



A BMFA Affiliated Club

BFRCMS NEWSLETTER

(The "Flyer" January 2011)

Dear Members,

Welcome to the latest edition of the BFRCMS 'Flyer'.

Here we are again ready to start a new flying season in 2011. Let's hope the weather gives us a chance of some good flying.

Hopefully, you were a very good boy last year and had a fruitful visit from Santa, as did I. I can't fathom out how he knew about my favourite plane as I didn't write him a letter, maybe my wife did, bless her.

I am now the proud owner of a 70" Focke Wulf 190.

The 190 is second hand and needs some refitting and spraying, although it seems never to have flown. The 190 has a fibreglass fuselage, foam wings with gas retracts and has an A.S.P. 120 4stroke up front. It will be rubbed down and have a scale spray job. The 120 engine will probably be replaced with a 2-stroke petrol engine.

I also had a pre Christmas (23rd) present from the model magazine R.C.M.&E. who communicated by email, telling me they are going to publish my Blohm Voss 215 WW11 plane as a free plan in the February issue.

I have already spent the expected publishing fee on some choice RC toys when my wife told me she will be acquiring half the said monies.

Why, I hear you ask.

Apparently it has something to do with all the little "Wang Tang, Flat 7, Chingchong city, China", little brown parcels that seem to arrive most weeks through the post!

I decided not to mention the card making club at £10 a week, nails £27 every 6 weeks and hair do at £28 a month, as I do not want to jeopardise my brown parcel influx.

Bonfire Night 2010

This year's Bonfire night was the usual mix of good company, fine cuisine, a successful firework display and a roaring bonfire.

My wife and I got there at 4.00pm to be met by John Smith who was finishing off building the fire. Preston Dave and his family arrived next with Jason and family. Dave brought some lights and we strung them along the rafters.

The tarpaulin was erected by Mark Conlin, who drew the short straw, and climbed on the hut roof to attach it, in the rain. Most of the other members arrived before 7.00pm.

There was a veritable Smorgasbord of goodies on display which was gratefully supplied by everyone who attended. This year we had a good mixture of fireworks, donated by members, which made a most acceptable display lasting for 20 minutes.



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The pyromaniac specialist this year was Mark Conlin with his assistant Jason “I run away from exploding fireworks” Reid. Once again the event was “blessed” with light/heavy rain only this time the wind was gentle and the temperatures mild. This event is one most attended by the members and their wives.

A special thank you must go to the partner of Peter Eyres, Rosie, for the sterling effort she made cleaning the club hut after the previous night,s eating and drinking. It never ceases to amaze me what a woman can do with a yellow duster and some cleaning products!

Rosie wasn't asked to clean up she just came down the next day and did it. It is these sorts of actions that make our club such a joy to be a part of.



Flames a high



A fine selection of food



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Let battle commence



The Oohs and Ahs



AGM 2010

This year's AGM was held on the 2nd of December with about 23 members turning up on a very cold night. Resume of the AGM is as follows :-



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Geoff Brown stepped down as treasurer, Mark Conlin will be treasurer next year. Jason Reid will be vice chairman. John Anderson will be Membership Secretary. John Prothero is coming on the committee to take the vacant position. Other committee posts remain the same.

Club fees stay the same for next year. Need to use a peg when flying on 2.4 Ghz will be removed from the rules. Next year there will be 2 indoor club meetings per month first and third Wednesday of the month.

Geoff Garlick Trophy went to Ryan Patterson. Scale Trophy to Dave Swarbrick and Harold Dowbekin.

Only 1 organised event next year

Club financially sound and savings are in line with monies needed to renew the lease.

Meeting closed 09:35.

Regards
Phil Leech

Quiz Night

The Big Dave quiz night was another successful evening's entertainment. With his usual mix of model plane, full size aviation, general knowledge questions and points deductions for abusive back chat, the 25 plus entrants had a good laugh. My wife, Liz, topped off the night with her culinary skills, namely hotpot followed by apple pie and fresh cream. Since Dave constantly changed the points scoring system I'm not too sure who won although I believe it was Mr Higgins "No I am not an android because I crashed the wrong model" and team!

What's happening in Committee then?

The committee is basically the same for 2011 with a few changes in job titles. Finger John is now the club secretary, Mark Conlin is the treasurer, and Jason Reid is the safety officer. John Prothero has joined us as a committee member.

The committee has been struggling to understand why members attending club meetings have been getting fewer and fewer over the past few years. There could be many reasons why this is so. Unless any members can come up with the answer, then the committee as a whole is in the dark. From January onwards we will have two meetings a month, on the first and third Wednesday of every month. This will give the meetings less of a formal theme and more of a social feel. You are encouraged to bring any model along that you have been working on or have finished. I will, of course, still try to put something on of interest every month if I can.

Events Calendar

Details of the up and coming events are as follows:



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3rd February 2011 Jim Mckell will give a talk and demonstrate his 9 cylinder radial engine.

A few words from Jim.

Born in 1954, in Harrogate Yorkshire. My father was a civil servant, a kind quiet man with no mechanical or electrical aptitude whatsoever. I moved to St Annes in 1960. Schooling was Ansdell Secondary Modern where my metalwork teacher said I was useless at metalwork. He promptly changed his mind when I stayed back after class and made a new piston and cylinder for a 2.5 cc ED racer.

Upped sticks and moved to Bamber Bridge near Preston in the early seventies.

My early working career was varied. I worked as a motor mechanic, auto electrician, panel beater, paint sprayer, & even did a spell as a green keeper's assistant. After that I moved to Great Harwood, Lancs. I spent some twenty years working for a food processing company as a chief maintenance engineer. I retired following a series of heart attacks at the end of the nineties, and a stroke in 2009, shortly after building my radial engine.

I got into model aircraft at the end of the seventies and learnt to fly RC in the mid eighties. I bought a Myford lathe around that time and don't know how I managed without it. In the early nineties I scrapped the Myford and bought a 1942 German Boly & Lyon tool room lathe.

I always wanted to build a radial engine and eventually I tracked down some plans on an American website. The plans were for an early semi-scale Pratt & Whitney J4. The designer had drawn something up that could be built out of soft metals by the home engineer using basic equipment. The finished engine would be able to run, but it was never intended to be powerful or robust enough to power a model aircraft. At the outset I had always planned on building something rather special, and with that in mind I designed and built a tool post grinder to enable me to build to close tolerances on hard materials.

The result is an engine built using modern, resilient materials. The engine took approximately 1,650 hours to build, and the plan is to build a plane to put it in when I can find room for a table large enough to build on.

Here is a link to the video.

<http://www.youtube.com/watch?v=SUVBEG2yq7c>

And a link to the build record.

<http://s260.photobucket.com/albums/ii36/jimathanexup/9%20cylinder%20radial/>



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Website Matters

Printing decals on water slide transfers.

[.http://www.craftycomputerpaper.co.uk/products-Inkjet-water-slide-decal-paper_151.htm](http://www.craftycomputerpaper.co.uk/products-Inkjet-water-slide-decal-paper_151.htm)

Printing on self adhesive sheet

http://cgi.ebay.co.uk/A4-self-adhesive-sticker-glossy-inkjet-vinyl-qty-10_W0QQitemZ180306580466QQcategoryZ86728QQcmdZViewItemQQ_trksidZp4340.m8QQ_trkparmsZalgo%3DMW%26its%3DC%26itu%3DUCC%26otn%3D5%26ps%3D63%26clid%3D5098924059474209528

Giant Cod are doing Spektrum copy receivers –AR6100E- for £6.77

Having tested this product I can say I am happy with the quality and working conditions of the product. Great for your heli or light depron prop hanger.

<http://www.giantcod.co.uk/spektrum-dsm2-compatible-24ghz-receiver-p-405477.html>

Club Hut News

Last week a car was stolen and driven into our club hut and set on fire which in turn set fire to the ramp area of the decking and it will now need to be replaced. They also ripped off the window grill, smashed said window and stole the stainless steel water boiler, gas fire and bottles and field transmitters. Police have attended and are making enquires. I fear they have more chance finding Lord Lucan riding Shergar in the “Lost city of Atlantis”.

Please note that the combination for the club hut has been changed - if you need to know the new combination please contact any member of the Committee. Please remember to keep this number to yourself and do not pass it on to none members. My phone number is at the bottom of this flyer if you need to contact me for the hut number.

“A” Test

Ryan Paterson, our youngest member, passed his “A” test in late October. I have had the pleasure of watching him fly in windy conditions and his flight path is rock steady. It just goes to show what can be done if you are 14yrs old and brought up on Play Stations! Here is a “how we did it” from his Grandad, Chris Lane.



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The Club gained a new junior member as a result of a family relocation from West Drayton to St. Annes. Grandson Ryan Paterson had long shown an interest in model aircraft. He became familiar with radio control flying when using the Reflex XTR simulator on my computer.

Ryan bought a WOT Trainer from Slough models and 2.4 GHz Futaba 6EX radio. We assembled it together but not without difficulties. The adjustable engine bearers could not be moved far enough in for the OS46 engine width. For engine mounting the kit provides four long “self-tappers” which had no means of locking so M3 bolts were substituted. A set of measurements were taken and hole positions were set out and drilled and tapped M3 off the model.

The fuel-proofer had missed areas of the engine bay so an extra coat was applied. The tank bay top could not be fitted with the tank in position. It was necessary to sand away the lid to make room and this affected the single retaining peg location. A pair of holes for two new pegs was drilled higher up and as far outboard as could be managed.

The left aileron would not move up at all and it was necessary to scrape glue from the hinges and ease the actuating rod exit hole to obtain enough movement. The wing joining tube was found to be 3mm too long to allow the wing halves to come together. In our case the tube was shortened in a lathe and the ends were bevelled and the tube polished. This reduced the struggle to push the wings together. Some trimming was required to allow the servo platform to enter the recess in the other wing. Having read about problems with this model on the RC&M forum we drilled all the control surface hinges and glued in pegs.

The tail plane control horns instructions referred to the wrong sides of the elevator and rudder. It was also found that the pushrod wires provided were binding in the guide tubes to a quite unacceptable extent and would undoubtedly rapidly burn out the servos. These matters were resolved by scrapping the pushrods and substituting nylon snake inners. These were found to move smoothly but had to be sourced together with their end fittings. The throttle pushrod wire was finally inserted when a 4mm plug of glue or fuel proofer was forced out of the guide tube! There is no room between the servo and a bulkhead for a screw-fitting adjustable fork end so no fine adjustment on the throttle linkage is practicable.

The instructions refer only to 35 MHz equipment and no guidance on 2.4 GHz receiver/antennae layout is offered.

We had the model out for its first flight on 15th August, and on the 16th Brian Holdsworth flew the model and set it up before giving Ryan his first lesson using the buddy-box. There were a number of problems. Pitch stability was poor and so we added down thrust and some packing under the trailing edge of the wing. We then found that the wing locating tongue was actually smaller than the slot into which it located allowing the wing leading edge to move up and down. The control snakes proved too flexible allowing elevator and rudder “blow-back” and poor control. Finally they were removed altogether and push rods substituted. In the end we had a very good trainer admirably suited to its purpose. Later batches of the WOT Trainer are said to have overcome these problems.

During these difficulties Ryan flew mainly with Brian and John Smith and occasionally with the other Club instructors. He flew as often as weather and domestic duties allowed. In time the instructors abandoned the buddy-box and monitored the flying ready to grab the transmitter if need be. When no instructor was available I stood in as safety pilot but did not attempt to give instruction.

On 24th October he flew a sortie with John who then passed him over to Phil Leech to take his “A” Certificate test. He passed successfully and was immediately sent off to fly again as a Club pilot – a very thrilled young man! Grandad was also thrilled. Ryan’s excellent training, his young reactions, and the time spent on Reflex had taken him just 69 days from first flight to “A”. It took Grandad closer to 14 months.



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THE MODELLER'S RIDDLE

A prestigious large- scale aerobatics event was recently staged in Europe with competitors from five different countries being invited to attend. The event was run over several days and no expenses were spared in looking after the five entrants, each of whom was allocated to one of five luxury caravans situated just behind the flight-line. The caravans had the usual high-end features; hot tub, satellite TV, the services of a chalet maid, modeller's workshop etc. To make life easier for the organisers each caravan was colour-coded.

The competitors found that they had a lot of interests in common; they each drank a certain kind of beverage, they each played a certain sport and they all preferred a certain kind of model to fly. No entrant flew the same model, played the same sport or drank the same beverage

The Facts.

1. The Englishman lives in the red caravan.
2. The Swede flies an Extra 300.
3. The Dane drinks tea.
4. The green caravan is on the left of the white caravan
5. The occupant of the green caravan drinks coffee.



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6. The modeller who plays football flies an Edge 240.
7. The occupant of the yellow caravan plays baseball.
8. The man living in the centre caravan drinks milk.
9. The Norwegian lives in the first caravan.
10. The man who plays volleyball lives next to the one who flies the Sukhoi.
11. The man who flies the Pitts Special lives next to the man who plays baseball.
12. The modeller, who also plays tennis, drinks beer.
13. The German plays hockey.
14. The Norwegian lives next to the blue caravan.
15. The man who plays volleyball has a neighbour who drinks water.

Which nationality of modeller flies the Zlin 526?

Who knows, the Chairman might even be persuaded to provide a small prize for the first correct answer out of the hat ... but you will have to show your working. Where would be the fun in just taking a blind guess? ... Especially for those members who decided to submit five entries!

Best of luck,

John Higgins.

Even with all this freezing weather, biting sub zero temperatures and icy snow our little feathered friend W.S., has managed to stave off hypothermia and report for us, from his place of abode.



A VIEW FROM THE HEDGE. (By Will Sparrow)

A lovely sunny morning in late October: the local robin (we sparrows call him “cock”, but his real name is Bob) having a good-old sing a little way down the hedge and a knot of modellers out in the pits intent on making the most of the pleasant weather. From where I was perched it looked as if the models were of this new-fangled electric variety so, even with the north-easterly breeze (necessitating take-off over the hedge for most), I knew that I need not reach for the bits of lichen I keep handy for duty as ear plugs. You know how it is on a Sunday morning; autumn warmth and the gentle hum of electric motors can almost induce a soporific state. I was almost nodding off when I nearly jumped out of my feathers... Let me tell you more.



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A red, white and blue Katana took off and, in the ten seconds that followed, performed like a demented blue-bottle that had recently bitten on a rather hot chilli. As the eleventh second arrived so did the Katana, right in the hedge bottom just below my twig! I was just regaining my composure when the crash recovery party arrived to pick up all the bits, and boy, were there a lot of bits. Total destruction hardly does justice to the scene. Not since that well-known mishap involving Humpty Dumpty has so much carnage been seen by so many. John H (for his model it was) was at a total loss to know what had happened.

The burial party gathered, with the wreckage, in the car park so I flew over to hear what was said (I was still all of a quiver). The radio was checked down to the last switch, plug and socket and found to be working perfectly. A range check was done. No problem there either. John checked the transmitter for the third time that morning. Nothing seemed amiss; battery voltage okay, correct Sukhoi model selected (he has two, apparently).... There was a long pause before a wise old sage, looking on from the back of the congregation, said "That doesn't look like a Sukhoi to me!" With a mighty clang, the penny dropped. There is more to this tale, however. I was all ears ... and I bet you, dear reader, are too.

Now, I can't guarantee that I am reporting this verbatim, we little birds have not much in the way of memory you know, but this is the gist of what was revealed. It transpired that John had been looking forward to flying his smaller Sukhoi that morning; he had loaded a Sukhoi into his car and had programmed his transmitter for a Sukhoi. He had taken off with a Sukhoi ... but had crashed a Katana! The two models have identical colour schemes and John had seen what his brain (?) had wanted him to see. Unfortunately, Katanas do not fly with Sukhoi transmitter programming. The moral of this tale is clear; check everything carefully and see what you actually see, and not what you want to see. It was a salutary sight to see the dispirited modeller shuffling off, obviously affected by the itching of the ashes and the rubbing of the sackcloth.

A little postscript to this story that Will Sparrow might have missed, is as follows.

IT HAPPENS TO US ALL

Sunday, December 12th. I'd just arrived in the car park and was carrying my bigger Sukhoi from the car to the pits in anticipation of a nice morning's flying, when who should I meet but Big Dave coming in the opposite direction. We exchange our cheery winter greetings with Dave adding "are you sure that's a Sukhoi you've got there?" I reassured him that the model was indeed a Sukhoi (double check; correct colour, radial cowl – phew, yes, a Sukhoi). I continued to the pits whilst Dave tried to get into the wrong car! Yes, it happens to us all.

John Higgins.

You Might Be An RC Modeller If....

- ...You have ever glued both hands together with CA and had to use an x-acto knife in your teeth to cut them apart.



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- ...You have taken your plane off and panic on the third lap, realising that you haven't extended the transmitter antenna.
- ...You have built two right wings for a single wing plane.
- ...You get to the field and realize your transmitter is still on charge at home.
- ...You have switched your retracts up while you taxi your plane out to take off.
- ...You lean over your just-finished new plane to brush off a bug and drop a screwdriver out of your shirt pocket that rips through the wing monocote.
- ...You are making an inverted low pass and then pull "UP" on the elevator.
- ...You have taken your plane off with the glow still clipped to the engine's glow plug.
- ...You ever had to jump over your plane as you were landing it.
- ...You have more than one scar on your "cranking" hand.
- ...You have fuel stains on your new trainers.

And finally.....You may have seen a plethora of Chinese lanterns in the sky on New Year's Eve. They must land somewhere. As I left the field car park last Sunday I saw a ripped and torn red lantern in the gorse next to the trees. I'm not sure why, but I went to investigate and while looking at it I saw a gold wedding ring sellotaped to it. Your guess is as good as mine as to why it was sent up above. I took it home and it fitted my wife perfectly.

"This ring could bring us good luck or bad luck" I said,
"How will we know which" Liz asked inquisitively,
"well if a Chinese lantern lands on your head and sets your hair on fire, it's bad luck",
"How will we know if the ring brings you good luck" she said,
"Well if a Chinese lantern lands on your head and sets your hair on fire....."

I am finishing this edition of the Flyer from my mother's spare bedroom!

Contributing to the Flyer

As ever, if you have any ideas for what you would like to see in the Flyer then drop me an email, a text or a letter and I'll see what I can do. All ideas will be considered. The Next "Flyer" will be in March

Happy Landings!
Glenn Block-
bonzaiglenn@btinternet.com

01253 695711 mob 07878676473



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