

THE BEACON

The Newsletter of the
Skelmersdale Model Aircraft Club

IV no.36 Winter 2011

Guess which one of these is
Club Champ.

Clue, the one that doesn't look
too happy!



It's something that we as aeromodellers have known for ages but now it's official, having a shed is good for your health!

Alan White from Leeds Metropolitan University, the world's first professor of men's health commenting on the setting up of a network of "men's sheds" by the charity Men's Health Forum said "The idea of a shed is something that fits with the male psyche. It's a very relaxing way of spending time. Men find it therapeutic to potter around doing odd jobs".

I think more men should have the feeling of satisfaction seeing the products of their sheds take to the skies.

This would really add to their well being!

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Club News

Club records have been made in the last month at each end of the age scale.

Bill Billington, after spending many hours preparing new models and practicing has passed the “B” test. A great achievement especially for someone of the tender age of 75, well done Bill!

With fewer years clocked up, 17 ½ to be precise, Rob Griffiths has become the Club Champion for 2011 snatching the title in the last Fun-Fly competition. Congratulations Rob, well deserved.

Congratulations also go to Ernie Palfreyman & Paul Seddon for passing their “A” tests.

At the AGM the committee had recommended an increase of £5 to the Club fee for 2012. The reasoning behind this was put to the members and following a lively discussion the proposal was agreed.

Please remember that only when the Membership Secretary has received your 2012 application form and payment are you insured to fly. (country members excepted).

“It’s in the post” will not count!

For anyone interested in “First Person View” where a pilot can fly an aircraft using a camera on the plane to relay a picture projected onto goggles, Doug Fillingham has sent us an update to the procedure.

On the 21st September 2011 the CAA authorised First Person View flying as Person In Charge; a second pilot is no longer required.

This authorisation is in the form of an Exemption from article 166(3) of the Air Navigation Order 2009 and is only for full members of FPV UK when they fly models of less than 1.8kg, below 400ft, and have a Competent Observer as lookout.

The Exemption ties in with the new FPV UK Pilot Handbook which includes excellent guidance on FPV flying and specific guidance on flying FPV with a Competent Observer; such as what he or she should say if they spot a full size aircraft heading your way.

FPV UK Chairman Simon Dale said “We have been working with the CAA for over two years on this and we’re extremely pleased to have got to this point. FPV flying offers a great fun and absorbing (or should that be addictive?!) new aspect to our wonderful hobby and it’s fantastic that competent flyers can now fly without having to find another R/C pilot happy to hold a buddy switch for the entire duration of each and every flight!”

Scale Day 21st August

On the 21st of August I had no difficulty finding my way to the field following Jim's comprehensive Scale Day signage but then I have been going there since 1978. To the best of my knowledge no visitors failed to find the field either. On reflection that is true by definition, but what of intending visitors who may have failed to arrive? Before we stray into Donald Rumsfeldt's "unknown unknowns" territory, I'd better just get on and tell you about Scale Day.

All entrants were booked in by Ian and Dennis and any dinosaurs like me still using 35 MHz equipment had their transmitters checked for correct frequency. Pilots were issued with a voting slip on which to record their choice of the three best models in rank order to determine the Best Model award.

The day was blessed with fine, warm weather yet there was reasonable cloud cover to prevent the sun being too much of a nuisance to either pilots or judges. The breeze from the south west, at its smoothest in the morning and becoming somewhat gustier in the afternoon, provided spectators with a close view of landing approaches as pilots made use of the NE/ SW diagonal for landings on the newly extended strip. During the day several visitors remarked on what an improvement the removal of the hump and the extension of the strip made in respect of landing. It was a shame that Neil Hyde, prime mover in arranging for the work to be carried out, was unable to be present and hear the plaudits.

It was pleasing to have a good turnout of visitors and for their numbers to be rather more than matched by club members who entered. It was good too, to see old friends Harold Lyon and Fred Taylor who usually improve the enjoyment of Scale Day by dropping in to watch and chat. In all 16 pilots brought a total of 22 models. Rarely have I seen such a varied array of prototypes at the field. The entry, in order of registering, comprised:-

Phillip Kent	Pontefract	Comper Swift and Topsy Junior
Ian Bottell	Wirral	Grumman Bearcat and Ryan STA
Colin Parkhouse	West Yorks	Bellanca Decathlon
Colin Terry	West Yorks	Little Toot
Chris Moore	Mablethorpe	Piper Super Cub and DeH 60 Moth
Jim Dobson		General Aircraft Skyfarer
Andy Bowman		Clipped-wing Piper J3 Cub
Ian Cooper		Pitts 12
Keith Fear		Piper Tri-Pacer, Avro Avian Monoplane and Bucker Jungmeister
Rob Griffiths		Edge 540
Tony Cunliffe		Spacewalker and Sorrell Hyperbipe
Phil Guy	Liverpool	Piper J3 Cub
Barry Sherborne		Stuka and Sopwith Tri-plane
Paul Williams		Piper J3 Cub
Ian Cameron	Stockport	Spitfire
David Rose		Thunderbolt

Following the usual welcome and pilots' briefing, flying got under way at 11 am under the watchful gaze of Judges George Hartop and Geoff Morley and the friendly but firm supervision of Flightline Marshall Dave Pye. Fuelled by regular trips to the barbecue provisioned and ably staffed by Pete and Hannah Lowe and assisted by Ruth Taylor, pilots got in their three qualifying flights. Keith, having entered three models, perhaps through indecision or, more likely, a desire to maximise his chances, was rarely to be seen anywhere but on the flight line.

For me, given my personal preferences in aviation, abiding memories include Chris Moore's red and yellow Gipsy Moth in full, slow, graceful flight, Ian Cooper and Colin Terry flying expansive and exuberant aerobatics with Pitts and Little Toot, Phillip Kent's (electric) Comper Swift purring over the strip and, last but far from least, Keith's superb scale-like presentation of the Avro Avian Monoplane built by Jim Dobson. The sprung undercarriage following the undulations of the strip as Keith smoothly eased the model into the air or returned it gently to terra firma was a joy to behold. I'm sure those who attended will have their own lists comprising entirely different selections from the many fine models on display depending on their own predilections.

When all had made their flights, the judges conferred for some time then emerged from their arcane deliberations and handed down their judgement. In the meantime, Jim and Tom analysed the pilots' voting slips.

Worthy winner (if sole entrant) in the **1903 -1930** category was Barry Sherborne with the Sopwith Tri-plane.

In the **1931-1945** category, Phillip Kent, Comper Swift, Keith Fear, Avro Avian, and Andy Bowman, Clipped Cub, took 3rd, 2nd and 1st places respectively.

Rob Griffiths had the edge (Edge 540 that is) to win the **1946-present day** category with Ian Cooper, Pitts, and Tony Cunliffe, Spacewalker, in 2nd and 3rd places.

The **Ted Williams Rose Bowl** for the best Skelmersdale member went to Andy Bowman., opposite.

In the **Best Electric Model** category victory went to the swift; the Comper Swift, flown by Phillip Kent.

The **Best Flight of the Day** award went to Colin Terry flying the Little Toot.

The **Best Model** pilots' choice, static trophy was won by a clear margin by Chris Moore for his DeHavilland 60 Moth.



As Overall Winner, the New Towns Trophy along with a splendid painting by Harold Lyon of a "Catlina Flying Boat and Seascape" went to Andy Bowman

Club President, Jim Dobson, thanked all who had attended and made Scale Day 2011 such a successful and enjoyable event. In thanks for this year's services and in the hope that they may feel inclined to fill those offices again next year, largess in liquid form was distributed to the judges, George and Geoff, to Pete and Hannah for the barbecue, to Flightline Marshall, Dave Pye and to Dennis Heyes who mowed the strip without which there would be no flying.

Andy Bowman

3D day 4th Sept

Sunday 4th September saw the welcome return of the 3DRC aerobatics day at our club site. The event was promoted via the usual channels and together with one of the best day's weather of this year we were soon joined by many pilots.

By 9.30am the car park was already filling with some pilots travelling down from as far as Glasgow to attend. All the big names were in attendance; Nathan Farrell-Jones, Graham Roscoe, James Yardley, Tom Owen and Phil Mousley to name just a few.

Following a pilot's briefing at 10am the flying soon got underway. We were treated to some of the best demonstrations I have seen in a long time, which were enjoyed by the now growing crowd of spectators.

Nathan Farrell-Jones and James Yardley both flew their large 40% Krill Model's Yak 55's with great precision, with both Graham Roscoe and Tom Owen providing excellent displays of their electric powered aerobatic models. I displayed my trusty 36% Sebart Sukhoi Su29, and my new IMAC competition model, a 170cc powered Composite-ARF Super Extra 330.



I have never seen the pits filled with so many models, at one stage we had to overflow onto the edge of the runway! A quick estimate indicates over £60,000 worth of models were rolled into the pits during the day, which must be a record!!!

Steve our "burger man" kept everyone fed and watered throughout the day with some excellent food!

Mid afternoon saw the first of the combat sessions, streamers were provided by one of the event sponsors and the mayhem soon began! This was certainly a great spectator event which brought lots of cheers and applause from the crowd. Neil's jet powered EPP model certainly was a personal highlight! The displays continued well past 5pm!

I must applaud the flying standard of all pilots. We didn't have a single mishap all day with the flying slots almost organising themselves due to the professionalism of all attendees.

A big thanks to our main event sponsor www.flying-dog.co.uk who provided the streamers & prizes for the combat sessions, and also to Opti-Fuel for their support.

Thanks also to all of our club members who helped to make this such a successful event; I'm already looking forward to our bigger and better 2012 show!

More pictures & videos can be found on our events promotional website: www.3drc.info

Andy Rigby

Fun-Fly 1st Oct

Fun-Fly Competition, Saturday 1st October

A two-week postponement did wonders for the conditions in which the final two parts of this year's Fun-Fly series were flown. The record-setting high temperatures and brilliant sunshine brought out twelve entrants eager to pit their piloting skills against their peers. These were:-

Dave Burgess, Ian Cooper, Steve Dodge, Alf Draper, Bob Griffiths, Robert Griffiths, Neil Hyde, Paul Moseley, Craig Nichols, Paul Seddon, Barry Sherborne and Neil Sherborne.

Fred was on holiday but had left detailed instructions and the requisite paperwork for the running of the event in his absence, making it easy for those of us brought off the bench as substitute adjudicators; namely Geoff Pomfret and me.

First was "**Touch and Go**" where the aim was to complete as many touch and goes as possible in three minutes, with at least one wheel touching within a 10 by 5 metre rectangle aligned with its long axis parallel to the prevailing wind.

In round one Neil Hyde set the early pace with 10 soon to be equalled by Ian and only surpassed by young Robert with the last flight of the round. Flying smooth, tight circuits with little or no change in throttle setting Robert posted a score of 16 which left the rest understandably feeling it was probably all over before round two had started; to use a rather long-in-the-tooth long-jump analogy, a Bob Beaman moment.

Undismayed, Craig came straight back with an 11, Neil and Ian both improved to 12, Dave put up the second highest score with 14 but Robert secured victory with a steady 11.

The outcome in descending order was:-

Robert, 27; Dave, 23; Ian and Neil tied on 22; Craig and Steve tied on 18; Barry, 10; Paul Seddon and Bob tied on 4; with Paul Moseley and Alf, also tied, completing the placings. Neil opted not to enter Touch and Go, saving his model for the Limbo. Unfortunately Alf's model was damaged beyond repair and Paul Seddon had to leave early so neither was able to take any further part.

After lunch attention turned to the two rounds of **Limbo**. The tape, at 6 feet, was set intimidatingly close to the ground strung between bamboo canes a mere 10 yards apart.

Barry was first up and set a demanding target of 13 passes for the rest to shoot at. Brother Neil was close with 11, Neil Hyde then took the lead with 14, Steve equalled Barry's 13 only for Dave to nip into the lead with 15 passes. With the penultimate flight of the round Robert took the lead with 16 only for his dad to jeopardise his chances in round two by flying their shared model into one of the poles! Bob resumed his flight only to find the damage to the leading edge of the wing rendered the model uncontrollable. I can only imagine the thoughts which must have gone through Robert's mind at that moment but I'm certain they would not have been acceptable for publication in The Beacon.

Round two drew a 16 from Neil Hyde and 15 from Ian to put Robert under real pressure but with a wing repaired with a copy of the rules covered in plastic laminate held in place with sticky tape he coolly completed 17 passes to win for a second time on the day and secure the Club Championship to boot.

The outcome, again in descending order was:-

Robert, 33; Neil Hyde, 30; Dave, 27; Steve, 25; Ian, 22; Neil Sherborne, 14; Barry, 13; Craig, 11; Paul Moseley, 6 and Bob, 4.

Vouchers against next year's subs went to first and second in each event. The abiding impression of the day for me was of the strength in depth in the club when it comes to the precision flying demanded by these two events. Given the somewhat gusty breeze which blew throughout, Geoff and I were very impressed.

Andy Bowman.

Club Championship

Club Championship Results for 2011

The events which contribute towards the Club Championship are:

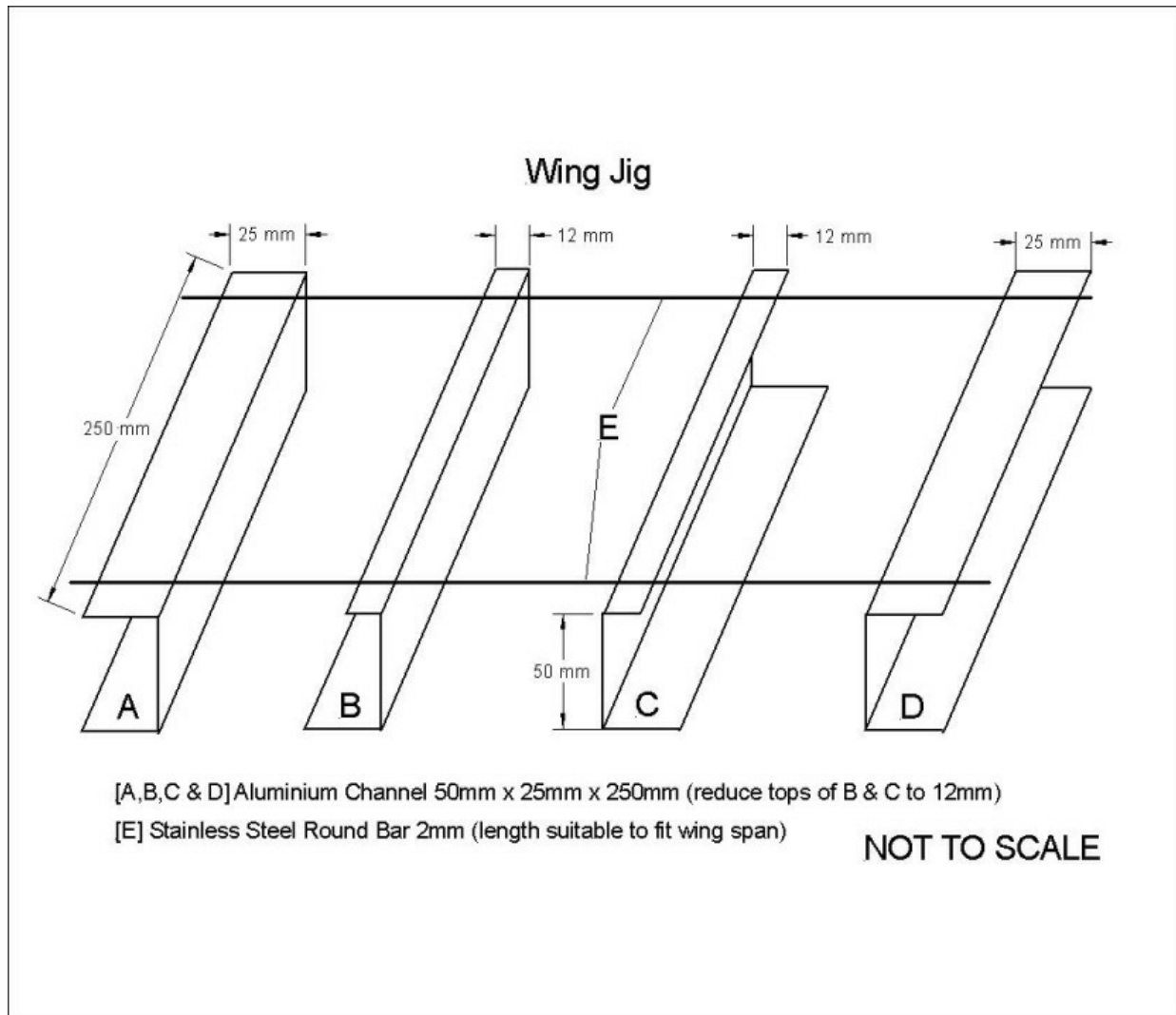
- 1 Fun Fly, part 1, Climb and Glide
- 2 Fun Fly, part 2, Spot Landing
- 3 Precision Flying (Glen Griffiths Trophy)
- 4 Scale Competition (Tom Lamb Cup)
- 5 Fun Fly, part 3, Touch and Go
- 6 Fun Fly, part 4, Limbo

The points are 15 for a win, 12 for second, 10 for third then 9,8,7 and so on for fourth, fifth, sixth etc., down to 1 for twelfth with your **four best scores** counting towards the Club Championship.

Member	1	2	3	4	5	6	Total(best four)
Robbie Griffiths	8	12		12	15	15	54
Craig Nichols	15	12	15		8	5	50
Ian Cooper	9	3	12	10	10	8	41
Dave Burgess	10	7			12	10	39
Barry Sherborne	6	12	10		6	6	34
Neil Sherborne	7	15	5			7	34
Neil Hyde	2	2			10	12	26
Steve Dodge	2				8	9	19
Howard Parker			7	9			16
Andy Bowman				15			15
Bob Griffiths	4	1			5	3	13
Jack Moulden	12	1					13
Dave Smith	0	12					12
Graham Parkinson			3	8			11
Peter Lythgoe			10				10
Alf Draper	0	6			3		9
Tony Cunliffe			8				8
Paul Moseley					3	4	7
Paul Williams				7			7
Bill Billington	0		6				6
Andy Rigby	0	6					6
Jeff Price	5						5
Paul Seddon					5		5
Ian Cullen	0	4					4
Keith Fear			4				4
Chris Davies	3						3
Fred Corless	0	1					1
Mel Barnes	0						0

Table compiled by Andy Bowman

Tech tips



Instructions

1. Place the wing plan on a suitable flat surface large enough to accommodate the wing section to be assembled.
2. Place the supports A, B, C & D on to the flat surface above the plan.
3. Supports B & C should then be set equidistant between A & D to support the round bar between the ribs to ensure there is no sag in the bars.
4. Use a spirit level to check the top surfaces of the aluminium angle are all level to each other to ensure the wing is built correctly.
5. Clamp supports A, B, C & D in position.
6. Assemble the ribs on to the round bars and space them out as per the plan.
7. Secure the round bars [E] with spring paper clips to the supports A & D.
8. Continue wing assembly as normal.

Bill Billington

And finally

A mate of mine recently admitted to being addicted to brake fluid. When I quizzed him on it he reckoned he could stop any time.....

I had a mate who was suicidal. He was really depressed, so I pushed him in front of a train. He was chuffed to bits.

I went to the cemetery yesterday to lay some flowers on a grave. As I was standing there I noticed 4 grave diggers walking about with a coffin, 3 hours later and they're still walking about with it. I thought to myself, they've lost the plot!!

I was at a cash-point yesterday when a little old lady asked if I could check her balance, so I pushed her over.

A new Middle East crisis erupted last night as Dubai Television was refused permission to broadcast 'The Flintstones'. A spokesman for the channel said. "A claim was made that people in Dubai would not understand the humour, but we know for a fact that people in Abu Dhabi Do."

My daughter asked me for a pet spider for her birthday, so I went to our local pet shop and they were £70!!! "Sod that" I thought, "I can get one cheaper off the web"

Statistically, 6 out of 7 dwarves are not happy.

Just heard there was an explosion at a pie factory in Huddersfield. 3.1415927 dead

Went around to a friend's house today. His wife was sat there with their newborn baby. She asked if I'd like to wind it. I thought that was a bit harsh so I gave it a dead leg instead.

Saw my mate outside the Doctor's today looking really worried. "What's the matter?" I asked. "I've got the big C," he said. "What, cancer?" "No, dyslexia."

I start a new job in Seoul next week. I thought it was a good Korea move.

I was driving this morning when I saw an RAC van parked up. The driver was sobbing uncontrollably and looked very miserable. I thought to myself 'that guy's heading for a breakdown'.

Steve Hargreaves

They sent my Census form back!!

In answer to the question, 'Do you have any dependants?',

I put,

'Asylum seekers, illegal immigrants, smack heads, unemployable bastards, the cast of The Jeremy Kyle Show, 80,000 people in our 133 penal establishments, Northern Rock, RBS, Ireland, Portugal, Greece and half of fxxxxxg Eastern Europe!'

..... Apparently this wasn't an acceptable answer.

Conversation overheard by civilian airliner on the VHF Guard (emergency) frequency 121.5 MHz while flying from Europe to Dubai.

Iranian Air Defence Site: 'Unknown aircraft you are in Iranian airspace. Identify yourself.'

Aircraft: 'This is a British aircraft. I am in Iraqi airspace.'

Air Defence Site: 'You are in Iranian airspace. If you do not depart our airspace we will launch interceptor aircraft!'

Aircraft: 'This is a Royal Air Force GR4A Tornado. Send 'em up, I'll wait!'

Air Defence Site: (..... total silence)

Events 2011/12

From November - March Club Nights start, 2nd Tuesday
in the Month

Skelmersdale Model Aircraft Club

Jim Dobson President 01704 575982

Committee 2010/11

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Andy Bowman Chairman 01942 716522
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Ian Cooper, John Dean, Steven Dodge, Steve Hargreaves, Peter Lythgoe, Jack Moulden, Andrew Reid, Barry Sherborne, Neil Sherborne, Dave Smith.

Examiners

Andy Bowman, Ian Cooper, Alan Glover, Peter Lythgoe, Andrew Rigby, Barry Sherborne.

Current Membership

120