



Newsletter - January 2011

Disclaimer: - Views expressed in this newsletter are not necessary those of the officers and committee - Editor: Tony King

AGM 2010 Report

Members present: 28

After the Chairman's report and the Treasurers report were read, the accounts acceptance was proposed by Brian Patterson and seconded by Jeff Shepherd.

Martin Burton was appointed auditor for 2011.

A reduction in joining/late renewal fee from £50 to £40 was proposed by the committee and seconded by Jeff Shepherd.

There was no increase to membership or BMFA fees.

Appointment of Officers & committee:

Due to the Absence of our chairman at times due to business travel it was suggested by the committee that we have a an additional position of Vice-Chairman, it was proposed by Tony King and seconded by Brian Patterson that Brian Cooper be appointed to this position.

Peter Hawtin who was appointed Secretary at the 2009 AGM had to stand down for personal reasons shortly after, the position of Secretary was taken on by the Chairman for the rest of the term, Tony King put himself forward for this position at the 2010 AGM, this was seconded by Brian Patterson.

It was proposed by Brian Patterson and seconded by Jeff Shepherd that the remaining committee as it stands should continue to serve.

Any other business.

After a lengthy discussion regarding the validity of our requested "temporary" change of flying times, (as stated on the club website 6th & 14th June 2010). And discussion of a proposal by Brian Patterson, (to which an amendment was proposed by Les Holland and seconded by Martin Burton).

it was agreed by the majority present, that for a period of six months from our AGM that our constitution shall state the following operating times (until June 2011), after which an EGM will be called and the times reconsidered:

Mon - Friday 10.00am - 7.00pm (Except Wed which is 10.00am until dusk) for IC powered models

Saturday - Sunday 10.00am - 5.00 for IC powered models.

There will be no restriction on Electric park flyer type models.

It was further agreed that there would be no constitutional change without at least 14 days notice to members.

It was also agreed that a commemorative bench be purchased in memory of the late Dave Boddington. This was proposed by Andrew Robinson and seconded by Peter Hawtin.

In this issue:

- AGM Report
- Brian & Jake go to the Beavers.
- National Helicopter Comp
- My Highlights of 2010 by Keith Durkin
- Moto Arena at Silverstone

Brian & Jake go to the Beavers

On the evening of December 6th, Jake Robinson and myself entertained a dozen youngsters at the Wellingborough Beavers, whose members are 6 to 8 years old.

We took a couple of large R/C aeroplanes for some “Wow” factor and also a couple of tiny, indoor flyers – a Night Vapor (complete with fairy lights) and my miniature, 4 channel, Blade helicopter – which also attracted plenty of “Wows” when the kids lined up and held out their hands and the helicopter went to each one in turn and landed on them. Meanwhile, Jake was gaining a fan club by merrily prop-hanging the Night Vapor and letting the kids chase it round the hall.



After our blatant displays of showing off, we got stuck in to an evening of making paper aeroplanes. We had a couple of designs which were lifted from the Internet and seemed easy to fold. The finished models varied in quality but they all went very well and the kids were very enthusiastic.

The youngsters now want to try their hand at R/C flying. We will arrange a session when the weather warms up and the days are longer.

Brian Cooper.

National Helicopter Competition— May 22nd 2011

The committee has (as in previous years) agreed to the use of our flying site by the Aerobatic Helicopter Association on the 22nd May 2011, it is expected that about 20 people consisting of pilots and officials will attend.

The current British Team who will be attending this competition will also be representing our country in the 2011 World F3C Championships in Italy, this will be a unique opportunity to see helicopter flying at this level.

Needless to say, we ask that our members do not fly on this date.

Thank you.

My Highlights of 2010 by Keith Durkin

For those that don't know me, my name is Keith and I am a builder of scale I /c models, who has a tendency to choose subjects from the 'Dark side', otherwise known as the German Air Force. Although you will find out soon enough, that has recently changed.

With the arrival of some good weather early in the summer, it was time to take one of latest creations to the flying site to carry out the maiden flight, followed by flight tests of my P40 Warhawk.



The model took about 2 years to complete, and is finished in desert cammo. scheme of 112 Sqn RAF with the obligatory sharks' mouth under the spinner. Flight testing was carried out by 'Cooperman' before handing over the transmitter to your truly. More flights were carried out until we noticed that there was a problem with the elevator. After further investigation, it was noted that the horn on the elevator control rod was moving on the rod and not operating the elevator. This was due to the soldered joint not being strong enough.

The model was dually repaired in time for it to be taken to my first Warbird fly-in , at Fenland model club. The event came to an abrupt end just after lunchtime due to some very heavy rainfall.

July arrived and unfortunately saw the demise of my beloved Me 109e, which most regular flyers would never see me with-out. Incidentally at this point, another '109 was well under way and will be maidenened some time this year.

My Highlights of 2010 by Keith Durkin

Late August , and another model was assembled at the sports field ready for testing.

Enter the Fw 190. This was-by far- the biggest and longest project I have ever undertaken, roughly 4 years start to finish.



Again 'master of ceremonies' Brian Cooper was on hand to carry out flight tests, all went well, and again the Tx was handed over to me, so I could enjoy playing with my new toy. Several flights were made, being recorded by our very own, one man film crew 'Tony - the King with a camera'.

October arrived and it was time for my first ever scale competition, which was held at Osbourhby, Lincs. This was a flying only competition , but I was still nervous. Up until this point I had never taken off or landed the Focke Wolfe.

I was lucky to get a flight in before the comp. started; wobbly knees or what?

After completing my first -full -flight in front of mostly total strangers, I was well pleased because the model was a dream to fly, with no nasty tendencies. Take-off and landing were quite uneventful. I opted for what I thought were fairly easy maneuvers, but when you have to think about having a centre line for each maneuver, flying in a scale-like manner for the type of aircraft being flown, calling start and finish for each maneuver, then there is a lot to concentrate on.

My Highlights of 2010 by Keith Durkin

I have to say that the other competitors were very encouraging and helpful. Out of 12 entries I finished 8th, which I was very pleased with.



There is a long story behind the model of the Fw.190, and all started whilst doing the research of the type I was going to base my model on. I basically chose a version of the 'Butcherbird' that I had not seen modeled before, and so began trawling the internet. To cut a long story short, the pilot of my '190 was still alive and so I ended up making contact with him. He was very interested that someone had modeled an aircraft he had flown, and so information was passed to each-other via post. I have also had quite lengthy conversations over the phone with him.

The final piece of my jigsaw will fall into place in April this year, when myself and Tony King are making a trip to Canada, and will finally get to meet Oscar Boesch, the pilot of 'White 14' Sturmstaffel – 1.

This part of the scale side of our hobby is something that very few people will ever get the chance to do. WW2 pilots are getting fewer as time takes its toll, German pilots even less, so I felt this was an opportunity not to miss.

So to those who have never ventured into the scale scene, give it a go, you never know where this hobby could lead you!

HOT OFF THE PRESS, NEW MODEL FOR 2011 50CC YAK 54!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Keith Durkin

Moto Arena at Silverstone

The newest, most exciting leisure attraction in the UK

The world's first radio controlled model and virtual racing destination — **Moto Arena** — is now open at the iconic Silverstone Motor Racing Circuit — and it's completely free to enter!

<http://www.moto-arena.co.uk/>

Moto Arena, the product of years of development, offers a full range of Radio Control (RC), slot car and simulator attractions for motorsport enthusiasts, professional RC racers, corporate groups and families alike, including:

- The world's largest permanent indoor tarmac RC model track.
- Fully equipped on-road nitro and electric outdoor tarmac track.
- Outdoor off-road shortcourse track.
- Rock crawling circuit.
- Indoor flying club (Helicopters) hosted by Tooleys RC Toys, Monday's 18:00 - 22:00.
- Indoor Off-Road every Tuesday night 19:00 - 22:00 .
- Mini-Z Club every Wednesday night 18:00 - 22:00.
- Indoor flying club (Planes) hosted by Tooleys RC Toys, Thursday's 18:00 - 22:00.

(Indoor flying sessions cost £10)

- Friday night Touring Car Club 19:00 - 22:00.
- Arrive and drive facilities for newcomers, including full training sessions and track time.
- Track time for those that already own RC models of all types.
- Replica Formula 1, WRC, Superbike and Dune Buggy simulators.

Visitors can hire radio control vehicles and buy practice sessions, with on-site tuition provided by Moto Arena to test their skills on the various courses. You are also welcome to try out your own RC vehicles!

For Sale / Wanted

If any member has any item for sale or is looking for an item, please let us know via email and we can include in the next issue or we can put out an email to all members straight away.

If you are selling an item send a picture as well as this will help.

Articles:

If anyone has any ideas/articles/ pictures that they would like published in our newsletter then please let me have them for inclusion in our next issue, lets make this newsletter an interesting read. How often this is published is up to you, this newsletter is not a mouthpiece for the committee.

Thanks. Tony King

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