

The next club meeting will be

Sunday, 23rd August, 2015

At the Flackwell Field

NO7 at the Royal British Legion.

And will be the



Summer Gala

From about 2.30 until dusk

Ken Beachus and the lovely Lorraine have once again agreed to provide the BBQ catering for this prestigious event and those of you who were present last year will remember what a great job they did and the incredible effort they make. That alone makes it well worth coming. And it's all free!

Don't forget that partners, friends and family are welcome to come as well.

In addition to the normal fun-fly activity and scale competition there will be some extra events this year. With a bit of luck these will include a mass WWI fly-by*, an RC car grand prix, which could produce some amusing mayhem, and an aircraft taxi race round the strip. This will be a timed event where the object is to taxi around the course while not allowing your aircraft to leave the ground by more than six inches. A hop, skip, and a jump is acceptable, probably unavoidable, but trying to fly at that height is certainly barred. Anyone arriving with 6lbs of lead strapped to their aircraft will be summarily de-bagged for being a bad sport! Note: Please don't enter this event unless you are confident of competing safely, we don't want anybody going home wearing an Acrowot round their legs.

Further information may be had from the organiser and, he says, all round good bloke [Daren Brand](#).



* Of course, this being the 75th anniversary of the Battle of Britain that should really be a WW2 fly-by. Indeed as I put this together it is the anniversary of the Hardest Day. For more information see <http://www.bbc.co.uk/news/uk-england-london-33966632> and for some superb photographs <http://www.dailymail.co.uk/news/article-3202341/Remembering-Britain-s-hardest-day-Spitfires-Hurricanes-skies-75-years-battle-scuppered-plans-Nazi-invasion.html>. Ed.

Note:- Please check e-mails if weather looks suspect in case of cancellation/postponement.

The following meeting will once again be at the Flackwell Heath British Legion hall and will be on Monday 28th September. It would normally be the annual auction, but support for such an event has not been great. OK, it has been pretty poor so it may only form part of the evening or not be held at all. Check the web site for updates.

Chairman's Channel



I am aware that I have missed a couple of editions of my "Chairman's Channel" contribution to our Newsletter Editor, so thought I would start early this month!

It's been a strange summer to date, with oddly timed and infrequent opportunities to fly – did you know that just eight days this year have been officially 'calm' which is defined when at least 20 British weather stations record maximum gusts of 11mph or less. Fewer than 22 calm days over the whole year would make 2015 the windiest year since 1995.

This month means that we are just over half way through the year, so thought it would be good to do a mini review of the year so far i.e. what has your committee been up to all this time? I say "all this time", but this actually quantified, is 10x 2hr committee meetings per year – hardly 3 working days in the world of full time employment! So, if you are ever tempted to join the

committee, please note, it means doing more than just attending committee meetings or nothing would actually get done!!

So, what have we done?

The temptation here is to list each item / issue and I can't really see any alternative, but some of these activities are business as usual, others are to do with improvement, growth and development. So, here goes –

1. Upkeep of both fields, both mowing and strimming the edges / longer patches of grass – this has to be done at least once per week, sometimes twice if we have a good during good growth. **[Business as usual]**
2. Be available for mower repair and servicing **[Business as usual]**
3. Windsock replacement & provision of new first aid boxes **[Business as usual]**
4. Re-covering restraints **[Business as usual, completed Sat 1st August, apologies for the delay]**
5. Arrangements for "Fly-Ins" **[Business as usual, Spring Fly In and recent announcement of summer BBQ – 23rd August]**
6. Inter-Club Competitions **[Business as usual, however none planned for this year due to low turnout last year, *note the effect of poor turnout!*]**
7. Regular attendance at BMFA meetings **[Business as usual]**
8. Finances & banking **[Business as usual]**
9. Responding to membership enquiries **[Business as usual]**
10. Club Nights – arranging speakers / topics etc. **[Business as usual]**
11. Hedge cutting – on hold until September **[Business as usual]**

Improvement / Development

12. Rust patches on clubhouse roof have been sealed **[Improvement]**
13. Tree growth over the clubhouse has been cut back **[Improvement]**
14. Changed Bank Accounts & new signatories **[Development]**
15. Membership up from 104 at the start of the year to 116 **[Growth, target 120]**

- 16. New website, allowing easy & regular / timely updates **[Development]**
- 17. Separation of tasks for website admin / communications and newsletter production **[Improvement – more timely notices and more involved newsletter]**
- 18. Webcam – number of hits is now in excess of 1800, so widely used. Chinnor field have stated they don't need one. **[Development]**
- 19. “Warbird Wednesdays” – hasn't received the publicity it deserves but some enthusiasts are meeting during the summer months up the field on a Wednesday evening, flying, discussing build & design. Not always on Wednesdays, contact Darren Brand. **[Development]**
- 20. New version of Flackwell field plan (Chinnor pending but 90% completed, thanks to B.Seymour). **[Improvement]**
- 21. Change of Club Night venue to Flackwell RBL **[Improvement]**

Then, there are some major pieces of work that we believe will be beneficial in moving forward as a club –

- 22. Create new Club Constitution – 98% complete & to be voted for at this year's AGM **[Development]**
- 23. Create “our club” training Program of core competencies around a training process that will be published on the club website and indicate to any prospective members our approach towards training – 95% complete **[Development]**
- 24. Introduction of a Pre' A Cert' “Solo flyer” passport. This will be limited in duration and specific to a suitable model, but will allow more practise time for those who can show they are competent prior to formally taking the BMFA “A” test. We are wary that this contradicts a long standing rule but the advantages outweigh the risks if controlled properly AND make flying more accessible to those who qualify. – 95% complete. **[Improvement]**
- 25. Club Rules – re-writing / updating club rules – 25% complete. **[Improvement]**

So, I hope I have done a reasonable job of accounting for our first seven months in the year.

I know the committee hasn't always enjoyed wide membership popularity and I hope that this is improving – I also hope that the transparency provided by this update also helps us going forward.

It is also my observation that there are more committee members attending the field, on Saturday 1st August there were 5 of us there!

Finally, you have all received the information about the Summer BBQ planned for 23rd August. We do ask if you could indicate your likely attendance by responding to the email as instructed as this gives us a chance to budget for food and drink. Our “Uncle Ken & Auntie Loraine” will be doing the catering again, so you know how good it will be and we thank them enormously for agreeing to do it. Remember, family and friends are always welcome, but please include these as numbers likely to attend.

I have a week off work starting 17th August, so praying for good weather for the whole week and weekend.....fingers crossed!

Stephen Berry

Build your own Wall-E

Do you remember the 2008 Disney/Pixar film about a rubbish clearance robot left on Earth when all the humans departed? If not then go get the DVD, it's a great story. Although the film was totally CGI of course someone had to build a RC Wall-E and you can see video interviews and some of the modelling issues at <https://www.youtube.com/watch?v=7oVSaUWeKto> and <http://movies.groups.yahoo.com/group/wallebuilders> and <http://sennaswalle.blogspot.com>.



How to fly the World's fastest plane

It was a plane which flew at the edge of space; so high that most other jet engines would seize because of the lack of



air. A plane that flew so fast that its airframe heated and grew during flight. A plane that, if needed, could outrun missiles launched to bring it down. It was the Lockheed SR71. Possibly the finest aircraft ever built, now long retired. However, there is some interesting background and film at <http://www.bbc.com/future/story/20130701-flying-the-worlds-fastest-plane> and



<http://www.bbc.com/future/story/20130701-tales-from-the-blackbird-cockpit>.

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, Okinawa, Japan).

(Photos © Getty Images)

Do I need a replacement head?

Some of you will have seen me fly an Astro Hog at Flackwell. It is a model I acquired some years ago and it has become one of my favourites. It is powered by a Saito 80 which has run faultlessly for some time until recently when I accidentally flooded it while refuelling. I removed the plug, which came out very easily, to clear the excess fuel. No problem I thought, until that is I tried to replace the plug. I discovered to my dismay that there was no thread left in the cylinder head but it was instead wrapped around the end of the plug. I now know why the plug came out so easily.



I considered the possibility of a replacement head or a heli-coil repair, but then I noticed that the thread was only stripped from the top half of the hole, the bottom half still having plenty left. I then noticed that the tip end of the plug I had used, an OS F, was reduced in diameter so the threaded section was quite short and obviously only engaged a few threads in the cylinder head. A quick rummage through my bag of spare plugs found some other 4 stroke plugs, all of which had slightly more thread but not enough to help. I then spoke to Just Engines and explained the problem. They suggested I should try an ASP 4 stroke plug because these are threaded right to the tip. If you look carefully at the picture you can see the difference and this plug did indeed screw into the remaining thread in the head, and the engine is once again running fine.

So, if this happens to you, try an ASP plug as a first resort.

Mike Winston

Club Training Policy

As mentioned by Steve the Club Training Policy has been re-examined and revised by the Committee. The revised version has been published on the Club web site and is also being distributed with this Newsletter.

Club members are now urged to read the document and are invited to comment. The Training Log is recognised as possibly needing further attention. Please send comments to [Mike Winston](#), [Jon Harper](#) or any Committee member.

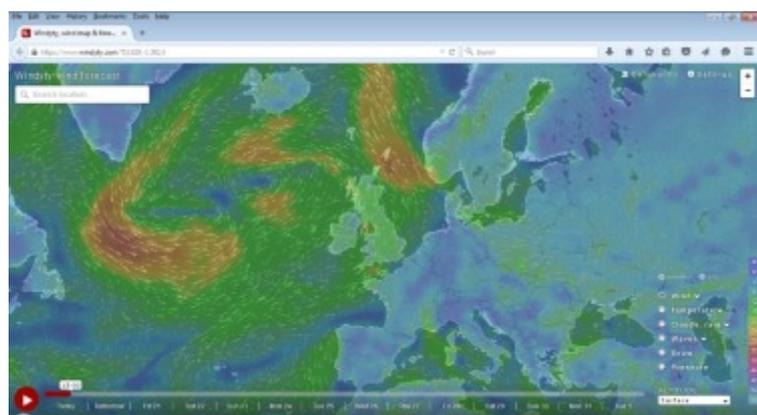
Weather Maps and Forecasts

It is a British obsession to talk about the weather; whether it is good, bad or indifferent we have many sayings related to it such as “storm in a teacup”, “blue sky thinking”, etc. Of course as modellers we take a great deal of interest in it. Will it be calm and sunny so that flying can be enjoyed or will we have to hide in the shed again? Some members have thought seriously about buying model cars this year, or

with the amount of rain that sometimes falls maybe a boat wouldn't be a bad idea!

Jon Harper has drawn attention to a rather nice on-line weather site that has some rather fancy maps. The one showing wind is certainly pertinent to us. Have a look at <https://www.windyty.com/?52.829,-1.582,4>. The site is targetted at pilots so has a wide view, but can be zoomed in to show local details. Have a look and a wander round the site as there are lots of options available.

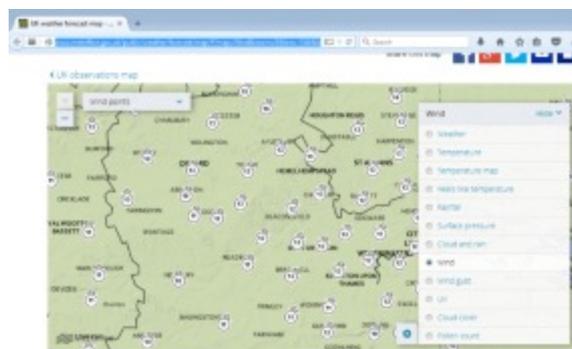
Another site recommended by Mike Winston and with similar features is the good old Met



Office that may be preferred. Start at <http://www.metoffice.gov.uk/public/weather/forecast/map/#?map=Wind&zoom=9&lon=-0.64&lat=51.60>.

XCWeather is the site pointed to from our web site with a somewhat different approach. Look at http://www.xcweather.co.uk/forecast/high_wycombe.

Try them all, get an average and you may have some idea of what it is going to do. You will at least be able to join in the inevitable conversation on the bus or train. Of course, you can use the old methods and hang a bit of seaweed outside and feel it periodically. If it is wet then it's raining and if it is dry then it's going to rain. If the seaweed has disappeared then the wind is probably too strong to fly anyway.



A few photos taken at Flackwell last weekend while it was nice. With thanks to Steve Berry and Mike Winston.



Warbird line-up



Enjoying the sunshine



A bit heavy on the batteries?

Chinnor Flying Times

We are repeating these as one or two people do not seem to have noted them. The currently agreed schedule is as follows:

Day	Aircraft Type	Authorised times
Monday	Power flying	10:00 - 21:00
Tuesday	NO FLYING	-----
Wednesday	Power flying	12:00 - 21:00
Thursday	Silent flight only	12:00 - 21:00
Friday	NO FLYING	-----
Saturday	Power flying	12:00 - 21:00
Sunday	Power flying	10:00 - 18:00
"	Silent flight	18:00 - 21:00

Flying ceases at dusk if earlier than 21:00.

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	Ray Brown
BFMA & Safety Rep	Mitch Mabbutt
Newsletter Editor	Malcolm Connell
Web Site and Communications	Ian Scottow

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Meetings and Events in 2015

Date	Event
23 August	Summer fly-in at Flackwell. Note: no Monday meeting
28 September	Possible auction
26 October	Talk - Speaker and subject to be advised
23 November	AGM and Subs payment