



Newmarket Model Flying Club

BMFA No. 0161

Patron to the club Alan Chapman

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Editorial

Welcome to the February 2016 edition of the club newsletter. It is with great sadness that I once again have to start the newsletter with the news of the passing of a long standing club member.

John James, a well known and popular member passed early in December last year and I know he will be sorely missed by many. In this edition of the newsletter you will find information on how the club intends to honour John's memory and contribution to the club over many years.

The past twelve months have been a difficult time for model flying for your editor, with unusual weather, new work commitments and other factors; visits to the patch have been thin on the ground to say the least. I believe it was the least flying I've done in a calendar year since taking up the hobby.

Hopefully the next year will prove to be more fruitful in the flying department and I intend to get back to making quick sorties at the Rowley Mile on my way home from work. When I first started flying, all my models were hand launched and after several years of flying from Snailwell, my hangar has transitioned to mainly RoG models. To even out the balance I have re-commissioned some of my old hand launch airframes as well as investing in something new.

As I write this editorial the weather is once again not conducive to our hobby, with yet another howling gale and single digit temperatures. Hopefully the weather will improve as spring rolls in, though I have been reliably informed that some hardy (or possibly foolish) souls did brave the bitter cold on those few and far between calm days, to venture out to the flying sites.

I hope to see many of you soon at the indoor flying in April and at the patch during the year.

In this edition of the newsletter we have a couple of articles from Ian Hatton and an article each from Steven Rolph, Peter Loxham and Roi Greenway.



For those of you who weren't at the 2015 AGM (Annual General Meeting) I'm the new chairman of NMFC.

Who am I?

My name is Ian Hatton, I have been a member of NMFC (on and off) since I was about 11 years old, that was back in 1967. Back then we used to fly near the black hangars on Newmarket Heath, that was before the Newmarket bypass was built.

When I was 17 I joined the RAF as a ground electrician and spent just over 9 years in the service. Whilst I was in the RAF I continued with model flying and learned to fly full size gliders with the RAFGSA.

When I left the RAF and moved back to the Newmarket area I rejoined the NMFC and continued to glide with the ATC (Air Cadets) with 611 VGS at RAF Swoton Morley in Norfolk. I also did a lot of private gliding with various clubs in Norfolk.

After 15 years of having no spare time because of gliding I stopped and came back to my first love, model flying.

Those of you who do know me will be aware that I have not been flying very much for the last 14 months. This has been due to a building project that is model related, but does not fly. It's my new workshop that has taken a bit longer than I first anticipated. But I can now see the light at the end of the tunnel and should be able to start flying more regularly again.

On a sad note, most of you will be aware of the sad passing of a very dear friend to NMFC, John James. For those of you who were able to attend the funeral, like me, would have been astonished at the number of people who attended. It was standing room only in the church and that was 15 mins before the service was due to start.

I would just like offer Johns family and friends my own and NMFC's deepest sympathies and to say he will be sadly missed, but well remembered.

This is a new event that will be complementing the Brian Brotherton day.

What is it?

Essentially what we wanted to do was hold an event in memory of John James. But we felt the NMFC calendar could not support an extra event.

So we have decided to combine the Brian Brotherton event with a John James event and call it the Memorial Day where we can remember both Brian and John.

How will it work?

What we have decided is to hold 2 very informal and quite simple competitions. One in memory of Brian and one in memory of John.

The Brian Brotherton Trophy

Anyone who new Brian will know that his passion was for FAI aerobatics.

So with that in mind we are going to have a simple aerobatics competition that anyone can enter with practically any model. Schedule to be advised closer to the event, but rest assured it will be simple loops, rolls and maybe some inverted flying.

The John James Trophy

John was enthusiastic about so many things but his passion was flying.

Anyone lucky enough to fly with John will have been quite impressed with his ability to land at his airstrip in Cowlinge. As a gliding instructor with

Note from the Chairman



article by
Ian Hatton

Memorial Day September 11th



article by
Ian Hatton



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many landings to my credit, I can tell you that I was mightily impressed with his ability. When I flew with John he allowed me to do almost all the flying, but when we were landing at Cowlinge I always gave it back to John.

So in honour of his ability as a pilot, I propose that we have an informal spot landing competition.

On the day we will mark a number of lines across the Snailwell strip using something easily removed or washed away, flour or something similar?

Then any and every model that is flown on the day will have a landing score given to them based upon where they land within the marked area.

There will be no limit to the number of landing attempts and the winner will be whoever achieves the highest score based on how close they land to the marked middle line.

We also propose to have normal flying as usual and of course a barbeque.

article by
Steven Rolph

Sorcerer

When I first received my Galaxy Sorcerer towards the back end of 2014, it was as a partially built kit, which I believe Davey Brown started originally but didn't complete for some reason.

I believe Davey was going to dispose of it when very fortunately he approached Jerry Carter to see if any of the club members would take it on, hence it coming to me free of charge, via Jerry.

A little cheekily, as I didn't have a suitable engine, the plans stating that a 0.45 to 0.75 size was required, I also asked Jerry if he thought Davey might still have the engine he'd originally intended to fit. A few days later Jerry duly appeared with a used Jen 56 engine. Although the engine was clearly very well used, it still had plenty of compression, so I fitted a suitable propeller, installed it on my test stand and to the delight of my immediate neighbours, with only the slightest amount of tinkering, it soon sprung into life.

It came with both a normal exhaust and also a 'Pitts Style' exhaust and seemed to develop equal amounts of thrust, and noise, with both. As the 'Pitts Style' exhaust would better suit the cowling, I elected to place the normal exhaust in my growing collection of model engine parts. I got back to Jerry and told him that as the engine was a 'goodun' could he please pass my thanks, plus some money to Davey.

Unlike the previously partially built kit I have recently taken on, i.e., my Cambrian Models Mk IX Spitfire, all the expected parts for the Sorcerer were either still in the box or fitted to the already completed subassemblies. The wing was essentially complete, the two foam veneer covered wings were joined and the leading and trailing edges, and also the



wing tips were fitted. The outer sections of the wing leading edges were meant to have had a wider leading edge section fitted, and therefore there was supposed to be a step change in the chord approximately two thirds along the span. Although the parts were still in the box, as the leading edges had already been shaped, I elected to leave them as originally built.

The major components of the fuselage had also been assembled, although it looked as though certain areas of the doublers needed re-gluing. The fuselage section was essentially a box with internal fillets, the corners needed a significant quantity of material removing to get the prescribed



radiuses. I resorted to using a heavy duty belt sander, which certainly helped the job get done quickly if very messily (I wondered if I dare ask my wife to help me dust the garage, but quickly decided that might not be such a good idea).

I pondered about covering the model with tissue, doping and painting as I had the Spitfire. However, as I was concerned that I might have problems with the veneered wings de-laminating from the foam core I decided to cover it with Solarfilm. I elected for a fairly bright yellow for the fuselage and wings and red for the flying controls as I thought this would help it stand out more. So as to help with the visual orientation, I also added some red and black Solartrim to the upper surfaces of the wings and also the fuselage, the overall colour scheme being similar to that of the German flag. When I originally measured the height of the canopy I thought it was sufficiently long and high to house a couple of pilots in tandem. However, I hadn't adequately allowed for how much material I'd need to remove to get the canopy to follow the upper contour of the wing and ultimately only fitted a single pilot. And even then, disappointedly, this single pilot proved to be too tall and I had to carefully grind away his torso such that in the end only his head, neck and the very top of his shoulders remained. To compensate, and make him a little more charismatic I give him a goatee beard.

At the end of the build I was generally happy with the overall result. I did wonder about adding a steerable nose wheel, but as this wasn't in the original plans and would add weight, time and cost elected not to do so. However, all the time I had to invest in completing the Sorcerer was far more than I'd envisaged and I'll need to ensure, that if I do undertake another similar project, that this lesson isn't forgotten.

Complete with the engine and receiver batteries etc, the Sorcerer weighed in at just under 7.5 lbs, which for a conventionally built 66 inch span model didn't seem overly excessive. I'd originally planned on installing the receiver battery under the front of fuel tank, but had also provisioned for it being installed in two other locations along the length of the fuel tank bay. As it turned out, she was slightly nose heavy with all of my originally provisional battery locations, and I ended up simply securing the receiver batteries to the underside of the servo tray where she then balanced perfectly. No advice was included on control surface travels and these were originally set to just over 0.5 inches.

Colin Ashman maiden her in early April this year and reported it as being a non event, so much so that when I asked him about her flight characteristics a few days later, he'd totally forgotten he'd maiden her. I've now flown my Sorcerer about a dozen or so times and so far I'm very pleased with the way she flies. Very recently the cowling inexplicably split mid flight, it looked as though the upper retaining screw had slightly loosened which presumably allowed the top section of the cowling to buzz before eventually splitting. I've since repaired it with some lightweight glass cloth and five-minute epoxy, I've re-flown her three or four times since the repair and no sign of it splitting again as yet.

The Sorcerer is a very smooth flying model and very well mannered, the only regret I have is not fitting a steerable nose wheel, however, at least the short trot down the patch to retrieve her after landing gives me a little exercise. So as to further improve responsiveness, I'm in the process of gradually increasing control throws and might also move the CG slightly further aft, so I guess she might give me a bit of a surprise next time I fly her. Hopefully these little tweaks might also improve her ground handling, but I doubt she'll ever be able to reliably do a 180° turn within the width of the patch.

I'm currently pondering whether my Sorcerer might be suitable for an initial attempt on my 'B' certificate, she seems to have a bit more presence than my Black Horse Super Air which I originally bought as my aerobatic model a couple of years ago. The Sorcerer certainly seems to cope with turbulence/rough air slightly better than the Super Air. I'll just have to keep practicing with both models and hopefully get plenty of stick time in before autumn arrives, or quarantined horses result in yet another temporary eviction from the Snailwell site. All I need now is for summer to arrive, or have we already had summer?





The Seagull Has Landed

As many of you know I am fortunate enough to be able to spend several weeks every year enjoying the delights of southern Spain. In recent years I have been brave enough to get permission from my wife to have a plane with me in Spain. Well it would be silly not to really, as I am but a five minute walk from the sea front with miles of sand and sea. My first venture into bravery took the form of an FMS mini warbird. A P-47, selected with the help of Kevin our editor, at a cold and wind swept Rougham LMA show.

It lasted well but eventually it went to the big pilot in the sky, so it was time for the next. As you can see from the picture, it is small but perfectly formed. Well it fit into our biggest suitcase, which was my compromise to get this replacement out to Spain.

Two days in and it was late afternoon, and all the beach huggers would be moving away to either get a siesta or a well earned cup of tea, so now it was my time. Clear blue skies and just the slightest breeze and 22 degrees, well it was early November. All pre-flight checks done, which is quite critical for a plane that weighs 150g. Push the throttle stick up to $\frac{3}{4}$, final check for sun worshippers, and a gently push and away. Well when I say away, it actually went about 3 yards to the right, in a tight death dive and smacked into the hard sand at the waters edge. Broken prop, but little else. Bugger!

The following day brought the same weather conditions, and with a new prop, and quite a bit of tweaking and adjusting to offer some compensation for the dramatic right turn and we were beach bound again.

Deep breath, throttle to 50% this time, and a slighter less energetic push for the clear blue yonder, and yes it went away just perfectly. No trim needed and 8 minutes later, landed on the nice soft sand to a good round of applause from the gathered audience on the beach wall. Picked her up, a slight bow to my fans, and did the normal post flight checks. Prop would not move! After some shaking and quite a lot of sand falling out from the cooling ducts in the front, and yes a few grains had got into the motor. Bugger!

A compromise was needed. Hot motor, or more sand. A few strips of duck tape later, and all sand access had been eliminated.



A few days later, with my friend Rob in attendance, off we went to the beach. Checks done, including any bathers, and off it went again, straight and level. However as well as my friend Rob, plus a few onlookers, a seagull arrived to check out this intruder. Now a Herring Gull weighing some 3lbs and my plane weighing some what less, was not going to be a great competition, but a challenge is always good, so some F3A flying was needed. Stall turns, loops, bunts, well as best as I could, made for a good spectacle, that was until my friend the gull, called in his mates!

Now doing F3A stuff with one gull was fun, doing it to get away from 11 of the things was worrying. My friend Rob, by this time, could see nothing as he was



crying with laughter, and the ooh's and aah's and ole', from the gathered crowd did nothing to convince me this was going to have a happy ending.

A determined gull closing its wings to do a 30 mph dive towards my little plane was a sight to see, and my avoidance skills were honed to perfection. Well yes I was very lucky! 8 minutes in, a great landing on the soft sand, an even bigger round of applause from my admiring fans and less sand in the motor, I went home with Rob with a tale to tell.

Having now had about 10 days of battling the gulls, with only one glancing blow, and a skip off the sea when one gull became even more determined, I felt that this little plane had used up all its lives, and have persuaded the good lady to allow me to ship out via HobbyKing a Skipper, all terrain plane. High prop position so no sand. Can take off and land on the sea, so no problem with sun bathers, and quite a high pitched prop sound, which I hope will keep the gulls at a manageable distance.

Finally, watching the film recently, Flight of the Phoenix, I was reminded of the first powered flight of any plane to ever be recorded. A man called John Stringfellow did a powered flight with a wooden model plane powered by a rubber band (which had been developed some 3 years earlier) in a disused lace mill in Chard. The year... well almost to the day 100 before I was borne, 1848. The hobby has a great tradition and I am delighted to be part of it. Gulls and all!

I chose this model as I had not seen one before, I'd come across plenty of Tiger Moths, various Gloster's and PT 17's but never a Heinkel 51.

Heinkel 51



In 1931, Heinkel recruited the talented aircraft designers, Walter and Siegfried Günter, and their first major design was the Heinkel He 49. While this was officially an advanced trainer, in fact it was a fighter.

The first prototype, flew in November 1932, and was followed by two further prototypes with a longer fuselage, and with a revised engine.

It was ordered into production for the still secret Luftwaffe as the He 51, the first pre-production aircraft flying in May 1933. Deliveries started in July of the next year.



It was a conventional single-bay biplane, with all-metal construction and fabric covering. It was powered by a glycol-cooled BMW VI engine, with an armament of two 8 mm machine guns mounted above the engine.

The He 51 was intended to replace the earlier Arado Ar 65, but served side-by-side with the slightly later Ar 68. It was outdated the day it entered service and after an initial run of 150 production fighters, the design was

switched into the modified He 51B, with approximately 450 built, including about 46 floatplanes, then finally a further 100 He 51C light ground-attack versions.





Peter and his new
electric twin



Microlights at the
2015 fly-in



Ivan's large electric
Flying Fortress



Your editors latest EDF
toy, the Freewing A6



There were no items for sale or wanted submitted for this edition.

◀ **Items for Sale
or Wanted**

April 9 th	Indoor Flying Event. Burwell Sports Hall. 7pm till 10pm
June 12 th	Fenn Brothers Competition. Rowley Mile - 1pm start Organised by Mike Cox.
July 9 th	Lark in the Park. Mildenhall - 9am start Organised by Ian Hatton.
July 17 th	Electric Competition. Snailwell - 1pm start Organised by Colin Ashman.
September 11 th	Memorial Open Day & BBQ. Snailwell - 11am start. Organised by Ian Hatton.
December 5 th	Club AGM. Palamino, Newmarket - 7.30pm start.

◀ **Club Events
Calendar**

Thanks to Ian Hatton, Steven Rolph, Peter Loxham and Roi Greenway.

◀ **Credits &
Thanks**

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