

# Stansted Model Flying Club Newsletter

## April, 2016

Our next meeting will be at the Hadstock Flying Site on Bank Holiday Monday, 2<sup>nd</sup> May. "It's summer intit? Come at around 4PM and stay 'till dark!"

### **Mike's Chat:**

Our last meeting was full of fun when we were introduced to Mark Mould's Simulator, which he had set up with a choice of aircraft and a bombing competition. Mark started off with a Gee-Bee Racer, which true to scale flipped on take-off, and crashed spectacularly! After that rather dubious introduction, which reminded some of us of Alan Wild's true to scale experience at Carver Barracks some time ago, we settled down to some real fun.

The bombing, was to say the least, rather haphazard and not nearly as entertaining as the crashes which soon separated the men from the boys! I felt I would have benefited from a Simulator, as the model kept disappearing behind trees and other obstacles rather quicker than expected, sometimes leaving a trail of wreckage behind it, much to the delight of those watching.

There was a competition to see who could drop most bombs (on the target), and strangely enough, the winner was Mark Mould, which called for a lot of unkind remarks, especially as he did his most successful flights with a slow biplane (so did I). Paul Pichel was at home with a B52!

Anyway, it really was a fun evening, and lots of thanks to Mark for his efforts on our behalf. Let's hope that Mark could be persuaded to a repeat performance in the future.



*B-52 bombing run in progress*

Not a lot doing on the flying field, apart from a few odd days when either the rain or wind abated sufficiently to allow some flying. The old Riot lumbered about happily, but started to have odd problems with the throttle arrangement. It seems that the "Fail-safe" and throttle settings are mixed up or it could be a faulty speed controller, so I got the old Discovery out of the shed and contrary to the instructions, it was quite happy to fly around on a not so calm day (5mph plus).

However, Mark Pearce, seeing my plight, offered to put Deans connectors on a spare 40 Amp Speed controller and bless his cotton socks he delivered it to my door soon after, Thank you very much. So, I will have to discover the mysteries of electricrery (easy does it). I'll start with the Futaba instructions, and try to unravel the mystery,

There is a saying on the wall where I work which states "Never let anything electronic know you're in a hurry!"

*Cheers, dears - Mike*

## **Future Events:**

Events proposed for this summer include a Scale Day, a Family Day, and a Training Day. Dates will be announced soon.

Event updates will be posted on the club website: stanstedmfc.com.

## **Seen at the Flying Site Recently:**



*Is it a plane? Is it a bird? Answer at the end of the newsletter.....*

## **Mark's Safety Spot.**

As we start a new season flying and we dust our models down after the winter, it's a good time to review the BMFA's recommendations on the use of fail safe and range checking of our radio equipment.

### **Fail Safe**

They recommend if a fail-safe facility is available on your equipment that it should be set as a minimum to reduce the engine speed to idle and on electric motors to switch the motor off in the event of a loss of signal from the transmitter. The function of the fail-safe operation should be checked before every flight.

It's worth noting that for models weighing between 7 and 20 kg there are other restrictions on the use of fail-safe - for more information refer to the BMFA handbook (available on their website).

### **Range Checking**

It is good practice to carry out a routine range check on your equipment once a month or so and a check is also advisable if you have not flown for a few weeks, or if you suspect a problem with your radio equipment - also as recommend by your radio equipment manufacturer.

A few weeks ago at the field Bill was preparing to fly one of his vintage pattern aircraft and during range checking an intermittent radio problem came to light. This probably would not have been discovered had he just put everything together and flown.

## **BMFA Instructor and Examiner Workshop.**

The BMFA's East Anglia Area are holding an Instructor and Examiner Workshop at Flambird's Model Flying Association, near South Woodham Ferrers on Sunday, 29<sup>th</sup> May. All Club and Area Examiners and Instructors are invited, as well as potential Test Candidates. Space will be limited, so please book early with Phil Gutteridge, BMFA East Anglia Achievement Scheme Co-ordinator on [philg44@sky.com](mailto:philg44@sky.com) or 07810-547406.

## **GBRCAA Team Selection**

On Sunday 17th April the club hosted a Great Britain Radio Control Aerobatic Association (GBRCAA) team selection event - a pattern competition used to determine which pilots will represent Britain in the world championships in 2017.

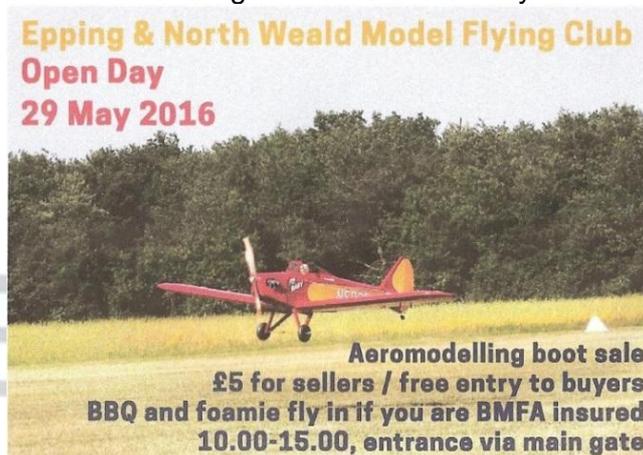
The weather was kind to us and a great day's flying took place. It was nice to see quite a few of our club members and some from the Harlow club coming along to watch. I, as contest director, and the GBRCAA are very grateful that the club let us host this event.

Results and photos can be seen the GBRCAA website at [gbrcaa.org](http://gbrcaa.org)



## **Open Day at North Weald -29<sup>th</sup> May:**

Just a reminder of this local event that is being run at the end of May:



If any member wants to run a stall, I could circulate an invitation for other members to add items of their own. In any case, it will be an opportunity to fly at another site and maybe to pick up a few bargains.

## **Hadstock Memorial.**

The club has donated £50 towards the Little Walden Village memorial to the USAAF personnel who died while based at Hadstock Airfield during WWII. The memorial will be in the form of a rough stone with an inscription carved into a slate embedded into the stone.

## **Gerry Baldacchino – 1941-2016**



Our fellow club member Gerry (Snr) passed away on 30<sup>th</sup> March after a severe illness. Gerry was a regular attender at Club Meetings and loved to spend time at the flying site.

We heard at his funeral that Gerry was a long-time aeromodeller, starting soon after he married. It was related that he once tested an engine with it clamped to the kitchen table. Whilst running it became “unclamped” and its resultant travels resulted in considerable re-decoration being required and in Gerry’s hand needing some attention after he attempted to catch it! Appropriately, the display shown below was the main floral tribute at the funeral:



Gerry’s family has asked to scatter some of his ashes at our flying site. I’ll let members know when this will be taking place.

### **Club Trainer**

Bill is still fine tuning the new Club Trainer and will bring it up to the flying site for the May Club Meeting to give anyone who wishes to a chance to try it out.

### **Bird-Plane**

*No, it’s not one of the local buzzards; it’s a photo of a somewhat modified ARTF model produced by Maxford USA of a 1913 Austrian “Stel-Taube” or “Steel Dove” in flight. Several hundred of the original aircraft were built; a couple still survive in museums and replicas have been built and flown. The model flies well, in spite of being very heavy (by my standards, anyway!) and has a great “presence” in the air.*

*Laurie*