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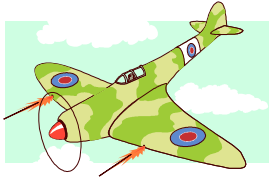
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Dates for the Diary

Club Auction 8th February

Concours d'Elegance 8th March

AGM 19th April



Editorial

Mick Saxton

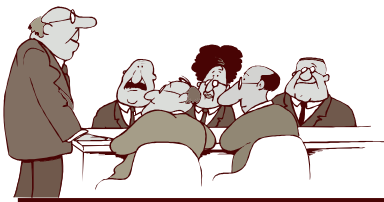
Firstly, I must apologise for the rather long gap since the last Newsletter, I had made a start on this edition in September but then my work got in the way and several frustrating months have passed where I could not even contemplate looking at a computer once I had finished work in the evening. The positive side is that the software I have been working on has been selling worldwide via the internet so I should be able to afford some new toys in the near future.

The problem with putting the Newsletter together over this length of time is that some of the work gets dated before the newsletter is finished. Apologies for any glaring omissions and to the authors of the articles for the delay in getting them out.

Since this newsletter was scheduled to have gone out last year and this years membership list is not yet finalised it will be mailed using last years list.

I have received some flyers from the “RC Hotel” in Corfu, anyone who is interested in flying in a nice warm climate should contact me for the full details and the big brochure.

Surprisingly I have been given permission to go in May so I will be able to report firsthand on how good this deal is.



Chairman's Meanderings

Ted Dalley (Chairman)

Congratulations to Nicks Dumville and Read for passing their A tests and to the instructors who supported them. Keep it up, I like handing out certificates.

The shed roof has been recovered and now keeps the rain out thanks to Paul who did the airborne bit, Ced who provided ground support and Geoff who provided the make up for the black and white minstrels.

The combined might of the Council, Water and Electricity Boards succeeded in messing up the gate locks, so the field mowing was delayed and flying round bales risks becoming an annual event..

Many months ago, Mick and I went on a safari to Kent and attended a BMFA SE Area meeting where we learned that new rules for flying at Epsom Downs, which is in London area, were

being drawn up. We fervently hope that when those rules appear, all users of the site will benefit.

In pursuit of more fun for your £ we have been breeding variations on a Flutterbug theme. It uses a £3 electric motor, very little from the scrap box, glides well and is surprisingly aerobatic in the right/wrong hands. Following a trip to Old Warden we had: "what's that called", "Dipstick", not a social comment, a weeny model from the same stable which uses the same gear goes like a greased weasel and uses even less from the scrap box.

During the summer, we have had a steady trickle of new members. Welcome to the fold, new blood is always welcome whether or not it reduces the average age of club members. In doing pre flight checks on two new members' ARTF's we found the on/off switch underneath where it gets smothered in goo from the engine. It transpires that there is a pre cut hole in that location which fits the switch..... Learning is a two way street !

During the autumn and winter, we have kept flying despite fallen trees and flooded field. When the N-S runway has been flooded the football pitches have been unfit for play, allowing use of a short E-W runway. Having paddled out to the strip and getting his first flight (with buddy box) our newest member asked, " How many in the club?"....." where are

they then" !!! It's warmer and drier in the Church Hall, see you soon

N-S Runway.

The N-S runway was re-instated to maximise separation between footballers and models for use at all times when the pitches adjacent to our field are in use. In general this arrangement is working well and will continue to be used.

A second pits area was also set up to comply with the guidelines contained in the BMFA Members Handbook and as an aid to maintaining the dead airspace. We have continually sought improvements to the layout both to improve safety and to minimise any adverse impact on flight operations.

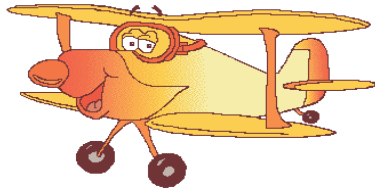
Unfortunately, we are not allowed to remove the oak tree from the North end of the runway (we have asked) so, pending a lightning strike, we have to work round it.

A notice has been made which must be posted to direct dog walkers crossing the Rye Brook bridge away from the runway when in use; please make sure that this notice is put out at the same time as the windsock.

It is permissible to drive across to the pits, avoiding the E-W runway, in order to load and unload only.

Constructive suggestions for further improvements are most welcome.

Happy landings



From the Secretary's Cockpit

Mick Saxton (Secretary)

I started this column by writing what good flying we had enjoyed last summer, but since the autumn things have not been so straight forward. On several occasions, I have made extra trips to the field to carry out tasks that were not directly to do with model flying. This has included rounding up horses, repairing fences, moving fallen trees and even helping a stranded Range Rover out of the mud.

Since the rains started it has been very unwise to venture onto the field with a vehicle; please do check the state of the ground and if at all unsure leave your car on the track at the gate. The horses from the adjacent field escaped several times (with the help of someone with some wire cutters) and messed up the runway when it was really soft, in fact too soft to get the roller onto it. Since then, the river has risen two or three times and water has come right up to and once actually into the hut. On these occasions the North-South runway would have been ideal for floatplanes but no one turned up with one.

Field Working Party

It has been suggested that we organise a “working party” to partly tidy up the field, shed etc. and partly as a team bonding event. This will obviously need to wait until the weather

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improves. Details will be discussed and a date set at the AGM.

Colley Hill

The bulk membership application last year seemed to have got lost somewhere after I sent it in – in any case the membership cards never turned up and the cheque was not cashed. Anyone who participated in this ill fated scheme should approach me for a refund of their £1:00. Needless to say, we will not be repeating the exercise this year; in any case there were not many days when the wind was in the right direction.

Frequencies

A decision has been made (for now) not to change our peg board to include the recently allocated new frequencies, this decision was reached mainly in view of our 3 models at once limit.

Finally in the absence of any formal competitions this year it has been decided to present prizes in extra categories which would not have normally been acknowledged. The categories have yet to be decided but the awards will be made at the AGM.

First Aid for Models

How often have you heard the call “Has anyone got any Cyano” in the pits. Whilst it is an essential item for

any flight box, bitter experience has shown that cyano or epoxy will do its best to escape from the container when left to cook in the car on a sunny day. At best this makes a horrible mess in the bottom of your flight box at worst it can ruin tools or spares, either way the glue will normally be no use when you come to use it.

Given the soft state of the field this winter many people have lightened their flight box and thus removed some useful items, making it even more useful to have items available in the shed.

A proposal was accepted at a recent committee meeting to provide a club spare parts box in the shed. As well as cyano and epoxy it will contain other materials to hopefully aid your field repairs. In order for this to work, we need to be notified when materials from the box have been used so that it can be replenished. A list of contents is set out below (additional ideas are welcomed) apart from the actual glue much of the contents will be pre-used so don't expect to find a shiny pair of wheels.

Spares Box Contents

Small bolts and screws	Tie wraps	Tape
cyano	5 min Epoxy	Glass cloth
Spare wheels & collets	Secondhand Glowplugs and Props	pins and pegs
Fuel tube and puller	Balsa, ply & wire reinforcement	Mixing sticks and cards.

The field showing runways and entrance track.





Club News

The second Club Trainer

As some of you are probably aware, I have taken over guardianship of the “Yellow” club-trainer. All was going well for several weeks and several members had their first feel of the sticks on this model. Then things started to go wrong; first a Kwik link end parted company and left the model without rudder control and then a week later the whole rudder parted company. The first time we luckily managed to ditch the plane softly in the field, the second time it looked as though it might overfly the pits, so I took the decision to ditch it in the hedge. The model has now been repaired but it is a lesson that the plastic hardware bits can age and may need replacing on old models.

New members

The club has welcomed several new members since the last newsletter. We wish them every success with their flying:-

Roy Relleen,
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Ron Rogerson,
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Marc Davies,
15, Burnhams Road, Little Bookham, Surrey, KT23 3AS Tel. 01372 459979

Mitch Butler
11, Byron Place, Leatherhead, Surrey KT22 8AX Tel. 01372 372586

Sean Foley
129, Hook Rise South, Tolworth, Surrey, KT6 7NA Tel 0208 3979130

BMFA Achievement Scheme

Congratulations to Nick Dumville, Nick Read and Robert Saxton on passing their BMFA “A” tests. All three pilots are now progressing onto basic aerobatics, who will be the next member to get their “B” test?

Member’s Resigning

Approximately 40 members have rejoined for 2001, 1 has resigned and about 20 others would appear not to have decided. The resignation received was from Martin Desvaux who many of you will remember was the club chairman up until 1997 – our thanks go to Martin for the effort he has put into the club over the past years.



Forthcoming Events

Thursday 8th February- Club Auction / Swap Meet

Following on from our experience last year when the buyers seemed very reluctant to bid for anything. We intend to try a different format this year – it will be set-up as a basic table sale so that you can have a good look at goods and negotiate a sensible price directly with the seller.

Thursday 8th March – Concours d'Elegance

This is normally a popular meeting and gives you a chance to see what progress has been made on various projects during the winter. Remember even if your current masterpiece is not quite finished we would still like to see it on the evening.

Thursday 19th April- A.G.M.

Please note the date – the 3rd Thursday of the month not the 2nd as we could not get have the hall on our normal day. This is really the most important meeting of the year, please do come and give us your support. As usual there will be a raffle drawn at the end of the meeting. Please put this date in your diary.

Summer Thursday Meetings

For a long time now, the attendance at our monthly evening meetings has been insufficient to warrant organising a formal event or speaker. The decision has been taken not to hire the church hall after the AGM. So from May onwards the Thursday meetings will be replaced by Thursday “electric only” flying evenings. If this proves popular, there is a possibility of using the 4th Thursday as well.

If the weather is not suitable for flying, we will convene at the Bell in School Lane for an informal meeting. Please phone me (01372 457949) before travelling to confirm what is happening.

Flaps and other such niceties

Geoff Bignold

Most of the models that we see at the field have the usual four functions – Ailerons, Elevators, Throttle and Rudder. Occasionally, mainly on scale models, we encounter retractable undercarriages and every now and then somebody goes to the extent of fitting Flaps. What do they offer, and why do most model designers not bother to offer them? A couple of years ago I decided to find out the practical way.

Theory before practice

The theory is that flaps allow you to have the lift that is needed to keep the model airborne at low speed with high drag. This allows you to make steeper landing approaches without picking up too much speed, and to complete the landing in a controlled manner at low speed. A modest flap deflection can also be used to reduce the speed that you need to attain during the take-off run. Nearly all full size aircraft, from the relatively humble Cessnas and Piper Cubs upward make good use of them, so why do we seldom bother?

The best way to find out is to try it

My first approach to gaining practical experience was to make a new wing with separate flaps and ailerons for my old trainer. The model was already quite a slow flier, and I have to admit that the extra drag did not seem to make a vast amount of difference during the landings. The take off run was shortened, however, and it was

possible to hover in quite a modest breeze. For this type of model I can quite see why people don't bother with flaps.



Geoff's "QuickSilver"

Despite the first impressions I persevered. Those of you who were at the *concours d'elegance* this spring may remember seeing my unfinished "Quicksilver". This is a slippery mid-wing model that flies quite quickly and will perform large smooth manoeuvres (when I am having a good day). It has a symmetrical wing section and a very flat fast glide, which would make it difficult to put down accurately onto a small strip on a calm day. With this model I fitted Flapperons, i.e. control surfaces that operate as ailerons in normal flight, but also act together as flaps for slow flight. This time the effect was dramatic. When you introduce the flap action to slow down for landing the excess speed drops away quickly, and does not build up again when you make a relatively steep approach. I needed to mix in some up-elevator with the flap to balance the pitching moment that it generates in the wing. Once I had all of the adjustments right I was convinced that

this is just the thing for aerodynamically slippery models.



The "SlipStream"

The success with Quicksilver made me turn my attention to my "Slipstream". This is another model that I have only flown a couple of times at Leatherhead because it is difficult to put down accurately on the runway. (When you flair it just carries on for a couple of hundred yards before starting to sink, making it very easy indeed to overshoot the strip). The model already had separate servos for both ailerons and so it was just a matter of taking out the 'Y' lead, plugging the second servo into channel 6 of the receiver, and selecting the flapperon function on the transmitter. Again I had to mix in some up-elevator with the flap to stop the nose dropping. I should have made these changes years ago, it makes landing where you want to so much easier.

You never get something for nothing – there are always some penalties. All control surfaces place a load on the servos when they are operated away from their neutral positions. Flaps are there to create lift at low speed with extra drag. A high proportion of the drag force acts through the push rod to the servo and hence to the model. Thus, when the flaps are down, the servo is under load in the air in a way that is not apparent on the ground. All of this means more current, and since flaps are in use for a sustained period (unlike most other control surface movements), the effect is significant. I have decided to increase the battery charging time from 2 hours per flight to 3 hours per flight when using the flaps to compensate for the extra current drain.

This summer's experiences have convinced me that the fast flying low drag models with very flat glide paths benefit greatly by having some form of flaps. I shall continue to practice and to experiment with settings. As we all know, there is fun to be had with trying new things; flapping around is just another example!

A Different Sort of Mud

Ken Sollars.

During the Christmas Holiday our son-in-law Barry had done a lot of gardening and had a huge pile of rubbish, so he hired a high-sided trailer and invited me to come to the dump

with him. We drove past the cemetery into the entrance to the dump. When I saw a large scale red Stearman Biplane flying over the hedge, when we came out there was a stunt model

performing. This got me very excited, as I was not in Leatherhead but the other side of the world in Auckland, New Zealand! Hence our mid summer Christmas!

Back at my daughter's house I got out a map of Auckland and sure enough it was marked on there as the Model Aircraft Club between Waikaraka Cemetery and Pikes Point refuse tip. Next along the water's edge is Auckland's microlight club then the Recreational Aircraft Park. The water is Mangree inlet, which is a mud flat when the tide is out.

I had spent a large amount of time looking for model shops and magazines with little success. Model shops stocked mostly plastic kits and cars and the magazines were American or English and not NZ publications. I finally found "Airsail" they make kits and import Japanese, USA and UK kits etc but everything is dearer than prices back in the UK, which was unusual with petrol at 28p per litre & diesel 19p as typical examples.

The next Sunday afternoon I persuaded my daughter Jane to take me to the flying field about 6miles away, however, by the time we arrived they had all gone bar one chap Mike who was packing up his gear. We had a long chat and he told me all about the club, which is called the 'Roskill Modellers Flying Club.'

They fly there anytime over holidays and normally Wednesday morning for the 'grey hair brigade' and Sunday morning for the other members starting at 7am apparently.

The next Wednesday morning we were up early and Muriel and I caught a bus no. 009 right to the top of the road to the dump and we had a very pleasant morning with the club members and felt really at home. All the pilots were excellent flyers and were so again on the following Sunday when it was blowing a gale and the windsock was horizontal!

The club allows five planes in the air at once and discipline is good. Planes have, on occasions, gone down in the inlet and if the tide is in they have a boat with a motor for rescues. If the tide is out it is not possible to walk in the mud but they have made up some boards like snowshoes to wear. One large motor that sank was later recovered at low tide apparently.

Occasionally a microlight flies dangerously by at 200 feet or so. When flying, the club pilots must have an observer and I stood in for one chap (Roger) on the Sunday. The club has a ride on mower, as we do, but there is no runway as such as the whole area is used according to the wind direction. Whilst the oldies were flying on the Wednesday morning, their 'Frank Bone' named Sid was out there risking life and limb cutting the grass.

If any of you get to Auckland do try and find time to pay 'Roskill Modellers' a visit, you'll be assured of a warm welcome.

I have taken a few photographs and will have them back at the club sometime.

Nationals 2000

This year I limited myself to two events “F5D” (electric) and “Sport 40”. During the summer I had spent a lot of effort and time trying to get my electric models reliable and strong enough to ensure that I could go the distance at the Nat’s.

The main difficulty in F5D is the rules – the limiting factor is the wing loading and as technology improves and the equipment get lighter the models just keep on getting smaller to the point where it is getting very difficult to see them in flight. There are some rule changes afoot but for some reason the formula will still be based on wing loading rather than minimum wing area and minimum weight which would be more sensible.

In order to keep the weight down the models have become extremely fragile, so much so that even a fast landing into long grass can damage the model. I have been refining a slightly larger and heavier model and had got to the point where my models were lasting long enough to have three complete models ready for the Nat’s, unfortunately the other competitors had continued with the flimsy ready built models and by the time the Nat’s came around had nothing to fly.

So it transpired that I was the sole entrant for “F5D” and the competition was cancelled – the future of this class

in the U.K. is in serious doubt, one of the reasons is apparently that people who fly electric aeroplanes are incapable of passing their “B” test and thus are not allowed to enter the Nat’s!

In “Sport 40” my lack of practice with the new model really showed, the model was flying beautifully but the engine was lacking power and unreliable; unfortunately there is no real way of telling how well a pylon model is performing without racing it. I now believe that the problem was due to a slightly loose cylinder head but despite annoying my neighbours with a few test runs in the back garden, I will not be sure until next time out.

I always look forward to the freeflight session’s in the evening. This year we had our own freeflight model or to be more exact one of Ted’s old vintage style electric models with the radio removed and a diesel on the front. Once we had broken it, mended it and got it trimmed (added approx 2oz of lead to the nose) we were rewarded with some very impressive flights. Suprisingly my sons were willing to run to the other side of the aerodrome to retrieve it. On one occasion it went so far into the distance that Lucy persuaded me to get the car and go to find Robert – when I got there he had found the model and was slowly walking back “It’s working now Dad – we just need a bigger field”!



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