



A BMFA Affiliated Club

BFRCMS NEWSLETTER ***(The 'Flyer' April 2012)***

Dear Members,

Welcome to the latest edition of the BFRCMS 'Flyer'. Unfortunately this issue is saddened by the passing away of one of our more prominent members, Glenn Block, in the early hours of March 15th. As many of you will know, Glenn had long term health problems but these never seemed to stop his modelling ambition. He was a great contributor to the club as the Events Secretary and Flyer Editor, organising BBQs and evening meetings. Our hearts go out to his wife Liz, he will be sorely missed.

Glenn's modelling equipment will be sold by auction at our next indoor meeting on 2nd May at the South Shore Tennis Club, with the proceeds going to his wife. This is your opportunity to say "thank you". Please, if you can, turn up and bid generously. The auction commences at 8pm.

Barton Chuck Glider Competition 2012 (John Prothero)

I asked Glenn if he wanted to come along with me to the Barton Control Line Club Indoor Chuck Glider Competition, typical of Glenn he said "Yea Great" "Should be a laugh!"

So a few weeks later Glenn turned up at my home clutching a box with assorted modelling knives sand paper etc. I opened the door and was greeted by "AHHH Mr Provero, you ready?" "Ready" I said, "I was born ready!" "I just need the loo" Glenn said, so he disappeared into the downstairs loo, only to appear a few minutes later holding the locking handle that had come off in his hand. Glenn popped the handle into my hand looked me in the eye and said "I thought it was only your models that fell apart!". "How do you put up with him Linda?" he said to my wife. Get him to sort out your bog door".

With that we left for Barton, it takes just under an hour but the time flew by with Glenn on form. "So" Glenn said, "Are you honestly saying that this lot only fly control line models?" "Yep" I said. "Hmmm haven't they heard of radio?" I just can't get my head around this, you're not bulling me are you?" "No really they only fly control line models", I said. "I just get fecking dizzy n fall over" Glenn said.

So we arrived at Barton and where allotted a table along with Dave Sewell who is very good at this kind of thing and is always in the top three. Glenn said to him, "do you fly control line?" "Yes" Dave said, "have you flown radio?" "yes, but I prefer C/L!". Glenn turned to me and said "Where have you brought me John?"



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We worked away on our models, loads of laughter, with Glenn coming out with remarks like “You don’t honestly expect that thing to fly!” to “You haven’t done this before have you!”. All this was directed at poor old Dave Sewell, who was completely put off his stride as he scrapped a wing by trying to sand it too thin. As the wing crumpled Glenn said “Aww what a shame, but it was crap anyway!” Both Dave Sewell and I were nearly on the floor with laughter, Glenn’s timing was exquisite as usual.

So the competition started, with Glenn’s help in putting off the local competition I won Dave Sewell came second and Glenn a very creditable third.

This was honestly one of the best and most entertaining evenings that I have had in a long time, thanks to Glenn.



Dave Sewell, John Prothero, Len Morrell and Glen Block





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Spitfire Night (Rosie Lee)

I think the exceptional attendance at the Spitfire Night showed that most of you, along with myself, agree that the Spitfire is definitely one of our greatest “national treasures”. Blackpool club members were out in force, as well as the Fleetwood and the British Aerospace Samlesbury clubs, each of which were well represented on the night.

Dave Swarbrick introduced the members of the Display Team of the Lytham St. Annes Spitfire Memorial Fund, who had kindly agreed to give us a presentation. Keith “Mad Dog” Maddock lead the presentation supported by colleagues Paul Lomax and Andrew Frith with his teenage son Steven Frith.



During WWII the residents of Lytham St. Annes carried out a huge fund-raising campaign towards the war effort and, along with the Air Ministry, purchased the Spitfire Mk 5B W3644. The Display Team’s aim is to re-build a full size exact replica of this aircraft. Ultimately the replica will be erected in a memorial garden in Lytham’s Fairhaven Lake area, not only as a permanent tribute to the men and women of Fighter and Bomber Command, but also to mark the generosity of the Lytham St. Annes people who donated so much to the war effort. The replica aircraft will carry the original markings W3644 as well as the original name “Lytham St. Annes”. It is also hoped to install a sound system of the Merlin engine in the aircraft.

Unveiling at Fairhaven Lake is planned for 24th June this year. It would be great if some club members supported this by going along.

For some years now the Display Team have been raising funds for the Memorial by holding Spitfire Displays at many organised events and shows. The centrepiece of their display is an existing full size replica Mark 9 Spitfire BS435, which they have named “Lucy”. “Lucy” is transported to events on a huge trailer and put together on arrival at the event. Keith Maddock briefly described how the team acquired the replica airframe and how they are currently renovating it. The website gives much more information with a gallery of pictures. It’s well worth a look at! – www.W3644.com.



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The presentation went on to talk generally about the Spitfire and its major role in WWII air dogfights, describing the fighter techniques and manoeuvres used in air battles. In particular the team also stressed the vital role played by the north-west of Britain (and particularly Lancashire) during WWII. The USAAF “Air Depots” at Burtonwood and Warton became the two largest airbases in the UK with massive manufacturing capacity whilst Warton was particularly significant for the arrival of American bombers. The presentation wasn’t all serious however as Keith included a number of humorous anecdotes from Spitfire related stories!

The team brought along some related artefacts for display, most notably the 303 machine gun used by the Spitfire along with examples of the various ammunition types used, from the 303 rifle bullet to the infinitely more devastating 20mm canon shell. A collection of deactivated 303 cartridges had been brought along for sale to raise funds for the Memorial. Club members seemed to be buying fast!



The presentation appeared to be much appreciated by club members – the Display Team were clearly very enthusiastic about their subject, and although many of you already have a great knowledge of the Spitfire – it’s always good to listen to again and have it confirmed!

The call to members to “bring a Spitfire” to the event was well supported. It appeared that an entire fighter wing of Ripmax Spitfire models were strewn across stage and floor whilst the Samlesbury club’s excellent and very detailed ¼ scale model by Glen Britnel was incorporated into the display when the team used it to indicate specific Spitfire features.





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Justin Goldstone was proudly displaying his latest acquisition of a yet to be completed large scale glass fibre Spitfire from YT International. It has full retractable gear and an 89 inch wingspan. He plans to use a 56cc DLA motor to get this beast into the skies! **Very** impressive – looking forward to seeing that fly!



Mr Prothero also made his presence known, “gracefully flitting” around the room during the evening selling tickets for his “Honest Johns” raffle! It was all very worthwhile. Overall the proceeds of the evening raised a creditable total of £100 towards the Spitfire Memorial Fund. Dave Swarbrick presented this to the Display Team whilst the Fleetwood club chairman Andy Monks presented a Spitfire DVD and book set.



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A VIEW FROM THE HEDGE. (By Will Sparrow)

February the fourteenth: a rather special day for us little birds since this is *the* day we choose our mates for the coming nesting season. Admittedly, we feel a little frisky before this date and I, for one, must admit to eyeing up the available talent on more than one occasion in the last couple of weeks, but the fourteenth is the day commitments are made. I can't resist mentioning it; this year's hen is a cracker! She has a pert little beak, bright eyes, a chirpy disposition and breast feathers to die for...Please, dear reader, forgive my hormone-induced ramblings but there is a link to you modellers.

News reached the hedge, only the other day that you are planning to stage an event involving the dropping of eggs from your planes. Now the subject of eggs, and especially the dropping of eggs, is a bit of a sensitive topic in the avian community. My new hen, her name is Constance by the way, was apoplectic with rage when she heard and, showing a whole new side to her character, exclaimed. "It's as if a flock of giant birds was proposing to strap baskets to their backs and then drop babies from them to see who could splatter one nearest a target!"

Constance has many endearing features, but she is not the sharpest thorn in the hedge. I tried explaining to her the concept of the domestic battery hen; how these birds were only too happy to spend their days laying eggs, not to hatch into chicks, but to give to humans in return for food and shelter. She just could not get her head around this alien idea, and fluttered off muttering darkly of protest, demonstration and retribution (a Sparrow Spring?). Beware, you modellers, The Sisterhood looks as if it might be on the march!

There has been a paucity of action on the field of late, so the view from the hedge has not been very inspiring. This changed one Sunday towards the end of February when I spied a small knot of hardy enthusiasts gathering for a bit of winter flying and to test a new jet. All shiny and new it looked; China's best! I must say that I was a little concerned that the condition of the field (long grass but only a little soft under foot) might cause some difficulty with the take off and landing. (Only the other week, when the field was much soggy, but the grass just as long, we had a swan attempt a landing. He lined himself up nicely on approach, perhaps a little on the fast side, and touched down. The long, wet grass grabbed his ankles and applied tremendous retardation; he finished up with his beak buried in the hallowed earth and had mud all over his feathers. The poor bird tried to put a brave face on things but after a while he slunk off: I did not see him depart). With a mighty roar the jet threw off earth's surly bonds and headed for the heavens, head-butting gravity as only jets can. The sun glinted tantalizingly on its wings. The model did look a bit twitchy, but otherwise all was well... careful preparation, as all you modellers know, is the key to success. All too soon it was time for it to land; I leaned back on my twig to better my view. My vision was suddenly obscured by a walker who had stopped right in front of me; he too, it seemed, wanted a good view of the action! Now I know, from long observation of you modellers, that the very last thing you need when landing a new model for the first time is someone standing, gawping, right on the approach path. I heard a few muffled shouts from the flight-line. The hedge was a bit too far distant for me to hear clearly, but the gist seemed to be a



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request for the walker to please move out of the way, if he would be so kind. The kindly walker did indeed vacate the scene and, after a couple of go-arounds the model was, once again, on final approach, wings level, three greens showing in the cockpit. All looked well. On touchdown one of the cockpit greens went out, the grass having grabbed hold of the nose-leg and torn it from the fuselage. Large, heavy birds, you see, really do have many similarities with large, heavy models!

March has also seen the testing of a large green and white electric model. This too seemed a little tail heavy on its first few flights – nothing dangerous, you understand, but my keen, avian eye could detect a touch of pitch sensitivity. I know, from personal experience, how a slightly rearward CG can make things a little twitchy. Allow me to digress a little. Last autumn I had a sticky burr attach itself to my tail. Now I could have spent a few minutes getting my mate Jim Sparrow to peck it off but, being both lazy and (over) confident in my own abilities, (not to mention my urgent desire to get down to the end of the hedge where a bunch of starlings were busy polishing off a nice clump of berries that we sparrows had recently discovered), I took off. Burrs only weigh a few grams but then we sparrows rarely tip the scales at much above twenty five grams ... I sense, dear reader, that you are ahead of me: I performed a half loop and banged my head on a branch! Back to the model: I have now witnessed many more flights. From what I have gathered, from my distant position, it has had a pound of lead added in the front, and a better-balanced spinner fitted, has had its aileron differentials adjusted, its exponentials fine-tuned and its rudder mixes sorted. All of which is Double Dutch to us simple birds!

April 8th – the day of the great egg bombing event – arrived. Constance had been up early coordinating her protest group of fired-up hens. Their plan was to do a little bombing of their own. Their target was to be the assembled multitude (there was a rather good turn-out) and their weapon of choice was not going to be eggs! Some of these females had been crossing their legs for upwards of two days. Just before the militant armada was due to take wing it became apparent that the modellers were not in fact dropping real eggs but were using symbolic eggs in the shape of small, water-filled balloons. Constance, all credit to her, immediately called off the planned action. There was mass relief evident in the hedge!

We are now well into April. The grass has been cut, the track has dried out so what are you modellers waiting for? If you keep hanging on for our English spring to get started you might well miss our English summer!

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Northern Modelling Exhibition

This is a new exhibition launched this year in Manchester. It was held in the new Event City next door to the Trafford Centre. The Large Model Association were invited to support a static display at the event and a number of us agreed to attend on their behalf. On the Saturday, Tank Dave, Harold Dowbekin and myself attended with Harold's 1/3 scale Cessna and my Super Reaper II jet. Dave Johnston asked me to start something and make a noise just as the show opened so we fired up Harold's Cessna and taxied it around. As expected everyone coming through the entrance quickly gravitated towards the noise and we soon had quite a crowd. On the Sunday, Dave Swarbrick, Jason Reid, Zack Reid, Paul Cusworth and Jim Sheldon attended with Dave's Panther and new Mig 29. Once again the Blackpool members caught the crowd's interest with both turbines on Dave's Mig 29 drawing them to the LMA stand.



What's happening in Committee then?

Not much to report this time around other than to say that the membership is reasonably healthy at 62 members. This means that we are still on track to make the expected field lease renewal in 2014.



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Event Calendar

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

- 2nd of May Forum night with Q and A organised by Dave Swarbrick

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.

Happy Landings!

Mark Conlin