



Bristol Radio Control Model Aircraft Club (BRCMAC)

August 2013 Newsletter

Chairman's Chat

Welcome to our fourth newsletter this year, at least we have had some good flying weather although a really mixed bag of sun wind and rain.

Luckily we had fantastic weather for the Club BBQ and a great turnout with around 80 people attending, thanks to all the members who helped set up this event and helped make it a success, more of this below.

On a more sombre note, we regret to inform you of the loss of two of our longest serving members, Reg Hopton and then Alex Haines. Our sincere wishes go out to their family and friends.

Just before the BBQ we collected a range of park flyers from the widow of a model enthusiast who asked us to clear them from her house. Due to time restraints and lack of communication on my part, a misunderstanding occurred which unfortunately became an issue. I can assure our members that this misunderstanding has been resolved and we will be auctioning these items to interested members. Full details are in this newsletter.

We have been promised more hot weather, so hopefully I will see you at the flying field.

Ian Ferrari

Flying club fees

We recently ran an exercise to see what annual fees are advised in South West model flying clubs websites, this was drafted in order to support our Treasurer's financial recommendations that will need to be discussed at our AGM this year. We felt this should be published as a guide against our own fees so that members will be able to make an informed decision later this year on where club fees need to be.

Flying Club	Joining fee	BMFA Ins	Club Fee	Total
BRCMAC	nil	32	38	70
Frome	nil	32	60	92
Weston model	nil	32	80	114
Blackdown	nil	32	58	90
Anman Valley	nil	32	67	99
Torbay	nil	32	50	82
North Worcester	35	32	68	100 (135)
Newbury	nil	32	60	92
Newport *	nil	32	40	72

*Newport has heavily restricted flying times and area with a limit of 65 members)

To summarise: many clubs I checked do not publish any membership fees on their website (unusual if they wish to encourage members).

Quite a few have site restrictions due to close neighbours and strict noise limit rules, plus flying zone limits and limited flying hours. In comparison we have excellent facilities and if we wish to both maintain and improve these we will need to full support of our members.

Ian Ferrari

FRANKLIN TROPHY EVENT

Saturday 7th September 2013

It is that time of year again and Saturday 7th September is the date for this year's Franklin Trophy club competition for scale models. Don't forget, it is not just an event for the die-hard scale fans amongst us. Any 'A' flyer or better and any model can take part provided the model has some 'scalish' aspect to it. This includes ARTFs, sport scale, aerobatic scale, and second-hand models. The more, the merrier!

As well as the main Franklin Trophy for the overall winner, we now have trophies for the best the best ARTF model and the best 'A' pilot. Don't forget, all 'A' pilots get a bonus of double flying points. So the sky is the limit! The rules are the same as last year.

We had a great turnout last year. Let's see if we can beat it - I have ordered the weather in advance! So go on – bring a model and have a go. You might even surprise yourself.

Peter Bennett
Event Organiser

Club BBQ



So the 13th of July arrived, blisteringly hot with calm summer breezes, we could not have had better weather.

Even with quite a few members being unable to attend, we had in excess of 80 visitors, including some of the Bristol Amateur Radio Club, who kindly loaned a battery P.A. system for the day.

Our thanks go to Martin Fardell for stepping in as Flight Line Director at the very last minute, cramming this work in

with a local village fete earlier in the day.

Also thanks to Mike Heley and Alan Marshall who reluctantly agreed to cook the burgers and sausages for a short while, yet could not be dragged away from the BBQ even in the blistering heat, they stayed cooking all evening and did a magnificent job.

Stephen Bray works for Tesco and managed to get a great deal for us on food and drink, he spent ages cutting rolls for our two cooks, he still managed to get around with the camera and take a few shots.



Denzil and Liz Monis did an excellent job running a raffle and arranged some quality prizes for our guests. Their determination to hassle everyone to buy tickets meant that together with entry contributions the club covered all costs and made a small profit. We could not have asked for anything better, thank you for your effort in arranging this.

All of our pilots set out a fantastic flying display, with Steve Holland running a aerobatic routine with a couple of very large bi-planes, ably assisted by his partner who was also a more than capable pilot. We had two display pilots from Woodspring Wings and two control line flyers from South Bristol Flying Club, who gave members the opportunity to experience control line flying.



Volunteers included John Paton, Arnie Mansell, Steve Haines and Ian Cook, all managed to fly some circuits, stagger a little and then some falling over with or without the plane, remember there was no alcohol involved. Hilarious and very entertaining, although I understand Ian Cook had a verbal roasting from wife Rosemary, not surprising since he was recovering well from his accident without throwing himself on the ground.

Overall an enjoyable day, with compliments from many people, including Steve Holland who asked if he could be invited again next year.

Once again thank you for your support and for all the effort from volunteers, making this a special day.

Ian Ferrari

Reg Hopton

26.7.1924 – 15.5.2013



I am very sad to report that Reg, probably our oldest Club member, passed away on 15th May 2013.

Reg had been a member of BRCMAC since its inception. He had been granted life membership. He was a prolific builder and was quick to try new ideas such as 'piggy back aero towing' and 'parachute dropping'. He was also experimenting electric flight generations before it became truly viable with new technologies. During his later years he was almost 100% electric and he had a penchant for Multiplex foam models. Never one to get left behind, he embraced 2.4 MHz technology with a set of Spectrum gear.

There was a splinter group within the Club known as BOILS – 'Bl..dy old, infirm, lazy s.ds'. Three of us from this group were rather like the 'Last of the Summer Wine'. We usually went to the field on Mondays and Fridays, ending up at the Anchor in Thornbury.

I had known Reg for about fifty years and, in all that time, can say I never heard one word of criticism said against him. He was a most likeable chap you could meet. Everybody's friend and true gentleman. He was a great family man and his living room was festooned with photos of his family. He would keep me up to date with what they were all doing and was eagerly awaiting the arrival of the next great grandchild, which he sadly missed.

Reg saw service during WW2. He was the young boy of the Regiment that saw action in North Africa, Egypt, and Italy. He rarely talked of those times except for a few amusing anecdotes. He wore his medals with pride and paraded every year with the British Legion. He was very fond of his dancing right till the end. He went every week with his partner Mary.

Reg was laid to rest at Westerleigh Crematorium on 30th May 2013. His popularity was evident in that there was standing room only for some at the service, and afterwards at the Rose & Crown, Pucklechurch.

Reg will be sorely missed. RIP dear friend.

Tom Goodacre

F3A WORLD CUP REPORT

Once again this year the GBRCAA hosted a round of the F3A World Cup. This is series of competitions held around Europe (hey, the Americans get away with the name "Baseball World Series"!) under FAI jurisdiction. The UK round this year was held over four days (one practice day, three competition days) at a private airfield in Kent (more on that later). With it being a World Championship year, the entry list was full (33 pilots) and some big European F3A names made the trip.

We are very lucky at the moment that we have a small group of people prepared to organise such an event in the UK - the logistics are horrendous as the WW Show Committee will agree I'm sure - and the GBRCAA has had to subsidise the costs. It is an expensive business; just the cost of flying in, housing and feeding five world-class judges is eye-watering, and typically the event needs about £3000 pumped into it. The first year was helped by a Sports Council "New Event" grant, but realistically some serious sponsorship will need to be found if the event is to be tenable in the long run.

The competition itself is a great chance to see the best pilots flying the best hardware, and there is no doubt that F3A models continue to evolve. With this year's Worlds being held at altitude in South Africa, plenty of bipes are in evidence, notably the Oxai Citrin and Bruckman Sensation.



Electric power continues to dominate; Hacker (C50 & Q80) and Plettenberg (Advance & Evo) mostly, but with Axi and Dualsky also represented. The majority of ESCs were Jeti, with the odd Schulze, Dualsky and Castle. Sponsored pilots had expensive batteries, everyone else had cheap batteries and no-one could tell the difference in the air. Many continental pilots still prefer to run contra-rotating props for improved downline braking and reduced spiralling in the prop-wash, although us Brits (and the Japanese and Americans for that matter) remain unconvinced that the complexity is worth it, preferring to rely on various flow-straighteners and wing fences.

A fine example of model development is Peter Haase's Progress. This model has to be seen to be believed (the photo doesn't do it justice). The vertical surfaces are all-flying and move in some complicated ways; for braking effect at low throttle they "toe-in" to create drag, whilst in snap-rolls they move in the same direction to force the model to hold a line. Whilst they are obviously useful in knife-edge, they are actually still during integrated-rolling manoeuvres as Peter found they made the model present a "bit weird". Drive is from a Plettenberg Advance coupled to Peter's own contra-rotating gearbox. I had a good look at a disassembled gearbox and it is a work of engineering elegance, far simpler and more robust than the available commercial units. And yes, if you look closely, each propeller blade does have a tiny winglet at its tip to reduce noise and

improve efficiency. If all this isn't enough, the model has a ducted fan unit in the rear of the fuselage which spools up for stalled manoeuvres (e.g., stall turn) and blows air over the tail surfaces to improve control authority. Oh, and it has a 15W LED in each wing tip to help with orientation. And it weighs less than 5kg ready-to-fly!



This year, Dad and I dispensed with the luxury of a hotel and instead we camped onsite; consequently we were woken by Gerhard Mayr's warm up flight at 5.10am each day! Competition day warm-up flights are not allowed in UK competitions, but in Europe they are the norm so, by day two, I'd adopted a 'can't beat em so join em' attitude and was in the air before six myself!

The competition itself consisted of three preliminary schedule rounds (two on Friday, one on Saturday), with the top fifteen then flying two finals schedule rounds (one on Saturday and Sunday). My first flight was at 8.10am and was a bit nervy; the five judges duly hammered it and, due to the nuances of the normalized TBL scoring system, I had given myself quite an uphill task already. But we dug in and placed well inside the top ten in the next two rounds, scraping through the finals cut in fourteenth. My first flight in the final was one to be forgotten, with a couple of egregious mistakes in the "big" manoeuvres costing me dearly. Last to fly on Sunday, however, I got on top of my nerves and we finally nailed a good schedule and made it three UK pilots in the top ten; the table below gives the top five plus the positions of the other Brits.

POSITION	PILOT	COUNTRY	MODEL / MOTOR
1	Gerhard Mayr	Austria	Mayr Toxylen / Plettenberg Advance (Schulze ESC)
2	Fabien Turpaud	France	Oxai Axiome EP / Hacker
3	Derk Van Der Vecht	Netherlands	Oxai Axiome EP / Plettenberg
4	Juan Rombaut	Spain	Oxai Citrin / Dualsky (Dualsky custom ESC) / Dualsky XP LiPos
5	Keith Jackson	GBR	Oxai Axiome / YS175 CDi / Optifuel
6	Matt Hoyland	GBR	Oxai Citrin / Hacker C50 / Optipower
10	Adrian Mansell	GBR	Wind S Pro / Plettenberg Advance / Zippy Compact
11	Kevin Caton	GBR	Oxai Jupiter / Hacker Q80 / Optipower
14	Steve Underwood	GBR	Bruckmann Sensation / Hacker C50 / Thunder Power
17	Mike Williams	GBR	BJP Episode / Dualsky / Unknown

Finally, back to that private air strip; it is owned by Rob Davies of Meggit Defence who kindly gives us free run of the place for five days. Some of you may recognise Rob as the P51 Pilot who was lucky to survive having his tail removed in a mid-air at Duxford.

<http://www.dailymail.co.uk/news/article-2013219/Pilot-Rob-Davies-escapes-WW2-fighter-mid-air-collision-airshow.html>

As he did last year, after the competition he treated us to a very up close and personal display with a P51 that he had "borrowed for the weekend because the Yak has an oil leak"! The hairs on my neck have just about settled down after his full-chat, 20ft off the ground blast passed us around 20m away; if you don't believe me, watch this splendid video from Juan Rombaut documenting his trip from Spain to the comp:

<http://vimeo.com/67636973>

Listen to those gun ports scream! Rob then followed on by putting his Stearman through its paces and then pootled off in his Cub. I could hate him if he wasn't such a genuinely nice guy!

Park Flyer Auction

The Club has been fortunate to have received a number of 'park-fly' electric aircraft (approx 26) and some radio equipment from the widow of a Bristol modeller who wanted to dispose of her husband's models. He did not belong to a club and flew the models from the Downs in Bristol. None of the models are suitable for use by the Club for training purposes, all being too small and many not flyable or in poor states of repair.



The Committee has now decided that all of the models and equipment received, with the exception of one 2.4 GHz Spectrum transmitter which is to be retained by the club and used on a trainer aircraft, will therefore be offered for sale to members of the BRCMAC. On Tuesday 19th September an auction will be conducted by Patrick Rowe in the PortaKabin, commencing at 7.30. All the proceeds will supplement Club funds.

Everything is offered as seen. Some models are fitted with servos, radios and speed controllers. Others are bare airframes and some wings only. Two 35 MHz transmitters will be included in the auction. There are a number of batteries which do not appear to be in good condition so must be regarded as suspect.

These items will be transported into the Porta-cabin shortly before the date so that they may be examined prior to the auction. Any items left over will be brought to the first Winter Club night. Anything left over after that will be disposed of.

Trivia Corner

In your modelling experience, have you come across 'Guilloche' or 'Rose Engines' ? The former is a method of cutting linear patterns on to objects using a vertical lathe, it has been a specialised skill since the 1700's and is still used on valuable jewellery, watches and pen casings.

Amazingly Rose engines have been in existence since the 1500's these are highly complex hand operated rotary lathes that cut three dimensional patterns using profiled cylindrical rosettes. Many of the Tudor wood carvings of flowers were made using this system.

Today they are used by ornamental wood turners and model enthusiasts.

Interested? Then have a look at websites where modern patterns and ornaments are being produced on both types of machines:

If you hold the control button on your keyboard and click your mouse pointer at the website below, it should link you straight on to the webpage

<http://www.ornamentalturers.info/forum/photopost/showphoto.php?>

<http://richardkell.livejournal.com/19343.html>

Ian Ferrari

BRCMAC Annual Dinner – Saturday 2nd November 2013

We have reserved the room at The Swan, Thornbury for the Annual Dinner. Put the date in your diaries now. More details nearer the time.

Future News letters

To make future Newsletters interesting your articles or stories (visits to shows or exhibitions, model builds, flying experiences, modelling techniques etc.) for sales and anything not necessarily model aircraft related will be most welcome and should be forwarded to secretary@brcmac.org.uk for inclusion as appropriate.

Editor – Peter Bennett