



*We wish all our readers a very happy Easter*  
(or whatever Spring festival you prefer)

The next club meeting will be

***Wednesday, 23rd April, 2014***

***in the Royal British Legion, St. Mary Street, High Wycombe***

***At 8.00 pm***

and will be

***The Concours Competition***

Please bring along those projects that you have been working on during the long winter months and let everyone admire them. You could even win a prize for doing so. Every year we hear people saying that they could have won, so come and show us. Remember "You have to be in it to win it." Entries can be finished or unfinished (although preferably not just the kit box), flown or unflown. Members will use their impeccable judgement to decide the best in each category and the Committee members present will use something akin to magic to determine the overall Best in Show.

There are seven categories of model:

**Scale, Sport, Glider, Helicopter, ARTF, Project and Junior.**

If you are in any doubt then the Committee will determine which category your model is in.

Junior members (under 18 on the day) are urged to enter as the Pete Ward Trophy is well worth having on display and it was not awarded last year due to a lack of entrants.

Every member present is entitled to vote using their own criteria.

More details and rules are overleaf.

The rules are basically the same as before but there are a few minor differences.

<b>Concours Competition Rules</b>
Only paid up members may enter.
Last year's 1st place winning planes are excluded from competing in the same category.
ARTF models are defined as having the fuselage and wings, if built up, purchased already fully covered or painted; foam models are ARTF; foam-winged aircraft bought with covered or painted fuselage are ARTF. All others are eligible for other classes and will be judged according to the design/building content and quality.
Incomplete aircraft are Projects.
Gliders with motor assistance are still gliders.
Each model must have an information sheet detailing the proportion of constructional involvement by the entrant and any additional information such as "Built from kit, own design, etc." that might affect the judging.
The committee reserves the right not to award a trophy if, in their opinion, the standard of entries in a particular category does not merit an award.

Please come early enough to set up.

We regret that food will no longer be provided at this event as we are saving it for the AGM.

## Warning of product recall

Jon Harper draws our attention to an article on the Ripmax web site concerning the recall of a small charger model P-FBC32D/4 that has failed CE testing and could be a fire hazard. Basically the pins are the wrong size and are in the wrong place which makes the charger difficult to plug into a mains socket. The link to the notice is [http://www2.ripmax.net/Notice\\_FBC32D\\_Recall.aspx](http://www2.ripmax.net/Notice_FBC32D_Recall.aspx) and if you use Ripmax or Futaba equipment then you are urged to check.

## 2014 Tri-Club Competition

This year we plan to hold the Tri-Club competition consisting of six rounds spread over three days, one day at each club i.e. Wycombe, West London and Chesham.

Competition start time will be 12 noon, so please arrive by 11:30am or earlier to get your models ready and have some practise flights.

There will be a BBQ lit - bring your own food to burn. (Excluding Flackwell as at present we have not replaced our BBQ.)

The competitions will be as follows –

**Wycombe** – “Timed Touch & Goes” and “Cut the Streamer”

**West London** – “Egg race” and “Triple Thrash”

**Chesham** – “Dead Stick landing” (timed and target circle at standstill) and “Precision Bombing”

The Dates are –

**Wycombe**                      **June 8<sup>th</sup> (June 15<sup>th</sup> as reserve if bad weather)**

**West London**                **September 7<sup>th</sup> (Sept 14<sup>th</sup> as reserve if bad weather)**

**Chesham**                      **Sunday 20<sup>th</sup> July (July 27<sup>th</sup> as reserve if bad weather)**

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The rules and scoring will be explained on the day of the competition, however brief guidelines are below –

### **Timed Touch & Goes**

5 touch & goes will be attempted. A target circle will be drawn on the field, a touch & go within the target will score 5 points, land outside of the target and it will be minus 5 points. The exercise will also be timed such that if there is someone equal on points, the fastest to complete the exercise will win or be better placed.

### **Cut the Streamer**

You will have 5 minutes from take-off to attempt to cut the streamer. Your success will be timed, so the faster you achieve it, the better placed you will be.

### **Egg race**

This is a simple race around one circuit of the field - from take-off to landing, fastest time wins. But, with an egg carton attached to the top of the plane with one egg sitting in it, the egg must still be in place at the end of the circuit. Eggs and cartons will be provided.

### **Triple Thrash**

From the moment that your wheels leave the ground you will be timed to complete 3 rolls, 3 spins and 3 rolls. They can be done in any particular order. The winner will be the one who touches down on the strip in the fastest time.

### **Dead Stick Landing**

This competition is suitable for any kind of aircraft capable of flying under its own power. The objective of the competition is simple. Entrants will be given 30 seconds to take off and climb to a comfortable height at which point the engine must be cut, (throttle fully back in the case of electric aircraft). The pilot then has to land his/her aircraft as close as possible to a target in the centre of the patch. The time allocated for the glide/landing is 60 seconds. The pilot will be notified at 15-second intervals of remaining time, i.e. 45 seconds left, and 30 seconds left, 15 seconds left, time up!

Points will be allocated as soon as the aircraft comes to rest. One point will be given for every second either under or over the 60-second period, (to the nearest second). One point will be given for every foot that the aircraft comes to rest away from the target, (to the nearest foot).

For example, if an aircraft were to come to rest after exactly 60 seconds and precisely on the target then 0 points would be scored, (the best possible score). Another example could be that the aircraft comes to rest after 48 seconds, (scores 12 points), at 16 feet from target, (scores 16 points). This would give a total of 28 points for that round. The competition will consist of three rounds. The winner will be the one who scores the “least” cumulative points at the end of three rounds.

### **Precision Bombing**

The bombing competition is for fixed wing aircraft, either I/C or electric. The object is to over fly the patch at a predetermined height, (see rules below), and drop a bomb. The bomb has to land as near as possible to a target in the centre of the patch. The distance the bomb lands from the target will be measured as per the rules below. The aircraft therefore must be fitted with a “bomb release mechanism” (BRM) that can be operated from an appropriate channel on the transmitter when required, in order to accurately drop the bomb. The pilot can either build a BRM himself/herself or one can be supplied by the Competition Director, (CD), on the day. The BRM is easily attached to the plane with rubber bands. The servo lead from the BRM is then plugged into the appropriate spare channel on the receiver, usually channel 5 on a Futaba radio. The bomb should be an M8 or M10 nut securely fixed to approximately 2 foot of ribbon to ensure a slow and safe descent to the target.

Stephen Berry

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### Precision Bombing Rules

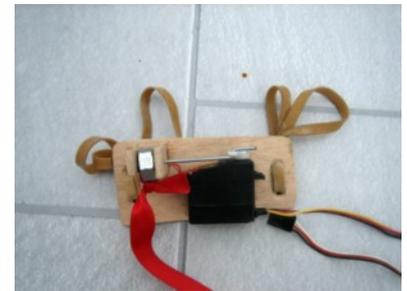
- 1) There will be no practice bombing runs on the day.
- 2) Each pilot will be allowed two attempts at bombing the target for each round that is flown.
- 3) The target will consist of a sheet pegged down in the centre of the patch.
- 4) On each attempt the pilot will take off into wind and climb out on the first circuit to align over the patch. This will be the first pass and must be into wind.
- 5) The pilot will be allowed a second and third pass either of which can be used as the bombing run and must be into wind. The bomb must be dropped from 40 foot or higher above the ground. Failure to do so will incur a foul bombing, CD to judge height.
- 6) After the third pass, (circuit), the pilot must land regardless of whether or not the bomb has been successfully released.
- 7) The distance from the bomb to the centre of the target will be measured.
- 8) A foul bombing is void and a maximum of one per pilot is permissible. A second foul bombing will result in disqualification.
- 9) The aircraft must be in a safe and serviceable condition to fly again. The CD's decision will be final.
- 10) Once all entrants have had their first attempt the second attempt will be flown in the same order and this will then constitute one round.
- 11) The winner will be the nearest to the target after all rounds have been flown.
- 12) No helicopters or hovering devices, e.g. hang gliders, are allowable.
- 13) All club rules and attention to safety will apply.
- 14) *At all times the CD's decision will be final.*



BRM installed in plane



BRM examples




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### Electric Plane Problem

Recently an electric plane at Flackwell was seen to leap forward from the pits on full power and was close to becoming airborne across the strip before its owner regained control. This serves as a reminder that all fixed wing aircraft must be restrained while in the pits. This applies particularly with electric models which can start up from stationary. There is no excuse since at Flackwell there is a bin full of newly renovated restraints so please make sure you use them!

Mike Winston

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### WWI Flying Display

I am pleased to announce that we are going to have a WW1 flying display at Carrington Primary School playing field on August 17th this year.

Your committee is starting detailed planning in the next few days and we hope that all club members will help us make this a memorable event. I will give you more detail next month.

Alan Bristow

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## Training & Safety

Firstly, I would like to introduce myself...I am Jonathan Harper and at the end of last year I was voted on to the Committee as Training & Safety Representative. Because I always fly at Flackwell Heath, I see my main responsibilities being at this field as Ian has the situation at Towersey well in hand.

Having discussed the subject of training with new members and old members, as well as the Committee, I am proposing that as a club we will manage training requirements in a different way. The monthly newsletter does provide contacts for training and traditionally we have sessions for training reserved on Tuesday evenings and Sunday mornings. This is not really meeting the needs of trainers or trainees. Either the time isn't right or one turns up and the other doesn't. Combine this with the fact that some contacts in the newsletter very rarely show up at the field and you can easily see that the net result is confusion as to how to get training arranged. We have actually lost a couple of members due to the fact that training has been perceived to be lacking when in fact myself and others not on the list have been training for some years. From now onwards, I will act as the single point of contact for all training needs and will enlist other members as and when they are willing and available. I plan to operate it as a "buddy" system, i.e. pairing up established flyers with newcomers. Training will also be available to those more experienced fliers that want guidance on moving to another style of flying or a new type of model (WWI/WWII models, multi engine etc).

Being at the field as often as I am, it may mean I only need minimal assistance but willing and available help would be much appreciated. We also hope to provide the relevant BMFA literature "Getting Started" and a training log book at the earliest stage – the log book will be useful as an instructor not familiar with the student can look at their training record prior to getting him / her airborne. For those wishing to help with training we will also set out some specific areas to focus on (maintaining wings level, not 'cheating' on turns etc.) and some minimum standards so that training is consistent.

The objective is to remove the out-of-date list from the newsletter and remove the inflexibility of limiting training activities to Tuesday evenings and Sunday mornings as well as placing a measure of responsibility on the student to ensure they are in control of organising what they need.

On the issue of safety, I will soon re-issue a diagram of the revised field layout, stating what specific areas are to be used for. We plan to let the grass grow long in certain areas again to provide a safety "curtain" between the pits, strip, pilot box, run off and pre/post flight check areas. I know the field doesn't look quite as good as if it is all mowed flat, but the initiative last year had all the right intentions behind it and just needs a little more management. We will keep the un-mowed area's looking reasonable with strimmers, in order to control the length of grass and define pathways.

I hope the matters discussed above are met with optimism and especially with regards to training, this is seen as a sensible solution. We need to back up the tradition of the club to offer training, not just for newcomers but also for those wanting to go beyond the "A" Cert' so please keep an eye out for future training initiatives. My ideas extend to (but not limited to) "B" Cert' training days and training on specific manoeuvres, landing techniques, engine/model setup and building tips etc etc.

All this applies to both helicopter and fixed wing and whilst I cannot satisfy all enquiries, as central training coordinator, I will hopefully be able to engage other club members to help me.

**Jonathan Harper**

HWDMAC Training & Safety Rep'

[Carosel43@hotmail.com](mailto:Carosel43@hotmail.com)

07958 051464

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## Saturday 10th May

This will be a visit to Gareth Hatcher's helicopter base (see separate e-mail) replacing the meeting at British Legion on 28th May. Book your place with Henry Hall at [hall@37honorwood.freeserve.co.uk](mailto:hall@37honorwood.freeserve.co.uk). 28th will now be a Work & Play evening at Flackwell.

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## Instructor and Examiner Directory

		Instruction			Contact	
		I/C Plane	Electric Plane	Helicopter		
Alan	Bristow	A			Details removed for web site	
Dick	Edmunds	A & B				
Roger	Gillett	A & B				
Jonathan	Harper *	A & B				
Gareth	Hatcher	A & B		A & B + E		
Kevin	Hitchen	A				
Andy	Hopper	A & B + E				
Glenn	King	A & B				
Neil	Rice	A & B		A & B		
Graham	Stone	A & B				
Ian	Thompson	A & B + E				
Andy	Trevena	A & B				
Stuart	Whitehouse	A & B + E	A & B			
Mitch	Mabbutt	Instructs in FPV flying				

+ E = also examiner. \*Club Training Co-ordinator

## Committee Members for 2014

Office	Name	Telephone
Chairman	Alan Bristow	Details removed for web site
Deputy Chairman	Stephen Berry	
Treasurer	John Compton	
Secretary	Henry Hall	
Membership Secretary	Mike Winston	
Competition Rep	Vacant	
Safety and Training	Jonathan Harper	
Flackwell Rep	Andy Trevena	
Chinnor Rep	Nick Thomas	
BFMA Representative	Ian Thompson	
Newsletter Editor	Malcolm Connell	

## Meetings and Events in 2014

Date	Event
23 April	Concours
10 May	Shared car outing - see note and separate e-mail
28 May	Work and Play Evening at Flackwell
24 June	WW1 Flying Event at Flackwell
5 July	Possible Gala at Flackwell
23 July	Scale flying at Chinnor
17 August	Possible public show
24 September	Auction (Items mainly £30 or more)
22 October	by Sean Bannister – Subject to be advised
26 November	AGM and Subs payment
6 December	Hamper competition at Flackwell

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