

## HALE HALL MODEL CLUB NEWSLETTER



FEBRUARY 2022



Club website link - <https://hhmac.bmfa.org/>

Hale Hall YouTube channel - [HH YouTube](#)

Welcome to the February newsletter. This month we have some site news, a look back in time to before Covid and the return of What's on.

## Site news

After a lot of hard work by Andrew O'Neill and his helpers the first phase of our site improvement is now complete. On Tuesday 1st February we spotted Mathew on site tidying up some of the hedge trimmings around the farm. Luckily he was happy to spare some time to move the old mower hut and deliver some more stone for the car park. He made short work of moving the hut, skilfully sliding it between the club hut and the container. Fortunately the hut remained in one piece and will now be used to store some of the chairs, benches etc. We are in the process of tidying the club hut to make it a more pleasant place to be in. This has resulted in some items being moved into the container or old hut.





Lifted.



And pushed into position.





The hut in its final resting place.



The finished article!

## Record Breakers!

Would you like to be a world record holder? This year the BMFA is celebrating its centenary. They are planning several events to mark this significant milestone, one of which is a Guinness world record attempt. The plan is to break the world record for the largest number of model aircraft in the air simultaneously.

The current record is 179 and was achieved by the Flite Test Community at a Flite Fest community event coordinated by Howard Kaler in Malvern, Ohio, USA, on 16 July 2016.

Hale Hall will be participating in the attempt which will take place on the 15<sup>th</sup> May at 12:00.

Each participant needs to register; a BMFA e-mail will be sent out in April inviting you to sign up. All model types are welcome. Video evidence is required to verify the flights which will be sent to the BMFA. Watch this space for future information!

## Social members

This year we have created a new membership option, a Social member. This is to allow valued club members who no longer want to fly but would like to stay involved in the social life of the club. They will receive the club Newsletter, can visit the field and attend our social events. Our first three Social members are Kev Adamson, Derek Beaton and John Butcher. We hope to see you soon.

## A trip to Corfu

This month another article from my archive:

It was summer 2016 and I was looking forward to our annual pilgrimage to Barkston Heath for the British Power Nationals over the August Bank Holiday. But shock horror! The BMFA announced that this year's Nationals were cancelled due the RAF upgrading some of the hanger facilities at Barkston. So what should we do to fill the void? I had always fancied a trip to the RC Hotel in Corfu so this seemed an excellent opportunity to give it a try. Unfortunately all of the usual Nationals crew were unavailable so it was Dave Sewell, Terry Worden and I who hatched a plan to visit for a week in autumn to avoid the high summer temperatures in Corfu.

We booked some cheap flights, packed our bags and in early September headed off on our adventure to Corfu. The RC Hotel offers several different holiday packages, we chose the all-inclusive which includes your room, 3 meals a day, transfer to and from the airport and transport to some of the local points of interest. An early flight from Manchester arrived at Corfu airport around lunchtime. As promised there was a driver waiting for us who took us through the rather tatty outskirts of Corfu town and out into the countryside, after a short journey we arrived at the RC hotel. Although the holiday is mainly aimed at model flyers, partners and families are well catered for with a nice swimming pool, sunbathing area and a bar. The flying site is situated a few hundred metres away from the main hotel facilities.

On arrival we were greeted by the owner, Spiros, and after a quick introduction we were shown to our rooms. The accommodation is in two blocks, set above the swimming pool. We had the standard rooms which were large and comfortable with patio doors out to the garden. They also have some more upmarket rooms with roof terraces, but our rooms were more than adequate.





We have arrived!



The swimming pool with the accommodation behind.





The Bar.



My Room – simple but adequate

Having settled into to our rooms we went to the bar for some lunch. They had a good choice of light lunches; the Greek salad became one of our favourites! The weather was sunny and warm, so a beer was required to keep us cool (any excuse!). They had a great system for keeping your beer cool; the glasses were stored in a freezer cabinet so you pour the beer into an ice frosted glass. The beer was very cheap so we weren't in any danger of racking up a large bar bill.





The popular Greek Salad



Cool glasses!

After a very pleasant and relaxed lunch we went down to the flying site, a few hundred metres from the bar, for our 'competency' flight assessment which would allow us to fly the hotel fleet of aircraft. It was a very low key affair, basically we had to fly and land one of the foamy trainers without crashing them. Luckily we all passed!

After an afternoon getting to know the place we went down for our evening meal. This was a communal affair with large tables on the terrace where you could socialise with the other guests. The guests were an interesting mix, a model club outing with singles and wives/ children, older couples, the vast majority being Brits. Many of the guests are regulars and come back every year.



The terrace where we had our evening meals



The next morning we were up bright and early for breakfast. This was excellent with choices to suite most tastes. Cereal, full English, boiled eggs, scrambled eggs, or just a plate of fruit.



The breakfast room.

With full stomachs we were ready for some flying so, with some excitement, we took the short stroll down to the flying site.

Flying was from 09:00 to 13:00 and 17:00 to dusk (generally referred to as 'Beer o'clock'). Apparently they have had to ban flying in the afternoon because one of the neighbouring farmers has built some holiday accommodation nearby.

Having passed the competency test we were allowed to get our hands on any of the aircraft in the 'hanger'. You have the option to take your own aircraft; there is a charge for flying the hotel models. Spiros also offers 'insurance' which covers the cost of an aircraft being totally written off. If you manage not to break anything during your stay you get a partial refund.

The aircraft fleet consisted mainly of foam 'Wots', Wot 4, Acro Wot and Wots Wot (which they get through dozens of during the season!) There were several larger electric models including a couple of Sebart 50 size. They also have I/C aircraft, due to the high temperatures the engines have to be set very rich to avoid overheating so most of them were a little gutless. They also have a few I/C helicopters.

The facilities at the flying site are very good. There is an aircraft 'hanger' where all the aircraft and equipment is stored with awnings to shelter from the sun. A toilet and a cold drink vending machine are also available. Benches are provided to prepare the aircraft and include ones equipped for starting the IC aircraft. There is also a small workshop which is used to repair minor 'mishaps'. You break it you mend it! We did pay a few visits to glue back the odd undercarriage!

The runway is large and flat with a few surrounding trees and some viscous scrub. There is also a separate area for flying helicopters.

2.4 Futaba radios are neatly stored in a charging rack; each radio was programmed for 4 or 5 aircraft. There are usually two staff members on hand at the field to keep the place tidy, ensure the flight batteries are kept charged and give you some assistance if required. Doni was a little surly which improved slightly after Dave reminded him of his customer service obligations. The other instructor was very different, great fun, always willing to help and a great flyer. His nickname was Jockadopolus (a Scot who spends several months of the year in Corfu!) His hobby was making autogyros out of the remains of the crashed foamy 'Wots'.



Flying central













Our first day was spent trying out different models and maximising our air time. Later in the day one of the other guests enquired if this was our first time at the RC Hotel. He said he could tell because we spent all our time flying!! We eventually got over the compulsion to fly every spare minute and settled into a more relaxed approach with socialising and flying!

The week soon developed a rhythm of Eat, fly, Eat, relax, fly, Eat, and Sleep with the odd drink thrown in.

I have never managed to master the art of flying a helicopter so I took the option of some paid tuition with Jockadopolus. I set myself the goal of doing a circuit without crashing; if I failed it was going to be goodbye to my helicopters! I had several sessions with a buddy box, lasting about an hour in total. Jock was an excellent tutor and very patient, unfortunately I didn't quite manage a full circuit under complete control, sometimes you just have to accept that you don't have the required skill level!



A picture of concentration!





Somehow Terry managed to get a taster session for free!



Terry about to fly one of the Sebarts.





Jock working his magic on one of the I/C models.



Not sure what I did to deserve this!



The hotel offers organised trips out during the week to cater for some of the non-flying guests. During the afternoon break we took the opportunity to visit Corfu town and a local beach where we attempted to snorkel, on other days we just chilled by the pool. One afternoon we spotted an RC yacht in the bar so we asked Spiros if we could try it in the pool. 'If you can get it working' was the reply, so up for a challenge we borrowed some radio gear from one of the planes hanging up in the bar and managed to get it working. We had a fun afternoon learning how to tack up and down the swimming pool.





Evenings usually started with a beer in the bar, Spiros was always there with a cigarette and something that looked like ouzo. The staff were all very friendly, efficient, helpful and all spoke good English. They referred to us as 'The Boys', not sure if that was a compliment or not!

The evening meals were all very good, 3 course with plenty of choice, generally with Greek twist. One evening we were treated to a barbeque with live music.

We had the option to go to the local restaurant for one of our evening meals which included some traditional Greek entertainment. No plate smashing but lots of dancing and fire! We hid in the background to avoid being dragged onto the dance floor! Bottles full of what looked like lighter fluid were liberally sprayed around and then set alight, very little health and safety in Corfu! It was a very entertaining evening, luckily we managed to get back to the hotel without any major burns.





Dance and fire!

All too soon our adventure was over, last breakfast consumed, bills paid and farewells said.

Good points.

- The Weather. The weather was just right, mid 20s every day with light winds. We only lost one flying session due to a torrential thunderstorm.
- The hotel / staff. The hotel side of the enterprise was better than I expected. The staff were all friendly and helpful. The food was good and the beer cheap!
- The flying site. The facilities at the flying site were very good. A large flat runway. I particularly liked the model preparation benches.
- Jockodopolus – the instructor, great fun and very helpful.
- Transport to and from airport + around the island.

Bad points (or could be better!)

- Some of the aircraft had obviously led a hard life and the I/C ones had poor performance.
- Doni the instructor – poor people skills!
- The larger lipo batteries – past their best

So was it worth it? Definitely yes. I won't become a regular but I hope to return someday.

Prices have obviously increased since we were there, but I think you could still stay for a week full board including flights for less than £1000.

You can see a video of our holiday on the club YouTube channel or via the club website.

[YouTube link - RC Hotel video](#)

## What's on

Summer is on the way (well almost!) so it is time to plan some days out.

### Hale Hall Events

The club have the following events planned this year

**Show and tell evening**

**BMFA world record attempt – 15th May**

**Warbirds**

**Summer solstice**

**Family Fun day**

**Mince pie meet**

### BMFA - In the air tonight

The BMFA continue to host webinars that cover a wide range of modelling activities. Neil Tidy is presenting one on the development of his Laser engines.

<https://itat.bmfa.uk/>

### Full size and model shows

Full Size – Duxford – Flying day – general aviation Saturday 23rd April

Full Size - Shuttleworth – Old Warden - Season Premiere, Sunday 1st May

Full Size – Duxford – Flying day – VE day Saturday 7th May

Full Size – Duxford – Flying day – model aircraft Sunday 8th May

Full Size – Duxford – Flying day – D Day Sunday 5th June

Full Size – Cosford Air Show – Sunday 12th June

Full Size – Duxford – Summer Air show – 18th, 19th June

Model show - Weston Park. 17, 18, 19th June.

Model show – LMA - Cosford 2<sup>nd</sup>, 3<sup>rd</sup> July.

Full Size - Shuttleworth – Old Warden, Fly Navy, Sunday 3rd July

Full Size – Duxford – Flying Legends 11, 12th July



Full Size – RIAT – Fairford 17, 18, 19th July

Model show – Beer & Warbirds – Buckminster 16, 17th July.

Full Size – Southport Air Show – 9, 10th July

Full Size - Royal International Air Tattoo - 15-17th July

Full Size – Farnborough International – 18th – 22nd July

Full Size – Duxford – Flying day – The Americans Saturday 23rd July

Full Size – Duxford – Flying day – Young Aviators Monday 1st August

Full Size - Shuttleworth – Old Warden - Family Airshow, Sunday 7th August

Full Size – Blackpool air show – 13, 14th August

Model show – LMA - Elvington 13, 14th August.

Model Show – Nationals - Barkston 26, 27, 28, 29th August.

Model Show - LMA – Much Marcle - 3rd, 4th September.

Full Size – Duxford – Battle of Britain Air Show - 10, 11th September

Full Size – Duxford – Flying Finale Saturday 8th October

Full Size – Duxford – Flying day – BMFA model aircraft centenary Sunday 9th October

## Parting shot

So that is the end of another newsletter, I hope you found it interesting. For future newsletters I would like to include as many of your projects and especially first flights as possible. So please document the occasion with a few photos or contact me and I will try to come down with my camera. I do have some ideas for future articles, but the success of the newsletter will only continue if you, the members, provide me with some copy. Anything aircraft related will be more than welcome, days out, trips, build logs, full size or something for the Curiosity Corner.

Don't be shy; if you don't fancy writing a full article, just send me a few notes and I will do the rest.

If you have any suggestions on subjects to be included in the Newsletter, drop me a line.

In these days of data protection we need to ask members if they have any objection to be included, either by name or photograph, in the Newsletter. If you do not wish to be in the Newsletter please let me know.

Cheers,

Andy Holden.

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