



## 2019 Newsletter Issue 2 (August)

The front page will always feature a photo of a club model or models so make sure you help by sending your photo's (and articles) to anthclif@tiscali.co.uk if you want to be in line for a front page feature.



Dave Burton was finishing a Sea Fury when he sadly passed away. Colin Martin stepped in to finish the job. With a 77 inch span and electrified instead of its designed IC engine, Colin was a little wary of how it would perform. Find out if he was right to be worried later on in the newsletter.

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Club Web Site:- [www.wrcfs.bmfa.org](http://www.wrcfs.bmfa.org)

BMFA Web Site:- [www.bmfa.org](http://www.bmfa.org)

The comments contained within this newsletter do not necessarily reflect the opinion or judgement of the committee or club members unless specifically stated. Neither the editor, nor the club shall take responsibility for the content of articles submitted or published in this newsletter.

## Editorial

Well I suppose last summer spoilt us with its endless weeks of hot sun, light winds, and lack of rain. This year has been very unpredictable, swinging from one extreme to the other. I don't think any of us have managed to get out flying as often as we would like over the last couple of months, but hey ho the British climate is never dull.

I would like to say that what should have been flying time translated into shed/building time, but it really hasn't. Fingers crossed for an Indian Summer then....

*Ant*

## The Business End

At present membership stands at 44.

We have now fully transferred to the new website address quoted on the front page. This is hosted by the BMFA, and as a BMFA affiliated club the hosting is free to us, which was our primary reason for change.

## Lever's

Although not actually at the Lever Club, the summer meeting was a barbeque at the flying field on 5<sup>th</sup> June. Midweek flying, then food, then more flying.... what could be better.

Our next event at the Lever Club is on 10<sup>th</sup> October. As usual for this time of year (although a month late) it is the Ivan Mottershaw builders competition, but it will also be the annual hot pot. If you remember we couldn't do the hotpot earlier in the year as its slot was effectively taken up by the auction.

To take part in the Ivan Mottershaw competition just bring along something you have been building or have built. There are no rules about what medium (wood, cardboard, foam) but it must be either a scratch build, plan build or kit; so no ARTFs.

The start time for the evening is 8:00pm.

## Out In The Park

The strip at Arrowe Park is in good shape. There has been the odd issue with grass length, but they have been very short lived and down to the park staff not being able to drive tractors across the rest of the park without doing damage, and broken down machinery. The drainage we installed seems to be doing its job well, and actually gives a bit of a false impression about how muddy the rest of the park can get.



The park has been busy when the weather has allowed.

As always the days you are most likely to find good numbers of people there are Saturday, Sunday and Wednesday. The midweek slot was historically popular as

Tuesday and Thursday were electric only, but don't forget that those restrictions have gone now, and all days are the same.





## Undercover

Hilbre school sports hall has been booked again for indoor flying over the winter months. This will be the first Sunday of the month from October until April, from 10:00am until noon. The cost is £5 per session. You don't need to be a member of our club to fly, but if you aren't you must be able to demonstrate that you have insurance.

If you have never been before, how about this for a novel idea: A flying wing based around a doctored quad. With vertical take off, and ridiculous agility it seems able to fly in tiny spaces as well as the big outdoors (if it is a calm day).



It is the Blade Inductrix Switch Air. It can actually be stripped of its wing, and the rear fans made horizontal if you want to use it as an normal quad, or with an additional part be reconfigured again as a hovercraft. They were delayed hitting the shops after first show in RCM&E, but are available now. Could be fun.....

## Fun Fly

Sunday 12<sup>th</sup> May was the date of the annual fun fly. The day when members reach to the back of the hangar to dust off the model that every year they say "if it goes in I am not too bothered". Why? Well fun fly might be the actual title, but "model killing competition", "test of nerve", "opportunity to re-stock hangar" would all be equally as valid. Four competitions ran on the day: Spot landing, climb and glide, spin and balloon bursting.

Spot landing was the first up, and had the most entrants. A large dot was sprayed onto the grass and the distance in feet (literally shoe lengths) from first touch to the dot was measured. This ended up with a fly off between me and Lindsay Todd, where Lindsay proved that my attempt was a fluke.



Climb and glide is power on for 30 seconds then see how long you can stay up without power. It was won by Mark Slade. When I say won, his Phoenix set off like a rat up

a drainpipe and then basically refused to come down. In fact if you add everybody else's times together, Mark would still have won.

The spin competition is quite simple; from height try and spin as many times as you can. In recent



years this has ended up as a test of nerve between Colin Martin and Mark McKee. This year did not disappoint, but it was Colin who kept his nerve the longest.







The balloon bursting is as simple as it sounds. Balloons tied to the floor and a couple of minutes to try and burst as many as you can. This is possibly the funniest to watch, as unbelievably a plane with effectively a blender on the front often bounces off a balloon. Mark McKee won this one, with Andrew Lowthian the only other person to actually burst anything.

Not too much damage done to models, and a fun event. Thanks to all who helped organise and run it.



2019			
WRCFS FUN-FLY			
CLIMB & GLIDE			
Please enter your name in the column			
Name	Score		
1 MARK SLADE	10 mins 40 sec		
<del>Andrew N</del>			
Andrew N	10 min 42 sec		
2 Hude 1 min	32 sec		
3 Colin	30 sec		
Colin	1 min 35.5 sec		
Andrew L	1 min 18.7 sec		
Ian B			
Billy Bonner	1 min 55.6 sec		
Paul Rice	1 min 16.7 sec		
ANT CLIFFE	1 min 43 sec		

2019			
WRCFS FUN-FLY			
SPOT LANDING			
Please enter your name in the column			
Name	Score		
Steve Atkinson	37.5		
MARK SLADE	10.5		
ANT CLIFFE	8	12.5	
<del>Andrew N</del>			
Andrew N	77		
Mark 1 min	14.5		
Colin	8	5	
<del>Andrew L</del>			
COLIN	8.5		
Billy B	13		
Ian B	29		
Andrew L	32.5		

2019			
WRCFS FUN-FLY			
BALLOON BURSTING			
Please enter your name in the column			
Name	Score		
Steve Atkinson	0	DISLODGED	2
ANT CLIFFE	0		
<del>Andrew N</del>			
Hude 1 min	4		
<del>Colin</del>			
COLIN	0		
Andrew L	2		
<del>Ian B</del>			
Billy Bonner	0		

2019			
WRCFS FUN-FLY			
SPIN			
Please enter your name in the column			
Name	Score		
Steve Atkinson	14		
ANT CLIFFE	10		
Mark 1 min	21		
COLIN	29		
Ian B	18		



# Club Competitions

The 14<sup>th</sup> July saw an attempt to rationalise two competition days into one. Historically we have had the Alf Witherup scale competition (done to the Traplet schedule) in July, then the club competitions (including a scale one) in September. This year we went for one competition day, with aerobatics in the morning and the Alf Witherup scale competition in the afternoon.



Work started setting up the day at about 8:30 with the perimeter fencing, gazebo, and PA. This was followed by Limey firing up the barbeque for bacon and egg butties, which is always a good start to the day. (Bill Bonner assures us



that it is actually his annual bacon butty...)

The first competition was the F3A, an aerobatic competition flown to the clubman schedule in an imaginary box. The



skill level required is quite high which always puts a lot of people off entering. You can work out how many people entered by the fact that people were heckling Colin Martin for being in first place and in last place.



Freestyle is a simple concept. Two minutes from take off to impress the judges in any way you wish.



Usually this is taken by someone flying edgy aerobatics with a big Extra\Edge or similar, but this time it was ultra smooth but fast flight with a twin boom jet at the hands of Mark McKee.

Sportsman is the same idea as freestyle, but you can't

enter if you have a B certificate. The idea is to give pilots with no B certificate a fighting chance at getting an aerobatic trophy. Let's face it, it was the only way I was going to win an aerobatic trophy.





Novice is a competition for pilots with no A certificate, or who have only passed it within the last 12 months.

The idea is to demonstrate safe flying and one simple aerobatic manoeuvre.

There was

one entrant and the trophy went to Phil Bedford. There was an interlude at lunch time where Limey produced burgers and chilli. It has to be said that

the food was

awesome. This was accompanied by time for some off the peg flying.

In the afternoon it was time for the Alf Witherup scale competition. This is a competition run over a minimum of two rounds with both compulsory and selected manoeuvres from the Traplet schedule.

Aircraft have to fly manoeuvres in keeping with the characteristics of the



ALF WITHERUP			
	RD 1	RD 2	
BILLY BENNETT	45	50	95
3 IAN BOTHELL	56	65 1/2	121 1/2
2 MARK MCNEE	65 1/2	66	131 1/2
MARK SLADE	35	35 1/2	70 1/2
1 COL MARTIN	69	69 1/2	138 1/2
ANT CLIFFE	48	48 1/2	96 1/2
JOHN CHALLINOR	35	43	78

real aircraft, so aerobatic capable machines can't do manoeuvres from the non aerobatic list and visa versa. There seemed a little bit of confusion about this, but it was largely stuck to without penalising by the judges.

The wind was an interesting variable throughout this competition, as it had been throughout the morning. That said, everybody who entered flew in both rounds with the overall winner being Colin Martin.



The day was most definitely a success. Thanks to all those who helped set up, take down and run the event. Thanks to our judges Bill Bonner and Brian Dillon. A special thanks to organiser and head chef Paul (Limey) Rice.

## Out And About

### Cosford LMA show

Last year I took my dad to Weston Park for the first time, so this year I took him for his first trip to the Cosford LMA show. It has undergone a few changes in recent years, and all



seem to be favourable. The first noticeable change a couple of years ago was to move the flight line and trade to the opposite side of the runway to the museum, which seemed to work well. This year there was the addition of a second flight line, so one at each end of the runway. The standard show everyone has come to expect ran in pretty much its usual place, but the second flight line had a combination of alternate show models and slots for punters to try model flying for themselves.



On the Saturday (which is when most other members of our club went) the crowds were treated to a flypast by a real Spitfire and Hurricane from the Battle Of Britain Memorial Flight. On the Sunday this was meant to swap to the Lancaster, but technical issues with the aircraft meant that it never made it to the show, which was a little disappointing. The show is different to its near neighbour at Weston Park because it is run by the Large Model Association. At Cosford you see models that tend not to appear in the mainstream shows, as they only get outings at LMA events. So as well as the usual Dawn Patrol, aerobatic displays, sport jets, scale jets and warbirds, you get bigger unusual versions and things like airliners.





I only saw one black bin bag event on Sunday, which looked like pilot error in an aerobatic slot where two aircraft came into contact. The whole day ran very smoothly. We bumped into Colin for a coffee part way through the day, and he seemed to have a similar view of the day. Basically, if you have never been, give it a try.



## Dave Burton's Sea Fury

As most of us are aware, Dave Burton used to write for RCM&E. When he passed he was in the middle of a set of articles electrifying a Black Horse Sea Fury. The problem was that it was not designed to run off batteries, so access was an issue and so was getting the



centre of gravity in the right place without a lot of extra lead. The article series went through the calculations and modifications Dave thought were needed, some of which were completed before he died. After his death the model was passed to Colin Martin who completed what had been suggested, did a few repairs to some unfortunate hangar rash, and then tried to work out the last bits for which there were no record. In fact I remember a conversation with Colin when we were trying to work out what prop would be best based on model size, motor and cell count. The next step was to do exactly what Dave wanted, and to see if it would fly. It turns out it does, and fantastically so. Bags of power, fantastically stable, and with a good duration. It is now Colin's favourite model to fly, and obviously every flight reminds him of a good friend. Dave you were bang on the money with this conversion. Rest in peace my friend.



## Future Events

### **The first Sunday in every month starting in October– Indoor Flying**

Hilbre School Sports Hall, 10am until 12pm. £5 to fly. Free parking.

### **Thursday 10<sup>th</sup> October – Hot Pot and Ivan Mottershaw Builders Trophy**

The Lever Club, Greendale Rd, Port Sunlight. 8pm.