



The next club meeting will be

Monday, 22nd June, 2015

At the Flackwell Field

NO7 at the Royal British Legion.

From about 7.30pm until dusk

This will be the usual June gathering at the field.

If you do not normally come to Club meetings then try to get to this one and perhaps meet some of the other members that you may have missed in the past.

This is just after the longest day and the sun does not set until 9.25pm so it will be light until late. Why not put some of those fancy lights on your plane (we suggest not your best one) for added visibility.



If you want to use them the facilities in the club house are available.

The following meeting on July 27th will be a similar get together at the Chinnor field.

The “Rack ‘em and Stack ‘em”

Spring Fun Fly-in - Saturday 23rd May, 2015 (Flackwell)

Well, the day dawned for our spring fun fly and the weather was quite reasonable, not the warmest day we've ever had but conditions were good.

“Excellent” methinks, best get to the patch before the crowds arrive!

Alas, it was not to be so, as only a handful of our loyal members turned up for this momentous event.

After a good deal of friendly banter and some practice flights we retired to the clubhouse for some hot coffee, sandwiches (and cake!) and the pilots briefing.

Once everyone was fed and watered it was back off to the patch to tune our engines to peak perfection and ready ourselves to take to the skies.

With Jon as our flight leader, and speed of the essence, we lined up for take off, which was when we discovered that Andy's engine would not start; eek!

With a quick reshuffle and 'minted' relegated to the back of the back we all managed to get in the air without more ado.

Although there was only six people in the the air it was quite an intense experience as we all jockeyed to maintain our position and not commit the cardinal sin of crashing into someone else thus displaying our utter lack of competence.

After several tentative laps we quickly realised that any semblance of close order formation was going to be a tall order if not downright impossible for us poor amateurs. I don't think the red arrows have anything to fear ☺ .

Nevertheless, eventually we all landed safely and a jolly good time was had by all who participated.

Hopefully we'll have a few more adventurers next time to ramp up the excitement.

Daren Brand

The Competition Rep.

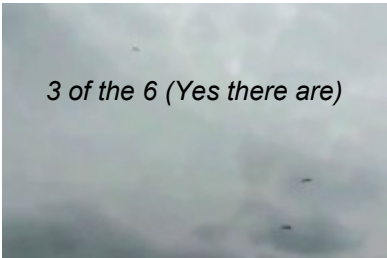
Note from Ian Scottow

For your entertainment and edification, the “Spring Flyin” video has reached the web site. This is raw video, no retouching. The participants are exactly as they are in real life (not so sure that's a good thing !)

The wind was tying everyone in knots but the members brave enough to withstand the hurricane, seemingly enjoyed themselves.

So get over to www.hwdmac.co.uk and see what I'm talking about, or go direct to <https://youtu.be/EzS1A8nVnLs> .

(And those that didn't attend – see what fun you missed !)



3 of the 6 (Yes there are)





Chairman's Channel

I hope that a lot of you have been able to get out to the field now that the weather has improved, although as I write this, we have just had a poor weekend!

Recently we have refreshed the Flackwell Field map to show the pits area, the no fly zones, the strips, the FPV area, pilot's area etc, and it came to our attention that Chinnor Field would like to replicate this, following observations of incorrect parking. I have always said that whatever we do for Flackwell we can do for Chinnor, so having had Ray and Vic turn up at the committee meeting, this is now firmly on the agenda. The Chinnor field map will be in next month's newsletter and appear in the club rules handbook when this has been completed. Please remember, if the Chinnor field would like a webcam, a windsock, model restraints, fuel drip trays etc – it's on offer for you guys. We are all part of the same club.

So, what is the focus of the committee right now? Well, we have a number of items that we are working on. The first, which is very important for new members & novices alike is a proper training syllabus and training policy. This work is underway and I expect to publish the syllabus in next month's Newsletter. Let me say that training should be a high priority; to be able to facilitate training for new members / novices / pre-'A' Certificate is one of our "attractions" for "would be" model flyers. For too long now Mike Winston has been enrolling new members without rock solid foundations for providing such training.

Recently I sent out an invitation for you to get in touch with me if you felt you could be available at ad-hoc times to either instruct or supervise pre-'A' Certificate flyers. The response was amazing; I got one – yes, just one, volunteer. This isn't a commitment of consistent availability, it's just a willingness to be on a list of people where if they can, they will help out. I am disappointed with the response, so if I could ask everyone to reconsider and let me know, that would be great. Please think of the normal training needs and if you can be available and provide help and good advice for any of the activities, then your contribution would be gratefully appreciated.

The second issue is that we have found our Club Constitution in desperate need of updating. We know that for most people this is a boring subject and one that simply should be ignored. However, as a committee we are responsible for bringing it up to date and we will be adopting the "sample" club constitution from the BMFA and tweaking minor points to reflect how we operate as a club. We will not burden people with calling an Extraordinary General Meeting (EGM) to approve the new constitution; we will present it and vote for it at the normal AGM at the end of the year. You will, of course, get an opportunity to study it before the meeting.

The third issue is the Club Handbook / Club Rules – this is simply a case of refreshing the existing documents.

In general, the club is doing well; we now have 111 members, which is three more than last month. We seem to be attracting 1-3 new members each month, some of whom will need training / assistance (see para 3). Our finances are healthy and we have recently paid the second instalment to cover the Flackwell field rent. The only unexpected costs in the last two months are for mower repairs which, although disappointing, are very necessary as if we don't have a decent mower we have no flying field. If any member has experience of grass preparation on a large scale then we would like to hear from you. Please contact me or any Committee member.

Special mentions:-

Recently Les Finch passed away and his wife contacted us regarding his flying "bits and pieces". Ian Scottow liaised with Mrs Finch and collected the items and Mitch Mabbutt then managed to sell most of the kit for a sum of £211 which has been passed back to Mrs Finch to do with as she wishes. Thanks to both Ian and Mitch for taking this on.

Ray Brown has volunteered to take on the role of Chinnor Field Rep'. Our thoughts are with Steve Bowdrey who has had a lot of personal issues to deal with this year. Steve – you are more than welcome to co-attend, when and if you can. Your flying field buddies look forward to seeing more of you but understand the issues you have been dealing with.

Darren Brand in his new position as Competition Rep' organised a "Spring Fly-in" at the Flackwell field. The first date had to be cancelled and the second date was at fairly short notice but the turnout was still disappointing. As a committee we can only try to offer as much as we can, we can't make attendance mandatory (!!). However, it would be nice to see events like this being supported more.

Remember, the next club night is at the Flackwell field. For food and drinks, remember you can use the cooking facilities in the clubhouse.

Just to mention, as a point of interest, quite a few members have purchased mainly glow engined radio controlled cars for use up the field particularly if they feel like going there but conditions are not fit for flying. As far as I am concerned, whatever maximises the use of the field is a good thing as we pay significant sums in field rent. In terms of guidance, I do not expect this activity to prevent people flying if they want to (the primary reason for our existence) and the decision as to how the different activities work together is at the discretion of people on the field. We will review the activity if there are problems.

So, the key points –

- Let me know if you can be available at ad-hoc times to support training and supervision for those embarking on the hobby for the first time.
- Try and support club events – it's very disheartening to make the effort of putting on an event and not getting the turnout (in this case, even food was available – shocking!!!)

Steve Berry

Wanderings around the Internet

I spend far too much time late at night wandering round internet pages and recently came across a video of a flying display by a model and the full size aircraft on which it is based. This is a video of Chris Burkett (model) and Mike Williams' Extra plus Duo Display filmed at the Southern Model Show in 2013 and can be found at

<http://www.gforceaerobatics.com/video/southern-model-show/> .

Something similar, not yet on youtube, took place at last week's Cosford Air Show where there was a superb synchro display between a Spitfire and a Typhoon. For most of the display the Spitfire was, of course, almost flat out while the Typhoon was in a fairly high alpha configuration. Until the end that is when the Typhoon said goodbye and headed vertically for the clouds on full reheat and the Spitfire landed gracefully.

Something brought to our attention by Alan Bristow is the Top Gear Robin Reliant Space Shuttle Challenge where Richard Hammond and a team of - people - try to make a re-usable space shuttle from a Robin Reliant. You can imagine the result! What has this to do with model flying you may ask? Well, a few minutes in there are scenes of Richard "flying" an RC model. I would be very surprised if he flew the last scene in the sequence and invite readers to speculate on just how it was achieved. Go to <https://www.youtube.com/watch?v=pJdrlWR-yFM> .

Thinking of shows, there is just time to book for Wings & Wheels on 27-28th June. This show has been running for 29 years and covers all aspects of RC models with considerable trade support. The show is at North Weald airfield which is not too difficult to get to provided the M25 is open! Go to <http://www.wingsnwheels.net/> for more information.



RC Hotel vouchers still available

A reminder to everyone that we still have a few vouchers for the RC Hotel this year. These entitle you to 100€ (Euros) credit to use at the hotel if you book a holiday there this year. If you are interested please contact Mike Winston mike_winston@totalise.co.uk who will reserve one for you and issue it to you once your booking is confirmed.

Further information about the RC Hotel is available on their web site <http://rhotel.com/index.html>. At the moment there is a special offer available of £65 per person per week for two sharing if you want to go in August.



Flackwell Field Layout



In the March, 2015, Newsletter there was an article about the new layout at the Flackwell field. The layout plan is reproduced here in case you missed it. The two mown strips cater for most wind directions prevalent on the field but please still remember the rule that if you do not think that you can fly safely in the prevailing conditions and within the confines of our site then you should not fly.

Key

- Edge of equipment area to be behind this line
 - Edge of pit area
This is the edge of equipment area to be behind this line
 - Car parking area
 - Equipment storage area for flying area
 - Club house
 - Area for pit / car park / storage, etc. This area is for turning round only, not for parking
 - Car park
 - On an orange/red home if you find you are at home - don't
- For full details of field rules please see club handbook.

May we also remind you that although it is permitted to drive along the path when conditions are good you must unload at the end of the path and then remove your vehicle back to the car park. The area

marked in purple on the diagram is for turning round only, not for parking.

Chinnor Field Parking

We have been asked to remind anyone flying at the Chinnor Field that vehicles must be removed from the pits to the car park area as soon as you have unloaded.

2015 Concours Update

I must apologise to Nigel Keates for mis-spelling his name in the results table last month.

(Editor)

A few more Concours pictures



Guy Pickett-Jones,
Winner of Glider
category.
(We printed the wrong
picture last month.)

1/3 scale Tiger
Moth, all 117" span.

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	Ray Brown
Chinnor Rep	Stephen Bowdrey
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
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

The Editor, Malcolm Connell, 38, White Close, High Wycombe, Bucks. HP13 5NG. Phone: 01494 531314
Deadline for July Newsletter - 19/7/2015