

ASHFORD RADIO AEROMODELLERS



April News letter
2008

Welcome:

Happy new year to you all (yes I know its April I've been busy ok?) and welcome to 2008, The A.G.M. had a good turn out and the food was very nice. They, for some reason voted me chairman so look out I'm out to have a good year, The full committee list is on the last page. I would really like to put Sellindge Aeromodellers on the map. We have already arranged some dates for forthcoming events, barbeques with competitions and we will be holding competitions at our field for the Gravesend club as we will be attending their field for similar events. All our members welcome.

I have been approached by several members about taking their B.M.F.A. "A" or "B" test both on fixed wing or heli. I have been talking to some examiners and I am proposing to organise at least 1 or 2 days every couple of months for examiners to be up the field, so that those who want to try and see if their flying is up to the standard of the tests can attempt it or if you would just like to see what's involved in taking these tests then please come along. I personally would love to do both B tests on fixed wing and heli then go on to examine so I can help others to gain their qualifications. I would love to see as many people as possible taking at least the A cert as it's a great achievement to have and is quite straight forward to achieve. Also it makes our insurers much happier if there is an accident. If you are interested then please call or e-mail me to organise some dates that will suit. It would be nice if we could get some people interested in flying at shows to further promote

E-Mail & Web page:

I hope you all like the web site as it is we are adding stuff every now and then. If you have any pictures you want to post you can now upload them yourself by going to www.araclub.co.uk find the gallery tab and then click upload. Pics need to be less than 500kb. Don't forget our e-mail address which is mail@araclub.co.uk so you can send any comments you have to that. Thanks to Darrell for his pic of his Raptor cutting grass.

The field:

As you have noticed there have been some stakes at the entrance this is to stop people from driving across the field as it was getting chewed up very quickly and as we only have a small part to drive over now we need to keep what we've got in good condition. So please if the poles are up don't drive across. This is only temporary while the ground is so soft. We will be having a work force up the field again like last year on the 26th and 27th April to roll the patch and generally clean up, so if you can come and help we would be very grateful.

FLITON EDGE 540 MINI A.R.T.F. REVIEW.

By Paul White

I was looking for a replacement electric aeroplane because I had crashed my Quique Somenzini Brio10. again... If you have never heard of the Brio 10, it's like a miniature 10 size pattern plane with overly large control surfaces and I would recommend it to any one for pattern style flying on a small scale. I now tend to do a little research before I buy a new kit. First I have a look on the Internet on youtube, which is a website where Joe public can post videos of themselves and their hobbies etc and anybody can watch them for free. There are hundreds of RC videos on the sites and by watching them you get to see how good or bad things fly and crash! It obviously depends on the pilot, but you get an idea of its capabilities. There are also many good forums to find out if there are any common problems and possible fixes suggested.

I had heard of a company called Fliton, from America, so after watching a video or two and going on a couple of forums, I decided to buy the Fliton Extra300S mini. Al's Hobbies is the only importer into this country that I know of, so after a conversation with Barry at the Milton Keynes shop, an Edge 540 Mini was winging its way to me. Yep, you guessed it, they were out of stock of the Extra! It was already my second choice anyway.



With a wing span of 990mm, large flappy bits and a suggested all up weight of 20.10 oz's, it should be great on my motor from the Brio10 which had weighed in at about 30 oz's and was always eager.

The box in a box arrived the next day and I must say that the outer packaging is rubbish. It's a brown box with a small black and white strip label on one side. So much for first impressions! Opening the box on the other hand, reveals a well packed, quality kit. All parts are secure and individually wrapped. I took them all out of their packaging and weighed all the parts on the wife's kitchen scales. With all the parts including the supplied accessories it weighed in at 12.5 Oz's. Now that's Light for a nearly 1Metre plane!

I usually read the instructions and then build in my own order, taking note of a special way to do something. I never fit the tail end first as usually suggested by the instructions because I only damage them when fitting the engine and cowl later. So first of all I assembled the Lite-Ply Electric motor mount kit and then fitted the Mount with the Motor pre-fitted onto the fuselage. The Cowl was test fitted and then removed to stop any damage.

The Landing gear had been flagged up on the internet as being a bit of a weak point, so before I fitted it, I beefed up the wood work where the two Carbon Fibre (I think) legs screwed into the Fuselage. I placed a lite-ply doubler on the base and a piece on each side of the side walls where they screwed in. Job done.... I hope! I didn't fit the Spats to save a bit of weight and they usually break after a few flights anyway.

The Canopy was cut out and screwed to the top deck which is also used for access to the battery. Fliton provide 2 screws to hold deck to the fuselage at one end and dowels at the other. I had a magnetic catch from the brio so I fitted that instead of the screws. Quick and easy access.

Hitec HS56HB servos were now screwed into the rear Servo slots of the fuselage and then a trial fit of the horizontal stabilizer to mark out where to cut the covering. Once I had removed the covering the stabilizer was refitted and glued with thin Super Glue. A point to note is that this was a perfect fit and at exactly 90 Degrees, which a lot of kits are not. Elevator and Rudder were now attached using the supplied Mylar hinges and thin Super Glue.

The accessories supplied in the kit are of good quality, with a nice touch in the form of Anodised Aluminium control horns. These were fitted to the control surfaces with push rods to finish off the back end.

Con't.

Ailerons were glued to the main wing and a servo screwed into each side before I slid the wing halves into the provided slots in the fuselage. This wing is not removable and was Epoxy Resined into position. The main spar is wooden and I was not sure about the strength, so I added a Ply Doubler for some extra strength at this possible weak point.

Radio was installed in the usual way, Cowl screwed back on, Prop fitted, and top deck popped back on. Centre of gravity worked out at 76mm back from the leading edge. Final weight without battery is was 21.25Grams. Ready to maiden!

The first flight was on a bit of a windy day for this size of model, but it coped very well. It was off the ground in 4 feet. It needed 3 clicks of right aileron and a couple of down elevator to get it flying straight and level.



It flies around on 1/3rd throttle and goes vertical on 3/4 throttle. It is very good in knife edge with hardly any coupling and Inverted needs just a touch on the down elevator. The stall is virtually non existent, keep pulling on the elevator and it just mushes out until it finally drops a wing, but it's very predictable and easy to correct.

My favourite manoeuvre with this plane is to pull a big loop then on the downward leg pull full elevator and watch as it settles into a harrier which can be flown all the way down to the ground for the landing.

This Edge540 is built very light to improve wing loading and flight characteristics. How long it will last and take the knocks for i don't know, but for now I think it's great. There are more and more of this type on the market and I have got my eye on a couple from an Australian company called Precision Aerobatics. Let's just say it's becoming an 'ADDICTION'... (Youtube.com)

A point that may interest you if you're not particularly into Electric flight, is that there was another motor mount supplied in the kit with the words 'OS 15 LA' inscribed on the side. I'll leave you to ponder that one.

Motor used: E-Flite Park 480 1020KV

Speed Controller used: 35A

Propeller used: APC 10 x 5

Servos used: Hitec HS56HB

Battery used: 1800 3S/1P & 2100 3S/1P

Cost: £67 Plus postage = £74

A message sent to me by Paul White.

I have been a member of this club for the last six years, and even in that short time there have been many changes that have taken place. In my opinion, mostly for the better of the club. The Team of people that have organised events, such as BBQ's, Fly Ins, Interclub events, Competitions, Christmas Dinners(usually in about March!) and a Field shelter in the shape of a caravan, have really helped to turn improve the general feel of the club. It has become a more laid back and friendly place to come. In fact its becoming quite a social place to be, some people come up to the field mainly for a chat and to watch others fly.

Reviews:

If you have built a kit you really like or dislike I'd love to hear about it please e-mail it to me with ant pics I'll put in here next time.

New Stuff:

Two new tools from Century, the first being that essential tool, a blade balancer. This is the [Accuratech V2](#) and it's suitable for blade bolt sizes of 3 or 4mm.



And the next is the [G-Force Pitch Gauge](#), again important for setup and consistency.



The Phoenix flight simulator is now £79.99 this is well worth the outlay, it could save you hundreds of pounds as when you crash this one it rebuilds its self in seconds how we wish the real one would do that!!



Also the Reflex has now been reduced to £79.99 also from £129.00 so you may consider this one.



Yak 54:



This medium sized Yak54 is based on the very popular full size version and features an authentic “Tranchant Groupe” colour scheme. Available in a choice of either red or blue and complete with accurate graphics the scale and finish of this model set it apart from others on the market.

Lightweight in construction this model features a fully built-up airframe using high quality laser cut balsa and plywood components which results in a model that is both accurate in outline and very durable in use. Other features include a beautifully painted fibreglass engine cowling complete with moulded cooling louvers, painted aluminium landing gear, wheel spats, and a smoke tinted canopy with pre-painted frame.

A fully aerobatic performer with a crisp roll rate thanks to the full span ailerons the Yak may be flown with a standard 40 size two-stroke, or for even more blistering performance try a 56 size two-stroke or a 52 to 70 size four-stroke. Access to the radio compartment is easy using the removable top hatch and canopy, and with the two-piece plug in wing, transport to the flying field is both convenient and easy.

Assembly is easy thanks to the illustrated assembly guide and comprehensive hardware pack and this delightful model makes a nice change from the more usual aerobatic offerings on the market place. It's once in the air though that its superb flying characteristics can really be appreciated, characteristics that are guaranteed to leave you wanting more!

Features

- Pre painted fibreglass cowl
- Pre painted fibreglass spats
- Aluminium Landing gear
- Two piece plug in wing
- Two trim schemes available
- Top hatch access
- Balsa and lightweight ply construction

Specification

Wingspan: 1370mm
Length: 1180mm
Weight: 2200-2400grams
Engine 40/56 2-stroke - 52/70 4-stroke
4-5 Channel Radio Required
5 servos

Help:

The microlight club beside us are making a world war 1 film the would love anyone who has any ww1 aircraft such as Ron B.s lovely bi plane we have so far a tri plane and a Bristol. If you have anything suitable in flying state or static please bring it to our bari on the 5th July for a photo shoot.

We have been talking about weather to involve ourselves with a charity as you maybe aware we now collect as much money from you as possible from our raffle and donate all proceeds to the air ambulance, we raised £60+ the first one and over £80 (sorry I don't know the exact amounts but Paul lane does if your interested.) the second I know its not much when it costs millions to keep it in the air but every penny helps and its just our bit. We are hoping to get involved in flying events for a local charity not yet confirmed so if anyone wants to get involved please let me or Dave Teal know. Big thanks for all your support so far please don't stop.

BBQ's:

There will be the usual 3 bbq's this year, the first will now be on the 5th July There will be the usual good food with tea's and coffee's. we have decided to have some competitions on the day don't worry its only for fun nothing serious just things like landing within the box and the most spins after a 30 second climb etc. and for the heli pilots some timed figure of eights and knocking the bottle over. You don't need to be skilled just a safe hover is all you need. The next is on the 6th September all the same stuff but this time the Gravesend club will be holding a competition at our field.

Inter club:

There will be two competitions from the Gravesend club this year one will be at their field (directions below.) The other will be at ours with the bbq on the 6th September

This is the sort of things they will be doing.

Bomb Drop (bomb mounts supplied – held on by bands)

Time & Glide (20 second climb)

Time & Spot Landing

Triple Thrash (timed from release of model, one loop, one roll, one touch & go to wheels touch)

Touch & Goes (most in 2 minutes)

Balloon on Pole bursting (polystyrene poles!)

There will be prizes for winners and things to do for those not flying. To get to their field from the M2 take the wainscot bypass A289 to Cliff take the B2000 to Cliff follow that road right in to the village just before you take a sharp right turn the field is off to the left there will be signs from the road. For more info feel free to give me a call I'll be going.

The Barton Point Flying club are also having a fly in weekend, there will be a barbi and camping from Friday onwards. There will some top pilots doing demo's, last year was their first and we had a great day so I'll be going again this year. It's the 11th, 12th, 13th July Small charge for camping. All our members welcome.

If you want any more info give Steve Hummel a call

07825708316

For sale

Panic comes with OS61 engine + all servos fitted - never flown - all new - £200

Couger 2000 and new OS engine sx32 fitted and servos - just add rx to both planes £200

Contact Ron Wilson at e-mail (oafy.wilson@btinternet.com) or ring me I'll put you in contact with him for you.

Hawk Pro, it also comes with all the starting gear with fuel transfer built into a professional case. The hawk includes:

S9254 Futaba tail servo

9001 Elevator servo

the rest are 3001.

GY401 gyro

Ali cooling fan, wide landing gear, battery checker, FP-R138DF receiver and the engine is Toki 39 with less than half a gallon through it.

Radio as per the pic with box and manual.

What more can a boy want?

Contact Toc on 07956 995079 or me



Finally:

The new committee is as follows:-

Chairman Iain Stingemore

07956501510 iain@stingemroe.co.uk

Secretary Dave Teal

Club Secretary Paul Lane

Club treasurer Julie Lane

Heli Rep. Jamie Mckeen

Junior Rep Darrell Stingemore

Voting members Paul White, Eddie Frudenberg, Cyril Chambers,

News letter editor Iain Stingemore and Rod Shoveller.

I hope this has been interesting and maybe of some use to you please don't forget the dates of the various events and please try and come to as many as you can.

Once again sorry for the delay in this newsletter but I am having great difficulty in finding time. Please if anyone wants to have a go then please contact me. I'll happily help with it. Iain Stingemore.