



**AGM  
1st December**

## 2011 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.



A spot of self indulgence here with the editors 91.5 inch Black Horse Ryan powered by a CCRC GP26 petrol engine. Despite its size it has a weight of 6Kg. Inset with its near identical twin belonging to Ian.

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Club Web Site:- [www.wrcfs.co.uk](http://www.wrcfs.co.uk)

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

My adventure recently has been flying down at the Runcorn club. It is a friendly place and it is definitely good to fly somewhere other than Arrowe once in a while. The interesting thing about their strip is the electrified sheep fence around it, which with a regular prevailing crosswind makes for sharpening your depth perception and rudder aided landings. After watching a couple of models go into the fence I came up with a cunning plan Baldrick would be proud of and proceeded to give it a go. I reasoned that if I dropped my Taxi Cup onto the strip just over the end part of the fence it would reduce the chances of being blown sideways into the fence like the previous two models, so gave it a go. The result was that I realised that I was still behind the fence and not in front of it about half a second before it clipped the top and cartwheeled across the field in pieces. Feeling annoyed with myself the pieces were bundled into the car for looking at home.

At home looking at the pieces with a badly damaged wing, the side of the fuselage hanging out and a lot of the back of the fuselage shattered I decided to strip the bits out and give it a decent burial. The funny thing was though, that I kept going back to it, looking at it, but never bringing myself to remove anything. In fact I eventually started gluing bits back together whenever mixing glue for other things, and it started to look plane like again. Some strengthening, making of new bits, filling and covering and it eventually was recognisable again. In fact it has flown several times now with no obvious change in characteristics. So what have I learnt?

I would say I have learnt two lessons from this:

1. Don't try to shortcut skill, it usually ends in tears (and it wasn't really necessary).
2. Repairs can be more realistic than they seem.

Ant

## To The Manor Born

Clubnights have continued the theme of offering more than just chat since the last newsletter. We have had a talk on electrifying models, Dave Burtons mega quiz, and the full build competition. The Ivan Mottershaw trophy for building was won by Bill Bonner and his weathered Gypsy Moth built as a replica of JASON. Attendance peaked with the quiz (won by Colin and Roger), and other than for the quiz, attendance has been still on the low side. The low attendances triggered a survey of all members, the results of which were discussed at the November club night.

Colin recieved 29 replies to the survey.

Venue: 22 happy with The Old Manor Club, but 7 would prefer to move.

Timings: 9 would prefer quarterly, no other preferences made.

1st week in month Ok for everyone.

1 would prefer Wednesday, 2 Friday and 1 any day bar Thursday.

Content: Most people wanted more simulator, presenters, quizzes and talks.

Other comments included wanting to know there was somewhere to go for help

One reply very critical about the committee.

The outcome is that meetings will continue to be monthly, and at least for the time being remain at The Old Manor. Some alternative venues are being looked into and at some point a choice of one of the researched venues or The Old Manor will be offered. As several people mentioned starting the meetings earlier this will happen, so meetings will now convene at 7:30pm with the formal meeting starting at 8:00pm. The plan is to continue with workshops, talks , flight simulator, quizzes etc.

Don't forget the AGM on 1<sup>st</sup> December.

## Out In The Park

As you all know, flying action in the park has all but ceased as only heli's can use it at the moment. In September the contractors moved in, ploughed the strip, flattened it and seeded it. With a really mild few weeks after seeding everyone was expecting grass to germinate quickly, and when it didn't..... panic and frantic emails ensued. The contractors have returned and are happy with the state of the ground, and it looks as if finally there is the green haze of new grass. Fingers crossed for spring.



Fixed wing flying continues elsewhere for the next few months, with temporary memberships being taken up at Runcorn and Skelmersdale by many members, and Delyn being used by some of its regulars. Runcorn has proven to be the most popular so far, I'm sure in part due to its journey time. A friendly bunch they are too, with the added bonus of bacon butties mid morning (always going to be a winner) and its proximity to Webbies. It will be fairly obvious come spring who has been a regular at Runcorn as they should all be landing bang on the middle of the strip, a skill honed avoiding the electric fence lining the edge of their strip (it claims at least one model a week). Dave informs me that Skem is equally friendly and he enjoys everything about it bar the drive.

In the meantime Arrowe is still being used for helicopter flying as they can fly to the side of the ploughed area, and it is still being used for running up engines in new models such as the Zenoah ZG62 in Colin's 91 inch Black Horse Corsair (photo Colin Martin). Please note that even when the grass seems to be growing there will be no flying off the strip until the grass is considered strong enough. This date will be marked with an event of some sort (TBA) so we will all be aware of the start date of our 2012 flying season at Arrowe.



# Undercover

Attendance at Pensby Sports Hall has been quite low for a good while, but November saw a welcome increase in participation. The hall was treated to heli's, micro models and shockies for two hours, but there is still plenty of room for more people to attend. As it stands the hall is booked until the end of spring, but this will be reviewed based on attendance before renewal takes place. At present average



attendance is low, so use it or lose it.

For those who have never tried indoor, its constraints make it very different and challenging in a different way to outdoor flying. True there are no big scale or aerobatic monsters and no roaring IC engines, but that doesn't make it boring. Flying within the constraints of a hall is a challenge no matter what size the model. Shockies tend not to get round at all using just ailerons, making it excellent for rudder practice. And for those wanting to fly a heli at Arrowe, it is far easier to learn with a smaller one in a controlled, windless environment.



# Club Comps

The annual club competition happened to fall on pretty much the last day we could fly at Arrowe Park before the groundworks started. It had potential to be the equivalent of a wake if the weather wasn't kind, and at first that seemed likely as rain threatened to stop play. But the



gods smiled on us as it rapidly dried up with a light but strengthening wind that was always down the strip. So with aircraft a plenty, and an impressive food tent the day became a fantastic end to the flying season at Arrowe.

The event winners were:

- |           |               |
|-----------|---------------|
| F3A       | Graham Roscoe |
| Freestyle | Graham Roscoe |
| Sports    | Paul Faulkner |
| Scale     | Ian Bottell   |
| Novice    | Charlie Brown |



After the competitions were over Sam Evans had a go at his "A" certificate test, and rounded the day off by passing it. Well done Sam.  
A big thanks again to Mo and Ruth for the fantastic catering.



## Out And About

### The Nats



The annual pilgrimage to the BMFA Nationals at Barkston Heath is a double edged sword. On the one hand it is the most spectacular flying meet of the year, and on the other hand it seems to mark the end of Summer. This year was no different as the weather was not particularly Summer like. In fact extremely breezy and a little chilly springs to mind. Quite a few of us

met up there, with many of us camping close to each other. The two main flightlines our little group spent most time at were Scale and the Showline. The Scale flightline was a good indicator of the wind, as a couple of times big scale models flew well over the crowd. They were equally ending up deep into the flying area for the Showline, so flying conditions were less than ideal. As always some of the scale entries were fantastic.



The Showline (no Topgun competition this year) put on an excellent and varied flying display, the highlight of which was two Red Arrows Hawks flown as a display to music. The pilots were the Bishop lads and the display started with simultaneous take off, had sections when the two flew aerobatics together, a section when they mirrored each other at opposite ends of the runway, and ended with a simultaneous landing. It was breathtaking to watch and relied on fantastic skill and communication.



It

This year rain did not stop the pulse jets so we got to see (and hear) them set another record. A strange spectacle with more than a hint of danger that leaves you with the question "why?".



In the evening there was the legendary free flight, which has been all but nonexistent for the last couple of years due to the weather. This year was a bit breezy but most definitely on. Adam and I finally got chance to try our cobbled together electric one which was attending the Nats for the third time. On its first attempt it broke in half, but a dab of glue and some TLC saw it slash my hand on its way to becoming one of the most successful models there. Result!



Indoor flying in the hanger showed up a couple of interesting models later in the evening. One was a fantastic twin rotor autogyro which was both fantastically slow and unbelievably agile. The other one was a flying car that Harry Potter would have been proud of. There was obviously the usual array of shockies, but also a few tricopters

and quadcopters. The bravest flight of the night must have been the Stryker 180, which was similar to doing the wall of death and was bound to end in tears.

Sunday morning brought the mammoth swapmeet with everyone looking for a bargain (even those who said they weren't). Dave Burton seemed to be the happiest after the swapmeet with his bargain Magnetilla.

The Nats madness definitely struck when it was spotted that Als Hobbies were selling Stryker 180's for a knockdown price. After a lot of "I will if you will", four of these were promptly purchased for fun back home. It later turned out that Steve came over all manly after we left and arranged with Al to upgrade to the big one (size isn't everything Steve!).

Steve, John and Ian left at lunch time on Sunday as the wind started to build.

Roy vanished during the afternoon as the wind got even stronger and we left early in the evening leaving just Mike and Dave to brave it out. I believe the wind did drop a little for Monday, but for me the adventure was over for another year.



Photos Ian Bottell

## Future Events

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

Pensby Sports Complex (behind the boys school), 10am until 12pm. £5 to fly. Free parking.

### **The first Thursday in every month – Club meeting**

The Old Manor House, Withens Lane, Wallasey. 7:30pm.

### **1<sup>st</sup> December – AGM 7:30.**

The Old Manor House, Withens Lane, Wallasey. 7:30pm.

### **5<sup>th</sup> January – Annual hot pot.**

The Old Manor House, Withens Lane, Wallasey. 7:30pm.

This is a free event to member. The speakers will be Alex Whitaker and "Crash Parry". Please let Andrew Lowthian know if you can't attend so that the catering fits the event.