



# Bristol Radio Control Model Aircraft Club Newsletter

October 2012

website: [www.brcmac.org.uk](http://www.brcmac.org.uk)



## Some of the team helping out at Clifton College Classic Car Wheeze



SSC land speed record car



One of the numerous supercars



Pitts S12 being built at Kemble

## Editors Banter

Apologies to club members for the lack of newsletters, it has been difficult this year to establish a regular editorial, hopefully this one will make up for it.

### **Keeping you up to date with spot news:-**

If you have not been down the strip recently, you will have a pleasant future surprise, as we have finally had a fantastic response from the highways department of South Glos council who have laid over 400 tonnes of scrapings down the length the Duckhole lane, making it possible to drive to the strip without bottoming out our vehicles on the potholes, hopefully with a little effort we can keep this in good condition for some time.

We now have our Christmas meal booked at the Swan in Thornbury on 3rd November, with around 37 members and guests attending, if you have not responded to our emails, please consider coming, it will be an enjoyable evening.

We have an interesting editorial from Peter Bennett on the Franklin Trophy which was held in memory of Chris Owen who sadly passed away earlier this year.

Plus some rambling from me on the Clifton Classic Car Show.

If you have any scraps of news, stories, comments, either general or aviation, send them in, we are very short of content for future issues.

Since winter months are now upon us, we have started our monthly meetings, which we are now holding in the upstairs function room in the Swan Public house, Thornbury instead of the Chantry. Since this is a popular venue for other clubs, so we have had to change our meeting day to the first Thursday of each month, our next club night meeting will be on **Thursday 8th November**

We now have a notice board in the clubhouse for general information to be circulated and we have a small first aid kit, we will also be purchasing a first aid cabinet (when I can find one that does not cost the earth) with information in it giving our site location both on GPS and ordnance survey references, so that we can respond quickly in the event of an emergency.

We are getting meeting events arranged and we have of course the AGM coming up, we will get firm dates to you in the near future.

If you are reading this newsletter on the web-site, but have not been receiving emails from us, this may be because your email address is not correct on our database, in this case email your details to the club secretary and we will get you back on the circulation list.

Happy winter flying

Ian Ferrari

# **FRANKLIN TROPHY EVENT**

## **for**

## **SCALE MODELS**

*Held in memory of*  
**Chris Owen**  
**1962 - 2012**

Saturday 8<sup>th</sup> September was the date for this year's Franklin Trophy competition. Most of you will be aware of the recent sad passing at the early age of just 50 of one of our stalwart members, Chris Owen. As a mark of respect, it had been decided to hold this year's event in his name as way of recognising all that he has done for the club.

Surprisingly the weather was, for once, kind to us and the sun shone throughout the day with hardly any wind. As in previous events, judging was carried out by all members attending on the day, whether participating in the event or not, their totals aggregated and the winner being the pilot with the highest combined static and flying score.

Considering the relatively short notice given for the event, nine members turned up with a scale or scalish model, ranging from Denzil's diminutive rubber powered Thomas Morse Scout to Steve Haines' beautiful Sopwith Pup, built from the DB kit.

John Patton seemed to be having some engine difficulty but eventually managed some flights with his Piper Cub "Grasshopper", and Denzil managed to coax the TM Scout into the air for a few 'uncontrolled' flights.

Patrick Rowe did well in the air with his Extra 260, finishing 7<sup>th</sup> overall. Martin Fardell finished 6<sup>th</sup> with his scratch-built and very pretty electric-powered Fairchild M71.

One of the more unusual aircraft at this year's event was the scratch-built electric powered Bristol T188 flown by new member Terry Fowler. The motor and prop were mounted in the centre of the fuselage but it flew remarkably well. Clearly it impressed a lot of the judges and he finished 4<sup>th</sup> equal, taking the prize for the Best 'A' pilot. Well done Terry.

John Taylor also finished 4<sup>th</sup> equal with his lovely Hacker powered, yellow and navy ARTF Pilatus PC21. Although he suffered a couple of nose wheel collapses on landing, he put in some spirited flights and takes the prize for the best ARTF model.

One of the nicest models turned out was Doug Paul's Piper Vagabond. This is a beautifully made model of the full-sized aircraft from which he took lots of measurements and photos. It even has handle-operated opening side doors which reveal a fully detailed cockpit and instrument panel. It clearly must have taken many hours of work and scored particularly well in the static judging as a result which gave Doug 3<sup>rd</sup> place.

Cont-

Then there was your scribe with my SE5a. After a very long gestation period (don't ask me how long!), this was only the aircraft's second flight and the first by me. Its first flight took place some weeks ago with Ian Cook at the controls. Unfortunately the engine ran hot and overheated which caused a loss of power and the consequent heavy 'arrival' did some damage to the undercart.

After repairs were completed I decided then to replace the engine with a nice new Laser 100, fitted with baffles inside the nose to ensure it received adequate cooling. This seemed to do the trick and the engine ran very well indeed. It's just a shame the pilot was not up to scratch as, on landing, it nosed over and damaged the fuselage just behind the undercarriage, curtailing any further flights. Repairable but very irritating! Although the SE5a received the highest static score it predictably fell short on the flying scores, finishing second overall.

So this brings me to the winner, Steve Haines with his magnificent kit-built, petrol powered, Sopwith Pup. Put simply, he flew it superbly. It really was a joy to behold in the air, very impressive and very realistic. He did not put a finger wrong and deservedly came top of the pile. Congratulations Steve.

Place	Pilot Name	Aircraft	A'	ARTF	Static	Flying	Total
1	Steve Haines	Sopwith Pup			24	25	49
2	Peter Bennett	SE5a			25	5	30
3	Doug Paul	Piper Vagabond			15	5	20
4	John Taylor	Pilatus PC21		✓	7	9	16
4	Terry Fowler	Bristol T188	✓		6	10	16
6	Martin Fardell	Fairchild M71			3	8	11
7	Patrick Rowe	Extra 260	✓	✓	0	10	10
8	Denzil Monis	Thomas-Morse S-4C Scout	✓		0	2	2
9	John Patton	Piper Grasshopper	✓		1	0	1

Thanks to all the members who voted whether participating in the competition or not. I hope you will all come to the AGM in December where the trophy and certificates will be presented.

And finally, a big thank you Harry MaClean who fired up the Club BBQ and provided cold drinks, hot dogs and burgers for all the famished flyers!

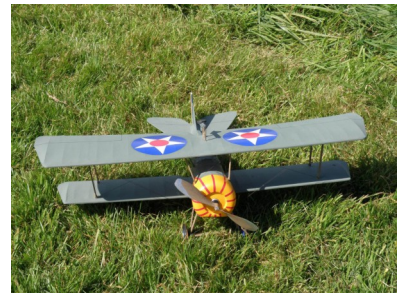
All-in-all it was a very good show. I hope the photos do it justice.

Peter Bennett  
Event Organiser





## ***Peter's Franklin Photos***



16/6/12

## BRCMAC News

### CARS, STARS and SPITFIRES ----Clifton Classic Car Wheeze

I received a copy email from Sarah that invited our club to attend the 150<sup>th</sup> celebration of Clifton College Bristol. As suggested I contacted the organiser Lucy Pigott who said she was keen to add to the atmosphere of the day which had an emphasis on transport, this would include classic cars, a spitfire display, Peter Noble's SSC land speed record jet car (1000mph record attempt), numerous stands supported by local business and some celebrities, (more of that later) and suggested that we may wish to attend.

The event was to be held in Clifton College grounds and they expected over 5000 visitors. At £12.50 a ticket or £35.00 for a family I was surprised if they would have that sort of response. We agreed that our club could give some representation either live or static, the latter was indicated as the only option for safety reasons, unfortunately we then received the cost for the pitch, power and tent, which to say the least was in keeping with costs one tends to associate with Clifton.

A brief email indicating that we were a voluntary model flying club, not a business, resulted in a very keen invitation to attend anyway. With one problem resolved another one reared its head, asking around the club initially resulted in a limited response as many members were going to be away, it looked as though it would be just Sarah and myself. However with lots of enthusiasm and emails thankfully Sarah found some volunteers to help set up our club tent and to bring some planes. I have to offer my thanks to Peter Bennett who declined another venue to attend and to Alan Marshal, Chris Owen, ( who sadly, recently passed away) Mick Mills, Phil Hill, Tony Niblett and Patrick Rowe for attending and bringing along a selection of planes. It was such a good response that it made an enjoyable day, thanks to everyone concerned, especially to Sarah who unfortunately was unwell on the day and could not make it.



Bikes as well as cars and planes



Thankfully it did not rain on these open top sports cars

Anyway down to the day; I didn't get in till late Friday and then crawled out of bed Saturday to get the tent and equipment from our site and to check out my planes. Up early Sunday morning to load up and get over to Clifton, unfortunately I drive a small BMW and with all that equipment, I only just managed to squeeze in the car. I got to the grounds fairly early to see an air ambulance helicopter land and a well organised team of marshals and security directing us to labelled pitches.

A few minutes later and with a sigh of relief from me, some of our guys turned up and we started to set up the pitch. A couple of women on a pitch a short distance away were struggling to fit the side covers on their tent and they called out to say they could not get it up and asked if anyone knew how to hang sides, I cannot remember clearly what non PC comments were made but even the recipients seemed to think this was hilarious.. Chris Owen came to their rescue and luckily for the women Chris managed to get the tent operational, despite all the usual comments and catcalls.

Suddenly the compere for the show appeared and seemed really unhappy that the identity bands he was issuing were limited and he could not even get spares for his family, as the organisers were concerned the bands could be sold off cheaply. He only issued enough for our team plus Alan who we knew would be in later. He did say that Lisa Rogers (scrapheap challenge) and Carol Vorderman would be special guests and commented that no doubt they will get in free !!!!



The Compere and Carol announcing the raffle winners

Now I am a fan of Lisa Rogers (something to do with the leather jackets tight skirts and steel helmets I am told). It also turned out that Mick Mills wanted to meet up with Carol because he was convinced that when she was on countdown she had a team of mathematicians giving her the answers through earphones and Mick wanted to see if she could answer complicated maths questions without any help. On the other hand Phil Hill said he wanted a long and intense conversation with her; purely intellectual, nothing to do with her shapely body. A likely story!

I said if I saw Carol I would get an introduction for them, they both commented 'do you know her then' to which I replied no!



The Spit in low level display

Having set up the tent and opened the coffee flasks for a well deserved rest, Mick noticed three musicians in evening dress walking past our tent and could not resist a loud comment of 'What are you going to play for us then'?

Well that really kicked things off, they immediately responded by turning in our direction, setting up outside the tent and playing what I can only describe as a cross between a 1930s trio singing lyrical songs and a university rag week band. They were called 'the wondering minstrels', playing of all things, a ukulele, a tea chest bass and a wood saw with a violin bow. They were hilarious and very talented, a crowd of spectators ensured that Mick got the attention he deserved. A round of applause from everyone saw the group move down to another pitch, add a few flowers around their necks and proceed to sing and play Hawaiian music. I would expect their repertoire was probably extensive.





I think the picture says it all,  
' Fresh Hot Nuts '

As the day progressed, despite the weather it looked as though the expected number of crowds were attending, quite a lot of interest around our tent and a few comments that it was a shame that we would not be allowed to fly anything. We even had a visit from the tutor of the cadet flying school, who wanted to join our club to learn how to fly model aircraft, as he had been given the approval to teach the cadets, but he would have to learn first.

One highlight was the arrival of the spitfire doing a solo display of fairly low level banks turns and flypasts (probably due to the cloud base). Unfortunately although it was a long display, with lots of photo opportunities, the light was poor and background that awful overcast grey, that with my limited skills meant the shots I took were not very clear. Even so the roar of a Merlin and the sight of the Spitfire got everyone's attention.

As it happened, I never got to see Lisa Rogers, she must have been on the other side of the grounds at the time and I had to put up with seeing her on the local news later that evening. However Carol Vorderman appeared on the Pavilion balcony to announce the winners of the charity raffle, as I wandered over to see what was going on I was overtaken by a couple of schoolboys giggling over seeing Carol, it took me a couple of seconds before I realised it was not schoolboys but Mick and Phil. (can't take them anywhere, except back to apologise).

When all the excitement was over and winners were announced, Carol was standing alone with a glass of champagne so I went over to introduce myself and to ask her permission to take photographs, I also asked whether she would mind sharing the photo-shot with two manic fans, (Mick and Phil who were becoming overactive to say the least), she was very pleasant and agreed.

Now you can see a few photographs that I took and I have no idea what Mick was saying, but since Carol had poked out her tongue I guess it was not that complimentary. The shot of all three seems more like a natural arrangement, however after all the comments from both of them and an introduction by me to Carol they were both dumbstruck and so, no long and intimate conversations took place. Typical, after all that effort on my part it seems they are both full of hot air!



Mick chatting up Carol? —Nope !!!



No action from either of these two



From all of the classics cars that came in, one stood out because it was in fact a full size Pitts S12, minus its wings, being towed on a trailer. It ended up being parked centre right on the field and a discussion with the male and female engineers confirmed that they were building this from a kit. It was fitted with the same radial engine used on the Yak and would be fully aerobatic and capable of prop hanging. It appears this is the first to be built in the UK and was trailered to the show by Vintage Flyers at Kemble. They were an interesting crowd and said they were also building a Canberra and had purchased two Spitfires in poor condition for £250,000, they confirmed that they would be re-building these in the future.

Pitts S12 less its wings



I asked if they would be willing to attend our Chantry meetings to give a talk on their work, but since they are contractors they would not be able to spare the time.

They did have a colleague who was a volunteer and extremely knowledgeable on their aircraft, they indicated he may be able to do something on those lines, what was of more interest was an invitation for our members to go to their hangers at Kemble and be shown around, they even suggested we take some of our planes.

The General Manager gave his details and we will contact him to see if the invitation was just a buzz from being at the show or a genuine invite. I am hoping there will be a lot of interest from our club, it would have been better in the summer evenings, but I still need to arrange this, I will get an email out when I get some dates.



Clifton College is a splendid environment for this type of venue

Couldn't resist this one



Most of us had the chance to wander around the show and look at various stands, and the range of classic cars were superb. Stopping off at the SSC Bloodhound was an experience, beautifully crafted and styled like a rocket with wheels (probably because that is what it is), fantastic engineering, 1000mph? possibly but I have to wish the best to Steve Green, who will be driving it, I like speed but that would be OTT.



SSC this is some piece of equipment

We had a spectacular sky dive by I believe four army parachutists in to a central target which included smoke flares and they were trailing the union jack, (see photo). I almost forgot that the prize for the raffle was to fly out of Clifton in the air ambulance, a fabulous prize for one winner, not certain how they got her back to Bristol though.

Air ambulance taking the raffle winner for a flight



We had an interesting conversation with a college tutor who was getting his students to build a hovercraft, only partly finished; we discussed the kit he purchased from the USA and the manual he received. Basically a set of blueprints with limited information, assembly details that did not relate to the kit, but to previous designs by other suppliers, sheets of ply and Styrofoam, two engines and some fixing brackets, propellers to be made from raw wood and it did not even come with a rear engine duct. Not a happy tutor, but he was making a half decent job of a difficult task; it will be interesting to see if it gets finished.



The American hovercraft

Overall an interesting day, all our guys seemed to enjoy it, some photos on the website and attached in our newsletter. If you wish to see some of the videos and promotions look on the Clifton college website <http://www.cliftoncollegeuk.com/2012/carwheeze/>, or Cliftoncarwheeze, on utube. Looks as though they will run this again next year, it will be interesting to see if we will get another invite.

Ian Ferrari