

Skyline



Sedgemoor RC Flying Club – Newsletter April 2011

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Editorial

New members have asked, "You mean you don't meet up for regular meetings? I thought all clubs did!" Well, we do now. After three successful winter meetings, these will continue on the first Wednesday of each month, at the George, Middlezoy. The next is Wednesday 4th May at 8.00pm



Steve and Mike Fish

Chairman's Report

Hi all

Well what a March/ April, writing this in the back garden, shorts on (and a tee shirt!) drinking a cold beer. If it is like this all year we are going to have the best ever. But then again we could have snow in June, we shall see.

I last wrote to you all with a calling notice for an EGM to precede the Craftsman Cup.

As you will recall we needed to elect two new club officials after the resignations of the Safety Officer and General Secretary. Firstly I have to say there was a very disappointing turnout with nineteen members present. For your information Paul Mancini was elected Safety Officer and Dave Wood offered to stand in as General Secretary as there were no nominations or volunteers at the meeting. Dave has all our thanks but he has made it clear he will stand down again at the AGM. This is because his original reason given at the last AGM stands in that he wants to spend more of his time on other interests and feels club officials should be regulars at the flying site.

So for now we have a full committee, I will return to the subject of the AGM later in this piece.

The Craftsman Cup which followed was a disappointing failure with only one model present, clearly those who voted for the event at the AGM either felt their models were not up to it, or could not be bothered. Either way it was disappointing and discouraging for the organisers.

Some more positive feedback

There has been a training session for A/ B tests, a fun fly and an informal scale competition. I think the Skyline Editor will cover this so I will not steal his material, I

would like however to thank Jeff Cosford, Steve Fish and Dave Wood plus others who ran the events and those of you who came along to make them such successes.

Whilst dishing out thanks, I would like to register our thanks to Bob Deacon (and his grandson) for cutting the grass on the joints in the runway.



Mike Fish and Adrian Kidd

Looking forward

At the EGM the committee proposed to continue the first Wednesday in the month meetings at the George in Middlezoy (8.00pm). It was proposed by the membership at the EGM that the committee should give a short report on its activity at each meeting, this was agreed and will commence on the 4th May meeting.

Future events at the Airfield are listed elsewhere, but I would like to remind you (as was agreed at the AGM) of the jet model event in August.

On Saturday the 20th August there will be a normal club flying day, there will be visitors flying a variety of models prior to the jet meet on the Sunday. On Sunday 21st. there will be a closed jet event run by the Jet Modellers Association (JMA). There will be no SRCFC club flying on this day, strictly no spectators are allowed but club members can come and watch. If you want to come and visit **you will need to**

bring your membership card to show the JMA official on the gate. Just knowing the gate number will not get you in, membership card only. Please understand this is for the JMA insurance reasons for operation at the airfield. Both the SRCFC committee and the JMA have been approached by potential visitors and these have all been politely declined. Please do not invite anybody, they will not be allowed in.

Early notice about the AGM

I said I would return to this and not wishing the year away, however at the AGM in December 2011 we know already there will be a number of other vacant posts.

In addition to the General Secretary position mentioned earlier, the posts of Membership Secretary and Chairman will also be vacant. As I outlined at the EGM I am standing down as Chairman, I have been Chairman and held other posts on and off for twelve years within the last twenty years, I think it is time for a fresh approach.

So at the AGM there will be at least three vacant posts. There are some in the membership who express views on what should be done, is this the time for you to put something back into the Club? I also hear others who say "I have held this or that position before", well as I have done and Paul Mancini is acting as Safety Officer again, perhaps for some of our long standing members your turn has come again.

To conclude

The Club is moving forward, we have a number of events arranged and even the weather is playing nicely (at the moment).

So enjoy our hobby, fly safe and may all your landings have the wheels touching down first.

Ian Russell
Chairman SRCFC

Calendar

Club Meeting	Wed 4 th May 8.00
NSA dates – NO FLYING!	Sat/Sun 7/8 May
Club Meeting	Wed 1 st June 8.00
BMFA practice and test day	Sun 5 th June
NSA dates – NO FLYING!	Sat/Sun 2/3 July
Club Meeting	Wed 6 th July 8.00
Fun Fly 2 inc. scale event	Sun 10 th July
Club Meeting	Wed 3 rd Aug 8.00
NSA dates – NO FLYING!	Sat/Sun 13/14 Aug
Jet fly in by JMA. (No club flying)	Sun 21 st Aug
Club Meeting	Wed 7 th Sep 8.00
Fun Fly 3	Sun 18 th Sept
NSA dates – NO FLYING!	Sat/Sun 1/2 Oct
Club Meeting	Wed 5 th Oct 8.00
Fun Fly 4 inc. scale event	Sun 16 th October
Indoor flying	23rd November

My first petrol engine- by Jeff Cosford

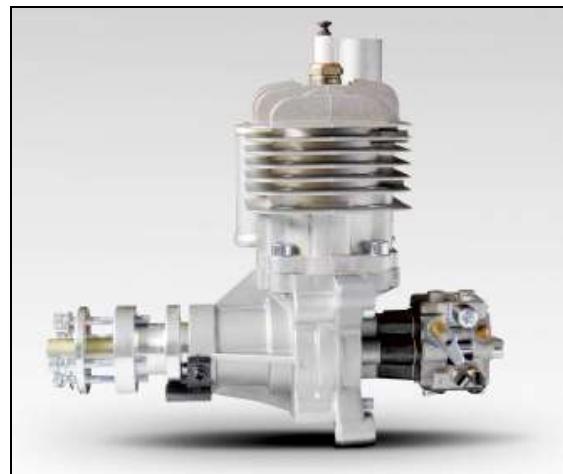
I have been flying my Extreme Flight Yak 74" for several years but found it underpowered with its Moki 135. I hoped that petrol power was the answer, and Tony kindly lent me a CRRC 26cc and helped me fit it in the Yak but it lacked the power I was seeking.

Last year I saw the DLE 30, the first lightweight high power 30cc motor. It puts out 3.7hp, and You Tube has video showing thrust up to 19lb from 19" props, unheard of for such a small petrol engine.



Ian Russell's biplane did not fly..

Unlike most Chinese engines, this was not a copy but an original design, though it resembles a small DA 50.



Initially it had a reputation for unreliability but once they converted from side to rear carb, the reported faults disappeared and it was a big success! They were popular so I had 8 weeks to wait for it to arrive. I spent the time finding out what I would need. The most important advice for all Chinese petrol engines is to throw away the noisy stock silencer and fit a canister or tuned pipe. At the very least, get a quality Pitts style wrap around. Second, I needed a rubber bung for the tank, and some special Tygon fuel tube. I

fitted a smaller 12oz tank, because I read that fuel consumption would be lower. And a petrol proof hand pump. The fuel can is a green plastic one from Halfords who also supplied a litre of 2 stroke oil which you mix at 30:1.

Third, 4 cell AA size ignition batteries, with a receiver style switch to control the ignition.

Fourth, a special jig to drill the 4 holes in the prop boss and spinner back plate – the motor does not use a prop nut.

Fifth some big wooden props, 18x8 and 19x8.

The engine arrived and was soon installed. It comes with light ally standoffs so does not require any mount. It was the same size but a little lighter than the Moki with its mount. The exhaust canister and header pipe cost £55.

Then off to the site to run it: my starter soon had it firing, and it was clear at once the power was awesome! But as the instruction leaflet predicted, both high and low carb needles had to be adjusted before it would run properly: they were well out of tune! The excellent instructions made this a quick operation, one I have repeated as the engine runs in. The flight tests exceeded my expectations: the power is high, so it flies well on half throttle, reducing noise levels. The canister silencer is quite effective. Reliability has been good. Flight time is over 20 minutes, and remember petrol is cheaper than methanol. Oil is at 3%, not 20%, saving even more cost. Almost no oil is left on the model, and this will reduce when I move to synthetic oil from mineral once run in.

Vibration is a little high, and a good prop balancer essential.

I can see why fellow petrol heads don't look back once they have tried petrol...

Fun Fly Competition 10th April: by Jeff.



A good turnout

A slightly changed format that turned out well: As we had to finish by midday to make time for Scale in the afternoon, the number of events was reduced to 4, and these were chosen so they could in theory all be flown in a single flight. Pilots all elected to have a go at flying them this way, and with Paul and Matt Bearman running things, we finished by 11.30.

As usual, the specialist Fun Fly models were kept in a separate class. The first three were separated by just 3 points, but well done Phil for pipping Rob and I to first place.

In Sport class, Matt Bearman, who has just started flying, did well to win in his first competition flying a small foamy – well done!

The scores of the 4 events will accumulate to give us a final result at the end of the year, with trophies at the AGM.

10th April results, Fun fly models

Name	Plane	Limbo	Points	Touch & Go	Points	Loops - time for 10	Points	spot landing - feet	Points	Total Points	Position
Phil Wilson	Flash	19	100.0	11	50.00	51	66.63	3	100.00	316.6	1
Rob Bevan	Limbo Dancer	12	63.16	14	63.64	34	100.0	10	55.00	313.3	2
Jeff Cosford	Limbo Dancer	18	94.74	22	100.0	43	79.02	10.5	40.00	313.7	3
Tony Englander	Limbo Dancer	10	52.63	13	59.09	37	91.84	No score		203.5	4

Sport models

Name	Plane	Limbo	Points	Touch & Go	Points	Loops - time for 10	Points	spot landing - feet	Points	Total Points	Position
Matt Bearman	Four Site	6	85.71	11	100.0	26.00	100.0	7.00	55.00	340.7	1
Mike Fish	Skystar	6	85.71	7	63.64	28.00	92.86	21.00	25.00	267.2	2
Kevin Trott	Sunbeam	7	100.0	9	81.82	48.00	54.17	48.00	10.00	245.9	3



Phil Wilson

Scale Report – by Steve Fish

Hello all, just a quick report on the scale comp held on the 10th April.

After some good flying in the fun fly we had a short break before the scale comp started, then a pilots briefing. The judges said what they would be looking for: smooth flight, scale speed of model, parallel to the judges and manoeuvres central to the judges. The judges then said that hot bacon butties or cream cakes would put them in a good mood for that

flight but unfortunately there were no takers on that! They were also told that any protest about the judges marking would have to be made with a twenty pound note, but again no takers! Finally the pilots were told that if they crash during the comp then they would have to pay judges a fine of twenty pounds. (more on that later).

So as no one wanted to be first up Phil Wilson with his Sukhoi got the job and flew well. In fact everyone flew well with no incidents, but the judges felt there was room for improvement (by the way, the judges on the day were Mr Mean and Mr Grumpy) so after the first round had been completed Mr Mean and Mr Grumpy called a short break and in the break a guy flew the majority of the manoeuvres in front of the other pilots while the judge explained where he had gone wrong and how he could improve on the manoeuvre so everyone had a better idea of what the judges were looking for.

The second round started and straight away the judges noticed that there was an improvement by the pilots. Kevin Trott did some good calling and Adrian Kidd having only learnt some of the manoeuvres the day before did some good shaped manoeuvres in the correct position. Unfortunately there were two unlucky ones, the first being Tony Englander. He brought a Hellcat and a Corsair but he had trouble with retracts on one and an engine that refused to run correctly on the other, hopefully they'll be sorted for the next one. Jeff Cosford was the other one, he had done well in both flights but on landing from his second flight he managed to nose over then with just enough momentum it turned over on it's back - now that's classed as a crash in the comp (twenty pound fine) but as the judges thought it very unlucky they let him off the fine. Well done to all the pilots.



Mark Week's jet

The scale comp is only a light hearted comp, nothing serious, so if you have a scale plane as in any ww1/11, Extra, Yak, Edge, Harmon Rocket, PC9, whether it be an ARTF or one you've bought second hand or one you made yourself you can enter (no charge). The same weather has already been booked (sun out, clear sky, very little wind), so if you're interested in having a go and can do a loop, roll and things like that then come along to the next one, but please let Jeff Cosford or myself know so that we bring enough score sheets.



Mr Mean and Mr Grumpy

Now go practice some smooth flying and get those manoeuvres in front of yourself. Happy landings.

Steve

Scale Results for 10th April

	Judge 1	Judge 2	Total	
Phil Wilson	1478	1433	2911	1 st
Kevin Trott	1282.5	1389.5	2672	2 nd
Adrian Kidd	1158.5	1221	2379.5	3 rd
Jeff Cosford	1138.5	1148.5	2287	4 th
Mark Weeks	631	613	1244	5 th
Mike Fish	415.5	440	855.5	6 th

That's all for now.