

Newsletter

August 2013

It was a month I shall never forget. It was of course Elvington LMA and that one is my favourite show. We went up on the Friday afternoon - great journey until we hit turned off onto the A1 M where we were held up for about an hour due to an accident. We'd booked a table at the Windmill and the food was just as good as it was last year.



The Comet 4 beautiful model

Saturday was good weather all day - grey skies in the morning but brightening up later in the day. The flying was as ever, superb. I had always wondered if I would become bored watching the same models performing virtually the same show manoeuvres over and over again. I had after all already attended Cosford LMA and that had been good. Elvington, in my opinion was better. There is an atmosphere here, a good feeling. Difficult to put this into words but we enjoyed it so much that we went again on the Sunday.



At first it was cold - very cold - I was sitting shivering in my seat waiting for something to happen, I looked round and saw Jane (the Mark Conlin Jane) shivering away with her hood up so I took a quick shot (with my camera). I think the picture says it all! Within the first hour, the sun came out and everything warmed up again - got loads of pictures.



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Mark Conlin's Viperjet - I love the design of this model - it's the first time I've seen it fly.



The two Panthers ready for take off.

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Jason polluting the atmosphere with his Boomerang XL - he flies it like a WOT 4!!



This guy flew well but the model did not look realistic

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You gentlemen from the Blackpool club again put on a superb display. It really was a most enjoyable weekend. You guys (with your wives) make a very good team - well done to you all. I look forward to next season.



This was my best picture of the weekend - Dave was flying fast and low - it worked beautifully.

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A VIEW FROM THE HEDGE. (By Will Sparrow)



The hedge was honoured, just the other day, with a visit from a small flock of birds who called themselves swallows. These birds proved themselves to be very friendly and many tweets were exchanged twixt the flock and us hedge-dwellers. (Swallows, by all accounts, spend much of their time in some place called Africa and, although they were all hatched in these parts, tweet with a strange accent. Communication is not easy but one can get the gist – a bit like trying to understand an excited Scotsman on a Saturday night I would imagine!). When the swallows found out that we were interested in observing model aeroplanes (and the antics that go on around them) they became expansive and enthused at length about the model flying they had witnessed on their travels along their migration routes. One high point of model flying, by all accounts, was at a place called Cosford, which their flock passed on its way “up north”. Jim Sparrow and I were enthralled and listened intently to these tales of daring-do with models the like of which were, evidently, beyond our imaginings.

Sparrows, as a whole, tend to be somewhat parochial, rarely straying far from their home ground – in this we are hardly different from most of you modellers – so you can imagine the hoots of incredulity when Jim and I asked the swallows how we could best visit one of these events. Comments such as “you two would get tired if you flew as far as the club hut” and “you sparrows have no concept of distance”. When I pointed out that only last year I had flown beyond Kirkham (more hoots, of derision this time), I only reinforced the swallows’ view of sparrows as short-range avians. The swallows soon became aware, however, that we were in earnest and the tone of the tweets changed from amusement to helpfulness.

Most folk think (as did I) that swallows fly all the way from Africa: this, apparently, is not so. The modern, savvy swallow makes the most of what is available and hitches a ride on whatever human transport is available. Peter Swallow summed up the strategy nicely; “why tire yourself out when you can sit back and enjoy the view?” Flying across



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A View from the Hedge (continued...)

the channel? Forget it. Perch on a ferry and save your energy for the mating season. (Peter had a look on his face which suggested that he had indeed saved his energy for the mating season!). “Why fly up the M6? Perch on a lorry instead”. Peter said that their flock had got the idea when they had seen lots of strange-looking men, who talked in incomprehensible languages, clinging to lorries which were about to cross the channel to the UK. Now, fired by our enthusiasm and drawing on the swallows’ wealth of experience, Jim and I slowly began to lay our plans. Our aim was to visit a model airshow; our strategy was to be what the swallows called “The Eddie Stobart Ploy”.

Dawn on Saturday, 10th August saw the pair of us perched on the east-bound side of the bridge over the M55 at junction 3. The traffic was slow-moving and in no time at all we spotted our quarry, an Eddie Stobart truck (Diana May) heading east. A deft swoop later saw the pair of us perched behind the cab, saving our energy and enjoying the view. Following the navigation plans, formulated by our V-tailed friends, we lorry-hopped along the motorway network and, in a little over two hours, found ourselves bowling along the road to a town called York. We had been told to look out for a place called Elvington. Eagle-eyed Jim spotted a sign announcing “Elvington Air Show” so we said goodbye to our trusty Stobart (Fiona Jane), and followed the car stream to the venue. Honestly, I have never seen a flying site this big! Two miles of concrete runway and what seemed to us to be thousands of cars, caravans and pretentious motor-homes parked on the hard standing. Wow! (The commentator later informed us that the concrete was four feet thick and that the airfield had been so built to take B52



bombers returning from a doomsday strike during the cold war period and also to provide an emergency landing haven for the space shuttle in more recent times). We joined a couple of local sparrows who were already perched on top of the AI’s Hobbies gala tent. “Aye up, lads. You ‘ere to watch them models then?” We took this to be some kind of friendly local greeting and gladly accepted the offer of their company.

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A View from the hedge (continued...)

The first thing that struck us was just how many familiar faces from our own flying field were present. Our own jet men were present on the flight line and we also spotted a few familiar faces in the crowd.

So, what of the show? Well, for me, one of the highlights was the majestic (and enormous) Vulcan bomber of someone called Dave Johnson, who flew this model in a very realistic manner. I think lots of the fliers were also called Dave Johnson as this name seemed to crop up as the pilot of at least half the models present. Confusing or what? The large, at 2/3 scale, Hanriot biplane was so realistic both on the ground and in the air. The Panther duo flown by the largest of our own jet men and, you've guessed it, Dave Johnson, were very impressive and gave a very polished performance too. The models, however, were eclipsed with the appearance of a full-size Vulcan bomber. The sheer presence of this thing was awesome! The low-level turns and swoops were impressive enough, but the noise on the 45 degree climb-out, coupled with the smoke from the Olympus engines, vibrated one of our new-found Yorkshire friends backwards off his perch and made Jim sick. (Wimp!) Were there any downsides to the show? We thought that the show could have done with a few more models (for Dave Johnson to fly?) as, after a few hours, the degree of repetition was becoming very obvious. Without the many contributions from our Lancashire contingent the show would have been a lot thinner too.



Crunch time for Dave's Scorpion

Oh, and the commentary was dire. We know that these guys are not professionals and are unpaid volunteers, but they seemed, to us birds at least, to have little or, sometimes, no information on what was happening in front of them. Microphone malfunctions added "splicer's disease" to their woes. We were saddened when one of our Lancashire jets, a twin-engined Mig (?), ran into difficulties and suffered a low-speed stall/crash off the runway. It was carried back to the pits with various bits dangling off it but the damage did not look to be so bad.

We arrived home just as dusk was falling, tired but happy. We were later than expected because we jumped onto a Stobart (Sara Amanda) which was heading south down the M6 rather than north – we weren't able to jump ship until it (she?) stopped at a service

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station near Wigan. A quick flight over to the north-bound side enabled us to catch another Stobart (Ann Marie) which took us right to M55 junction 3. Good luck or what?

If you have never ventured further than your own flying field then I would urge you to do so. You have had it for this year, I'm afraid – Elvington was the last of the big shows – but there is always next year. By the way, if you choose to travel by our chosen method, be prepared to spend considerable time chatting to immigration officers in some far-distant detention facility. You have been warned!

WS



Dave Johnson's Vulcan which our little sparrow friend seems to like so much.



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Blackpool & Fylde RCMS Fun Fly Aerobatic Event.

By Dave Swarbrick

The event is open to all members, and can be flown with most of the models owned by club members, so PLEASE no excuses. This simple event is aimed at A, B, and so called expert flyers, The event will be handicapped by K factors for each manoeuvre, there will be three categories to fly in, these will be decided by the judges, so the E, & B flyers will have a lower K factor than the A cert. Flyers.

Someone has to win, so yes it is a competition, the outright winner will be the one with most points at the end, but each category will have a winner, so really everyone can win something. In the A cert schedule we will have a prize for the highest scoring manoeuvre.

These events are aimed at ordinary club flyers, like yourselves, to enjoy flying in a way that is far



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better than aimlessly flying around the sky doing a loop or roll anywhere in the circuit.

The flying schedule is on the following page, and also a full description of the manoeuvres is on the BMFA website under CLUBMAN aerobatics section. (Around Page 76)

So come and have a go, nobody will be watching, so you have nothing to lose and everything to gain. You can help put some fun back into club flying.

The event is aimed at having fun and helping each other get more enjoyment out of everyday models, so do not take it too seriously.

PRACTISE IS RECOMMENDED

We will go through the event at the First club meeting in September and any questions you have will be answered to the best of our ability.



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Aerobatic Schedule

'K' Factors

	A	B	E
1. Take off	1	2	2
2. Two loops	2	3	4
3. Immelman turn	1	2	2
4. Outside loop (Bunt)	2	3	4
5. Split 'S'	1	2	2
6. Cuban 8	2	3	5
7. Stall turn	1	1.5	3
8. Slow roll (minimum 3 seconds)	2	4	5
9. Half square loop (½ roll on exit)	2	2	3
10. Two turn spin	2	3	4
11. Regulation landing	2	2	3

The schedule must be flown in the above sequence.

Only one attempt at each manoeuvre for E & B competitors.

'A' Cert. Two attempts, if second attempt is worse than first 0 points for manoeuvre.

All Manoeuvres will be marked 0- 10 +K factors.



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Useful Notes Concerning Aerobatics.

1. Decide on the 'box' in which you are going to carry out the manoeuvres. A cone will be placed on the field to give the pilot a point of reference.
2. Make your take off and landing 'copybook'. Taxi out in a straight line, turn into wind and take off in a controlled manner (don't sit it on its tail just to prove that the model is overpowered!). Instead, bring your model round in a proper circuit to commence your schedule.
3. The aerobatics need to flow, one to the other. You will need a caller at your side calling the manoeuvre which will help you position the model exactly where you want it.
4. Loops must be round and concentric - always make sure your wings are level on entry to the loop. The Immelman turn is simply a half loop with a half turn at the top. The outside loop or bunt - again you keep it centred on the landmark and keep it concentric. The split 'S' is simple - from straight and level bring the model into a half loop, half roll and continue for another half loop again rolling back to level at the top. The Cuban eight comprises a Split 'S' brought back down to a further downward Split 'S' thus forming the figure '8'. The stall turn is obvious as to what is required. The slow roll lasting a minimum of 3 seconds needs skill to keep the model level throughout the roll. Much depends on the type of model you fly - the more basic models need lots of 'up' when inverted. Likewise, 'top' rudder will need to be applied at the quarter roll positions. Consideration will be given to the type of model you fly when scoring. The square loop is what it says it is and just needs a little practice. The spin must be carried out on the stall - not in a power dive. It is induced with rudder and elevator, not aileron.

It is so worthwhile becoming involved in this event - it can only improve your flying and give you a lot of fun at the same time.



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Observations at the Field

By John Smith

You turn up at the field and discover that although the so-called forecasters have decreed that the wind would be a gentle breeze, it is starting to blow a howler.

So what to do. Well the conversations start, by putting the world right with the other or others who have also arrived, usually beginning with some barmy programme on last night's TV, opinions are divided coupled with some ribald comments on views expressed making the whole art of sensible comment totally blown out of the window.

Conversation now gets technical, "yes we can get serious" engine sizes appertaining various models, set ups for easy flying, and of course set up for wiz bang mind the birdies type flying that some seem to indulge in, this again finally drops back into daft comments, Aaaaaaah we are enjoying ourselves and the wind is still stirring the tree branches. There is now a lull in the proceedings so ,I make the suggestion that we have a walk round the field and inspect the farmers work in the adjoining fields." That rain and this long period of sunshine has worked wonders, bet it rains at harvest time " O, I don't know they say its going to last" " Chamberlain said there wasn't going to be a war and you know what happened then". You have now got the gist.

" Can you see down at the west end of the field something is glittering I will go and see what it is might be some body has thrown a bottle down,

Guess what I have found, a golf club, on inspection found to be a junior sand iron with carbon shaft a bit short in length for me but I know a member it will be just right for if he decides to take up the sport!. Bits of rubbish later all deposited in black ,wind still blowing we decide to call it a day,good bye see you tomorrow.

The following day arrives I am first on the scene,wind not as bad but still blowing I decide to take a walk till somebody else arrives and low and behold another discovery this time a golf ball. Looks like when we are not there the field becomes a golf practise ground,do we charge them green fees?. Another member arrives, after the initial viewing of said golf ball we stroll around the car park and inspect the blackberries, noting a large cardboard box thrown well into the middle of all the prickly, yes that will have to stay there, looks like some body or some thing has made a path through here so gingerly i follow," look what I have found," What!" A large leather settee place

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Observations at the Field continued...

nicely under a tree and out of sight. Now you can in no more than 20 words draw up your own replies

The wind has eased so we indulge in what we came for and chuck a couple of into the air.

*Just goes to show you can find something to do at the field when the wind blows
Come And join in.*

John sent me this and I enjoyed it very much - it just had to be published. Well done John and thanks.



Peter Angus flying his beautiful Sunderland - very impressive.

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Scene at the Field



Mr Angus once more, this time with German troop carrier - he says that it is cross between a Gotha 244 and the Arado 232



Nice petrol powered model - is it an Extra - I think so.

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Looks quite stunning - nice model.

In Conclusion

Thanks to all you gentlemen and of course Will Sparrow who have contributed to this newsletter. Please pass anything to me you can - it can make a newsletter so interesting for you. I look forward to the start of the social evenings. Indoor flying continues at the tennis club on Monday evenings between 6 and 8 in the evening. The more I've done, the more I've become hooked.

The indoor BiPlane I built now has over 11 hours flying time - I've now built a slightly larger version which should fly even better. It's ready to fly so I look forward to Monday.

We've had the most amazing weather - let's hope that Autumn will give us a bit more. Judy and I going away shortly on a river cruise 10th - 20th September. Enjoy your flying - bye till next month.