



POINTS NORTH WEST

BMFA North West Area NEWSLETTER

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Aug/Sept 1997

Ray Brotherston

It is with great sadness that I have to report the sudden death of one of our colleagues, Ray Brotherston. See tribute on page 2



North West Area Officials:

Chairman: Chris Bromley FSMAE
Vice Chairman: Roy Allam
Secretary: Eric Clark
Treasurer: Derek Gilbert
Area Council Del: Mike Colling FSMAE
Area P.R.O: David Lloyd-Jones
Comp Secretary: Mal Walker
Auditors: Gerry Ferer & Andy Ellison



Record entries in the Eddie Riding Memorial Trophy competition at Woodvale. See inside for report.

Death of Ray Brotherston

Ray, who was 65 in January this year died suddenly in hospital on Sunday 6th July. I first met Ray when he came to our club at Fleetwood in June 1985 to test Colin Barker and myself as Club Examiners. At that time he was one of the first Chief Examiners in the BMFA and a Masters Class Aerobatic flyer. After the tests he demonstrated the Aerobatic Schedule to the delight of Colin Barker, Roy Allam and myself.

Roy and I have judged aerobatic events where Ray was flying and he always put up an excellent performance.

He was the British F3A Team Manager for a number of years and was always supported by his wife Doreen. I was in his party as an F3A supporter at the 1991 World Championships in Australia. The British Team at that time was Ken Binks, Andy Nicholls and Richard Hirst. We all spent some time together and became very good friends.

On the second Saturday we decided to go to a place called Mount Buffalo. This was in a mountain range quite a distance from our base at Wangaratta and was noted for its magnificent panoramic view. It was whilst on this trip that I became ill and started with pains in my chest and left arm. I knew this to be a heart attack and although the speed limit in Australia is only 100 kph, which is only 62 mph, Ray, who was well aware of my problem, pulled out all the stops to get me to the hospital. I collapsed as soon as I got into the hospital reception, my heart had stopped, so if Ray had delayed, even for a moment, I wouldn't be here today.

I have been to many other events with Ray and his wife Doreen such as the Lowlands Cup at Gravelines in France in 1992 and at Belgium in 1994.

I travelled with Ray to most of the BMFA/GBRCAA Centralised events and often stayed overnight at his house.

Ray was on the Power Tech committee at the BMFA representing Aerobatics and the GBRCAA, and was a representative at the CIAM meetings in Paris. As Team Manager he did much more than was expected of him such as organising all the travelling arrangements and costs for both team and supporters alike.

After the 1991 World Championships he asked me to help him make a video for Derek Hardman of Solarfilm, as Derek had always generously sponsored the British Team. He wanted to do the video as a 'thank-you' so we went to Derek's house in Chorley and did the first take. We weren't completely satisfied with the results as we could hear the traffic, so we decided to have another go at the Solarfilm factory. Before we had chance, Ray suffered a heart attack, therefore I had to do the video on my own, I know that Ray was disappointed.

As a friend of World Champion Hanno Prettner Ray often introduced Hanno to his friends, including myself and I have the pictures to prove it.

As a club we have lost a member, some of the members have lost a friend. The BMFA and the GBRCAA not only have lost a friend but have lost one of the most valuable members. He will be sadly missed, especially by Pete and Margaret Cappleman, who were probably his closest friends.

We sent some flowers and I attended his funeral on Friday 11th July. Colleagues travelled from all over the country to pay their last respects. The modellers I can remember seeing are:

Ken & Susie Binks, Andy Nicholls, Terry Westrop, John Simm, Bert & Mrs Caton, Kevin Caton, Daryl & Mrs Foster, Pete & Margaret Cappleman, Andy Ellison, Lynn Sheeran, Richard Hirst and a number of representatives from the BMFA.

Tom Anyon



De Havilland DH 60M "Gipsy Moth"

Registration

VH-ULM

Construction

Airframe No. 1403

Builder: The De Havilland Aircraft Co. Ltd., Stag Lane Aerodrome, Edgware, Middlesex, U.K.

Technical Data

Power: 1 x De Havilland Gipsy mk.1 90 hp

Wingspan: 30ft - 0ins

Length: 23ft - 11ins

Height: 8ft - 9 1/2ins

Weight empty: 962lbs

Weight total: 1750lbs

Max speed: 105mph

Cruise speed: 85mph

Range: 320 miles

Seats: 2

Pre Australian History

First Flight:

Imported via the De Havilland Aircraft Company for the Department of Defence, Civil Aviation Branch and loaned initially to the Tasmanian Aero Club, Launceston, Tasmania.

Australian

Initially registered on 1st December 1930 as VH-ULM, the Moth was operated under loan arrangements by the Tasmanian Aero Club until 23rd February 1935 when it suffered a major crash at Western Junction Aerodrome, Tasmania, during an air display. The remains were purchased from the Civil Aviation Branch, by the Aero Club, later that year and the aircraft was rebuilt by the Club, being registered in their name on 17th December 1935. In 1947, it was owned by A. R. Hardidge of Kilmore, Victoria, who sold it to J. F. Myers of Boggabri, New South Wales.

During the next ten years it changed owners rapidly. P. K. Gerakiteys, Maitland, NSW - Betts Hebel, Queensland - R. E. Tomlinson, Mungindi, NSW - C. A. Miller, Lansvale, NSW - M. P. Richards, Chatswood, NSW.

Late in 1964, it was sold to D. L & L. J. McIver, Greenwish, NSW, then in 1966 to P. Moore, Fivedock, NSW, who in 1966 sold it to H. M. Dukes, Laverton, Victoria. The following year it was sold to L. Penna, Bendigo, Victoria. On 22nd June 1971 it was withdrawn from service and finally purchased by Joe Drage (Air World Aviation Museum, Victoria, Australia) on 19th November 1972.

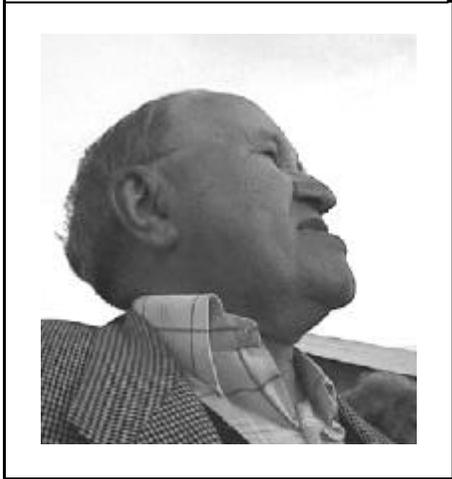
Sir Charles Kingsford-Smith and Charles Ulm both flew VH-ULM

Eddie Riding Memorial Trophy at Woodvale



Above - Arthur Baily's electric powered DH84 Dragon 2

Right - A view of some of the inside detail of Arthur's Dragon. What you can't see are the two notices on the cockpit bulkhead that says something like: "Please remain seated until the aircraft has come to a halt" and "NO SMOKING"



Left - The builder and flyer - Arthur Bailey. Arthur came second in Electric/CO2 class

Woodvale 1997 - Eddie Riding Free Flight Scale

The weather was near perfect for the 1997 Woodvale Rally. I was fortunate to share a caravan with a friend, and stayed the weekend. I can recommend this if you want to enjoy the full delights of Woodvale.

It was a very busy day on Saturday with Mike Stead and myself static judging the Eddie Riding Free Flight Scale Memorial Trophy, later to be joined by another 6 judges for the flying of these superb little models.

It was a record entry with 35 aeroplanes. Mike and I had to examine all the entries for their likeness to the prototypes. Roy Allam and Bob Deboo, both colleagues from my own club, assisted with moving the models during the static judging. Eileen Hosker and Mike Colling totted up the scores we gave.

Competitors came from far and wide. Some of the Scottish enthusiasts, who were spectators last year entered this year. I believe it's now the largest event of its kind in Europe. This year saw another class - The JET-X POWER, we had 5 entries for this and I think that will more than double next year.

Static judging consisted of comparing the model to the real aircraft in Side View, Front View, Plan. We then check for Colour, Markings, Surface Texture, Craftsmanship and Scale Detail. Each of these sections carry K (multiplication) factors ranging from K3 to K10. With these points in mind, you would think it would be easier to build a simple aircraft accurately to gain the maximum points, but this is not the case. A complicated aircraft built accurately will gain more points than a simple aircraft built to the same accuracy. These are the rules.

Flying is judged on Take-off, Initial Climb, Realism in Flight, Transition to Descent, Descent and Landing Approach. These carry K factors from K6 to K23 so there is a lot to be gained by having a good flight. The actual flight time depends on the type of power used by the model. Internal Combustion must fly for a minimum of 30 seconds for the flight to count. Co2/Electric, Rubber and Jet-X require a minimum of 20 seconds. Each competitor is allowed 2 attempts (if the first attempt is less than the minimum flight time) in front of each of the 4 sets of judges so it is possible to have 8 attempts. Only the best flight score added to the static score is counted. Some of the more skilled flyers will hand launch the model, forfeiting the take-off points, to get a reasonable flight under their belt. After, they will take-off from the ground to get those extra points, and if they're lucky, will end up with a near perfect flight. Some of these chaps take it very seriously, others just do it for the fun of it. One thing is certain, they all enjoy it, they must do because they keep coming back.

Thanks to all who helped on the day, the Contest Director - Eric Clark, his wife Louisa and all the judges, marshals, scorers and runners etc.

EDDIE RIDING TROPHY RESULTS

<u>I/C Power</u>	<u>Name</u>	<u>Model type</u>	<u>Scores</u>			<u>Class Overall</u>	
			<u>Static</u>	<u>Flying</u>	<u>Total</u>	<u>Pos'n</u>	<u>Pos'n</u>
	Terry Manley	Sopwith Strutter	520	576	1096	1	1
	Mike Smith	Martynsyde Elephant	521	553	1074	2	2
	Dave Sawyer	Jungmann	512	559	1071	3	3
	Paul Sawyer	Stinson Sentinel	471	484	954	4	4
	Bill Dennis	Puss Moth	475	472	947	5	5
	Harry Kolbeg	Interstate Cadet	354	544	898	6	9
	Ernie Whitehouse	Bird Dog	330	408	738	7	11
	JH Watters	Avro Avian	303	372	675	8	13
	Derek Hardman	Avro Avis	266	293	559	9	15
	Geoff Pomfret	DH-53 Hummingbird	324		324	10	25
	Bob Todd	Grain Kitten	275		275	11	27
	Joe Ferguson	Beardmore Wee Bee	262		262	12	28
	Tony Pritchard	Westland Widgeon II	237		237	13	29
	Ron Parker	Pou Du Ciel	174		174	14	33

Electric/Co2 Power

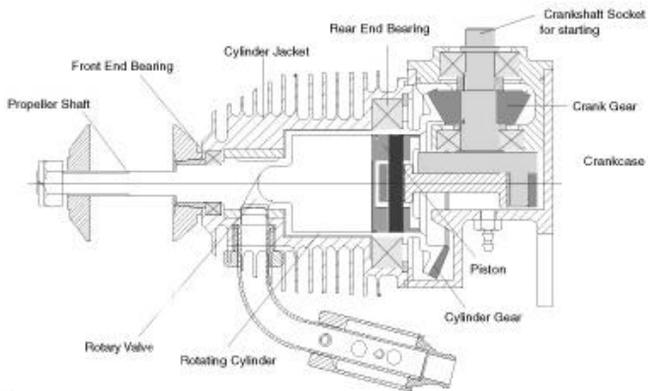
Barry Hetherington	Bellanca Aircruiser	454	478	932	1	6
Andrew Allen	Piper Cub	232	310	542	2	16
Arthur Bailey	DH84 Dragon	495		495	3	17
Barrie Hotham	CI/Wing Taylorcraft	476		476	4	18
Bill Harwood	Loening M 8	410		410	5	19
Peter Lang	Waterman Merc Gosl	384		384	6	21

Rubber Power

Barry Hetherington	Travel Air 5000	359	540	899	1	7
Tony Pritchard	Piper Cub	450	449	899	2	8
Reg Boor	Bernard 191	317	576	893	3	10
B Faulkner	Westland Widgeon	239	478	717	4	12
Joe Ferguson	Star Cavalier B	109	505	614	5	14
Bill Harwood	Church Midwing	404		404	6	20
Jim Campbell	J3 Cub	343		343	7	22
Brian Tindle	Great Lakes Special	338		338	8	23
G Seymour	Moth Minor	328		328	9	24
Bob Waddington	Aeronca Chief	281		281	10	26

Jet-X Power

Bob Waddington	Hawker Hunter	223		223	1	30
Ron Parker	Mig 29	197		197	2	31
Tom Ross	BAC Lightning	189		189	3	32
Jonathon Hosker	DH Sea Vixen	173		173	4	34
Andrew Allen	F480 Cobra	140		140	5	35



A Quiet Revolution The RCV prototype No 4.

You have probably seen it in one of the magazines and wondered "Is this another 'Bubble engine joke' like Tom Anyon's?". I have seen this one and it's no joke.

I first saw it at a judging seminar in the hands of Dave Tappin earlier this year but at that stage it could have been a 'joke engine', something to look at and wonder if it really was a working engine. At the Nationals this year, they had this engine running on the bench turning a 16 x 12 propeller.

The engine is a four-stroke running on 5% Duraglow proving about 5lbs of thrust at 4500 rpm at the prop. There are no valves as such, valve timing is arranged by a rotating cylinder to which is attached the propeller! The piston drives a bevel gear via the crankshaft which in turn rotates the cylinder at half the speed of the crankshaft. Fuel is drawn through the porting as the cylinder rotated, the mixture is compressed and ignited by the glow plug as the cylinder port passes the glow plug orifice. The spent gasses are then passed through the exhaust port.

HONEST - THIS IS A REAL ENGINE.

CLUB FLYING FIELD PROBLEMS

If your club has any flying field problems (planning, noise complaints etc.) the BMFA have a Flying Site Liaison Officer (Roger Bellingham) who will help with advice on any such matters.

This service is FREE, contact the BMFA Head Office in Leicester Tel. 0116 244 0645

1997 NATIONALS
British National Championships
R A F Barkston, Lincolnshire - 23-25 August 1997

This is a must for the Aeromodeller. Unlike Woodvale, it is not an event for the family as there are no Helter Skelters, Roundabouts or Bumper Cars. There is lots of Aeromodelling. There is also a bar and flying until midnight! Let me explain. During the day there are many and varied events i.e.:

Control Line:

Speed, Racing, Combat, Aerobatic, Carrier Deck Landing etc. I didn't have much spare time despite the poor weather but I did watch a bit of the racing. Just like the Grand Prix, the pit stop for fuel and re-starting is timed to the split second.

Pylon Racing:

I don't know how many classes they have, I'm sure they have more than one. Now these guys must be on something! 4 aeroplanes at once tearing round a three cornered circuit at breakneck speed pulling about 20 Gs. No throttle, just FLAT OUT. I don't think I could cope.

Helicopter:

Again, probably a few different classes, mostly aerobatic but NO 3D!

Fun Fly:

There are three classes. One of them is three of each! that is 3 loops, three rolls and 3 touch-n-goes in the shortest time. The aeroplanes they use are very light with powerful engines and barn doors for ailerons and elevators. But like they say it's 'FUN FLY'

Scale:

International and Large Scale I would imagine. I watched some of their flying and noticed that some of the Eddie Riding competitors were flying Radio Control Scale. Some very nice models indeed.

Demonstration:

This is where the trade and others demonstrate their wares, just like Woodvale in the afternoon.

Aerobatics:

This is where I fit in. I was Chief Judge for the event with Derek Taylor, Stephen Greenwood, Dave Scoles, Bob Ailles and Brian Wilkinson judging all the Master Class flyers. We had a record entry of 54 with another 10 flying the IMAC schedule. What we didn't have was the weather on Sunday and Monday it rained and rained and when it stopped the cloud base was too low. Saturday was almost perfect.

Nationals continued

Mike Lumb volunteered to be Contest Director for the Radio Control Aerobatics, or Was he pushed into it? Whatever it was he did a sterling job. Just think about it. 23 entries last year. 64 entries this year. Now Mike has to get all the competitors to fly in front of all the judges on both the flightlines without having any frequency clash and giving the judges the breaks they deserve. I can tell you that Mike didn't get a break of any description. If the weather had been kind to us, it would have been the most successful British Nationals I have ever known.

I believe that caravans camping over the weekend had increased by about 200, I don't know about the daily public. Maybe they would be down due to the poor weather.

The most enjoyable things about the Nationals is that you don't have to walk anywhere, you just get in your car or on your bike and go. So long as you don't go through any rope barriers, you're OK.

The un-official Free Flight on Friday, Saturday and Sunday evenings are most enjoyable. Everybody's there, in the middle of the airfield, with anything that will fly, or some that won't fly. 100 mph airships, and I'm not kidding, they go straight up, cut out and glide down. Flying dolphins, flying saucers, flying carpets, all FREE FLIGHT. No control whatsoever.

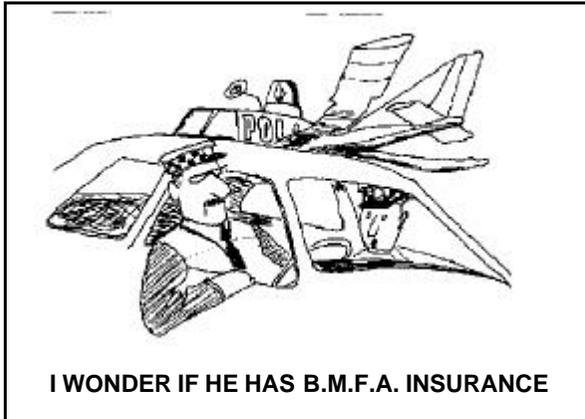
When it gets dark, most people go to the hanger for a pint, and a fly indoors. Some of them get their torches out and continue flying outside. What you can't do is fly Radio Control, unless it's official.

The first half of the hanger contains seats, tables and a bar. The other half of the hanger is for flying - anything. The BMFA Dart is perhaps the most popular because it's easy to make, and it is guaranteed to fly. Some of the aeroplanes weighs only a couple of grams with a propeller large enough to fly an F3A aerobatic model, but only doing something like 50 RPM. They won't come down - there is enough lift from a few people standing underneath it to keep it airborne without the propeller going round.

**NEXT YEAR - GO TO THE NATIONALS - YOU WILL ENJOY IT
- GUARANTEED.**

IF IT GOES OUTSIDE THE AIRFIELD
YOU'LL JUST HAVE TO BORROW A
BIKE, WON'T YOU





BMFA Achievement Scheme

Andy Ellison is now an Area Chief Examiner for the North West Area.

The North West is a very large area and includes the Isle of Man. It covers from North of Carlisle, Brough Burnley, Oldham, Macclesfield, Leek, Burton-on-Trent, Lichfield, Cannock, Telford, Ludlow, Newtown, Machynlleth to Aberdovey and everywhere in between. There are nine area Chief Examiners to cover this area. Bill Cowell, Isle of Man only. Tom Anyon, Bert Caton, Andy Ellison, Brian Gowland, Ray Jones, Andy Lewis, David Lloyd- Jones and Martyn Whittingham cover the rest of the North West.

All enquiries for Examiner tests must be channelled through the North West Area Achievement Scheme Co-ordinator - Roy Allam, Address and 'phone number on the back page of this newsletter.

Rating Model Flying Clubs

Clacton Model Flying Club have recently obtained a Certificate of Lawful Use for their flying site

The Local Authority are now asking the club to pay rates for their flying site which is on agricultural land.

No services are or will be provided by the Local Authority to the club.

Does your club pay rates? If so what was the basis of the rating and how was a rateable value arrived at.

If you are rate payers any information you can provide will be of use to help us appeal against the Local Authority's demand that the club pay rates.

If the Local Authority are successful in getting Clacton MFC to pay rates this could be the thin edge of the wedge leading to most clubs paying rates.

I would be grateful to hear from you whether you pay rates or not.

Roger Bellingham

117 Aston Clinton Road

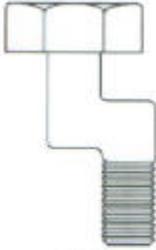
Aylesbury, Bucks HP22 5AB

Tel: 01296 - 630226

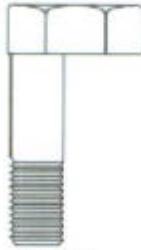
The QUICK QUALITY FASTENER SPECIALIST

Selection of bolts always in stock

If you don't see it here, please ask
also Bolts made to your own design



For mismatched holes



For holes too near edge



For holes too deeply countersunk



For holes drilled crooked



Corrugated head for vice-grip



For holes countersunk on wrong side



Binocular bolt for double drilled holes



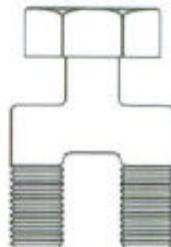
For holes which are mis-aligned



For tapered holes



For holes tapered the other way

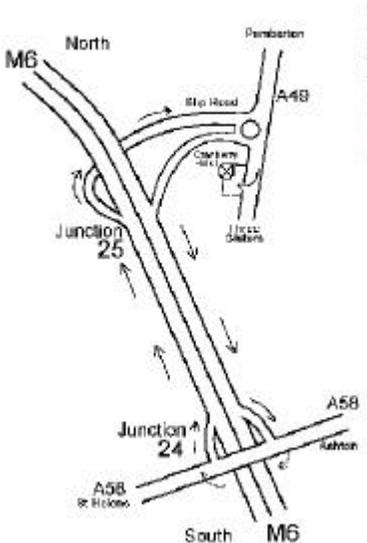


Re-drilled holes that still mismatch



For double countersunk holes

Thanks to Rochdale Radio Control Model Flying Association



**BMFA NW Area meetings
Cranberry Hotel
Bryn, Wigan**

Club delegates / representatives are invited to all BMFA North West Area meetings including the AGM.

Note:

There is no junction 25 exit on the Southbound carriageway of the M6. (see sketch opposite)

If you are travelling from the North, exit at junction 24, cross the motorway and rejoin again Northbound. Exit at the next junction (25). Turn right at the roundabout at the end of the slip-road, the Cranberry Hotel is almost immediately on your right.

NW Area Meeting Dates

Tues. 9th September 1997, 8.00pm

Tues. 14th October 1997, 8.00pm

NW Area AGM

at Cranberry Hotel, Bryn, Wigan
Sat 29th November 1997, 2.00pm

BMFA National AGM

at the Trust House Forte, Coventry
Sat 22nd November 1997, 2.00pm

NOTE the DATE CHANGE

BMFA Achievement Scheme

Your North West Area Achievement Scheme Co-ordinator is:

Roy Allam

4 Knutsford Road

Marton

Blackpool

Lancs

FY3 9UU

Tel. 01253 - 763566

Club Contacts

This edition of Points North West has been sent to you as a Club Contact, an Area Chief Examiner or an Area Official. If it should have gone to someone else in your organisation, please let me know. Also, please check your address to see that it is correct and complete, including the post-code.