



## 2019 Newsletter Issue 3 (November)

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.



Billy Bennett's Extra 260. Manufactured by Seagull and with a 63 inch wingspan he has powered it with an OS95ax. Three short flights so far and it is a well behaved replacement for his Ucando 3D.

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

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## Editorial

Well the clocks have gone back now, so it is usually dark when I leave work. That kisses the end to any thoughts of midweek flying for the rest of the year, which although I have struggled most weeks is still disappointing. I guess that means that building season is upon us, which to be fair is something I haven't managed much of at all this year. For some people building season is all year and I was impressed by all the models displayed at the hot pot recently. For most of us building is often assembly of an ARTF, which in itself can be time consuming and frustrating, so the proper builds on display were impressive. I must admit that it has made me think about doing some tidying up in the workshop and actually getting the clamps and glue out.

*Ant*

## The Business End

The AGM this year is at 8pm on Thursday 5<sup>th</sup> December at the Lever club. As usual this will involve relaying current financial position, discussing any changes to the club constitution and setting fees for next year. If you don't want to be left out of the loop make sure you are there.

As you are no doubt aware the government have been trying to impose regulations on all model flying (categorising them all as drones) for the last couple of years. These regulations now come into play on the 30<sup>th</sup> November this year, but some last ditch negotiations have lessened the impact on us.

It would appear that it has now been agreed that being a member of the BMFA means that registration will be done automatically for us as long as we remain members. Instead of a separate £16.50 registration fee the BMFA fees will now go up by £9.00 which will be passed on to the relevant agency to cover the admin. Models will have to have some form of identification code, but rather than on the outside of the model they can now be inside as long as easily accessible (eg, inside a battery bay). The competency test still exists, but it seems that the BMFA A-certificate will suffice. For those without an A-certificate it looks as though some form of test is still needed, so getting through the A-certificate instead of putting it off is probably a good plan. Finally, because of the time mismatch between November 30<sup>th</sup> and January 1<sup>st</sup>, present BMFA members don't have to do anything until the end of the year.

It is possible that things may change at some point as there is a review expected in June 2020.

As you know it is possible to pay BMFA subscriptions and manage your membership using the online portal. Andrew has details of using this later in the newsletter.

## Lever's

The autumn meeting was held on October 10<sup>th</sup> at the Lever club, and was the rearranged annual hot pot and the Ivan



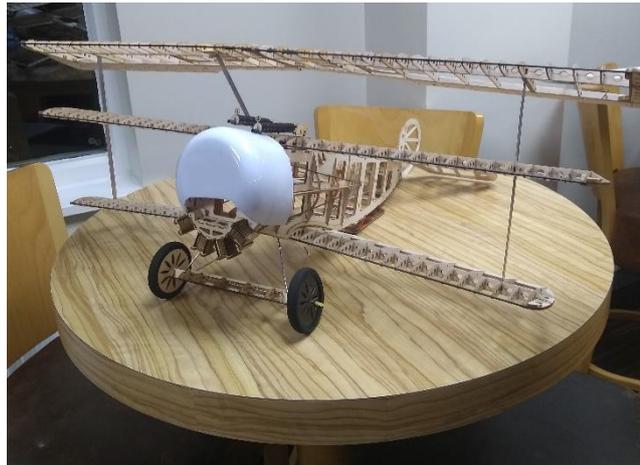
Mottershaw builders competition. The competition is for kit, scratch and plan built models, so no ARTFery. There were four flying models (three entries), and unusually one floating entry.

Mark Slade brought his part built Jet Provost, scaled up from the



RCM&E free plan. He took a shine to it as soon as he saw it in the magazine, but decided to scale it up a little in an attempt to slow it down in the air.

Steve Atkinson has been experimenting with 3D printing and showed a near complete built model.



He uses 3D printing at work and has been experimenting for a while. The model although quite large is made up of very small sections, each one taking hours to print.

Lindsay Todd demonstrated his new slope soarer that is designed to scare the birds on the Great Orme, a Pterodactyl. He tried to convince us that it was a very standard glider construction with a prosthetic nose, but it did seem more than that and apparently flies very well. It should be available as a plan in RCM&E at some point.

Paul Rice brought in a Focke DR1 triplane, but

not for entry to the competition. It appeared to be in full skeletal form and apparently is a very good value kit from Hobbyking.

The unusual entry was the model boat originally started by Dave Burton for his wife. Paul Devlin agreed to finish the model, which it turns out had been hardly started. It was very close to being finished, and looked fantastic, although I doubt it will fly.



All the competing models got votes, but the winner was Lindsay and his flying dinosaur. Well done Lindsay.

The rest of the evening was the hot pot, which as usual was well catered by the Lever Club. A good night was had by all.

## Out In The Park

Wet wet wet could either be a pop band from the 1980s or a description of the weather over the last couple of months. As a result most of the bits of the park that we haven't had drainage fitted to have been more than a little boggy. Unfortunately that means driving on and off the field carries a real risk of getting stuck if you cross the field in the wrong place. Basically, either side of the flying area is almost marsh like after heavy or prolonged rain. There is only one safe route, and that is from the crest of the hill near the Champions end of the field. Any other route and you may well join the club member who has already been stuck in but to the belly pan of his car year.



This said, flying has continued at Arrove Park whenever wind and rain has allowed, which unfortunately has not been as often as most would like. Paul (Limey) is down there so often that I believe there are rumours that he is actually a park ranger, but others are real regulars with him whenever possible.



# Undercover



The indoor season has well and truly started, with a session at Hilbre High School on the first Sunday of the month through until April. The sports hall is large and members fly a mix of small fixed wing, small helicopters and small multirotors. If you have never been before why not give it a try.

In the last newsletter I mentioned a new hybrid: the Inductrix Switch Air. This is a multirotor with the back two rotors angled, and the whole thing fitted to a small wing.



I have flown one now and it is quite an interesting little beast. It takes off vertically and to a degree flies like a standard drone, until you push the right hand stick

forward. For as long as this is the case it takes on a completely different characteristic, with air under its wing and thrust from the mainly rear facing back rotors it starts to fly more like a fixed wing aircraft.



## Out And About

I normally struggle to get anyone to write an article for the newsletter, so imagine my surprise when I got two for the same event. Interestingly they both offer a different viewpoint of the event – the Buckminster BMFA fly in – so both have been included:

### **RCM&E Fly-In September 2019 BMFA Buckminster Dave Burton's Sea Fury – Colin Martin's story**

I was invited to take the Sea Fury to the RCM&E Fly-In over the weekend of 14<sup>th</sup>/15<sup>th</sup> September. The model was supplied by RCM&E for Dave Burton to review its building and conversion to electric power. Dave did a series of articles during 2018 but the model and its clever engineering were not finished nor the model flown when he passed away in December. With the blessing of Dave's family and Graham Ashby of RCM&E, I took over the project, finished the model and flew it at Arrowe Park in Dave's memory.

I wasn't able to get to Buckminster on the Saturday due to a family birthday party but Sunday was a goer! I set off at 6.00am, aiming to arrive at around 9.00 and get in a full day's flying. As to navigation, thank goodness for satnav I say. Buckminster is hidden away down so many little country lanes but my satnav did the job and delivered me to the door.

This was my first visit to Buckminster and I was impressed. Coming up the drive from the road, there is a large field on the right for camping, caravans and car parking. Ahead is the well signposted reception area where I found Manny Williamson waiting in a modern well equipped office to check my BMFA papers (A Cert min needed) and relieve me of £8.00 for the day's flying. Much of the site has been renovated and redeveloped already, some of the buildings are roped off awaiting their turn for the builder's attentions. Manny directed me to the pilot's car park just around the corner. From there, I strolled over to the flightline, passing the burger and hotdog van and an open wooden building containing emergency medical supplies, engine starting stands and trolleys for transporting models and equipment from car to flightline. There were already many models on the flightline and some electric flying was happening although pilots' briefing was not until 10.15. I collected a trolley from the shed on the way back to the car and proceeded to load it up and take it over to the flightline, found a cosy speck by a picnic bench and began to assemble the Sea Fury. I had a frustrating half hour trying to locate and retrieve the two wing retaining bolts that had decided to remove themselves and hide away in the rabbit warren of an ARTF plywood jungle maze. To my great relief the job was done eventually with a little help from another new chum, setting up to my right who had a handy pair of surgical clamps. While this was going on, another pilot was setting up to my left, none other than David Ashby of RCM&E. We got chatting for some time about Dave Burton and the Sea Fury. A little later, Graham Ashby (until recently, editor of RCM&E) joined us for more chat.

The flightline and strip are well organised and in superb condition. Two flightline marshals kept everything in order and supervised a well organised queueing system to line up and fly. Flying was low key "off the peg" with no slots. In theory, a maximum of six were allowed at any one time but I never saw more than four airborne together and a lot of the time there was only one. I had many flights of the Sea Fury and thoroughly enjoyed myself. It behaved impeccably and I was very pleased with it. David Ashby had brought a Hangar 9 P47 Thunderbolt ("Jug"), similar size to the Sea Fury, electric powered but with two 6S Lipos in parallel, compared with my one. We enjoyed flying both models together a couple of times. On another occasion, David was taking some photos of models flying and he asked me to do a low pass for the camera. This meant of course that my fingers started twitching! Silly really after all these years of flying. As it happens, there was no problem and David got the pictures he wanted.

There was a gorgeous model of the RAF A400 Atlas transporter, also electric powered with retracts, nav lights, operating cargo hatch, parachute dropping etc. flown by its builder, Nik Harrison. After an impressive takeoff, it turned right into the circuit and downwind, then began to sink. It continued to sink out of sight behind the bushes into a field from where it did not emerge! After its recovery, I went over to commiserate with Nik and was pleased that the damage appeared minimal. In fact, one engine nacelle had been torn off. Nik told me that, luckily, the undercarriage had been raised and so was undamaged. However, when the nosecone was removed, it was clear that the noseleg and servo were damaged. Nik pondered how this could be and then the light dawned: he uttered loudly "Oh no! It was all my fault". He had been caught out by wrong switch syndrome. On turning downwind he had flicked the switch to raise the undercarriage but, in fact, that was the switch to isolate the motors! So the Atlas continued its gentle glide to mother earth with the undercarriage down. Could have been much worse.

Another unusual model that caught my eye was an EDF version of a German jet fighter that I did not recognise. This had been built and flown by Trevor Main. The model was of an experimental aircraft, a Messerschmitt P1112 that never got beyond the mock up stage. It had retracts, swept-back wings, a V tail and a camouflage finish. Power was from a 90mm Wemotec EDF that was more than adequate to give the model a sparkling performance. When I first saw it flying, I believed it to be turbine powered, it had a most realistic sound from the fan system. If you Google it, as I did, you'll find a great U Tube video of it being flown. I'm fairly sure the vid was taken at BMFA Buckminster in a previous year.

Later in the afternoon, I was sitting chatting over a coffee at the picnic bench with the Ashbys, Andy Ellison and Tony Nijhuis. I was interested to know whether Tony's nearby model of the Harrier was capable of forward flight; it had four EDFs arranged vertically in multirotor style at the wing roots. Tony demonstrated the Harrier flying with a vertical takeoff and a transition to forward flight. The forward flight was exactly as you would expect from a jet-style model and not the tilted forward attitude of a multirotor. After a transition back to hovering and then a vertical landing, Tony explained the clever control system of the EDFs and showed how they work: the EDFs are able to swivel fore and aft. They point down for hovering and back for forward flight as per the full size. They also swivel independently in opposition and with differential throttle to produce yaw and pitch. All this is controlled from the Tx via on-board electronic systems. Amazing engineering and skilful piloting produce an amazing aeroplane. Tony says that he has discarded and broken many models along the way to this success.

During the day, I had a stroll over to the far side of the field where control-line flying was going on. The guys there were flying stunt models. It took me back many years to when I used fly stunt and combat models at Gayton Fields in what was then Heswall Model Aircraft Club.

All in all, it was a superb day. I really enjoyed flying the Sea Fury and answering many questions about it. I made lots of new friends and watched some amazing flying skill from my new chums. If RCM&E repeat the exercise next year, I'll certainly be there.

*Colin Martin*

## **RCM&E Fly In at BMFA National Centre Buckminster Taking the Renaissance home – Lindsay Todd's story**

Well there were multiple reasons for me attending this event in truth, firstly I had never been to the National Model Flying Centre at Buckminster, and being some 3hour drive away I did need some other form of motivation, the pull from the magazine staff that have become very good friends over the years of



course and indeed the honour of having my Renaissance design that I did for the magazine two years ago now being the subject of a mass build for the event so there was a certain duty in making the effort. To add to that the weather was absolutely perfect (yes that is the unbelievable truth).



Buckminster is in the fine county of Leicestershire, just outside Melton Mowbray. I was grateful for the sat nav once I got off the A50 as you are into largely agricultural backroads before very long and the chances of finding the site would be slim to none existent without it. Turning in through the gates however some 3hrs after leaving home at 7am you could not help but be impressed, it is an immaculate facility with plenty of space for camping, parking

and one of the best grass strips I have ever come across. The BMFA do have a great facility and I was one of those not completely in favour when this was first announced but it is impressive. The only negative was the £8.00 fee for flying but you do have to put this into some perspective I guess, they have to subsidise the facility so although we would all like to have things cost less, at least here it was so much more than just a field. You have buildings, reception area, workshops carparks and catering all laid on. It's good, no mistake.

By 10am the flight line was already busy but with plenty of space for more so no problem finding a patch to dump my stuff next to some bloke called Tony Nijhuis that some of you may of heard of. Tony is a really nice bloke and of course well known designer and contributor to RCM&E magazine as well as running his own model design, kit production company.



He had several designs with him, mostly EDF recent plans plus his Concorde and Harrier, more of which later.

I find these days these events are as much a social gathering as they are flying. In fact I only took one model to fly and only had two flights with that, I spent the rest of the day chatting with many colleagues, friends and others, grabbing a few photos of models that caught my eye and the usual leg pulling banter on the flight line and generally having a thoroughly good day.

What is particularly nice about the RCM&E events is that the target audience is the club modeller and although it inevitably pulls a few show models in, the bulk are models that

you would see down at the club patch and similarly the same type of people. It makes for good community spirit nobody got a personal slot, no team slots, everybody just mixed in together and had fun. When something a bit different came out then most of us wanted to watch anyway so the sky generally cleared to allow it to happen. Such was the case with both Tony's Concorde and Harrier which are worthy of some description.

The Concorde is a fab model, powered by four 50mm edf units, and although I did not get dimensions probably about 1.5m long. Knowing Tony will be light but he described it as like flying a dart. He has



the shape just right I think as it looked sensational in the air and on the ground. The Harrier is the 12<sup>th</sup> revision of the design, previous 11 have all crashed and this has been an obsession of Tony's to achieve a model that can take off into the hover, move into conventional flight, back to the hover and land. The previous 10 have all crashed



developing this transition from flight to hover and understanding the technical requirements. The model has basically four edf units mounted as per full size and uses a combination of drone and conventional flight control. The benefits of available technology are easy to understand but building all that into a model that functions

is no mean feat and was certainly impressive to see in the flesh.

It was good to see that the glow engine is not dead yet with good variety of two and four stroke powered models on show including my own Renaissance design with its ASP52. Electric models did dominate of course with the larger models generally having petrol engines however one or two large electrics were around including a very nice Gloster Gladiator scaled up from a Dennis Bryant plan. Lovely job, flew great but sadly lacking a pilot in my view and was just too quiet in the air.

I'll leave you with a few taster pics from the day of things that grabbed my attention. These events take effort and do cost to attend but often well worth the effort so why not get involved in the next one same date is tentatively set for next year, I'll certainly be there.

Lindsay Todd

# BMFA Portal – and paying membership online

Well it's coming to that time of year when we start thinking about renewing our membership with the club and BMFA. As some of you will already know the BMFA have introduced a membership portal and I thought it would be an idea to explain the basics of it and how to access it if you do not already know.

As you know John Griffiths took over as treasurer last year and found it somewhat difficult submitting payments to the BMFA as he did not have access to bank account and could not sign cheques. He had to pay by private cheque all the collected BMFA fees and get reimbursement from the club. To save the treasurer time and effort I thought it probably a good idea for those of you who can and feel confident paying via the Internet to pay the BMFA fee yourselves and then pay him the club subscription.

**Don't worry you can still pay your BMFA and WRCFS subscriptions direct to our treasurer if you prefer.**

The BMFA introduced this Membership Portal for last year's subscriptions however not many people used it. Now having had 12 months experience of it I find that it is a far easier method of dealing with any BMFA queries etc. for the following reasons:

1. You have direct access to your records with BMFA.
2. You can obtain electronic documentation and certificates.
3. You have access to membership achievements.
4. You can access/edit your membership profile.
5. Select your club. If your primary club is WRCFS you can request to be a Country Member of another affiliated club eg. Deeside.
6. Pay renewals online and print your own renewal documentation. No bank details are kept by BMFA or Azolve who run the Portal.

To access the Portal go to the home page of BMFA. In the headers go to **Join/Renew** and in the drop down box click on '**Join or renew BMFA membership**'. This will take you to the **BMFA MEMBERSHIP ONLINE** page. Read the **User Guide**- it's a lengthy and easy read but worthwhile.

To access the Portal click on:- <https://bmfa.azolve.com>

**Before proceeding please read the box on the left hand side of the screen and follow the instructions.**

Hope this helps those of you who are computer savvy. It does make life a little easier. You can pay your WRCFS subs in cash at the AGM or online.

*Andrew Lowthian*

## Future Events

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

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

### **5<sup>th</sup> December – Annual General Meeting**

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