



Newmarket Model Flying Club

BMFA No. 0161

Patron to the club Alan Chapman

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Please send contributions to the editor: Kevin Sale : kev@chainofdaisies.co.uk

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Editorial

Welcome to the February 2015 edition of the club newsletter. We start the new year with a brand new Chairman, Craig Sharp and a new committee member, Roi Greenway.

Firstly, on behalf of the club I would like to thank Mike Cox for his exemplary efforts over the past few years as Chairman and extend congratulations to Craig on his election to the post at the last AGM.

The winter weather this season has proven troublesome for flying with very few chances to dust off the models and head for the patch since the first indoor flying event in December and the second this month. Your editor only managed a couple of trips out during this period, one of which was short lived as the cloud rolled in and wind whipped up within an hour or so of arriving with a few other hardy souls.

We were unable to secure the BMFA simulator trailer for Lark in the Park this year, so we are asking if any member has a box trailer tall enough to stand up in that we could borrow to create our own temporary simulator trailer. If you know of one we can use, please contact Craig Sharp or myself.

This edition we have a couple of articles by our new Chairman, one from Colin Ashman about his Ka8b and finally an article from Steven Rolph about his Spitfire.



WOW!! What a journey I have been on since 2011!

From Swear-man to Chairman



article by
Craig Sharp

How did it all start? Well I saw a guy flying an electric war bird at the Rowley Mile site when I was dropping a card off to one of the bungalows there. I think the guy in question was Peter Loxham (somebody has to take the blame). Anyhow, I watched for a while and thought “that looks absolutely fantastic” so off I trot and look on the good ole internet and ended up in Hobby Stores Cambridge to make my first proud purchase. A phase 3 cub three channel complete with transmitter. So what next? Chuck it all together and off we go, up to a nearby crop field and time to fly, I mean it cant be that hard can it! Well actually it is, was my next thought after “bending” it from what was probably a much shorter flight than the Wright Brothers first attempt. Needless to say a series of so called trainers followed and suffered the same fate and many non repeatable words were uttered.

Back at the Cambridge shop again and this time I had the good fortune to speak to a guy that was standing in from the Chelmsford store, a flyer himself and one with experience of my next suggested purchase a ST Models Discovery, trike undercarriage, large span and ailerons, proper stuff.

My girlfriend at the time said to me “Ha, you`ll be joining a club next”, to which my reply was “Oh no I wont” or something like that, well guess what?

I can honestly say hand on heart that it is without doubt the best thing I have ever done, I have been so fortunate to be helped along on this journey by people without whom I could never have achieved the things that I have in the time that I have or even at all.

2014 was a fantastic year for me, I passed my B certificate in the early part of the year and came third in the supremely enjoyable NPOD day, I then had the shock of my life when I was given an award at the Brian Brotherton day which was a complete surprise and then to top it all I was asked to stand for chairman, which to me is so humbling and an absolute honour.

This club has given me so much, a hobby that I`m completely passionate about, a new group of friends and some truly fantastic memories. Now its my chance to give something back and to represent this club in the best way possible and to uphold its well deserved reputation as a friendly and varied club that welcomes novices and seasoned flyers equally. I will endeavour to drive it forward and be the best I can possibly be for the good of the club and its loyal members.



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Many Thanks to Mike Cox for handing over a club that is in good shape and to the other members of the committee who also do a lot of work behind the scenes that often gets overlooked, they put in a great deal of effort to deliver the club to its members in the form that we see it. Long may it continue.

article by
Colin Ashman



Phoenix Models 40% Ka8b Glider

It's fairly safe to say this artf model has had a chequered history since first appearing in

2011, it seemed like a relatively inexpensive way to get into large scale gliding when compared with the offerings of European suppliers.

Initially it was only available in the US and Australia until Neil Stainton of Hyperflight stepped in and ordered a container load, a decision that probably still haunts him to this day. It wasn't long before one of the kits imported by Neil appeared for review in the RCM&E and apart from criticism of the very non-scale pilot and some suspect plastic parts, the review was pretty good.

Not long after, reports started appearing on internet forums about sudden catastrophic wing failures in normal use and investigation of the resultant wreckage showed a complete lack of suitable spar system in the inner wing panels.

Phoenix Models responded to these problems by producing new 'reinforced' inner wing panels which only resulted in moving the failure point to the outer end of the panels, as the fix they had used was the inclusion of two aluminium tubes that stopped short of the full panel length.

Fast forward to October 2014 and I noticed that Hyperflight are selling of the remaining kits for £250 with the proviso that they are not airworthy. At this price they sold pretty much immediately and a system for building a proper spar and spar web into the inner panels was evolved amongst the kits new owners on internet forums.

Four rolls of covering film later and we are ready for test flight



day which took place at the NLMFC site at Baldock on a cold but calm Sunday. The first flight was drama free just requiring a small adjustment to the C of G and control throws.



I'm very pleased with my £250 investment, the time spent on repairs was well worth it and others who have done the same claim that the model is now capable of

consecutive loops, something I have no intention of trying!

I did notice that they are now producing a 40% scale ASK 21 with electric up and go system and reports are already appearing about a weakness in the fuselage that means the whole tail section may fall off, doesn't seem they have learned much from the K8 and this model is over 20Kg so I guess the LMA will be taking a keen interest in it.

I had the pleasure of attending my "maiden"

General Model Safety

committee meeting recently and one of the topics that was mentioned was general safety . There was strong opinion that **ALL** models should be correctly restrained when they are either started in the case of IC or when made live in the case of electric.

This is not a new rule it is already written in the club rules and also forms part of the official BMFA guide to model safety. I think that we all agree that where IC powered stuff is concerned, it's a no brainer, in fact one of our club members can tell you first hand that an incorrectly tethered petrol powered model can give a severe "bite". Electric models should also be treated with caution, even the smaller ones can inflict nasty injury if not restrained and manage to start unexpectedly, or may shoot across the pits to "snap" at the ankles of an unsuspecting flyer.

Another topic was failsafe use, it is something that should be given good consideration when you set up your model on your transmitter, again its in the BMFA guide and is in fact a requirement that it is activated if the transmitter is capable on the throttle channel at the very least; the idea being to not let a model fly away if signal is lost.

So please take a look at your settings and actually check that it works, and that includes electric models also. (Ed: For those that



article by
Craig Sharp



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use Spektrum equipment like myself, the failsafe is usually set as the throttle position when binding to the model, but please check your receiver manual.)

As Chairman I am tasked with delivering these reminders on behalf of the committee, as always I like to think that common sense will prevail and we all will do our best to keep ourselves and our fellow flyers safe.

article by
Steven Rolph



Cambrian Spitfire

A Spitfire must surely be every aero modeller's most

desirable aircraft. As soon as I'd passed my 'A' Certificate back in June 2013, I started pondering as to what variant of Spitfire I was going to get as my next model, either a Mk V or a Mk IX appeared the most likely. However, my fellow aero modellers advised that a low wing trainer would be a much more appropriate next step.

Somewhat disappointedly, I purchased a Blackhorse Super Air, and after some problems with my initially selected engine, has proved captivating to fly and so much faster than my foam Wot 4 or my trusty old Kamaco Kadet. It wasn't long before once again I was pondering as to what variant of Spitfire I was going to get as my next model.

Surely the bigger the better? Having admired the larger of Jerry Carter's two Spitfires, I thought my mind was almost made up. However, much to my surprise, Jerry said that of his two, the smaller one was much nicer to fly and he suggested the Cambrian Models Mark IX Spitfire would be a good next step.

A search on the BMFA website resulted in a partially built Cambrian Models Mark IX Spitfire catching my eye. The owner, who lived just outside Norwich was selling it for £80, and it appeared to have been on the market for some time. The kit also included pneumatic retracts, surely this was too good to be true. We often borrow a friend's flat in Cromer and as my wife and I were planning a trip there in late November 2013, my plan was to call the seller whilst we were in Cromer, and then pick the kit up on my way home. All went according to plan, and we called in on the seller on our way home. On first inspection the partially completed model appeared to have been built to a reasonable standard, and the remainder of the kit contents, still in its original box, looked as though nothing was missing, so I offered £60 and to my very great surprise he accepted without haggling. I immediately regretted not offering £50, particularly as when I got the partially built kit home, I noticed that although the retracts themselves were included, none of the associated valves, nor the pressure tank were present and the upper engine cowling and decals were missing. The purchase



of these more than doubling the original price.

Although the model had been started by a previous owner, the overall completion of the kit still involved a fair degree of balsa bashing, all of which was reasonably straightforward. The wheel wells for the retracts were lined with plastic aerosol caps which were a perfect internal diameter for the wheels, they were left to protrude through the veneer and then carefully trimmed flush with the wings lower surface contours. Initially the operation of the retracts was comically rapid, both up and down, Jerry Carter suggested that suitably sized wheel collets could be used to restrict the flow in the air lines, and this greatly assisted in making the travel of the gear a little more representative.

I decided to cover the model in tissue using non shrinking dope and then finish with representative colours. All surfaces were thoroughly prepared including filling, rubbing down and sealing with sanding sealer. All was going well until it came to the wings, the combination of the tissue, non shrinking dope and water had caused the veneer on the wings to partially lift in a number of areas. Ultimately this led to very carefully cutting several one inch wide strips of the veneer and then equally carefully separating it from the foam core of the wing.

These areas were then replaced with 1/16 inch thick sheet balsa and then carefully sanded to maintain the original profile of the affected area. Fortunately the bulk of these repairs had to be performed on the underside of the wing and once painted only very slight discontinuities remained.

The engine (an OS Max 46 AX), fuel tank, control rods/snakes, radio gear and the pilot were then added and the canopy fitted, which as opposed to gluing in place as I would normally do, was restrained by 10 small countersunk screws. To avoid the balsa threads stripping, after initially driving the screws home, I then removed them and applied a very small amount of cyano glue, which so far has resulted in reasonably resilient canopy attachments.

Jerry Carter very kindly performed the maiden flight on 31st August 2014, other than a very slight right wing heaviness, which surprisingly wasn't the wing which needed all the repairs, he said the model flew well. I had hoped to fly my new Spitfire myself before winter set in proper, however, poor weather, other commitments has meant that it has not flown since. I'm hoping the lighter evenings, lighter winds and warmer weather will soon arrive and I will soon have less reasons for not getting her back into the air.

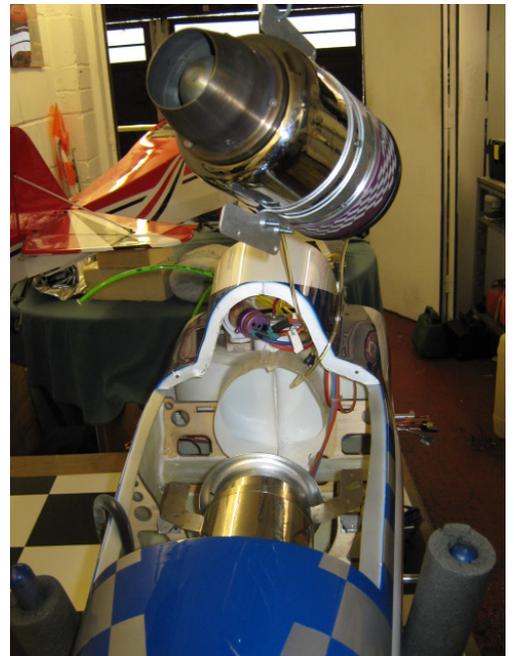




Steven Rolph's
Cambrian Spitfire



Your editor and his EDF Me262.



Craig's latest jet nears completion



Cowlinge fly-in





◀ Items for Sale or Wanted

63" Phoenix Rainbow EP. Lightly used (less than a dozen flights), 40A ESC, 40A brushless outrunner (pulls around 20A flat out), TowerPro servo's, removable wing, runs on a 2200 3 cell. Have hardly made proper use of it and it deserves to be regularly flown. Receiver ready for £50.

Contact Kevin kev@chainofdaisies.co.uk if interested.

June 14 th	Fenn Brothers Competition. Rowley Mile - 1pm start Organised by Mike Cox.
July 5 th	Electric Competition. Rowley Mile - 1pm start Organised by Colin Ashman.
July 11 th	Lark in the Park. Mildenhall - 9am start Organised by Craig Sharp.
July 25 th	Brian Brotherton Open Day & BBQ. Snailwell - 11am start. Organised by Jerry Carter.
December 7 th	Club AGM. Palamino, Newmarket - 7.30pm start.

◀ Club Events Calendar

Thanks to Craig Sharp, Colin Ashman and Steven Rolph.

◀ Credits & Thanks

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