

Newsletter



Nov 2010

Editor Nick Neve.

Number 86

WARNING: THIS COMPANY MAY CONTAIN NUTS. Alan Alderwick writes: "I don't know if anyone else uses this company but I have used them for years for other engineering applications. They also supply stainless nuts and bolts right down to M2 dia. at very competitive prices. I buy the typical motor size screws of M3 x 5 csk. phillips head @ £1.50 for 100. If you compare buying those from a motor supplier at approx £1.25 for 5 they are dirt cheap. Also being marine quality stainless they are generally non-magnetic and will not stick to the motor when the last one always falls off the screwdriver. If you don't want to make the journey over to Tewkesbury they are always quite prepared to pop, even small quantities, in a bag and post them".

Company: ALLFAST, Unit G2, Northway Trading Estate, Tewkesbury. GL20 8JH. Tel: 01684 273344



The new livery of Kualla Airlines [South Africa]

TRANSMITTER MODES. This discussion of transmitter configurations has been going on since the first RC transmitter was equipped with "sticks" instead of "switches" (some time in the 1960s). It is a pretty common question every prospective RC pilot runs into when he is making the decision to buy his first radio control system, "Should I buy a Mode I or Mode II transmitter?" In the MSA the vast majority of pilots fly on Mode I, but just what does that mean?

Mode I moves the throttle function to the right stick and the elevator control to the left stick. This separates the primary controls so that there is less accidental "mix" when moving one control or the other, as is common with Mode II. The Mode I pilot will be controlling the spoilers and aileron with his right hand. The rudder and elevator will be controlled by the left hand.



The Mode II configuration is very similar to the layout in a full-size airplane. The "stick" controls the Aileron and Elevator functions. Rudder is controlled by the "rudder pedals" and the Throttle is controlled with the pilot's left hand on the side of the cockpit. A Mode II RC transmitter controls the aileron (roll) and elevator (pitch) with the right hand, while the rudder (yaw) and throttle are controlled by the pilot's left hand. It is more commonly used on powered models than on gliders.

MEMBERSHIP MATTERS. David Toye, our Membership Secretary and Treasurer writes:

Paid up membership stands at 65, reflecting a continuing small downward trend, despite the opening up of Fish Meadow to suitable electric flight. We have however been fortunate to pick up some interesting people this year, including some good modelers, so that is the good news. We have always taken the view, as an Association, that quality is more important than size, if you will excuse that expression! In recent weeks we have welcomed as new members –

Michael Jeenes of Cradley, Clive Hawkins of Dymock and Sqn. Ldr. John Cubberley(ret'd) of Callow End.

I think their main interest may lie at Upton, though partly on account of my own recent absence from the flying fields, I haven't met any of them yet. A warm welcome and do enjoy your flying with us.

That's just about it, other than to comment that the continuing use of club-wide email to herald mid-week fly-ins is appreciated by all members. After all, how else will Derek Richards know whether to cycle down from West Bromwich?! Seriously, he did this recently! Absolutely brilliant!

INDOOR FLYING. We are fortunate in again being able to use the sports hall at the Elms School, Colwall for Friday night indoor flying on Fridays: Nov 19, Dec 17, Jan 7 and 28, Feb 18, Mar 11 and 25 and Apr 15. For new members, this is a hall with a 7 metre ceiling this size of an indoor tennis court plus a bit more round the edges. It is suitable for free flight model and indoor RC models of modest power and span.

There is no charge for individual members to use this facility. See the website for location details at:

http://www.malvernsoaringassociation.co.uk/elms_school.html

MSA 2010 AGM. The 2010 AGM, Prize Giving and Raffle draw of the MSA will be held in Colwall Village hall at 8 pm on Thursday 2nd December. Doors open 7:30. Raffle tickets will still be available on the night. Audited accounts will be available at the meeting.

Agenda.

1. Apologies for absence
2. Minutes of the 2008 AGM - see below.
3. Matters arising from those minutes
4. Reports of officers
 - a. Chairman
 - b. Secretary
 - c. Competition Secretary - to include annual awards:
 1. The Thermal trophies
 2. The Slope trophies
 4. The Electric trophies
 3. The MSA Championship
 - d. Treasurer
 1. Acceptance of the accounts for year ending 31st October 2009
 2. The setting of subscriptions for 2010
5. Election of officers
 - a. Chairman
 - b. Secretary
 - c. Competition Secretary
 - d. Treasurer
 - e. General member
 - f. Junior member
6.
 - a. Appointment of a child welfare officer
 - b. Appointment of an Auditor
7. The use of Fish Meadow by other aeromodelling organizations.
8. Any other business
 - a. Any general topics raised by members
9. Date and place of the 2011 AGM.

CLUB CHAMPIONSHIP

Place	Name	TOTAL	S1	S2	S3	S4	S5	S6	T1	T2	T3	T4	T5	T6
1	Hannon S	755.0	90.0	95.0	100.0	90.0			100.0	100.0	100.0	70.0	70.0	80.0
2	Grantham M	690.0	100.0	67.5	75.0	80.0	85.0		90.0	90.0	55.0	90.0	80.0	60.0
3	Freeman J	680.0	80.0	95.0	90.0	100.0			70.0		65.0	80.0	65.0	100.0
4	Carter G	635.0	65.0	55.0	75.0	70.0	65.0		80.0	80.0	90.0	100.0	90.0	70.0
5	White M	577.5	55.0	67.5	60.0	65.0	70.0		60.0	70.0	80.0	65.0	100.0	55.0
6	Neve N	382.5	42.5		65.0	55.0			45.0		60.0	60.0	55.0	40.0
7	Pearse S	257.5	42.5		55.0	60.0	100.0							
8	O'Hara B	235.0	70.0	60.0		50.0	55.0							
9	Aslett K	230.0							65.0		50.0	55.0	60.0	45.0
10	Hurley M	220.0							55.0		70.0	45.0		50.0
11	Hayward P	175.0					85.0							90.0
12	Wright A	155.0	50.0						40.0	65.0				
13	Hutton B	140.0		80.0			60.0							
14	Keisslinger D	100.0		50.0					50.0					
15	Bishop C	65.0												65.0
16	Toye D	60.0	60.0											
17	Stubley P	50.0									50.0			
18	Slater J	50.0					50.0							
19	Knight R	45.0		45.0										

MAGAZINE SECTION. When our lawn mower broke and wouldn't run, my wife kept hinting to me that I should get it fixed. But, somehow I always had something else to take care of first, the shed, the next Thermal/Slope soarer to build. Always something more important to me. Finally she thought of a clever way to make her point. When I arrived home on Sunday after flying on the Malverns, I found her seated in the tall grass, busily snipping away with a tiny pair of sewing scissors. I watched silently for a short time and then went into the house. I was gone only a minute, and when I came out again I handed her a toothbrush. I said, 'When you finish cutting the grass, you might as well sweep the driveway.' The doctors say I will walk again, but I will always have a limp.



Once again our staff photographer has been downloading images with an aviation interest [he does not actually possess a camera] or reproducing those sent in by readers. Keep them coming in.



My young grandson called the other day to wish me Happy Birthday. He asked me how old I was, and I told him, 77. My grandson was quiet for a moment, and then he asked, "Did you start at 1?"

Please fly safely at all times,

Nick Neve.