

A rogue Robin Hood cannot stop the action at the 2015 York Electric Fly-In. Bruce Corfe reports



Paul McLean plus his Phoenix Rainbow with one corner of the Wilberfoss field and 'Paul (Lewis)'s Tree' on the right!

YORK

ELECTRIC FLY-IN 2015



YMAS officials hard at work in the pop-up hangar. Lots of lovely models



Paul Lewis's magnificent Freewing Boeing B17 from (Hobby King) – Paul didn't maiden it on the day, more's the pity

This was the second year the York Model Aircraft Society used the Wilberfoss Sports Ground site (about 15 miles south-east of York) for their annual Electric Fly-In, after being ejected from Knavesmire Race Course by the Tour de France last year. The mown sports field, surrounded by 'magnetic' trees and already on the tight side, was further compromised this year by the presence of a lone William Tell with a bow and arrow and two large targets, alarmingly sighted in line with the runway! Where were Health & Safety? 'Mr. Tell' wouldn't budge but actually seemed to be watching the flying more than notching his quills.

Anyway the weather was calm and warm if cloudy, the threatened rain stayed away for the duration of my visit and the selection of models in the pits was mouth-watering! Action!

Mike Cawood's 'E-Fair' glider came from a sale at the BMFA Nats. Designed for a brushed Speed 400, Mike added a brushless in-runner for a great performance boost and 20 minute-plus flights in lift on a 20 A ESC and 1800 mAh 2S LiPos. Mike's second model on the day was a Bel-Air 'Simplex' built-up old-timer (one of the highlights of the day for me) – needing nose weight to add to the 2822 bell motor up front, Mike found that 8 pound coins worked perfectly, but saving money (remember it's Yorkshire!) he has built a replica diesel engine out of a stack of 1p and 2p coins bolted together!

He flooded the top with epoxy to form a domed cylinder head, and to hide the Queen's portrait – he agreed with me that this was probably a treasonable offence! The model runs on a BRC 15 A speedo and 1300 2S LiPos.

Flying mate Ted Remmer – we fly from the WW2 aerodrome at Wombledon, N Yorks – brought a boot-full of models. His AeroVan twin from a magazine plan originally flew on faithful old Speed 400s and 7-cells, but now sports two cheap brushless motors on a 3900 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 onlooker said, "You do realise you lost a prop – it touched the runway?" F.Y.I., those Günther prop-blades are 2.5 inches long... Ted also brought an EP Magnatilla and a swept-wing 'Thing' created around the wing from an old I/C sports model.

Paul Lewis's Wot 4 Foam-E was indistinguishable at a few yards from a



I blame nerves for the quality of this shot of the Lone Archer aiming for the flight line. Luckily, he was a lousy shot too



Tony Oliver with his 22" own-design Depron pusher-prop Gloster Javelin – great little flyer (nearly said "so's the model" – Cheers Tony and thanks for all the info!)



Dave Langley's Ultimate is a great performer in the air – terrific one-piece aerobat for the back of the car



Dave Langley's E-flite Ultimate 20-300 biplane, standard set-up but with a Turnigy outrunner



Tony Oliver's Lightning also runs a rewind 10 g outrunner, 10 A ESC and 800 mAh 2S LiPos, as does his Javelin



Poor Barry Hurst rescues his broken and smoking model from 'Barry's Tree'



Barry Hurst's large E-flite Extra – damage was more or less limited to the loss of the wing and is repairable. The model runs a Turnigy G45 motor and 70 A ESC on 4S LiPos



A reminder that 5000 mAh LiPos don't fare well in crashes – lots of smoke but no fire, luckily. The battery hit the back of the motor in the crash

built-up example also present. The Foam-E was the first casualty of the day, ending in what is now 'Paul's Tree', luckily with negligible damage. Paul's magnificent Freewing Boeing B17 from Hobby King just required the addition of a battery and Rx, but was destined not to make its maiden flight at the show. It looked great on the ground, though. Paul's big Pegasus glider reached spectacular heights in quick time and stayed there thermalling for ages.

Ray Smith flew a Dave Smith Models Panther fun-fly, inherited as a partially built kit and converted from the intended I/C motor to a Pulso 28-26 1130 KV out-runner. This is a big model and was probably designed for a .46 2-stroke or similar. It flew brilliantly on the brushless set-up with two parallel 2200 3S LiPos giving extra duration. Paul McLean's venerable yellow and blue

Rainbow old-timer is a built-up balsa ARTF from Phoenix Kits and is a good-looking model. It flies a treat on a 2200 3S battery.

Barry Hurst flew his slinky black Hobby King Tricopter with skill on three 28/32 motors and an HK control board but then became casualty no. 2 when his large E-flite Extra 300 hit a (different) tree on approach with a resounding 'crack'. Damage was more or less limited to the removal of one wing but the big LiPo shot forward and sustained considerable damage on hitting the rear of the motor. This resulted in something of a spectacle as the model, still up the tree with Barry jumping up and down under it, started emitting clouds of smoke! A reminder that LiPos don't fare well in crashes! Barry hopes to repair the model which uses a Turnigy G45 motor and 70 A ESC on 5000 mAh 4S LiPos.

Lots of Jets!

Tony Oliver brought a bunch of models. His 22" O/D Depron pusher-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 – Tony explained to me the aerodynamics of how the sweepback gives stability. The model has a 'rewound cheapo 10 g outrunner', 10 A ESC and 800 mAh 2S LiPos. Tony's scale Lightning used the same kit and flew almost as well as the Javelin.

The bright orange Multiplex Funjet also belonged to Tony Oliver. With a 400 W Keda motor on 3S 2200 mAh LiPos and a 5" x 5" prop, the little foamy has been clocked at 119 mph (Tony tells me that the speed was measured by filming a video and using software to analyse the Doppler



Dave Langley's big yellow Sukhoi Su-26m, minus its canopy which blew off in flight. Great aerobatic ship



Ted Remmer's Aerovan twin from a magazine plan sports two cheap brushless motors on a 3900 2S LiPo and flies extremely well



Built-up twin-boom pusher Pushy Cat 'prop-jet' from Dave Sanderson – great performer, re-engined from brushed to brushless power



Mike Cawood's Bel-Air 'Simplex' old-timer – stately performer on a brushless 2822 bell-motor



Sandy's Parkzone Habu ready for the off on its bungee ramp, sporting USAF Thunderbirds livery



Tony Oliver's Multiplex Funjet has a 400W Keda motor on 3S 2200 mAh LiPos and a 5" x 5" prop – it goes like stink!



The Habu has the optional retracts which handle grass landings well but it prefers the bungee for take-off

effect on the soundtrack. Clever or what?). The finish was achieved by sanding and acrylic spray.

Tony's nephew, Jason Rigg, flew his standard Multiplex Fun Cub energetically, and the oversize balloon wheels suited the grass strip perfectly. It uses the popular-sized 2200 3S LiPos.

There were a number of other 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...) Hobby King have a built-up version available at a reasonable price.

Sandy's other jet, an F16 look-alike, is in fact a very nice foam Habu from Parkzone. He has added the optional retracts to the standard set-up and always launches from a bungee and ramp to good effect. The

model screams around the sky at great speed in a fairly noisy manner but slows down nicely for a wheels-down landing in the grass.

Dave Langley has self-launched his Vampire many times at the club field, but in front of a crowd it went horribly wrong and cart-wheeled in: casualty number three. Dave was back in the air in minutes with his E-flite Ultimate 20-300 biplane, standard set-up but with a more cost-effective option than the specified E-flite motor. Casualty three-and-a-half occurred when the large cockpit and hatch cover from Dave's big yellow Sukhoi Su-26m blew off – a search party had not recovered it when I left.



Paul Lewis's Pegasus glider reached crazy heights and thermalled for ages



Jason Rigg flew this Multiplex Fun Cub on 2200 3S LiPos – the big wheels work very well



Ray Smith's big Dave Smith (no relation) Panther fun-fly – goes a treat on a Pulso 28-26 1130 KV out-runner



This Hobby King Tri-copter was flown by Barry Hurst – Barry had great control of the futuristic looking craft and flew many close-in circuits and figure-eights



I couldn't resist including this shot from the last YMAS fly-in at Knavesmire Racecourse. Perfect follow-through from Ray Smith dispatching Dave Langley's ill-fated EDF 'Vampire'!



Not that you'd know it! This is Mike Cawood's nose-weight in the form of a 'diesel motor' made from laminated 1p and 2p coins! Top job!

Conclusion

Final words from Club Chairman Jon Edison: "Well, we had Paul crashing into the tree-tops on the right, Dave losing his canopy over the corn field on the left, and Barry hitting a bush and setting his LiPos on fire! The odd arrow flying past from time to time, not the Red Arrows, but wooden ones from the archery bloke, who set up camp at the far corner, despite being told we had booked the field!

We ran our usual 'one model' gliding comp at the end of the day, which we had to cut short as a humungous thunderstorm headed our way. Fortunately, we had just managed to clear everything off the field when it hit us. Visibility caused by the

downpour was so bad that many motorists pulled off the road on the main route back to York to wait for the storm to pass.

But apart from that, a quiet day really! Another successful fly-in at the Wilberfoss playing field.

This is the second year we have been here, brought back by the well-kept sports field and the terrific pavilion providing a range of cooked food together with the all-important washroom facilities. The perfect weather conditions throughout most of the day and the great facilities provided here have ensured we will be back in 2016!"

RCMW



The Aerovan had a rebuild and makeover after a brush with the Wombledon tarmac – see text