

## HALE HALL MODEL CLUB NEWSLETTER



JULY 2021



Welcome to the July Newsletter. July has seen some glorious weather, so I hope you have all been donning your sun hats and logging lots of flying hours. In the words of The Sun – ‘pew what a scorcher’



Mr Whippy arrived on site to help the club members endure the heat!

This month we have updates on member's models, a cautionary tale from me and an update on our site facilities.

## New Members

We have two new members who joined the club recently: Reg Nesbit and Brian Bannister.

Welcome to the club and we look forward to seeing you down at the field. We have now closed the membership pending completion of the car park.

## Site News

The committee gathered together recently to discuss the development of our site facilities. Andrew O'Neill, our site co-ordinator, put forward proposals covering the car park, mower hut and the mower.

The following plan / actions were agreed:

1. Complete the car park extension. This will involve applying and levelling the final surface finish and creating a new base for the mower hut. We also plan to lower the 'mound' near the field entrance to improve visibility when approaching the site. We hope that we can enlist the help of the farm owner, Laura, and her father (who owns the Jacksons recycling business).
2. Acquisition of a new secure hut to store the mower and other equipment. Several options are being assessed; the current front runner is a 15 \* 8 ft lined storage container.
3. Fit the new mower deck. We have a spare deck which is currently stored at the mower supplier; we have arranged for this to be delivered to our site. The plan is to rotate the decks at regular intervals. This will allow time to clean and service the decks, hopefully improving the cutting performance.
4. The club hut is reaching the end of its life and will need to be repaired /replaced. The way ahead will be discussed when the car park and mower hut have been completed.

As you may be aware the University of Central Lancashire (UCLAN) have an agreement with the owner to use the flying site as part of their aeronautical courses. Over the past 18 months or so there have been some discussions with UCLAN about providing /contributing to some on-site facilities. These have not come to fruition yet and we have decided that we need to get on with developing the flying site, hence our development plan. We still remain open to UCLAN's involvement in the future.

## Tiger Moth

John Murdy has sent me an update on his lovely Tiger Moth.

### **My Nemesis takes to the sky**

*Back in an earlier issue of the HHMAC newsletter I recounted the build of the Tiger Moth which has been an on / off saga for the past 6 years. Well, I can officially announce that on the 1<sup>st</sup> July with Mr Cartmell in attendance the Tiger Moth finally took to the air!!*

*The journey to this point has not been without its difficulties, there has been many a trip down to the field where the aircraft has looked pretty but refused to release its earth-bound shackles. Even to the point, as some of you are aware, it took a bite out of my left thumb. However, with a steady breeze straight down the strip and some words of encouragement from the pits, the Tiger Moth was duly lined up on the runway and without hesitation the throttle opened. The Tiger Moth accelerated straight and true, lifting off with no dramas. Once airborne it was noted that the aircraft needed roll trim but other than that flew as expected. As many of you scale biplane flyers may know the aircraft requires significant rudder input to produce realistic and accurate turns. After 5 minutes of flight time and some pictures courtesy of Mr Cartmell the aircraft was lined up and an uneventful landing achieved. Smiles and relief all-round.*

*Subsequent to the maiden flight the Tiger Moth has taken to the air twice and fly's well; however, there is still some work to do with the engine as I am still not happy with its idle characteristics. But all told a successful start to its flying days. Maybe the ugly duckling may turn out to be a swan after all.*



Thanks John, Definitely not an ugly duckling, it looks great to me!



## One man's meat

One of the great things about our hobby is the vast array of subjects available to us, ranging from scale to aerobatics and gliders the list is endless. Many of us acquire models without really knowing if we will gel with them and if they will go on to become a 'keeper'. This is a story of a model trying to find a loving home.

The model in question is a Black Horse Feisler Storch Fi 156, purchased originally by Roger Milne.

### Some model statistics.

Airframe weight 4.22 lbs 1916gm

Flying weight 4.99 lbs 2266gm with 2 x 2200 3s wired in parallel

Motor 42 /30 .

E.S.C. Hobbyking 40 amp with bec.

Servos 2 aileron 2 flap elevator rudder/tailwheel

General Span 1800mm Length 1218mm



Roger tells us his story;

*The Black Horse (BH) Storch scale version is a really nice looking and well built replica of the real thing but sadly, in its "kit" configuration, flies like a "bear".*

*The problem, well two really, are Centre of Gravity (C of G) and Slats (leading edge flaps).*

*To achieve the recommended C of G a significant amount of addition weight was required, all as far forward as the structure would allow; some was actually attached within the cowl. Two battery packs, an NiMh (6volt) was used for the flying controls and a separate 3 cell, 4000mAh LiPo to power the 900KV out-runner motor.*

*The first flight was very nearly its last! Take off was a "drag" and control in flight was practically impossible. The landing was 95% crash and 5% luck. However, little damage was done, minor bending of the undercarriage struts, so the Storch did live to fly again.*

*There are many "threads" on the internet related to the problems with the BH Storch. Apart from difficulty in getting the C of G right, most contributors suggest removing the Slats to reduce the significant drag. So, with regret since this action destroys the scale effect, they were removed and presto, the Storch flew like a trainer, although still tail heavy.*

*The Slats are far too thick and the source of the excessive drag, and most probably caused the reduced effectiveness of the ailerons.*

*Further adjustments to improve the C of G were carried out but a 'ground accident' occurred and the model was offered up as "free to good home".*

So not for you Roger. The club grape vine has rumours that the 'ground accident' involved your boot and the model. You have assured me that was not the case, but frustration after breaking the tailplane/fuselage whilst carrying the model resulted in a rapid return to the ground in the pits!

I am still considering informing the RSPCA, the Royal Society for Prevention of Cruelty to Aircraft 😊

In the next phase of the model's life Mick Jackman took up the challenge to get it back in the air.

Mick tells us his side of the story:

*I received the Storch with tail and fin broken off and damage to the cabin structure (a complicated structure to fix) . The leading edge slats were detached from wings to try to improve the flying characteristics; it had a reputation of being a flying pig.*

*The original motor and esc had been removed. I repaired the damaged airframe, fitted my own spare motor and esc, but have not yet tried to re fix the l/e slats.*

*As of today I have had 10 flights in total when the weather has been fairly calm, its a bit of a floater so not really suitable for breezy days. The take off is short and it flies around in a leisurely way almost like a trainer. The fun comes when you start to experiment using the flaps, slow passes flaps down ½ or full, steep landing approaches flaps down under a bit of power to keep it moving steady etc. I have never had a model with working flaps so that is new to me. It has a powerful rudder so I am learning a bit about rudder turns.*



So did the story have a happy ending? Well not really. I understand that Mick has now decided that the aircraft is not for him and it is again looking for a new home! Contact Mick if you are interested. I expect Roger and Mick have learnt something from the exercise, what it is I don't know. You will have to ask them!

#### **Did you Know?**

The Feisler Storch was a German liaison aircraft which was in production prior to, and throughout World War 2; production continued in other countries into the 1950s. It remains famous for its Short Take Off and Landing performance with a stall speed of about 31 mph. Nearly 3000 have been built across Europe.

#### **General characteristics**

- Crew: 2
- Length: 9.91 m (32 ft 6 in)
- Wingspan: 14.25 m (46 ft 9 in)
- Height: 3.05 m (10 ft 0 in)
- Wing area: 26 m<sup>2</sup> (280 sq ft)
- Empty weight: 930 kg (2,050 lb)
- Gross weight: 1,324 kg (2,920 lb)
- Powerplant: 1 × Argus As 10 V-8 inverted air-cooled piston engine, 180 kW (240 hp)
- Propellers: 2-bladed

#### **Performance**

- Maximum speed: 175 km/h (109 mph, 95 kn) at sea level
- Cruise speed: 130 km/h (81 mph, 70 kn) (econ. cruise)
- Range: 390 km (240 mi, 210 nmi) at 150 km/h (93 mph; 81 kn) and 1,000 m (3,280 ft)
- Service ceiling: 4,600 m (15,090 ft)
- Rate of climb: 4.60 m/s (905 ft/min)



## Ron's Progress

Ron Ingram has sent me some updates on his attempts to use up all of the UK's balsa / ply supplies! Here are some photos of his enormous Spirit of St Louis build:



The huge wheels came from China for £50. They are used for electric scooters and feature an inflatable tyre and wheel bearings. Ron plans to cover them with fabric to make them look more scale. Note the substantial sprung undercarriage and detailed engine.



The Spirit tail feathers featuring laminated spruce outline structure. As big as one of my wings!

As if the Spirit and Beech are not enough, Ron has now started to build a DC3, equally large, also from the Nick Ziroli plan. 140 inch span , length 97 inch.



A few hours of work for Ron

To help Ron get some experience with the high power electric setups destined for his large models he has invested in a Hobbyking Pilatus Turbo Porter. A 'small' model at 84 inch wingspan.

Over to Ron;

*I bought this model as a test bed for my new FRSky radio (which is great) and to get some experience with High Voltage battery setups for my large scale Beech 18, Spirit of St Louis and DC3 build projects.*

*The model is 84 inch span, with a 2 piece wing for 61 2 stroke or 91 4 stroke or equivalent electric setup. I am currently flying with a cheap Chinese motor and an 8S battery setup. With a slightly bigger motor it would make an excellent glider tug. I have a spare 160 size electric motor, but that may be a bit OTT.*

*The price of the model on the Hobbyking website varied between £240 and £280 depending on when you looked. When it dropped to £190, I bought one. It's currently just over £200.*

*Good bits - Huge cabin area with a removable top hatch to install the radio and a huge battery bay with a separate hatch. The model even has opening cockpit doors and removable cockpit seats. There is loads of room in the cowl for different engines, Nitro and Electric engine installation kits are included.*



*Bad bits: The instructions have installation information for two small servos in the tail for the elevator. I decided to use 2 standard servos in the cabin and carbon pushrods to the elevators. The graphics are great but the covering material is a bit rubbish. I had to modify the undercarriage attachment under the fuselage, fitted trap nuts because the PK screws supplied would have failed. The undercarriage side struts have springs inside, they sound awful when you compress them, but the undercarriage has worked well up to now.*

*Flying: this was the best bit, it's very stable and easy to fly. It has flaps too.*







Thanks Ron, the Pilatus looks great in the air and I can't wait to witness the first flights of your monsters.

## Lost Model alarms.

Ron Ingram has very kindly donated 10 Lost Model Alarms to the Club after several club members helped him find a model lost in the peas surrounding the field. They are currently in a box inside the club hut, but Ron will also be making a board with 10 hooks to store them. The Alarms are provided on loan to you on a daily basis – please return them to the box/board on completion of your day's flying. Thanks Ron.

## Check and check again!

Now to my cautionary tale. Over the past few years I have been using FRSky radio with the OpenTX operation system installed. This has a great facility called 'Companion' a piece of software that allows you to create model setups on your PC and download them onto your transmitter. Last month I upgraded the receiver in my Sebart Wind 50 and decided to install the model on a different transmitter, something I have done many times before. After a few mouse clicks everything was up and running, controls checked and ready for flight. Down at the field, more checks in the pits and out to the runway. Someone was ready to land, so after some quick surface movement checks the throttle was opened and the Wind 50 lifted off. A small aileron correction and everything went horribly wrong.

You guessed it – The ailerons were reversed! What followed was a bit of blur. Whether by luck or judgement I managed to continue the roll through 360 degs ( at about 3 ft ) , stop at almost wings level and dump the plane back on the ground before reaching the end of the field. In the distance

something flew off the aircraft, so with great trepidation, I did the walk of shame expecting the worst. To my amazement and much relief the only damage was one bent U/C leg and a lost U/C fairing. At home 15 minutes with pliers and a hammer saw the U/C leg straight, a dab of Gorilla glue and the U/C fairing was attached so no lasting damage.

After having some time to contemplate what happened, as ever it was a series of things that contributed:

- I have transferred models to different transmitters dozens of times and never had a problem.
- I was chatting in the pits and didn't concentrate on my pre-flight checks.
- Prior to take off I rushed my checks due to the imminent landing.
- It wasn't a 'real' first flight so I assumed everything was OK.

In the end I got sloppy and didn't do my pre-flight checks properly. I console myself with the fact that I have seen this happen on several occasions at the flying field. It seems quite common to have reversed ailerons, less common on the other controls. As there are two surfaces it is easy to just check they go in opposite directions.

So to avoid losing an aircraft, or at the very least feeling foolish like me, try to do the following:

- If you change **anything** on your models; radio , servos etc check you still have the correct control movements **and direction**.
- Pay special attention to the ailerons, don't just use the 'waggle the sticks' approach.
- Do the checks at home before going to the flying field. It is much easier to fix at home.
- Come up with a direction prompt. I use stick right, left aileron down. I know Roger uses right stick, right aileron up. Just chose something you can remember. ( If you have a good one let me know)
- Always do a pre-flight control direction check.

Sermon over!

## For Sale

Several club members have had items they want to sell recently so I thought it would be a good idea to trial a 'For Sale' section on the club website. To keep things as simple as possible the plan is:

- Send me a Word or PDF document with the details of your For Sale items. The format is up to you, but make sure you include your contact details.
- I will upload the document to the 'For Sale' website tab.
- An e-mail link will be sent out to members and a link included in the next Newsletter.
- The advert will be removed after 3 months.

So if you have things you would like to get rid of, and don't we all, why not give it a try?



## What's on

### Shows

The Shuttleworth Collection has a number of events planned for this year.

- Sunday 1 August – Family Air Show (Need for Speed)
  - Saturday 14 August – Flying Circus
  - Saturday 4 & Sunday 5 September – Vintage Weekend
  - **Saturday 18 September – Sunday 19 September – Modelair festival of flight**
  - Saturday 2 & Sunday 3 October – Race Weekend
- 
- **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.

Cheers,

Andy Holden.

You can contact me at [andy.holden56@btinternet.com](mailto:andy.holden56@btinternet.com)

Link to club website - <https://hhmac.bmfa.org/>