

HALE HALL MODEL CLUB NEWSLETTER

OCTOBER 2022



Club website link - <https://hhmac.bmfa.org/>

Hale Hall YouTube channel - [HH YouTube](#)

Welcome to the October newsletter. This month we have a report on our latest training day, a site update, a safety reminder and a review of Andrew O'Neill's latest model. Finally a few dates for your diary.

Your input needed!

I am getting low on articles for future newsletters, so I need your help! Next month I would like the theme of the newsletter to be 'Hints and Tips'. I am sure we all have many tricks of the trade that would be of interest to our members. It can be on any subject (related to our hobby!) designing, building, finishing or repairing. Radio set up, batteries, charging; anything you can think of. How about your man shed? Model storage, transport, no idea too simple. Words and any photos appreciated.

Track update

For those of you who have been to the field recently you will be aware that the condition of the track had deteriorated significantly over the last few weeks.

Chairman Jack spoke to Laura about the situation; initially we were told that repairs would not happen in the near term. So we were pleasantly surprised to hear that work was planned to take place during the week of the 24th October. Many tons of road planings have been spread over the track resulting in a significant improvement, even those with low slung sports cars will be fine! Laura told Jack that they are planning to improve the entrance by replacing the gate with an electric sliding version and moving it back into the field to make entry and exit safer.





Flightline safety

Safety is no accident according to the well-known saying. Here are a few 'dos and don'ts' to help keep us all safe at the field.

In the Pits

Don't run engines at full power. Once you have got your engine running at low revs carry or push your model to the taxi way before selecting full power for mixture adjustments. Alternatively, turn your model through 180 degrees and point it away from other people. If you've ever seen the trajectory of a propeller shed at full power you will understand why it's not a good idea to run at maximum power in the vicinity of your club colleagues. If you haven't, ask someone who has!

On the Taxi way

Do point your model away from the pits area whilst adjusting your engine settings.

Do perform control, engine and buddy box connection checks before asking to enter the runway.

On the Runway

Do obtain permission to cross the active runway from pilots occupying the pilots box. **Only** go onto the runway when they give you the go ahead.

Don't faff about. Treat the runway like a full size one and minimise the time you block its use to other flyers. You never know when 'dead stick' is going to be called.

Do get your model to the takeoff point as expeditiously as possible, without rushing. Start your takeoff run abeam the pilots' box in use so that, if it heads for the side of the runway, there is no danger of colliding with fellow flyers.

Do stand together in the pilots' box. This not only minimises the chances of interference but also enhances communication between the flyers. If you must use a chair, position it well clear of other flyers in the box so they don't trip over you if they have to vacate in a hurry.

After Take Off

Do let other flyers know what you intend doing, particularly if you have departed from the normal circuit.

Do dump your model into the ground if it looks as though it's going to endanger people or property. This assumes you still have some measure of control over it! If not, shout a clear warning so others can take cover.

Do make sure that, if you have a failsafe device, it is set to reduce the throttle to the idle position on signal loss/interference. Most receivers are set to 'hold last position' as the factory default, according to the BMFA Handbook.

After Landing

Do remove your model from the runway as expeditiously as possible (See previous Don't faff about on the runway).

Do call 'Clear' when you have removed yourself and your model from the runway.

Don't taxi all the way to the pits – stop your engine/motor, at the latest, 2/3rds the way along the taxiway

All the Time

Do enjoy yourself – it's a hobby after all.

Training Day – Sunday 2nd October

Our second training day of the year took place on Sunday 2nd October. Over to John Murdy to tell the story of the day:

Following the success of the first training day a second was convened for late September / early October. After an aborted attempt on the 17th September, the weather was set fair for the 2nd October so the decision was made to hold the Training Day.

All interested members arrived at Hale Hall around 11 o'clock where a quick discussion was held to ascertain what everyone would like to get from the day. First up was Simon Hayes flying the club Multiplex Mentor, although the wind was brisk the Mentor and Simon handled the conditions well and he had a successful session of left and right-handed circuits. The next up was Michael Powell who wanted to brush up on his flying skills after quite a lengthy time away from the sticks. All went well with Michael showing that time away had not dulled his ability and was able to perform a good landing in tricky conditions. I decided to taxi the Mentor back for Michael to carry out further practice however, fate intervened and the Mentor flipped over and damaged the motor. After a bit of investigation, the initial diagnosis was that a bearing failed within the motor. This potentially threw a spanner in the works for the rest of the day. However, as most members had their own aircraft it was decided to continue and for good reason for next up was Steve Barlow.

Steve plucked up the courage to give the A test a go, so along with Dave Ringland as examiner he committed to aviation and considering the challenging wind made a good job of his test and Dave quite rightly awarded Steve his A certificate. Well done, Steve.

Following on from this success Simon was able to practice his A test schedule using his powered glider and Clive Mackrell flying his 'Timber' aircraft tried his hand at some basic aerobatics performing some credible loops. Also joining in on the act was John Haughton who with a little encouragement and support flew his aircraft.

So, all told the 2 Training Days this year have been a success producing 4 successful A test passes.

I would like to thank all those who have helped to run the events and for those members who participated and took up the baton of the BMFA Achievement Scheme.

Simon Hayes who took part in the training day sent some much appreciated feedback:

As one of the 'trainees' it would be remiss of me not to thank everyone for getting me started with RC flying over the past few months, and on Sunday in particular.

I've learned lots just by watching what's going on and from general chats. Several members have helped me with launches, landings and trimming my new motor glider, and most of all of course John Murdy has been coaching me with the Mentor club trainer. John also keeps the Mentor ready for action and charges those LiPos!

Without all this there would no doubt already have been some sort of embarrassing mishap, and my enthusiasm would have taken a nose dive (as well as the model).

Thanks again to all concerned, and I look forward to more safe flying and learning at HHMAC.

Simon Hayes.

Thanks Simon. Our training days have been a great success, well done to John Murdy, Dave Ringland et al. I hope we will hold more events next year, maybe I should finally get round to attempting the 'B' Certificate!



Steve Barlow deep in concentration under the watchful eye of his examiner!



A certificate passed – Well done Steve



Simon Hayes after his training session with John Murdy

Black Horse Spitfire

Now we all know that Andrew O'Neill's fleet of models is continuously changing, at times it is difficult to keep up with which models have been purchased, built, flown, crashed or given away! So it was no surprise when Andrew announced that another new model was on its way from Kings Lynn Models (Rumour has it Andrew gets invited to their Christmas party for his continued support of their business!) His models have been increasing in size recently; the next one to join the stable was from Black Horse Models – a Spitfire IX ARTF for 33cc petrol motors. An impressive beast with a wing span of 2 Metres and an eye watering price tag! So was this one destined to be a rare thing – a keeper? Over to Andrew:

Many years ago I owned a Black Horse (BH) Spitfire 90 size which I was very fond of, unfortunately it became somewhat deceased when I suffered an engine failure. I was always keen on a replacement. BH in there wisdom decided not to continue manufacturing the smaller Spitfire, instead producing only a larger 33cc version. This was considerably more expensive; the high cost always put me off buying one. Faced with little or no option I eventually decided to bite the bullet and go for the larger version, I had a spare DLE 35 so power was no problem.

The model duly arrived from Kings Lynn Models and I have to say it was extremely well built. There was a lot of carbon fibre in both the fuselage and wings to give great strength, electric retracts were included. Engine templates were supplied for both DLE and OS engines which made fitting the motor a piece of cake.

The hardware was also very good although I decided to fit carbon fibre push rods on all linkages. The construction phase was very quick and everything fitted very well. I opted to build a box under the firewall to accept ballast as I suspected a reasonable amount would be needed for balance; the only other mod was to cut the canopy into two to give the look of an open cockpit (just one of my ideas for a more scale appearance)

The day of reckoning dawned for the maiden flight. I was a little more apprehensive than usual for a first flight for two reason firstly the cost of the model and secondly the Cg location. Having looked on various on line forums regarding this particular model there were a lot of discussions regarding the c of g. Many people disagreed with the stated position in the manual; the consensus of opinion was it was too far back and should be 20 mm further forward. So for the first flight I opted for a half way house between manual and forum contributors.

With the engine on song we were off down the strip and into the sky without a hitch. A couple of clicks of down and no drama, the c of g was fine, no need for concern after all. It felt very stable in the air with no nasty tendencies. The landing approach was very docile with no need for flaps. It slowed down very nicely and after a gentle touchdown I felt a huge amount of relief and ready for a nice cup of coffee.

My only slight criticism of the model is the covering which is the usual printed plastic type which seems to be on many ARTFs these days. For the cost of this model it is a little disappointing, it looks a little like a child's toy but other than that I am quite pleased with the finished model.

The finished model looks very impressive and is very convincing in the air. This one may well be a keeper, who knows? I do think Roger will be waiting a while for this one to be in the giveaway category!



lots of carbon





Note the retract leg graveyard !!



The now trademark split canopy – room for BMFA bear?



Andrew added the radiator grills









What's on

Hale Hall Events

The club have the following events planned this year, exact dates may be weather dependent!

AGM - TBD

Mince pie meet – Late December

Parting shot

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