

Skyline



Sedgemoor RC Flying Club - Newsletter

August 2005

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www.srcfc.org.uk

Edited by Duncan MacGregor

My apologies for this edition being about one month late. As some of you may know, I have been laid low with spine problems again. Yet another summer has passed me by, despite getting my heli's fit for flying again. Ho hum. I am very grateful to all the members that have contributed to this edition.

Duncan

Craftsman's Cup

The Club's annual 'Craftsman's Cup' competition took place at the George Inn, Middlezoy on Wednesday the 13th April 2005. The attendance was very respectable, there being some ten models entered into the competition.

Interestingly this year as well as the normal aeroplane entries there was a very nice engineering project, a model diesel engine being constructed by Phil Wilson, and a super 'bare bones' Traube entered by Peter Marigold. Chris Maidment entered a very nice large glider he is building; so large in fact that some suggested he could use it to transport himself from home to the flying site.

The Judges executed their task in noteworthy fashion, and after much deliberation Club Chairman, John Wakefield announced the result.

1st	Dave Wood	1/4 Scale Tiger Moth
2nd	Clive Hall	P51 Mustang
3rd	Peter Marigold	Traube
4th	Phil Wilson	Diesel Engine

My thanks to all who attended the event, competitors, judges and spectators.

Dave Wood.

Fun Day Sunday 1st May 2005

Some 14 intrepid souls turned out for the fun day with a variety of models, ranging from out and out fun fly

models through normal sports type models to a WW1 bi-plane.

I decided to run the event with all models operating to the same rules but competing only with models of the same type, this allows for fair competition. Also the results of this event will be carried forward to the September event to find an overall 'Fun Fly' Champion. So for all you guys who didn't attend, there is still a chance to do it all again and win a prize. Please don't think you need a special plane, anything that will get off the ground will do and don't think you need to fly like Hanno Prettner or Ali M, everyone can do these events, even beginners can have a helper, so come along and enjoy.

On the day five events were held, Time and Glide with a Spot Landing, Touch and Goes, Loops and Rolls, Spins, and Limbo and the results and points to be carried forward are as follows: -

Time and Glide - Fun Fly

1	Mike Jefferies
2	Shane Cummings
3	John Wright

Time and Glide - Sports

1	Kevin Wakefield
2	John Wakefield
3	Phil Wilson

Touch and Go - Fun Fly

1	Shane Cummings
2jt	Ian Davies
2jt	John Wright

Touch and Go - Sport

1jt	John Wakefield
1jt	Kevin Wakefield
3	Phil Wilson

Loops and Rolls - Fun Fly

1	Shane Cummings
2	Mike Jefferies
3	Ian Davies

Loops and Rolls - Sports

1	Kevin Wakefield
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Spins – Fun Fly

- 1 Ian Davies
- 2 Mike Jefferies
- 3 Shane Cummings

Spins – Sports

- 1 Phil Wilson
- 2 Chris Maidment

Limbo

- 1 Shane Cummings
- 2 Mike Jefferies
- 3 John Wright

FUN FLY Overall Result

- 1 Shane Cummings
- 2 Mike Jefferies
- 3 Ian Davies
- 4** John Wright

Sports Overall Result

- 1 Kevin Wakefield
- 2 Phil Wilson
- 3 John Wakefield
- 4 Chris Maidment

Many thanks to all who took part, and special mention to the Limbo flyers that flew in gale force winds, well done.

See you all September 2nd for another fun day

Dave Wood.

Sedgemoor Open Event Report

Will it rain?

Will we have enough entries?

Will the toilets turn up?

Will the campsite be ready?

Will the wind blow in the right direction?

Will the promised help turn up?

Will the caravan be available?

God! No wonder I'm a balding midget, it's all the worry

Well, it didn't rain, it bloody did the day before, remember the newsreel footage of the Glastonbury festival (mud bath).

We had enough entries, 32 pilots booked in for the event.

The wind was very favourable and although the Saturday was a little grey the sun shone on Sunday. We had a new caravan; all the helpers turned up and were absolutely magnificent. All in all a very good event.

There was some memorable flying.

Ron Hughes from Salisbury was the overall winner.

Olly Bloor won Best Young Pilot.

Best Mono Wing was awarded to Club member Derrick Hannam.

Best Jet, F16, awarded to Tim Edwards.

Best Colour Scheme, Bob Bloor.

Best Scale Jet, F12, Adam Birmingham.

Tom Hughes swept up the rest of the prizes for his Tiger Moth

My heartfelt thanks, in no particular order to all who helped me run a very successful event, especially John and Diane Wakefield and family, Mike Clarke, Mike Jefferies and his flight line team of, John, Kevin, Shane, and Ryan. Duncan organising the toilets and campsite, John for the loan of his caravan and Chris for all his help and support. Roll on 2006 – but will the hair grow back, I doubt it.

Dave Wood

Click and Mix Part 2

Thanks to all who said they enjoyed part one. Hard luck to the rest of you, who will now have to suffer part two. It has been very interesting to hear everyone's different views and to discover what different pilots get up to (mostly unprintable of course). Apparently, I've got to try a lot harder if I want to be *truly* lazy in setting up my planes.

Remember, that this is just what I do, and not necessarily correct. Part two is more about non-essential tweaking rather than basic set-up.

Coming Up:

Aileron differential

Idle-up

Thrust line fudge

Smoke set up

Flaps

Aileron differential

For a given aileron deflection, the down-going aileron produces more drag than the up-going aileron. This means that when you start to roll left, say, the left aileron slows down the left wing and causes the plane to *yaw* left a bit as well as roll. This makes it more difficult than it already is to do a nice straight roll. The solution is to set up the wings so that the ailerons move more up than down, which is where the mixing comes in very handy. It can, of course, be done mechanically by off-setting the servo arm, but it is much easier to fine tune with the radio. And, since it is a fine tuning procedure, it seems to make sense to use the radio. However, it does depend on having separate aileron on each wing, otherwise you have to do it the hard, mechanical way.

Some posh radios have a built-in function set up to do this mix, so just follow the instruction manual. Otherwise, there are 2 ways to do it. You can either reduce the travel ('ATV' or 'End Point' adjustment) of the down direction on each aileron channel, or you can do it by reducing the Rates in the down-going direction on the

relevant channels. Not all radios will allow you to adjust the up/down rates independently for the latter method. Set it up at first so that the down movement is reduced by just a small amount, say 10-15%. Then do a test flight and adjust it accordingly. One of my planes is made a lot better with this mix, but another, doesn't seem to need any.

Idle-up

I like to have the tick-over on the engine set really low for landings, but it's nice to be confident the engine won't cut when you chop the throttle in a spin, say. You can raise the throttle trim to make the tick-over just slightly higher and more reliable during the flight, and then reduce the trim for landing. However, I find this quite difficult to do with any accuracy or repeatability, so bring on another mix...

There are several ways to set this up, depending on what switches/channels you have available after everything else you have programmed. In principle you want to end up with a switch operating a mix which, when turned on, slightly raises the low throttle setting. Then you set the lowest idle speed you can before take-off, with the switch off. Turn the switch on just before you take off, to fly with a raised idle speed, and flick the switch off to land with your lowest idle speed. Easy to say, but setting it up does get a bit confusing, so do it *before* you go to the pub, not after.

If you have a free channel with a switch, say like a flap switch, you can use that as the master and the throttle as slave. Initially set 10-20% mix (much more than you will need) in one direction and watch the throttle arm to see what happens. Then fiddle with the amounts and travel directions until you get the desired result.

Another way to do it is to assign a mix to a switch, then set it to mix throttle into throttle just affecting low throttle with the switch on. This means that you will need a multipoint mix, or a mix where you can independently adjust each direction. Again, play around until it works, and once you have set it up you'll probably *need* to go to the pub!

Thrust line fudge

Even I am a bit ashamed to admit to using a mix to sort out thrust line inaccuracies, because it is not that difficult to put a washer under your engine mount. However, I discovered someone else doing it at the Sedgemoor Open, so I am not alone. The trouble is, that I set it up one day as a quick fix meaning to sort out the thrust line properly at a later date, but it worked so well, that I never got around to correcting it!

If you have the correct amount of down thrust set on the engine then, when you vary the throttle in level flight, there is no tendency to climb or dive. I had a situation where I had too much down thrust built in. Instinctively I trimmed the elevator for level flight at around 1/2-3/4 throttle, so at low throttle there was too much up trim. This made the plane difficult to land because as I chopped the throttle the plane had a tendency to climb

in the glide, so I had to feed in down elevator, which is confusing.

The answer is to set up a mix with throttle as the master, and elevator as the slave. I found that just 2% down elevator mixed in at tick over, made all the difference.

I have not tried sorting out side thrust errors this way, but it may be possible by mixing throttle to rudder – sounds even more ugly, but if it works...

Smoke

The smoke system that I use is from Pete Tindal. The pump is controlled by a channel on the receiver in a proportional way. I have a mix set up with the throttle as the master and the smoke channel as the slave. This means that the higher the throttle, the more smoke oil is pumped. The engine can choke if you pump too much smoke in at low throttle so the mix that I use is a multipoint mix which means that I am able to adjust the curve to have no smoke below about half throttle. Above half throttle the pump gradually increases speed until it is almost full on at full throttle. The pump is very powerful so you may not be able to pump all it can deliver. If you pump more oil than you can burn then it ends up all over the plane.

The mix is activated by a switch, so that the smoke can be turned on or off.

Flaps

If you have one aileron on each wing then you can use the radio to make the ailerons act as flaps. When the 'flaps' are activated, both ailerons move down a bit to act as flaps, and still move up and down as ailerons. The flap channel on your radio may be controlled by a switch or a knob. With the switch, the flaps are either on or off. With a knob the amount of flap can be varied. Be prepared for a need to re trim the elevator when the flaps are activated. Try it out on a simulator first, to see what I mean. Some radios allow you to set this change automatically. I have played around these sort of aileron/flaps, just out of interest, but I have not found them very useful in terms of making my plane fly better or easier. This is probably because I have not used them on the sort of plane that really needs flaps. Either that or I've missed the point. If anyone has any experience with flaps perhaps they could write in to the editor to explain more in the newsletter.

Phil Wilson

Next time: 3D / Fun Fly mixes

Peg-board & Frequency Control

A recent incident involving a downed model when two pilots switched on simultaneously, highlighted a lack of communication brought about by a missing frequency peg. If a peg is not on the board, it is essential that you check with all other pilots present to ascertain who (if anyone) is using the frequency you require. Members are also reminded that they MUST have the correct frequency identification on their transmitter aerials.

And what is the correct identification? Refer to the Codes of Practice:- *"All transmitters must display the correct channel pennant. For 35 Mhz., this is an orange square or circular disc (at least 2 inches wide), with the channel number shown in large white or black letters".* A thin orange pennant will NOT suffice.

The committee will be making checks over the coming weeks to ensure everyone has the correct identification fitted to their Tx.

If you have inadvertently taken a peg home, then please replace it immediately.

Fun-Fly

Dave Wood is organising another fun-fly day on Saturday, September 2nd. All are welcome. Starts around 10.30 am.

Winter Club Nights

We hope to organise some theme evenings for the winter months. This will include some workshops of "how to" sessions, quizzes, possibly videos, but we need some ideas for other evenings. If you have any good ideas, please let the General Secretary know (01278 453412 or email duncan@srcfc.org.uk)

The first of these will be on Wednesday, October 5th at the George Inn (skittle alley), Middlezoy, starting at 7.30pm. This will be a workshop evening, so seasoned modellers will be on hand to give advice & help on all building and set-up techniques. Bring your model along if you wish. If there any specific topics you would like covered, then please let a committee member know.

Skittles Evening

Dave Wood is hoping to organise a skittles evening for members, wives, family, girlfriends, personal trainers, mistresses et al. More details soon.

AGM

A date for your diary: Wednesday 30th November. Venue: The George Inn (skittle alley), Middlezoy, starting at 7.30pm. Usual details will be sent to all members 1 month before the event.

BMFA Proficiency Tests

Dave Wood is now an examiner. We would like to encourage all those that have not yet taken their A test, and have reached the stage of flying solo to take their test as soon as possible. Please contact Dave to arrange this (01823 698928), or any other examiner (e.g. Ron White, Peter Francis, John Cable).

Members that have already passed the tests can buy BMFA Proficiency Wings (sew on badges) directly from the BMFA. Call them on 01162 440028.

Club Stickers, Sweatshirts & T-shirts

Duncan MacGregor has printed some club stickers using special inkjet transfer film. If anyone would like a sticker, please send £1 to Duncan at 17 Phillips Close, Bridgwater, TA6 7AR. Ensure you include a stamped addressed envelope for delivery.

We are also looking at putting together another order for club sweatshirts & T-shirts. There is a minimum order, so enough members would have to place an order to make it possible:-

<u>Prices are:</u>	T-Shirts	£7 each
	Sweatshirts	£12.50 each

Both garments are grey, with the club logo printed on the front in blue & red inks.

Sizes are:- Small, Medium, Large, Extra Large, Extra Extra large. Please check your size, as mistakes cannot be corrected once printed. As a guide, 42-44" chest is an extra large.

If you wish to order, please send cheque/PO to SRCFC, 17 Phillips Close, Bridgwater, Somerset. TA6 7AR. Remember to state name, address, and sizes required.

Autumn Model Show at Yeovilton

This is being held at the Fleet Air Arm museum, on Saturday, October 22nd. For more details, see their web site at www.fleetairarm.com

For Sale

2 for 1 offer:- 84" wingspan Pacer (low wing), semi-scale, would suit 180 2 stroke. *PLUS*

74" wingspan CAP 20 scale low wing aerobatic model, needs 90 - 180 2-stroke motor. Both are airframe only. £150 for the pair.

Also RTF 66" pattern ship with Super Tigre X61 rear exhaust with tuned pipe, 5 good servos, Rx & batt pack. £100.

Phone Geoff Portlock on 01934 620330

John Davis has given up modelling after 50 years, and has lots of RTF models, and loads of accessories for sale. Phone 01278 422599