

# HALE HALL MODEL CLUB NEWSLETTER



## May 2021



Welcome to the May Newsletter. Sadly the end of April and most of May delivered some pretty poor flying conditions; let's hope for some better weather in June. Maybe we could even hold some club events soon!

## Track and Trace

For the time being we will still be using the track and trace system to record arrival and departure times. The preferred method is to send a text to our dedicated phone number (07396 656562) which Jack then collates. Please note that voicemails are not monitored.

## Club Hut

Now that we are allowed back in the club hut it has become obvious that there is a large amount of unclaimed 'stuff' lurking on the table and work benches, so we have decided to have a clear out. If there is anything you want to keep please remove it or put it under the workbench in the next two weeks. Anything left on top of the work benches or on the table will be disposed of.

## Going around in Circles

It was a bright and sunny day as I arrived at Hale Hall recently to find many of the usual suspects and models on display. But to my surprise there was something more unusual lurking at the end of the pits. Kev Bamber had brought along his control line combat wing for a flight. Kev continues the story:

*As a 15 year old in the late 1970's, I purchased a PAW 15 diesel engine from a camera shop on Church Street in Blackpool, who had diversified into model aircraft and boats.*

*With an engine but no home, I visited Bateson's toy shop on Abingdon Street and acquired a combat control line plane. No-one told me this wasn't the way to start, and a combat plane was no trainer, but then flying interesting and difficult planes is a habit that has remained with me to this day.*

*Fast forwarding to 2016, the PAW 15 engine has sat in a garage for over three and a half decades and the plane was long gone but those happy days were not forgotten and I decided to put the old PAW back in the air again. It took a while to recall what make of plane it was but a few internet searches and photos reminded me I had purchased the Pegasus Warlord. Even better, the kit plan was available from vintage plan suppliers so £5 later I had the original plane plan. Being a kit rather than builders plan, I had to work out some of the kit profiles such as the ribs, but being a flying wing,*

*it was hardly a difficult build and after a couple of weeks my PAW 15 had its original home, a black and yellow Warlord. Control lines and handles were still available from Leeds Model Shop so I set it up on 52' lines because that's the length the British Vintage Diesel fliers use and this equates to 100metre laps.*



*It was originally maidenied 5 years ago but has only had a few flights, and every time I fly it takes me back to being 15 years old again. Just like riding a bike, you never forget how to fly, a little oscillating up and down at first from the close coupled combat plane but it soon settles into steady laps.*

*A control line take off is done with the wind behind because it help keep the lines tight, something I didn't know when was a lad, so many take-off incidents were probably down to this. The speed of the plane is around 65mph, easy to calculate from the 52' radius length of the lines and rotating once every 3.9 seconds, however, 5 minutes flight time is more than enough! Although the engine is unsilenced, the sound does not have the penetrating crack of glow engines, but golly, they are messy.*

*So, if anyone fancies a bit of control line combat flying, I have the plans and PAW diesel engines are still manufactured at Progress Aero Works in Macclesfield.*

The PAW 15 started easily and with a good launch from Jack the Warlord was up and away. It only took a couple of laps for Kev to get back into the groove, flying smooth circuits. After what seemed like a long flight the engine cut, to cheers from the noise abatement society members in the club! He even managed to stay upright after more than 5 minutes going around in circles. Well done to Kev for bringing something different to the field. The sounds and intoxicating smells of a diesel powered plane definitely took me back to my youth. Control line definitely suits the Kev 'full throttle' Bamber flying style, no throttle so it is all or nothing!



I managed to get some video of the occasion which I have posted on our YouTube page ( HaleHallIMAC) and the club website. <https://www.youtube.com/watch?v=t67-TULwXnQ>



## Lots of Wots

On the day that Kev turned up with something unusual many of us were a little more conservative in our model choice. Six 'Wots' were on parade, four Wots Wots and two Wots 4s.





## UCLan

For the past few years the University of Central Lancashire ( UCLan) have used our field to test some of the projects created as part of their Aeronautical degrees. In the past they have concentrated mainly on developing autonomous Quadcopters but Wednesday the 19<sup>th</sup> May saw a more conventional aircraft at Hale Hall. The MEng Aeronautical Engineering students from UCLan brought along their Final Year project to test fly, a 2.5m unpowered glider of their own design and construction. Apparently the original intention was to build a full size version to be towed into the air behind a car but Covid got in the way and they scaled it down to a size suitable for a catapult launch from an inclined ramp. On the first flight the aircraft did manage to make it safely off the launch ramp, but a lack of speed soon had it safely back on the ground after travelling about 4 feet. The second launch resulted in the landing skids making it safely off the launch ramp however the rest of the aircraft decided to remain at the bottom of the ramp!

The ramp looks impressive, not so sure about the aircraft. Maybe we are more competent than we think!









## Sloping around



Two new slope soarers took to the skies above Parlick recently, both lockdown builds. On the right Andrew O'Neill's Aventus glider built from an RCworld kit. Conventional balsa and ply construction, approx. 70 inch span. Dave Sewell flew his Phoenix Model Products Wingbat from a Stan Yeo design. This was one of a bulk buy, so expect to see few more on the slopes soon (When will yours be ready Jack?). Both models flew well with no major trim required.

## Andrew & Roger on the pull!

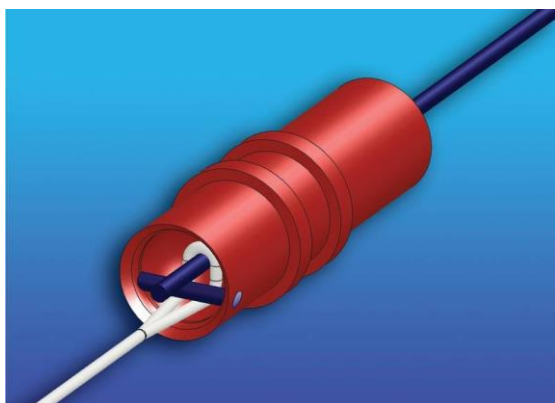
Over the past year or more Roger Milne and Andrew O'Neill have been talking about venturing into the world of glider aero-towing. A tug and glider were modified to include the tow and release mechanisms and last year, when we came out of lockdown, they finally plucked up the courage to give it a go.

Roger and Andrew tell the story:

*Are you bored with just performing take-offs, landings and flying circuits with a couple of loops and rolls?, then perhaps have a try at aero-towing; it can't be that difficult can it? All one needs is an overpowered model aircraft as a tug, a glider and a piece of string to tie the two together. Oh, and a couple of pilots with sufficient funds on their visa cards to replace their models should the event end in disaster.*

*Well, we had the models; an Acrowot XL powered by an Evolution 33cc, the tug, and an ASW 28 glider with a wingspan 2.5 m and all up weight 1300g. The glider was modified by the installation of a multiplex release mechanism in the nose. A reasonably simple modification requiring only a 10mm*

hole to be drilled in the nose to take the release mechanism along with a servo to actuate the release.



Modification of the Acrowot was a bit more difficult. Ideally the tow release should be installed on the C of G and above the fuselage: without major modification to the Acrowot that was not possible. Solution, fix a self contained release mechanism to the underside of the fuselage and to the rear of the aircraft C of G - what do the experts know? The photograph shows the mechanism, made by Jack Lumley, which was attached to the Acrowot using the wing attachment bolts - simple! The tow release assembly has its own receiver and battery to operate the servo actuated release



mechanism. Both the Acrowot and release mechanism receivers were simultaneously "bound" to the transmitter but making sure that the channel used for the tow release was not being used by the tug. The tow release was attached under the Acrowot fuselage as shown.

Now, according to the aerotowing experts:

**"the key to success in aerotow operations is a tow pilot who is a smooth, accomplished flier with substantial flight time on the tow aircraft. He or she must be experienced in all phases of powered RC flight and must be utterly familiar with the towplane. It's helpful if the pilot has flown sailplanes as well. The tow pilot must be able to fly large, smooth circles while towing a sailplane at a steady rate of climb until both planes are nearly out of sight".**

We immediately spotted a problem here! Never mind, we had the credit cards.

The day of reckoning! With all checks complete, the tug and glider were "roped" together, ready for take off. The power from the Evolution 33 really came into its own, after only a few yards the glider was airborne, quickly followed by the tug and a good climb out maintained albeit a "bit bumpy" to a good height when the Glider released and both models recovered.



*All in all a reasonably successful exercise. We both agreed a bit more practice is needed. Anyone else fancy a go?*

Well done Roger and Andrew, good to see that some of our members are trying something new. I was present to witness the great event. I think they are being rather modest as there was a fair level of skill and nerve on display! I took some rather average footage of the flights which I have cobbled together into a video. You can find it on our YouTube channel (HaleHallIMAC) , [https://www.youtube.com/watch?v=4naQ\\_Uwtac4](https://www.youtube.com/watch?v=4naQ_Uwtac4) , or the Hale Hall BMFA website under the video tab.

Andrew and Roger ventured out again recently; this time they learned the importance of keeping the tow line tight. See the end of the video for an explanation!

## Club News

The Blackburn club have managed to agree the following measures which will allow flying to continue at the Pleasington field.

- No models over 7.5Kg will be flown.
- No gas turbine powered models will be flown.
- Rotorcraft will be incorporated into the main field activity so all aircrafts take off and land on the same field.
- The maximum numbers of aircraft airborne at any time is limited to 6
- Additional spotters will be used to alert flyers to any hazards.

## What's on

### Shows

Show organisers are slowly publishing their plans for 2021, many are rescheduling events to later in the year, please make sure that you check that they are still happening before you set off!

Some bad news, the BMFA Power Nationals, held at Barkston Heath over the August bank holiday, has been cancelled again this year. Apparently the RAF need to catch up on their training hours and are taking a conservative approach to coming out of lockdown.

The Shuttleworth Collection has a number of events planned for this year. The events will be run as a 'Drive In'. You are allocated a parking slot which has space for you to picnic and watch the display. Unfortunately there will be no access to the hangers; hopefully this will change for events later in the year.

- Sunday 2 May – Season Premiere Drive-In Display
- Sunday 6 June – Flying Festival of Britain Drive-In Display
- Saturday 19 June – A Scurry of Chipmunks Evening Drive-in Display
- Sunday 4 July – Military Air Show Drive-in Display
- Saturday 17 July – Flying for Fun Evening Drive-in Display
- Sunday 1 August – Family Air Show (Need for Speed)
- Saturday 14 August – Flying Circus
- Saturday 4 & Sunday 5 September – Vintage Weekend
- Saturday 2 & Sunday 3 October – Race Weekend



**Duxford**

Tickets are now sold out for the first 3 flying days at Duxford.

Tickets are on sale for the Model Aircraft day – in association with the BMFA. Saturday 19<sup>th</sup> June.

There are now several other flying events later in the year which tickets are available.

- **June 18-20<sup>th</sup>** Weston Park Camp & Fly weekend. This is a ticket only event.
- **June 26<sup>th</sup>** Blackpool & Fylde Radio Controlled Model Society Fly-in. 10am – 5 pm at the Weeton field.
- **August 7<sup>th</sup> – 8<sup>th</sup>** LMA Elvington Show
- **September 3<sup>rd</sup> – 5<sup>th</sup>** Weston Park Model Airshow.
- **September 18<sup>th</sup>** Blackpool & Fylde Radio Controlled Model Society Flightfest at the Weeton field.

**Parting shot.**

So that is the end of another newsletter, I hope you found it interesting. Thanks to all contributors.

For future newsletters I would like to include as many of your projects and especially first flights as possible. So please document the occasion with a few photos or contact me and I will try to come down with my camera. I do have some ideas for future articles, but the success of the newsletter will only continue if you, the members, provide me with some copy. Anything aircraft related will be more than welcome, days out, trips, build logs, full size or something for the Curiosity Corner.

Don't be shy; if you don't fancy writing a full article, just send me a few notes and I will do the rest.

If you have any suggestions on subjects to be included in the Newsletter, drop me a line.

In these days of data protection we need to ask members if they have any objection to be included, either by name or photograph, in the Newsletter. If you do not wish to be in the Newsletter please let me know.

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