



KIRKBY MOSS MODEL
FLYING CLUB

The Pilot's Log

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Website:

www.kmmfc.org.uk

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info@kmmfc.org.uk



A letter from the chairman (view from the pits)

Is KMMFC on anyone's map?

The club is now 11 years old (honest) and from the start has been affiliated to the BMFA (our number is 432). Over this time the club has advanced considerably. Back in those days it was by word of mouth that we obtained new members. So not unexpectedly it was mostly beginners that approached us. With the introduction of the Internet we have another opening to us for advertisement. Consequently about a year ago Martin Davies approached me with an idea for a web site. He said it would be a "five minute job" but would give us a presence on the web. He was true to his word. The site was linked to the BMFA and we have had good results off it. Unfortunately Martin is no longer a member he moved house and changed jobs a few months ago, but we are grateful to him.

Well, tide nor time waits for no man and updating the web site is in hand. This will give us a more glossy presence on the web, with many and varied links. Hopefully resulting in a solid base for KMMFC on the Internet map.

Over the last 11 years the club has received all the usual bumph from the BMFA included in this are the details of the local (Northwest) representative meetings. To be honest these are more than a tad boring. In the past the club has not exercised its right to representation at these "area" meetings as they are called. Maybe its time for a change. Maybe its time for KMMFC to dip our toes in the local politique of the BMFA and broaden our horizons. Maybe its time to put KMMFC on the BMFA map not just their club list.

We have just had our second "101 flights in a day" day, it was great fun and reasonably well attended. The overall opinion of the members was of a successful day. The weather was very good, but the bacon salad sandwiches were better only to be topped by some excellent touch and goes from big Bill. While I was time keeping and wondering if Mike would ever do a good landing with his *funfly*. I had an idea. Flying darts. But that's for the next issue.

Proposed change in the secretarial personnel



After something like 13 years of dedicated service? First to Melling Model Flying Club and then KMMFC. Pauline has somehow come to the ridiculous conclusion that

we are old enough to look after ourselves? I think she wants to spend more time with her horse. But what do I know. Anyway what it means is we need to find another club secretary. After an exhaustive time consuming search over many months I think I may have found ~~and~~ a member, whom with a lot of help and guidance might and only might, eventually make a passable club secretary. At least until we can get a real one. He has impeccable qualifications for the job: he is the only member who can do joined up writing, can count up to twelve without removing his socks and once knew someone who owned a *dicksunary*. In the next

few months (minutes) Pauline will pass him all the BMFA and club secretarial equipment. Consisting off one small “stick it” label pad with three left, one HB pencil slightly chewed with missing rubber (which was missing when I got it –*Pauline*). One magnifying glass (broken) for the small print. But not her tight skirts, or nail file, he will have to get his own or her horsy shaped pencil sharpener. We would like to take this opportunity to thank Pauline for all her work for the club over the years but as she did bugger all we won’t. When asked if she would like to receive an honouree lifetime membership to KMMFC, she replied “***** off you sad O’s”. So I’ll take that as probably undecided, as she is having a bad time with the horse at the moment What do you think?

Well, as Pauline rides off into the sunset (with our pencil sharpener) we welcome our new temporary secretary. Andy “*Gluer*” Brown. Andy has not been with us long, (otherwise he would not have volunteered for the job) After collecting a long list of rejections

from other clubs. Somehow Andy discovered us, hearing his sob story. I, against my better judgment let him through the gate. Then he shows up with his pink girly plane and shocking red shorts. My head was in my hands. What had I done? The clubs dress sense was under attack. Wishing KMMFC was on his rejection list I approached Andy with a plan. Give us a computer or the BMFA get the photos. That was how we obtained our club computer. It was not long after this that he found out that Pauline was retiring from her post. Feeling he still owed us something he instantly volunteered for the job. So there you go.

Oops! Nearly forgot: “all those in favour of Andy B. for temp secretary say I.” “ I, I, I.”. Well that’s that done.

Welcome to KMMFC Andy and good luck (you’ll need it).

Andy G, chairman.

Model Review: Ripmax Gambler

Anybody who read my review of the Thunder Tiger T2000 will know that I gave it a glowing review. This aircraft still serves me well, although passing my club test has led me to explore new aircraft. Thus, on my list was a number of mid- and low-wing trainers. I choose one of the Ripmax range: Gambler 40. At spending £74 of hard-earned cash, I went home a happy modeler. Unfortunately the

joy was short-lived, the kit having many problems: snakes kinked, undercarriage slot un-cut on wing, poorly-aligned bulkheads, and so on. If I had discovered the problems earlier in the build, it would have returned it in disgust. However, in the air it flies well on a OS46FX. In short, I was disappointed with the quality of build for its price.

Andrew B.



The Ripmax Gambler

A pilots review of the Ripmax Gambler aircraft.

A few moans and observations from your safety officer

Overall, I think we have a good record and attitude to safety. The B.M.F.A guidelines are followed wherever possible. Well done everyone. **keep it up.**

However (yes, here he goes!) just a few things that need improvement.

Xmas is coming: Quick reminder on Ni-cads, remember they don't last forever – read club regulations for more info. If yours are due for renewal mention it to loved ones as stocking fillers!



RADIO CONTROL

Receiver Aerials: No plugs or joins allowed, i.e. must be one piece from receiver to end. A dab of glue on end of aerial stops water ingress and broken planes!!

Transmitter Aerials: Dirty oily aerials, one or two have been seen to need cleaning (not mine honest!!).

Peg Board: Please remember you must use the peg board. Also, remove the peg after use. Sometimes four or five pegs are left on board at the end of flying (not mine honest!!).

PROP - RASH

One or two incidents reported with finger/prop contact
NOT RECOMMENDED!!!

Even a small engine will remove fingers !!!

- 1) Use a chicken stick (or heavy glove on big motors).
- 2) Do not start up on high throttle.
- 3) Ensure glow lead and battery are behind prop
- 4) After using starter, move behind prop to remove glow lead or adjust motor etc.
- 5) If prop breaks or detaches from shaft etc. They generally fly off forwards and or sideways – Do not stand in this area.
- 6) Do not start motor up with Transmitter Aerial down, interference can affect Engine rpm.



STRUCTURAL TEST

No model can be flown before structural and noise test, please help by checking before bringing to the flying site.

Main failures on structural test

- 1) Hinges loose/binding
- 2) Snap links – clevises not clipped together

Safety Bulletin (continued)



3) Ni-cads and receivers not secured

4) Poor wing attachment



5) Servos loose or arms insecure

- 6) Poor repairs after crash damage
- 7) Linkages /snakes binding or insecure
- 8) Control surfaces / wrong mode or direction
- 9) Motors / silencers loose

Some plastic / nylon wing bolts have failed in the air, hollow type not recommended

AND FINALLY

Please do not set planes out behind other planes in pits for reasons mentioned in prop rash above

Any safety related queries contact **brian.jones@kmmfc.org.uk**

(P.S. There is no truth in the malicious rumour that our safety officer is the most dangerous flyer in the club)

BeeJay

Club safety issues

Following the excellent article on safety put together by Brian, it seems a good opportunity to promote the need for all of us to be safety conscious.

Naturally, none of us want to ever be responsible for an accident. However, it is easy to be complacent about safety. Due to my conscience (or the chairman's constant nagging), I will recall a few personal incidents that could have been avoided.

- Prop rash*
- Reversed control surfaces*
- Antenna join failure*
- Flying over pits*
- Sloppy flying*

I'm sure we can all put our hands up and recall some incident that we are not proud of. KMMFC has a good record for safety; we should aim to keep it that way.



Rebuild of the my Gambler after the antenna join failed.

101 flights success

July heralded the annual 101 flights that was conducted on a glorious sunny day. This event was well attended, the target easily being achieved in the late afternoon. A new public announcement system was fitted to the flying field to improve communication between the control tent and the pilot's box. This utilised an underground network of wiring put in by the chairman and secretary the previ-

ous nights before. A big thank you to all members who participated and made it a success. Lets repeat the event next year and aim for an even greater turnout.

The 101 flights is an excellent time for new members to visit the club for the first time. Lots of activity, food and friendly company. A good introduction to club flying.



New club website

KMMFC has a new website! It has been a long wait, but certainly worth it. The club has invested in a personalised Internet name:

www.kmmfc.org.uk

Type this into an Internet browser and you will immediately be directed to the webpage.

The website is comprehensive, containing a considerable amount of information about the club, its activities and links to other RC resources. We have a limited number of personalised email forwarding addresses

your.name@kmmfc.org.uk

Let the club secretary know if you need one.

Lottery bid delay

Our lottery bid was recently rejected due to a clause in our constitution. This clause was a dormant element, which had never been used for a considerable length of time, but gave the impression that KMMFC practiced a 'closed' membership. We have since clarified our position with the Lottery to their satisfaction and brought the constitution up-to-date. However, a misunderstanding

between ourselves and the Lottery has delayed the bid. We should have re-submitted the bid, but was not made aware of this situation. So, the process goes on. I still feel that we have a good chance of securing money, but we will have to jump through a few hoops to keep our masters happy.



Disappearing food mystery?

Recently, there has been a disturbing case of disappearing food from the KMMFC kitchen. Reports from members indicate that it seems to occur overnight when they have left the hut. On their return they are confronted with discarded food packets, unwashed cutlery and crockery, and bits of radio gear scattered over the hut's floor(?)

"It's a mystery!" comments Bill the groundsman, "I come into the hut and see this mess—animals have better manners!". One report has suggested

that the hut may be haunted by the spirit of an ancient, disgruntled pilot who's lost the will to fly. "Rubbish" says Malcolm, "I have heard that KMMFC is located on an Indian burial ground". Funds have been diverted to pay for a priest to exorcise the hut.

Explanations continue to be suggested, but the mystery goes unsolved. If you have an opinion, please send it into the next copy of 'The Pilots Log'.



Menacing apparition photographed near the hut's door. *Beware!*



KMMFC

Kirkby Moss Model Flying Club

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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.