

March 2018

# Newsletter

This has been a productive month for me. The Super 60 is now ready for flight. I installed a motor, made up some cowling and recovered the front end. I then built up and installed a battery box to take just one 2200 3s LiPo because the C of G worked out very well without adding any ballast. This is the same motor which



powered the Uno WOT conversion and produces 460 watts pushing a 12" x 6" prop.

When I've flown it for a season, I will possibly then completely recover the model. It's a big model and quite heavy so it should be happy to fly in stronger wind conditions than one of these modern light foamies. I so look forward to putting this one in the air.

I've also been working on the Veron Deacon which is part built. I've built the tailplane and modified the fin to take a rudder. It's a very satisfying model to build and like the Super 60 will be flown just rudder and elevator. This is going to be very lightly loaded so will be only happy on very calm days but will look so pretty in the air. I'm fitting another of the Turnigy SK3 glider motors which will just fit in the very tight engine compartment.

# LMA Show at Haydock Park

March 2018

I went down with my friend Bill from our Photographic club. What a show - it's the first of the LMA static shows that I've been to. It was very well attended and Dave was there with his latest model, the Gloster Javelin.



It certainly has 'presence' - Dave showed me a lighting up instrument panel which he had wired in. The model pilot was none other than Pilot Officer Swarbrick - nice touch!

It was good to meet up with Mark Conlin - he always finds time to make you feel welcome. He was displaying his big Decathlon with the flat twin 120 motor and his beloved Avanti. Mark showed me pictures of a very impressive model pilot he had produced on his 3D printer. This technology is way beyond me but how very impressive those results.



Due to the lighting conditions and the close proximity of many of the models, I had to wind up the ISO to 1250 and to get rid of the clutter I used an 'artistic' treatment to the surroundings - that's why the pictures look strange.

March 2018

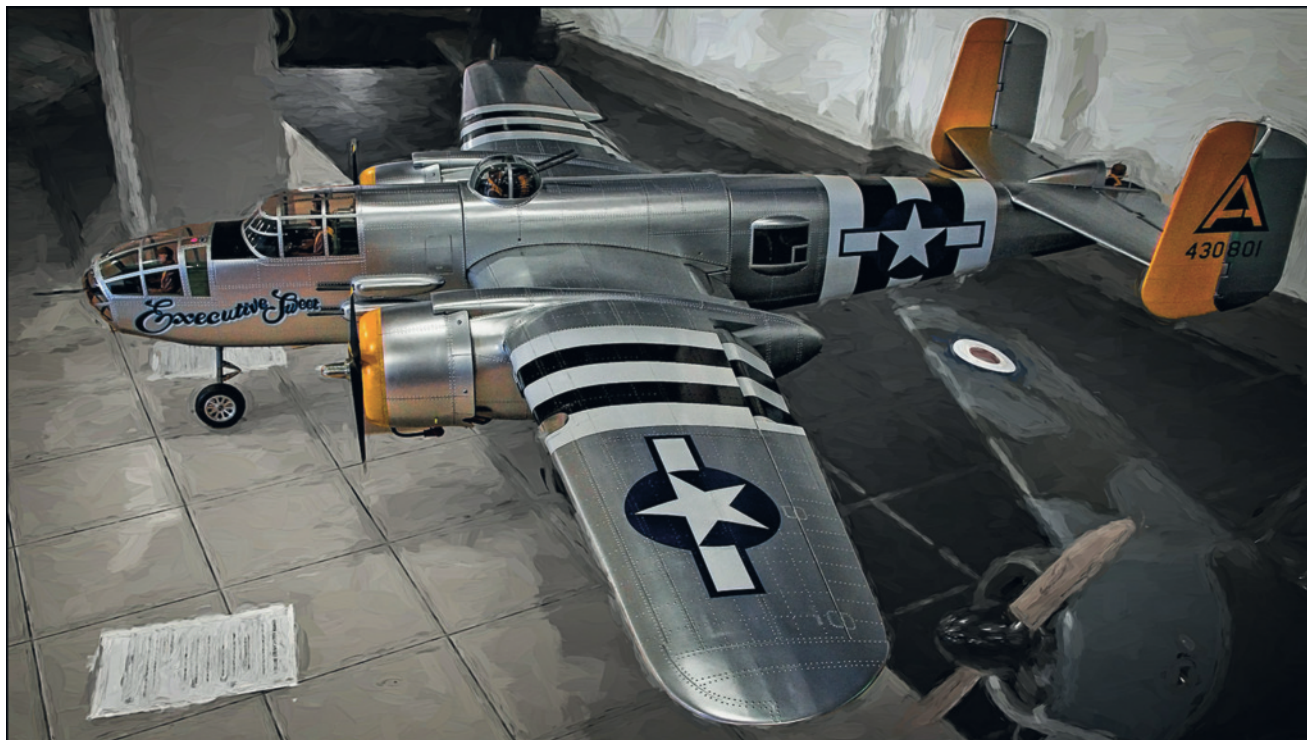


*Vickers Warwick Air Sea Rescue*



I've watched this Lightning fly at so many of the LMA shows but never seen it so close up before - great model.

March 2018



*The B-25 Mitchell - amazing detail on this model now the subject of series of articles in the LMA mag.*

When I saw that Vickers Warwick, I thought incorrectly that it was Chinese ready built model because it was so perfectly detailed. This morning, what drops through our letterbox, the LMA mag. In it is the article describing the build of this 118" span wonder.

I took lots of pictures of Dave's Javelin - all built up from scratch and now we can see it in all it's glory. Yet another model in the Swarbrick stable to be very proud of.

I took loads of pictures and there were some amazing models to photograph. I hope this show will be held every year because it was so easy to get to and such an easy journey. The models were simply stunning - how these guys dare to fly such priceless models, I'm really not sure.



The following article is reprinted here by kind permission of the RCM&E. It is important to all modellers since it concerns the future of RC model flying. It may take time to read but you should ALL be aware of these proposals:-

March 2018

# EASA SPEAKS

Article written in the April edition of the RCM&E by Dave Burton

In July 2017 we highlighted that EASA (European Aviation Safety Agency) had issued proposal for new regulations covering the use of UAVs'. The first problem was that when EASA say UAV, they include model aeroplanes in that classification. The second and much bigger problem was that some of the proposals would be placing major new restrictions on model flyers and in some cases could well have spelt the end of R/C model flying.

EASA invited feedback, it was important that our activities be defended and many wrote to EASA to have their say. As well as commercial drone operators and representative bodies such as the BMFA, 13% of all responses were from individual model pilots.

The good news is that democracy works and EASA do seem to have listened and been influenced by these submissions and as a result have substantially modified their proposals where model pilots (particularly those operating within a club or association) are concerned. What is all this likely to mean for the average R/C flyer? Well, for those who are flying within the context of a club or association the main points can be summarised as follows:-

1. Pilots will have to be registered but it's likely that registration will be a light-touch process. e.g. membership of an organisation such as the BMFA may be sufficient.
2. There will be no requirement to register models - a major concession.

3. There will be no automatic imposition of CPS fencing, height limiting technology or enhanced failsafes.

4. There will be no automatic ban on pilots under 16 years old.

5. While there will be a requirement on clubs to help members fly to acceptable standards (see below) there is no indication of any requirement for formal testing/examination.

6. There will be a default height limit on model aircraft operations of 120 m (approx 400 feet).

All of these points are departures for model pilots in clubs/associations from the main body of the new regulations which everyone else will be subject to. The permission for these departures will be via something called an operational statement which will be issued to the club/association. This operational statement will define exactly what the flying rules will be for that club/association listing the deviations from the standard regulations permitted as well as any extra limitations.

While the detail as to exactly how this will all be implemented is still to be resolved, comfort can be taken in the fact that a mechanism is being worked out that should allow us to continue with our flying activities more or less as before, albeit with maybe a little more red tape.

One particularly reassuring aspect is EASA's stressing of the term club or association. This is being interpreted as

saying that EASA are proposing a fairly open and liberal definition here and that's good news for those engaged in activities such as slope soaring where often there is no real club structure as such in place. It would seem EASA recognise that such informal groups, like clubs, have excellent existing safety records, act responsibly and can thus be granted the same leeway. Let's hope so. So what will clubs have to do to earn these permissions to operate outside of the main UAV regulations? Mainly it is what they already do, i.e. ensure their members fly within the terms of the agreed operational statement, provide training and encouragement to their members to fly to acceptably high safety standards and take action against any members who break the rules or fall short of the standards expected.

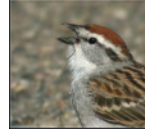
One additional duty is the requirement to provide on request documentation showing that they are doing these things. But as most clubs maintain these records anyway and return data to the BMFA on Achievement Schemes, instructors, examiners etc, much of this is probably already in place.

So what next? Well, many details have still to be worked out, particularly with regard to the 120m height rule. And all this has to be drafted into legislation and the regulations, a process that can of course introduce it's own problems. Overall though, this seems to represent a triumph for common sense and a significant step in the right direction for model flyers.



## A VIEW FROM THE HEDGE. (By Will Sparrow)

March 2018



Many of you will remember that I am in awe of the Wise Old Owl who occasionally sits at the bottom end of our hedge. Most hedge-dwellers give the old boy a wide berth in the mistaken (?) belief that they might constitute a tasty owl-snack! I, on the other hand, look forward to having the odd chat when he deigns to hold court to share his thoughts with a humble sparrow. Much of what he imparts goes right over my head (but I grin and nod as if it didn't!) but the stories he can tell have us all spell-bound. I'll recount one such tale which he told to me quite some time ago... this in response to my enthusing about the jets that occasionally swoop and whoosh over our field.

By all accounts there is a full-size airport, one of the smallest international airports in the world, at a place called St Maarten, a Caribbean island, a long, long way from Kirkham. The airport here is so small that the big jets have to begin their take-off runs from the very end of the runway – there is a sturdy fence across the runway at its very end, and there is a fine beach behind the fence; the Caribbean sea fringes the beach, lapping the golden sand with its crystal-blue waters (a bit like Fleetwood, then – Jim Sparrow). As the airliners line up for take-off, they run up to full power and release the handbrake. At the fence, brave (?) individuals – called Fence Surfers – cling to the fence to experience what it must be like to be caught in a hurricane, albeit one that only lasts for ten seconds or so. Most manage to cling on, faces distorted and bellies rippling in the hot blast (Americans? – JS). Those that do not cling on find themselves going A over T along the golden sand and into the Caribbean. Sadly, one woman died when she hit some concrete rather than the yielding sand.

Now, it cannot have escaped your notice that we have been experiencing “The Beast from the East” recently; the easterly wind was not only extremely cold – two of our hens actually froze to their twigs overnight – it was also extremely strong. Half a dozen of our young buck sparrows decided to try Twig Surfing and positioned themselves on the topmost hedge twigs to see if they could manage to resist The Beast. One bird, Richard Sparrow, didn't. He was blown, tumbling through the grass, as far as the edge of the flying strip! When he tried to fly back to the hedge The Beast refused to give him take-off permission and he had to put his head down and walk back to the relative shelter of the hedge. All through the following week you could hear birds referring to him as “that Dick sparrow...” Ah, the impetuosity of youth!



## A View from the Hedge Continued/...

March 2018

Needless to say, all the persistent bad weather we've been having has limited the amount of flying that has taken place to the point that it has hardly been worthwhile for me to clamber onto my viewing twig. I have noticed, though, that quite a few of your new members have ventured forth on Sunday mornings, if not to fly, to have models checked over, rules explained and to share in the usual bonhomie and banter. Many a lesson was learnt including the fact that glow plugs glow very brightly (but not for very long) when connected to the 12 volt starter terminals. Some of your established members have also been keeping their hands in; one even risked flying his huge petrol-powered aerobat, even though it did its best to remain un-flown by shedding part of its film covering; sticky tape to the rescue, the model was speedily persuaded to take to the skies. Very nice it looked, too. This day also saw a small, semi-scale Slingsby T67 have its successful maiden flight. Small, trike undercarriage planes are not best suited to soggy conditions; in protest, the model promptly jettisoned its fuselage hatch on landing, as if to say "Please save me for a better day!" The owner decided to do just that.

Despite the return of a mini Beast from the East (Putin's revenge? – WOO), winter really has had its last hurrah, spring really is upon us, the equinox has passed, so shake the dust off your transmitter, give those batteries one last check and get ready to enjoy the fun that 2018 is eager to provide.

WS

# New Member

We are pleased to welcome Mark Brill back into the fold - Mark is an old member just re-joined.



# Batteries- 2

March 2018

*Article by Brian Holdsworth*

A battery could be described as having failed if it does not supply the voltage and current required by the application. There are several possible causes ranging from physical problems to operational issues.

The wiring is vulnerable to breaks, where vibration concentrates flexing at joints to produce a fatigue failure. Joints at connectors are prone to embrittlement of the wire caused by the heating when soldering, where the gold from the connector migrates into the joint. Modern connectors use low-grade gold plating, since this seems less prone to the problem than the high-quality gold plating originally used - best is not always appropriate! Heat shrink sleeving supports the joint, but can only reduce the problem. Using oversize connectors where the "bucket" for the wire is considerably bigger than the wire diameter increases the heating of the wire, worsening the problem; overlapping heat shrink tubing of increasing diameters improves joint support. Dry joints can be a problem causing intermittent connection, maybe only apparent when warming and vibration opens the connection - all too often in the air with obvious consequences! To reduce these problems, most small connectors such as the J plugs used for servos are crimped rather than being soldered to the wires; special equipment is needed to achieve the required tolerance - pliers will not do!

To prevent chafing under vibration, the battery cells should be enclosed in a supporting sleeve as is generally the case for commercial items. Connections within the battery are vulnerable to the above problems, but quality control is generally adequate. Making up batteries from individual cells is not easy and best avoided. Cells in a sprung battery holder are vulnerable to vibration with resultant intermittent connections, and are thus inappropriate for airborne applications, even in gliders.

Mechanical switches are also vulnerable to broken wires etc along with poor connections on the contacts, which tend to wear rapidly, especially if subjected to engine vibration. Thus, they should be replaced when the battery is replaced. Slide switches should be used, since their sliding action is essential to clean any oxidation etc. from the contacts. Toggle switches are intended for A.C. applications and include a spring so that contact is closed and opened rapidly to minimise erosion from arcing; if used for D.C. applications, such as powering receivers and servos, the connection is liable to become intermittent due to the lack of cleaning; those used in transmitters carry no current, so are adequate for that purpose. Switch quality seems to have worsened over the years,





# Batteries Continued

March 2018

*Article by Brian Holdsworth*

with even branded items often being poor. Electronic switches are preferred where digital servos or more than 4/5 analogue servos are used, since they are better able to handle transient currents and are less vulnerable to intermittent connections.

Batteries are supplied in a partly formed state and should be fully charged before any usage so that their chemicals achieve the state required for a long life. Age degradation may be assumed to start with this initial charge. They should be re-charged after use, preferably in ambient temperatures of 10 to 30 degrees, and not left partly discharged for long periods since this can cause cell deterioration, shortening life.

The battery capacity needs to be sufficient for the intended usage duration with a suitable margin. The stated capacity tends to be optimistic and complete discharge will shorten battery life; also the end voltage will be low, possibly too low for adequate equipment operation, especially with the inevitable voltage drop through the wiring. The current capability drops as the remaining capacity reduces, producing a lower terminal voltage. Determining the capacity used can be difficult and the parameter of interest is the remaining percentage of usable capacity.

When NiMH's were introduced, the general view was that they did not like charging or discharging and did not store well! Their high self-discharge rates were reduced by the time they became widely available and should be no more than a few percent per month, with higher rates suggesting replacement.

Trickle charging at  $\sim C10$  was the preferred technique for the obsolete NiCad's, and they tolerated being overcharged, but NiMH's can be damaged by such overcharging. Peak detect charging at up to 3C were used for NiCad, but NiMH's object to rates to greater than  $\sim 1C$ . They have a smaller voltage peak, which the older chargers sometimes failed to detect, destroying the battery from overheating. Modern multi-chemistry chargers are more sensitive, so that peak detect charging is preferred .

Charge rate is a compromise, with high currents generating excessive heat while low currents may not be sufficient to trigger the peak detection reliably. Some transmitters include a 1A fuse or diode from the charging socket, suggesting that these should be charged at  $\sim 800mA$ , which seems a convenient compromise value for all. After charging, the voltage will be considerably higher than nominal and this "super charge" decays



# Batteries Continued

March 2018

*Article by Brian Holdsworth*

over a few hours, so that a delay before use is helpful since receivers and servos are vulnerable to overheating and consequent failure from this excess voltage. This decay should not be confused with self-discharge and the "super charge" adds up to 40% to the charger capacity indication.

There is a tendency to "false-peak", terminating early (often <15 minutes), so that the charge duration and capacity returned need to be monitored for the expected values; this seems more likely after a relatively deep discharge with obvious consequences if not detected. If not used after charging, a battery should not be re-charged for several days; otherwise, the charger may not detect the peak and over-charge as above. "Topping up" before use should be avoided as likely to shorten battery life and overheat the receiver and servos. After charging, the battery will be warm - hot suggests a problem requiring replacement!

Many commercial applications for NiMH's are to power low current equipment for extended periods, which has driven their development to produce high capacities, but they struggle to deliver sufficiently high servo currents making them marginal. AAA-sized batteries are generally incapable of delivering the required currents adequately, even for micro (9g) analogue servos. The usual AA size is more appropriate but, for example, a 2000 mAHr battery has half the current capability of a 1000 mAHr example. Larger physical sizes with greater current capability are available, such as Sub C, but Lixx would be a better option, especially for digital servos or more than 4/5 analogue servos.

The usable capacity may be determined by using the charger cycle option to discharge and re-charge it, displaying the capacities. A discharge current of  $\sim C4$ , taking about three hours would be a reasonable compromise to match usage rates. The discharge voltage cut-off value should be set to 1.1 volts per cell, rather than the manual values which are intended for a complete discharge. While this will indicate a lower capacity than that specified, it is more realistic since, at these levels, the battery voltage is beginning to drop significantly. If this is done for a new battery, a reference value for its initial capacity may be determined. Subsequent discharges, at suitable intervals, from fully charged (delaying a few hours to allow the "super charge" to decay) would show the usable capacity deterioration over time. Discharge after use would give an indication of the remaining margin.



# Batteries Continued

March 2018

*Article by Brian Holdsworth*

When used to power the receiver and servos, NiMH voltage is a poor indication of its remaining percentage capacity. As above, the transmitter voltage display at the end of a flight is generally adequate. The capacity indication on the charger may be used as an indication of usage. For most, re-charging after every session, this displayed value may be expected to be less than half the stated capacity, giving a reasonable margin; more suggests inadequate capacity and/or excessive usage requiring a better (new or higher capacity) battery. A typical usage of <1 hour per session with 4/5 analogue servos, charged each time, should be within the battery capabilities for those not wishing to monitor their batteries as closely as above! Replacing the battery (and mechanical switch) every 2 to 3 years should minimise age-related problems.

Lixx should be charged at no more than 1C, always with cell balancing - some chargers default to no balancing on power up. The voltage at the end of a flight gives an indication of percentage capacity remaining. The capacity displayed after charging is an indication of usage and, with the measured percentage, would allow the total available capacity to be estimated. There is no benefit in using the charger cycle option.

Increasingly, manuals include the advice that LiPo's should be stored at a low voltage, about that of when supplied, and many chargers have a "Storage" option. No supporting technical information has been identified, and this contradicts general practice for maintaining rechargeable batteries. A partly charged battery has a different chemical state from that when supplied, even if with the same voltage. Experience after such storage of puffing, reduced capacity and ESR increase suggests that this practice is inappropriate. Perhaps, it is argued that the potential for problems, if shorted, is reduced when only partly charged due to its lower stored energy, but this is somewhat dubious. However, it helps LiPo sales, and the companies may be hoping to avoid any potential lawsuits!



# You have Control

March 2018

*Article by Justin Goldstone*

Having returned home to from walking the dogs one morning, I spotted a bottle of fizz and an envelope addressed to me waiting on the kitchen work top. My wife Gail was in the lounge, "what's that" I asked? - open it and see" she replied. I did and inside was the following poem:-

*Now your lifetime dream comes true  
That Spitfire flight I've bought for you*

*From Thursday night and Thursday days  
All the money I have saved (she runs a slimming group on her days off)*

*So Scramble !! and Chocks Away  
Its Biggin Hill for a day*

*A Spitfire pilot you will be  
over white cliffs and foaming sea  
Hear the aircraft roar and rumble  
Feeling proud and very humble*

*I know you'll have the time of your life*

*Your ever loving gorgeous wife..*

Well, I don't mind admitting that reading this reduced me to sobbing mess!!

So we booked a few days in Rye on the south coast, so as not to have a completely wasted journey should the weather be unwilling to play ball. Just over an hours drive to the Historic Biggin Hill airfield.

On arrival on what I have to describe as the perfect flying day (clear blue sky, cool dense air with little wind). We were made to feel very welcome and very important.

# You have Control

March 2018

Article by Justin Goldstone

After sitting through a short safety video highlighting the potential dangers of flying such a historic aircraft and more importantly, how to get out if needed, I was given a flying suit and led to the waiting lounge. Several people were already waiting for there flight of a lifetime and we were introduced to Peter, my co-pilot . "*Who's the lucky sod that's going on the extended trip down to Dover*" he asked. That was me.

The extended flight meant that we would be airborne for approximately 45 mins. After a short wait, I was second to go, it was my turn to strap on a real life Spitfire Mk 9.



MJ627 started life as a single seater and first flew on 27th November 1943 from

Castle Bromwich. She flew in many sorties over the following years , and accounted for the shooting down of a BF109 on 27th September 1944 before later on being sold to Vickers Armstrong and converted to a T9 (2 seat training type) before finally being withdrawn from service in 1976 having logged 1036.10 .flying hours.

Anyway, Spitfire fitted and away we go!!!

We taxied out to the runway and lined up for take off. Peter ( who has flown the Grace spitfire for many years and whom is also a test pilot) throttled her up. Well! What I wasn't ready for was the sheer brute power that I felt as over 1000 horses were unleashed!!!

We were soon airborne and quickly climbed to around 2000 feet. Just 5 minutes into the flight and I received a message from up front that I will never forget.

*"Well, She's your if you want her?"*



# You have Control

March 2018

*Article by Justin Goldstone*

I could hardly believe it and after a short conversation over the radio, I took the stick and I uttered the words, "***I have control***"

What is she like? Well, She was very sensitive in pitch, (probably tail heavy due to the presence of a slightly over weight 2nd pilot sat in the back) and fairly soft in roll. That said, and to coin a phrase. You think it and she did it. I'm not suggesting that I proceeded to put her through any form aerobatic routine, nothing more than a few turns left, right, up down etc then I was asked to follow a course which lead us down to the south east coast over the town of Deal and its Castle. Peter then took back control and we dropped down to a fairly low level and he throttled her up as we followed the coast round to Dover and it's iconic white cliffs. We proceeded to fly at a height which was just below the level of the cliff tops before flying over Folkestone and then doubling back to fly a tight banked turn around the magnificent and very poignant Battle of Britain War Memorial at Capel-le-Ferne. Those guys on the ground must have enjoyed there own private fly-by. We then climbed back to a cruising altitude whereupon is was given control once more. I followed a course taking in the Chunnel entrance at Ashford, flying over the Kent Downs and on to Brands Hatch GP circuit.

At this point Pete declared this to be "*A good spot to do some manoeuvres*". Control was returned and we proceeded to fly a couple of "Victory Rolls", a Derry turn, a reversal, and a Barrel Roll, as it wasn't permitted to do a loop in that air space. All of this was as remarkable an experience as you could imagine and the on-board video that I have, shows the still fixed grin on my face!!

A few minutes later and we were once again over Biggin Hill and we joined the landing circuit before finally making a very smooth touch down.

This was an amazing day that I will never forget and urge any of you that get the chance to take the opportunity to go up in one of these amazing aircraft as they aren't getting any younger (neither are you lot!) and who knows how long before the laws change, once more preventing civilians from flying in these once military aeroplanes ??

I wish to thank my long suffering wife Gail. Without her tireless work in her own time, this day would never have been possible and I hope one day to return the gesture by making her dreams come true once again (she already has me! )



March 2018

# Chuck Glider Contest

*Report by John Prothero*

This was very well attended by our guests from the Fleetwood club, everyone who took part seemed to have a good time with lots of laughter and unusual designs.

We introduced the “Clubman” class this year for the first time and the format seemed to work very well indeed.

We provide a model that is ready built and trimmed out to a reasonable standard, each competitor has two initial flights both can be timed. The first flight really is an acclimatisation flight, the second flight is supposed to be your timed flight, some people did better on the initial flight so took that as the timed flight. The top three enter the “chuck off” for the pot of cash. It costs £1.00 to enter the “Clubman” class, you put your pound into the glass jar and winner takes all!



I noted that as there was a monetary prize at the end of this the competitive nature of some of the entrants came to the fore. As I had built and trimmed the model I felt that it would have been unfair of me to enter.

I think everyone enjoyed this, so this is one to keep running for the future.

The design build and fly format remained the same – design, build, trim and fly a chuck glider from the wood provided on the night. To make life a little easier this year we provided a ready built fuselage in the shape of a bit of 1/8 x 12” balsa strip (our generosity has no bounds).

Once again Lee Conner wiped the floor with every one, I was just under 2 seconds behind him with Rob Wardale 3rd after the three competitive flights, so Lee once more has the trophy.

Let’s see who can beat Lee next year, I think we should invite more clubs to this event the more the merrier!



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Name	Flight 1	Flight 2	Flight 3	Total Time	Rank	Clubman (With Fans)	Clubman (No Fans)	Total Time	Rank
Rob Simpson	2.50	2.18	0.50	5.18	15	6.94	0.00 0.00	6.94	3
Steven Berger	1.50	1.30	1.67	4.47	16	6.28	0.00 0.00	6.28	6
Carl Skovlund	3.12	3.59	3.06	9.77	5	5.79	0.00 0.00	5.79	9
Bob Jones	1.90	1.90	1.42	5.22	14	5.46	0.00 0.00	5.46	12
Ken Orrell	1.67	1.72	2.00	5.39	13	2.53	0.00 0.00	2.53	16
Rob Wardale	5.21	4.35	4.75	14.31	3	5.16	0.00 0.00	5.16	13
Lee Connor	6.84	6.32	6.90	20.06	1	0.00	7.50 0.00	7.50	2
Anthony Ollerton	3.29	1.65	1.96	6.90	11	0.00	7.85 0.00	7.85	1
Emily Ollerton	2.51	1.94	3.25	7.70	9	0.00	6.13 0.00	6.13	7
Paul Cusworth	0.00	0.00	0.00	0.00	0	0.00	5.54 0.00	5.54	11
Jason Reid	0.00	0.00	0.00	0.00	0	0.00	5.85 0.00	5.85	8
Archie Baddley	3.21	2.58	3.34	9.13	7	0.00	3.75 0.00	3.75	15
Dave Swarbrick	0.00	0.00	0.00	0.00	0	0.00	6.40 0.00	6.40	5
John Smith	3.50	3.18	2.25	8.93	8	0.00	5.56 0.00	5.56	10
Andy Harrison	2.81	2.18	4.26	9.25	6	0.00	0.00 0.00	0.00	0
Mark Conlin	3.92	2.25	4.10	10.27	4	0.00	0.00 0.00	0.00	0
Alan Cardwell	2.10	1.10	0.95	4.15	17	5.14	0.00 0.00	5.14	14
K Lloyd?? (Squiggle)	1.95	2.73	2.30	6.98	10	0.00	6.93 0.00	6.93	4
John Prothero	5.12	6.85	6.91	18.88	2	0.00	0.00 0.00	0.00	0
Geoff Brown	1.90	3.25	1.71	6.86	12	0.00	0.00 0.00	0.00	0





March 2018

## Club Instructors

Jason Reid, John Higgins, Chris Vernon, Mark Conlin, Brian Holdsworth, Jim Sheldon, Paul Cusworth, Andy Harrison, Justin Goldstone & John Prothero.

## Social Evenings

These will again be held at the Marton Institute, Oxford Square, Blackpool FY4 4DR. Come at around 7:30 for 8pm.

**Wednesday 4<sup>th</sup> April**

**Safety Talk and Open Forum.**

## Upcoming Events/Shows

Sunday May 20<sup>th</sup> Fly In at the field BBQ, Music - Minimum proficiency BMFA 'A' certificate, 'B' certificate for Jets.

Sunday 10<sup>th</sup> June Cleveleys Classic Car Show - B&FRCMS will have stand once more in a prime position - the BMFA are letting us borrow their Flight Simulator which may attract new members to our sport.

June 15<sup>th</sup> - 17<sup>th</sup> Weston Park Model Airshow

Sunday 24 June is the Club's 60<sup>th</sup> Anniversary - more details will follow concerning the celebration of the date. If the weather is crap - that date may be moved to 1<sup>st</sup> July.

July 7<sup>th</sup> - 8<sup>th</sup> Cosford Large Model Airshow

Sunday 2<sup>nd</sup> September Competition for the Aero Show and Scale Model Trophies



Sponsored by the BMFA



# Fly In 20th May 2018

Superb grass flying Strip

BBQ

Music

A great Day Out



Come and join us at the Blackpool & Fylde RCMS 'Fly In' at our Weeton field. Flying commences at 10am. Whether you fly a WOT 4, a scale model, a jet or a large model, you will be welcome.

BMFA insurance and a minimum of a BMFA 'A' or 'B' for jets. LMA guys with LMA proficiency certificate.

50% Discount Membership Fee for new members joining on the day



*Flying site at Singleton Road, Weeton, PR4 3NB*

*Contact Allan Bates on 07807 227656 or*

*Email on [adbates67@gmail.com](mailto:adbates67@gmail.com)*

*Visit our website [www.blackpoolmodelflyers.org.uk](http://www.blackpoolmodelflyers.org.uk)*