

# *MSA Newsletter*



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<http://www.malvernsoaringassociation.co.uk>

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## **EDITORIAL.**

Well actually an apology for the delay in writing this newsletter, to make up for it this edition has extra pages. Some of you are aware that I spend quite a bit of time in the USA nowadays and although I have been back three weeks now, I am still just catching up. With all but 4 of our 70 members on email most of you have not been missing anything of great importance anyway. If you receive this by post AND now have email send me a message, address above, and I will add you to the list. Our website is maintained at all times and has all the current information regarding events, fixtures, our flying sites, competition results and a large collection of aviation humour.

## **A NOTE FROM THE CHAIRMAN - STEVE HANNON.**

So I have completed 6 months as Chairman of the MSA and what has changed - absolutely nothing! Why change a winning formula. I really believe that we have the best soaring club certainly in the Midlands and probably in the UK with access to some of the best flying sites in the Country and all for a membership fee of just £12.00 per year.

Whilst the club flying sites are very important the membership are also very important. We are fortunate to have a membership with a wide variety of skills from very skilled engineers to banking and financial professionals and we are fortunate to have a committee that gets on with their jobs quietly and efficiently allowing the membership to enjoy their hobby.

Most of all what I personally enjoy about the MSA is the complete lack of elitism in the club and the willingness for members to help each other with open and friendly advice and the help offered to repair models when accidents occur. Long may this spirit survive in the club.

I would like to thank Nick for his continued support in publishing the newsletter, keeping the website updated and maintaining his contacts with our landlords. I hope he will continue for many years to come.

Finally on a safety note I suspect that most of us are enjoying our flying with radio equipment that supports failsafe functions but suspect that most of us are not using it. Please find below extracts from the BMFA handbook (page 90). Of particular interest is the section on 2.4 GHz.

1.2.6 Radio Control Failsafes. Any powered model with a radio control failsafe device must have that device set so that, as a minimum, its operation causes the engine/motor to run at its lowest speed (stopped in the case of electric powered models) and specifically not to hold the last position of the engine/motor control regardless of the other functions of the failsafe. It is the responsibility of the pilot to demonstrate this function on request.

(1) PCM Failsafes: All PCM transmitters, when used with PCM receivers, have this function enabled and users must take special care to set the failsafe as required as many default transmitter settings are 'hold last position'.

(2) Receiver Failsafes: Many modern receivers, specifically of the Digital Signal Processing (DSP) type, have built in failsafe functions even when used with non-failsafe enabled transmitters. In many cases these receiver failsafe functions cannot be turned off. Users of this type of receiver are reminded that the setting of any available failsafe function to low throttle is a requirement on all model aircraft, not just those over 7 kg.

Note, however, that some DSP receivers are not equipped with a true failsafe but will simply 'hold last position' on signal failure or interference. Such receivers cannot be set to low throttle and MUST NOT be used in models over 7 kg. Users of these non-failsafe 'hold last position' DSP receivers in models under 7 kg should also be aware that the receiver will 'lock on' in flight under signal failure or interference conditions.

(3) 2.4 GHz: Note that all 2.4 GHz equipment has a built in failsafe function and that this must be set to your requirements. Do not leave the equipment as it came 'out of the box' as the failsafe will almost certainly default to hold last position and not low throttle.

### **CHAIRMAN'S CHALLENGE.**

This year's challenge was open to any indoor radio controlled model with a maximum wingspan of 25 inches. The first challenge was to complete as many rolls as possible within 1 minute. The second challenge was to complete as many loops as possible in 1 minute. The third challenge was to complete as many passes under a limbo course as possible within 1 minute. Each roll, loop and limbo pass scored 1 point. Finally there was an all up last down pylon race with the last model in the air deemed the winner.

After the event Chairman Steve Hannon, when interviewed by your roving MSA Newsletter reporter said "This year's Chairman's Challenge was a great success. We had 6 entrants including 4 Sumo's and 2 Rudder/Elevator models. After much merriment and mirth the final positions and scores were as follows; 1. Steve Hannon. 45, 2. John Freeman. 42, 3. Ken Humphries. 38. It was decided to give Ken Humphries the first prize (a bottle of wine) for such a valiant effort using a R/E Parkzone Ember. Finally we had several rounds of all up last down pylon racing which was great fun and descended into complete chaos. Everyone present agreed that the Sumo's flew well and a great night was had by all.

Alan Alderwick commented: "Ken Humphreys demonstrated how to fly limbo with his light weight rudder/ elevator model, he had the all of us watching in amazement as nobody could get anyway near his limbo score".

Another eyewitness reporting on the "All up, last down", which followed these events stated: "Rules were:-If you hit the wall, either pole or another model and did not remain in the air then you were out. So the person (in theory) with the best battery should have won the "indoor style Reno Races". But alas that idea may have worked had there not been the odd individual that decided fly in the opposite direction whether under control or not was never ascertained as by then it did not matter. As you can imagine there were several near misses and it just became one enormous bit of fun, ending up with everyone changing batteries in a "pit stop" scenario, just so you could get back in the "Combat Zone" as fast as possible. We expected the models to be worse for wear but most left the hall in tact, (albeit in need of minor repair).

Ken Aslett stated when interview soon after "Mastering the Sumo took time, but I think all pilots would agree that flying specific maneuvers in a time slot, took flying skills to a new level. I think there was more laughter from all the minor mishaps that occurred during flying than I have ever seen at any event before. As everyone started to depart at the end of the evening, it was very soon realised we would now have to wait until the Autumn again before the next indoor fun events could take place. Brilliant evening. Thanks guys, Good company, good competition and above all else, a great laugh!".

### **LETTER FROM AMERICA.**

Some of you will know that I spend a couple of spring months or so in Arizona these days staying in Tucson. This is my third time here so I can almost find my way back to where I am living now. Scanning the modelling magazines shows some trends. Clearly 2.4 Ghz RC systems are the norm now. The choice is wide. Spectrum, Futaba, Airtronics (Sanwa), Graupner, JR and Hitec are all fighting for market leadership. You have to decide which one to choose and stick with it as generally speaking their encoding and modulation choices are mutually exclusive. There are also a host of cheap 3 or 4 function transmitters sold with ready-to-fly models such as Park Flyers and Indoor Helicopters; ParkZone being a market leader in this category. The Tucson hobby store has many ready to fly models and replacement parts if you suffer damage. Prices are about the same as the

UK.

Items that caught my eye, in no particular order are:

- a) The Hobby Club 'Cumulus' 2.5 metre, 630 sq. inch E-glider with an airframe weight of 16 oz., priced at \$380 [£238], see [www.hobbyclub.com](http://www.hobbyclub.com).
- b) The Guardian 2D/3D Stabilizer from Eagletree. Read more about this inertial device at [www.eagletreesystems.com/guardian](http://www.eagletreesystems.com/guardian).

### **MEMBERSHIP UPDATE.**

Our Membership Secretary, David Toye, reports:

*"At the time of writing, membership has leveled off at 67, about the same as last year. If you have not got round to renewing your membership, then you know where to find me - the office is always open! Unless you renew your membership, this is the final newsletter that you will receive!"*

*I receive a trickle of phone enquiries from prospective new members and, when the subject of Fish Meadow arises, I made it clear that I am looking for a strong interest in soaring flight. In the absence of this I am likely to suggest to the enquirer that we may not be the Club that he is seeking! Steve H and I head up responsibility for dealings with Peter Surman of Ryall Court Farm, who seemed quite happy with our flying when I saw him a few days ago - long may we continue to deserve that position!*

*The Association's financial position is entirely satisfactory, helped by a good outcome from our auction. The sale included models etc previously owned by deceased member Colin Tudge. His widow Helen has subsequently requested that part of the benefit for MSA be used for encouraging young people into the hobby. Member Ken Humphreys has a strong interest in such work and part of the Tudge Fund has been put at his discretion to further such work*

*My winter project was to fulfil a long standing ambition to build an electric conversion of a vintage Playboy Senior. This is a 1938 soarer design by Joe Elgin. My thanks go to Alan A and Malcolm for their often pithy advice and interest over endless cups of coffee during recent months. I have now flown the aeroplane successfully and look forward to trimming it out when the rain stops. Safe flying;  
David."*

### **THE COLIN TUDGE BEQUEST.**

The following two (slightly abridged) letters tell the story.

*Dear Mr Toye,*

*Re Colin Tudge/Proceeds from MSA Auction*

*Nick Neve recently organised the sale of my late husband's models and equipment at your March meeting. My original intention regarding the proceeds of the sale was that the total amount raised should be donated to the club funds, which I believe is what Colin would have wished. At the point that Mr Neve collected the items I rather impulsively deviated from that original intention and discussed the possibility of part of the proceeds going instead to St. Michael's Hospice. Subsequent to the auction Mr Neve contacted me to advise that the figure raised was just below £240 and that the club proposed that £150 of that should be donated to St. Michael's Hospice. This was a generous proposal by the club and I agreed to it without too much thought.*

*With hindsight I feel it was the wrong decision. Colin began model building and flying as a junior and, not being from a prosperous family, always averred that this early hobby was instrumental in his later decision to train in aeronautical engineering. He frequently expressed concern that opportunities for young people to take up this interest and thereby develop aptitudes in engineering are diminishing. Although, for health reasons, Colin had not been very actively involved with the local club in recent years he maintained an interest in the activities of the club through the newsletter and attending an occasional meeting.*

*Having looked at your website pages and newsletters since the auction I have seen that some of your members are actively involved in youth activities in the area and also that the club runs on fairly tight margins but nevertheless provides free membership to juniors (the only club in the area which appears to do so). With these things in mind (and without wishing to diminish the generous gesture the club made in allocating the larger share of the auction proceeds to St Michael's) I would like to reinstate that part of the proceeds that were sent to the hospice. To this end please find enclosed my cheque for £150*

*Yours Sincerely, Helen Tudge.*

... and David's reply:

*Dear Mrs Tudge*

*Thank you so much for your letter and cheque of 4 April. Whilst I never knew Colin personally, I knew all about the arrangements leading up to our Club auction and I identify closely with Colin's views on the importance of a good hobby and the relevance of aero modelling to the future pattern of one's life. In my own case, I think back to our modest family home on the north side of Worcester bordering what used to be Perdiswell Aerodrome. When that was no longer operational, we were able to fly models there and I still fly to this day!*

*Thank you so much for your gift. We will think about how best to use it. In the short term it will help to underwrite our commitment to offer free membership to juniors, also to help sponsor our annual indoor competition evening when juniors can, and do, compete without charge on a level playing field basis against the rest of us, often testing us in the process!*

*I shall, of course, copy this correspondence to our new Chairman, Mr Steve Hannon.*

*With Best Wishes, David Toye*

## **THUNDER AND LIGHTENING OVER ARIZONA.**

Every two years the US Department of Defense opens the vast Davis Monthan base to the public for an air show certainly on the scale of the Fairford show here with one big difference - it is free! It was attended by a reported crowd of 80,000. In the USA that means 40,000 large SUVs and no public transport. I persuaded my hostess, who declined my invitation to stand with me in 100° heat all day eating hot dogs and watching very noisy aircraft, to drop me off at the entrance and pick me up again there when it was all over at around 4 pm. Well that was the plan. On approaching I noticed a arrow saying 'veterans and VIPs' so we took that route, thus overtaking about 39,800 cars and a long snaking 800 yard queue from the car-park. A British passport, a smile and the information that I had been 21 years in the Army convinced the US Air force sergeant at the gate I fitted at least one of the categories and I was in. It was a fantastic show with a large static display of small very fast fighters, very large heavy lift aircraft capable of carrying a small cathedral and some 'war-birds', that is WWII fighters, some of which flew later. Flying was almost continuous until mid-afternoon with Red Bull aircraft, wing-walking, aerobatics, sky-diving and parachute displays. The finale was a performance of the 'Thunderbirds', the US Air-force equivalent of the RAF Red Arrows. Their display was very similar in the air but since they were starting on the ground in front of us where they had been parked all day, we all witnessed their start-up routine where the eight ground crews in perfect unison each beside his or her aircraft did all the pre-flight checks. Very impressive. The air display was very similar to the Red Arrows except that one pilot accidentally broke the sound barrier, which caused quite a stir in the press the next day and resulted in anybody in about a 10 mile radius who happened to have a cracked or broken pane of glass submitting a claim to an office which had to be specially set up in a hurry. I had a little problem in getting out as they had reversed the traffic system and my hostess was unable to drive to where she had dropped me off. She was directed to a gate about three miles away, whilst an 'all stations call' was put out to all the security men asking



them to look out for me whilst I was told, on my mobile, to report to the nearest guard wearing a blue beret and carrying a machine gun. This I duly did and I was directed to a pound where I joined a small six year old who had lost his grandfather. Not long later a very smart staff car, driven by a sergeant and complete with flashing lights called for me and reunited me with my lift home. Wonderful treatment at the end of a hot but enjoyable day.

## **MUCH MARCLE ANNUAL LARGE MODEL AIR DISPLAY - 1st and 2nd SEPTEMBER 2012**

Preparations are in place for a spectacular weekend of flying by the national Large Model Association hosted by the Herefordshire Model Aero Club at the club's base in the historic village of Much Marcle. The site at Rye Meadows (nearest postcode HR8 2LX) has been home to the HMAc for over 30 years and the annual show has earned the reputation of being one of the most popular shows in the West of England for modellers, traders and enthusiasts. Models to be flown at the show range from the earliest days of flight right up to modern day jets. The largest will be around half full size and they present a superb spectacle against the rolling hills, covered with apple orchards for the local cider maker, which surround the site.

There is a large selection of trade stands all set out alongside the flight line so that visitors can enjoy purchasing those essential items or new models needed to get them through the winter months without missing the flying that is happening all across the 2 day show. A list of the traders booked to attend is available on the website.

Camping is available for those wishing to make the most of the show and the local area but this **MUST BE BOOKED IN ADVANCE** and details can be found on the HMAc website. The show is always popular with modellers and enthusiasts of all ages and offers a great day out for the whole family. Flying starts at 09.30 on each day. Proceeds from the Shows over the last 9yrs have allowed the HMAc to make donations of over £31,000 to charities including the Air Ambulance, Help for Heroes, St John Ambulance, local hospice and a range of good causes in and around the beautiful village of Much Marcle where the show is set. Admission prices: Adults £7.00 Senior Citizen £6.00 Children: £4.00 Family ticket: £16.00.

**STOP PRESS: FLYPASTS EXPECTED AT THIS YEAR'S SHOW: \*DAKOTA \*SPITFIRE \*RED ARROWS** (all subject to weather, availability and serviceability) See our website at:

[www.herefordshiremodelaeroclub.org](http://www.herefordshiremodelaeroclub.org)

or contact Bernard Morris. Tel: 07720677056.

## **THE 2012 F3J WORLD CHAMPIONSHIPS**

These will take place in South Africa from 3-11 August. The traveling cost for our Team, which includes MSA member Neil Jones, will be much higher than usual so we are seeking to raise the necessary funds. The B.M.F.A and BARCS do provide us with some funding but in order for us to raise the amount required we are running a raffle with the chance to win over £1000 worth of prizes. The prizes from our Sponsors are;

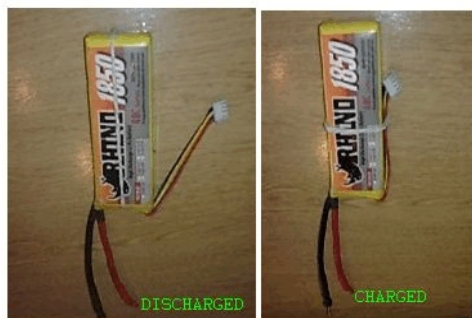
From Multiplex: Cockpit SX M-Link Telemetry set  
From Multiplex: Cularis  
From Acemodel: Alex mini 1.5m span fully moulded glider  
From Hyperflight: 4 KTS DS125 Servos  
From Sloperacer: £100 worth of Slope racer/Fu-Fix hardware and accessories.

We need your support for the Team, so please buy some tickets and in doing so give yourself a chance to win some very nice models or R/C equipment! The draw will take place no later than 1 week after the World Championships. A video of the live draw will be published on this website.

<http://www.teamf3j.co.uk/raffle-tickets>

Please help our team by purchasing tickets and in the process give yourself a chance of winning a new model or r/c equipment. Ticket prices: 1 for £5; 3 for £10; 7 for £20; 17 for £50; 30 for £75; 50 for £100.

**TIP**



Use a rubber band to mark which LiPos have been charged but not used from the ones you have used but not recharged.

[From RCM&E]

**MSA CLUB CHAMPIONSHIP RESULTS [so far].**

Slope:

	Name	S1 :Loops	S2:	S3 :	S4: Speed	S5:	S6:	Comps	Best 4
1	Freeman J	90.0			100.0			2	190.00
2	Grantham M	80.0			90.0			2	170.00
3	Hayward P	70.0			80.0			2	150.00
4	Hannon S	100.0						1	100.00
5	Pearse S				70.0			1	70.00
6	Carter G				65.0			1	65.00
7	Webber H				60.0			1	60.00

Thermal:

	Name	T1:	T2:	T3:	T4:	T5:	T6:	Comps	Best 4
1	Freeman J	100.00	90.00	90.00				3	280.00
2	Grantham M	65.00	80.00	100.00				3	245.00
3	Hayward P	80.00	70.00	70.00				3	220.00
4	Carter G	70.00	50.00	80.00				3	200.00
5	Hannon S		100.00	65.00				2	165.00
6	O'Hara B	90.00		60.00				2	150.00
7	White M	60.00	55.00					2	115.00
8	Neve N	50.00	45.00					2	95.00
9	C Hannam		65.00					1	65.00
10	Boucher B		60.00					1	60.00
11	Stubley P	55.00						1	55.00

Electric:

	Event	E1:	E2:	E3:	E4:	E5:	E6:	Comps	Best 4
	Date	1 Apr	13 May						
	Name								
1=	Hannon S	100.0	90.0					2	190.00
1=	Hayward P	90.0	100.0					2	190.00
3	Freeman J	80.0	70.0					2	150.00
4	Grantham M	65.0	80.0					2	145.00
5	Hurley M	70.0	65.0					2	135.00
6=	O'Hara B	60.0	50.0					2	110.00
6=	White M	55.0	55.0					2	110.00
8	H Webber	50.0	45.0					2	95.00
9	Carter G		60.0					1	60.00
10	Boucher B	45.0						1	45.00

with 7 events completed out of 18, the championship is wide open. We also plan to hold an Open

E-soaring event on Saturday 1 September at Fish Meadow, similar in format to last years inaugural event. John Freeman is the lead organiser, and I will be helping him on the day. Details will be published on the website: <http://www.malvernsoaringassociation.co.uk> .

## **MAGAZINE SECTION.**

*On reaching his plane seat a man is surprised to see a parrot strapped in next to him. He asks the stewardess for a coffee where upon the parrot squawks "And get me a whisky you cow!" The stewardess, flustered, brings back a whisky for the parrot and forgets the coffee. When this omission is pointed out to her the parrot drains its glass and bawls "And get me another whisky you idiot". Quite upset, the girl comes back shaking with another whisky but still no coffee. Unaccustomed to such slackness the man tries the parrot's approach "I've asked you twice for a coffee, go and get it now or I'll kick you". The next moment, both he and the parrot have been wrenched up and thrown out of the emergency exit by two burly stewards. Plunging downwards the parrot turns to him and says "For someone who can't fly, you complain too much!"*

Transmission from an unknown aircraft waiting in a very long take-off queue: "I'm bored!"

Ground Traffic Control: "Last aircraft transmitting, identify yourself immediately!"

Unknown aircraft: "I said I was bored, not stupid!"

*A small two-seater Cessna 152 plane crashed into a cemetery early this afternoon in central Poland. Polish search and rescue workers have recovered 300 bodies so far and expect that number to climb as digging continues into the evening.*

A programmer and an engineer are sitting next to each other on a long flight from Los Angeles to New York. The programmer leans over to the engineer and asks if he would like to play a fun game. The engineer just wants to take a nap, so he politely declines and rolls over to the window to catch a few winks. The programmer persists and explains that the game is real easy and is a lot of fun. He explains "I ask you a question, and if you don't know the answer, you pay me \$5. Then you ask me a question, and if I don't know the answer, I'll pay you \$5." Again, the engineer politely declines and tries to get to sleep. The programmer, now somewhat agitated, says, "OK, if you don't know the answer you pay me \$5, and if I don't know the answer, I'll pay you \$100!" This catches the engineer's attention, and he sees no end to this torment unless he plays, so he agrees to the game. The programmer asks the first question. "What's the distance from the earth to the moon?" The engineer doesn't say a word, but reaches into his wallet, pulls out a five dollar bill and hands it to the programmer. Now, it's the engineer's turn. He asks the programmer "What goes up a hill with three legs, and comes down on four?" The programmer looks up at him with a puzzled look. He takes out his laptop computer and searches all of his references. He taps into the Airphone with his modem and searches the net and the Library of Congress. Frustrated, he sends e-mail to his co-workers--all to no avail. After about an hour, he wakes the Engineer and hands him \$100. The engineer politely takes the \$100 and turns away to try to get back to sleep. The programmer, more than a little miffed, shakes the engineer and asks "Well, so what's the answer?" Without a word, the engineer reaches into his wallet, hands the programmer \$5, and turns away to get back to sleep.

*It's 2012 and it's the Olympics in London . A Scotsman, an Englishman and an Irishman want to get in, but they haven't got tickets. The Scotsman picks up a manhole cover, tucks it under his arm and walks to the gate. "McTavish , Scotland , " he says, "Discus" and in he walks. The Englishman picks up a length of scaffolding and slings it over his shoulder. "Waddington-Smythe , England " he says, "Pole vault" and in he walks. The Irishman looks around and picks up a roll of barbed wire and tucks it under his arm. "O'Brien, Ireland " he says, "Fencing".*

Having probably now offended most Poles, Parrots and Paddies (twice now!) I had better sign off. If you got this by post and have email please let me know. If it ever stops raining I may come back for longer periods [I hardly saw a cloud in Tucson in 7 weeks]

Safe flying and happy landings,

Nick Neve.