



POINTS NORTH WEST

BMFA North West Area NEWSLETTER

Editor: Tom Anyon
6 Hillylaid Road
Thornton-Cleveleys
Lancs FY5 4DX
Tel / Fax 01253 - 853143
Mobile 0467 - 308118

January/February 1998

The North West Area Officials would like to wish you all

A Happy New Year

Please note:

The centre pages of this newsletter contains the Minutes of the last area meeting and the Agenda for the next area meeting. As no other minutes will be sent out, can you please pass this newsletter to your Delegate or Club Contact. Note also that there is a change of venue to:

**The Millstone Public House
Harvey Lane**

Golborne

Tel. 01942 - 728031

(Map on back page)

North West Area Officials:

Chairman: Chris Bromley FSMAE

Vice Ch'man & AS Co-ord: Roy Allam

Secretary: Andy Ellison

Treasurer: Derek Gilbert

Area Council Del: Mike Colling FSMAE

Area P.R.O: David Lloyd-Jones

Comp Secretary: to be decided

Area Education Co-ord: to be decided

BMFA NW Area AGM

I was unable to attend the NW Area AGM this year but I understand the meeting was very well attended.

The most important item was the retirement of our Secretary, Eric Clark who has moved out of the area. I'm sure you join me in thanking him for his input to the North West Area business and wish him well in his move to Leicester. Congratulations to Andy Ellison who has been elected Secretary for the area.

BMFA National AGM

Once again, the BMFA National Annual General Meeting was well attended although I did notice a few Area Delegate's chairs empty.

The main business went down well and was soon dealt with, as were the accounts which were presented in a professional manner.

The proposed £1 increase to £20 for senior members, juniors to remain the same at £12 was accepted with very little opposition. In the past there use to be lots of discussion on subscriptions, this year discussion was minimal, I think only one delegate objected to an increase and one delegate wanted to increase the fees by £2. Both were outvoted, need I say more.

Ray Brotherston was awarded a well deserved fellowship to the Society. Unfortunately Ray died suddenly last year but his Fellowship was put forward before his death. Pete Cappleman accepted the award from the Chairman, Kath Watson, on behalf of Ray's widow, Doreen.

I think the venue for the AGM is ideal because it is near to a motorway junction and has ample parking spaces. For those who like to stay for the banquet, rooms are available at reduced rates.

Anyone can attend the AGM and it is one way to put a face to the name. Most of the BMFA office staff were there, also the new computer system was on display.

Mike Colling used to be one of the few people who flew their models over the crowds, but not last year. Have you ever seen Mike's models?

BMFA Achievement Scheme

With the start of the new year it's time to be thinking ahead regarding those 'A' and 'B' Certificates, and the Examiners to carry them out. If your club doesn't have any examiners or would like more Examiners, or if any of your members would like to be tested for their 'A' or 'B' Certificate for Fixed Wing, Helicopter or Silent Flight, or would just like more information, then contact your Area Achievement Scheme Co-ordinator. He knows a number of Area Chief Examiners who are willing and able to do those tests.

Roy Allam A.S.Co-ordinator

4 Knutsford Road

Marton

Blackpool

Lancs FY3 9UU

Tel. 01253 - 763566

On Board Battery Monitors

This is from an information sheet issued by MacGregor Industries which I found to be very informative.

The majority of unexplained failures of radio systems are caused by receiver battery supply problems. Most of these failures can be avoided if an on board battery monitor such as the 4 Cell On Board L.E.D. NiCad Monitor, obtainable from your model shop under part number MAC1140, is used in the model. The monitor will give an early warning of all problems mentioned below. We strongly recommend that you use this monitor.

Reverse Charge Cell Failure.

NiCad battery cells are fairly robust and while they stand quite a lot of abuse, they can be very rapidly destroyed by reverse charging. Cells damaged by reverse charge do not always fail immediately and it may take five or six - discharge cycles before the cell finally fails. Apart from connecting a charger with a reversed polarity, there are other ways in which battery cells can be reverse charged.

Battery Discharge Below 4 Volts.

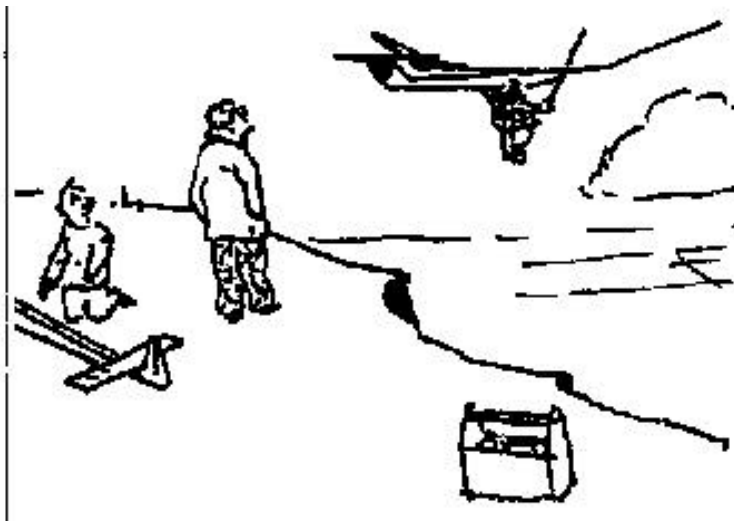
When NiCad cells are connected in series, such as in a receiver pack, the individual cells in the pack need to have more or less the same capacity so that they all discharge at the same rate. Inevitably, the match is never perfect and if discharge is carried on too long, one of the cells will become discharged to zero volts. During further discharge, the remaining cells will force electricity through the flat cell and reverse charge it. Normally it is considered safe to gently discharge a four cell NiCad pack to 4 volts since at that level no individual cell is likely to be completely discharged.

Excessive Current From Low Capacity Battery.

If powerful or numerous servos are used, the instantaneous current from the receiver NiCad can be many amperes. All batteries have an internal resistance that causes the terminal voltage to fall when heavy currents are drawn. NiCad cells have a relatively low internal resistance but at the current levels caused by the more powerful of today's servos, with a partly discharged battery, the voltage drop caused by the internal resistance can actually be greater than the cell voltage and this can cause an effective reverse charge.

Black Wire Corrosion.

The black corrosion of connecting wires is caused by the corrosive gasses given off by NiCad cells when overcharged. The corrosion of the wires is not important in itself and the problem arises from the accompanying corrosion of the connector pins and the switch harness switch contacts. The corrosion causes a high resistance contact that prevents the passage of the electricity to the receiver. When this corrosion is present, it can lead to very intermittent operation with the system working after the connections are moved, say when checking and then failing after a few flights as the corrosion builds up again.



I TOLD YOU RAY JONES HAD A NEW MODEL

Rob Wardale's Talk at BAe, Warton

Some of you will have seen Rob Wardale's jet both static and in flight. Those of you who have seen it fly will also know just how much thrust his home made engine develops and how fast the model accelerates. Unless you went to his talk at British Aerospace, Warton you've missed a most enjoyable talk.

The venue was the Lightning Club at British Aerospace, Warton on a very frosty evening. Inside the club it was nice and cosy.

I know that at least 65 people signed in, and I saw that there was even a contingent from Liverpool. There must also been about 10 or 15 from our club, Fylde Coast MFA. The BAe club didn't expect quite so many people as they organised hot pot for 50 people, anyway there was enough to go round as it happened.

Rob gave a very good talk on the development of his Gas Turbine engine followed by some video footage (about 40 minutes). There were roars of laughter when Rob's colleague's aeroplane caught fire, it should be shown on Candid Camera.

There was a raffle - John Prothero (FCMFA) won a bottle of Martini.

A very well worth trip out. Thanks Rob.

North West Area Meeting

Please note the change of venue, at least for the first meeting in 1998

Dear Club Contact,

The first North West Area meeting of 1998 will be held at "The Millstone" Public House at Golborne for a trial period of one meeting. A map to this venue is located on the back page, and if it is found to be suitable the NW Area meetings will be moved there.

The meeting will start at 8.00pm on Tuesday 10th February 1998 and will be preceded by an Extraordinary General Meeting. The Agenda to be as follows:

1. Election of Competition Secretary for 1998
2. Election of NW Area Education co-ordinator for 1998

These two matters were not resolved at the AGM in November.

An Area meeting will then follow. The Agenda for this will be as follows:

AGENDA

1. Chairman's opening remarks.
2. Apologies for absence.
3. Correspondence.
4. Minutes of the last meeting.
5. Matters arising.
6. Officer's reports.
7. Council Agenda.
8. Large Models within the BMFA.
9. Spending the Area grant.
10. Matters Arising from A.C.E. Reports to the AGM.
11. Any other business.

Yours faithfully,

Andy Ellison
North West Area Secretary

BRITISH MODEL FLYING ASSOCIATION

**SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.
NORTH WEST AREA**

MINUTES OF AREA MEETING

Date of Meeting: Saturday 29th November 1997 (Following AGM)

Those Present :

C. Bromely	FSMAE Area Chairman,
R Allam	Vice Chairman, Ach. Scheme Co-ord., Fylde Coast MFA
A Ellison	Secretary, Tyldesley MFC
D Gilbert	Treasurer, Sale MFC
M Colling	FSMAE Delegate, Wigan MFC
D Lloyd-Jones	PRO, Sale MFC
A Lewis	Kinver ARCS
R Jones	Clwyd SA
R Power	Wirral
R Lever	Academy Fliers
W Pendleton	Phoenix MFC
K Griffiths	Blackburn & Dist. MAC
M Jackson	Liverpool & Dist. MAC
T Rimmer	Skelmersdale MFC
A Glover	Skelmersdale MFC
J Beech	Runcorn
A Miller	Runcorn
G Dawson	South L'pool MFC
G Ferer	Timperley MF
J O'Donnell	Timperley MF
S Ogden	North Staffs MAC
L Brittain	North Staffs MAC
S Reeves	North Staffs MAC

This meeting followed directly the Annual General Meeting. There was only one point on the Agenda - Any Other Business.

1. Venue for Area Meetings.

There was a discussion on alternative venues for the meeting. Various places were suggested and it was decided that we should convene the meeting of February 10th 1998 at The Millstone Public House at Golborne for a trial of one meeting only with a view to moving the meetings there permanently in the future if it is satisfactory.

Action - A Ellison.

2. Large Models within the BMFA.

Roy Lever raised the issue of involving fliers of "Large Models" in more BMFA organised activities. To this end he would like the endorsement of the North West Area to organise a Large Model Seminar and Fly In and offered his private flying site as a suitable venue. There would be no cost to the area. It was agreed to agenda this item for the February meeting where Roy Lever would present the committee with a more detailed proposal.

Action - R.Lever.

3. British Aerospace Challenge.

Mike Colling reported that sponsorship of the BMFA had been provided by British Aerospace, and this was to manifest itself in the form of the British Aerospace Challenge. Based on the flying of the models in the BMFA Education programme plus others, the challenge was being promoted at all BAe sites. As this area had a number of these sites within it, a large amount of support from the area would be required. Volunteers are to contact Mike for further details.

Action - All

4. Eddie Riding Competition.

It was agreed that the area should formally request Eric Clark to continue his excellent organisation of Europe's premier Free Flight Powered Scale event. The equipment associated with this competition is to be transferred into the care of Tom Rimmer (Skelmersdale MFC).

Action - A.Ellison.

5. Club Financial Advice.

Blackburn club asked for advice from the BMFA on where best to put club funds to obtain the best return at minimal risk. Roy Allam advised using the CCPR accounts advertised by the BMFA some years ago. In order to obtain up to date information on this matter, Chris Bromley is to contact the new treasurer Peter Valentine and the area treasurer Derek Gilbert is to be provided with info from Roy Allam in order that he might investigate the matter more closely.

Action - C. Bromely, R Allam, D Gilbert.

6. Combat Slope Soaring.

Clwyd Soaring Association raised questions on the validity of BMFA Insurance for Slope Combat. An increasingly popular practice whereby the winner is the person managing to "Down" his opponents aircraft leaving him the last one airborne.

References were made to the A.N.O. and CAP 658 and eventually the meeting requested it be minuted that as an area we cannot condone this activity. To reinforce this view a vote was cast.

Proposed Clwyd, seconded Phoenix and carried unanimously.

7. 1997 Area Grant.

Derek Gilbert suggested that given the fact that we have consistently underspent on our grant, should we be returning some of it ? The committee unanimously agreed that we should be looking into more viable ways of spending our grant and the matter is to be agendered for the forthcoming February Meeting.

Action - A Ellison.

8. Team Support Levy.

The question was raised by Runcorn Club re the suggested international team levy suggested in the BMFA News. This was clarified for them by Chris Bromely.

9. Society A.G.M Concerns.

Timperley expressed concern at the manner in which he felt that the society AGM had impeded the ability of delegates to raise questions and discuss matters pertinent to the business being discussed. He felt that the "small man" was not given opportunity to be heard and if this was to be the attitude of the society he saw very little point in going. An attitude which he in turn felt contributed to the lack of willingness for the delegates to ask questions. There was a long discussion on this matter but the meeting generally did not agree with this view. The majority of attendees at the meeting who were present felt that there was generally a very positive attitude projected from the Society AGM.

10. Telford Microlight Show.

This show is once again to be held in our area and the BMFA stand will be in attendance. Willing volunteers are requested to contact the Society PRO, John Henderson for further details.

Action - All.

11. PAS Meeting Discussion.

This topic has arisen from the written reports submitted by the area chief examiners for the AGM. It was agreed to agenda this item for a full discussion at the February meeting.

Action - A.Ellison.

12. Society Computer Database Update.

Chris Bromley reported that it would soon be possible to obtain much more detailed information from the Society computer database than ever before. This would allow clubs to obtain better breakdowns of information on topics such as the achievement schemes etc. A posting to club secretaries about this is imminent.

13. Free Flight Season Tickets.

John O'Donnell wished to propose that:-

The Free Flight Technical Committee retain a free flight season ticket for the 1998 contest season.

Reasons.

There was no advance notice from the FFTC that they wished to withdraw the season ticket facility. The agenda of the November TC meeting only called for **the setting of its fee.**

Season tickets have been available for years. However during 1997 difficulties arose over the inclusion of airfield costs into centralised contest fees. Such inclusion was recognised by the November TC meeting.

The NW area consider, and have instructed our delegate to request that, **Airfield charges and contest fees are kept separate.**

The 1997 arrangements for area centralised events should be adopted for all events. Hence:-

- a) A separate airfield charge can be made for all users (defined as those who bring models). This allows for cheap/free venues, or sponsorship by the organiser.
- b) Senior F/F contest fees are set at a uniform fee of £3.00 per event per day. Season tickets provide a benefit for the regular competitor, and we suggest that a fee of £40.00 would be in keeping with these benefits.

Proposed Wigan MFC, seconded Tyldesley MFC

15 For, 0 Against, 1 Abstention. The proposal was carried.

Action - A.Ellison.

Meeting Closed 5:26pm

Date of next meeting :- Tuesday 10th February 1998

Venue: The Millstone Public House Golborne. (Subject to Confirmation)

These Minutes are unconfirmed until the next meeting.

Andrew J. Ellison
North West Area Secretary.

Articles for the newsletter

Last year, I was asked to be editor of Points North West. I wasn't asked to be the reporter.

It is very difficult to edit 12 pages of news when there isn't any news to edit.

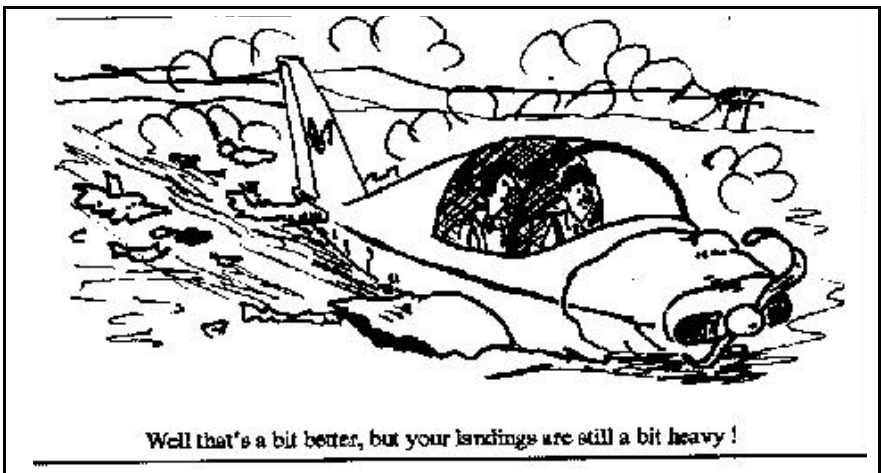
Can you please ask your editors to let me have copies of your newsletters or articles that may be of interest to other clubs.

There could be a 'Hints and Tips' page, there must be quite a number of experts around with good ideas they are willing to share.

Do you know, it takes longer to fill in the last two pages than it does to do the other ten!

Practical Experience

If you read the text books and listen to the experts, they tell you that the fuel tank should be level with the carburettor, even on trainers. Why? What do you do when you tune up the engine? You point the aircraft up because this is the weakest the engine will be as the tank is well below the carb. When you put the model level and you've got out onto the strip, the darn thing goes RICH so you start screwing the needle in to get that extra bit of revs whilst everyone else is waiting to take off, then the model cuts on the climb out. Why? Because it's gone weak again. So why not put the tank lower in the fuz, and as far forward as you can, so there is little difference in tank height between the model being vertical and the model being level. IT WORKS!



Lost Model

**Balsa Cabin "DUET" 72" Powered Glider
Green & Yellow Solarfilm Covered
OS 10FP Motor**

**Lost on Sunday 7th September 1997 from the Tyldesley Club Site
"Fly-Away" into cloud over Irlam Moss, Greater Manchester.**

Please contact 0161 790 0430

Stolen Model

Stolen from a member's car while at the field
on Monday 17th November 1997

Yellow Acro Wot with .60 engine

If you are offered this model, or you see it for sale please contact
the Rhyl & District Model Flying Club

G M Jones 01492 - 584012

I would like to thank the following clubs
for their newsletters:

Rhyl & District Model Flying Club
Skelmersdale Model Aircraft Club
Blackburn & Dist Model Aircraft Club
Rochdale for various printable items

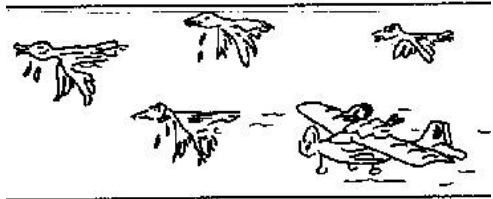
Rhyl seem to have quite a few models
for sale ie:

Graffiti high performance glider

DFS Rhineland 4 metre vintage glider,

Dominator 144" slopesoarer, KA6 1/4 scale 4 metre model, Bobcat 2 metre sports
glider, Sukhoi 26 with Quadra, VMAR V Sky 40 sports, Mega Wot 96", Fokker Triplane,
Glos. Gladiator, Tiger Moth 60", Extra 230 1/3 scale.

Contact Rhyl MFC for further details



Skelmersdale members are working hard to buy their field. This must be the envy of
most clubs in the country and we wish them every success.

Blackburn & Dist MAC have been doing their good-deed bit by raising £175 for Derian
House Childrens Hospice. They have recieved a letter of thanks from Derian House.



De Havilland DH 89A Rapide

Registration

VH-BGP

Construction

Airframe No. 6648

Builder: Brush Coachworks Ltd., Loughborough, Leicestershire, U.K. under contract to the United Kingdom Air Ministry

Technical Data

Power: 2 x De Havilland "Gipsy Queen" 200hp

Wingspan (upper & lower): 48ft - 0ins

Length: 34ft - 6ins

Height: 10ft - 3ins

Weight empty: 3,230lbs

Weight total: 6,000lbs

Max speed: 150mph

Cruise speed: 140mph

Range: 520 miles

Seats: 9+

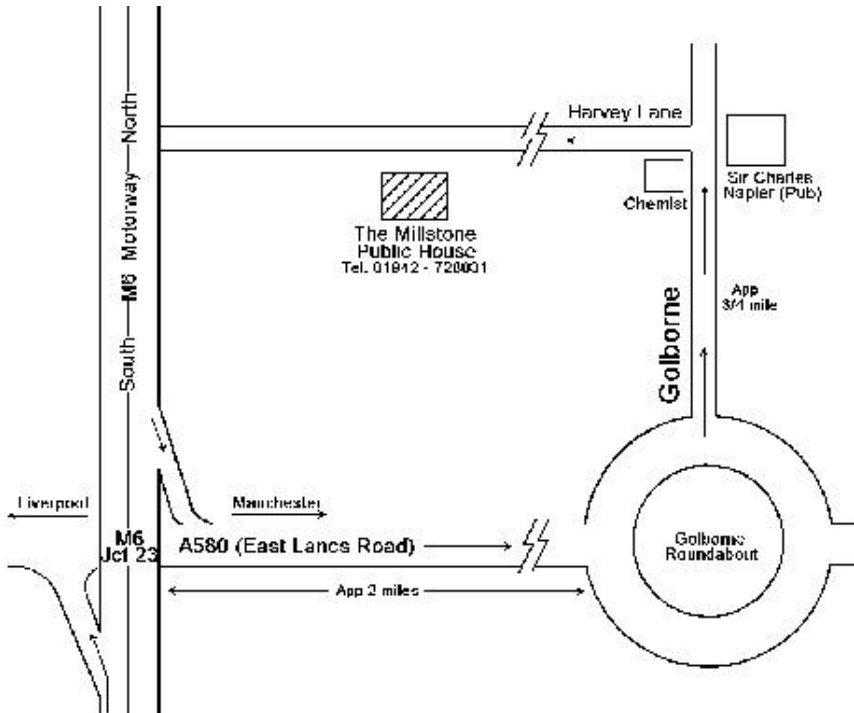
Pre Australian History

First Flight:

Initially built as part of an order for the RAF with Serial No. NZ-524, disposed of to Airwork (NZ) Ltd. Arrived at Eagle Farm Airport, Queensland on 21st January 1975

Australian

On 31st January 1975, it was registered as VH-BGP to C Tracey & Co Pty Ltd of East Melbourne, Victoria and on 2nd May 1975 ownership transferred to Joe Drage. Of the 23 examples of this type to have arrived in Australia, VH-BGP is now one of only two still flying in Australia. The 'Rapide' was the type of aircraft which formed the backbone of the flying doctor service for many years as well as being the 'Airliner' of the late thirties and early forties.



**BMFA NW Area meeting
Millstone Public House
Golborne**

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

Please note:

The first North West Area meeting of 1998 will be held at the Millstone Public House at Golborne. This will be for a trial period of one meeting only, but if it is found to be suitable the North West Area meetings will be moved there permanently.

NW Area Meeting Dates

- Tues 10th February 1998, 8.00pm
- Tues 10th March 1998, 8.00pm
- Tues 14th April 1998, 8.00pm
- Tues 9th June 1998, 8.00pm
- Tues 8th September 1997, 8.00pm
- Tues 13th October 1997, 8.00pm

BMFA NW Area AGM

venue to be decided
Sat 28th November 1998, 2.00pm

BMFA National AGM

at the Forte Posthouse
Hinckley Road, Coventry
Sat 21st November 1998 at 2.00pm