

March/April 1997

### **Death of Norman McFarland**

See article on page 2.

### **New Editor**

Due to pressure of work Andy Ellison is unable to continue as editor of Points North West so I have agreed to take over, for the time being anyway. Andy is heavily involved with other BMFA business in addition to his own club work.

In addition to this new job, I am the Treasurer, Membership Secretary and Newsletter Editor of my own club the Fylde Coast Model Flying Association at Fleetwood. Im also a member of the Blackpool Model Helicopter Club and represent them as their Delegate at the BMFA NW Area meetings.

My other jobs include Club Examiner Area Chief Examiner, GBr/cAA Judge for F3A Aerobatics at most Centralised events and the British National Championships.

# **POINTS NORTH WEST**

## **BMFA North West Area NEWSLETTER**

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

I also judge the Eddie Riding Trophy Free Flight Scale competition at Woodvale.

I started flying radio control model aircraft in 1980 when it became too expensive to fly full size. I gained my PPL (Private Pilot's Licence) in 1973 in a De-Haviland Chipmunk, which was a delight to fly. The cost then was £7.50 per hour and it only cost me £300 to get my licence.

As a 60th birthday treat for myself I went to the 1991 World Champs in Australia where I suffered a heart attack, so my full size flying would be curtailed anyway.

I am not a professional writer, nor did I get any 'A' levels for English at school so I apologise for any poor grammer from now on.

I look forward to receiving any articles and/or newsletters from you including pictures if they are of sufficient contrast.

## Sad Loss

I regret to inform you that Norman McFarland died on 28th Jan. 1997.

Norman was a Quality Engineer who took up aeromodelling in 1950. He immediately became involved in control-line flying and although he maintained this interest for the rest of his life he moved into radio control flying two years later.

He was in right at the beginning of the development of r/c equipment and his first home-built set was based on an 'Aeromodeller' design. It was from about this time that he became interested in designing and flying r/c Scale Models. Norman was reticent about his achievements and many of us knew him best for his close involvement with the governance of the hobby at many different levels.

Norman was a British Nationals Scale competitor in 1971, 1972 and 1973 and he followed this shortly after by becoming a judge for this event, a task he performed for the following four years until 1978.

He was the SMAE NW Area Chairman from 1971 - 1973, and during the same period he was the Woodford Rally committee Chairman, he was also the Woodford Rally Scale Competition Director in 1972, 1975 and 1976.

Norman was the Scale-Day co-founder of the Blackburn MAC in 1972 and he became the chairman of the Bury club at the time of it's name change to Bury Metro Model Flying Club.

He also took on the job of Competition Director of the UK's first Scale Aerobatics Competition which was held at the Peel Mill (Bury) site in 1978. On top of all this, he was the author of many articles and kit reviews published in UK and USA publications.

He was the designer of many published plans, not least of which many people will remember his Pitts Special published in Radio Modeller in 1972, a design which was also published in the American R/C Modeller in 1973. Radio Modeller also published his Ansaldo S1A in 1973, his Unicorn in 1974 and his Stolp Aeroduster in 1989. He also made a major contribution to the Powermax Mosquito kit in 1973/74.

From 1973-1988 he was a manufacturer of many aeromodelling accessories for major European distributors, indeed from 1975 until 1980 he was the proprietor of M&T Electronics and subsequently ALJ Electronics (Models) of 52/54 Bond Street, Bury.

To cap it all, Norman found time to take on the duties of BMFA Examiner & Chief Examiner 1989 until his untimely death.

Arnold Cash  
Bury Metro Model Flying Club

## **SOUTHPORT MODEL AIR SHOW**

The Southport Model Aero Club with support from the local Council, will be holding a model static and flying show on Saturday 17th and Sunday 18th May 1997 from 10.00 am to 5.00 pm.

The event will take place on the Southport Sands near the pier.

The club needs the following:

Qualified Pilots with full insurance - ie: 'B' Certificate Fixed Wing  
may consider 'A' Certificate Helicopter  
LMA Proficiency equivalent etc.

The following models for static and/or flying display:

### Radio Control:

Fixed wing sports	aerobatic
Scale	Helicopters
Gliders	Large Models
Jet/Gas Turbine	Ducted Fan
Vintage	Off-beat (Autogyros etc)

### Control Line:

Team Racers	Speed
Combat	Vintage

### Free Flight

All classes (weather permitting)

### Display

Models just for display either under construction or completed  
Any type of demonstration - construction etc.

The local Authority will provide advertising, barriers, policing, traffic and secure storage of models overnight if needed, with guards. Large crowds are expected. Make this a family day out, Pleasureland is very close by.

Free camping is available, also refreshments will be available from the normal ice-cream/hamburger vendors.

For further information contact:

Mike Eccles 6 Crowland Street, Southport - Te. 01704 - 543211

Ken Ritchie 16 Furness Close, Ainsdale, Southport - Tel. 01704 - 78898



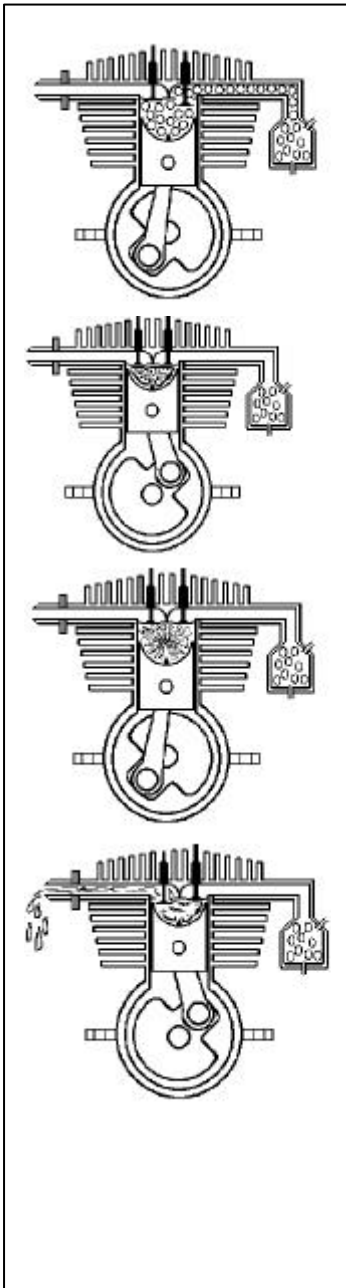
Rob, a school teacher, built the Schreckling engine from scratch. His original case was a modified camping gaz canister, the compressor was made of plywood reinforced with carbon fibre and the turbine from stainless steel. The power output at the beginning was about 2 1/2 lb. thrust and the aircraft, which was used as a test-bed had to be launch assisted with a bungee. The engine pictured has a much higher power output, about 6 1/2 lb. thrust and is made of more robust materials. The engine is limited to 90,000 rpm by restricting the fuel input, and the fuel used is kerosene after starting on propane or butane.



## Box of Tricks Baffle Motor Experts

Did you read the Sunday Post dated 26th January 1997? On page 3 the headlines were "Adam claims his car can run on water" - 'Box of tricks' baffle motor experts. Well this isn't new !

About forty years ago I decided to do a feasibility study on an engine that would use an environmentally friendly type of fuel. The fuel had to be cheap and easily available so I sought the help of a chemist friend. Together we worked, often into the early hours, then we hit on it - a BUBBLE ENGINE ! An engine that would run on fuel consisting mainly of bubbles. The chemist used his skills to develop the fuel and I designed the engine. Although the prototype had cooling fins, in practice they weren't required as the engine ran extremely cool. Based on a normal four stroke engine the major change is the concaved piston with a sharp point in the centre. The carburettor is replaced by a bubble generator. No silencer is required as the engine runs very quiet. The basic principles of operation are as follows, rotation is anti-clockwise:



### INDUCTION

The inlet valve opens as the piston goes down and bubbles are drawn into the combustion chamber. To create the bubbles, initially the fuel tank must be shaken vigorously after which engine vibration or pressure from the exhaust blowing into the bubble chamber will suffice.

### COMPRESSION

As with a normal four stroke engine, the inlet valve closes as the piston rises to compress the bubbles into one large bubble. This is the critical part because if the sharp pin is too long or too short the timing will be affected and power will be lost.

### POWER

As the bubble bursts, the concaved piston is forced downwards. The crankshaft converts this downward force into a rotary motion which in turn will drive your motor vehicle (aeroplane propeller ?) This is the only part of the four cycles that provides the power. The weight of the counter-balance will keep up the rotary motion until the next power stroke.

### EXHAUST

The piston now rises and the exhaust valve opens to send the spent fuel out through the exhaust system. As there is no real ignition, there is no heat and therefore no undue noise.

The fuel used is **FAIRY LIQUID**

## BMFA News

There will now be a page in the BMFA News for the North West Area.

## Survey

There has been a very good response to the survey in the BMFA News. The results of the survey haven't yet been analysed, probably because this is the busiest time of the year for the office staff. There has also been a very good response to prize requests by the trade.

The prize draw has taken place and out of 30 prizes, 7 of these are in the North West Area.

## Woodvale Rally

I know it's early yet but time soon passes. Woodvale Rally will be held on Saturday & Sunday 2nd & 3rd August.

There has been an increasing interest in the Eddie Riding Free Flight Scale Competition which is on Saturday 2nd August only. Entries may be limited because it takes quite a lot of time to do the static judging, and this must be completed by 5.00pm. Flying takes place after the radio control have finished, usually about 6.00pm and completed by 8.00pm. Get your entries in as soon as possible to avoid disappointment.

The Contest Director is:  
Eric Clark  
103 Hawkshead Street  
Southport  
PR8 6AH  
Tel. 01704 – 536546



Sorry Nuk. Not much of a fly-past

## Black Wire

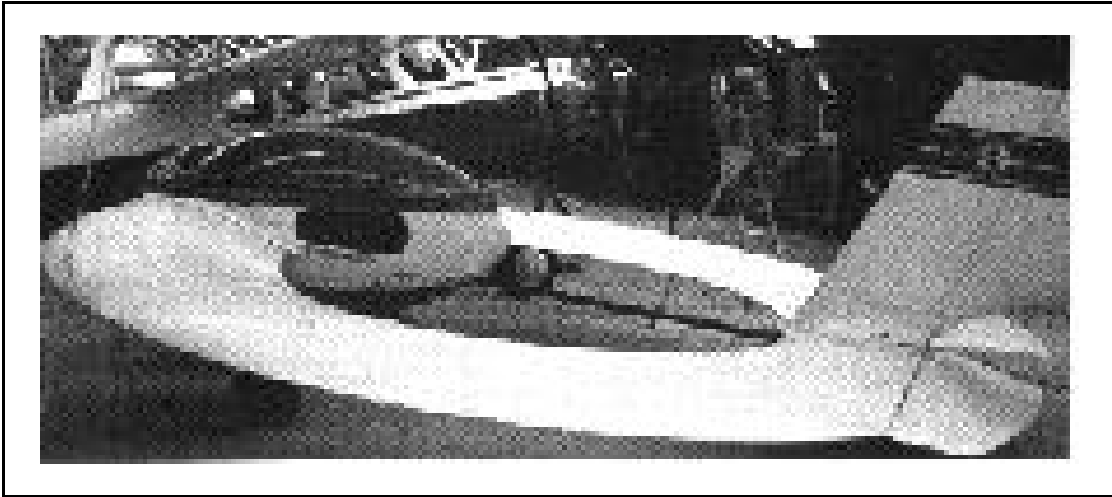
This is the time of year to look out for 'Black Wire'. What is 'Black Wire'? Well all I can tell you is that the negative lead goes black in certain conditions, and in doing so goes high resistance. This will severely affect the operation of both transmitters and receivers.

How does it happen? Well the theory is that if the equipment suffers changes in atmospheric conditions such as is seen if the equipment is stored in the garage, then black wire is a possibility.

How can it be checked? By checking the battery voltage at the end of the leads with a load applied, as with a good quality analyser.

What could happen if I ignore it? If you've got it, you will crash!

If you have any doubts get an expert to check your equipment.



## The Ring Wing

During my visit to the World Champs in Australia, I went to Air World, an Aviation Museum in Wangaratta, Victoria. Airworld is the world's largest collection of flying vintage civil aircraft. I don't know just how many aircraft they have, but I have taken stills and a video of the exhibition. This photo of the Ring Wing is from the Air World catalogue.

I wonder if anyone has made a model I can't see why not.

A bit about the Ring Wing.

This unusual aircraft was the brainchild of German born designer Karl Dehn. He worked on the theory that a circular wing configuration could be more efficient and faster than regular wing structures.

His ideas culminated in the Dehn 'Ring Wing' or as it became known around Benambra 'The Flying Dunny Seat'.

Dehn's dream was to design a huge version of his 'wing' to carry a thousand people within the wing itself.

Before this could advance, he needed to prove the design. To do this he enlisted the assistance of Ben Buckley, a professional crop-dusting pilot with over 23,000 hours experience and a reputation as a dare-devil.

Buckley first flew the 'wing' as a glider towed on short hops. As tests proceeded the lengths of the hops grew, and eventually a full test flight was achieved. The initial flight was 15 minutes duration and proved the 'wing' to be highly manoeuvrable and fast. Four further flights were made before Dehn took on a partner and proceeded to taylor a motor to mount in the unusual craft.

Unfortunately this process was very involved and was not completed before Dehn died in early 80's at the age of 67. His dream of a Circular aircraft effectively died with him.

Ben Buckley donated the 'Ring Wing' to Air World after Dehn's death . . . the design was proved, but the dream may never become a reality.

## **Clwyd Soaring Association**

20th April

Invite to Tyldeseley

Invitation to Tyldeseley MFC bar-b-que and fly-in

Powered aircraft, powered gliders etc. will be welcome and facilities will be available for 'Piggy-back' and aerotowing.

3-4-5th May (Bank Holiday)

Three day soaring funfly (P S S event on the 4th)

15th June Open Scale Competition.

Venue: Moel Famau:- Meet in the carpark as usual.

Sat 14th will be for competitors and members to practise and fun fly, the venue the Horseshoe Pass. Meet at 12pm

With a meeting in the evening at a pub for some nosh and lemonade.

The evening pub is the Kings Head Bwlchgwyn

### **Please note**

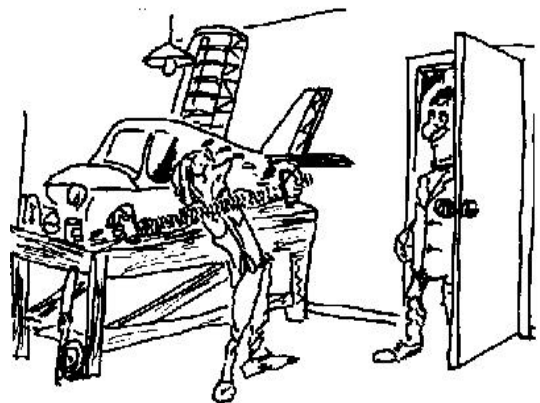
If a member wishes to invite a guest to one of our flying sites the following procedure must be carried out.

1. A committee member must be informed of the date of the visit
2. The guest must have adequate insurance cover, a copy of this must be supplied to the committee.
3. The member will be responsible for the conduct of his/her guest and they must agree to abide by the rules of the BMFA/CSA.
4. Each member is allowed to bring a guest on one visit as long as the aforementioned rules are obeyed.

**PS:** I have copied this article from FLIGHTLINE the magazine of the Clwyd Soaring Association. If anyone is interested in the above events, I suggest you get in touch with: **Ray Jones (01978) 853284 or Gary Whitehurst (01978) 720109.**



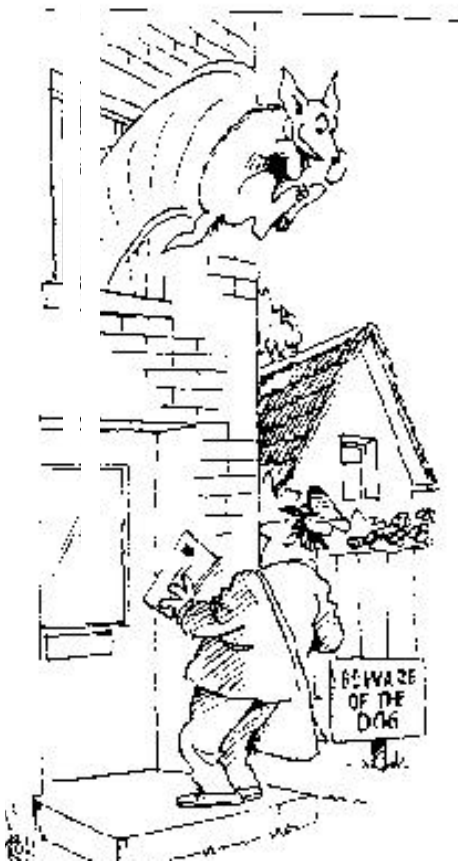
*"Ursula Address! What brings you to these shores?"*



**IT'S THE ONLY WAY I CAN LIFT IT**



*'All I know is he's got me a Valentine's Day surprise'*



### **BMFA NW Area Meetings**

If you have never attended any of the Area meetings, then you should ask the question - Why not ?

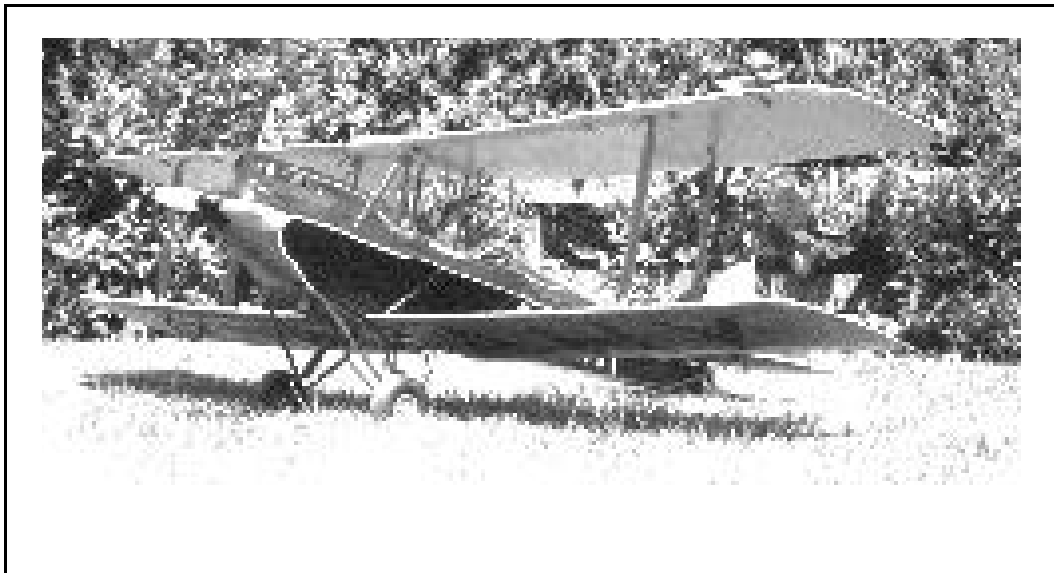
There are nearly 100 affiliated clubs in the North West Area, but we don't get 100 Delegates there, if we did, we would need a larger room. We do have room for a few more of you as it is, and it would be nice to see some new faces now and again.

You won't be forced into doing any jobs that you don't want to do, but you might take a fancy to being involved with the running of the area, or events run by the area such as the Eddie Riding Free Flight Scale competition, manning the stands at various events such as Woodvale or the Nationals etc. It could make you feel quite important.

At the end of 1996, the BMFA had a total of 589 clubs and 26,531 members. Approximately 10% of the members were juniors.



*Carl Hailstone helping cubs and scouts build BMFA Darts at Waddaker*



*Tony Twemlow's Gypsy Moth which he won the Scale comp at Fleetwood last year*

**RUNCORN MODEL ASSOCIATION  
FUN-FLY**

Sunday 4th May 1997  
BMFA Insurance required  
Contact Derek Perchard for details  
(0151) 495 3137

**RUNCORN MODEL ASSOCIATION  
LOST MODEL**

Motor glider. Multicoloured wing, grey fuselage, fitted with diesel engine.  
Lost on Sunday 9th February in the Warrington area. Would the finder please contact Alan Miller (0151) 425 3155

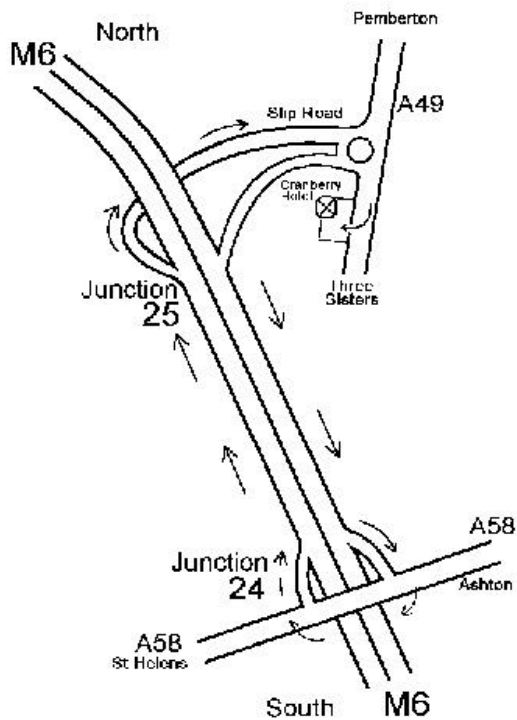
**REWARD**

**AFFILIATION DOCUMENT**

Please note that some affiliation confirmations sent to North West Area clubs have the wrong Area Secretary's address.

The address should be:

**Eric Clark  
103 Hawkshead Street  
Southport  
PR8 6AH  
Tel. 01704 - 536546**



### **BMFA North West Area meetings Cranberry Hotel, Bryn, Wigan**

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

**Note:**

You cannot exit at junction 25 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.

### **BMFA Achievement Scheme**

More and more clubs who operate the BMFA Achievement Scheme find that there is an overall improvement in the standard of flying.

Many clubs use the 'A' certificate as a 'licence' to fly unsupervised, and the 'B' certificate is recommended when flying at an event, such as an air display, where the public are present.

If your club doesn't operate the scheme but would like to know more about it, there are people within the BMFA who are willing to come and talk to your members about it. If, in the meantime, any of your members would like to take their 'A' or 'B' Certificate, either Fixed Wing or Helicopter, that can be arranged also.

There are good publications available from the BMFA, free of charge entitled 'Guidance Notes for Chief Examiners, Club Examiners and Test Candidates'

#### **BMFA NW Area Meetings**

Tues. 11th March 1997, 8.00pm

Tues. 13th May 1997, 8.00pm

Tues. 10th June 1997, 8.00pm

Tues. 9th September 1997, 8.00pm

Tues. 14th October 1997, 8.00pm

#### **BMFA NW Area AGM**

Sat 29th November 1997, 2.00pm

#### **BMFA NW Area Achievement Scheme Co-ordinator**

Any enquiries regarding the Scheme whether talks, tests or requests for examiners should be made to your Area A.S. Co-ordinator.

**Roy Allam**  
**4 Knutsford Road**  
**Blackpool**  
**Lancs FY3 9UU**  
**Tel. 01253 – 763566**