



KIRKBY MOSS
MODEL FLYING
CLUB

The Pilot's Log

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Welcome back Lenny!

After a long absence, Lenny Jones is back at KMMFC after undergoing extensive surgery (multiple bypass operation), Lenny is in the process of making a good recovery, and is quoted being 'pleased to be back at the club'.

Lenny is one of the founder members of KMMFC, who was very active until his recent heart operation. He is a dedicated modeler who has an extensive knowledge that spans over four decades.

KMMFC are pleased to welcome Lenny back, and wish him a speedy recovery.



Lenny back at the KMMFC flying field.

Safe and sound!

All aircraft that are to be flown at KMMFC require to pass a structural and sound level check. **Brian Jones**, the KMMFC safety officer will undertake the structural checks. Key areas of attention is given to build and moving parts. One

of his key recommendations is the use of a retaining collar over clevis linkages. Clevises are notorious for failing in flight. By using a section of fuel tube over the clevis, additional strength can be gained reducing the chance of clevis failure in the air.

Bill A is our 'soundman' who will undertake sound level measurements from your aircraft. All aircraft must comply to the 82dBa regulation set by the British Model Flying Association. Make sure that the results from these tests are recorded with Andy, as this is required as part



Welcome message to KMMFC newcomers



Andy G. (right) giving novice Paul a flying lesson using the 'Buddy Box' system. friendly bunch (honest!), we aim to make the experience educational and fun. However, we take aspects of safety seriously, so it is important that rules are not

This consists of a personal computer system that operates a software program specifically designed for radio control aircraft. This is a safe and effective method used by many flying clubs to train novices. However, we need to raise the money to purchase the equipment. If anyone can donate money or equipment towards this project let one of the committee members know. We believe that a computerised model flying simulator will be an invaluable aid for training newcomers.



Pauline proudly displays her pink 'girly' aircraft... It's not manly enough for me!

KMMFC would like to give a warm welcome to the latest novice pilots who have recently joined the club. Anybody who is in the early stages of learning to fly may find the rules and regulations daunting. Fear not, we at KMMFC are a

flouted. The club instructors, Andy, Brian and Mike will endeavor to help newcomers whenever possible. Moreover, we intend to improve facilities for novices by introducing a **computerised model flying simulator**.

Andy G, chairman.

Model Review—Thunder Tiger T2000 Trainer

The Thunder Tiger T2000 is a high wing trainer aircraft suitable for newcomers into the flying hobby. This is my first radio-controlled aircraft that I am using to learning to fly. The aircraft is very stable, has good low-speed characteristics, and is very forgiving to the newcomer. I have had a few mishaps (pilot error!), which has resulted in damage to the tail section. The construction of the

plane is uncomplicated, which allowed repairs to be undertaken at the field, and was back in the air in less than half an hour. The engine is a TT42GP, which (touch balsa) has never let me down. The aircraft has a standard size fuel tank (8oz) that gives a flying time of fifteen minutes. Anybody who is looking for their first aircraft, I can highly recommend this model.



The Thunder Tiger T2000 Trainer

Andrew B, novice member.

A novice pilot reviews the Thunder Tiger T2000 aircraft.

One hundred flights success

As part of club activities, KMMFC held their hundred flights event. The objective is to have members perform a total of one hundred flights within a single day. Each flight requires a minimum duration of five minutes to qualify. A maximum of five aircraft is permitted in the air at any time. Flying activity started around 9.00am and continued until dusk. The activity pro-

motes good practices, getting pilots familiar with air traffic awareness and communication protocol. By late evening, the hundred flight mark had been met. "This is a great activity for the pilots and spectators alike, the adrenalin really flows", to quote Jeff, one of the novice pilots. KMMFC planning a further hundred flights later in the year.



Picture of pilots and model aircraft in the pits. Too much tea drinking and not enough flying...

Bi-Annual AGM - brief review of minutes



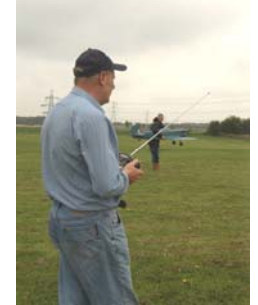
The bi-annual KMMFC AGM met on the 2nd May. A number of key issues were brought to the attention of the floor mainly relating to club financial matters. Firstly, it was majority voted that there would not be an increase in the bi-

Bi-annual club meeting gets underway.

annual membership fees. This was based on the present number of members (18). However, the outgoing costs had increased for sundries (fuel and maintenance for lawn mowers). Thus, a 50 pence increase of the monthly sundries fees to £1.50 per senior member was voted in. This extra payment would become mandatory from this June, and would be reviewed at the next meeting.

One of the final issues discussed was ways of promoting funding activities. One approach discussed was to apply for the National Lottery "Awards for All" scheme. Due to the nature of the club membership being biased towards teaching young novices and senior citizens, we believe that we could make a viable case towards obtaining a grant. A 'wish-list' has been created to record useful project recommendations - please contribute your ideas.

Pictured below is Malcolm's scale spitfire... A definite crowd-puller!



Flying field maintainers - we need you!

One of the key activities that happens within the club (apart from flying and moaning) is the maintenance of the flying field. This is a demanding job that saps up a good part of the club funds and member's free-time. The primary work is grass-cutting - if the grass grows over a height of one inch the field becomes virtually unusable. This is especially so for smaller aircraft who have little power to over-

come the resistance the grass presents. Thus, on non-flying days the grass is cut by a few dedicated members give up their spare time. This is undistinguished work that deserves applause from every member. However, volunteers are in short supply for this work. We appreciate that this work is physically demanding and that not all members can contribute due to their personal circumstances and

health. However, this appeal goes to those who can - please let us know if you can help in any way.

Question: Does anyone one know of a good deterrent for moles? The flying field has been plagued recently, especially on the runways. Preferably humane ideas that do not include guns or explosives! Yes, we have tried a picture of Bill! But unfortunately moles have limited sight!

"Flying field maintenance is demanding work - if you can help in anyway please volunteer your services."



Poor access to the flying field

A number of members have commented about the degradation of the dirt track that provides us with access to the flying field. As the track has no ownership, it is not subject to regular maintenance. The pot-holes have become so large that people are worrying about potential damage to their vehicles. Another concern being voiced is the possible loss of fu-

ture members who fear that poor road surface will put off people with limited mobility. Commercial road maintenance costs are too prohibitive for the club to undertake. Alternatively, we ask members to help in a program of road repair (pot-hole filling). However, the first problem we need to overcome is access to raw materials (hardcore). If enough materials

can be sought, we could extend access facilities to include a parking area. This would be favorable as a number of members have been caught out trapped in boggy ground. Anyone who can help with road materials or maintenance please let us know.



Dirt track access to the flying field. Pot-holes and flooding make passage difficult.





This issues
KMMFC Golden Bin Bag Award
 goes to Bill C. Congratulations!

Heard on the flying field...

There are a number of 'in-jokes' that have arisen within the club over the last six months (only the printable ones!). Apologies if you don't understand them—but hey, why don't you become a member?

Bill - Damn, this mower is hard to push...

George - Tell me, which plane is mine again?

Andy B. - The problem with my landings is the runway, its too straight!

Richie - I'm sick of you lot, you're all barking mad...

Bill A - Calls "low pass" (we see a faint dot in the sky).

Andy G.- OK, who's left their peg on the board? (Silence and sheepish looks from club members)

Andy B. - I chose an low-mounting engine position through careful scientific research. Any problems with prop clearance is due to the ground being too close.

Brian - The pits! The pits! Don't fly over the pits!

Please Note: The next issue of KMMFC will be published in December 2004. Any material, articles or views must be sent to the committee before mid-December. All content is copyright to KMMFC and cannot be republished without express permission. KMMFC would like to thank all volunteer help and assistance provided by members.



Ellis starting the engine on his German WWI scale aircraft.



Malcolm working hard on another scale aircraft project.



KMMFC

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The Kirkby Moss Model Flying Club is a charitable organisation who's remit is to promote radio-controlled model aircraft flying and building within the local community of North Merseyside and South Lancashire. The club is open to all ages and gender, but is particularly focused in helping disadvantaged people access a rewarding pursuit. The club has a thriving novice teaching programme, something that is becoming rarity in the UK as many clubs are beginning to close their doors to newcomers. We believe that by teaching skills and instilling responsibility into novices, we help to broaden their knowledge and enhance their self-confidence.