

Bourne Stormers Model Club



ISSUE 109

OCTOBER 2018

As a whole week has passed since our 'unseasonally hot' Spring, it must now be Autumn and Summer is becoming a distant memory (did we have one or not?). Now we have a shiny new mower, the centre of the patch has been seeded to give us some better grass to mow, so for now, please try to use either end of the field instead to allow the new grass to take hold.

I'm sure everyone will be pleased to hear that Eddie is on the mend, it was good to see him at the meeting this month but it was decided to formally cancel our late Summer BBQ as time travelling back to Summer is probably a bit unlikely just now. Also at the meeting Malcom reminded us that the AGM will soon be upon us and gave notice that, after more than a decade in the job, he would like to retire from the Club Chairman post, so we will be looking for a volunteer to take on the role. There was some discussion about limiting the time anybody spent as Chairman so that members would be more likely to volunteer when they knew it wouldn't be 'Chairman for life'. Now is also the time to pass on any ideas you may have for the AGM agenda.



The mole traps have been out again recently and we caught one! It was suggested that we could make up a 'kill' symbol, so how about this?.



Many of you know that when I get to the field I usually bring a selection of models with me - I like to allow for attrition. My annual trips to the RAF Model Champs are no exception to this. These are the fourteen models I took this year, scattered around my little Quantum and the Conway folding camper I lived in for the week. The Nutball (the white roundish one in the front row) was decided upon and built the day before I went, as I wanted a night flyer (there's LEDs all over it).



The Spotlight Model this month is one of mine. At the RAFMAA Champs we had a 'Chairman's Choice' competition for designing and building a Depron model under 130g, over 600mm span and a maximum 500mAh single cell battery. Emphasis was on model ingenuity and lightweight build techniques. My entry was a 1:13th scale model of the Terrafugia Transition, an American prototype 'roadable aircraft' (flying car to you and me).



Our indoor flying area is one end of a hanger with a climbing wall along the left side to avoid.

After explaining

what it was, I drove it around (the front wheels steer), unfolded the wings (manually), taxied/drove it to the side of the hanger and took off (to amazed laughter). After flying some figure eights and a couple of low passes for 4 or 5 minutes, I finished with a circuit (got a bit close to the climbing wall) and landing then taxied/drove it back to me. It must have gone well because I won the comp!

As the last Winter meal at the Wishing Well proved popular, it has been suggested we do another one this coming February. Start thinking about it and we'll look for numbers from next month.

An update on the voting for the next Club build was requested at the meeting so here it is. So far there have been six votes cast over five aircraft.

The Cosmic Coyote is leading with two votes over the Cloud Dancer, the Saker, the Blue Angel 40SR and the El Gringito with one vote each.



At the meeting, someone wanted to know what servos to use for a big model, so here is a nomogram for calculating the servo power required for your control surfaces. Instructions are included.

Finally congratulations to Jon Cole for successfully completing his first solo.

Upcoming Events

October 2018

Wed 3rd

Meeting at the Wishing Well.

Fri / Sun 12th to 14th

Festival of Pylon Racing

Buckminster.

Sun 21st

BMFA Buckminster Autumn

Swapmeet £2.50 shoppers, £6 or

£8 for sellers

November 2018

Wed 7th

Meeting at the Wishing Well.

Sun 4th

Fenland MFC Annual Swapmeet

Sutton St Edmund PE12 0LR

8am & £5 for sellers. 8:30am &

£2 for shoppers. Contact: Charlie

Cox 07547 679779

Contact Details

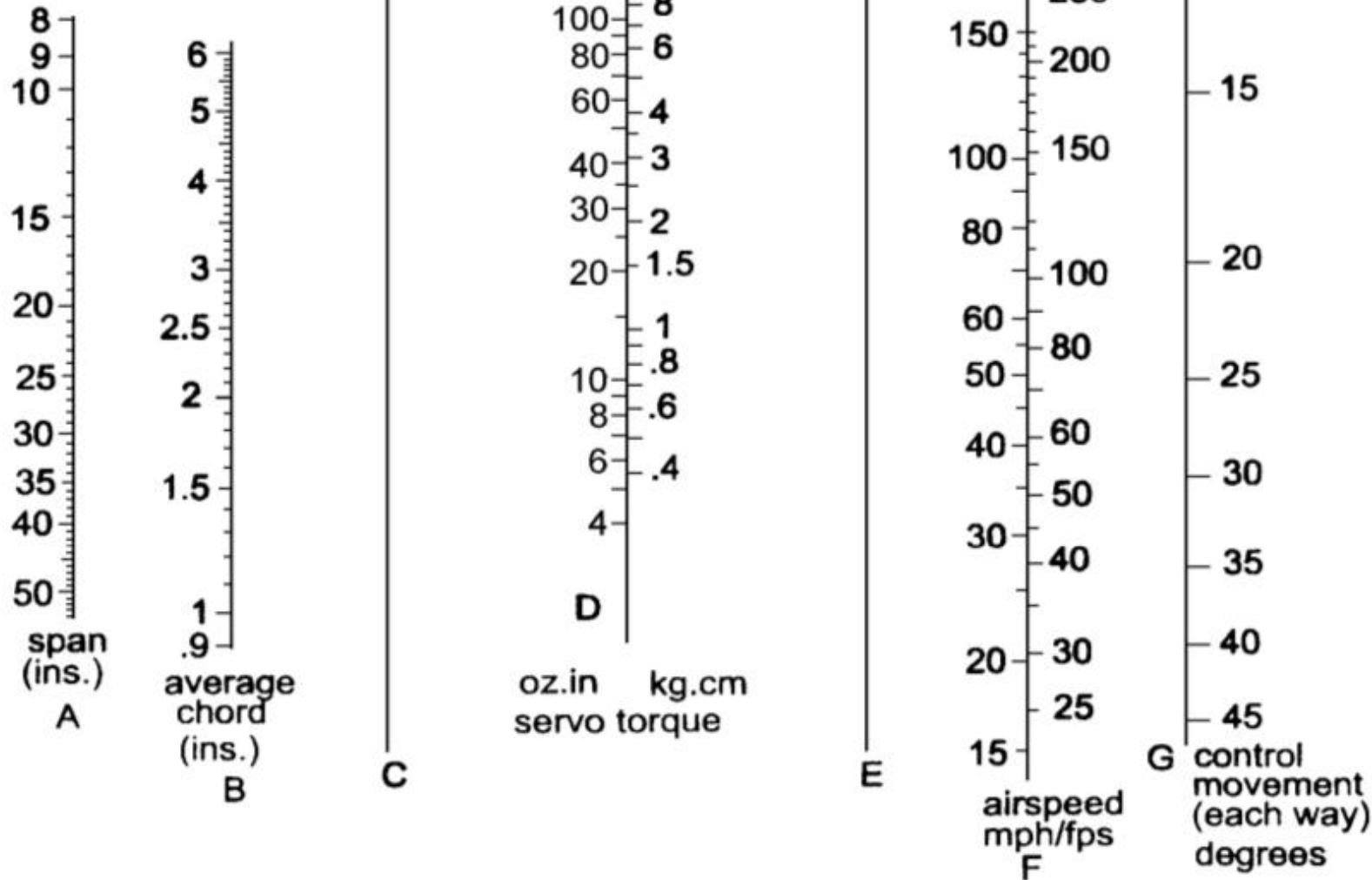
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Nomogram to Determine Required Servo Torque

Add 50% to servo torque for safety



To use:

1. Draw a line from the 'span' line 'A' through the 'average chord' line 'B' to line 'C' (Span and chord of control surface)
2. Draw a line from the 'control movement' line 'G' through the 'airspeed' line 'F' to line 'E' (Calculated max airspeed from prop pitch and RPM)
3. Draw a line from your crossover point on line 'C' to you crossover point on line 'E'. Read required servo torque from line 'D', then add 50% for safety. Just in case you've never used the calculation: $\text{speed (mph)} = (\text{prop pitch in inches} \times \text{rpm}) / 1056$