

June 2025



Airscrew



The
N.M.F.C. Newsletter

This newsletter really did creep up on me, it is the 19th May as I start to think of things I can tell you. What makes it worse is that the weather really has been bad generally, and we have had little time to fly. Just shows I suppose how my days are filled with other things and flying slips to the background. It then takes a concerted effort to get back into it which is not always the easiest of tasks is it?

I suppose the main thing for the start of 2025 is that we have finally replaced the solar panel bench and the work bench with plastic ones. Thanks here go to the building crew again. This time we were able to buy two picnic benches, one small and one large. We then had to chop and hack at them until we had something we wanted, hopefully as you can see in the picture below. We deemed that these benches and tables were in worse condition than the starting benches and warranted replacement sooner rather than later as they were falling apart, held together by rust. :-) I hope you have all had a chance to see the results. I think they are excellent but I suppose I am biased. :-P As you can hopefully see, the solar panel unit was made from the small picnic bench with both seats chopped off, One seat unit was used to add a



lower shelf which we hope may be useful for charging. The larger bench was a bigger job. We chopped off the bench on the one side and used the slats to replace the two in the centre of the table which had a hole for an umbrella. We also added an extra slat so that we could butt each to the next to prevent bits falling through as you worked on your models. We left the other seat unit in place so you can sit as you work. Initially we thought this may cause balance problems but we have tried it out and the weight of the bench is such that it doesn't seem to offer any tipping moment at all. We also made the decision to add the second picnic bench. It seems making the first plastic one has enticed people to use them which is great as it encourages chat and banter. You can see our resident Gnome in the picture taking on the job of levelling the benches as best as we could. I am sure you will all join me in a round of applause as appreciation.



MOLES - I have nightmares about these little critters now :-) I already had a number of traps at the onset of this task and Kevin had some more which gave me sufficient to hit the airfield wherever these little monsters surfaced. The airfield also had a small amount of 'worms', artificial and poisonous to moles for the more clever of the batch. I was at the field every day for several weeks fighting to rid the airfield of this vermin which if left unchecked was a nuisance and possibly a danger to all airfield users. As a result of this I managed to kill eighteen moles, a lot more than I ever expected to get out of here. Fingers crossed and with the dry spell causing the ground to harden we have had no more tell tail mole hills. Just got to await next season and see how many were missed. :-)

When we fitted the new box for the charging and outdoor connections we said we needed a new lock with a bigger hasp. A simple task which was rectified quickly. A combo lock was purchased and was working well. Sadly it seems that someone has managed to jumble the numbers and we have no idea of the combo :-(. I tried to see if I can break it, but alas it was not at a very convenient angle to work on etc so I cut it off and we have gone back to one with a key which is stored in the same place as the previous one. :-)

The Binham events are still scheduled to go ahead for this year. The first meet was in May. As a club we had a good representation with some members camping there for the week. I add my thanks here as I really do believe we are usually the best represented club at these events, even though you now have to pay a fiver to fly. It costs nothing to watch and have a chat though. As I



said the first one for 2025 was on the week ending 18th May, there was a good turnout with overall numbers I believe increased on the end of last year and there were a couple of the larger models as well. Hopefully this event will continue to grow and improve again, returning to what it was when Andrew was alive. There are still toilet facilities but no food or drink vendors as the cost is prohibitive. Just remember to take your own whatever you want's. Here is a taster of some of the aircraft models there. I have added a new gallery page to the website again for this year, entitled Binham 2025 surprisingly. It will have pictures from the days that I manage to attend and from other members who think to take and send me their pictures :-). As always a good day with a good laugh and joke amongst friends and similar thinkers. Oh yes almost forgot, there was a discussion going through the various clubs at Binham debating the average age of memberships these days due to us all struggling to get younger people interested in what presents as a dying hobby these days. I have looked at our membership for this year and the average age works out at 67 years (rounded up). This will never be a trivial question or for that matter a pub quiz one but it is a little bit of useless information to store away for one of those future wet and rainy days where the discussion moves to average age's of flyers today. We can also now keep an eye on this to see

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where the trend is going.

Finally, this brings us nicely onto a topic quite dear to my heart. Aircraft setup and what should you use? I am a proponent of using whatever we have available to us to make our flying more enjoyable and stress free. In days gone by we used to take to the air with the barest of settings and if we got around and back to the ground we were knackered, mainly through concentrating so hard for ten minutes or so, but more so relieved to be able to go up again as we got back in one piece. The concentration factor will always remain but we have a lot of technology to back us up these days with super duper radio systems and add on components we can use, so why do we still have some that refuse to use what they have?

I have to put it down to pure bravado mixed with a fair bit of 'ignorance is bliss' :-D, where perhaps the appreciation of what they have and how to use it is missing. So how many of you have read, digested and understood the manual for your chosen radio transmitter? I have and I still have aspects of it that I have to go back to the book for. Sadly there are a lot who don't know their radio. These days they are a very complex and powerful computerised system with lots of bells and whistles to help us fly. You paid extra for these bells and whistles so why not learn how to use them to your advantage. It takes time and practice as with everything but the benefits will surprise even the hardened 'I never use the manual' members. I am sure you can all associate someone to this category :-). I always argue that it is like a comparison of your new car to the old one, yes you learned on an old model with no extras, and what was there was hit and miss as to whether it worked or not. Now you have a nice Merc, Jag, Nissan, Renault etc with so many extras it is mind blowing. I bet you use them and don't turn them all off when you get into the car, so why do you with your radio Tx?

Model flying is about enjoyment of the hobby. We have a few older members who would not be flying today if it wasn't for the gyro technology for their radio systems. It lets them come to the field and enjoy the hobby still - this to me is what it is all about, but it doesn't need to go as far as the gyro systems, what about dual rates and exponential? I have seen some flyers over the years who always treated these two aspects as totally taboo. God knows why. But over the years I have seen them find what this can do to smooth their flying and they have been astounded and converted, wondering why they have never used it before. I fear the main reason was they never sat down and read their manual to find out what they had in their hands, and taking the time to try different

things out. The old computer phobia creeping in perhaps, especially as it takes longer to process as we get older and some of the manuals are written by experts for experts and become very confusing don't they?

I took an absolute age to find out how to use crow braking on my gliders with the Hitec System which I have all of my gliders on now, I think :-). I only found the final bit to the puzzle by sitting in my lounge with a Bixler on a stand and playing with the radio settings, over and over again. All I wanted was to have flaps go down, ailerons go up and to use the throttle stick to control it all. I could get it all to work apart from the assignment to the throttle stick. I went through a myriad of settings, spent hours on YouTube and general forums and nowhere did it explain that I have to immobilise the motor with a mix, so simple but it was missed by me and every expert that had written instructions, I assume because they knew how to do it. So if nothing else sit down and learn to use your dual rates and exponential if you don't already. You will be surprised. Then go and see what else is tucked away inside your radio and have a play. It is the only way we learn and I guarantee it will bring another aspect to your model flying. You will still have crashes, as I proved with my AcroWot the other day, but hey that's the one aspect of the hobby we all accept when we start isn't it grrrrrr.

I appreciate that you cannot use the gyro systems if you wish to take a test but if I am totally honest I can only think of one or two in our club that have even a remote interest in taking a test. They are for personal achievement targets and most of us have outgrown these with age I feel. If you want to try FPV I think a gyro is probably a must have.

Well got there in a rushed end of May. Let's hope the weather improves for the better and we can get back into flying on a regular basis. See you soon.

