

Well, did you enjoy it - the Club Summer Gala that is? What, you didn't go? Well you missed a great day with lots of fun flying, a WWI fly-past with 8 planes in the air at once, competitions, model car races and great food. More details inside.

And while we are at the top of the front page - massive congratulations to **James Platt** who was invited to take his "A" test at short notice and despite the added pressure of a large audience performed very well and passed with style.

The next club meeting will be

*Monday, 28th September,*

*2015 At 8.00 pm*

*in the Royal British Legion, Common Road, Flackwell Heath*

**FPV MS**

and will be

**AN INTRODUCTION TO MULTI-ROTORS**

Following on from the interest shown in Mitch Mabbutt's collection of multi-rotors at the recent Gala Day event, he is going to do a 'show and tell' about these machines. This will give you an insight into the engineering and development of these fascinating aircraft that are now inspiring a new generation of aeromodellers.



Mitch has been building FPV aircraft and multi-rotors for the last 5 years. During this time multi-rotors have gone from one simple idea ([The RC Explorer Tricopter](#)) to fully autonomous drones and [highly agile racing quadcopters](#), such as the 250 mini-quad, that can reach speeds of up to 100mph. They now have flight controllers that have as much computing power as a PC from 12 years ago.

Mini quad racing is now the fastest growing class in RC flying and has inspired the next generation of modellers to get involved (that includes RC car enthusiasts). The sport has taken a huge leap this year. It made the nationals and is about to get its own BMFA special interest group.

Mitch will also talk about the FPV community, the engineering that has gone into it (electronics, software, custom built airframes, 3D printing etc.) and how it has attracted the next generation of aeromodellers.

This is a wide and interesting subject and you are urged to come and learn about it. Perhaps we can even start our own club league.

## From the Chairman's Cockpit



**S**o, what is this?

Flying by candlelight!!

It puts a smile on your face when you realise that someone is so "in to" what they are doing, it is so important to grab every minute of daylight – or in this case headlight!

Taken at 7:50 one Tuesday evening, car headlights obviously needed to help pack away!



Firstly, thanks to all those who supported the Summer Gala &

BBQ on the 6<sup>th</sup> September, I really enjoyed it and I haven't heard a single groan. As competition Rep', Daren Brand did a great job of pulling this together. The BBQ and cakes were delicious and once again we have to thank Ken and Lorraine for this who together have never failed to deliver the goods on the day. Ken has to work such long hours at the moment and Lorraine has to put up with it, so a BIG THANK YOU for doing this and sacrificing your precious time. We were also very lucky with the weather, well worth waiting for. We also had one of our young members, James Platt pass his "A" Certificate – congratulations James! (also thanks to Gareth for conducting the test).

I have to keep it short this month, by order of our Newsletter Editor (as he wants to do a piece on the Gala with pics!), so having given you a lengthy update last month, I just wanted to say what our priorities are over the next 4-6 weeks.

So, to keep it brief, here is a list –

1. Hedge Cutting - I have already contacted Andy Secker and hope to report progress soon.
2. Rolling the strip – We have sourced a roller, just waiting for the ground to soften up. It's so easy to do a "touch & go", just try to land and if you hit the ground in the right place you get a natural bounce and you can fly on!
3. Club Constitution – revised version, and for your perusal. This is now on the website so I welcome feedback on this, but I would like to get it voted in at this year's AGM. (Note: Club Handbook with "rules" will be kept as a separate document as it is subject to more change in the course of time)
4. Training Policy – new members and pre-'A' qualified members should take a look at this as it was added on 16/08.

Finally, at this month's Club Meeting, Mitch Mabbutt will be doing a session on multi-rotor & FPV with some practical demonstrations! For those interested, Mitch will be going through the technologies, the trends (e.g. I didn't know there was a whole new trend for racing 250 size Quads), the video / camera technology, advance in electric motors, users forums / groups and a whole ranch of stuff. If you are not keen on multi-rotor but you would like to dabble in FPV, I am sure it will be very informative. Please come along if you can.

Another quick note – we have three very competent pilots who have yet to take their "A" certificate but they will be issued with a "solo flying" pass. These people can be identified on the field by a yellow label so please help them if they ask. "A" tests will be arranged as soon as possible.

Mike Winston reports a membership count of 122 as of 7<sup>th</sup> August – this is good!

Chinnor Field plan is now on the web site.

That's really all folks! (otherwise Malcolm will say I am taking up too much space!!) *(A page is good - Ed)*

Did anyone see the Battle of Britain flight of numerous warbirds? If so, do you have any photo's to share?

**Steve Berry**

*(If any Photoshop wizards out there can produce a picture of our Chairman in a cockpit to head these items there may be a small prize. If you can actually get a good photo of him in a cockpit then the prize is definite. - Ed.)*

### The Club Summer Gala

As has been said elsewhere, the Gala was a roaring success and Daren and others are to be congratulated on getting it together. The weather was fine and so was the food and the flying and driving was fun and entertaining.

Unfortunately I was a bit late getting there so missed the taxiing competition but it was reportedly won by Jon despite the best efforts of the judges and other competitors.

A great sight in the early afternoon was 7 WWI models in the air at once. There were 8 to start with but one failed shortly after take-off. Maybe we can improve on that next year. No photo of the 7 aircraft as they are just dots but 6 of the pilots are looking intense. During take-off one aircraft had some trouble pointing in the right direction almost turning back on itself but quick reaction from the pilot saved Daren's ankles and it took off in the right direction on the second try. I'll see if I can get the video of that on the web site.



Next year? Yes, Daren has promised to do it all again and reckons that now he has had some practice he can make it even better.

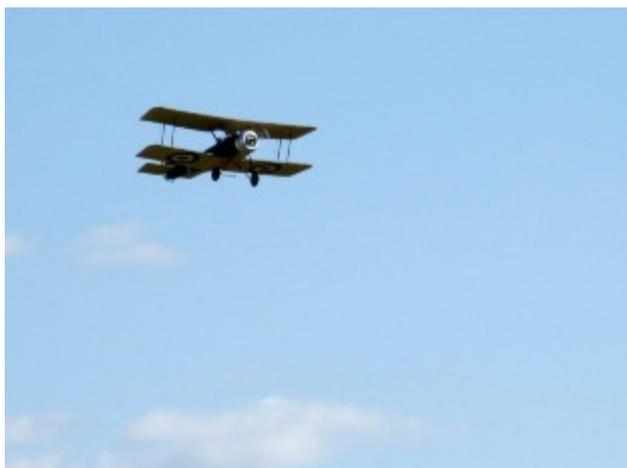


The event was well attended considering it was held on the reserve date - there was no room left in the pits area and an overflow plane park had to be designated. What's more, the spirit of the day was so good that there were still about 18 people there at 6pm!

The event this year was much more free format than in the past which seemed to work well. Please let the Committee know what you think. All comments, good, bad or undecided are welcome. It was also very nice to see several wives, partners, families and friends at the event. A couple of ladies were heard to remark that they now understood what their husbands were doing and that they even found the day interesting and entertaining.



Overflow plane park





That's not going to end well!



If it wasn't for this tail restraint I'd have that cake



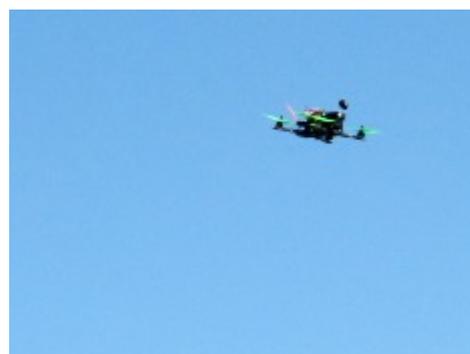
The other pits



Wot no wings?



Mitch joined in a car race with one of his quad-copters and was fairly successful at keeping up. Hopefully we can get him to make available on the web site some of the video that he took from the air. Keep an eye out for it.



### HWDMAC Karting Night

Its time to put the pedal to metal and test your race craft against other club members for an evening of go-kart racing at the new multi-level race track at Absolutely Karting in Maidenhead on Wednesday 21st October. Email me ([b.s.toolbox@btinternet.com](mailto:b.s.toolbox@btinternet.com)) or Jonathan ([carosel43@hotmail.com](mailto:carosel43@hotmail.com)) as soon as possible to reserve your place on the grid .

Following a fantastic evening kart racing in August, Jonathon Guy and myself have put together a race night for HWDMAC members, the track is currently undergoing serious modification to extend the lap length and change it to a multi-level circuit so it will be even better. The karts are high performance and exhilarating to drive let alone race, the handling is nicely balanced and, at 270cc, they are much more powerful than the traditional 100cc sheds that most of us have been disappointed with in the past at dingy seaside resorts. Race format will be a 5min practise/qualifying session and then straight into a 45min sprint to the line! Cost will be in the region of £50 unless we can get a special offer, we are limited to 12 cars so get your names down asap. Click [here](#) for more information. **Brian Seymour**



## Home Made Models

There has never been a better time to scratch build, modern radios are very reliable, modern materials, adhesives and tools make the building faster and more accurate and the icing on the cake is that the club has a fantastic breadth and depth of knowledge and experience of building from kits, plans and home designs. Nowadays there isn't much need to build your own models given the variety and price point of ARTF's so what's the point? In truth, once you weigh up the pros and cons the logical option is to buy ARTF but if you have ever moaned about build quality, undercarriage strength, colour scheme, radio layout or pretty much any other aspect then take the bull by the horns and put your time and skill where your mouth is!!! I'm not going to kid anyone, if you haven't built a model from a kit or a plan before then your first attempt will likely turn out to be a struggle but by your 3rd model things that seemed long-winded, frustrating and impossible will be water off a ducks back and you will almost certainly have created a glorious model that you will enjoy flying and be soaking up the kudos of having fashioned it with your own hands.

So where do you start? Tricky to answer as it depends on many factors including the help available to you during your build.

- Free flight glider: In the old days this was the only start point but now would only serve as a good exercise in building so motivation to build it may be lacking as there will be little kudos to owning it. That said, it will be cheap, it won't take long to build and it will almost certainly fly even if it is off the end of your boot!



- High wing aileron trainer/sports: excellent choice as there shouldn't be anything too taxing on the build, it's unlikely to become your life's work and will almost certainly fly despite any minor build dramas but motivation may be lacking if you already own such a model.

- Low wing sport/aerobatic: A good choice, the build is unlikely to be ridiculously complex and build errors are unlikely to make the model un-flyable but could effect its performance. But, given how practical and versatile low wing sports and aerobatic models are the model will likely be an excellent addition to your squadron so there will be good

motivation to complete it. Also as you have built it yourself you can beef it up and make it into a great all weather hack.

- Scale: Under normal circumstances best avoided for your first model if for no other reason than it could become a labour of love and some scale builds are quite complex. Most scale subjects do not fly as easily as sport models so errors in building will result in a model that could be very difficult to fly. There is also a cost implication for retracts if something like a Spitfire is chosen. However don't be put off by these issues as there are some scale models that require the same skills as would be needed to build a Wot4 or Acrowot. There is also no need to go mad with scale detailing and if you don't like retracts then model something with fixed gear. We also have many scale modellers in the club who would be able to assist through all stages of construction and can help you avoid many of the classic pitfalls.



If you are interested in building models then join our Model Constructors mailing list where, over the winter, we arrange meetings to chat about our winter projects, ask each other advice but generally it's an opportunity to brag about how skilfully we are conquering the difficulties of the projects. To be included on the Model Constructors mailing list, email Jonathon ([carosel43@hotmail.com](mailto:carosel43@hotmail.com)) or Brian ([b.s.toolbox@btinternet.com](mailto:b.s.toolbox@btinternet.com)). Our next topic will be whether or not and what to go for on a mass build over the winter.

Brian Seymour

### What 'Elf and Safety'?

Roger Aslett has found an interesting film on YouTube of some repairs being made to an aircraft. So what you may say; it's just that the repair is being done while the aircraft is still flying. Go and have a look [here](#). It looks a bit of a set-up as there are so many cameras around but still amazing what they got up to before the days of 'elf-n-safety'!

**A Real Health and Safety Matter (No, don't stop reading, this is important)**

Not long ago one of our members (we will call him Tarquin for now) suffered a medical emergency while flying at Flackwell. Fortunately other members were on hand to call the emergency services and get the necessary help and Tarquin is now well on the way to making a good recovery. However, the outcome could have been much worse. This is why flying alone is not recommended. The Flackwell and Chinnor pits and flying areas are for good reason fairly isolated and if there is a problem while you are on your own then it is going to be difficult to get help in a hurry. Do you really think that you could call an ambulance when you have just slashed your wrist on a propeller or are half way through a heart attack?

Of course, sometimes you are going to be the only person on site so treat the situation as you would a walk in the wilds and make sure that your nearest and dearest, or someone, knows where you are going and when you expect to be back. Then, if the worst comes to the worst, there is a chance that you will be found.

You know it makes sense.

**Instructors and Examiners**

The Club has a number of quality trainers and access to examiners at A and B level. If you would like to take advantage of our structured training then please contact our Training Co-ordinator Jonathan (Jon) Harper on 07958 051464 . Otherwise you will often find Jon at the Flackwell field on most fine evenings.

**Committee Members for 2015**

Office	Name
Chairman	Stephen Berry
Deputy Chairman	John Quelch
Treasurer	John Compton
Secretary	Andy Smith
Membership Secretary	Mike Winston
Competition Rep	Daren Brand
Training Rep	Jonathan Harper
Flackwell Rep	Ron Spencer
Chinnor Rep	Stephen Bowdrey
BFMA & Safety Rep	Mitch Mabbutt
Newsletter Editor	Malcolm Connell
Web Site and Communications	Ian Scottow

Data removed for Web publishing

**Meetings and Events in 2015**

Date	Event
28 September	Multi-rotors and FPV - Mitch Mabbutt
26 October	Talk - Dave Bishop of DB Sound
23 November	AGM and Subs payment

The Editor, Malcolm Connell, 38, White Close, High Wycombe, Bucks. HP13 5NG.  
 Deadline for October Newsletter - 16/10/2015