



Waltham Chase Aeromodellers

Newsletter 19-05-2017

1. Introduction

Firstly, my apologies for the lack of a newsletter in April. Spring has sprung and I have been out flying. This issue contains, amongst other things, a couple of delightful small free flight models and quite a bit on safety. Many thanks to Howard Metcalf, Kevin McGhee and Pete. If you have anything to share please take a couple of photos and drop me an email.

2. Message from the Chairman

April 2017 has been the saddest month in the entire history of our club. Steve Warren was one of the founders of Waltham Chase Aero modellers. He was taken from us by a simply dreadful and avoidable, industrial disease - asbestosis, contacted in the engine rooms of elderly cargo ships in the early 1960s. Howard Metcalfe has written a lovely obituary, available on our website and reproduced below to our mutual friend and I will not add to Howard's words.

Without Steve, we would never have found our current flying site, alongside Howard. Without Steve, we would never have had a proper mowed strip. Without Steve, we would never have had all the fun competitions we now enjoy. Without Steve, we would never have had all the friends we all enjoy in our club today. I really don't think any of us will ever forget what April fool's day means to all of us!

As we grieve for our dear friend, we will regroup and continue our fabulous club, into the future, enjoying all facets of aero modelling, just as Steve always did.

Best wishes to all our members for the rest of 2017.

Pete Sanders April 2017

3. Steve Warren

By Howard Metcalfe



A much loved and respected quiet powerhouse of the Waltham Chase Aero modellers and Southern Area BMFA died peacefully at home surrounded by his family on Saturday 1st April 2017. His early career as engineering officer in the boiler rooms full of asbestos on cargo vessels had ultimately taken its toll.

Steve was one of the founder members of the Waltham Chase Aero modellers Club which was formed in 1974 rising to become its president after many stalwart years as secretary.

Although a novice when the club was formed he soon became a leading light organising gliding competitions, teaching beginners, getting bits of club equipment manufactured and generally keeping us in order with the production of immaculate minutes and agendas for the annual meetings. He was selfless in his work for the club and was never afraid to get his hands dirty, he would often spend long hours helping the farmer repair his machinery or help clear the flying fields'

land drains or would be fixing or driving the club mower. Despite his long and tiring daily commute he never failed to offer to drive a few club mates to modelling events and shows around the country at weekends.

His bonnehomme was often tested though when he chaired the boisterous annual local Balsa Brain competition between the Southern Area clubs. He was also a long serving secretary of the Southern Area BMFA and loved to spread the message to modellers by helping to man the BMFA stand at various modelling shows.

His full time career went from strength to strength seeing him as senior executive in the marine, petrochemical and the automotive industries. He travelled and lectured widely and was sometimes delighted on his long haul trips to find that the pilot was one of his friends in the club. There is no doubt his good humour and robust attitude to life won him many friends and he will be very greatly missed.

4. Summer BBQ, 30 July

The BBQ is benign planned for the 30 July (as ever, weather permitting). The theme will be gliding with control line and vintage thrown in. As always all models are welcome but if you have something that fits the theme please bring it. More information closer the time.

5. Lyme disease

Mark AS has raised warnings of Lyme disease. Lyme disease is spread by ticks carried by deer which may be picked up when wading through the long grass searching for a downed model. Long trousers offer more protection than shorts but please check for ticks after 'a walk of shame'. Early symptoms include rashes tiredness (fatigue), muscle pain, joint pain, headaches, a high temperature (fever), chills and neck stiffness. The later symptoms are more serious. More information including treatment here;

<http://www.nhs.uk/Conditions/Lyme-disease/Pages/Introduction.aspx>



Bulls Eye! Typical Lyme disease Rash

6. Summer Flying Hours

As per my email last month, our landlord Mark has asked us to revise the flying hours slightly as follows.

Saturday 1300 to 1800 Silent/Electric only

Sunday 1000 to 1300 All models, 1300 to 1600 Silent/Electric only

Tuesday 1600 to dusk, All models

Friday 1400 to dusk, All models

This is to allow him time to clear the yard on move the cows once they are allowed into to the field.

Please do not arrive more than 15mins before flying starts

Please no monster, screaming EDF models in the Silent/elec slots.

7. Learn From The Misfortune of Others 1

Over the past couple of months a couple of people have launched with a reversed control surface. One of these people was me. Oh the shame. It is easily done but just as easily avoided. Do pre-flight checks thoroughly!

8. Learn From The Misfortune of Others 2

You will have seen Dave's email about his recent Lipo fire. Dave knows as much as anybody and more than most about things to do with wires and electricity. In this case his Lipo charging precautions enabled him to save his garage when a battery over heated and ignited during charging. Had he not have been able to react to the fire quickly he would have lost the garage and possibly more. Don't charge Lipo's in your house.

The BMFA publish a battery safety booklet;

https://bmfa.org/DesktopModules/Bring2mind/DMX/Download.aspx?Command=Core_Download&EntryId=293&language=en-GB&PortalId=0&TabId=1506

9. Learn From The Misfortune of Others 3

The club trainer was recently returned to service and was greatly enjoyed by three new junior members and one senior member. Unfortunately a loss of signal brought about an abrupt end to its career. I had my hands on the sticks at the time. The telemetry reported and loss of signal and the model dived in behind the trees. The fact the fail safe did not enable and the throttle stayed open potentially indicates that the Rx battery failed. The battery connection were secured with a line lock, the line lock was in turn taped in place. We don't know for sure what the exact cause was due to the damage but the fact the model was being flown away from the flight line meant that no one was endangered.

10. Model Flying Safety, FF versus FPV

By Pete Sanders

I have heard a lot from flyers on Salisbury Plain, that multi-copter flyers had given aero modelling a bad name and blamed 'copter flyers for the loss of Middle Wallop etc, etc. I've had a bit of a think about this, as our club strongly encourages this facet of the hobby and I have never seen any inclination towards dangerous flying practice. We are bound by CAA Air Law legislation and we have to adhere to strict second eye view when they fly FPV. I know there are the occasional reports of stupidity and antisocial conduct, but I feel the stigma is ill founded. Several of my flyers work for the Police and emergency services and use their skills in their public duty.

I have come to the conclusion, considering the MOD use these devices, this is not the reason free flight has been pushed off Middle Wallop. My view is that most free flight competition modellers behave in a most arrogant manner and are cavalier about safety. For example, the SAM 1066 meeting on Salisbury Plain had the cars parked very much less than 100 meters from the flight line. This is a strong BMFA suggestion for flying sites. I have noted that models are launched without checking all around for other people. There is no attempt to set up tow line areas for gliders, leaving lines for

others to get tangled in. We sport flyers are no better, and having seen an elderly lady hit and fallen to the ground at Middle Wallop, we make little, if any, attempt to look after the safety of other people on site. In my view, the free flight community have brought this on themselves, by sloppy flying field practice. The attitude is, "It has always been like this and we need not change." Well, that was the attitude about drink driving in the 1960s and '70s. The behaviour at the Nationals, with drink flying on the free flight line is hair-raising. If one was hit by, say, a Junior 60, weighing say 1.5kg, it could kill or seriously injure.

11. CESSNA 140 For Free Flight

By Kevin McGhee



Over the last few years I have been an occasional spectator at the indoor free-flight meetings at Wickham, and have been particularly impressed by the some of the lovely scale models there, many of which fly most steadily. Eventually I decided to give this miniature scale modelling a go, and this is the result.

I wanted something quite simple to build and trim for my first effort; a high wing monoplane seemed ideal. I settled upon the Keil Kraft Cessna 140, 19½" span, which was produced as a kit originally in 1947, and for which the plans are readily available to download from the internet.

Structure is mostly from 1/16" balsa sheet and 1/16" square strips, and entirely conventional, just like a larger model but more fiddly. The airframe went together quite quickly. I was somewhat hesitant about the covering process, unsure whether I could manage to do a nice job whilst avoiding warps.



the way, which will make the next one easier and better.



A very tidy little aeroplane, not bad at all for a first effort in the size.

However all went well; Japanese tissue was applied with a glue stick, and then water-shrunk (tail surfaces just steamed). A coat of well thinned, non-shrinking dope completed the process. All the separate parts were weighted down until thoroughly dry and the result was an airframe free of unwanted warps.

I will definitely repeat the experience; next on the list is something similar in size but probably electric powered, using an electronic flight profiler. At the moment I am thinking of an 18" span Tiger Moth.

The markings were strips of black tissue, the registration and company logo on the fin and rudder were printed onto the tissue before covering. Glazing was from material cut from the transparent windows from food packaging, framed with thin strips of painted masking tape.

12. Rapier Powered Mig 15

By Howard Metcalfe



Mig 15 with North Korean Markings. Will we be seeing more of these?

The finished model, balanced and ready to fly, came out at 28 g (1 oz.). Not too bad for a first attempt, but an expert in this field would probably have saved 5 or 6 grams.

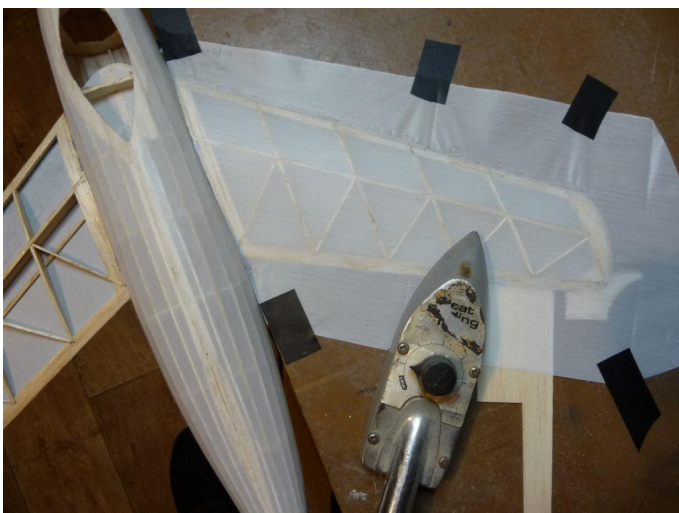
Here is my free flight Mig 15 powered by a Rapier L2, I first built it around 1999 and it is the second one I built, the first was around 1953! This one started as an Easy built kit which is an enlargement of the old 1950's KK offering and has been well flown and crashed many times. Over the last few years I have been rebuilding it bit by bit, I also took the opportunity to change the sheet balsa tail plane and fin to more scale like built up versions. Just letting my OCD out of the box for a little while! Covering and painting it took me about a month here and there and I used Airspan synthetic tissue

This is probably a little large and heavy for the hall at Wickham, however it will be tried! Some trimming flights have been carried out in the garden, and it does fly pretty well, showing an inclination to climb quite strongly on not too many turns. Much to be learnt in the trimming process I have no doubt. The main thing is that it was a very satisfying model to build, and I learned a lot along

and Tamiya paints. As can be seen I use two irons and get as much tension on the covering with pieces of tape before adhering with the cooler iron of the two then using the hotter iron to put the final tension on once the perimeter is down securely.



For painting I am used a Badger airbrush and thinned down the Tamiya matt acrylics colours with Tamiya X20A thinners. The masks I'm using are cut from very thin card with a 2mm foam lining underneath to make 'standoff' masks to give a fine feathered edge then finished it off with two coats of Johnson's Klear. The airbrushing was much trickier to do in fact than I remembered it was the last couple of times I did several years ago and I was so dissatisfied with all the 'overspray' I wiped all the acrylic paint off with cellulose thinners. The Klear also came off so I had to reapply that too.



Delicate Ironing Work

With more attention to what I was doing (the angle of the airbrush is critical as you follow the curves) it

turned out better next time, but there is still some slight overspray which I will had to airbrush over using some of the masks as needed. Initially, I attached the masks to the model with small pieces of double sided tape but found this pulled off some of white when I was painting the mid blue so instead I used hair grips and paper clips around the edges. It would have been much easier to airbrush with the model in pieces but the wings are securely glued in.



Having test flown the Mig 15 and broken it by flying it into a gorse bush after a bad launch it needed one of the wings rebuilding, so after stripping the wing, doing the repairs, recovering it and repainting, it is finally finished and ready to test fly again. In the process I took out the hidden warp I missed after the rebuild and the test glides now look good. Fingers crossed.

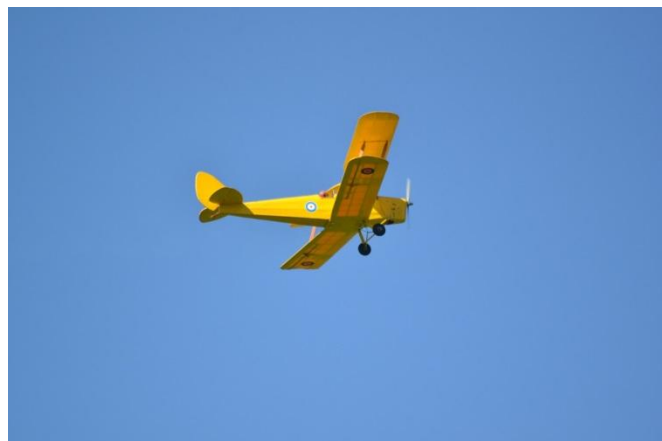


Masked up for painting

The colours are not far from authentic for a Chinese Mig 15 but the pattern comes from Mig 17 used in the States for jet fighter combat training, as I don't expect enter and competitions with this model I felt I could take some liberties. The nose numbers are airbrushed using Frisk film and the North Korean roundels were drawn up in AutoCAD and printed on my inkjet printer, why N Korea, they are much easier to cut out!
My wife says it is the prettiest model I have ever built, I think she might be right.

13. Spring at TVF Photos

Spring, and at last some good weather has brought some mini aviators out.



Olav's Tiggie. Flown with skill and panache.



Ian's new EDF – The Pink Viper. Very smooth.



Stewarts FPV Ship. This has impressive duration. Off to carry out a covert surveillance mission over TVF



Ed's RV8. Always impressive to watch.



Over grown school boys try tow line launch free flight gliding



Can I have my plane back Mr?



Success! Actually much further from the power lines than it appears

14. Glider Comp Scores April 2017

Finally, after months of trying to match the weather with glider pilots, we were able to hold the club Coup d'Hiver glider competition, on Sunday 9th April. Five members entered, these being, Richard Bristow, Kevin Howard, Kevin McGhee, John Urwin and Paul Warren. We had almost perfect weather, for once!

Round one started dramatically, with Kevin McGhee losing sight of his model in the climb, which returned to earth in a violent spiral dive, which Kevin was unable to regain control and the unfortunate model smacked into the trunk of a tree at the top of the field, Kevin Howard had to retire with a flat battery and Richard Bristow also was forced to abort. This left John Urwin and Paul Warren to compete for the round. John struggled somewhat to keep his model in view, due to the blue sky and managed 4 minutes 45 seconds, with 40 landing points. Paul, on the other hand, produced an outstanding flight, making a time of 9 minutes and 59 seconds, with 60 landing points, taking the full 1,000 points.

Round two took place without Kevin McGhee, but this time everyone got away, without mishap. Kevin Howard and Paul Warren found the lift, unfortunately John Urwin and Richard Bristow made flights under 5 minutes. Once again Paul Warren managed a superb flight of 9 minutes and 28 seconds, with 70 landing points, taking all 1,000 points.

The final round three, was a much more strongly contended affair, with Richard Bristow, growing in confidence, making a flight of 8 minutes and 8 seconds plus 60 landing points, Kevin Howard was 9 minutes and 24 seconds, no landing points and Paul Warren 9 minutes and 56 seconds, with no landing points but cutting it very fine again. John Urwin came in at a creditable 7 minutes and 31 seconds, no landing points. Landing was more difficult at this point, as a stiff breeze had set in. Paul Warren's performance, throughout the competition, could only be described as inspired and proved the runaway winner, taking a full 3,000 maximum points. A deserving winner, flying his father's glider. I am sure Steve would have been very proud indeed.

Results over the page

Name	SLOT 1					SLOT 2					SLOT 3					Overall	
	Min	Sec	Ldg	Total	Points /1000	Min	Sec	Ldg	Total	Points /1000	Min	Sec	Ldg	Total	Points /1000	Round Total	Pos'n
P. Warren	9	59	60	659	1000	9	28	70	638	1000	9	56	0	596	1000	3000	1
J. Urwin	4	45	40	325	493	4	55	40	335	525	7	31	0	451	757	1775	2
K. Howard		25	0	25	38	6	29	0	389	610	9	24	0	564	946	1594	3
R. Bristow		51	0	51	77	4	37	5	282	442	8	08	60	548	919	1439	4

15. TVF 2nd April 2017





Photos by Mark AS

Pete Sanders & Richard Bristow 19-05-2017