



2022 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@googlemail.com if you want to be in line for a front page feature.



Lindsay Todd's latest creation: the Kestrel. It is his own design and was done with a nod to the SE5 but without the complexity of the second wing. With a 56 inch span and a weight of 6lb it is powered by an ASP52 he says it really does fly well. If you fancy building one it will be a free plan in RCM&E fairly soon.

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

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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 this summer has been a new experience, I've never been stopped from going down the field because the weather is too good. But that is exactly what happened this weekend; blue skies, low wind and a sun so fierce that it felt like one of those 1950's warning videos about nuclear blasts. It is the first time I have heard concerns raised about electric models not being able to cool sufficiently. Some hardy souls braved it out, but I noticed Limey was a very early riser to try and get some flights in before it became unbearable. That said the strip itself has benefitted from the dry summer in as much as the grass gets cut and it stays short. In fact other than the extreme heat life is quite normal at the strip and I guess it is quite easy to forget that the last two summers saw a very different version of "normality". We have managed a fun fly and the club comps, and have the hot pot supper and builders cup in the diary. Here's to normality continuing.

Ant

The Business End

Not really much to report in terms of club logistics. We have a current membership of 34 which includes a few new members. Sadly we have also recently lost two longstanding members; Tom King and Geoff Hoolahan and our thoughts are with both their families.

Lever's

There have been no meetings at the Lever Club over the last few months, but there is one coming up in September. The next meeting is the Ivan Mottershaw building competition and the hot pot supper. For those new to the club we usually have an evening when the club provides a hot pot supper giving the opportunity to have a natter and a drink. This year the evening is to be shared with the building competition where you can bring your masterpieces to show the rest of the club who will then vote on the which model they think is the best. The rules of the competition are simple: any model submitted must be a scratch build, plan build, or kit build (anything classed as ARTF or RTF is not eligible). So tell Dave Buckingham if you can come (so we have the right number of meals ordered) and turn up for a light hearted evening at the Lever Club in Port Sunlight on the 8th September.

Out In The Park

Despite the parched ground the strip is in really good condition for flying with a close mown surface. Normally we are moaning about the days we are rained off which hasn't really happened this summer, but wind

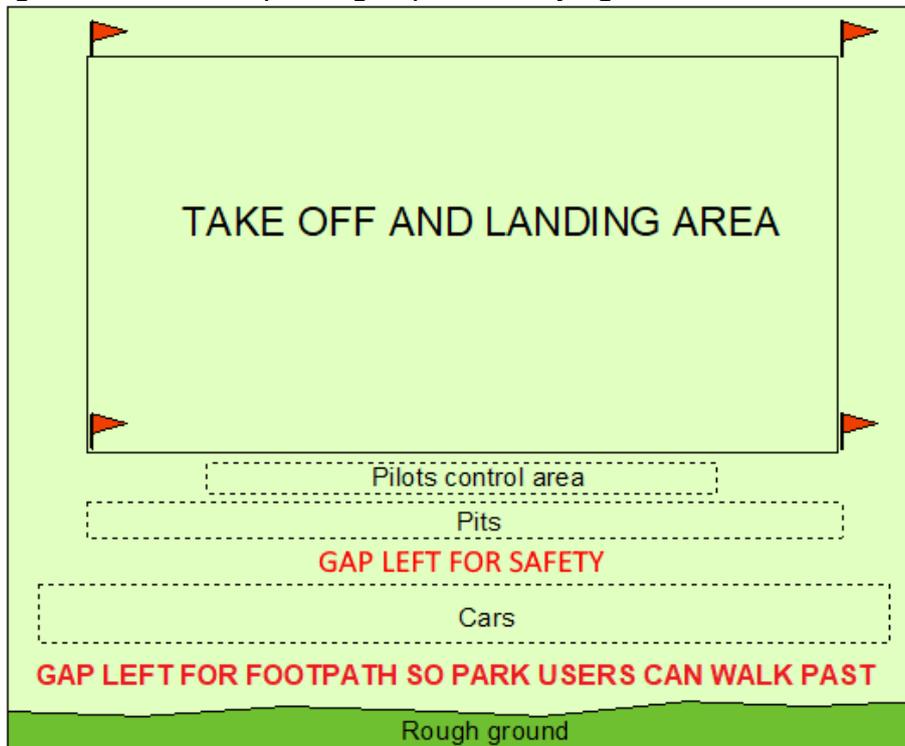


has been a restricting factor on a lot of days. That said, the good days have been really good and the club feel has returned again after the Covid disruptions of the last couple of years. The instructors are also back to instructing bringing new people into the hobby.



One note is that the arrangement of us, our models and our cars is sometimes leaving a very small gap between each which

is not great for safety. A while ago we said to move cars a couple of metres away from the edge of the field to leave a path round us for people in the park. This gap is sometimes becoming much larger and the pits and the cars are sort of merging. Can we please park and set up with obvious demarcation between each area as shown in the map. Also don't forget your flags as we have to put flags up before flying.



Undercover

No indoor flying takes place during the summer, but it will start up again at Hilbre school in October. We are aware that without an indoor model it isn't realistic to try one of the sessions so are intending to have an open session on one occasion with free admission and a few aircraft you can have a go of to see if you like it.

Club Comps

July 10th saw this year's club flying competitions at Arrowe Park. The weather was great and that set the fourteen of us assembled for a fantastic day of both flying and socialising. The first event was the F3A which is an aerobatic competition flown to a strict flying schedule set inside an imaginary box. This is not easy to do so only three brave souls were prepared to have a go; Colin, Linsay and Steve M. Steve kept having issues with keeping his engine running but he soldiered on regardless.



The Freestyle competition is exactly what it says on the tin. Three minutes from wheels up to wheels down to impress the judges with any kind of recognisable aerobatics. Seven of us did battle this time including Phil in his first ever aerobatic competition. No real dramas this time, so a bit more relaxed for both spectators and pilots.



The Novice competition had only one eligible entrant which was Tony who is still working towards his A-certificate but bravely



went for it anyway. The idea is to take off, land and attempt something recognisable in between. There was a hair raising moment when a single roll became a double roll, but the plane survived so all was well. Lunch time was a barbeque manned skilfully by Alan Bennett cooking burgers provided by Steve Muscat. The food was fantastic and very welcome as a break between competitions.

The Sportsman competition is the same idea as the Freestyle

competition but pilots with anything beyond an A-certificate are not eligible. The idea is to give less qualified pilots a more level playing field to compete in so dropped the entries down to three.

Finally we had the scale competition. The idea was to fly a routine that would have been appropriate to the real aircraft and all other club members present cast a vote on their favourite. I hadn't really thought this through and used a racing plane against two aerobatic planes, so spent my time boring people with repeated high speed passes.



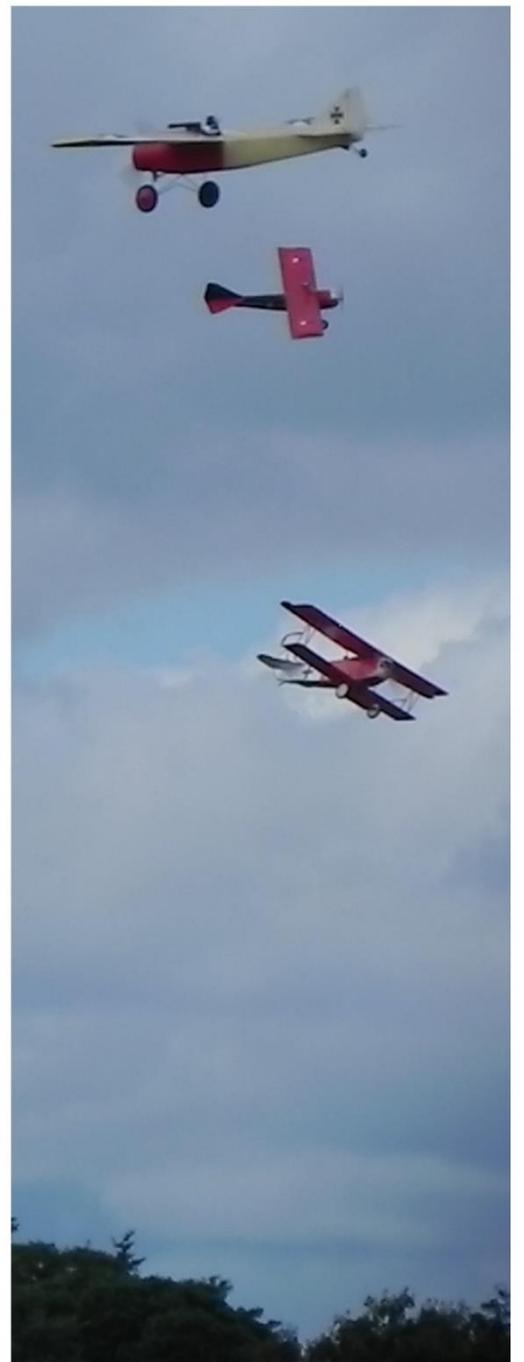
The final results were:

F3A	Lindsay Todd
Freestyle	Colin Martin
Novice	Tony Newton
Sportsman	Steve Atkinson
Scale	Ian Bottell

It was a fantastic day and thanks go out to all people who helped run it. Dave for organising it, Alan (and his helpers) for cooking, Steve for the burgers and Bill, Andrew and Colin for judging.

Out And About: Cosford LMA show – 2nd July

It is a few years since I have been to the Cosford show, something to do with a pandemic. Well, that coupled with the fact that I usually alternate between Cosford and Weston Park. This year was glorious weather and largely set up with the revised layout introduced a few years ago. This puts the car park and flight line on the opposite side of the runway to the museum, with a shuttle bus if you want to look round the museum. The change this year was to have three flight lines. There has been two for a few years (the main show line for big models, and another one further down the runway for smaller models and trial flights), but this year a drone racing flight line was added between them.





There was a long line of trade and food stalls set back from the flightline as well as a fair sized swap meet. One interesting thing a few of us noticed was the difference between the food prices at Weston Park and at Cosford. I had already been told how Weston Park food prices were so high that it was taking the mick, but at Cosford there were lots of styles and all reasonably priced.

So what about the flying I hear you ask. Well as usual Cosford puts on a different kind of display than shows like Weston Park as it is run by the Large Model Association (LMA). This means the models are.....big. It also has models that are unusual to see, like airliners. In fact the huge Constellation (and with a 21 foot wingspan I do mean huge) was particularly impressive. The huge Vulcan which LMA chairman Dave Johnson brings to Cosford is always a bit of a show stopper, but it was announced that this year will be its last (apparently it was built in the 80's). It sounded like others in the LMA were trying to change his mind, which I can understand as it is an incredible spectacle.



There were all sorts of sports planes, gliders, airliners, warbirds, and even an autogyro on the main flight line during the day, making for an excellent, good value, show. A new one on me (although an old model) was the huge red DH Comet built by Steve Holland. The big highlight of the afternoon was the appearance of the full size Lancaster, which didn't just fly past it flew directly overhead which really set your hairs standing on end. In fact it was amusing to watch the response of a young mum who had obviously been

dragged along suddenly be completely awestruck.

I met a few club members during the day and we all seemed to have the same opinion of the day (apart from Mike who wasn't well). I was also not alone in buying the odd bit from the trade tents (although I seem to remember Cliff buying a boat!!!). All in all it was a fantastic day.

Future Events

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

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

8th September – Hot pot supper and builders competition

The Lever Club in Port Sunlight. 7:00pm for 7:30pm

Obituary

Tom King

Dad was born 30th July 1938 in Vine Street, Liverpool, he had an older sister Pat and a younger sister Mary Teresa, (known as Tese). Their mum sadly died in January 1941 and Dad and his siblings were brought up by their maternal grandmother & grandfather, It was a very large Irish Catholic household, with uncles, aunts, cousins all living under the same roof. Dad has very happy memories of his childhood, he had a lot of freedom to play and roam, which he did often, resulting in the police returning him to his grandma, he had the wanderlust even at such an early age.



When he was little he wanted to become an engineer but didn't have the opportunity so one of his first jobs was working on the railway, delivering parcels in the truck. He was only 14, but the driver taught him how to drive the truck, and used to let him drive the delivery route.

Dad joined the Royal Artillery in August 1956 for his national service, he loved it, he was stationed in Hong Kong and saw action in Cyprus, after his 3 years national service was up, he signed up for an additional 4 years in the reserves. Surprisingly Dad was a driver in the Royal Artillery.

When Dad came out of the army he continued driving for a living, driving wagons all over the country and the continent, working days and night. Him and Mum (Lilian) married in 1960 and they moved from Liverpool and set up home in a flat in New Brighton. Sue arrived in 1962 and I arrived in 1964, we all moved to Moreton then, on the 8th floor of the high rise flats in Stavordale Road.

Dad worked really long hours, he had a job once delivering fruit to the fruit markets and when he came home sometimes he would have oranges tied into the sleeves of his coat, coconuts or pineapples in his pockets or trays of peaches, all very exotic to us at the time, a perk of the job. He made sure we had a holiday every year, we went caravanning in Anglesey, always us 4 and our dog Sam.

Dad from early in his driving career used to teach, up and coming drivers to learn the ropes of not only driving the wagons but loading, stacking, sheeting and tying the loads on in a safe way.

As his driving career progressed he became specialised driving abnormal loads on a low loader trailer. He had police escorts, motorways closed for him, things like this.



In one of the companies he worked for he met a man who became a very good friend and teacher, Terry was an Aikido Sensei, and he taught Dad for many years both hand combat and sword work, because Terry and Dad worked together, if they were both in the yard, they could be found in the loft practising, when they had summer schools, usually at a university they would hire a van and go round all the dojo's collecting the practise mats to take to use at the venue, and Dad was always the driver of the van, I used to go with him and help carry and stack the mats, very tiring.

When Land and Marine went back to holland and they made all their staff redundant, dad decided to become a driving instructor, originally working for an established company but then decided to set out on his own and created his own company, he worked long hours but he was successful, and he loved being able to help people achieve their goals and became friends not only of his pupils but their families, in some cases teaching a few generations of the same family. When he finally retired from being a driving instructor he worked as a driver taking disabled children to school, after this he delivered prescriptions for the local chemist, Tilley (his dog) was always in the car with him and as well as delivering the medication he would make people cups of tea, retune the tv, fix leaking taps, he always was ready to help if he could, he eventually retired when he was 72. Dad loved practising Aikido but it is a very physical pursuit, so when in 1989/90 he found radio control planes, it was a gift, he had always loved planes and building things so it was perfect for him. He loved the banter with the lads, and used to love the Christmas meals where the whole family could go along. He loved fixing crashed planes not only for just the building but being able to fix something for someone who was upset they had a crashed plane. If he could make it better for someone he would. Birthdays , Christmas and father's day gifts became very easy for us when he got into flying, even up to the last week he was with us, he was still talking about charging his planes up and getting up the park, flying his Hype.

Linda King