

Skyline



Sedgemoor RC Flying Club - Newsletter

Early Spring 2006

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Edited by John Wakefield

New Features

In a bid to make the Skyline slightly more interesting than Big Brother we have introduced two new quiz features.

“In the Air” is a cryptic quiz where prizes will be offered to those who can identify some well known (and not so) aircraft from the clues given. On this occasion a gallon of fuel is offered as the top prize.

“Know it All” is a quiz (with answers) with a slant on knowledge of BMFA and airfield rules. So if you think you “know it all” it’s your chance to prove it.

Airfield Matters

Those of you that attended the AGM would have noted the concern of the committee that large chunks on the constitution are not being strictly observed. Four points have been identified that compromise site safety and will be closely monitored.

- Pilots flying solo that have not passed their A tests.
- Flying on the wrong side of the runway according to the wind direction.
- Pitting less than 30m from the flight-line.
- Poor peg procedures compromising frequency control.

It would be much better for all if individuals to take it upon themselves to observe the club rules. However, enforcement will remain an option of the committee in the interests of safety and the club in general.

The committee would like to discuss these matters with as many members as possible at the Craftsman’s Cup. Please attend if you are able.

Club Calendar 2006

April Wed 12th

Things kick off with the **Craftsman Cup** at the **George Inn, Middlezoy** (7.30pm in the Skittle Alley). So get out those winter projects, (finished or not) and let’s see what you’ve been doing on those cold winter nights. Don’t forget to bring along any modelling items you wish to sell, exchange, or simply get rid of.

May Sunday 14th

Club fun day starting at about 10am, usual format.

Climb & Glide, Spot landing, Touch & Go. This year in an attempt to overcome the problems we have encountered with the wind at past events, (no, not that type), we will run the Limbo event using a sighting post on either side of the runway, each manned by a courageous volunteer armed with suitably coloured flags.

September 2nd & 3rd

Sedgemoor Open. Program to be announced

NSA Meetings at Westonzoyland

Members are reminded that the airfield will not be available on the following dates. However it may be possible to fly after 5pm on the Sundays. Hopefully the bikers will have vacated the airfield by then.

MAY 6th & 7th

JUNE 3rd & 4th

JULY 1st & 2nd

SEP 30th

OCT 1st & OCT 22nd

In The Air

Have a go at winning a gallon of fuel. Send your answers to Brian Crossman (preferably by email) to register your chance. Each is a clue to a particular aircraft.

1. ---7
2. Greedy Sea Bird
3. Building Society
4. Andy is Duke
5. To Teach Someone
6. Town in Hampshire
7. Liquorice Allsorts
8. U Boat Territory
9. Barnes Wallace is Famous for (Aircraft)
10. Upper Airspace Wind.

Know it All

Just for fun quiz (answers at end of newsletter) on safety matters.

1. What is the smallest diameter of the propeller nut or spinner permitted on model aircraft?
2. What is the recommendation for two flyers on the use of adjacent frequencies?
3. What does SMART acronym refer to?
4. Before you switch on your transmitter you should have the?
5. What are the numbers of the two main articles of the Air Navigation Order relating to model flying?
6. Which regulations MUST be complied with?
7. Name two areas you must not fly over?
8. Before each flight a pre-flight check is required this will include.
9. What is the BMFA recommended distance between the carpark and the takeoff / landing area.
10. Name this years Safety Officer.

Committee Contacts

John Wakefield (Chairman) 01278 792324
Brian Crossman (Memb. Sec.) 01278 785587
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Dave Wood (Secretary) 01823 698928
Mike Jefferies (Safety Officer) 01458 830972
John Wright (Treasurer) 01823 698344
Ian Russell (Vice Chairman) 01935 423680

How to do it?

SOLDER JOINTS

This article is not intended to teach those of you who are proficient at soldering how to suck eggs, but is intended for those who would like a bit of insight as to the best way to go about it.

Before we go any further, it's worth mentioning that when making long extension leads, say to tail

or wing servos, the use of twisted 3-core cable helps to eliminate

interference to the receiver.

Butt jointing

- (1) Tin both ends that are to be joined
- (2) Overlap ends and apply iron.

Although this method is adequate it does have its problems.

- (1) Oxidization can form when joining two



surfaces in this manner thereby creating a dry joint.

- (2) The two surfaces have to be in close contact, and although the iron can be clamped in a suitable position whilst you hold the cables together, if you get the shakes, you end up with an untidy joint which you will have to re-do.

Twist and solder

(Preferred method)

- (1) After removing insulation, untwist strands and fan them out so that they lay parallel to one another.
- (2) Cross them over and twist together as per illustrations
- (3) Clean tip of the iron, heat joint and apply solder



As the joint is self-supporting you have both hands free to do the soldering

This is the best method to use if you have to solder together cables carrying high current
Note Don't forget to slide on the heat shrink sleeve beforehand

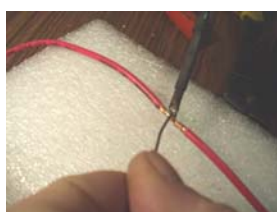
Below is a series of shots to show the sequence of this method



Cross over



Twist together



Soldering, Note: joint self-supporting



Soldered joint
 Applying heat shrink sleeve.



Use shank of iron to shrink sleeve by gently smoothing over surface.

I hope this article is of use to some of you, and stress that this only my preferred way of doing things.

Happy Landings

Shed man

Nice one Ian

RAF Typhoon at RAF Coningsby, January 2006. Both crew got out unhurt and walked away.



Thanks to Ian Russell

Know it All Quiz Answers.

1. 7.5mm
2. Carry out radio interaction check
3. Switch, Meter, Aerial, Rates, Trims (all in correct position).
4. The correct frequency peg
5. 55 & 56
6. Civil Aviation Authority
7. Pits, Car Park, Behind the Pits, People, Property
8. Controls operate freely and in the correct sense. All controls are correct for trim positions. Start engine, after warm up check controls again.
9. 100 metres
10. Mike Jefferies

Club Instructors:	
John Brisland;	John Cable;
Brian Crossman;	Peter Francis;
Neil Hinks;	Victor Hollingworth;
Duncan MacGregor;	Christ Maidment;
Paul Mancini;	Ian Russell;
Kevin Trott;	Ian White;
Ron White;	John Wright;
Colin Dyckes;	David Wood

“I don't want to do that serious stuff, I want to have fun”

Number 1 of a series

I would encourage you to read the following and give it a try the next time you go flying.

How often do you go flying and just fly around where you want and often where the model wants to go! That is fine for 90% of the time but when something goes wrong or the wind changes then some extra skills can be handy!

Below are a couple manoeuvres to start with, I know, how are they going to help?. Flying in a deliberate, controlled manner does help with general flying skills and when you need to apply the skill it will be second nature.

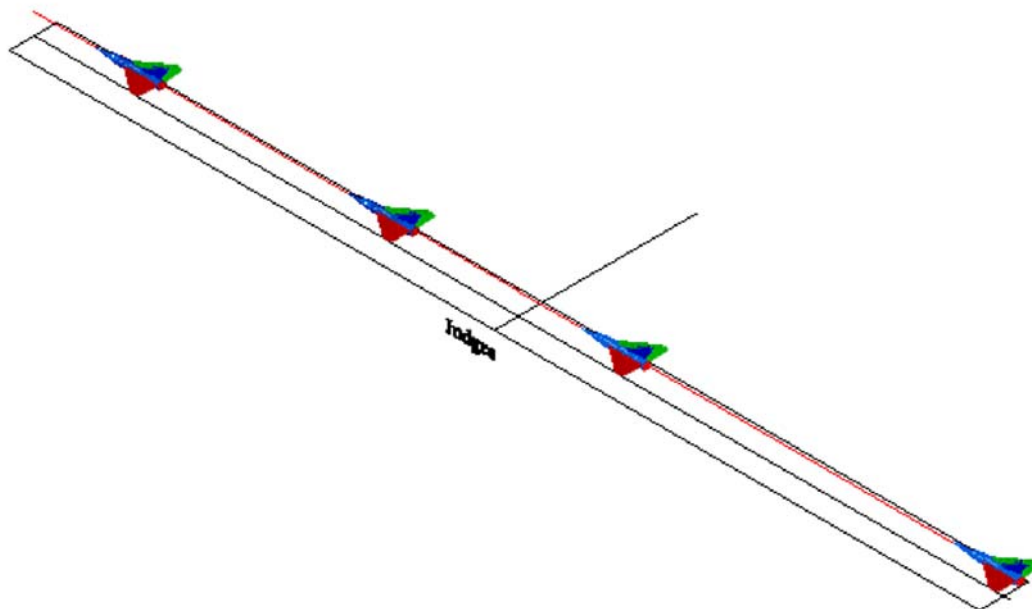
I have chosen a couple to start with that anyone with a basic trainer upwards can try. They are drawn from the prescribed manoeuvres for scale competitions or aerobatics, they are not difficult to fly in themselves but to fly accurately is a different matter, so I have added what a judge, your flying mate or you yourself should look for.

No 1 straight flight.

What! I can here you say, but just read the observation that would knock points off, in competition or your mates watching you fly smoothly and accurately. Not so easy is it?

Description:

The model makes a low fly-by parallel and close to the runway for a duration of 5 - 10 seconds, at a height of between 3 - 10 metres.



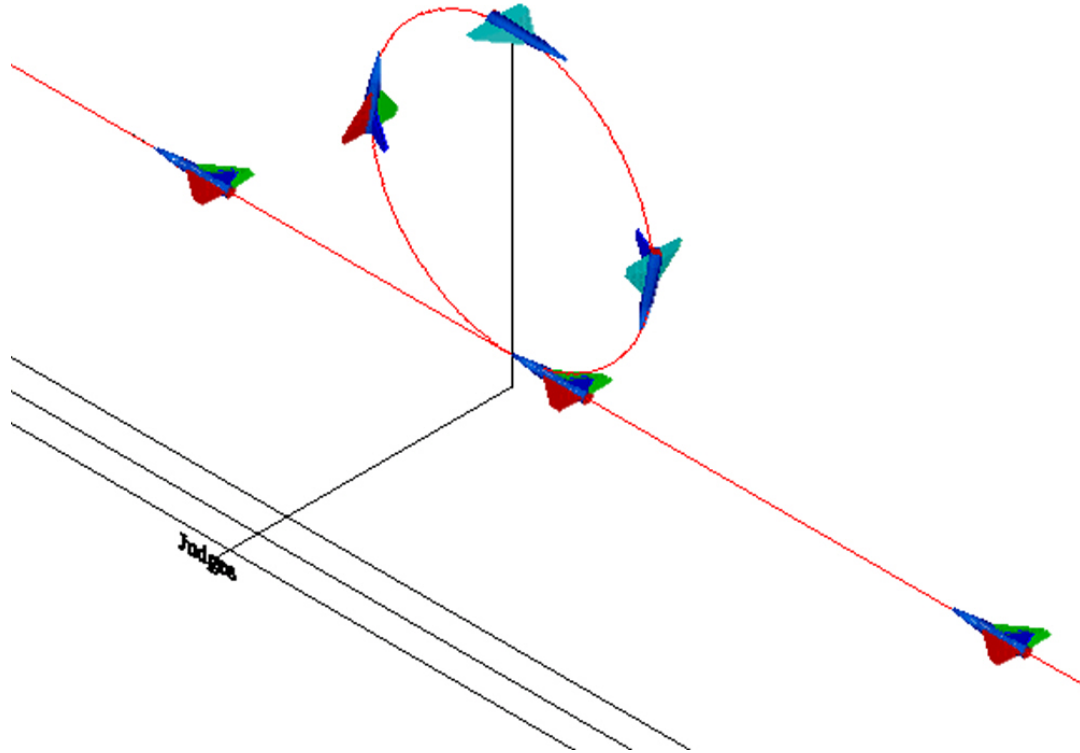
Errors:

- Track not straight
 - Height not constant
 - Manoeuvre not centred on judges position
 - Track not parallel with judges line
 - Manoeuvre too short in time
 - Model's flight not smooth and steady
- Manoeuvre too far away, too close, too low or too high

No 2 Loop Ok probably your first aerobatic manoeuvre you ever did when learning

Description

From straight and level flight, parallel to the runway, the model executes a 360° circle in a vertical plane, and resumes level flight at the same altitude, and on the same track and heading as it started.



Errors:

- Plane of loop not vertical
- Loop not in keeping with the prototype (or round for a non scale plane)
- Inappropriate use of throttle
- Size and speed of manoeuvre not in the manner of the prototype (constant speed for non scale plane)
- Manoeuvre not centred on the judges position
- Model does not resume straight and level flight on the same track and height as entry
- Manoeuvre not flown parallel with the judges line
- Manoeuvre too far away, too close, too high or too low

Ok give them a try, ask your flying mates to observe and help each other to improve. You may never choose to enter a competition or fly in front of crowd but you will be surprised at the extra satisfaction flying where you want gives extra satisfaction.

Please give us your feedback if you would like another couple of manoeuvres in the next Skyline. A few of us are prepared to come down to the field one weekend (or evening) to provide some “one to one support”. When we learn we get help to go to solo and then further help to pass the A test, but afterwards help has been limited, so we are prepared to provide some more advanced coaching if members want. **So let us know**