



We hope that all our readers had a very happy Easter

(or whatever early Spring festival you prefer.)

The next club meeting will be

Monday, 27th April, 2015 At 8.00 pm

in the Royal British Legion, Common Road, Flackwell Heath

#P10 MS

and will be

THE CONCOURS COMPETITION



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 recognisable), flown or un-flown. Members will use their impeccable judgement to decide the best in each category and the Committee members present will use divining techniques 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.

It would be helpful if you could print out and complete the attached Entry Form and bring it with you to the event. Spare copies will be available at the meeting if you cannot do that, or forget.

Every member present is entitled to vote and you use whatever criteria you think appropriate.

More details and rules are overleaf.

Will anyone holding a trophy from last year please return it as soon as possible. Thank you.

See also Page 3 herein for details of a very important additional item that will also take place at the meeting.

The rules are basically the same as before.

Concours Competition Rules
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 the 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.

The "Rack 'em and Stack 'em" **Spring Fun Fly-in - 26th April, 2015 (Flackwell)**

Gentlemen (and ladies); as a prelude to the start of the flying season we thought we would kick this year off with a Fun Fly In to get us started.

The desired objective will be to see how many models we can get in the air at any one time.

Man alive; this is going to be something to see, with the potential for utter disaster and tears before bedtime, it's going to be something to tell your grand kiddies!

Obviously this will require nerves of "Krupp" steel and a strong constitution, so I urge you to "come on down" and join the fun.

It is proposed that we gather in the morning approx 11am (or thereabouts) to practise our bomber stream manoeuvres, avoid the flack dished out by everyone else, and fine tune those engines to peak perfection ☺.

Around 1pm or so we shall retire to the clubhouse for some tea and light refreshments where the brave participants will be informed of the flying order and exactly what to do to ensure this is a fun, but more importantly, a safe event.

We recognise this will exceed the normal limit on the number of models in the air simultaneously so we need to manage the event carefully. All fliers will fly in a well defined circuit in a specified order. The exact details will be explained in the pre flight briefing. With this in mind we are looking for a couple of volunteers to act as flight Marshals on the day to relay pilots callouts, and the flight Directors directions, so that all participants are aware of what is going on around them without having to take their "eye off the ball" so to speak. The flight Marshalls will also be responsible for keeping unruly members in line (you know who you are), lol.

Flyers wishing to participate must have an 'A' certificate and a model capable of keeping up with the slowest flyer in the stream. Most of us can muster up something that doesn't have the top speed and stall characteristics of a butterfly ☺.

As an addition there may yet be a "carrier landing event" afterwards (details yet to be finalised), which should also prove to be highly amusing and a worthy test of skill.

Daren Brand

The Competition Rep.

A Holiday with a Difference, and you can win it

Many of you will have heard of the RC Hotel in Corfu Greece. This is a family run hotel aimed at RC flyers and their families.

Apart from the usual facilities such as swimming pool, restaurant, bar etc., the owner is an RC enthusiast and has a large fleet of models you can fly, using his facilities.

The idea is that you can spend the morning flying while your partner/family relax by the pool, then spend the rest of the day together doing your own thing, or going on one of the organised excursions they provide. Several of our members have already been there and highly recommend it.

Recently we were invited to apply for inclusion in a promotion they are running, and as a result we have a **one week B&B holiday** this year for a lucky club member and partner.

This will be auctioned at the Concours meeting on the 27th of this month.

This holiday is worth around £280.

Much more information is available on the RC Hotel website <http://rchetel.com/index.php/about-us> .

There will of course be some additional costs such as flights and a charge for the hire of the models, but this is an excellent opportunity to do something a little different at a bargain price, with sunshine thrown in!

If you would like further details of this offer please contact Mike Winston who unfortunately is incorruptible.

A brochure for the hotel should accompany this Newsletter.



Chairman's Channel

I can't believe we are coming towards the end of April and can't believe I am writing one of these again! So, to get to business straight away, I have the following to report.

Flackwell Field Map – I hope you have all seen this by now (it was in last month's newsletter). The only feedback I received was from Gareth Hatcher which encompasses two points –

1. The inherent safety risk of using the landing approach parallel to the patch leading to the strip.
2. FPV – flying from the pits (albeit at the top end of the patch) doesn't help pilots (fixed wing, helicopter and FPV) to communicate whilst all in the air. Also, if for example it went into fail safe close to the tree on the East side of the patch, it would fly over everybody in the pits. Probably not too unsafe (if set for a reasonable altitude), but not allowed in the Air Navigation Order.



Item (1) is very valid and for this reason it will be removed as a legitimate landing approach and the field plan will be re-issued.

Item (2) is more difficult, but this could be resolved by local arrangement at the field such that the FPV pilots can use the normal pilot's box, whilst non-FPV fixed wing and helicopter flights are suspended for the duration of FPV flight. This would simply mean sensible negotiation at the field. If an FPV pilot had a separate slot, they could stand at the cone. Take off from the runway intersection and keep that as the home point. Then providing the flight wasn't flown out of bounds, it would never overfly anybody if fail safe was initiated. This is all a bit of a compromise but whilst many model clubs may have distanced themselves from FPV flight due to field restrictions, we believe a compromise is better. Considering, that at present we only have a couple of FPV enthusiasts, I think we should work along these guidelines and if need be, it can be looked at again if numbers go up.

Thank you Gareth – it is always nice to hear from you and receive your invaluable feedback.

Hedge Cutting – a few of you have commented on the height of the hedge, although it's not a big issue now, you are right that it could get out of control. We have no choice but to look towards the end of August for this activity, but Ron Spencer, John Quelch and I will make sure this happens.

Unevenness of field – it has to be said that this is becoming one of the most difficult tasks to address. We have gone from a complete levelling and re-seeding solution to heavy compacted rolling and to bringing in top soil to fill in the troughs. Again, it's not a major issue but for those who want to perfect the act of landing (and look good!), it doesn't help. We are continuing to discuss options but the first attempt will be looking at hiring a motorised roller to see what we can achieve. Even this is a task in itself because it has to be timed when the ground is damp and malleable.

Field webcam – this continues to be a success and I don't think he will mind me mentioning him, but even Dick Edmonds has used it to "time" a trip to the field during the week. He noticed two or three people on the field so decided to go up himself! It has also uncovered people incorrectly driving on to the field – PLEASE READ LAST MONTHS NEWSLETTER!! (Frustrating to say the least)

Again, I reiterate that if Chinnor Field would like the same facility, it is available and we will be happy to set it up.

Website – I told you it would be continuously changing! More pictures, some from Chinnor Field kindly put forward by Brian Seymour, a new competitions page to cover the concours and spring fly-in. Email and the website are the only two ways of communicating with club members, so please monitor both for up to date news and features.

General Issues –

Concours – remember as an added bonus this year, we will be using this event to auction a holiday at the RC Hotel in Corfu. If anyone is disappointed not to win this prize, there are also some 100 euro vouchers to redeem if you have booked at full price (See Mike Winston).

Spring Fly-In – for those who do not want to take to the air with numbers of others and to ensure the event is executed safely, if anyone would like to volunteer to give John Quelch a hand as flight line director / marshalling, I am sure that John would be grateful.

Club Finances – All in order, recent spends include; £50 webcam phone battery, £250 for a club projector for use on club nights and talks, £130 in stamps (this saves us money as cost for postage stamps always goes up) and replacement of hydraulic pipes on mower (haven't received bill yet). We also have a new Lloyds bank account which will make handling our funds a lot easier.

Club Membership – This now stands at 108.

Feedback – there has been some feedback that the Bring & Buy / Show & Tell club night was a little disorganised, with a general lack of control. I couldn't attend this night so didn't witness it personally, but just to say we will endeavour to do better.

That's all this month – hope you get to enjoy the nicer weather now it seems to have arrived.... whoops, shouldn't have said that!!

Steve Berry

Maricardo - E by John Compton

What finally made me begin this tale was discovering that our Webmeister, Ian Scottow, had posted a photo of me on the Committee page. The 'plane I'm holding is (was) my Maricardo - a plan build sports design from RCM&E April 2004 which really ticked all the boxes for me. It eventually died a terrible death when I tried to perform a loop which concluded below ground level after I blinded myself looking into the sun. The only bit that survived was the undercarriage! I had enjoyed this plane so much that I then built a second version which was powered by a lovely Saito 65 and was my favourite plane for a good while until it inexplicably (ok, pilot error) dumped itself in the treetops west of the field. Searching in the woods, I had about given up ever finding it when I came upon the wing lying on the ground, virtually undamaged. My eagle-eyed friend Mike Winston, who was helping in my search, then spotted the fuselage at the very top of a tree. Unfortunately its 'recovery' by the tree surgeon all but destroyed the fuselage so that was the end of it. Happily all the mechanicals & electricals were ok for future use elsewhere.

I had at the time been thinking about my next (wait for it...) electric plane, wanting to go up a size from my Multiplex Acromaster. It struck me that the surviving Maricardo wing, which was a nice light built-up structure, would do very well and that I could build a new lightweight Maricardo fuselage to the original dimensions. Thus the Maricardo - E project began. (Another reason for using the Maricardo wing was that I had spent simply ages cutting out the wing lettering from Protrim and didn't want to waste it. A couple of hours renovation and the wing was fixed)

One of the benefits of electric power over I.C. is the huge reduction in vibration so I decided to build the front fuselage from 1/4" sheet with no doublers (1/4" sheet) or treblers (1/16" ply - it was built like a tank) and from 1/4" strip as a kind of Warren girder for the aft fuselage. The tail feathers are also built-up instead of solid sheet. Whether this new, light structure will be strong enough remains unknown at present! I did think that the stabiliser felt a bit whippy (albeit not yet covered; I know that the film will stiffen it somewhat) so I put in dowel hardpoints for aluminium tube struts. On the other hand I stuck to my usual practice in making the motor bulkhead from 1/4" ply; this may be overkill. At this stage I talked to BRC hobbies, described the plane and my flying style and followed their advice as to power train & battery size, namely 750w 900kv Emax BL2820/07 and 4S 4000 Lipo. To start with I'll prop it to absorb about 500w max. I find it astonishing that I can buy a 1 hp electric motor for £18!



Not knowing how the thing would balance I cut the nose fuselage sides considerably over length, waited until the airframe was complete, taped all the bits & bobs (moving surfaces, esc, etc.) in place and then set about positioning the bulkhead, motor, prop, spinner & battery to get it to balance.



I was flabbergasted to discover that the tail end was so light that the battery had to be halfway back under the wing to get the c of g! The nose is therefore very short indeed, but had I adhered to the original dimensions I'd need half a ton of church roof strapped to the tail. The knock-on problem was then how to insert & remove the battery without taking the wing off (the shoulder wing design has the mounting pegs at waist level; if it had been a low wing design like an Acrowot the battery would have slid

nicely in over the top of it) so I mounted the battery tray at a steep angle which gave just enough clearance. The original Maricardo had a removable top front hatch for access to the fuel tank; I made a similar, shorter planked top hatch secured with a little spring catch.



(To be continued - Ed)

Some more of Ian's Anecdotes

- *If the wings are traveling faster than the fuselage, it's probably a helicopter - and therefore, unsafe.*
- *Though I Fly Through the Valley of Death I Shall Fear No Evil For I am at 80,000 Feet and Climbing (sign over the entrance to the SR-71 operating location, Kadena, Japan).*
- *You've never been lost until you've been lost at Mach 3. (Paul F. Crickmore - test pilot)*
- *"Now I know what a dog feels like watching TV." (A C-9 captain trainee attempting to check out the 'glass cockpit' of an A-320).*
- *If something hasn't broken on your helicopter, it's about to.*
- *There is an art . . . to flying. The knack lies in learning how to throw yourself at the ground and miss. - Douglas Adams, The Hitchhikers Guide to the Galaxy.*

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. Otherwise you will often find Jon at the Flackwell field on 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
27 April	Concours
18 May	Talk - Speaker and subject to be advised - <i>Note date is not 4th Monday</i>
22 June	At Flackwell Field
27 July	At Chinnor Field
24 August	Possible Summer fly-in
28 September	Possible auction
26 October	Talk - Speaker and subject to be advised
23 November	AGM and Subs payment