



A BMFA Affiliated Club



BFRCMS NEWSLETTER

Dear Members,

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

So, 2012 is here, ready to give us nature's gifts of light winds, balmy days and safe landings or howling gales, cold days and crash-provoking cross-wind landings. Every year I say to myself, "This year will go down in history as the summer of flight. This year I will not fall into a false sense of security". The last two years have had superb spring flying weather, and have then plunged on a downward slope towards winter. Will it be any different this year? I await the outcome with bated breath!

I have 4 new models for the coming season and will try to make them last more than 5 flights!

Kyosho KI61 Hein

I got this superb kit (their SQS-special quality series) from a fellow modeller who was not going to build it. He sold it to me at a bargain price. The model has a wing span of 50 inches and will be electric powered. Over the years my electric models have been slowly increasing their wing spans and motor/battery sizes. I am gradually catching up with John Higgins in the power of my brushless motors. I started with 100watt/11.1volt motor combos, and now I'm in the 1000watt/22.2volt league. The Kyosho model is from the top drawer of Eastern manufactures; it even has glue that can be seen on ALL the joints! The fit and accuracy are top notch, as is the covering.

I have replaced the mechanical retracts with electric ones, keeping the rest standard; should look great against those cloudless skies in the summer!



KI61

Blast 3D Profile Epp

I have developed my 3D profile "Zil"; it has been altered and tickled and is now a MK 4. The first of the Zil's were made of depron, but that was prone to break very easily, so the Mk 3/4s were constructed from Epp- Expanded Polypropylene- a bendable foam. I was going to make a Mk5 Zil and looked at the possibility of using the 25mm sheets of EPP instead of the 10mm sheets I had been using. The price, however, shoots up as the thickness increases!

I looked on the internet for an EPP kit and came upon the Blast (by www.freeair.cz) which I sourced at Robotbirds at a cost of £45 (thanks, Mum, for the Xmas pressie. How did you know?) .The model has a 40 inch, semi-symmetrical wing section and comes with all the "bits". It weights 510grams with the 3 cell 1500mAh lipo battery and is powered by a 250watt motor turning a 10x4.5 prop. The test flight was on the beach with a wind speed of 10-15mph. It flew superbly for 15 minutes, with plenty of penetration, and was rock steady in flight. Highly recommended. I can't wait for those windless summer days!



BLAST

http://robotbirds.com/catalog/product_info.php?cPath=374_372&products_id=1111

Sukhoi SU-31

This nicely made Sukhoi is a traditional sport scale model. The quality of construction is excellent, as is the covering and the paint finish on the cowl and spats, and is the best CNC framework I have seen. Wings are plug-in type, but I glued mine on. Construction is fast due to the low parts count, all of which fit excellently. The superb-looking little Sukhoi was cheap to buy (£53 Inc P&P from China), easy to build and uses 9 gram servos and a 1000mAh-1500mAh battery. A great little model for the price, but it's only 941mm wingspan. It should fly really well on those balmy summer evenings we will be having!

PS; The model has now been tested and flies as if on rails but the landings need some power if a stall, just before touchdown, is to be avoided.



http://hobbyking.com/hobbycity/store/uh_viewItem.asp?idProduct=18909

RC Lander Panther

Another bargain acquired from Andy's Model and Hobby World, in Lancaster. I went to his shop to pick up the money for my Corsair, which he had sold for me. With the said money, like a lump of uranium 235, burning a hole in my pocket, I looked around for something different to fly. I have dabbled in EDFs with a GWS Messerschmit ME262 and now wanted to climb the ducted fan ladder.

On the shelf was an RC Lander F9 Panther made of white foam, fully painted, and wanting a 70mm fan unit. Priced originally at £90, it was reduced to a pre-Christmas sale price of £70. After having a good look at it, I summoned Andy and told him that it was over priced for a basic airframe and pointed out how much money it would need spending on it.....etc etc etc. I got him down to £50 and still had a sizeable chunk of the smouldering uranium to dispose of. I asked around and a fellow club member had a Lander ducted fan unit (all aluminium-top quality) which took care of the last remnants of the glowing lump in the now totally burnt out pocket.



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Panther F9

January event

Video “From the past” show

Mark Conlin trolled through 7 hours of video footage from 1981 right up to 2011. We were presented with two, 35 minute edits of ground and flying footage which bought forth many comments. The comments were divided between the models and the people flying them. The models look like the models you can buy today, except that these planes came into existence from the actual building of kits or building from plans and not straight out of the box. Most if not all were of superb quality without a single Yak54, Cap 232 (or their clones) in sight.

The modellers themselves came under close scrutiny for their dress sense, hair style, size, colour, shape and physical being. Jeff had a look between Fozzy Bear and a kebab seller. Big Dave, whilst acting as compere to one of the events, had a vague resemblance to a northern comic performing on stage at a smokey nightclub (including the lollipop microphone). Paul Cusworth looked about 12 years old. John Prothero had a bouffant hair style that Barbara Cartland would be envious of and there was a man(?), I believe, called Jaguar Sue mincing across the flight line wearing a pink singlet vest and tight, short, shorts. This gave rise to much, very un-PC, hilarity. The person who got the most ribbing was poor John Higgins



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because his beautiful scale models appeared in every clip from the 1980s to the present, all in immaculate condition and, of course, still flying.

Electric Corner

Our esteemed President, Dave Swarbrick, has now dabbled with electric models for a while and, because of his negative and comical remarks directed toward myself and others about the art of the Brushless Way, I asked him to write a piece on the said subject and state why he has decided to join our “gang”! Here it is...

Glenn asked me to write another small article about my so-called change of heart over electric models.

Well yes it is true that I have ventured onto the dark side but I am afraid that it is only a small diversion, I have no real interest in trying to change something that isn't broken that is why you will not see me flying electric models where a good two or four stroke engine would do the same job at probably a lower cost. “Ah” you may say LiPo batteries are now very cheap, “Yes they are,” I say, I know I have many of them driving the engines on my jets. The problem is you need 4 or 5 batteries for every flying session and if these are 4-6 cell type of good quality you are looking at £200.00 worth of batteries.

That was the main reason I was not impressed with the Sebart bi-plane I had last year. I only had two 6S batteries which were the best part of 50.00 quid apiece and they had a flight time of approx six minutes. I could go to the field have two flights and be home again in half an hour. It would then take me at least two hours to charge them back up again and if you really think about it that is a case of diminishing returns, “Get some more batteries” you say, “You will be able to fly longer.” Of course you will but then it takes even longer to charge up the said batteries. (Hence, my argument for proper engines.)

I think I would have had a lot more fun with a proper engine in the model, but having said that my interest in middle and large size prop driven aeroplanes is almost none existent at this time.

To my mind the attraction of electric flight is in the area of 100 to 200 gram (4 –8 oz.) models, here you have the perfect means of power, very light and fairly cheap motors and batteries, hundreds of readily available kits or downloads from the PC, all the different foams from depron to epp or every type of ready to fly model you could ever ask for.



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I also have the use of the field directly behind my house; so all was set for some stick time without even going out in the car.

I first became interested when Jim showed me a video on You tube showing the pocket size jets available from Hobby King, the ones that took our fancy were the Mig 15 and the F 86 Sabre. We ordered one each of these and got some extra batteries, another eight in fact. (At a cost of £10.00, for all eight.) I was beginning to like this idea more and more. The models are small 35 mm ducted fan units of approx. 12 ins span and 100gms in weight they come ready to fly with radio servos battery charger and a 350 mah LiPo.

These are not bind and fly as they have Hobby Kings own 2.4 radio systems, but Jim has a Spectrum radio so he bought a cheap Spectrum RX for about 3or 4 pounds. I must say when they arrived I was very dubious as to whether or not the radio would work or if the model would even fly, Jason and Jim thought it hilarious when I got hold of the TX as it is quite small (about 4- 5 ins square.) The TX is very basic, there are no mixers or rates it just has servo reversing but the range is fantastic.

These are not indoor models, and the first day that came along that was fit to fly we were in the field. Jim suggested that I flew my Mig first and that he would hand launch it for me. I was still concerned about the diminutive size of this thing and being able to see it. Off it went like a rocket, absolutely fantastic, quite twitchy but flew really well I could not believe that the more you fly it the bigger it gets. I must admit that I have never laughed as much in my life as to when I am flying these things; I actually crashed it at full throttle because I could not see for the tears. We have now flown these two small jets many times and they are still going strong, with all the batteries you can virtually have endless flying sessions.

We have another couple of EDF jets a bit bigger than the Mig and the Sabre but as of this time (middle of Jan.) the weather has been totally unfit to fly anything.

I have a small Epp Sbach of about 190 gms and again that does everything including full 3D flying, but it is the Mig and the Sabre I like the best.

To get back to original question of “WHY I have had a change of opinion about electric models”. Since I retired I am spending most of my time in the workshop and on a nice afternoon I can just walk to the end of my garden and have a couple of flights without any fuss or bother, as all the small LiPos are always charged and the models are ready to go at a minutes’ notice. If I did not have this facility I probably would not have gone down this route, but at the minute I am enjoying the experience.



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Mig 15



Flycat 50mm EDF



Sbach EPP



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Event Calendar

Details of the up and coming events are as follows:-

February Event

Spitfire Night event

On 1/2/12 at the South Shore Tennis Club, Midgeland Road, Blackpool, we will be holding a **Spitfire Night Event** which you are cordially invited to attend. Dave Swarbrick has arranged for the people who run the Lytham Spitfire Trust to visit us and give us a presentation. These people are a dedicated team of enthusiasts who take a full size replica Spitfire around the shows and county fairs. They also attend World War 2 events and Battle of Britain memorial days.

The Spitfire they have is a full size ex gate guardian, and is made of glass fibre on a metal sub frame. The guys have a vast knowledge of everything that is Spitfire including service and fighter tactics, plus a mock up of Spitfire cockpit detail which they use in their presentation.

The whole evening is intended to be interactive with questions from the audience as they go along.

Obviously they cannot bring the full size Spitfire to the meeting but I am sure that, with all their other kit and info it, will an meeting not to miss.

If you have a Spitfire model of any type please bring it along so that we make these guys feel at home.

We look forward to seeing you on the night.



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March Event

THE GREAT BLACKPOOL EGG BOMBING EGGSTRAVAGANZA Easter Sunday (08/04/12).

- To raise money for the Trinity Hospice including the children's facility, Brian House.
- To give you all an entertaining day out flying models.

This is in aid of a most worthwhile cause and the event is well within the capability of any of the flying members of BFRCMS. Any fixed wing plane can be used. If you haven't got a plane but wish to enter **I will lend you the use of one!** – so, no excuses. Have a look at www.trinityhospice.co.uk click on Brian House and then tell me you won't take part - I dare you.

This event will be open to other BMFA clubs to maximise funds raised - put the date in your diary now. Thanks to JP for the event publicity eggshibits.

The leaflet for the event is on the next page. Please pass it on to anyone who may be interested:



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On Easter Sunday 08/04/12 Blackpool & Fylde RCMS are holding possibly the most eggciting event of the year at the **WEETON** flying field (See Blackpool Club web site for directions to the field).

The Great EGG Bombing event!

The object of the event is to raise as much money as possible for the Trinity Hospice so come along for a very EGGCITING day!

Fly what you want (Fixed wing only please)!

Special prizes for the most spectacular EGG run, best JET EGG run etc.

Here are the rules :-

Any fixed winged aircraft may be used.

All entry fees will be donated to Trinity Hospice so please be generous with your entry fee.

No meggchancial devices are allowed the EGG must be free to fall from a suitable container mounted on the aircraft.

The objective is to hit a target on the flying field, so you're flying must be eggsact. Closest eggpact wins.

Each competitor shall provide their own eggs, or balloons (No hard boiled please).

If the weather is fowl the event will move to the reserve date of **Sunday 15/04/12, please check the club web site for details.**

So if you miss this one you really will have EGG on your face, so come along this isn't your usually poultry fly in!! We are expecting a mad scramble for entries so get cracking.

For entries and other enquiries please contact Phil Leech via eggmail. (philxy.leech@blueyonder.co.uk) or teleggphone 01772 731614

Flying will start at 10 am so come along and enjoy a fun day out!



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A VIEW FROM THE HEDGE. (By Will Sparrow)

This bird had had enough! Two and a half months of gales, rain and gales-and-rain. There has been nothing to watch on the field and nothing to lift the spirits in the hedge either (wet, bedraggled sparrows are not known to be laugh-a-minute hedge mates)... and then it happened, as if viewed through a tear in the fabric of reality, a solution to the never-ending, soggy misery presented itself. I looked up and saw a skein of geese flying south for the winter. South; a mystical direction leading to places where the wind does not blow, the rain does not fall and the sun shines every single day (according to a wise old bird who perches down at the far end of the hedge). South: this was the direction to be heading for any sparrow with a sense of adventure and wet feathers.

I shared my thoughts with my good mate, Jim Sparrow (no relation), and before long the entire hedgerow was buzzing with infectious enthusiasm – that Jim can never keep anything to himself! We formed a migration committee and with the help of a mind unimaginably greater than ours (that guy from the far end of the hedge again) we made our plans.

As we all know, there is more to migration than picking a nice day and flapping off in the opposite direction to north. Geese fly in “V” formation, and they do so for a very good reason. You see, geese, being much cleverer than we sparrows, have studied aerodynamics almost since they were hatched. They know, through long and careful study, all about wing tip vortices and the benefits to be gleaned from using them to good effect to help long-distance flights. The up-draught from the wing of one bird helps the bird flying alongside to such an extent that the bird’s heart rate is reduced and it needs to work much less hard to maintain cruise speed. Drag is reduced by up to 65% and the bird’s range can be extended by up to 71% compared to that of a solo-flying bird. The birds can feel the drag reduction and so automatically position themselves in the optimum place relative to the other birds in the formation. “What about the poor dupe at the front?” I hear you ask. Yep, he (or she) has to make more effort and tires before the others. Geese, however, are properly organized, and work as a team. The leader drops back, and another, fresher bird willingly takes his (or her) place – just as you modellers do when it comes to electing a new committee.

The escape – sorry, migration- committee now had twelve determined members including Jim and your humble scribe. We were all set for the off. We would await a northerly wind, rise from the hedge, climb to height and assume the formation. We did not have to wait long and



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soon the prospect of warmth and dry feathers helped to propel the formation on a southerly heading. I was “lead bird” and Jim, my trusty wingman, was on my left.

The sparrow migration flight had been going for some twenty minutes when I noticed that our number had shrunk to six. Ten minutes down the line the formation was reduced to yours truly and the ever-faithful Jim. It was at this point that the awful truth dawned on us: there is a great deal of difference between geese (big, strong birds possessed of iron resolve and keen to help each other) and sparrows (weedy, little birds incapable of producing the most insignificant wing-tip vortex, possessed of no resolve at all and gifted with a highly developed sense of self-interest). Ten of our number had turned tail, had abandoned our noble quest and had slunk off back to the hedge. Almost simultaneously, Jim and I hit “The Wall”. Tiredness gripped us in its vice-like grip and we were forced to make a hard landing (crash) in a hedge on the outskirts of Freckleton. We had travelled, more or less, south but obviously not far enough as it was still cold, windy and wet!

The local sparrows were very hospitable and interested in our tale of adventure and were happy, as the next day dawned, to point us in the correct direction for home. We took two days, battling the still-strong northerly wind, to make it back to the hedge. We received a warm welcome from the stay-at-homes and a few sheepish looks from the ten, not-so-intrepid aviators.

So, here I sit, safe in the hedge. Yes, I’m still wet and cold and devoid of that inner glow that only a winter fuel allowance can bring, but I can, at least, look forward to the coming flying season and all the amusement that it will inevitably provide.

WS

Will Sparrow has been on the edge of our field for a while now casually scanning the strip with its goings on, and waxing lyrically about everything and nothing. Maybe his days are numbered as into the fold comes another talking avian. As if one feathered diarist is not enough!

The following was sent to me via carrier pigeon.

Just arrived back from my flights across the country and beyond, so I need to catch up with the news and local chatter,



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Up here in my old tree cat perch and hearwig the gossip (or tweets as we call it)! Right away I am hearing about a cheeky noisy little twerp called I think, Will Sparrow, lives in a hedge somewhere close to here, apparently he thinks he has got full rights on all the news and goings on, WELL he ain't, And while we on the subject of sparrows, I like a tasty morsel before i go to sleep, so he had better watch out.

The hedge is quite thick with some sharp thorns so I need to be cunning, I will get him when he flies out across the fields, YUM YUM and spitting feathers.

I have also heard a woodpecker somewhere, now they drive me mad with the incessant tapping and knocking holes in my tree, so he had better watch it to.

Not too much happening around here at the moment those human creatures that come with those things that fly around disturbing me haven, It appeared for a while but that gives me more clear air to swoop around in.

I did see just after i got back , that great big one with a thing no bigger than a Starling and a box in his hands about the size of a small ladies hanky, wobbling about all over the place, with the others standing about making all sorts of noises about it. Another one tried to make one stand on its tail, but I had to laugh at him, because the sun was shining off his head because he had no feathers on it.

Been a bit smelly lately, some more humans came down with big noisy contraptions and threw muck all over the place, glad I'm up here.

Well I'm off to find a tasty meal then have a nice sleep, I will let you know if I get that Sparrow, so good hunting and a happy new year to all of you.

Henry Hawk

I have heard a rumour that Barry the Alcoholic Badger might be digging a new home close to our field as well. He has quite the back story;

He was rescued by the police from badger baiters and taken to the RSPCA centre for some TLC before release. Unfortunately the RSPCA inspector was a corrupt individual and sold Barry to a medical testing facility where Barry was force- fed whisky and LSD and made to play with an Xbox for days at a time to see if it affected his digging capabilities. His release was aided by animal right activists. I look forward to his comments.



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Field and Facilities

The track to the field is totally passable with only small shallow puddles. The field is not as bad as I thought it would be, as I walked it on Wednesday 18th January. It has drained quite well for all the water we have had of late. The grass does need cutting, but when this will happen, I know not.

And finally

Take more than one

Looked out the window and scanned the sky
checked out the weather, or whether to fly
blue skies and cloud and not too much wind
hoping upon hope, my plane won't be binned

Pick a model and which ones to take
not knowing for certain which one I'll break
shall I take a plane that's easy to rebuild
or tricky to fly or one that's chilled

so cover your bet's and take more than one
the one that's seen against the sun
one that's manic, scary and fast
a cruiser, a floater and one that will last

load up the car, be careful of the tail
heading to Weeton, the holy grail
off to the field to play with the toys
seeing the guys, that's part of the joys

hump out the planes, the batteries and gear
hear the laughter, the crack, and the cheer
a good day for flying, that's for sure
the buzz, the vibe, that's the allure.



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Off to the strip with a plane in hand
Waiting for another flyer to land
Twiddle the sticks, the surfaces move
Go out on the grass and be ready to grove

Throttle up, she moves, about to rotate
Climb out, straighten up and switch to high rate
Bunts and hover, flick rolls and a stall
Inverted flats spin, loops and all

Ten minutes of thrashing, you had the thrill
Set up the landing, the usual drill
Banking the plane in a cross wind turn
A normal landing, there`s no concern

The flight is over, a piece of cake
And gust of wind brings on the mistake
it came so quick and made you crash
your lovely model ends with a smash

The model is ruined, the fun has gone
it`s time to move, to another one
that`s why you thought to bring a few
you said you would crash, you knew, you knew!

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.

That`s all for now folks, apologies for taking so long getting this edition out!

Happy Landings!

Glenn Block

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