

## HALE HALL MODEL CLUB NEWSLETTER

AUGUST 2022



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

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

Welcome to the August newsletter. This month we have reports on our fun day and a second road trip, site news and an update on the BMFA world record. Finally a few dates for your diary.

**Hot news** – after the success of the recent training day we are planning to hold another one on Saturday September 17<sup>th</sup>.

## Going green

Over the last year or two our esteemed Site coordinator, Andrew O'Neill has spent a considerable amount of time and effort keeping our flying site looking neat and tidy. His most recent suggestion did seem on the edge of OCD but the committee went with the idea and a large tin of green (the infamous RAL 6007) paint was purchased. The plan was to paint the old cabin and parts of the club hut to match our new container. On 9<sup>th</sup> August a team of highly skilled decorators armed with paint brushes arrived on site. Well actually it was Andrew O'Neill, Bob Welton, Roger Milne, Chairman Jack and I, the best we could get! After an hour or so the old hut and the club hut door were looking resplendent in their new colour scheme. As there was some paint left over Andrew continued to paint anything that was stationary green, luckily all the club members present kept moving! The hut area now looks considerably more presentable and was worth the effort.



Before



The finished article



The paint crew



## Fun day 2022

After some delays due to bad weather our club fun day took place on Saturday 6<sup>th</sup> July. At around 10:00 the usual helpers turned up to get ready for the day. In no time the gazebo was up, the barbeque was ready to go and first class toilet facilities installed in the old hut. The weather early on was a little disappointing, overcast and cool but as the day progressed the sun came out and the temperature started to rise. A timetable for the day had been put together by Dave Ringland, consisting of competitions interspersed with warbird and pleasure flying.

By late morning about 15 or so members had turned up and the first competition, spot landing, commenced. This consisted of a simulated dead stick landing, trying to land as close as possible to a line across the centre of the runway. Chairman Jack managed to win the event with an impressive 2ft 8inches from the line. I made the mistake of using my foam biplane which power off goes backwards in even a gentle breeze ending up 100 ft away with a broken fuselage! It did win me the wooden spoon for the best crash of the day!



7 Warbird models were on patrol during the day.





Kev's Fokker

The barbeque was fired up by Bob 'the burger' Welton and we all enjoyed a burger or two (or three in some cases!)







Burger time

The next competition was combat flying. Only 4 aircraft had survived previous fun days so the entry list was small this year; Bob, Chairman Jack, Dagenham Dave and myself. The first attempt at a mass launch was a comedy of errors, 3 planes crashing and one pirouetting about the sky for a few seconds before it too crashed. This only left two flyable models to fight out for the title, flown by Jack and I. In the end I was judged the winner, mainly because I managed to keep my model under control without crashing. I did at least manage a few seconds chasing Jack's out of control model! I think another mass build is required for next year!



The combat kings





It started well.



But soon went downhill!

The final competition of the day was the team race. Another poor turn out with only two teams entering. This is a relay race, take off, two loops, two rolls, land and retrieve then repeat. The quickest overall time wins. An array of unusual techniques were on display, Kev tried to reduce his landing roll by landing in the crop at the end of the runway! An entertaining event, we were treated to the rare sight of Hale Hall members running and Kev's trousers going to half mast! In a close run race Bob and Terry were the victors with a time of 1 minute 53 seconds. Probably down to Bob giving his model a severe talking to before he took off!



Team Revved Up. Dave and Kev.



Team Norfolk and Chance. Bob and Terry.





Bob giving his model some pre-flight coaching much to the amusement of Terry!



A rare sight!





Kev used the corn to reduce the landing roll!

After some more warbird and pleasure flying the day concluded with the presentations. Bottles of Lancaster Bomber for the victors and a wooden spoon for me!



The spoils









## Hale Hall on the road – Part 2

Following the success of our road trip to Cosford and the Shuttleworth collection we were looking for another event to broaden our horizons. The BMFA had advertised a 'Beer and Warbirds' fly in to be held at Buckminster on the second weekend in July. This ticked a lot of boxes for Andrew O'Neill, Neil Skinner and I. We are all interested in Warbirds, we hadn't tried a fly in before and there was the promise of alcohol!! The weekend also coincided with the BMFA 100<sup>th</sup> anniversary exhibition at Buckminster. We booked the camp site for Friday and Saturday night and flying for Friday to Sunday. We later found out that the 'beer' part of the event would not take place, probably a good idea, I don't think alcohol and flying really go well together.

Early on Friday 15<sup>th</sup> all our models were loaded into Andrew's van, the camping gear was loaded into Neil's Discovery and the convoy set off for Buckminster. Andrew arrived first with Neil and I close behind, the first mistake of the weekend! We sat waiting for what seemed a considerably time while Andrew talked to the BMFA volunteer gate guardians. It transpired that they struggled to understand that we wanted to camp in tents and not huge motorhomes. Andrew was also convinced that his Northern accent didn't help! We were instructed to go to the far side of the camp site where we wouldn't lower the tone of the event.

The weather was extremely hot, in the 30's and forecast to stay that way for the whole weekend. After a sweaty hour or so Camp Hale Hall was up and running. All of a sudden we were surprised to hear the spine tingling sound of two Merlin engines in the distance, before I could get my camera out a Spitfire and Hurricane from the BBMF did a flypast right over our heads! Very impressive I thought, arranging a flyby to welcome us to Buckminster, we later found out it was for some VIP guests celebrating the BMFA centenary.





Camp Hale Hall.

Next task was to pay for the camping/flying and get some lunch; a voucher for the burger van was included in the cost of the Warbirds event. Ironically the office was shut for lunch so we wandered down to the flying field to see what was going on. Next to the camp site was a huge marquee with lots of smartly dressed people strolling around. A VIP event to celebrate the BMFA 100<sup>th</sup> Anniversary, apparently lots of important people from the FAI, BMFA etc were there. I spotted Manny (the man in charge of Buckminster) and took the opportunity to ask when the office would be open and more importantly how we could get our burger van vouchers as it was now about 13:00 and I was starving! There was a slight 'don't bother me I am talking to important people' tone to his reply, but he did promise to get some vouchers for us. After a short while a BMFA volunteer arrived with a wodge of vouchers in his hand, 'how many do you want'? We were honest and asked for 3 each!

There was only a short queue at the burger van, expecting the voucher to only cover a burger we were pleasantly surprised when we were told 'you can have anything you like'! I had a chicken burger and a drink which was very tasty and would have cost over half the charge for a days flying! A bargain!

With full stomachs we strolled over to the pits area. There was already an impressive array of models, mainly huge sporting monstrous Mokis! The prospect of bringing out our 'small' 80 inch span models was a little intimidating but as we wandered around there was evidence of some club sized models and even the odd foamy. The office was now open so we went back to the office to pay for the camping and flying. This is situated in the main building and is full of a massive display of old model kits ( Keilkraft, Veron etc) engines and radios. There was much nostalgia and 'I had one of



those'. When we had finally stopped reminiscing we paid our dues and were again offered burger van vouchers! Respect for our aging bodies meant that we declined the kind offer.



The office reception – Andrew modelling his new cap!

Although the weather was fine and warm (hot!) the wind was quite strong and gusty so not many people were flying. We decided to get our models assembled and ready for a flight if the wind dropped. We spent the rest of the afternoon watching the brave souls who decided to fly, most of them large models that could handle the breeze. It was also an opportunity to learn how the event operated so we knew what to do when we eventually plucked up the courage to fly. In true British style there was a queuing system, group flights were encouraged, keeping similar aircraft types together with the monster models having their own dedicated slot. Each slot lasted 7 minutes. You were told when to start your engines by one of the flightline controllers, so you had to be ready and organised. There was an area of the pits dedicated to engine running and tuning. We were hoping that the wind would drop later in the day but disappointingly IC power flying stopped at 17:00 so we didn't manage any flights that afternoon. Apparently they want to avoid annoying the neighbours, I couldn't see any for miles!

We were allowed to use the large marquee as an overnight hanger; this was convenient and avoided taking the models apart at the end of each day. After parking our models for the night we walked the few hundred yards back to Camp Hale Hall to find that a few low budget tents had arrived to join the peasants! Feeling more comfortable at the camp site we fired up the barbeque, opened a bottle or two of wine and spent a pleasant evening putting the world to rights.

Later in the evening the wind had reduced a little so we took my foamy Mustang to have a few flights and to get used to the flying site. While there a very large electric Lancaster turned up to perform a first flight. To our surprise Steve Holland was handed the transmitter to perform the honours. The conversation went – has it been flown before – no , any problems ? – not sure if the



tailwheel servo is strong enough. He then proceeded to take off and do some impressive low flybys, all that skill and confidence are so annoying!

Saturday dawned fine and warm with a gentle breeze, a good day for flying! I had a quick shower in the new toilet block. Quite basic, a porta cabin style unit with a single shower, but it was clean with plenty of hot water and no queue. After a brew and some rather tasty bacon butties we went to the marquee to retrieve our models and take them to the flight line. The pits were already busy with a large selection of impressive models. The flight briefing was planned for 09:30 so we had a little time to have a look at some of the models and chat to the other pilots. Andrew and I had taken our Seagull Chipmunks, Neil his Apache models Chipmunk, Andrew had his Nieuport and I also had my Foamy Mustang.



The pits on Saturday, our small models in the foreground and the infamous burger van in the background.



We were initially a little worried that our planes didn't qualify as true warbirds, but on looking around there were three other Chipmunks and a Tiger Moth so that made us feel better. The flight briefing finally happened around 09:40 after which a large queue to fly quickly formed. Still feeling a little out of depth, me more than Andrew and Neil!, we watched the flying for a while. Andrew ran up his DLE 20 in the Chipmunk, typically this usually reliable engine refused to run at high throttle. After a lot of head scratching and some expletives he discovered a loose exhaust! Normal reliable service was resumed when it was attached properly. Andrew and Neil then took the plunge and joined the now slightly shorter queue for a flight. Very quickly another two Chipmunks joined them to form a scurry (a group of Chipmunks!), this was a useful ploy to jump the queue! Andrew went on to fly his Nieuport later in the morning. At the flight briefing they mentioned a mass foamy flight was planned for lunchtime. I thought that may be a good opportunity for me to get into the swing of the day so when called I took my Mustang out to the runway with 17 other models. I would be fine I thought, easy circuits avoiding any trouble, a trick learned from Chairman Jack. The mass launch went fine but almost immediately we were bombarded by instructions. Fly left, wing over at the end, loop at the runway centre, they came thick and fast. After a slightly worrying moment when I lagged behind the group and found myself flying directly towards 17 other aircraft I decided to up my game and keep up with the angry swarm! This was high stress flying for me, eventually we all landed without incident, my nerves were shredded!

By mid-afternoon the temperature had soared into the low 30s and we were sheltering from the heat. The BMFA had fortunately provided an endless supply of bottled water to prevent dehydration. Eventually I plucked up the courage to get my Chipmunk in the air, joined the queue with Neil and Andrew, as before some of the other Chipmunks joined us. We all took off safely and were stooging around doing gentle circuits (even Andrew!) As I performed a pass down the runway my engine didn't respond to my throttle being opened. Overheating I presumed but I wasn't sure as I couldn't hear my engine (Excuse no 1!). My Saito 4 stroke is relatively quiet, particularly when compared to the three other noisy two strokes in the air at the same time. I called landing / engine problems but as I was quite low I was reluctant to try and turn into wind, especially as there were dozens of thousand pound models to hit in the pits if I got it wrong! I decided to go for a downwind landing as the runway is huge but in the stress of the moment didn't put the flaps down or kill the motor which may have still been running. The result was a large bounce and a sudden stop. A kind young lad came on the walk of shame with me to help collect the bits. Unfortunately the left undercarriage mount had been pulled out of the wing, not a disaster, but the end of my flying for the weekend. Around five we hangered the models and returned to Camp Hale Hall for another barbecue.

After a slightly uncomfortable night fighting with a deflating air bed I was up early again to be greeted by another lovely day. Bacon and left over sausages set us up for another day at the warbirds. Andrew and Neil got ready for a mornings flying and I spent some time getting some video footage of the Buckminster site and the BMFA Centenary exhibition. The exhibition was very impressive with a large array of models from early compressed air free flight to the latest gas turbine rocket ships.

During the weekend we made a few purchases of BMFA Centenary attire that you may see being modelled later in the year at Hale Hall!

After a last visit to the burger van for some lunch we packed up our models into the van and set off up the A1 home. This was our first visit to a large fly in and although a little daunting initially we soon settled down to enjoy the event. It was like being the other side of the fence at an LMA show, indeed many of the models and pilots were at Cosford and Elvington. We rubbed shoulders with some modelling elite, most were very friendly and welcoming. The site at Buckminster is very impressive although the runway surface is not as good as Hale Hall. Will we go back next year? Not sure although I think we will be tempted by more local events.



Here are a few photos from our trip. To see more on our website follow this link:

[Warbirds photos](#)



Andrew and Neil in the queue







The Centenary exhibition



BMFA headquarters





Modelling the fleece jackets in 30 deg heat!





Sheltering from the heat!

## Andrew Bears All

Whilst waiting in the queue to fly at the Warbirds event Andrew O'Neill was approached by a lady sporting an interesting sun hat and a small teddy bear. We recognised her as Steve Holland's wife, she explained that the teddy was 'BMFA bear' who likes to take flights in as many models as possible. He has managed to survive over 250 flights so far and even has his own Facebook page! Andrew agreed to take BMFA bear for a flight in his Chipmunk, chosen because of his split canopy modification.

As Andrew managed to safely return BMFA bear to terra firma he was commissioned for another flight, this time in his Nieuport. BMFA bear agreed to try wing walking for the second flight and was duly attached to the wing struts, something he was regret! The take-off was fine but it was quickly apparent that BMFA bear caused a significant trim change and the Nieuport was quickly heading left over the pits! The shouts of don't fly there by the flight line marshals didn't help but luckily one of the pilots near the flight line came to Andrew's rescue. The Nieuport had now turned into a bucking bronco, up, down, left, and right finally looping towards the ground. The knight in shining armour helped with the trims and gave some calming instructions to Andrew. Eventually normal trimmed flight was resumed and BMFA bear was treated to some photo flybys. Stress levels were obviously still high as the landing was not the smoothest. BMFA bear survived his ordeal but probably needed a change of underwear! The flights have been registered on Facebook, just search for BMFA bear.



BMFA bear looking slightly uncomfortable in the Chipmunk.







Wing walking BMFA bear



## BMFA Record attempt

While we were at Buckminster they had on display the certificate of achievement issued by the FAI to mark our record attempt. This will be sent to the Guinness world record team to apply for an official world record.



## What's on

### Hale Hall Events

The club have the following events planned this year, exact dates may be weather dependent!

Following some discussions we have decided to combine the Warbirds event with our fun day this year.

**Training day 17th September**

**Mince pie meet – Late December**



## **BMFA - In the air tonight**

The BMFA continue to host webinars that cover a wide range of modelling activities:

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

## **Full size and model shows**

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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