



Bristol Radio Control Model Aircraft Club November 2010



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Hard to believe, but it's November already, the evenings are drawing in and evening flying is now light restricted. There was quite a lot of activity down the field in September, with the BMFA Examiners Workshop and the club Franklin Trophy being held, both of which were looked on favourably by the weather Gods. Our fields look really good now that the grass has been cut again and balled, and the Blackberries were the sweetest I've tasted. We have had a visit from the neighbouring cattle, but quick work from a few members helped by the livestock owner should prevent further visits.



I guess you have all seen the latest developments regarding the Wind Farm, of which the Committee is fully aware, and are adopting a proactive approach to ensure our clubs continued presence in the Duckhole area.

Our next event is the club End of Season Dinner (30th October), which in recent years has been a well received social event.

Apart from getting out flying when weather (and other halves permit), the next major event is the December AGM, and I would request that you all seriously consider attending this meeting, agenda and details to follow.

Reports from the clubs Franklin Trophy at Duckhole plus the BMFA Nationals and Much Marcle shows should add a flavour for all who didn't attend.

Cheers for now,

Denzil

Contact: chairman@brcmac.org.uk

A NOTE FROM THE SECRETARY:

Grateful thanks to all those who contributed to this Newsletter. If you would like to contribute an article for any future Newsletter (any and all articles are welcome).

Email to secretary@brcmac.org.uk or post to:

BRCMAC Secretary, Chris Owen, 64 Worthing Road, Patchway, Bristol BS34 5HX

Chris Owen

Much Marcle 2010.

After a break of two years, due to extremely bad weather and the annual Steam Rally chewing up the ground, Much Marcle once again took place this year. Jan and I arrived on site with our caravan on Tuesday afternoon, having driven straight here from the NATS at Barkstone Heath. The site organizer had arrived the day before and had already marked out the lines for the posts along the flight line and traders lines. On the Tuesday afternoon we positioned the posts ready to be knocked in and in the evening a local farmer arrived with a mechanical hammer fitted to his tractor to do this job for us. Unfortunately, a hydraulic hose gave way and the posts were not erected until Wednesday night. This meant the loss of a day when we should have threaded on the flexible plastic fencing and roped this onto the posts, instead we worked in the car park field and the pay booth near the bridge into the field. Thursday was manic catching up, threading on the fencing taking up half a day and extending the ropes through into the camping area. Thursday evening saw the start of the LMA contingent arriving and we saw a bit of flying later on. This included the very large B17 bomber which silhouetted against the evening sky could have been full size. Friday was arrival day for the traders and pilots so our time was spent directing them to the allocated spaces for their stands and then keeping out of the way in case they wanted a hand to set up. Much Marcle being one of the last shows of the season always attracts lots of traders which in turn pulls in the visitors. This year was no exception and Saturday saw a record attendance for the show, on Sunday the weather was a bit inclement and we only had half as many turn up.

Unfortunately, the flying displays on Saturday were marred by a number of crashes, two by members of the same family and both occurred immediately after lift off, one of the models was the B17 which was a write off. The organizers put an immediate ban on the further use of 35MHz transmitters (put your own assumption in here) and flying was limited to those using 2.4 Gig equipment.

On Sunday the traders started to pack up at about 4pm and this was our cue to start removing some of the barriers, with more people to help this was a very speedy operation and by 6pm we were ready to tackle the spectator fence, again with more helpers and the fact that we could just pull the support rope out we had this rolled up in just over an hour.

On Monday we packed everything away in the sheds and by 11 o'clock we were saying our goodbyes and pulling out for the journey home. I would also add that we are looking forward to doing it again next year as I believe this is one of the best shows in the area.

We look forward to seeing you there.

John and Jan.

FRANKLIN TROPHY 2010 REPORT

The competition was originally due to take place on Saturday 11th September. However, owing to a vicious wind blowing on the day, not to add cows having invaded the pitch from the adjacent field necessitating some hurried repairs to the fence deep in the hedgerow running down from the car park to the compound (thanks to all who lent a hand and Martin for lending his fencing tools), the competition was postponed until the following weekend. Fortunately, one week on the weather was a near perfect with sun on our backs and very little wind.

Nine models were entered by eight pilots.

Your trusty Chairman Denzil Monis, not having a large RC scale model to fly entered into the spirit of the event by bringing along a very nice little rubber powered 'Fairy Swordfish'. Several flights were attempted with varying degrees of success.



The final verdict being that it needed some down-thrust adding before it was capable of sustained flight.



Chris Owen and Doug Paul both turned up with a Hanger 9 'Piper Pawnee' apiece. Chris's model features an on-board smoke system although I have to say I have yet to see it in action. Two very nice models.

John Taylor arrived part way through the morning with his new electric powered ARTF 'P51 Mustang' and gave it its maiden flight late in the day. Baring a few minor adjustments, it flew very well and looked good in the air. (see cover picture)

Patrick Row came along with his ARTF 'Republic P-47 Thunderbolt' and put in some decent flights. He finished with 9 points overall, taking 5th place and the Wilkins Trophy for the Best 'A' Pilot. Well done Patrick.





In order to give a little variety, yours truly entered 2 models. The first was a recently acquired 'Fokker D VI' built from the Flair kit. Having carried out a number of repairs and refurbishment I was keen to get it in the air, not having flown it before. The first flight was somewhat 'tense' as the engine clearly was not on-song, eventually overheating for a dead stick

landing. Having richened the engine and removed the top cowling cover for better cooling, the next flight was much better. Altogether, a promising start, finishing in fourth place with 10 points. Then there was my Hanger 9 'Curtis P-40', resplendent with its new 3-blade prop. This put in a couple of decent flights and amassed a total of 16 points to finish in third place.



Steve Haines put up his ARTF Supermarine Spitfire and showed us all a series of very realistic flights. He certainly knows how show off the aircraft in the air in a most scale like manner. Needless to say, he took the most points in the flying category to finish second with a total of 36 points. He also takes the prize for the Best ARTF. Congratulations Steve. And finally, the maestro Martin Fardell entered his massive, scratch built 'Westland Wallace' biplane. Like all his models, this simply oozed character and flew around in a most sedately and realistically. It had so much presence in the air, it was difficult to believe that it was not real. Martin's combined static and flying scores totalled 40 points and deservedly gave him top spot. Very well done Martin.

After the false start the previous weekend, a good day was had by all. I look forward to next year's event and hope that we can encourage you all to bring something along. It is the taking part that counts.

Peter Bennett



‘The Nats’ - August Bank Holiday 2010

Again this year I packed the car with camping equipment, a weekends worth of clothing and enough food to feed an army and headed up North to Lincolnshire to the 2010 BMFA Nationals. For many years the Nats have been held at RAF Barkston Heath near Grantham, which to be honest is quite a formidable journey on a bank holiday Friday but well worth it nevertheless. I left early to avoid the worst of the traffic and spent an hour or so in Grantham before heading to the airfield. We were allowed onto the camping areas early this year as the RAF had finished their sorties for the weekend. I pick the same area to pitch my tent as last year, far enough from the toilets and shower facilities but close enough to the hanger (where the bar is) and within easy reach of the flying areas.

Friday evening was warm and as the darkness fell the camping area had filled up with all manner of accommodation from small one man tents to massive marquee like structures. In the distance the noise of engines could be heard and the smell of BBQs was wafting from all directions. The bar opens on Friday evening so I



wandered over for a quick half after having a brew and something to eat. The hanger had netting up to separate the bar area from the indoor flight and people were practicing their flying skills. A couple of hours I went back to my tent and settled down for the night, anticipating an exciting weekend watching all different types of model flying.

I awoke early Saturday morning to bright sunlight streaming through the tent but there was that unmistakable roar of the wind from outside. I made breakfast and started to plan my day. Looking through the program there were many flying activities to watch and also hoping to buy a few things from the enormous trade village housing all the well known names from my internet shopping days.

As the unmistakable noise of control line combat started I was on my way

over the perry track to the areas that I had planned to visit hoping that the strength of the wing would not affect the competition too much.

My first visit was the pylon racing where an old friend from my Essex days was competing and trying to improve from his second place last year in the Club 2000 pylon racing category. I'm sure these competitors really enjoy their racing, but it's not really my cup of tea. I then headed towards the Top Gun flight-line to dream about owning and flying one of the fast jets that were being displayed both static and in the air.

The wind increased during the day and I must congratulate some of the scale pilots for putting on a great display despite the weather. Unfortunately there were a few minor mishaps on landing, both in the scale and top gun areas, but hopefully these required little repair. During the Saturday afternoon there were a few times when the heavens threatened making people head for cover and for those who didn't make cover a soaking.

Saturday evening is the traditional 'free for all' free flight on the air field. The wind made an interesting event to say the least with plane being retrieved by a golf type buggy. The daylight disappeared and as the chill of the evening crept in people dispersed to the own caravans and tents or to the hanger for a beverage or two and to watch the indoor flying. There were a few illuminated foamies flying around which was fun to watch having blue, green and red LEDs for reference.

I woke up on Sunday morning to a howling wind at around 5:30am. Looked out and the sky was grey and formidable. By 8:00 I had washed, shaved and had breakfast, ready to spend some of my hard earned cash at the swap-meet being held in the hanger. Even this early the hanger was buzzing with people trying to grab a bargain. There were so many stalls that they were all around the outside as well. I spent far too much, as you do, but am looking forward to putting together and flying my ARTF Tucano kit I purchased at a very reasonable price.



(The Nats continued)

Not much was happening with regards to flying as the wind was atrocious so I spent a while looking around the trade village again and bought a few more little bits and bobs before deciding to call it a day and pack-up my tent and head for home as I needed to be home for the Monday, sadly missing the finals.

Even though the weather wasn't great for flying the whole weekend was enjoyable, meeting up with a few old friends and even a few from our club. I take my hat off to the pilots who flew and must have a special mention to our own Arnie Mansell won the intermediate class with his all-British EMP Zephyr.

Mick Mills

Dates for your Diary

November

Tues 2nd Fly in at The Chantry 8 PM

December

Tues 7th A.G.M. The Chantry 8PM

AGM

A quick reminder to fill in nomination forms for the committee and any motions for the AGM. Send them to the secretary (Chris Owen address on page 2 of this news letter) as soon as possible. All forms must be received by no later than 26th November.

Did you Know

To print and post 1 colour news letter costs the club about £1.30

If you do not currently receive an electronic newsletter and have an email address where you can receive your newsletter please contact the secretary so that your details can be amended