



BRCMAC

November 2016 Newsletter

Chairman's Chat

Hello everyone. Hope you have all enjoyed the sunny long days of flying over the last few months. Now we are back to the dark nights and rainy days I think it's time to start looking forward to what is coming up in the future.

The pylon racers are still available to purchase and look like they could be fun. I have just purchased my one and am looking forward to trying it out early next year along with the course. Could be good fun but I'm fully expecting that I might be taking it home in pieces but never mind.

As I'm sure you have all seen now the arrival of a shipping container at the flying field. Thanks must be passed to Ian Ferrari and Steve Bridges for helping to arrange this. The container has been found to have a couple of bad patches on it and the Committee has been deliberating for a while on the course of action to rectify this. The decision has been made now and repairs are commencing with the first patch being done by Terry Burgess. We are hoping to be able to store the club tools in it.

As you may be aware the Annual General Meeting is looming. I'm hoping to see all of you there for a chat and a drink. Before that, we have our end of season meal at The Anchor, Oldbury. It is not too late to book your place. Please let Peter know your menu choices.

Once again if anyone has any ideas they wish to put forward for events or any of the day to day running of the club then please feel free to contact me.

James Anderson

Notice of Annual General Meeting

The Annual General Meeting of BRCMAC will be held on Tuesday 6th December 2016 at The Chantry Community Centre, Castle Street, Thornbury, at 7.30 pm.

We would point out that the constitution requires a minimum of 25% of the membership to be present to validate this meeting. Your attendance could be vital.

AGENDA.

1. Apologies for absence
2. Minutes of the last AGM
3. Matters arising
4. Chairman's report
5. Treasurer's report and accounts
6. Election of officers and committee
 - Chairman
 - Secretary
 - Treasurer
 - Committee members (4)
7. Motions
8. Any other business.

Committee nomination and proposal form is attached to the end of this Newsletter. Peter Bennett and Mike Heley have both completed a three-year term in their respective posts of Secretary and Treasurer and will be standing down in accordance with the provisions of the Constitution. Peter Bennett will not be standing for re-election to the Committee this year. Nominations will be required for these posts as well as all other Committee positions.

If you feel that you can make a contribution to the running of the, please put yourself forward and get the attached nomination form completed. The club does not run itself and needs the valuable support from all of us, but especially your Committee, without whom the Club would not function.

Peter Bennett

Getting control of your on board glow

When fitting my YS 120 four stroke to my plane inverted, I knew from experience that keeping the glow plug alight on tick-over would be a problem. So I opted to install an on board glow system. This would give me peace of mind that the engine would not cut on me, especially on landing when I come up short.

I bought an onboard glow system from Just Engines which had the throttle in-and-out lead as usual, and the idea is that you install it between the receiver and the throttle servo. However, I thought it would be a good idea to use an additional channel on the receiver for the on board glow, and kept the throttle servo plugged in to the usual receiver channel. This way I can control when the on board glow is on or off from the transmitter.

At first I just assigned that channel to a switch on my TX so I could just turn it off and on when I pleased. But then I thought I still need it to come on at low throttle without heading for the switch each time. At this point I noticed that I had assignable trim pots on my transmitter and thought that I could make use of this with the on board glow control. So what I did was assign one of the trim pots to the channel and mixed the throttle to the same channel. The affect this had on the on board glow was first that not only did the glow go off when I throttled up, I could use the trim pot to adjust the switch point of the glow. Now this was a very useful feature because now when I start the engine for the first time, I can turn the trim pot all the way up and the glow would never go off. When I turn the trim pot the other way I can turn the glow off completely. When the trim pot is in the middle I can set the switch point of where I would like it to turn off.

If you see me down the field with my Capiche then feel free to ask me to show you.

Patrick Rowe

Franklin Trophy and Fun Fly event – 17th Sept 2016



Overall Franklin Trophy Winner

1st	James Anderson	Bristol Bulldog
2nd	Martin Fardell	Supermarine Walrus
3rd	Patrick Rowe	Xtra 300

Best Pilot

1st	James Anderson	Bristol Bulldog
2nd	Martin Fardell	Supermarine Walrus
3rd	Ian Cook	Spacewalker

Best Plane

1st	Martin Fardell	Supermarine Walrus
2nd	James Anderson	Bristol Bulldog
3rd	Mike Chinnick & Ian Cook	Yak 54 & Spacewaler

Best A Pilot

Patrick Rowe	Xtra 300
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Fun Fly Events

Touch and Go in 2 mins with 8	James Anderson	Wot4
Spins on one decent with 28	James Anderson	Wot4
Loops in 1 min with 16	Martin Fardell	Blackburn Monoplane

Here are photos of some of the models that took part on the day:



James Anderson & Mike Chinnick

Frequency Control

It has been reported that a number of members who use 2.4Ghz equipment are not observing the correct frequency control practice as laid out in our Club Rules. Here is a reminder about our frequency control policy. Section 5 of the Club Rules clearly states:

5. For 2.4 Ghz Users

Pilots shall affix a clothes peg or similar clearly displaying the pilots name to the top of the board prior to switching on his/ her transmitter.

As this policy has been agreed at previous AGMs, all members should follow it.

Peter Bennett

Photos and stuff for the Web Site

If you have any good photos that you think might be of interest to others, e.g., your latest model (static or in flight), an aircraft build log, an innovative solution to a technical problem you have encountered, or any useful links to interesting model-related web sites, etc., then Steve Bridges, our Webmaster, would be only too pleased to have them. You can send them to him via this link: [Steve Bridges](#)

Peter Bennett

Web Site Update

I did say in a previous news letter that I would update Members on the club website from time to time, so here goes:

The site continues to do it's job of proving information to:

Club Members: Predominantly I can see from the usage stats that you're accessing the calendar page (presumably to see what's coming up).

Potential new members. We've received circa 15 contacts during the year asking for further information etc.

Other: We do receive requests from other bodies (e.g. universities asking if they can fly test models and rockets from our site, relatives asking if we want/can dispose of someone's collections).

Unfortunately we do live in a society where 'hacking' websites does seem to give individuals some sort of 'pleasure' and/or financial gain. I want to make it clear that there is NO information on our site which would 'benefit' a hacker. For example, there are NO names, addresses, bank details etc. even if they did manage to gain access to the site. The site is covered by sophisticated and comprehensive anti-hacking software to 'keep them out'.

You may have noticed that the site went off line for a short while in September. This was because the website service provider was updating their anti-scramming software. When it looked at our site it didn't 'like' one piece of my content so it put the site into 'quarantine'. It was a very quick fix for me but I took a lot of comfort from the quality of the anti-scramming and anti-fishing software the service provider uses.

I do want to refresh some of the material on the site, particularly the photography. If you have anything I can use, please email it to me at webmaster@brcmac.org.uk. I hope this update is of interest. Please let me have any feedback/comments you may have on content and/or improvements we can make to the site. Thanks.

Steve Bridges, Webmaster

FLYING SITE SAFETY NOTICE – ISSUED 7th July 2016

You will recall there have been several emails, articles in the club magazine etc. relating to one or two members forgetting basic safety procedures and putting us all at risk of injury. Also, the Committee is concerned that complaints may be received from local residents about members practices (particularly about permitted flying times). We have pulled together the following note to draw these matters to your attention and to ask for your full support in their application whenever you are at the clubs flying strip:

Hours of flight: – The Club's planning consent permits flying between the hours of 9am to 9pm, 7 days a week. To fly outside these permitted times would breach our approved planning permissions, potentially leading to our planning consent being revoked by the Council and to us losing our flying site. Please abide strictly by these permitted flying times.

The Peg Board: – Before switching on your transmitter you must put your peg on the frequency peg board. This is for both 35Mhz and 2.4Ghz. The committee did look into a proposal to remove the need to do this and concluded we should continue this practice as a lot of members continue to fly both frequencies. Please ensure a peg is put on the board BEFORE you switch on a transmitter.

Running engines in the pits: – It is fine to start your tethered aircraft's engine in the pits. Make sure it is running then go flying. If you are to do more than that, to avoid disturbing other members for long periods please take your aircraft a good distance behind the pits. Please have the propeller facing away from the pits e.g. at the trees and complete engine checks etc. there.

Chatting in front of your models: – We have notice that a lot more people are standing chatting in front of their models. Not a problem until someone goes to start up. Good safety practice is for people to congregate and chat behind the model line. If people are stood in front of your model when you intend to start up, please ask them to move away from the front of your model before you start up – We do not want a propeller hitting anyone!

Standing position when flying: We have noticed that some members are flying their models from the car park end of the strip irrespective of the direction of take-off. This practice is incredibly dangerous when members are taking off in the direction of the car park. **This practice MUST CEASE** with immediate effect. For safety's sake, flyers MUST stand to fly their models from the downwind point. This means, if you are taking off towards the car park then you MUST stand at the opposite end of the flying strip to the car park.

First Person View (FPV) – If you are flying FPV, it is essential that you have a spotter with you to keep a direct line of site on your model at all times.

Flying: A maximum of 6 aircraft should be in the air at any one time. It may be the case that if larger aircraft are flying then less aircraft should be in the air at the same time.

The above are captured in our club rules and in the safety information on our club website. For your own, and the safety of those around you, please ensure you abide at all times by these simple practices and club rules. If you have any questions or require further clarification, please do not hesitate to contact a Committee Member.

John Harris

End of Season Meal

Just a quick reminder about our End of Season meal, which takes place **Saturday 19th November** at the Anchor Inn, Oldbury. If you have not yet booked your places and made your meal choices (menu attached

to my e-mail 7th October), please let me know as soon as possible. It is not too late to join the party and should be a good night out.

Peter Bennett

Pylon Racer Group Build Project



The Committee has been working hard to introduce new events and activities into the club for those Members who wish to get involved and back in August I sent out an e-mail about an idea we had. Here is a recap.

With a view to providing some extra interest to those monthly winter meetings where no other specific event is planned, we are introducing a new, simple and inexpensive group build, the 'Electric Club 2000 pylon racing project'.

All BRCMAC members are invited to take part in this new club build activity, and the progress of individual builds can be reviewed over a pint or two during winter meetings. The models all have to be the same type and electric power train, and will culminate in a fly-off in spring/summer.

The chosen model is based on the electric powered E2K class pylon racer. You can see full details of the project and recommended kit by [clicking here](#).

We hope that as many people as possible join in to the club activity. Who knows, if we get enough 'players', we may even open up inter-club competitions.

If you are interested in participating in the Pylon Racer group build project, please let Mike Heley know via this link: [Mike Heley](#)

Peter Bennett

A visit to the Jet Age Museum, Gloucester

I secretly felt my wife and daughters (11 and 13) always thought I am a bit mad 'playing with toy aircraft and crashing them down the club field' as they would put it. However, earlier this year they treated me to a surprise day out where they took me to the Jet Age Museum at Gloucester (<http://www.jetagemuseum.org>). I have to say this was such a fantastic trip that I felt I should put pen to paper to tell you a little about it and to encourage you to visit as well.

As soon as you enter the building you're greeted by volunteers who are so enthusiastic. They're keen to understand your interests to enable them to help you understand how the museum is set out and how to get the most out of your trip.

There are lots of exhibitions of 'real' aircraft, of cut-aways (e.g. Vulcan bomber, jet turbine engines to name but two). As well as aircraft and engines, there are exhibitions about the manufacturers, test flights and pilots and much much more.

My highlight was to sit in the cockpit of a Vulcan bomber. The guide was a former Vulcan bomber pilot and, as they say 'what he didn't know wasn't worth knowing anyway'!

My daughter (11) has her heart set on becoming an engineer. Having visited JAM she has focussed her ambition on becoming an aeronautical engineer which, when combined with a coffee and piece of cake in the cafe, was a great end to a fantastic day out. Don't forget, admission is FREE.

I encourage you all to find time to make a visit. To whet your appetite still further, the club evening on 7th February 2017 will be a presentation by James Rendell from the Jet Air Museum on H H Martyn – the company that evolved into the Gloster Aircraft Company. It should be good so do come along.

Steve Bridges

Historic Bi-plane Rigging Drawings

The penultimate page contains last in the series of contemporary WW1 rigging drawings, from the collection compiled by Air Mechanic 1st Class Campbell - a fantastic Bristol Monoplane. I hope you have enjoyed the series.

Peter Bennett

Future News letters

To make future Newsletters interesting your articles or stories (visits to shows or exhibitions, model builds, flying experiences, modelling techniques etc.), for sales and anything not necessarily model aircraft related, will be most welcome and should be forwarded to secretary@brcmac.org.uk for inclusion as appropriate.

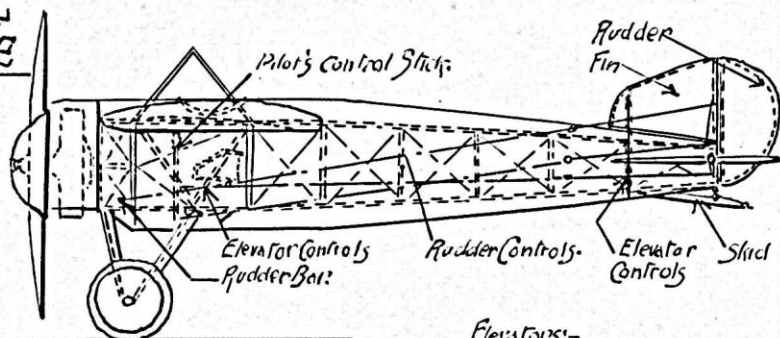
That's all for now. Happy flying.

Peter Bennett

Editor

BRISTOL MONOPLANE (M.B.) 110 HP LE RHONE

Rudder: With Rudder Bar square in Fuselage, the rudder should point directly fore and aft and be square with machine. The Fin should point directly fore and aft and be square with machine.



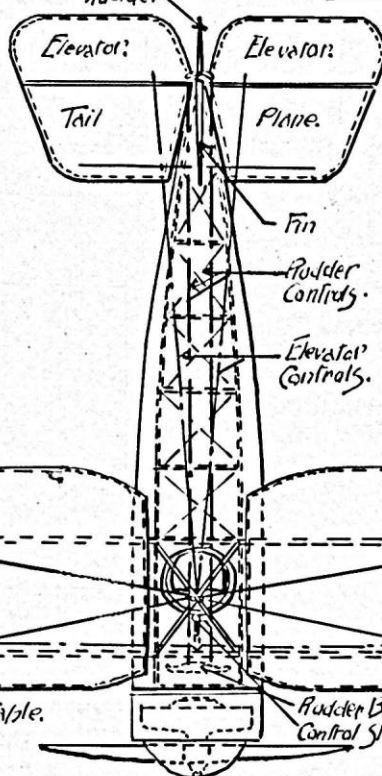
Flying Position:

The machine is in Flying Position when the top longerons in the Pilot's Cockpit are level longitudinally and transversely.

Truing up the Fuselage:

The Fuselage is symmetrical throughout in plan view and in side elevation. Mark the midpoints of all side struts and of all Cross Struts, top and bottom. Lightly clamp a straightedge transversely across the midpoints of front side struts. The marked points to be on the upper edge. Stretch two lines, one on each side, from the upper edge of the front straightedge to the axis of the Rudder Post. Stretch a centre line from a point on the front straightedge midway between front side struts to the axis of the Rudder Post. Working from the front adjust internal bracing wires until corresponding diagonals are equal at each section. Check by Trammel. Adjust top Cross Bracing wires making corresponding diagonals equal in each bay and similarly adjust bottom Cross Bracing wires. Check by Trammel. Adjust side bracing wires on one side until all marked points on side struts on that side are in line with the outer stretched

Truing up the undercarriage: Adjust front Cross Bracing wires until corresponding diagonals are equal. Check by Trammel.



Elevators:

With Pilot's Control Stick central the Elevators should be in continuation of Tail Plane.

Tail Plane:

The Tail Plane should be level transversely and so adjusted that the centre of the Rear Spar is 15mm vertically above the centre of the front Spar. Check for Tail Plane being square with machine by taking measurements from lateral extremities of Rear Spars of Main Planes to lateral extremities of Rear Spar of Tail Plane. Corresponding measurements should be the same on both sides.

Ailerons:

With Pilot's Control Stick central the Ailerons should drop $\frac{1}{2}$. Check Main Planes for being square with machine by taking measurements from lateral extremities of Rear Spars of Main Planes to Rudder.

Fuselage (cont.)

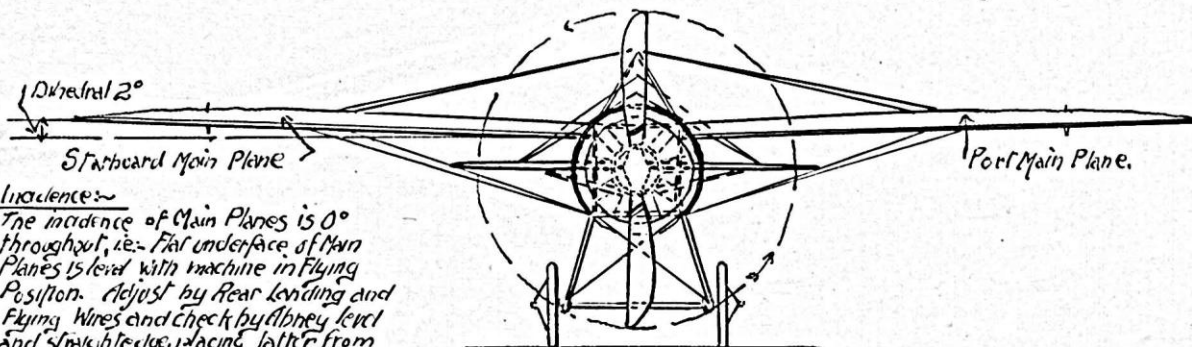
Line and proceed similarly for the other side. A plumb line dropped from the midpoint of a top Cross Strut should strike the midpoint of the corresponding Bottom Cross Strut and just touch the internally stretched centre line.

Ailerons (cont.)

Post and Propeller Boss. Corresponding measurements should be the same on both sides.

Dihedral:

The dihedral is 2° . Adjust by front Landing Wires. Check by plumb level and straightedge along the front spars.



Incidence:

The incidence of Main Planes is 0° throughout, i.e. the underface of Main Planes is level with machine in Flying Position. Adjust by Rear Landing and Flying Wires and check by plumb level and straightedge, placing latter from leading edge to trailing edge at right angles. There is no wash in or wash out.

BRCMAC Committee Proposal Form

I Propose	For the position	Proposer	Second
		Print	Print
		Sign	Sign

I confirm that I am prepared to accept the above nomination.

Sign.....

BRCMAC Motion Proposal form

I propose the following motion to be presented at the AGM:

Proposer	Second
Print.....	Print.....
Sign.....	Sign.....

Completed forms to be returned to the Secretary (Peter Bennett) or any Committee member by 30th November 2016 please.