

A Hard Act to Follow

If somebody had told me that I would ever be putting a newsletter together for the Blackpool club, I would never have believed them.

That the opportunity should be brought about under such sad circumstances is tragic. Glenn was a good friend to many of the Fleetwood club members and he was highly respected.

Many of you attended the auctioning of his modelling gear. He had quite a collection and that's putting it lightly! I found it sad to see models which Glenn so obviously treasured, being auctioned off to the highest bidder.

Finally we had the ash scattering ceremony. John Prothero rigged his Miss Wind biplane to take the box and



the ash drop was successfully executed. The weather was kind that day - the sun shining from a cloudless sky.



Glenn will be very sadly missed - he was an all round good guy. I know that the newsletter was only a small part of what Glenn did for this club. It will indeed be a hard act to follow.



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LOTTERY FUNDED



John Prothero explaining what he intended to do



Final checks



Take off



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A VIEW FROM THE HEDGE. (By Will Sparrow)



We had a bit of a tragedy in the hedge only the other day: a nest, full of five young robins, fell victim to the furred assassin which is the domestic cat. One minute they were sitting in their nest well fed and ready to settle down for the night under their devoted mum, Emily Robin, and the next they were gone – Emily was lucky to escape with her life; she is, understandably, distraught. This incident cast a cloud over the hedge and led me to do a bit of deep contemplating.

As you, dear reader, will know, we little birds don't go in much for contemplation of any kind, let alone anything that could be termed deep. If truth be told, many of my kind think no further than the next grub!

We hedge-dwellers live an existence which is, at best, precarious. We do not usually last more than a couple of seasons before we fall victim to the grim reaper. The end might come via cat, sparrowhawk or just by being frozen off our twigs in winter. I, and my mate, Jim Sparrow, have been lucky so far. As I dwelt on these maudlin thoughts you modellers provided me with an unexpected uplift to the spirits. The day of this rare event was Sunday, 27th May.

I noticed that in the post-lunch period the pits area began to fill with more than the usual number of people – many of whom were wearing summer frocks. It transpired that the multitude had gathered to mark the passing of the one they called Glenn, by the scattering of his ashes from a model aeroplane. The aeroplane in question was a red, white and blue biplane which had been specially adapted to carry the ashes in a box which was, in turn, strapped under the bottom wing. The ensemble just did not look right – a bit like brown shoes with a dinner jacket - but in the end it proved both functional and effective.

The model took off, did a circuit and then flew up wind, right over the hedge, and released Glenn to the four winds. The ashes were well and truly scattered over all the fields that Glenn liked to land (and crash) in! The event proved a fitting finale for a very active and popular club member who was also a dedicated modeller. It is fitting, don't you think, for Glenn to be sharing airspace with the spirits of those five innocent robins, all taken before their time.

WS



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Glenn Block's Last Flight !

By John Prothero

It isn't everyday that you fly your model around with a club member underneath in a box, but as you all know this was Glenn's Last Flight!

I was originally asked to come up with a system to scatter Glenn's ashes in a committee meeting.

I did a bit of head scratching and decided to use a hinged box secured underneath a model with elastic bands.

Now it just so happened that I had picked up a cigar box (complete with cigars) whilst on a holiday in Cuba. I quickly came to the conclusion that this was the perfect receptacle to carry Glenn's ashes; it was the right shape and size and also had a really good mahogany finish to it. The fact that it says "COHIBA" on the lid and "La Habana, Cuba" "25 Esplendidos, Hecho a Mano" emblazoned on the side seemed of little consequence, in fact I think Glenn would have approved. The Cigar box was the perfect solution; it even had a safety catch that could lock the lid in place until it was released.

So I went to work with a really simple modification I stuck a good Hitec HS-5245 MG digital servo onto the side of the box so that the servo arm trapped the box lid shut. All you have to do is connect this to a spare channel, flip the switch and the lid should just flop open spilling the contents into the slipstream. Next I added four lengths of 1/2 inch by 1/2 inch ply wood with rubber padding. The wood projects so that no matter what configuration the model, low or high wing, it should fit on most models with elastic bands. Of course the proof of the pudding is in the eating as they say. So armed with some ash from my chiminea (That's my story and I am sticking to it) that looked remarkably like the ash you get in an urn, I headed for the Fleetwood field to do some testing.





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I strapped the box to my Sebart Miss Wind with elastic bands over the lower wing and did a test flight. The model was quite a bit slower but coped surprisingly well, so I landed and filled up with ash. An on looker asked me what I was doing; I explained that I was practising spreading Glenn's ashes. "Where did you get the ash from?" he enquired with a slightly worried look on his face. "Id rather not say" I replied.

I took off flew a circuit and flipped the switch, two large clouds of ash appeared, eureka it works perfection!

So I landed whilst the going was good and started to take the model apart in the car park.

The on looker that had asked me what I was doing earlier came up and said "that worked well, I saw the ash. "Good "I said. So where did you get the ash from?" he enquired ". I really can't say" I said. I am sure he thought I was dropping the real thing, but who am I to spoil his story to his friends!

So the big day arrived, I flew my Foamie Wot 4 in circuits to get an idea of the wind conditions and model positioning for the drop before any of the guests arrived. It was quite gusty so this was never going to be easy to get right.

The guests arrived. Liz, Glenn's wife had two containers with Glenn's ashes in; the smaller of the two urns was emptied into the box by Stephen Box. I cannot think of a more qualified person to do this, as you may be aware Stephen is an undertaker, rather worryingly he passed me his business card.

After giving a short statement on behalf of Liz and briefing the assembled group on what I was planning. I explained that my intention was to try and hit the area that Glenn had crashed in most; this brought a laugh to what could have been a very sombre occasion. But you see this was a cunning plan because, as was pointed out by a fellow member, Glenn had crashed just about everywhere at some point! So I was in a no loose situation.

I switched Miss Wind on and the model was placed on the strip by (BIG) Dave Swarbrick, who confirmed all was well with a thumbs up. Just at this moment a voice in my head said "Don't you F*** this up Mr Provero". Draw your own conclusions!



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I opened the throttle in stages, at about 2/3rds throttle the model started to move. I now opened the throttle fully and the model accelerated forwards into an extended take off run. I climbed away quite steeply and levelled out at about 50 feet and commenced a gentle left hand turn. The model felt quite mushy in the wind, so instead of doing an extra circuit I elected to go straight for the drop.

Liz was standing to my right to get a good view. I lined up on the right hand marker and waited for the signal to drop "NOW" and Jim flicked the switch. The lid of the cigar box fell open and out came the ash in a cloud at first, followed by a trail of dust that could be clearly seen by all. The ash floated across the field and some even hit the target, I am informed. With some relief I flew a half circuit and landed.

This job did have its lighter moments and I think that the club respected Glenn's wishes. After all this was Glenn's last flight, but you never know he may have another set of wings now!

John Prothero



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Scene at the Field



It was like going to a pukka flying display seeing some of these aircraft!

What a beautiful day and an interesting collection of models.





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This lovely Cherokee - looked really good.



Nicely flown Pulse



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Ramblings

Gentlemen, your newsletter can be whatever you want it to be. In these newsletters, I will report on any activities/events in which the club has been involved over that month. I will happily pass on any experiences, good and bad, that members have enjoyed/suffered at the hands of suppliers, with equipment or with their kits.

I will be expressing my own views but always remember that I may well be biased in those views. I ask you guys to contribute to these newsletters - if you don't, it will all become very stale and boring.

I would love to do articles on your projects from the building to the maiden flight.

If you have anything to sell, again, Email/phone me - I'll advertise it in this newsletter.

I am particularly fascinated by electric flight - I know it isn't everybody's cup of tea but I've never really liked the drone of a single cylinder 2 stroke glow. For me, the whistle of a good brushless motor is beautiful. I got so convinced by electric flight that I converted my i.c. models to electric. I still have just one model still to do, an old Flair Baronette triplane.

This is my slightly modified Spacewalker (Seagull Models) - it looks very pretty in the air but those spats and small wheels limit it's ability to take off from grass.





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This was my first conversion to electric - the Uno Wot. The motor produces 530 watts on 3 cell with a 12" x 6" prop. On 4 cell, it flies better than it ever did as on i.c.

I love Chris Foss designs - they always fly well.

I built this from plans which Don Beeby - one of the Fleetwood club members gave me. It's a 48" Vic Smeed design the 1946 Pretty Baby - very dainty but can only fly in calm conditions.



This little 36" 'Wotsit' is an absolute scream. It was built by a mate of mine and I swapped him for my Easy Glider.

This little thing is highly aerobic - it's a bit like the Webbit. It weighs about 2lbs. This one is waiting for a new motor.



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My current project is the Zulu E which I'm building from RCME plans. If I can make it as nice as my brother's, I will be well happy. His models are always immaculately built and finished - he even makes his own pilots. Am I jealous - yes.

He tends to embellish his models with all sorts of stuff - they look pretty in the air though.



One of my brothers Zulu E's

I hope this hasn't been boring. I would like very much to feature members projects be they ever so humble like mine or quite amazing like John Higgins involves himself in.

You guys certainly have some very interesting models and a very nice flying site at which to enjoy them.



*Sexy little Mini Mustang - this thing goes like S**t off a shovel - another of my brother's models.*

That's about it for this month. Thanks for the contributions. See you at the field.



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For your Diary

June 16 th - 17 th	Weston Park Model Show
June 17 th	RAF Cosford Airshow
June 23 rd - 24 th	LMA Southport Fly In
July 28 th - 29 th	Cosford - The Big One (RCM&E)
August 3 rd - 5 th	BMFA Woodvale Model Airshow
August 10 th - 12 th	LMA Elvington
August 12 th	Blackpool Airshow
September 8 th - 9 th	Southport Airshow



*Jim Sheldon's
Giant Stik -
really striking
colour scheme.*