

EVENT REPORT - York Electric Fly-In

YORK

ELECTRIC FLY-IN

The 2014 Ebor EP Fly-in featured a change in venue...

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A half-decent shot of Sam's Edge in typical 3D hovering mode - the model files very well.



This year the venue had changed and in addition to battling Sunday morning traffic on the A64 - damp holidaymakers returning home - both the weather forecast and the black clouds overhead looked grim. However, the Wilberfoss Village Sports Ground and pavilion, with a mown field somewhat smaller than the Knavesmire, looked to be a good alternative choice, even if there were big trees

surrounding the patch. At least the rain held off as I drove onto the site, checked out the models and looked forward to an electrifying day (sorry!)

Dennis Oglesby's 'Dreamweaver' is an own-design, Dennis having returned to the hobby after many years' absence. When I first saw Dennis's model, I thought it had a VTOL motor and prop mounted amidships with the prop facing due skywards! Dooh - it's actually a pop-up power pod of Dennis's own design, able (on a good day) to erect and lower itself on power on and off. The unique-looking electric glider has a carbon

spar and cap-strips. The power pod has a 10g brushless outrunner. The blunt-ended prop on this arrangement is a cut-down 9" x 6" which Dennis has found to be more efficient than a true 8" x 6". Unlikely though it is, the model has proved to be a very stable video camera platform and I was shown some excellent stills taken over the owner's home patch in Bingley, West Yorkshire.

Martyn Bowles' Sebach (which is Sebart's take on the full-size Sbach aerobat), runs a Hacker A3014L motor on a 3S x mAh lipo pack. Martyn, from the Darlington club, also brought his excellent 'Junior 60+60' i.e. the



1: Threatening clouds over the pits at the Wilberfoss site with the Sports Pavilion in the background. That pergola's never going to be big enough if it rains... 2: Dennis Oglesby's own-design Dreamweaver camera mount - note the VTOL prop on top(!)... 3: ...It's actually a self-erecting pop-up power pod, restrained by Kevlar threads when working - Dennis's design is unique and different! 4: Martyn Bowles' Sebach aerobat runs a Hacker A3014L motor on 3S x 3300mAh Lipos. 5: Martyn Bowles flew this 60th anniversary edition 'Junior 60+60'. 6: Originally IC, Martyn Bowles has kept the Moki spark-ignition as ballast - and filled it with lead! 7: This bright orange Multiplex Funjet belongs to Tony Oliver. 8: Jim Sharphouse's Beaufighter (from the HPB kit) - and all-balsa DH Vampire, running a Turnigy motor.





◀ 60th anniversary edition. The model originally had a Moki 40 spark engine fitted - following its electric conversion and fitment of an Axi 28/2012, the Moki was re-fitted in dummy form, now with its cylinder head full of lead!

The bright orange Multiplex Funjet belongs to Tony Oliver. With a 400W Keda motor on 3S x 2200mAh pack and a 5" x 5" prop, the little foamy has been clocked at 119mph (Tony tells me that the speed was measured by filming a video and using software to analyse the Doppler effect on the soundtrack - clever, or what?) The finish was achieved by sanding

and acrylic spray.

Jim Sharphouse's DH Vampire is of all-balsa plan-based construction and runs a Turnigy motor, flies very well. Jim also brought a nice Beaufighter from the HPB kit. The model has a glass-fibre fuz, foam-cored wings and retracts, running on two Overlander Thumper motors - in view of the blustery weather and less-than 'bowling green' quality runway grass, Jim elected not to fly the Beau.

Flying mate, Ted Remmer - we fly from the WWII aerodrome at Wembley, N Yorks - brought a boot-full of models. His Aerovan

twin from a magazine plan originally flew on faithful old Speed 400s and 7 NiMH cells (my own MPX TwinStar still does...) but now sports two cheap brushless motors on a 2S lipo and flies extremely well. Ted told me that on the original set-up he did a (very) low pass down the tarmac and didn't understand why he lost control on pulling up, with some serious damage resulting. An on-looker said - "You do realise you lost a prop - it touched the runway?" FYI, those Günther prop-blades are 2.5" long...

Another fellow flyer, Sam Boylett, this

16: Wembley flyer Ted Remmer brought this Aerovan twin, built from a magazine plan and upgraded to brushless motors. 17: Sam's Citabria will go vertical on an Emax 245kv motor and 12 cells. 18: Ooer - a very close encounter between Sam's Citabria and Ted's Aerovan - note the orientation of the two models! 19: Electric jet line-up - from left, Funjet, Stryker, Pushy Cat and Habu. 20: The Habu has the standard motor set-up and flies with authority on Haiyin LiPos. 21: Justin Findlay flew this Multiplex AcroMaster 3-D aerobatic foamie.

time from Boulby Mine Heli Club, brought some interesting models. His large and fearsome-looking hexacopter is set up for FPV and aerial photography. Sam 'borrows' it to test-fly for the pro-photographer owner - lucky devil! His huge (2.5m span) Bud Nosen Citabria was built by his dad and runs an Emax 245kv motor on 12 cells in 4 x 3S 5000mAh packs - the big cabin model goes vertical on this set-up and looks awesome, if highly un-scale-like! With two Rx batteries, Sam has lots of charging to do. If the Ed. has included it there may be a shot of the Citabria having a VERY close encounter with Ted's Aerovan... Sam also flew his HobbyKing Superlight Edge aerobat, which was very manoeuvrable on 3S x 2200mAh lipo pack and the recommended Turnigy motor.

Another Boulby flyer present was Justin Findlay - Justin flew his MPX AcroMaster foamy which according to Multiplex is an electric-powered 3-D aerobatic model based on the layout of modern competition machines. On a disappointing note, we have just learned that our Boulby gym venue is no longer available to indoor flyers, its Israeli ownership having banned all non-workers in an anti-terrorism move. A shame, not just for us mere mortals, but the venue is used for the National F1D Championships as well (in fact there is a rubber-powered microfilm-covered F1D model still stuck up in the girders!)

MORE JETS

There were a number of jet-type models present. In addition to Tony Oliver's Funjet, YMAS member Dave Sanderson brought a Pushy Cat - a built-up twin-boom pusher 'prop-jet' from a plan originating in A N Other place. Sandy's model goes like stink and looks great in the air - I think it, too, has been re-motored from brushed days - it went totally vertical from Ray Smith's hand launch (intentional I'm sure). In looking up the model on Google, I discovered several things including the fact that it is loosely based on the only pusher craft to win the Reno F1 Air Races, and for those who like me find less time for building than flying (as I may have mentioned before, the trouble with being retired is, you never

get a day off...) - HobbyKing have a built-up version available very cheaply. Sandy's other jet was a very nice standard set-up Parkzone Habu EDF, launched from a bungee and ramp, which treated us to lots of high-speed passes.

The HobbyKing BAE Hawk pictured belongs to Phil Danks - Phil has fitted a CS 12-bladed fan on a 1650kv Cyclon motor, the system pulling a mean 97A and 2.2kW on 6S x 4000mAh lipos. This set-up gives three minutes of high-speed flying, which Phil says is enough! The 1100mm span model has had mixed reviews, but Phil's aim has been to keep it light (hence the small-ish power pack and endurance) and he is happy with the flying characteristics. The model is launched from a bungee with two cords and a 45lb. pull. With the shortish flying area at Wilberfoss, Phil had to aim between two large trees at take-, but the agile Hawk cleared them easily. In addition to Phil's other EDF, his MiG 15, Dave 'Sandy' Sanderson brought along his EDF Elfite Habu with a standard set-up. Sandy has started using Haiyin LiPos in his jets, which he highly recommends.

IN CONCLUSION

Your scribe had to leave before the 'One Model - All Up, Last Down' electric glider comp at the end of the day, but everyone I spoke to agreed that it had been a brilliant meeting at a great new venue, and we were all amazed that the threatened filthy weather held off for the entire meeting! Final words from YMAS Chair Jon Edison:

"A great day, even the weather was kind to us. Wilberfoss was a last minute deal after our plans for York Knavesmire racecourse fell foul of the Tour de France cycle race. However, Wilberfoss proved to be a great location, not only for the flying, but with the Pavilion providing a bar and food throughout the day, pilots could relax in comfort between their flying sessions. This is definitely a location York Model Aircraft Society will use again, and hopefully the facilities will encourage more pilots to attend! We have a new web site, www.ymas.org.uk, which is actively updated with all the latest happenings at the Club, and we are really looking forward to next year."



9: The lightweight (?) HK Hawk on it's belly-landing approach with full flap deployed. 10: Ex-Boulby Mine regular Sam Boylett with his 2.5m span Bud Nosen Citabria. 11: Sam Boylett borrows this fearsome-looking hexacopter and demonstrated its FPV capabilities. 12: Dave Sanderson's Pushy Cat - very fast built-up twin-boom pusher prop-jet, here launched by Ray Smith (Ray has the best launch arm in the business says the YMAS Chairperson!) 13: Sandy presses the release and the Parkzone Habu EDF streaks away from the bungee. 14: The HobbyKing BAE Hawk pictured belongs to Phil Danks - here it gets away from the launch ramp at high speed (better peg it down next time, Phil!)... 15: ... and a microsecond later the Hawk is away on a tangle of rubber spaghetti and a very quick correction from Phil's thumbs.

