



Bristol Radio Control Model Aircraft Club (BRCMAC)

June 2015 Newsletter

Chairman's Chat

We had a brief spell of calm sunny weather and have managed to get some weekend flying in. Well that did not last long, we are now slotting our flying in between windy or wet days, all due to a jet stream that is wandering around in the wrong place, or so we are told. Here's hoping for some balmy sunny evenings soon.

Our Webmaster, Steve Bridges, is still asking for more photos of our planes and details of their specification. He will add to the website anything you send in. We are still updating our website with additional features, so look at our website on a regular basis to see what has changed and keep up to date with our calendar. Our website is www.brcmac.org.uk. Since we have many members that have a vast amount of modelling experience, a variety of skills and many with alternative hobbies and interesting careers both past and present, please sign on to the forum and either make a contribution, or write an article for our newsletters. We cannot get enough material at the moment.

Thanks to Steve Bridges for heading up a team and bringing in his 4 x 4, trailer and chainsaw, to pollard some trees that were obstructing the site flight line. Thanks go to Peter Bennett, James Anderson and Paul Readings for helping out. Also thanks to Murray Barnes for organising the decorating of the inside of our club cabin. It looks much better now. This all took around four hours of hard graft, but was completed very efficiently.

Once again thanks to all for giving up part of your Sunday

Congratulations to Steve Bridges who recently passed his 'A' test well done Steve and thanks to Peter Bennett his instructor.

I would like to welcome three new members; Tim Frost, John Turner and Terry Burgess who wish to learn to fly. Tim will be trained by James Anderson, John by Steve Haines and Terry by Peter Bennett. We all wish them a smooth transition to model flying and look forward to meeting them on site.

Just a brief reminder for pilots, especially those that are using programmable drones or multi-copters, we are close to Oldbury power Station no fly zone, so please check the site layout on our website and be aware that flying in to that area could breach Club and BMFA rules.

That's all from me, happy flying!

Ian Ferrari

New Club Web Site & Forum

As you will know, we have re-launched the clubs website (www.brcmac.org.uk) and I've presented it to various audiences in recent months. Most club members are very complimentary about the site, but ask me questions like 'why do we need a web site and a separate forum', 'what was wrong with the old website', 'can I explain the difference between the website and the forum', 'how do I log onto the website' etc? Given these questions, I thought it may be helpful if I produced an initial article to explain the website & forum and to provide some step by step guidance on how to access them and then to provide updates from time to time in future articles.

Back to basics – What is a website and forum?

In very simple terms, a website is an electronic shop window or catalogue where interested people can browse to learn more and can contact the organisation. In the case of commercial websites (e.g. Amazon or E-bay, etc) their purpose is to 'entice' users to buy the goods and services on sale. Our website is an information site where our objective is to encourage new membership by showing our 'shop window' to the whole world as well as to provide basic information to club members such as the clubs calendar and the local weather.

The website is broadcast across the World Wide Web where potentially 6.2bn people can view it. The website contains a 'Contact Us' enquiry form which people can be complete to seek further information. We also have a 'Become a Member' application form which enables new members to forward an application to the Membership Secretary for processing. This is quick for the Member and both saves the Committee a lot of time in having to re-enter details, filing information, etc.

To protect people's security, it is vital that the website does not disclose personal information such as phone numbers, email addresses etc. It's also important that the website is kept 'clutter free' and easy to find your way around it. Club members have asked for help by letting them offer items for sale, place 'wanted' adverts, find out who may or may not be flying on a particular day, who is going to a show, etc. You can see that mixing these two requirements into one website would make the website very cluttered and difficult to navigate around making it less effective overall as neither club members or the wider world wide audience would use it. To overcome this, in addition to the website, we also have a completely separate member's forum.

The forum is only available to people who are granted access to it. This is why you have been provided with a unique log-on name and why you have created your own password. If you don't have access for any reason, let us know and we'll sort it out for you. The purpose of the forum is for Club Members to be able to openly communicate with other on any matters you wish to discuss. This is where you can, for example, put up adverts for items you have for sale OR put up wanted adverts etc. The important point about a forum is that it needs to be used by Club Members in order for it to be interesting.

What does success look like?

You may ask 'how do you measure success'? The objective of the website is to provide useful information (such as the clubs calendar and local weather information) to Club Members and to attract new Members to the club. I, as webmaster, can track how many people are using the website, where they come from, what pages they are looking at etc. I can also see all requests for further information, which helps me 'fine tune' the information provided on the website. My tracking information shows that the site is being well used and we've attracted new members to the club as a direct result of the website. For these reasons I consider the website to be very successful. You all have access to the club forum, I'll let you be the judge of whether this is a success or not.

Your help

The Committee work hard and do a great job of keeping the calendar both current and active by putting on events throughout the year. You can help maintain the website by both making suggestions on how we can improve it further AND by providing updated photography for the gallery sections. If you forward your photography (and some text explaining what the photography is about), I'll get it loaded onto the website for you. Send to webmaster@brcmac.org.uk.

Thanks,

Steve Bridges

Webmaster

A New Model For This Year



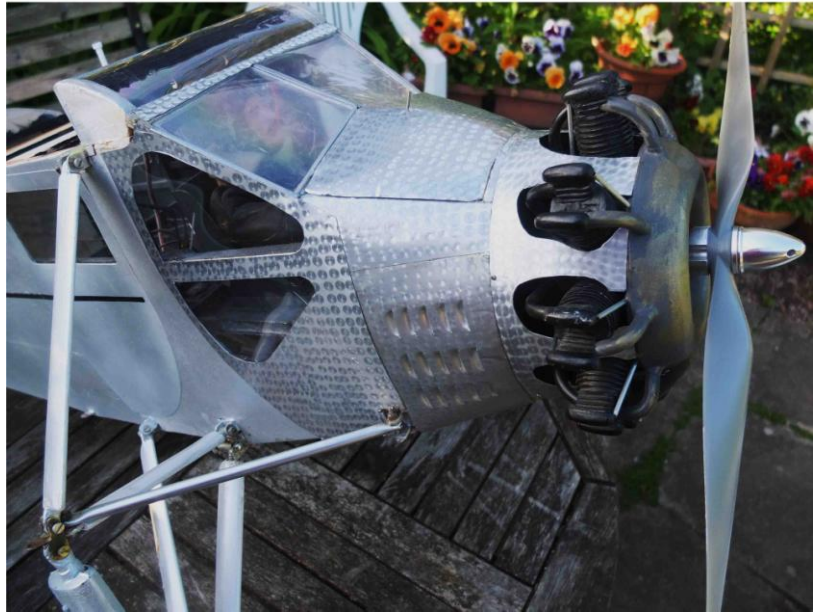
The aircraft in the pictures is my Ryan "Brougham" (pronounced BRRM, believe it or not) which I built last winter. The idea behind the model was to try and match the flying performance of Keith Spicer's Piper Cub, from the Balsa USA kit. The Cub flies really slowly, does lovely flat turns and is a delight to fly on a calm evening. The Ryan has the same wing area, and I managed to match the 12 lb weight of the Cub. It has electric power, with 8S Lipos (4000mAh).

Initial flights were disappointing, to say the least. There was dreadful adverse yaw in the turns and it was almost impossible to hold a nice steady straight and level flight line. The main reason was probably complete absence of dihedral. Anyway, by feeding in a lot of aileron differential and moving the CG even further forward it is now more or less sorted. Still not as nice as Keith's Cub though!



The light wing loading has its disadvantages. At a BMFA competition last month it was sitting on the grass ready for takeoff, in quite a brisk breeze. Out of nowhere it suddenly leapt into the air and climbed briskly backwards at an angle of about 45 degrees, rather like a kite. I managed to complete a circuit and land but strangely nobody else wanted to fly after that!

The Brougham was a small airliner for 4 passengers and pilot, dating from 1929. My model is to 1/5th scale, giving a span of about 8 feet. Construction is conventional balsa and spruce, with Sig "Koverall" covering. Koverall is like Solartex but without adhesive, so quite a bit of weight is saved on a large model. No real problems with the construction, except for the metal panels round the nose. As you can imagine reproducing the engine turning pattern on litho plate took a bit of head scratching. In the end I put a small stubby paint brush in the pillar drill and used T-Cut to produce the rows of little circles. Dummy cylinders for the Wright Whirlwind engine were moulded in polyurethane resin.



Martin Fardell

Reasons why I still have old and battered models.

I have noticed that when flying at the field, most members are too polite to wonder why I seem to fly only old and battered models. The reason is that for some years I was indulging in somewhat larger models, and that took up rather a lot of modelling time!

The first build was an "Isaacs Fury" claimed to be a 7/10 scale model of the 1930s fighter. Actually it was a disguised version of the Currie WOT, with the outlines adjusted to provide a cartoon version of the Fury. The engine was an ancient 200HP Lycoming that had first seen service in an Army Air Corps Auster. The aircraft took three years to build, in the garage, of our house in Cheshire; cold in the winter, no good for covering and doping, so that technical part was carried out in the front room!



After successfully flying that aircraft, and recovering from the adrenaline rush of test flying one's own machine, I was asked to help with a glider. This was supposed to be a two year project, but finished up at over 10 years. The basic build was just like a (large) model, featuring lots of ¼ inch spruce and acres of 1/16 ply. The main challenge was the size of the beast, a troop carrying Horsa as designed by Airspeed. Very interesting group involved in the build, one of the volunteers I was working with, on some aileron repairs, casually remarked that it was his 80th birthday, and that on his 21st he had landed at Arnhem, on the wrong side of the lines, because his glider had been damaged on the approach and overshot the landing area!

This is the rudder, with 16 built up ribs and a laminated outline, just like a big FF model.

The control surfaces were all linen covered, sewn with the correct waxed thread. The fuselage was skinned with 1/16th ply laid on a diagonal, to give increased resistance to twist. The whole structure covered with lightweight cotton (from Dunelm Mills!) and then gallons of red shrinking dope applied by scrubbing in with cloth pads, volunteers thudding on to the floor with happy smiles!

I would say these projects were interesting, but they are definitely the reason my modelling skills are still 20th century.



Dunlandin

Tuesday Night Flying Sessions

Some of the newer members of the club may not be aware that Tuesday evenings during the summer months tend to be regular flying evenings. If you fancy a mid-week flying session after work with blue skies and warm sun on your back, come on down. There is good flying to be had.

Peter Bennett

Associate Membership

Following a request from a former member who was unable to make use of our flying facilities but wanted to retain a link with the club, the Committee has introduced a new membership category – Associate Membership. This entitles such members to continue to receive information, newsletters, and attend Winter Club Evenings. However, because they are not allowed to fly, there is no need for BMFA membership. The Associate Member fee is set at £10.00.

Peter Bennett

'A' Test Success

Congratulations go to Steve Bridges, aka 'Webmaster', who is shown here receiving his Certificate of Achievement from Examiner Martin Fardell. Well done Steve.



Trivia Corner - A Few interesting but useless facts

- The world's oldest piece of chewing gum is 9000 years old.
- In space, astronauts cannot cry, because there is no gravity, so the tears can't flow.
- A sneeze travels out your mouth at over 100 m.p.h.
- Your ribs move about 5 million times a year, every time you breathe.
- Slugs have 4 noses.
- Recycling one glass jar saves enough energy to watch TV for 3 hours
- In the White House, there are 13,092 knives, forks and spoons.
- The elephant is the only mammal that can't jump.
- Chewing gum while peeling onions will keep you from crying.
- In England, in the 1880's, "Pants" was considered a dirty word.
- An Ostrich's eye is bigger than its brain.
- The longest recorded flight of a chicken is thirteen seconds.
- The name Jeep came from the abbreviation used in the army for the "General Purpose" vehicle, G.P.
- The fingerprints of Koala Bears are virtually indistinguishable from those of humans, so much so that they could be confused at a crime scene.
- Most dust particles in your house are made from dead skin.
- What do 100% of all lottery winners do? -- Gain weight.
- 3.9% of all women surveyed say they never do this. -- Wear underwear.

- Humans are the only primates that don't have pigment in the palms of their hands.
- It's possible to lead a cow upstairs. . .but not downstairs.

Ian Ferrari

Historic Bi-plane Rigging Drawings

Our next in the series of historic WW1 aircraft rigging drawings originally traced by Air Mechanic 1st Class Campbell is from the No 3 School of Military Aeronautics, Tech Notes No 27 – The Bristol Scout (D), which is reproduced as usual on the back page. I must draw your attention the written warning it contains in the bottom right hand corner:

“The information contained hereon is not to be communicated directly or otherwise to any person not having an official position in HM Service.”

Am I in trouble then?

Enjoy!

Peter Bennett

For Sale

1. Aviation Books

Nine embossed bound volumes of The History of Aviation contain 2,080 pages of aircraft and tactical warfare history. There is no published date but they are in good condition. They are extremely interesting and informative.

The books have been donated by Mike and Stephanie Pudsey, for sale to any interested member. The proceeds will be donated to the Stroke Foundation as requested by Mike.

Contact Ian directly if interested.



Ian Ferrari

2. Timber

An old modelling friend has decided to pack up. He has a vast stock of Balsa, Spruce, Ply, etc., and would like to pass it on to current active modellers. I am going down to see him next week and if suitable will arrange to bring the stock

back up here. Would you like to put this e-mail into the club newsletter so that if there are any members who would like low priced but high quality wood, they can contact me at dunlandin@btinternet.com or on 01453 844833. I will find out what he prices the material at and if I can, put the info on the club website. I gather it is a "lifetime stock" and, I quote, "more than the average shop stocks these days"!

Gerry York.

3. Models & modelling gear sale

David James and Mike Bartlett are selling off the modelling gear of one of their members and previous chairman, Mike Stanton, who passed away in March. The list is extensive, running into 11 pages and can be found on our web site. The sale is due to take place on Saturday 13th June in Nailsea. See web site link for full details.

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' ads 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 SCOUT(D)

- (I) 80 HP GNOME.
- (II) 80 HP LERHONE.
- (III) 80 HP CLERGET.
- (IV) 100 HP MONO GNOME
- (V) 110 HP CLERGET.

Flying Position

The Machine is in flying position when the top longerons in the Pilot's Cockpit are level longitudinally and transversely fore and aft.

The fuselage is symmetrical in plan view and in flying position the top longerons are level throughout. Mark points on Side Struts 9" vertically below top face of Top Longerons. Mark mid points of all Cross Struts top and bottom. Stretch centre line from mid point of front Cross Strut to axis of Sternpost. Adjust Internal Cross Bracing wires making corresponding diagonals equal at each section and check by Tammel all through. Adjust Top Cross Bracing wires until mid points of all Top Cross Struts are in line with top stretched centre line. Proceed similarly for Bottom Cross Struts. Adjust Side Bracing wires on one side until all marked points on that side are in line. Check by spirit level and long straightedge leveling from marked point to marked point on adjacent struts and moving the straightedge from front to rear. A plumb line dropped from the mid point of a Top Cross Strut should strike the mid point of the corresponding Bottom Cross Strut.

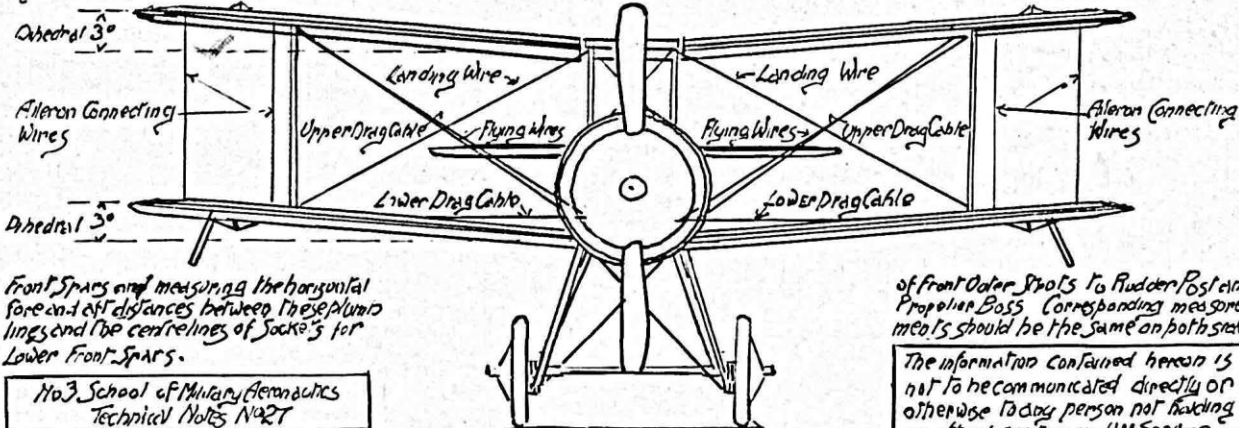
Undercarriage
Adjust front Cross Bracing wires making corresponding diagonals equal. Check by Tammel.

Ailerons:-
With Pilot's Control Stick central the Ailerons should droop 3/8"

Centre Section

Adjust front and rear Cross Bracing wires making corresponding diagonals equal. Check by Tammel. Adjust Side Bracing wires so that stagger is 16.5" with 80HP Mono, 110HP Mono and Clerget and 19.3" with 100HP Mono and 110HP Clerget. Check by dropping plumb lines from centre lines of sockets for

Incidence - 15.2° throughout for both upper and lower main planes. Adjust by incidence wires and rear landing and flying wires. Check by spirit level and straightedge, placing latter from leading edge to trailing edge at ribs. Check for main planes being square with machine by taking measurements from top and bottom sockets



Rudder
With Rudder Bar square in fore and aft the Rudder should point directly fore and aft and be square with fuselage

Elevators:-
With the Pilot's Control Stick central the Elevators should be in continuation of Tail Plane.
Tail Plane:-
The Incidence of the Tail Plane is 2° with 80 and 100 HP Gnome and 0° with 80 and 110 HP Clerget and 80 and 110 HP Mono. Check Tail Plane for being square with machine by taking measurements from bottom sockets of rear outer struts to lateral extremities of rear spar of Tail Plane. Corresponding measurements should be the same on both sides.
Main Planes:-
The Dihedral is 3° for both upper and lower main planes. Adjust by front landing wires and check by spirit level and straightedge along the front Spar.
Stagger:-
The Stagger is 16.5" with 80HP Mono, 80HP Gnome and 80HP Clerget, and 19.3" with 100HP Mono and 110HP Clerget. Adjust by incidence wires. Check by measuring the horizontal fore and aft distance between leading edge of lower main planes and hump lines dropped from leading edge of upper main planes. These measurements should be 16.5" for 80HP Mono and 110HP Clerget and 19.3" for 100HP Mono and 110HP Clerget Engines.

Front Spars and measuring the horizontal fore and aft distances between these plumb lines and the centre lines of sockets for Lower Front Spars.

of front Outer Struts to Rudder Post and Propeller Boss. Corresponding measurements should be the same on both sides