound of Europeans, owned and run by a Chinese gentleman by the name of Chen Sing. We were a mixture of Canadians, Americans, English and Dutch. One had to be a little bit careful when you went out of the towns into the countryside. If you stopped, suddenly there would be someone coming out of the jungle with a large sugar knife. Not that they were particularly heading towards you to do you any harm but it was rather intimidating.

Bob's Tales: Woomera

After a while the contract with BWIA came to a finish and we couldn't really face coming back to the UK weather. So we decided to go back to Australia. We came back to England for a couple of weeks to sort things out then flew out, to Adelaide in South Australia as a change this time. I managed to get a freelance job as pilot to an aero medical practice in Whyalla for three months during which time I applied for a job at the Woomera rocket range. Because they required both fixed wing and helicopter licences I was turned down.

The idea of flying choppers rather appealed so after a few phone calls I fired up my VW Beetle and drove the five hundred miles to Jayrow Helicopters [jayrow.com.au] in Melbourne and enrolled for a commercial helicopter course. After six weeks of tough training with an ex RAAF instructor I acquired my commercial helicopter licence. With the ink still wet on the licence I re-applied to Woomera and on being accepted found myself and my wife and all our worldly possessions all packed into the VW heading three hundred miles north into the bush.

I was employed by Short Brothers and Harland who had a contract to civilianise the RAAF operation on the range. This was done because at that time the Vietnam war was on and the RAAF pilots and engineers were needed, because they were sending people up to Vietnam on a regular rotation. They were running short of people so they decided to use civilians for the operation, which was range ferry and recovery flights, flying personnel around the ranges, recovering bits of missiles and carrying out other trials for the military.
It was very much aligned to service flying. We had two DeHaviland Otters, one DC3 and three Alouette helicopters but only three pilots, though all six were never required at the same time.

This was far removed from the sort of civilian flying I had previously been engaged in. Security was very tight at Woomera, which was very active in the development of air-to-air and surface-to-air missiles, especially for the Royal Navy. We lived in the town of Woomera which was twenty-five miles from the range head.

The airfield was just north of the town of Woomera which was a closed town solely for employees of the Weapons Research Establishment and we all had to carry ID cards. Range Ferry and Recovery Flight was based at the Woomera airfield and we flew the aircraft up to the range as required. I enjoyed this type of flying immensely. I took to it like a duck to water really. It was rather strange to be clad in a flying suit, helmet, gloves and occasionally an oxygen mask, after short sleeve order in the airlines. Unfortunately there was no hostess to bring coffee on demand.

VIP flights were part of our duties. I remember one in particular. I was briefed to fly a Royal Navy Vice-Admiral and his party around the range for a day. I picked them up at the rangehead helipad and the IC Ranges, a chap by the name of Eric Owen, casually remarked to me that the Admiral would like to see some kangaroos in the wild. So therefore, having visited the various radar and optical tracking sites during the day I proceeded to give the Admiral a very, very low level view of the Australian desert as we chased

the poor old kangaroos all over the never-never. He thoroughly enjoyed it and although his Lieutenant-Commander aide was looking decidedly green I think everybody enjoyed the trip.

Back at the range helipad I was engaged in shut-down checks when the Admiral thanked me for the flight and asked me which branch of the services I'd served in. I just replied, 'Boy seaman second class in the Navy, sir'. He broke into his huge grin, slapped me on the back, and led his now rather groggy aide away to the car. Later that evening he was being entertained by the senior brass in the mess. He saw me at the bar and sent over a tot with his compliments. A nice chap. Wish I could remember his name but I can't and I didn't make a note of it in my log book.

My only disappointment at Woomera was that though my flight manager recommended me, the UK Ministry of Defence would not allow me to fly their two Meteor jet fighters, which were used for various duties on the range. If I remember rightly they were NF11s the two-seater version of the `Meatbox`as we called them. They were used for target towing, the Rushton Tow Target, which could be out as far as a mile from the aircraft on a wire. They were losing a pilot because he was retiring and the aircraft were owned by the Ministry of Defence in the UK not the Australian government that we were working for.

Anyway they insisted that only service trained pilots were allowed to fly them so unfortunately I didn't get to do that particular operation. However the irony of it was that the young ex-RAF pilot that they trained at Farnborough and sent out to fly the Meteors ended up shortly after he arrived, running out of fuel and putting it down in the desert about fifteen or twenty miles north of the range and I was the one that was scrambled in the helicopter to go out and find them and bring the crew, who were fortunately uninjured, into the range head. He was on the next flight out. So there was a bit of irony there. I like to think that I would not have made such a basic error as running out of fuel over the desert.

Unfortunately all good things come to an end. I would have stayed at Woomera until retirement if that had been possible but in the mid-70s the UK government cut back on defence spending and Woomera was no longer required for research work. One of the things I enjoyed about Woomera was that about once a month we flew the DC3 to Laverton in Victoria and we brought back a Jindivick target aircraft [https://en.wikipedia.org/wiki/GAF_Jindivik] The fuselage just about fitted into the fuselage of the DC3. The wings alongside and the tailplane in the backend. These were used by the other half of our organisation the Target Controllers, who were all ex-RAF pilots and navigators who flew these things by radio control. They were either towing a target that was shot at with missiles or they actually shot the Jindivick itself.

Most of the time they ended up pranging them which meant that once a month we had to go over and pick up another one from the Australian government aircraft factory that built them and take the cradles that they came in back to the factory. This was a nice little trip for us. It was about a four or five hour trip in the DC3 across to Melbourne to this particular place. Then we would get back as far as Adelaide and decide that we'd spend the night in Adelaide to give us a bit of a break away from Woomera. We always carried an engineer with us so there were three of us.

On one of these stopovers the American CIA tried to recruit myself and the co-pilot into Air America. We had just parked the Dakota for the night and leaving the airport, when a chap in a shiny sharkskin suit with crew cut hair and wearing aviator's sunglasses approached us. He asked us if we were flying the `Gooney Bird` and what other aircraft we flew. When Ross and I told him that we were dual rated on fixed wing and rotary wing he asked us if we

would like a job in Laos flying Hughes 500, Jet Rangers,Turbo Porters and Fairchild 123 Transports plus old faithful DC3s. Bearing in mind this was the early 70's and the Vietnam war was still going strong, we asked what the salary would be. He told us one thousand US dollars a month. When we told him that we were getting more than that now, his reply was `Yes but there are additional fringe benefits!` See the movie 'Air America' to see what they were. Needless to say we walked away.

The aircraft that Bob flew:

de Havilland Otter

Sud-Aviation Alouette

Genius number thirteen (or twelve-a if you are superstitious)

Several months ago Mick Spencer showed me the results of his trial of cloth hinges. They are also called furry hinges. When I was assembling a Seagull Extra I replaced the supplied furry ones with the hard flat pinned ones that are my favourite. However the Shiny (last month's model of the month) also came with furry hinges. After looking at a youtube video, which is most unusual for me, I decided to give it a try. I couldn't see how the hinge wouldn't stiffen with the glue, but hey ho. I had a trial with a couple of pieces of scrap balsa and they hinged perfectly well next day.

And Mick was right. I used Hobby King thin CA and a fine plug-on spout (see pictures). Push a pin through the hinge at its mid-point to ensure it is equally in each part, and assemble the two surfaces. Remove the pins before gluing of course. I dripped three drops into each side of each hinge (both upper and lower sides). You put the hinge in so the slot goes into each part of the joint and allows the glue to flow in. The furry material has a strong capillary effect anyway.

And it worked. The movement is not quite as free as pinned hinges but more than free enough not to strain the servo. The other big benefit is that you assemble the surfaces then add the glue. So thanks for the suggestion Mick.

I have have now bought a bulk pack of spouts from AliExpress. 100 spouts for $US4.14 plus postage. They were also ominously called catheters. Obviously you could make your own but at that price why bother? The end hardens up but you can snip it off a few times.

Quotes of the month

An occasional column of things overheard at the field.

When Ray was about to fly his Stuka someone asked whether there was a siren in it during the dive. He replied, ‘No, only between my cheeks!’

When I told Dave F that he was winning the Climb and Glide handicap competition he said, ‘Is that because I’ve only got one eye?’

Techie corner: Making up servo leads

Sometimes we need to replace a three pin servo connector or make up an extra long extension. Buying the bits we need is easy. For example https://www.ebay.co.uk/itm/Servo-Connector-Pins-2-54mm-Male-and-Female-Futaba-Spektrum-RC-Hobby-Parts-UK/283441019601?hash=item41fe66bad1:g:RkUAAOSwFFtav5p8

Making them up isn’t. I have never made servo connectors but have made up lots of similar multi-pin 2.54 mm connectors for other purposes.

The main thing is not to use a standard crimping tool. Use narrow tip pliers instead. Also don't rely on the crimp but add a tiny touch of solder with a fine tip iron.

My thanks to Frontx.com for the following.

Diagram 1: Crimping the pinout terminal is quite an easy job. The only tools that you need are a narrow tips plier and a wire stripper.

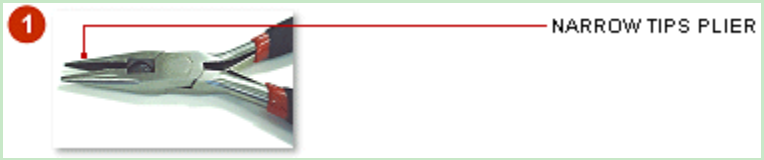


Diagram 2: Use a wire stripper to strip off the PVC jacket to expose approximately 6 mm of wire conductor.

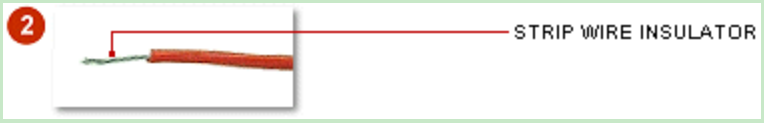


Diagram 3: Insert the wire into a terminal. The exposed wire conductor should be placed in between the 2 short clips. Use a narrow tips plier to bend the 2 long clips around the PVC jacket to hold the wire in position.

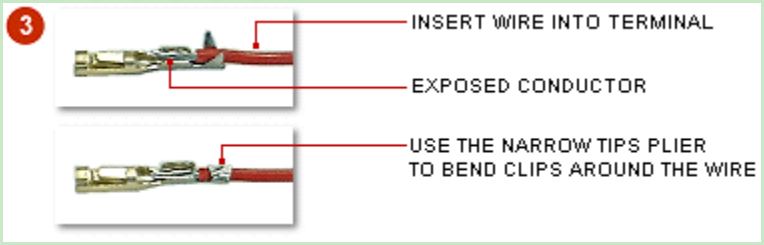
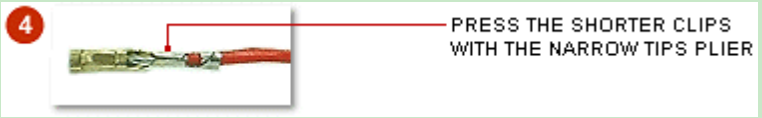


Diagram 4: Use the narrow tips plier to press the 2 short clips to create contact between the terminal and the exposed wire conductor.



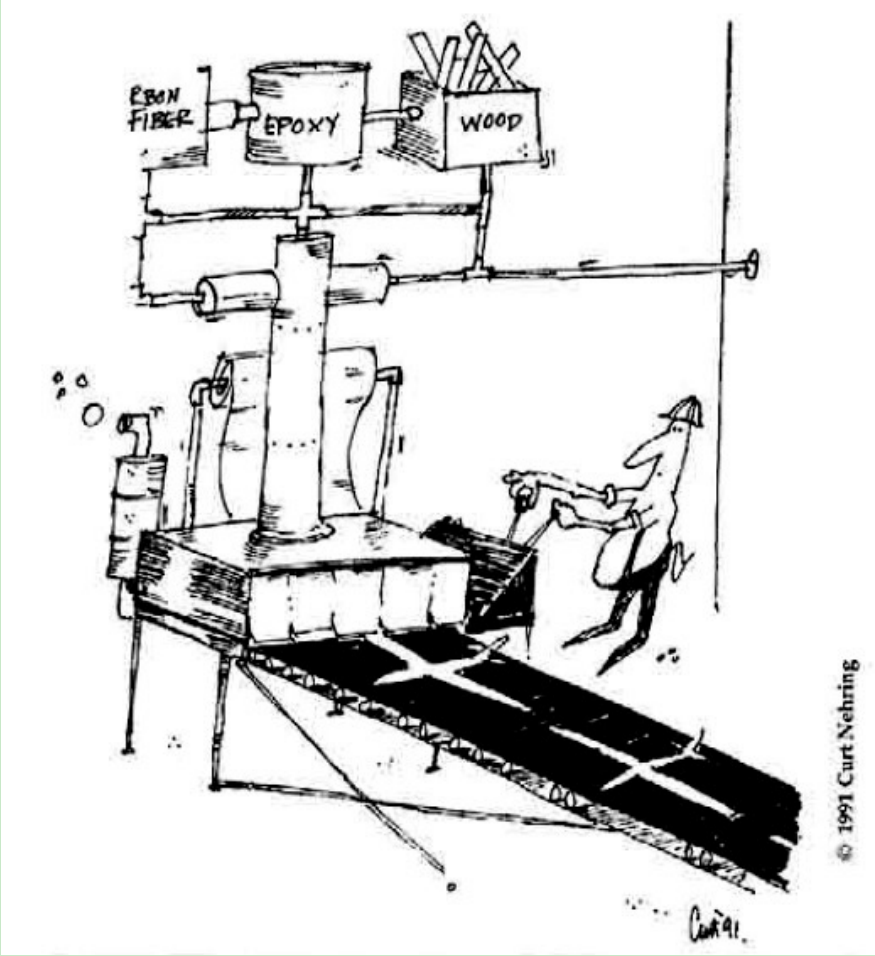
[Ed: At this point I would spot the area round the short clips with solder.]

The crimped terminal is then inserted into the housing of header connector.

This same method can be used to crimp both male and female terminals.

Cartoon: The Model Machine

Is this a picture of Hobby King? No. Too much glue



Thanks to RCSD

In Tribute to the Spin

By Rick Eckel

Winter Springs, Florida
From RCSD Aug 1995

It happened again last weekend. Not that it's all that uncommon, mind you. It's just that it's such a helpless feeling when there is nothing you can do but watch. You know what the end result will be, but you stand there and just watch. Or maybe you shout some kind of instruction - but it's useless. There's nothing to be done but wait for the inevitable. And the inevitable always comes and it's a pile of rubble on the ground. Another crashed model airplane.

Broken wing? No. Radio interference? No. Poor piloting skill? No. None of these are involved in the most frustrating of all crashes. It's simply a loss of visual contact with the model by the pilot. Other fliers can see the model perfectly well. But they are unable to help because even shouted instructions cannot replace the visual reference the pilot has lost.

Losing sight of a model is not all that difficult to do. It can happen when the model flies across the sun, particularly difficult if it happens during the launch. It happens when the model goes into a low lying cloud, or when it is simply too high or far away for the pilot to see. It can also happen in a moment of pilot inattention. One glance at a distraction and the plane is gone.

The question is, "What do you do if you lose sight of your model?" I for one resort to the spin. The simple spin has a variety of useful attributes. Its easy (with most models) to do. You don't need to be able to see vour model to perform a perfect spin. It doesn't over stress the model. The spin is a 1g maneuver, and applies no more

stress to the air frame than flying straight and level. It makes the plane easily visible. The movement of a plane in a spin is very attention getting, and it instantly identifies it as the lost craft. (Unless everybody else is in a spin also!) While in a spin, the relative position of the plane changes very little. Just a little drift with the wind. And it ensures that the plane isn't nose diving into the ground, but instead is making a relatively slow descent.

None of the attributes of the spin will guarantee that the loss of visual contact with your airplane will not result in a crash. But they certainly go a long way to helping recover contact with the plane. Or, if nothing else, you will have a real good idea where to start searching for the wreckage.

Next time you go flying, practice the spin. Hold full up elevator and full left or right rudder and your plane should spin in place while slowly losing altitude, much like a falling leaf. Be careful that a spiral dive doesn't develop. To recover from the spin, ease off the rudder and then the elevator. Practice your spin frequently and don't hesitate to use it if you lose sight of your model!

[Spin is this month’s manoeuvre of the month and there will be an article on visual acuity next month.]

Manoeuvre of the month: The Spin

From RCSD April 1998

According ro the AMA rule book, "All spins begin and are ended by horizontal flight. In order to accomplish a spin, the model must be stalled. The entry should be flown in a near horizontal path with the nose high attitude increasing as the speed decreases, The nose then drops, as the model stalls. Simultaneously, the wing drops in the direction of the spin."

In other words, fly straight and level, feed in some up elevator so that your model flies slower and slower and just before it stalls, hold in full up elevator and full rudder. The wing should drop, you should nose down and enter your spin. If you find that you can't spin with rudder and elevator only, next time add ailerons and that should do the trick. If you don't enter a spin, you will be in a spiral dive, which is NOT a spin. Best to try your first spins high enough to have plenty of room to recover, but low enough to be able to see what's going on.

Some very stable airplanes won’t spin. Sometimes you can correct this, sometimes not. Some airplanes won't spin because they are balanced too far forward. If you try a spin and all you get is a large downward spiral, you might have too much nose weight. Try taking out a little and see if that helps. You might find that you have been flying nose heavy all these years. Go at this until you have reached the rearward most balance point of your aircraft - and if you still can't spin, you might find that don't have enough rudder throw, or that your rudder is too small.

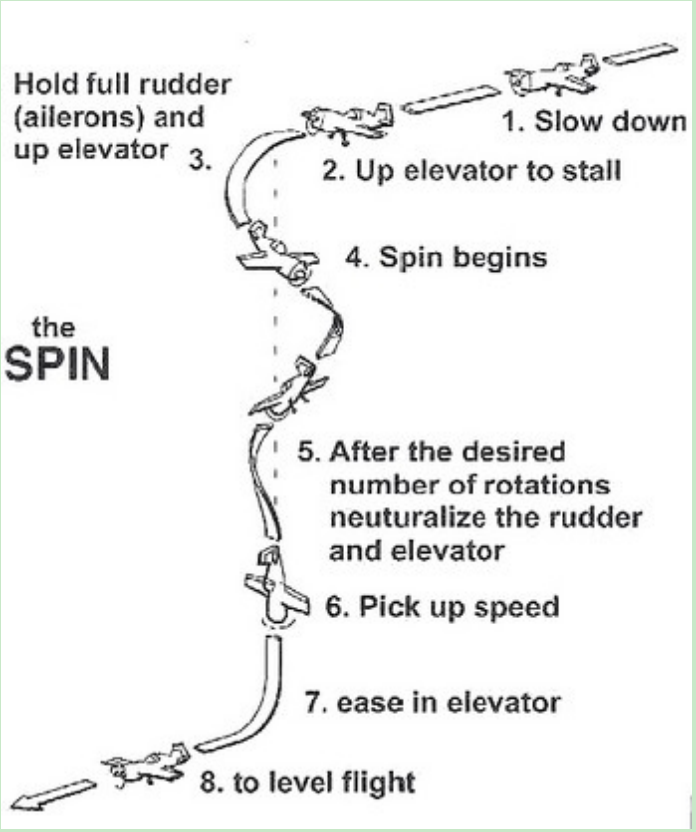
The first time you try to spin, do it with rudder and elevator only. If that doesn't work, try rudder, elevator and ailerons. If you still can't get your bird to spin, then see if you have too much nose weight. Approach your spin in that order. If you STILL can't spin then probably the airplane is just too stable. Many fuil-stzed aircraft have the spin built out of them as much as possible for obvious reasons. It must be said that some airplanes won't spin no matter what you do.

Let's say that you have easily entered a spin. How do you get out of It? Simple. Just let go of your sticks and neutralize all the

controls. Remember that the spin is a stalled condition and when you want to end It, you must get the wings flying again. You need to gain airspeed, which is why it's very important to get rid of your up elevator. If your Cof G Is too far aft, vou might even need to teed in a bit of DOWN, but that's quite rare. Normally, when you stop the elevator and rudder (and aileron), your airplane will abruptly stop rotating; it's just that easy with most airplanes.

The spin has many advantages in aerobatics, because it can be used in lots of different ways. You can best use it any time you end up flying slowly (for example, after an Immelmann), because It requires minimum airspeed. It can be used as a turnaround maneuver or not, and you can exit the spin to level flight inverted or right side up. You will tend to have quite a bit of air speed when exiting the spin, so you can immediately go right Into any number of maneuvers requiring faster airspeed (such as a loop, roll, Cuban-8, etc.).

More than an aerobatic maneuver, the spin can help you lose height safely whenever necessary, Perhaps we should follow the lead of our full-sized sister ships and learn how to enter and exit a spin; this knowledge might well save you an airplane now and then!



Covid risk assessment

Dave has produced an excellent risk assessment for the club, and emailed each of us a copy. Note the additional requirement to collect data from non-flying visitors. We must just hope that the lock-down does not return and cause the airfield to close again. I am happy that I am safe at present within the guidelines laid down in Dave's document but, as he says, everyone must make his or her own judgement. Note that visitors must also add their names and phone numbers to the sign-in sheets for track and trace (yes I

know, another joke of the month). Alternatively they must stay away from us beyond the front end of the caravan and we must stay away from them.

Covid buddy box procedure

We are gaining more members, some of whom have never flown or need to restart after a long layoff. Up to now we have said that buddying should be done due to covid. Out of necessity we have devised a scheme which should make buddying safe. The only way that I will be doing it differently will be that I want trainer and trainee both to wear a mask.

This is the suggested guide to using a buddy box system safely during the Covid-19 restrictions.

There are three key factors:

- Neither transmitters or models can be sprayed with sanitiser.
- Trainer and trainee will probably stand between one and two metres apart.
- We can't avoid both pilots touching the same surfaces but we can reduce the potential to do so by acting as if there is virus on all surfaces.

To avoid virus transmission, it is suggested that we follow the below procedure:

- The owner of the model should prepare the model, under the guidance of the instructor if need be, and should sanitise his or her hands before connecting up the buddy system.
- When the flight is over, and the model is taken back to the bench, you should again consider sanitising before disconnecting the buddy lead.
- The above two steps must be considered for each flight.

Joke of the month: Ig Nobel Prizes 2020

These are awarded annually just before the real Nobels. They are for research and other activities that appear very silly even though they were meant to be serious, or for other satirical effect. I liked this year's prize for Medical Education. It was awarded to Jair Bolsonaro of Brazil, Boris Johnson of the UK, Narendra Modi of India, Andres Manuel Lopez Obrador of Mexico, Alexander Lukashenko of Belarus, Donald Trump of the USA, Recep Tayyip Erdogan of Turkey, Vladimir Putin of Russia and Gurbanguly Berdimuhamedow of Turkmenistan, "for using the Covid-19 viral pandemic to teach the world that politicians can have a more immediate effect on life and death than scientists and doctors can."

The team for each award is sent a prize, which this year was a ten million million dollar banknote ... from Zimbabwe.

The name game: Northrepps Triangle

Yes, we've nearly all suffered them - those fields to the right of the triangular copse. Once you fly into there you are done for. And finding a model is difficult due to the hedges and the rise and fall of the ground. So it is now called the Northrepps Triangle. In honour of those daft enough to lose a model there it comprises Peter's Paddock, Paul's Pasture and, a new entry at number one, Keith's Covey, which is the hedge between the said fields. Actually the word covey is not quite right botanically but the alliteration is good and it is close enough for botany.

Top tip: lipos again

I put a large lipo on to charge outdoors. When complete I went to pick it up and found that it had blown up like a balloon. I gingerly disconnected it and showed it to Brian. He asked if I had charged it

in the sun, which was fierce that day. I admitted that I had and he said it can cause problems. I put the battery in the shade and, sure enough, after about thirty minutes it had gone back down to normal size. The covering sleeve was of course stretched permanently. Fortunately it was an old battery and had started to swell. I don't think I will risk using it again

Talking of Brian…

Here he is receiving the Extra 230 model he won in the silent auction.

Picture by Dave Wilcox

Fixed Wing BMFA A certificate test

We are fortunate to have two BMFA examiners for Fixed Wing Power in the club, one of whom – Ray Westfield - is a regular at the field. The A test is one that I keep meaning to try. We don't need it to fly solo at our club but some clubs require it for you to fly on their field as a guest. And of course it is needed if you want to fly at a Binham Fly-in. Above all it is an achievement, which was the original intention from the BMFA, not how some clubs interpret it. Remember the Aerominati rule 16: Never give up trying to improve.

There are two parts to the test. The first is a practical test including safety procedures and a flying demonstration and the second is a set of ten questions about flying safety and law. You can take the test as many times as you need and can do two in one day if nerves get the better of you in your first try (provided your model is still in one piece).

Models must be powered fixed wing, either electric or IC, but not powered gliders. These are tested under the Silent Flight heading. Models must be at least 1 kg weight without fuel but with batteries. Stability aids such as gyros, if fitted, must be disabled. The model must be able to take off from the ground, unless the ground conditions make this impossible. It is then at the examiner's discretion.

This is a brief summary of the Fixed Wing test:

Practical

- Pre-flight checks
- Smooth take-off and circuit with overfly of take-off area
- Horizontal figure of eight course at constant height
- Rectangular circuit and land on the runway
- Take-off and circuit with overfly of take-off area in reverse direction
- Simulated dead-stick landing
- Remove model safely and complete post-flight checks

Questions

- Answer five questions on model aircraft flying law
- Answer five from the BMFA safety code and airfield flying rules

The information you need to learn is all in BMFA documents, which are on the BMFA's website, and in our own site rules, which are on our site under The Club/Must Reads.

I thought it would be useful to ask Ray a bit more about it. Do have a chat to Ray yourself if you are thinking about the test.

He said that he could run the test without prior warning as long as the paperwork was available. (This is kept in the caravan.) It is a few years since he last ran a test so he needs to check what changes there have been. He said it is important that people prepare themselves well by reading up about safety procedures and learning how to announce each manoeuvre. An assistant is allowed to help with announcing the flying. This made me think that candidates must practise flying the manoeuvres so they don't waste his time. Ray reminded me that the BMFA has produced some excellent training videos. The video address for the Fixed Wing A is:

https://www.youtube.com/watch?time_continue=6&v=_pWP0lnWANs&feature=emb_logo

When you have watched that there are other videos listed beneath it.
There are two other points worth noting:

- A club examiner will be aware of candidates' regular safety habits out of test time (range, fail-safe, taxiing, pre-flight checks etc). Poor practice might mean that a person would be asked to improve before attempting the test.
- Because of how close the pilot box is to our runway the words 'overfly of take-off area' can mean up to half-way across runway 15.

I have volunteered to make a fool of myself by flying a trial test in front of Ray so you can watch me making mistakes (deliberate of course). Let me know if you are planning an A and we will arrange a session.

Earle Kirby's gift

A long standing local model flyer called Earle died in 2012. His relatives have given us two boxes of books, magazines and plans and wanted us to pass them on to people who could make use of them. There is some more information in the sales section at the end of the newsletter. Selling the items on eBay isn't practical as there are many small items. I think the best approach is to let you choose what you are interested in and then decide how much to give to the club funds. I have added a guide price from eBay to some items but in the end it is up to you to offer what you think is right.

This is what his son Martin said: "His name was Earle Kirby and he was a Holt person man and boy, a Norfolk boy all his life barring five years war service in Europe and North Africa. He passed away in 2012 aged 91. Dad was a founder member of the North Norfolk club but often flew alone, guiding his gliders back and forth along the updraft of the cliff on Salthouse and Weybourne Heath and also Oulton Airfield. Flying gave Dad such happiness and he did it for most of his adult life. He would be pleased. "

Competition corner: 2021 Climb and Glide

As I explained in an email a month ago, after a lot of discussion the decision has been made. The model to be used for 2021's Climb and Glide will be the Bixler 1.1. This is latest model with the green trim and the 2212-1900KV motor. Some people think that the wing servos are a bit flimsy so you might want to change them. No changes to the standard specification are allowed including props. Batteries must be 3S. They were in UK stock when I last looked on 23 September.

Results of climb and glide and spot landing

The results to date are of course on the club website. However at the moment not the Climb and Glide Handicap. The new scoring system seems to be working so I have added the results here as well: **UPDATE NUMBERS FOR SPOTS**

Climb and Glide

Mike Whiting	135
Mark Jordan	85
Alex Steele	60
Dave Wilcox	60

As you see Mike cannot now be beaten in the one remaining round but second and third are very open.

Climb and Glide Handicap

Dave Fines	34
Keith Eldred	25
Mark Jordan	19

Spot Landing

(This is the result after August's competition. We haven't completed September's yet due to the weather.)

Mark Jordan	95
Mike Whiting	50
Dave Fines	25

More jokes

This year's pantomime

'He's two metres behind you!'

And another…

Just after I bought a Bixler 1.1 recently, I got an email with the message,'people who bought this, also bought:…' And guess what it was. Yep, cyanoacrylate glue. Yer gorra laff! (There, now I've upset the scousers as well as fellow-Londoners.)

Spot the fault

Acrowot foam-e

In the January 2020 issue I described a noisy replacement motor being nothing of the sort, but rattling wheels. The model was still noisier than was liked so the prop was changed from an 11x6 to a 10x6. This had two effects. The noise did drop further and the maximum current shown on telemetry fell from 50 to 40 A. The message is if you think you have found a solution don't stop there. Many problems have more than one cause (not multiple – yuk!).

Hallowe'en horror

The flying field was wet so I put on some boots I hadn't worn for some time. There was something under my foot in the right one. When I found what it was I was surprised, to say the least. It was a dried-up bat. How did it get there? Suspicion immediately fell on the cat who is an excellent hunter and sometimes throws his dead prey into our shoes. He can't defend himself, so the blame stops there. The message is shake out your boots before putting them on to come to the field.

As bats carry all kind of unpleasant diseases, including rabies, I took great care to clean my foot and boot and burned the bat. A disgusting smell.

Sources: Battery stickers

I use stickers on my batteries that have a slider. You slide it to red when you have used the battery and to green when it's charged. I slide it halfway when in storage charge. The ones that Hobby King sells are alright but it is difficult to get the backing off and they are flimsy so come apart quite easily. I have recently bought some EV-PEAK ones from Tomtop at $US3.67 for ten. They are much sturdier and the backing comes off easily. You also get some sheets to stick on your battery so you can keep a record of how many times it has been charged. I don't bother. It doesn't make them last any longer and degradation is pretty obvious.

https://www.tomtop.com/p-rm8861.html?_ga=2.75304020.796101996.1595080083-1690533039.1595080083

Back numbers of the newsletter

For club members these are available on the club website. Non-members need to go to my website at peterscott.website/flying.

Sales

I am still clearing out my workshop and have now decided to clear some of my duplicated builds and bits. All models could be electrified if that is your preference:

WOT4 - Plan built fitted with an SC46 with an OS carb uprated with a Q pipe exhaust and has two wing servos instead of one. Servos are JR591/577. £120.

Swamp Rat - Again plan built fitted with a new SC25. 3 x Ripmax sd200 servos, 2 x Futaba 3003 servos. 48” wing. This model has not been flown. £110.

Limbo Dancer - Plan built, fitted with an SC32 which has just been run in. Has a mixture of 2 Hitec, 1 Ripmax and 2 SuperTec mini servos. Another excellent plane. £100.

An OS61 MAX FX engine with an in-cowl exhaust and also a tuned pipe. Carb uses the rear mounted needle valve. A nice mid range engine. All in good condition and has had after run oil after every use. £60.

Contact: Paul McLeod 01263 722489

There are still other items for sale on the General Sales page.

Not exactly sales

This is the list of things that Earle Kirby's son gave us. He wants them to go to people who can use them. There is no obligation, but if you want all or some of the items perhaps you would be willing to give the club some money for them. I have added a typical price for the annuals, but in the end it is up to you. Send me an email through the club website.

Aeromodeller annuals
These fetch between about £3 and £20 on eBay depending on age and rarity
1950
1955
1957
1958
1961-2
1963-4
1965-6
1966-7
1971-2

A lot of plans and other written material about model boats

Some very early RCM&E magazines

About forty full size plans mostly from Aeromodeller, RCM&E and Model Aircraft magazine. Most are sports type aircraft up to about 40" (1 m), but there are control line and glider designs as well. Most of the sports designs are for multichannel radio control but a few are rudder only and could be converted.