



2021 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@googlemail.com if you want to be in line for a front page feature.



Gray Hawke's Bell-Hop, a 40 inch model built from the Sarik Models short kit. Read more about "Millicent" in the article towards the end of the newsletter.

CONTENTS

Editorial	2	Club Comps	4
The Business End	2	Fun Fly attempt 2	4
Lever's	2	Out and About – Weston Park	5
Out In The Park	3	Millicent	8
Undercover	3	Future Events	9

Club Web Site:- www.wrcfs.bmfa.org

BMFA Web Site:- www.bmfa.org

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Editorial

Well it has arrived; normality at the field. For months now we have been able to meet and fly as we like and it has been great. I personally haven't been able to get down as often as I would like, but haven't had to even think about it when I get chance, just turn up. The same for using the Levers club, as we have now been able to have our first meeting there again, which waswell....normal.

Ant

The Business End

At this time of year the main club business is the upcoming AGM. The notices for it went out at the start of November, and it will take place at the Lever club at 8pm on Thursday 2nd December.

As a club we have been instructed to produce a risk assessment for our flying activities at the field. This is largely putting our flying rules into a different format to show that we make every effort to keep ourselves and park visitors safe. This is near completion and will be shared with you very soon.

Lever's

September saw our first return to the Lever club in 18 months. The club meeting had two elements to it: a sale and a competition.

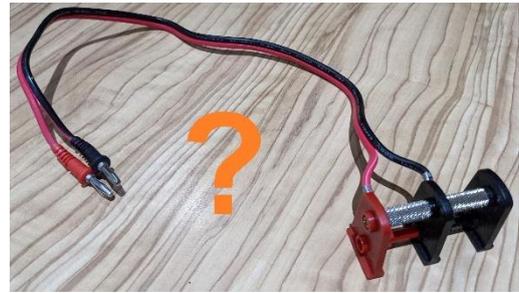


The sale was of items donated to the club, and proceeds went into club funds. There was a selection of stuff including some trainer planes and power supplies. One item mystified everyone though as its purpose was not obvious at all. In fact nobody had a clue about what two miniature chrome



cheese graters stuck together and with wires attached could possibly be for. As such it didn't sell.

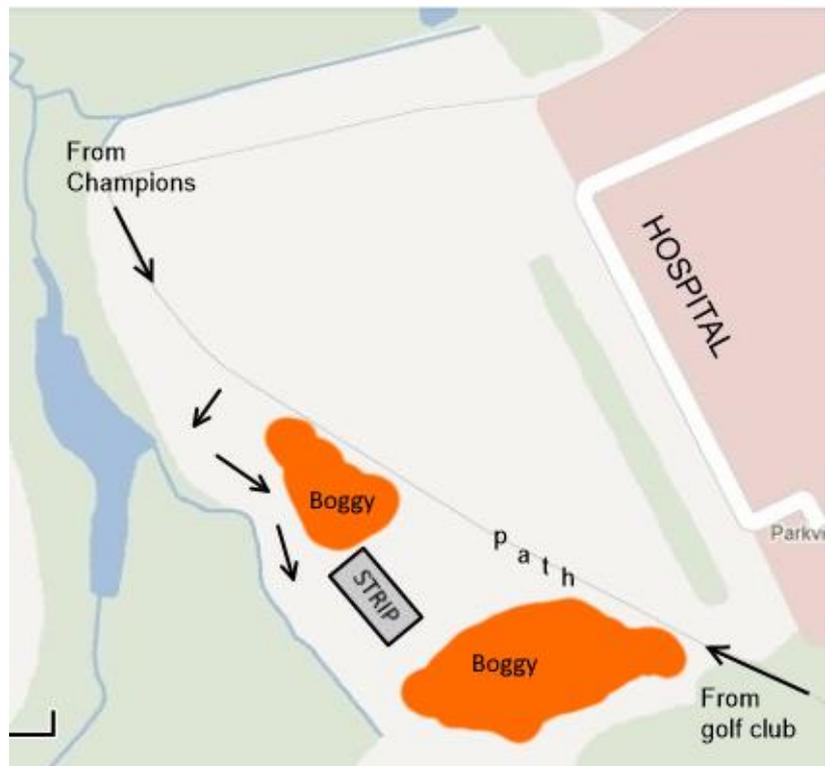
The second part of the meeting was the Ivan Mottershaw builders trophy, so an array of kit and plan built models was set up in the room for judging by everyone present. Gray Hawke brought in his Bell Hop and PT-19 (both from Sarik Hobbies). Andrew Lowthian and I both brought T10 sports models



(form Dancing Wings), and Andrew also bought his Canard model the Can-Doo which was a free plan in RCM&E a few years ago. In the end Andrew took the prize with his Can-Doo, and I must admit I am looking forward to seeing it fly.

Out In The Park

The park has been getting a good bit of use over the latter part of the year, but the wet weather is starting to take it's toll on the ground making getting to and from the strip a little slippery. No doubt over the coming weeks some sections will get boggy as they usually do, making the likelihood of getting stuck high unless you follow the route marked on the map which tends to remain solid. I have seen cars sink to their axles, so please follow this route over the winter months. When at the strip, it's drainage now keeps it useable pretty much all year.



Undercover

Indoor flying is now back on for it's monthly sessions over the winter months. We are a couple of sessions in and it is good to be back at Hilbre school with it's large warm sports hall. If you fancy a guaranteed flying session whatever the weather then come down and join us. Scale, sports, rotary and multirotor models are all welcome as long as they weigh less that 200g. If you have never flown indoor before there are a lot of kit and RTF models available and it is a lot of fun.



Club Comps

12th September the weather gods were not good to us and after the usual standing around Col flew the F3A schedule in the rain and we gave up and went home. With no realistic opportunity to re-run it, the competition has been abandoned for 2021.

Funfly attempt 2



The weather forecasts in the week running up to October 10th had us fooled that we were in for a really nice day. They lied. We did manage some of the events, but it was a bit



touch and go. In the end we had 5 competitors (6 if you count Gray using 2 planes).

With the wind stronger and gustier than desirable, the spot landing was challenging with a few “go arounds” but Alan took the crown at only 3 ½ paces from the white blob in the grass.

The climb and glide gave competitors 20 seconds to get as high as they could before going “glider” and being hurled towards the end of the field and trying to repeatedly (or not) fight your way back. Cleverly Mark pressed his motor glider into service and ably flew it to a comfortable win.



I won the spin, but I do feel somewhat of a fraud. Flying my aged lump of foam in wind it was struggling with, once it entered the spin it refused to come out until assisted by the ground. As you can see from the photo this made it very unwell, but with a bit of glue and tape it was rapidly ready for flight again, only prevented from taking to the air again by a lack of a suitable prop.

Limbo and balloon bursting should have finished off the day, but everyone decided that we had no chance of containing the balloons in the wind, and that the attrition rate of models in the limbo would be unacceptable. So we ended the competition after three events, but it still felt really good to have run a “normal” event.

NAME	CLIMB + GLIDE	SPIN	SPOT	LIMBO	BALLOON BURSTING
M. SLADE	2:18 (1)	-	11.5 (4)		
PHIL BEDFORD	1:45 (3)	-	26 (5)		
A. BUSHBY	1:51 (2)	9 (2)	3 ½ (1)		
GRAY HAWK	1:12 (4)	-	7 ½ (3)		
ANT CLIFFE	1:04 (5)	10 (1)	4 ½ (2)		
GRAY 2ND.			8 ½		

Out And About

Weston Park – 25th Anniversary Show

Model air shows, like many things, have been missing for quite some time now. The Weston Park team were quite keen to get the ball rolling again so ran a reduced size event earlier in the year with the aim of being able to run a full size event in August. Well they managed it, and on Sunday 5th September I went for the last day of the three day event that was the 25th anniversary show.



The first thing that I noticed was that the parking covered a larger area than any of the other occasions I have been. I later heard it announced that it was the largest ever crowd. Now you would think this would be an issue in these Covid times, but it really wasn't. The reason was really simple, they had changed the layout (apparently this was trialled in the small show). The trade stands are normally in a line only a few metres from the fence along the flight line, but this year they were set a long way back allowing many times the number of people in the gap, even though most were in family groups sat on chairs. It also meant there was a much better feel to it all, so it was very much a win.



The models being flown were the usual big mix. They ranged from the small funfighters and foam models, through standard club models to huge scale and sports models, some of which needed their own trailers. Although there were some larger models, the closest to scale sized were the 65% high wingers flown as a very impressive display team. Any synchronised display with more than one model is quite a feat, as

anyone who has ever even tried to fly circuits with someone else will know. The Reds Duo flew their two Red Arrows Hawks in a display that was something special to watch, which is why they have even performed in front of the Red Arrows.



As well as the models there were also some full sized aircraft. A Mk8 Spitfire made an appearance giving a couple of passes, although I think most people would have gladly watched a couple more. There was also a glider display using two gliders; one Grob powered glider and one towed up by a Cessna. However I think the most impressive routine was from the four Extras that flew in really close formation. At one point two of them flew in a loop, with one



inverted a few feet above the other. Quite incredible to watch.

One of the events that always happens at Weston Park is "the battle". This is where a large number of small models (often 20+ wood and foam funfighters) scream around as fast as they can whilst sirens and explosions are going off. This time there was a new addition with someone using a firework launching gun that they were aiming at the models. Absolute mayhem. In a precursor to this earlier in the day one of the aircraft went rogue and crashed into the audience area. You can see in one of the photos how lucky this was not to hit

anyone, so you have to wonder what elfin safety will want to change for next time.

Another staple of Weston Park is the trade and the swap meet. The swap meet was large



and busy, and I must confess to spending a few quid there. The trade, however, was disappointing. There were definitely more food and craft stalls than ones selling models or

modelling goods, which meant that the swap meet was more likely to take your money. This was the only disappointing bit of the day, as browsing the trade (and buying stuff from it) is part of the experience, but kind of wasn't this year.

There was also another section to the show with the helifest and quad racing, but I have to confess that I never felt the need to wander over there.

So 25 years and a pandemic, would I go again? Of course I would.

Ant

Millicent – Gray Hawk

When I was a lad - late 1960's - my father would occasionally take me and my brother to Redhill or Biggin Hill aerodromes to watch the planes. We were both mad keen. Redhill was the home of the Tiger Club (I think it still is) and they had quite a few interesting aircraft that might get wheeled out if we were lucky. One of these was a LeVier Cosmic Wind; a Goodyear Air Racer from the '40s. I particularly remember 2 things about this plane: 1) it was very small.. I mean really tiny; I towered over it at the age of twelve. 2) it was a beautiful colour a pearly metallic green, unlike any other plane I'd ever seen. I've Googled it recently - G-ARUL if you're interested.

Anyway, I was looking for a build project and found a thing on the Sarik Hobbies site called a Bell-Hop. It's general layout reminded me instantly of the Cosmic Wind, and I was thrilled to discover the Steve Webb's sell a covering material Light Tex) in exactly the right shade of pearly green. A further plus point was that the Bell-Hop is about the cheapest short kit that Sarik do. Decision made.

I soon found out why it was so cheap... you don't get any parts in the kit! Not quite true - they give you a set of laser-cut wing ribs and the



lower half of the fuselage sides, but basically you have to buy 90% of the wood yourself. It's a semi-symmetrical wing section, so needed supports under both edges during the build and the plan calls for 1/8" washout at each wingtip! This is way beyond my standard margin of error in building accuracy, especially as I don't have a jig, so we'll have to see if it was really necessary (or if I fluked 1/8" washout) when it has its maiden flight.

The finished model is entirely devoid of curves, yet still to me it evokes the spirit of

the beautifully rounded LeVier, so I'm pleased to have built it. I don't like the name Bell-Hop, so I've called mine Millicent. Hope it survives long enough to meet many club members at Arrowe Park.

Update: The Millicent had its maiden flight yesterday in the expert hands of Colin Martin. Very pretty in the air and flies with no vices.

I'd thought the undercarriage as shown on the plan looked a bit flimsy, so I redesigned it and it broke off on a (fairly gentle) landing. A quick on-field repair and on the second flight (me at the controls this time) it broke off again on a fairly gentle landing. I've now rebuilt it exactly as shown on the plan - I must learn to trust model aircraft designers...

Incidentally, my brother dug out this picture of the 6cc scale Cosmic Wind that he designed and built 44 years ago - he was a proper pro builder back in the day.



Gray

Future Events

AGM – Club meeting 2nd December

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

The first Sunday in every month until April– Indoor Flying

Hilbre High School, 10am until 12pm. £7 to fly. Free parking.