



Bristol Radio Control Model Aircraft Club (BRCMAC)

January 2013 Newsletter

Welcome to 2013, and a Happy New Year to you all.

Hoping that Father Christmas dropped some nice new models down your chimney, or that you have been busy balsa bashing for the new flying season.

Chairman's Chat.

May we wish all our members a Happy New Year from your elected club committee.

We had an excellent turnout for the AGM and would like to thank everyone who made the effort to attend. You voted in the following members for the 2013 committee:

Ian Ferrari - Chairman

John Paton – Secretary

Patrick Rowe - Treasurer

John Harris

Peter Bennett

Denzil Monis

Andrew Britton

2012 certainly has not been one of our better years, mainly due to the weather; with rain rain and more rain, this meant we had to cancel some events, eventually in December the Rhynes flooded the lane the fields and part of the strip making access impossible, I understand that this is something that has not happened for more than twenty years.

We have also had a bit of vandalism, with locks and chain to the gate being cut off and stolen, when replaced with a hardened steel chain, someone then decided to superglue the combination lock on the gate. All resolved now but please be observant and let us know if you see anything suspicious, this sort of damage is both expensive and time consuming to repair.

On the positive side, we now have a new mower, the cabin door has been replaced, fences repaired to stop cattle getting in and the Council laid 400+ tonnes of scrapings on the lane, making vehicle access a lot easier.

We still have some repairs and site improvement work to do, with a small increase in membership fees this year, we should be able to keep abreast of these items and still offer some interesting events for our members.

We have a lot of effort being put in by Denzil to arrange and edit this years newsletters, so any contributions would be welcome.

Since I am starting to build a Harvard, Martin Fardell has been good enough to send in an editorial on how to produce a dummy radial engine. Whilst researching the background on Harvards to get some colour schemes I came across this unusual item on spec designed P11 Airtruck, a New Zealand agricultural plane using cannibalised Harvard parts in its construction. It was so unusual I couldn't resist sending in this photo. If anyone has seen these before or would like to read the history, let me know.

Look forward to seeing you down at the field, let hope we get some good flying weather this year.

Ian Ferrari

(mob: 07425 752694)



Photo of New Zealand's P11 agricultural Airtruck, built from assorted Harvard aircraft parts. Circa 1959 This was used for spraying phosphate, note the cockpit above the fuselage hopper, this was to improve pilot survivability in a crash and the unusual independent tail booms to allow loading by hopper lorry. Although not pretty, it flew very well.

2012 AGM

For those that were not at the 2012 AGM the main items were:

- Club subs combined with BMFA membership have been raised to £70.00 for a full adult member, the additional £3.00 is made up of a £1.00 increase by the BMFA plus a £2.00 BRCMAC increase. Remember that your 2013 flying insurance is not valid until your subs have been received by the club. Junior subs will increase by the BMFA pound only.
- The Officers and Committee for 2013 are:

Chairman – Ian Ferrari
Secretary – John Paton
Treasurer – Patrick Rowe

Committee – Peter Bennett, Denzil Monis,
John Harris, Andrew Britton

- To save postage costs, all future communication to members will, where possible, be via e-mail. It is therefore essential that the Chairman chairman@brcmac.org.uk and Secretary secretary@brcmac.org.uk have a current active e-mail address for each member. If you have any doubts, please let them have your e-mail address as soon as possible. If you are unable to use e-mail then contact the Secretary who will put you on the Royal Mail list,
-

Winter Weather

2012 ended with some horrendous weather, in late November the strip and car park field were under water, and the track was impassable for a couple of days at the Duckhole end. Some hardy souls no doubt braved the elements for a quick fly.

The following pictures were taken before it got really wet.



This spate of bad weather plus whatever happens in the early months of this year will undoubtedly give us some maintenance work to tackle, so please help whenever you can.

Already we have found the evening bridge (from the compound to the strip) to have suffered and it has been temporarily sealed off until an inspection and repairs can be undertaken. Please do not use this bridge until further notice.

Site Security

We have recently had some uninvited visitors at the field, the gate lock was damaged and the gate removed from its hinges, fortunately without permanent damage. If you see or find anything unusual at the field, please contact Ian Ferrari at chairman@brcmac.org.uk or if urgent mobile: 07425 752694, John Paton at secretary@brcmac.org.uk or if urgent mobile: 07969 113549 or Peter Bennett on mobile: 07792 596463 or any Committee Member as soon as possible.

2013 Committee Meeting

The first Committee meeting of 2013 was held on 8th January and our membership is looking quite positive for so early in the year.

Several items focusing on the future and development of the club were discussed and initiated.

Shorter term items of interest were that at last a new Windsock is being purchased, and as the old wooden ladder, used for retrieving models from trees is now unserviceable, an 'Aeroloop' or similar, telescopic model retriever pole is to be purchased which will be kept in the port a cabin.

Next Club Meeting

This will be held at the Swan Hotel in Thornbury on 7th February and will feature a First Aid demonstration focusing primarily on injuries associated with model flying by Annabel Parfitt

For the March meeting it is hoped to have a talk or demonstration by a club member and a members Bring and Buy sale.

Club History

The following is a bit of club history provided by John Paton, which dates from about 1956.

'MORE MEMORIES.

By Tony Hooper MBE (Chief Examiner LMA)

The article by Albert Spiller in the latest issue of BMFA News titled "Who remembers the good old days of flying" reminded me of an incident in the Bristol Radio Control Club when I was a teenage member over 40 years ago.

The old Bristol Airfield at Whitchurch was closed and a new Airport was created at Lulsgate where it remains to this day. The Bristol Club saw “the main chance” and approached Bristol Council with a plea to use the vacated airfield for R/C flying. This was accepted subject to a “safe flying” demonstration.

I think Albert expertly described the idiosyncrasies of carrier wave “tea chest” tranny’s and “tune em in” RX’s so needless to say a large group of us arrived early on the demo day and got tuning! Mine was the only one that seemed to be working properly so I was given the doubtful honour of “doing the demo”.

The take off with my “Smog Hog” (I am sure the oldies remember this design by an American called Howard Bonner) was perfection and the model flew around faultlessly for a short while – then disaster struck. Despite one click for left and two for right on the tranny button there was no response and the model flew around in circles until the engine cut. Unfortunately, there were quite a number of quarter wave aerals littered about the runway but to our amazement the model landed between two or three of them (remember they were 8 feet high) no more than 5 yards from where I had taken off. The flight ended with rapturous applause from our guests and more importantly the request approval - we didn’t have the temerity to own up and say it all happened by chance!!

I often wonder what I would have said if someone had told me then that 40 years on I would be flying a 150mph gas turbine jet or a four engine 20 foot B17 using a proportional computerised radio control system!!

A lot can happen in 40 years .’

Modelling Scale Cylinders

A few members have expressed an interest in modelling dummy engine cylinders for scale models, and Martin Fardell has kindly shared the secrets of the trade with us.

DUMMY ENGINE CYLINDERS by Martin Fardell

‘Many aircraft pre-1939 had exposed radial engines, and even for warbirds with fully cowled engines the cylinders are often very visible. Because he is building a Harvard, Chairman Ian has asked me to describe the process of moulding dummy cylinders, so here goes.

A male master is made first, and then a mould made using silicone rubber. The cylinders are then cast in the mould using polyurethane resin. Materials and sources given at the end. If you want to have a go and need more detail catch me on the flying field, or send an e-mail martin@fardell666.fsnet.co.uk

Step 1. The Master Cylinder.

Lots of thin ply discs of alternating diameters are stacked up on a long M6 bolt and glued together using white glue. When the glue is dry they can be trued up in an electric drill or a lathe if you have

one. If required, the cylinder head and valve covers can be added using odd bits of balsa and ply. Give the whole thing a coat of dope, and then rub on some wax polish to make sure nothing sticks.

Step 2. The Silicone Mould.

Most warbirds only require the front half of the cylinder and if this is the case then part of the master can be cut away to leave a half cylinder. Glue it to a base and build an open box round it. Pour in the silicone, allow to cure fully and then remove the box.

Because the silicone rubber is very flexible, whole cylinders (including cylinder head and valve covers) can be moulded in one go, As before, make a balsa box round the complete cylinder and pour in the silicone rubber. When the box has been removed the rubber moulding is carefully cut down one side with a scalpel so that the wooden master can be eased out. The rubber mould needs to go back into some sort of box to make sure the scalpel cut is tight closed.



Step 3. Moulding the Cylinders.

Mix up enough polyurethane resin for one cylinder and pour it in, It cures fast so you can make one cylinder every 15 minutes or so. In no time you will have 9 cylinders for your Bristol Pegasus, or whatever.



SNAGS

- 1. Cost. The resins are quite expensive as you can't buy less than kilogram quantities. They last reasonably well in a sealed tin though.*
- 2. Air bubbles. It is very difficult to avoid air bubbles in the silicone rubber. The only sure way is to put the tub of mixed resin in a big jar and pump it out with a vacuum pump. Otherwise, tapping and vibrating the mould helps, as does poking around with a bit of wire. Bubbles are not a problem with the polyurethane resin.*

MATERIALS

The silicone rubber is RTV Silicone 18 Shore

The casting resin is Fastcast Polyurethane (parts A and B)

Both are obtainable from CFS Glassfibre Supplies (www.cfsnet.co.uk)'



Future News letters

Interesting or topical articles or stories for inclusion in future News letters will be most welcome, and should be forwarded to secretary@brcmac.org.uk for inclusion as appropriate.