

news
wbmgc

West Blackdown Model Gliding Club



Steve Thorne with F-15
Quite a Handful!

See Page 6



Another late arrival I'm afraid. I think the future of the newsletter depends on me receiving at least some copy from time to time to give me the motivation to produce an issue. It was the piece below from Pete that got the brain cells working to start the process of putting this issue together. I moved the copy deadline much later but unfortunately the promised articles didn't materialise. So better late than never here it is, small but perfectly formed!

Stop Press

Steve's article about the F-15 on page 6 appeared as I was putting the whole thing to bed and Gareth helped me out on the last page with the piece about his Luna

After a rather mediocre couple of months finally, in October, the conditions on the south slope at the Beacon were close to perfect. Some times the wind was light but thermals were good and we stood in shirt sleeves watching floaters disappear into the heavens. At other times it was 'brass monkeys' and difficult to stand up but great to get the chance to fly the models that really perform in high winds and good lift. I recorded 40 MPH on one occasion. It was a real case of having the right tool for the job and a lesson to

any newbie that no one glider will do it all. EPP comes into its own when launching in high winds when you might risk a long walk behind you to pick up the bits of a crunchy plane! Once launched the rewards are great as the speeds and manoeuvres possible are awesome. The changeable weather has continued but we have had some great flying. Of necessity we have often been flying on Saturdays rather than Sundays and Thursdays rather than Wednesdays. This prompted an email from one member asking if club flying day was now Saturday! Club days are still Wednesdays and Sundays but if the weather is bad there is the possibility that we will fly on other days. The WBMGC group email seems to be working well and there is a gradually increasing flow of information among members to co-ordinate when and where they might fly. This allows flexibility and choice. If any members are struggling with this form of communication give me a call and I'll try and sort you out. It remains for me to wish everyone a Happy Christmas, lots of good flying for Ted in his retirement and best wishes and good luck to our new chaireperson



Thanks to Ted for this one!

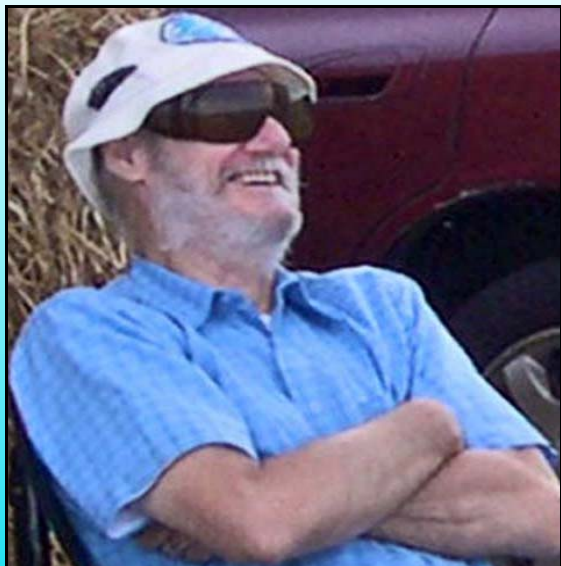
DO NOT MESS WITH TEDS NEW WING!!

By Pete Guyan



This was the result of a mid-air between my tank of a bitza (an SAS Star Jet wing plus own design fuz) and Ted's new combat wing, a Prairie Dog (Leading Edge glider kit from Jack Cooper in USA). It happened one Saturday, on the south slope, at the Beacon towards the end of October. The impact was on the leading edge of the right wing at the root but the left wing came off at the fuselage and fluttered to the ground. Seconds after, the fuselage did an impression of a tent peg. Ted's wing just cruised serenely on. On examination Ted found a chunk of EPP missing and one of the lead balancing weights close to the LE was very bent. (That must have been one hell of an impact Ed.)

Chairman's Chatter



As this will be my last Chairman's Chatter I would like to take this opportunity to thank the various club members who have served on the committee with me over the last nineteen years. They have all been of great help and support to me. I now look forward to attending club meetings run by our new chairman and I hope you will all support him as much as you did me. Also I would like to thank the rest of our members for all the good times spent on various slopes and other venues. It wouldn't be the same without you, and may there be many more such occasions to come.

Remember; you only get out of life what you put into it and in that respect I have been very lucky: I started with nothing and I've got most of it left!!

I hope you all get some modelling goodies for Christmas and have a happy one, and a good New Year with plenty of flying. See you around.

Flat Field flying

Last session of the year at the end of September



It was a good session and, as you can see, a variety of models were flown. Duration times were not fantastic but there were several over six minutes which can't be bad. Mark's Thermic never fails to impress and several of us were able to make use of his winch. Occasionally the tranquillity was broken by the wine of the brushless motor on Barry Edworthy's electric wing and the turbine-like sound as Steve Clarke heaved his DLG into the air. (Photo top right). Our latest canine member, Sheba, (Barry's dog) seemed to enjoy the afternoon.

Free Spirit



By Gareth Davis

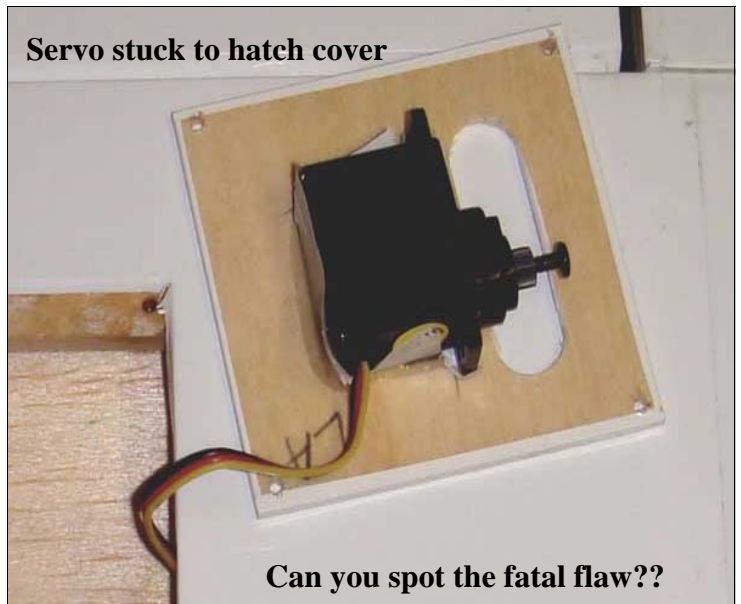
In the run-up to the mid summer meet at North Hill last June, I faced the dilemma of what I could fly. At the time I only had a combat wing and a couple of heavy slope foamies. I needed a floater and needed it fast. So for the princely sum of 82 quid, Moor Models sent me a rather nice ARTF Great Plane's 'Spirit Elite'. Not an Elan, I know, but there just aren't that many large gliders for the building disadvantaged, cheap skate, like me. However, the Spirit Elite does offer a tempting spec of a full house 2m wing and a large glass fuselage, so I couldn't wait to get stuck in. The write up on the web site (<http://www.greatplanes.com/airplanes/gpma1047.html>) promises a fast build; "Ready for launching in just hours".



A well packed Box

All started well. The box was well packed and included a comprehensive set of instructions and a good hardware pack. The wing, tail plane and fin are pre covered with MonoKote in white with blue trim. It's really quite a neat job and only required a little extra heating with a sealing iron to take a little sag out of the tail feathers. I'm not going to do a complete review of the build process, as it follows a pretty standard sequence. The control surfaces have to be hinged using the supplied tabs and secured using a spot of cyno. The wing servos should be mounted on the supplied mounting plates, using some wooden blocks that form a couple of posts in between which you then screw the servos. I quickly dispensed with any idea of doing all that, so reaching for the masking tape to part wrap the servos up (I might want those HS65 back at some point) and glued them in place with good old evo stick. See fig.1 and see if you can spot the fatal flaw in this plan.

Servo stuck to hatch cover



Can you spot the fatal flaw??

The rest of the build carried on slowly with various stages of drilling, cutting and gluing. It took about two weeks to actually get the thing finished, most of time is actually just waiting for the various adhesives to set. Still, without a huge amount of effort, I had myself a real glider.

The recommended method of test flying a new model is maybe to start with a couple of test throws or at the very least get an experienced pilot to take the controls for the maiden flight. Nope won't be having any of that, I thought. The maiden flight was at north Hill. Peter G was thankfully on hand with some advice and to attach the glider to the bungee. So after a quick pre-flight check she went straight up the line. As she came off the line she seemed to be a touch nose heavy and a very long way away, I'm only used to slopes! A quick turn for home and at a very generous circuit height I turned for finals and managed to over shoot the landing and give Peter (now fetching the bungee) a worrying moment.

Is the Spirit Elite what I was looking for?

Well perhaps not. What I really want is a floater and the Spirit Elite isn't that. It appears to live in a strange place in the hierarchy of gliders. It's not an indestructible EPP thing, but it is quite tough. Mine having survived a rather violent 20 foot pile drive in to a field behind the Beacon with only minor damage to the fuselage. It is not a high performance mouldie, but it is rather good on the slope, flying in a medium breeze; 10-15mph. It is perhaps just a nice aeroplane that needs to be taken to the slope more often.



The First Bench Fly

Spirit Elite from the Archive.

By Colin Wavell

The Spirit Elite has been around for quite a few years and at least two club members have had one. Here are pictures of David Wells (*now living in Singapore*) with the ARTF version taken towards the end of 2004 and one of me with a model built from the original woodie kit that I imported from the USA for Christmas 2002. I saw an article in the modelling press and just had to have one! There is little difference between the two versions. The ARTF version has a glass fuselage. The wooden kit version is an interesting but quite difficult build but gives you the option of making a straight dihedral or polyhedral wing and as it's a little lighter it will fly in slightly lighter conditions. It is also easier to repair after the inevitable heavy arrival. One thing I thought was ill-considered in the design was the method of fixing the wings which was very weak and easily broken. I hope this has been improved in the ARTF version. As Gareth has indicated it fills a niche between a fairly basic glider and a full house mouldie. It is a good and fairly inexpensive introduction to full house flying and computer radios using variable camber and crow braking. It has a good turn of speed but will float in all but the lightest conditions. I found it performed very well off the bungee. It is not very aerobatic. It will do very tight loops but rolls are sluggish and inverted flight is a struggle. I enjoyed flying it for a few years and learnt a lot before moving on to other models. I sold it to another club member who I believe is still flying it.



David Wells in 2004 with the ARTF version



Me in 2003 with the all wood kit version

Me and my planes have been banished!!!!

Or my excuse for not being on the slope lately

by John hills

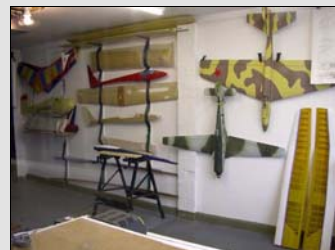
We only have two bedrooms and my planes and modelling had taken over one and a half of them plus any other spaces I could get away with. My long-suffering wife finally rebelled when my planes and I moved in on the conservatory this summer. I thought it was quite pleasant working in there, but it is also our dining room and she seemed to object to eating her dinner surrounded by glue and balsa wood!!

After much debate I reluctantly agreed to withdraw from the spare bedroom and other places deemed unsuitable, and to utilise the space in my quite large garage. One of my concerns with this idea was that the garage would be too hot in summer and too cold in winter. The solution would be to dry line and insulate the walls and ceiling. So off to the builders merchants armed with a list and my credit card....

After many hours of sawing, banging and screwing I had a room, now all it needed was painting and a workbench and cupboards. Next problem, how to store the planes? Shelves would not be safe or practical, as I still wanted to be able to keep the car in there. My wife came up with a simple but brilliant idea of hanging them flat on the walls, as shown in the photos.

Result, one contented modeller and one happy wife!

Of course it didn't end there did it? My wife now wants to do her own hobbies!!! So! My credit card got another bashing, refurbishing the spare bedroom with a double bed that could be folded to single size when not in use, thus making space for her sewing machine and knitting machine etc. (*Such is life.....Ed*)



F-15 EAGLE



By Steve Thorne

Mission

The F-15 Eagle is an all-weather, extremely manoeuvrable, tactical fighter designed to permit the Air Force to gain and maintain air supremacy over the battlefield.

Features

The Eagle's air superiority is achieved through a mixture of unprecedented manoeuvrability and acceleration, range, weapons and avionics. It can penetrate enemy defence and outperform and outfight any current enemy aircraft. The F-15 has electronic systems and weaponry to detect, acquire, track and attack enemy aircraft while operating in friendly or enemy-controlled airspace. The weapons and flight control systems are designed so one person can safely and effectively perform air-to-air combat.

Background

The first F-15A flight was made in July 1972, and the first flight of the two-seat F-15B (formerly TF-15A) trainer was made in July 1973. The first Eagle (F-15B) was delivered in November 1974. In January 1976, the first Eagle destined for a combat squadron was delivered.



Now the reality check

My F15 probably will be an all weather model, not by choice. Extremely manoeuvrable!!!! Not on your Nelly. Just getting it to fly at all will be some kind of a miracle.

I must say that I was both disappointed and very pleased with the first flights of my F 15. It was more than just a handful, but when it did settle down for a few moments it looked exceptionally

good in the air. Colin's video coverage made it look even better.



The plan was originally for a powered model using a pusher engine. I thought the section looked good enough for PSS (shows what I know) and set to building it. It has taken me close to 15 years to complete this model (so it justifies the name well). Most of the construction was carried out in the first three months, then I lost interest, then I lost the plan. For some unknown reason (probably tripping over it once too often) I decided it had to be finished. It's now back in its hanger requiring repair.



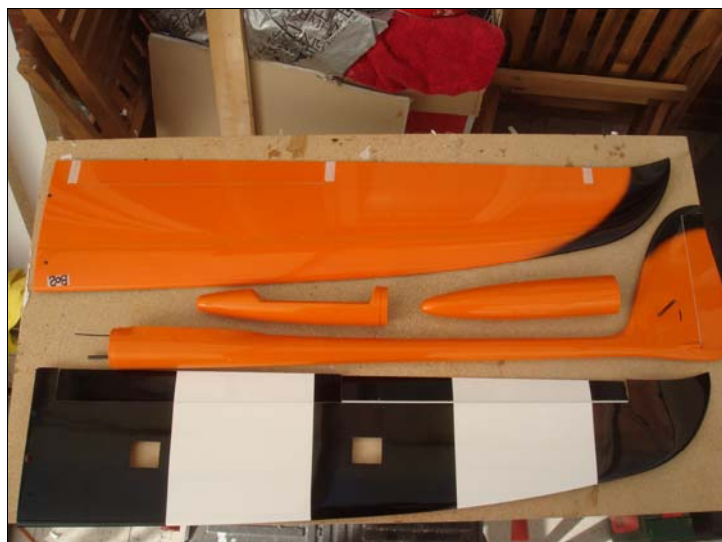
I am determined that it will fly and now have two approaches to take. One is to fly at Bossington and see if the good conditions there will give me a better than average chance to trim it correctly. The other is to change the back end to an all moving tail.

Hopefully it will fly well before I loose interest! Ted was telling me it took him 12 months to get one of his PSS models trimmed right, I'm not sure if I wanted to know that. Finally, just to say thanks to all of you who have helped and to all those I might call upon in the future to get this beast in the air.

Luna - damage repairable

By Gareth Davis

Some of you might remember an email a month or so ago from Ian Manson offering a damaged 2M Luna for the bargain price of 140 quid, not bad given that the list price is £235.00. Well it took me all of 1 second to make that choice and I snapped up a mouldie.



What did I get for this knock down price? Well the Luna is 2 meter all glass mouldie with a two piece wing, an all moving tail-plane in a cross configuration and the potential to take 2 lb of ballast. There was of course the minor problem that the model has just a little bit of damage. The port wing tip has a crease running from the leading edge to the trailing edge. It looks like it was crushed in transit but thankfully there was no other damage. I have included a photo of the untouched damaged wing, but it is really hard to photograph a black shiny surface.



I had intended to be able to write a full review style article, but that is going to be difficult since I haven't even installed the radio gear yet! What has caught me off guard is actually how much work is involved in finishing something that at first glance looks like an ARTF model. The first hurdle with the Luna (or at least mine) is that there is a complete lack of instructions. It all sounded pretty simple a couple months ago when Ian talked me

through the set-up standing in his garage, but the reality for me is that I'm starting from zero. The most difficult thing I've built in the last year is a cot!

First things first.....work out what all the bits are and where they go..... not too tricky. The inch thick lump of carbon seems to be a good candidate for the wing joiner and the small brass widgets look like they could be used as control horns etc etc. Slowly an increasingly long shopping list formed:

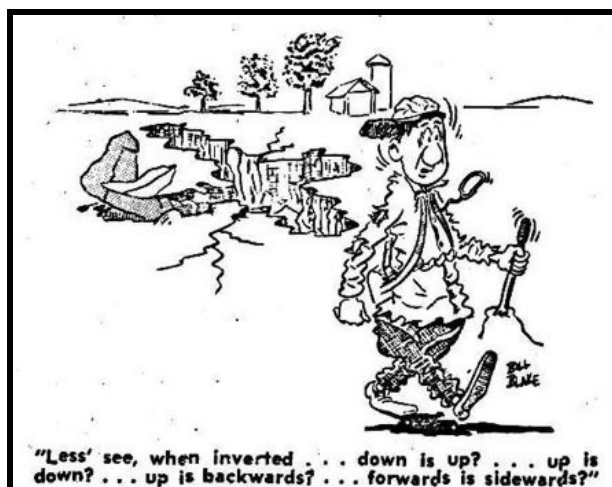
- * Dremel - Needed to cut out the servo and radio bay
- * 6 servos - MG82, 5 quid cheaper than the 85MG (as recommended by Ian) and no doubt 5 quid worse
- * 1 meter of 4oz glass + resin for the ballast tube
- * car body filler & wet and dry paper - for the repair job
- * black spray paint - tidying up after the repair
- * push rods, linkages, multiplex 6 way plugs etc

Thankfully I don't have to buy a new receiver or battery as my SAS fusion is being put out to pasture. I haven't been keeping track of the actual cost of everything, but it feels like a whole bunch more than I was expecting, still the result should be worth it.

The repair work to wing is under way at the moment. First was a liberal splash of runny Cyano down the crease in order to add some strength to the underling fibre. Then out comes the new Dremel, be warned I'm armed and not afraid to attack anything with my new toy. This as it turns out might not be the best idea as I managed to work the damaged area down to the balsa in places, eek! Still onwards and upwards, a more gentle bit of work with some fine wet and dry smoothed off my excesses with tool and allowed me to apply the body filler. After that it's just a matter of cleaning off the body filler and spraying with the black paint.

I haven't bothered to find a matching tango orange paint for the upper surface, as the effected area isn't that visible (well it wasn't until I started with the Dremel) and it seems a bit keen to be spraying such small area.

And that's about as far as I've got with the lovely Luna. I'm planning on making a ballast tube for the model, and as an exercise for you (call it homework) see if you can work out how long the ballast tube should be if it is to be made out of 25mm diameter tube. I was rather pleased with myself for working it out, if for no other reason than I haven't had to do anything like that since I was at school aged 14.



Another one from Ted.....

Contacts and Dates

Paid Up Members List

Club Dates For your Diary

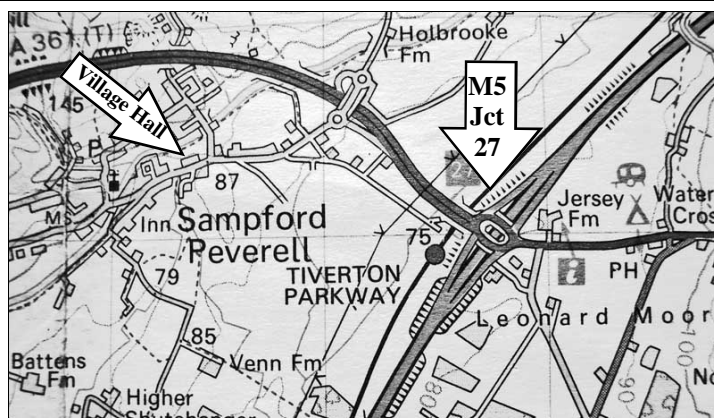


AGM Fish & Chips Supper

This will be on Friday
12th December

at
Sampford Peverell Village Hall
Starting at 7.30 PM

There will be the usual club reports and, this year, the election of a new Chairman. We will also be presenting, the Arthur Withers Trophy to the clubman of the year. This will be followed by a free fish and chips supper and an indoor build and fly competition. Have your cheque books (or cash) handy as the Membership Secretary will be collecting 2009 BMFA and WBMGC subscriptions. Please try and be there.



Slope Soaring

We meet all year round (weather permitting) on Saturday or Sunday afternoons from about 2 p.m. On Wednesdays or Thursdays, during the winter months, after the clocks change, we meet from about 11 a.m. Usually members communicate by email before hand. If unsure contact Ted on **01823 663754** to confirm times and which site will be used.

Flat Field Flying

This will restart on the last Sunday in May in 2009

Officers of the Club

| | | | |
|--|---|---|-------------------------|
| Chairman | Ted Williams zen63441@zen.co.uk | 17 Wardleworth Way Wellington TA21 OBA | 01823 663754 |
| Treasurer & Membership Secretary | Pete Guyan Joycarruthers@aol.com | 1 Virginia Cottages Downend Crescent TA6 4TH | 01278 686915 |
| Secretary & PR Officer Newsletter & Website | Colin Wavell colin@wavell.net | 52 Addison Grove Taunton Somerset TA2 6JH | 01823 327205 |
| Safety Officer & Competition Secretary | Steve Alford s.alford05@tiscali.co.uk | Kirkdale Stoneyford Cullompton Devon EX15 1NU | 01884 32121 |



Don't Let the Sun Go Down on Me!