

Skyline



Sedgemoor RC Flying Club – Newsletter January 2011

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Happy New Year!

Editorial

Another AGM has come and gone. Dave's notes of the proceedings follow later. The big change is that Dave has decided to step down from the committee as he is no longer flying regularly. Thank you Dave for the years of truly dedicated service you have given. And welcome to Terry Williams who replaces him.

Club Meetings:

The club used to meet at the George at Middlezoy every Wednesday, and I think some members still do. Pete has arranged that we can have the skittle alley for monthly club meetings the first Wednesday of the month from 7.30 with a theme, activity (skittles?) or guest speaker, etc. The first three months are:

2nd Feb – “Show and tell” and problem clinic – bring along whatever you are building, plus any issues you want help with.

2nd March – “Chuck glider” – you are given a very small quantity of wood with which you design and build the glider, then we have competition to see which flies the best. Bring cyano and knives.

6th April - Craftsmans Cup. Annual event with nice cup awarded for the best model.

With your support these meetings can become a permanent fixture and our club can once again develop its social side!

A note on training:

As the Chairman said at the AGM, letters were sent to all the members without “A” Certificates, encouraging all to take it in 2011. I hope we examiners are in for a busy year!

*I am guessing recipients fall into one of four categories: novice flyers who are getting help with training, novice flyers who are frustrated as they are getting inadequate help, experienced flyers who just want to take the test and finally experienced flyers who don't see why they should have to take a ***** test !*

In order to assess your needs, please complete the questionnaire on page 6. This goes for all members who would like to see more training.

Finally, congratulations to Steve Fish for passing his “A” Certificate – Helicopter.

Club Calendar:

Indoor flying	Wed 19 th Jan
Club Meeting	Wed 2 nd Feb
Indoor flying	16th February
Club Meeting	Wed 2 nd March
Indoor flying	23rd March
BMFA practice & test day	Sun 3 rd April
Club Meeting	Wed 6 th April
Fun Fly 1	Sun 10 th April
NSA dates – NO FLYING!	Sat/Sun 7/8 May
BMFA practice & test day	Sun 5 th June
NSA dates – NO FLYING!	Sat/Sun 2/3 July
Fun Fly 2 inc. scale event	Sun 10 th July
NSA dates – NO FLYING!	Sat/Sun 13/14 Aug
Fun Fly 3	Sun 18 th Sept
NSA dates – NO FLYING!	Sat/Sun 1/2 Oct

Fun Fly 4 inc. scale event	Sun 16 th October
Indoor flying	23rd November

Note the indoor flying dates, which were so well attended last year. From 7-10pm at Junction 24 Ltd. Market Way, North Petherton, Bridgwater TA6 6DF. If you don't have an indoor model, then you know what to do with your Christmas money!

New Competition Season:

At the AGM we always discuss what events to run – and the outcome was four fun fly events as last year, two of them to include scale competitions. The scale event will be flying only, and of course ARTF models are eligible.

What's the weather like at the flying site? – by Ian Russell

A question I often ask myself particularly because I live 25 miles away from the airfield.

There has been some debate within the club committee about buying a weather station for the site, but the normal issues of power and risk of vandalism tends to preclude buying our own. We are liaising with the microlight club to see what they use, etc but in the meantime Jeff, Skyline editor, asked me to write on what I use as I seem to have done more research on it than most.

So here goes. As I said I live 20 plus miles away and the other side of the Langport hills so looking out the window is not a foolproof approach. As we all know the weather is unpredictable, even for the professionals at times, but I have to say they are getting better so I use a spread of expert forecasts.

First BBC, ITV or radio and get a day ahead view, not normally too far out but frustratingly omits wind direction sometimes and does not really give an hourly breakdown during the day. For non-Internet users that is about it, apart of course from seaweed, pinecones and a finger held up outside!

For Internet users, I tend to use two or three sites and take an average view of what they indicate. Each one has strengths and weakness but seven times out of ten they are not far out.

Most sites only link to major towns so Taunton and Weston super Mare seem to be closest, No Bridgewater in the UK, watch the second site as it picks up Bridgewater Canada which might not be quite correct for Westonzoyland



Tony's electric Lancaster earlier this year –it is nearly ready to fly again after a big crash on maiden flight

Firstly the BBC, here is the link :

<http://news.bbc.co.uk/weather>

Good for local forecast even has a little embedded step through animated link that shows the hourly pattern.

The second is Accuweather link as follows:

<http://www.accuweather.com/ukie>

This provides a good hourly breakdown when you click on details, even gives the option of metric and imperial (for those of us over a certain age). The major benefit is it provides views up to fifteen days ahead. Clearly the further ahead you look it tends to be only a guide, but give or take a day is not far out normally. Good for planning the day off with the “boss”.

Another is Metcheck link :

<http://www.metcheck.com>, even has Bridgewater although I think it picks up Yeovilton airbase for its prime input.

That's about it for what I use, there are other sites some e.g. for sailors which are good as well, all tend to be a guide because as you know the Westonzoyland can be a bit unpredictable. See you at the airfield soon, with blue skies and a 5mph wind from the West.

Ian Russell Chairman 2010 SRCFC

2.4 The Easy Way – by Pete Ross

I have been flying r/c since July 1975, and apart from one particular year when I was awarded my then club's 'Crash of the Year', caused by repeated receiver crystal problems, I have never really had any radio related flying problems. All problems that I have had have been pilot induced!

Naturally, starting my flying back in the mid-70's, we all flew on 27 MHz radio, and had only six main frequencies available, unless your club allowed 'splits'. All worked really well until the advent (import) of CB radio.

As you may remember, CB was legalised in the UK on 27 MHz FM, but illegal USA units were available over here, but operated on 27 MHz AM, the same as some of our frequencies. Soon after, the UK Government allowed model flying on 35 MHz and we were at last mostly free of interference and radio problems.

Time passed, and most fliers upgraded to computer controlled transmitters, with electronic mixing and multiple model memories. I too was more than happy with my radio, but in order to be able to do what I wanted by way of mixers and model memories, I decided to upgrade to the Multiplex Royal Evo 9 soon after it was introduced to the UK market.



My 'Evo' has served me very well and now I've got used to the different way of setting up a new model, I was more than happy with its 9 channels and 20 model memories. Reliability was brilliant, with one minor exception - don't fly with a mobile phone close to the transmitter! However, flying electric models as I do, I have noticed some slight glitching problems.

Coming right up to date, the 2.4 GHz revolution had gained momentum, but my thoughts were that the more fliers who upgraded to 2.4 GHz the better for those of us left on 35 MHz, as there would be less opportunity for being shot down by someone switching on, on the same frequency.

All this changed for me at the end of July when for my 60th birthday, family and friends very kindly gave me money instead of the usual gifts of socks and handkerchiefs. Upgrading to 2.4 GHz now became a possibility, as before I had rejected the idea mainly based on cost of changing the 17 receivers needed for my entire fleet of aircraft.

Checking prices, if I used the Multiplex M-Link system, for the amount of cash available, I could buy the tx module and perhaps 2 receivers. Not a brilliant solution, plus I would have to send the transmitter to Mike Ridley to get the firmware upgraded. Next I looked at the 'Chinese copies', available through people like Giant Cod and Hobbyking. Reading reviews and getting as much information as possible, I was tempted to use the Assan system, but just held back.

Checking again on the web, (<http://rcmodelreviews.com/frskyreview.shtml>) I looked at a site that compared all available copy modules and gave their opinion as to the 'best buy'. Surprisingly, the 'best buy' was Frsky, using multi frequency channel hopping. After further investigation, I decided to try the Frsky 'hack' module and three 8-channel receivers, ordering from Electriflite here in the UK. The reason for the 'hack' module was because Frsky do not offer a plug-in module for the 'Evo'. Delivery was the next day, and I now needed to check to which pins the module needed to be connected. I opened a 'thread' on RC forum, and got an almost immediate response. Not wanting to solder the connections (in case I got it wrong) I used servo connectors and hoped for the best.

Once connected, the first switch on was a nerve wracking affair, but I need not have worried, as all worked perfectly first time. Binding to the receiver is very easy and almost instantaneous.

First flight checks were carried out at the BMFA Nationals at the end of August (fun fly competition) and when the 'Evo' was checked

at Transmitter Control, the report came back that it had one of the best signal patterns seen to date.

Since then, I have now brought my total of receivers to 11, 9 eight channel and 2 four channel for some slope soaring wings. My electric models no longer suffer from any form of glitching, and range checking a new model is simplicity itself, using the bind button held in for 5 seconds to switch into range check mode.

In conclusion, I have to report that I am now a total convert to 2.4 GHz, and have complete confidence in my Frsky conversion.



So good I got one too! Here it is in my FF9. Ed.



Familiar but younger faces at Eastnor Castle, but when??

For Sale

Graupner HOTSPOT. Servos: S9151s on ailerons and S9102s on rudders. Air retracts with wheels and brakes on mains. Air operated air brake. 3 x electronic air valves (brakes, retracts, airbrake), steerable nose wheel (no

servo). Fuel tank. Also some spare retract bits. Suitable for Jetcat 80 up. £450 o.n.o. Phone John Bransgrove on 0208 786 8958 or 07855 592506.

Futaba Skysport 6 EX 2.4 full set, boxed unused. £100. Call Jim on 01458 210207. Or jwhpost@hotmail.co.uk



Notes from the minutes of the 2010 AGM:

The Chairman recommended to the new committee that they continue to drive for all members who fly solo to have an 'A' certificate.

The new committee:

Chairman	Ian Russell
Vice Chairman	Phil Wilson
Gen Secretary	Terry Williams
Treasurer	Peter Ross
Membership Secretary	Andrew Moss
Safety Officer	Steve Fish
Communications Officer	Jeff Cosford

Subs for 2011 unchanged as follows:

Full Senior	£71.00
Full Junior	£42.00
Full Family Junior	£34.00
Associate Senior	£43.00
Associate Junior	£27.00
Associate family Junior	£23.00

Please pay Andrew promptly!

2011 events:

- Craftsman cup.
- Four Fun Fly events organised by Jeff and Pete. Two to include scale flying events.
- The club agreed a jet meeting in conjunction with the Jet Modeller's Association (JMA) over a weekend in late August/early September the proposed format being 'off the peg' flying open to club members and JMA members on the Saturday, run by SRCFC and a 'jet only' day on the Sunday limited to 25 JMA members plus any jet flyers from SRCFC this event run by the JMA. Sunday would also be open to club members as spectators if they were not flying.
- Indoor flying: sessions to be arranged in January, February, March and November.

Any other business:

- The proposal "That all committee members be restricted to a maximum of 5 years tenure" was not approved by members.
- Incidents involving 3rd party damage: Dave Wood outlined to the membership an incident involving a crashed model causing damage to crop covering material owned by a third party. The incident had not been reported to the committee and when the third party made contact the club were placed in an embarrassing situation when dealing with the BMFA etc. Any incident involving damage, however small, must be reported to the committee so that an early decision could be made as to the way forward. *Take note of this important item! Ed.*

- Guest Flyers visiting site: Steve Fish outlined the procedure for inviting guests to the site making the point that should a member invite a guest it is their responsibility to ensure that they know the local rules and that the member concerned is present on site whilst the guest is in attendance and /or a committee member has been informed and agrees to 'chaperone' the guest flyer.
- The proposal that the club should seek and acquire a grass field flying site as a safeguard to losing our present site was approved by the members and will be actively pursued by the 2011 committee.
- The proposal that a system of proxy voting be introduced for all club members was not seconded, so no vote was taken.

Presentation of Awards:

Jason Ireland Memorial Cup: Jeff Cosford

Most Improved Flyer: Roger Moore

Fun Fly Sports event:

1st Jeff Cosford, 2nd Steve Fish, 3rd Phil Wilson

Fun Fly Special Event:

1st Jeff Cosford, 2nd Pete Ross, 3rd Rob Bevan

That's all for now! Jeff

Questionnaire on Training needs. I received a letter from the club about the "A" certificate, here are my comments:

Or:

I am interested in other training, eg B Test, C test, scale flying, aerobatics, fun flying , 3d.

Name:

Please email them to me, jeff.cosford@tiscali.co.uk. Or tel 01749 678698