



York's electric fly-in



ELECTRIC FLY-IN
Bruce Corfe

For the third year in a row, York Model Aircraft Society used the Wilberfoss Sports Ground site, about 15 miles south-east of York, for their annual Electric Fly-In. Bruce Corfe was on hand to witness a solid day of flying.

The mown sports field, surrounded by 'magnetic' trees, is a bit on the tight side and alarmingly for the club, half-a-dozen enormous holes have appeared all over the pitch which are destined to house (presumably very tall) floodlights, probably compromising the event in future years – we shall see.

Anyway this year the weather, which is always a bit threatening, stayed fair if somewhat blustery and a highly successful event saw a solid day's flying from a host of YMAS members.

My flying mate from Wombledon



Amazing 3D-printed P47 Thunderbolt by Jeremy Horsfall.



Dave Langley's HobbyKing EDF Tornado with 75mm fan.



Just a few of the models lined up for the YMAS Fly-In at Wilberfoss.

"Ted had a Specsavers malfunction and put it into one of the perimeter trees."

aerodrome, Ted Remmer, brought a boot-full of models, but an earlier-than-planned arrival put a bit of a crimp in his day when his Nigel Hawes-designed EP Speedster was the first casualty of the day. After some spirited zipping about, Ted (who still swears by 35 meg radio equipment by the way) had a Specsavers malfunction and put it into one of the perimeter trees.

Unfortunately, as often happens, the rescue from the tree caused more damage than the crash but Ted says it



Amidships on the P47 showing some of the internal detail.



Tony Oliver with ill-fated O/D Gloster Javelin – flew well before spinning in.

will fly again.

Dave Langley brought a veritable fleet of models. His HobbyKing Tornado 75 is an EDF jet which looks very like the full-size Viper private jet. The model flies fast and with authority. I always thought the ARTF Wot 4 was the same size as the original kit – apparently not, it's nearer three-quarter sized.

Dave has shifted the battery on his balsa/ply ARTF example right into the motor compartment to help cure a serious tail-heaviness which Dave says is a failing in the design – his model still needs lead in the nose to balance but now flies extremely well.

Tony Oliver also brought a bunch of models. His 22" O/D Depron pusher-



Mike Cawood launches his Tomtit biplane, built from the 2012 QEFI plan.



This is part of Dave Langley's fleet with his ARTF Wot 4 at the front.

prop Gloster Javelin was first off, and the little scale model flew very well – Tony has plans available, drawn from enlarged 3-views. It was very stable despite having no dihedral. The model has been re-motored since last year and has improved performance, still on a 10A ESC and 800mAh 2S LiPos.

'Glueable'

Tony's scale Lightning uses the same kit and flies as well as the Javelin. Unfortunately Tony pushed the envelope a bit too far with the Javelin and it failed to pull out of a stall-turn and spun in with insufficient height to pull out, in the very turbulent lee of the perimeter trees, ending in a heap of bits – 'glueable,' says Tony. His bright orange Multiplex Funjet has a 400W Keda motor on 3S 2200mAh LiPos and a 5x5 prop – the little foamy has been clocked at 119mph. The finish was achieved by sanding and acrylic



Richard Haynes' larger aerobat, a Sebart Angel S.

"Jeremy Horsfall's P47 Thunderbolt is entirely 3D printed using PLA filament."

spray.

Mike Cawood's Tomtit biplane is built from the 2012 QEFI plan. I thought it looked familiar and a search showed that it is based on the rubber-powered sports biplane Tomtit kit from the Frog Senior Series. The Senior series was a range of models of near scale design and appearance representing popular full size sports planes, all approximately 18" span.

This attractive range of six models was sold between 1953 and 1969. The Tomtit was the only biplane in the range. Mike's model flew very well on 100 watts but the level of power, whilst entirely



Two more large aerobatic ships which graced the Wilberfoss skies – built-up Pitts Python and MX5.



Paul McLean's Avro 707A is constructed from glass-covered Depron foam.



Richard Haynes has been flying his FMS F3A Explorer for only one year.



Dave Sanderson's impressive heli – a futuristic Italian SAB Goblin 570.



The foam Explorer in action.



Paul McLean's other delta offering, his ARTF Stryker.



The 707A (Vulcan test-bed) made lots of sound and fury on the ground but wouldn't budge.



The Tomtit is scaled up from the Frog kit from the 50s and has classic vintage lines.



Also from Tony Oliver – brilliant orange Fun Jet – fast and furious!

appropriate for the design, had the model hovering in the strong headwind rather than committing forward flight!

Thunderbolt

Most interesting model of the day, for me, didn't fly, unfortunately. Jeremy Horsfall's P47 Thunderbolt is entirely 3D printed using PLA filament. The end result is amazingly strong, if a bit weighty. The printing process turns out 32 pieces which are then glued together with cyano.

Designed by a Czech architect, the P47 took Jeremy 50 hours to print at home from an on-line plan (see Links below). A 600 watt Hyperion 28/20 motor on 4S LiPos should power the 1.9kg, 1160mm span model adequately – I'm thinking more of a pylon racer than a Sunday flyer!

Richard Haynes has been flying for only one year – you wouldn't know it to see his FMS F3A Explorer in action on 3S 2200mAh Bolt (high voltage) batteries. Richard also campaigns another aerobatic model, a built-up Sebart Angel S, which is an even more capable model.

Two local lads (or "Tight Yorkshire Gits" as they were dubbed by members) failed to see why they should pay £5 to use their normal (unofficial) flying field for the

day and flew their EP motor glider from the adjacent field. Paul McLean's Avro 707A constructed from glass-covered Depron foam was inexplicably giving insufficient thrust from its 70mm fan – possibly the scale intakes were too small. Paul also had a mishap with his foam Stryker delta – after an agonising few seconds failing to get 'on the step' after its hand-launch, the model flew very well for several minutes before getting a bit disorientated at a distance and spinning in, in the next field, perhaps because of turbulence behind the row of big boundary trees – no damage.

Dave Sanderson flew his impressive heli – a flybar-less Italian SAB Goblin 570 with a futuristic body and belt-drive tail rotor. Dave's Goblin runs all-Spektrum gear including servos and a Scorpion motor on 6S 5000mAh battery. The model was practically totalled on its second flight from new due to a loose tail-rotor screw, but thanks to a big box of replacement parts Dave quickly got it flying again and it hardly cost anything, Mrs Sanderson!

Paul Lewis's HobbyKing Mustang has seen better days but is a reliable flyer. Paul uses the retracts to take off but belly lands it to save time repairing them! The model sports an Orange 3-axis stability system, slightly over-adjusted on rudder giving the model an occasional violent

tail-shake!

Phoenix

Jon Edison organised a session of the club's Single Model competition. The chosen model is the HobbyKing Phoenix 2000 glider. A height limiter is set to a max of 200 metres or 40 seconds motor run. The event is basically run to e-Soaring regulations - 8 minute's flying time for a max then back on the ground with points lost for above or below the allotted 8 minute slot. Four members took part in the day's mass launch – Jon, Dougie I'dell, Paul Lewis and Dave Langley. (Jon can't remember who won, so not him then!!)

Final words from YMAS Chairman Jon: "We have probably lost the Wilberfoss site due to the proposed construction of floodlights down the centre of the field. I usually refer to the great features of the site etc and look forward to the next year. Clearly I can't do that this year. Even if we lose the current site, we will be looking forward to organising our annual electric fly-in in 2017, at a location to be advised, so watch this space!"

Links:

www.ymas.org.uk
<https://3dlabprint.com>



A large hole has appeared on the site and the committee is looking into it!



YMAS Chairman Jon Edison poses for a centre-fold with his one-model comp entry, the HobbyKing Phoenix 2000 glider.



Mass launch – Jon, Dougie I'dell, Paul Lewis and Dave Langley head for the skies.



Close action from the mass launch contenders.



Jon, Dougie, Dave and Paul (from right) concentrate, trying to remember which is their model.