

The next club meeting will be

Monday, 23rd March, 2015 At 8.00 pm

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

HP10 MS

and will be

The ever popular **Table-Top Sale** and a **Show and Tell Evening**

For The Table-Top Sale just bring whatever you want to sell and set it out on a table with prices, etc. (Well, you have all seen it done and it usually works well.)

The Show and Tell Event is a new idea and will be tried during the second part of the evening after everyone has done their buying and selling. If you have any project under way and would be prepared to bring it, or part of it, along and give a 5 - 10 minute talk about it then that is what we want. Particularly if you have had any problems that you have overcome, learning experiences or hints and tips that you have learned then that would be great. If you want to discuss the idea with one of the Committee beforehand then they are listed on the back page.

Flackwell Field Layout

Anyone who has flown or visited the Flackwell field in the past two years will have noticed that we have been experimenting with differing grass barriers and field layouts. I know that some members have been slightly bewildered by these changes and unsure of their purpose.

As one of the architects of these changes I have been asked to explain why we have things the way they are as well as explaining the changes so that we are all on the same page and the field is as safe as possible.

Here is the new field map and key. This drawing is



Key

- Edge of flying area. Do not fly behind this line.
- Edge of pits area. Keep all equipment (and feet) behind this line.
- Car turning area.

-  FPV equipment set-up and flying area.
-  Pilot's box for all line-of-sight flying.
- PFC** Pre-flight check area.

-  Multi-copter GPS home. Follow arrow into circuit.

For full details of field rules please see club handbook.

reasonably to scale and should be representative of the actual layout on the ground.

I am aware that the grass barriers currently in place have sometimes caused confusion regarding their placement so I would like to clarify what they are there for.

The barrier closest to the main runway is right on the boundary of the flying area and its edge lines up with the cone and the large tree to the right which has always marked the edge of flying area. The current cone position is also dead in line with the large tree to the left which is the other half of our flying area boundary. These boundaries are well established and putting the grass barrier and cone in these positions ensures we conform to these limits as well as placing 'live' aircraft further from the pits and giving visual reference to the flying boundary to aid positioning for landing. The grass itself will also catch any model that tries to escape the runway for any reason.

The barrier closest to the pits serves to stop an escaped model from entering or leaving the pits. This is important as the pits are directly behind the pilots box and a model leaving the pits towards the pilots backs would be extremely dangerous. The two grass barriers also form a bit of a no mans land in the middle which works as a buffer or 'airlock' between the live area of the field and the pits. This year there will be a small extension of the grass barrier closest to the pits down to the edge of the path. This has been done to protect the pits from models trying to escape the diagonal runway as well as discouraging members from setting up right on the end of the pits which puts them in a risky position if the diagonal runway is in use and pushing the approach path of models on that runway out to the correct position.

There was discussion about having these various concerns met with posts or a fence of some kind but it was decided that such a hard physical barrier would badly damage any model that hit it. While damage to a model is a secondary consideration to safety, it would be unfair (for beginners especially) for a model to be damaged every time it strayed from the runway so we settled on the grass as it will catch the model and minimise any potential damage. The main runway remains 22 meters wide and 74 meters long (approx. 66ft by 223ft) so we have no shortage of space.

As a result of these grass barriers we cannot take our models straight out but instead need to carry them to the 'live' side through one of the paths (please use the paths and not walk through the grass). Because of this we have moved the pits line back to allow a good 6 foot wide strip at the front of the pits to serve as a path. Given that people will be carrying models with running engines this path must be kept clear of all obstacles. We will position the pits sign on the edge of the path so please be sure to set up far enough back to not obstruct the path when knelt in front of your model to start it.

An observation made by many members was that having people standing on the runway doing final checks was not ideal as they were not likely to be able to hear if someone calls deadstick or had some other issue. It also meant the runway was tied up for much longer than was needed. With our new layout we have allocated a space to the right of the pilots box labelled on the field plan as PFC. PFC stands for Pre Flight Checks and is to be used for all power/control checks before entering the runway. In an ideal situation the model can be checked, and then taxied from the PFC box onto the runway and taken off without the pilot ever venturing out there and we encourage this method. Clearly some models are much easier to take off from behind and this is permitted as are hand launches, but checks are still to be done in the PFC box so that time on the runway is kept to an absolute minimum. After landing models can also be taxied (carefully) off the runway into the dead zone between grass barriers to again reduce the need for people on the runway. Engines can then be shut down and batteries disconnected before walking back into the pits. This feature of the dead zone has been quite popular as it leaves the runway open while models are shut down and collected.

Quad/multi-copters, drones and FPV are becoming very popular and many model clubs have been forced to ban drones and FPV flying for various reasons related to the difficulty of incorporating them into a normal model club. Following some (often heated!!) debates with FPV flyers we have worked together to come up with a solution that we hope will work for everyone and prevent such steps being needed here. Firstly the equipment setup area is in the pits not the pilots box so that the FPV pilot is away from the runway. This is because they are blind when flying with FPV goggles on and thus unable to dodge any model that may drift in their direction. Please note that only FPV pilots can fly from here, all line of sight flight must take place from the cone as normal irrespective of whether it is fixed wing, helicopter or multi-copter. FPV equipment should be set up in the position noted on the drawing. If the day is very busy we ask that this position is moved further up the field so as to give a few metres space between the last person and the FPV equipment. We have also have area for multi-copter GPS to be set to 'Home'. We have put it out of the way so that in the event a system loses signal it returns to a point that is unlikely to be close to any people.

The next thing is a bonus to anyone who has a lot of stuff to carry down. Following a change of stance from the farmer, we are now permitted to drive down to the field to unload our stuff. To minimise wear and tear on the grass we ask that members only drive down if they have a lot of equipment/models to carry and to consider the condition of the ground. For example if it is wet and muddy please do not drive down until it has dried out. Cars are permitted to

the end of the path. They can then either reverse back or are allowed to turn round using the area outlined in purple on the field plan. Cars must be removed as soon as unloading/loading is complete; they must not remain in the flying area.

I have marked the two standard runway centre lines on the plan in white but there is also another one in yellow. This runway is only for use when the wind is directly across the field and requires much greater care when lining up. To line up on this runway requires flying out of bounds then performing a sharp left turn at low level to bring the model down almost parallel to the main path. Landing in this way is permitted and it is the only occasion flying is permitted on the wrong side of the boundary. We ask that members check there is no one on the main access path when landing from this direction and to wait unless fuel/battery life is critical. We do not recommend this approach to inexperienced pilots as the centre line is 11 meters from the edge of the path. If anyone is flying when this runway is in use please remember that unless landing flying behind the boundary is still not permitted.

I hope that this explains the current layout and why we have made it the way we have. There has been a great deal of discussion about it with as many of the regular flyers as we could get. With this in mind the new field rules are as below.

1. Cars are allowed to the end of the path for loading/unloading only. They may only enter the field to turn round in the area provided.
2. Models should be set up to allow a 6 foot wide path at the front of the pits.
3. All aircraft are to be restrained when starting engines or connecting flight batteries.
4. taxiing in/out of the pits is prohibited.
5. All line of sight pilots must stand at or around the cone irrespective of what they are flying. FPV must be flown from the designated FPV area.
6. Pre flight power checks are to be done in the area provided and not on the runway.
7. All takeoffs/landings are to take place on the runway. Taking off from, or landing to your feet is not permitted.
8. All flying must be in accordance with site flying boundaries and flying times.

Jon Harper

We will also take this opportunity to remind everyone of the No-Fly areas at Flackwell. The trees are obvious reference points along with the sides of the fields. Remember also that there is a public footpath behind the hedge on the west side of the field. Of course you must not fly “behind” yourself when standing in the pilot’s box whichever runway is being used. For further details see the Club Handbook.

If anyone wishes to comment on these procedures and notes then please do so direct to Steve Berry at steve9pr@yahoo.co.uk



New Web Site and Web-Cam



The new club web site is now fully up and running and available at the old address of www.hwdmac.co.uk. It is being managed by Ian Scottow and has a number of new features. No, we are not going to tell you what they are - go and look. Ian is open to suggestions for improvements and would welcome interesting Club related photos or short videos. If you have any good ones please let him have copies. You will retain copyright but by supplying the photo you agree that it may be displayed on our web site. The web-cam is proving popular as a way of checking if anyone else is at the field. However, please do not just wait for someone else to appear or we will get that locked state where everyone is waiting for the other person to move.

Chairman’s Channel

Lots to report this month, so I will get straight on with it!

To start with, the grass has been cut for the first time this year and thanks go to John Quelch and Ron Spencer. It was Ron’s “maiden” mow and he did a great job. It’s always difficult to do the first cut, the incline of the field and the long fresh grass can make the going hard but thank goodness we have a well maintained mower and as of mid-March a nicely mowed patch. We are still looking at the undulations on the field – it’s going to be tough one to crack, but we will have a further update on this next month.



Unfortunately, I hear that conditions at the Chinnor Field are a little challenging at the moment whilst a new drive / road is built on the farm. Although I don’t think parking is a problem, there is a fairly long walk to the patch, let’s hope this is all completed within the next couple of weeks.

Some of you may be confused about the area’s that have been left un-mown on the Flackwell field, but as a committee we have decided on a formal field layout for which the details are earlier in this newsletter. There wasn’t 100% agreement within the committee but we have put it forward on a “majority vote” basis, so if anyone has any issues regarding the layout that they would like to draw to my attention, please email me at steve9pr@yahoo.co.uk

The problem of the drive in front of the farmhouse at Flackwell, i.e. the big hump, is still a problem and I will put more effort in to communicating with Andy & Colin this week to get resolved, before the inevitable damage to a car.

Last month, we reported the membership figure at 93 and I am pleased to say that this has increased to 106 as of Monday 2nd March. This is good, and very promising for this time of year.

We can also report that we are in a sound financial position. The current forecast shows that our available cash (the sum of the current account and petty cash, less an arbitrary buffer of £650) is £4800. This will drop to £4400 just before the 2nd rent instalment of £1600 falls due in June, leaving £2700 to carry forward in to the second half of the year. This will rise to £5800 by the year end; ready for next January’s rents etc. and so we carry on. This is independent of the ‘Fighting Fund’ (£12,200) which we only touch in exceptional circumstances (clubhouse, mower). It is great to have John Crompton at the Committee meetings as we can make decisions on expenditure and all have our expenses paid (e.g. fuel for mower etc).

This leads me on to Ian Scottow’s contribution so far this year. You should be aware now of the new website, but please don’t think that it will be a static entity – Ian is very keen to keep adding material and time relevant information so unlike the old website, I would suggest you have a look at it at least once every 1-2 weeks, as you will probably see some new stuff.

I was up the field on Saturday – it was a lovely day, windy but manageable for those who flew. With thanks to Tony Pattison the gate is looking great and, because the mower was out, the clubhouse acted as bacon butty & coffee distribution point and sun deck!!



New gate



Sun deck and canteen

I have to say at this point that if those who fly at the Chinnor Field want something similar (you might not get the farmers permission for a container), such as a stove, gas bottle etc, then please let me know. Equally so, if you are allowed a larger shed and could fit in some kitchen units, then also let me know as there is no reason, subject to farmers permission that you too couldn’t have some extra facilities.

I should also mention Dick Edmonds who has written another great article named "Things ain't what they use to be", which appears below. I love reading Dick's work; it demonstrates the "journey" of this hobby and shows just how fortunate we are to have Dick in the club to share this.

For many, attendance at the Club Meeting at the RBL in Flackwell would have been your first visit. I hope you liked the facilities. We are not going to spend a lot of money on one, but we are going to purchase a projector, as together with Ian's audio set up, I think it will lead to better "Club Talks". Other changes that have been suggested are a "Tell and Show" evening where multiple club members can give 5-10 minute pitches on something that they have experienced within the hobby that would be of some use or simply just entertaining to hear!

Darren Brand is busy working out a schedule for "open days", "Fly-ins" and competitions this year and we hope to kick off with a BIG FUN (but safe!) event late April. Can't provide any more information, but I think it will be good!! (and different!!)

On a less relevant note, when the weather conditions don't suit flying, some of us have brought 1:8 scale radio controlled, nitro engine cars. These provide a great alternative to flying as they allow us to use the field even when the wind is blowing a gale, but still relatively warm and dry. There is a relatively cheap version available at HobbyKing (the "Nitro Rumble") if anyone is interested in having a go. This is a good way of keeping the social side of attending the field going, despite the weather.

That's it for this month.....

Steve Berry

Things Ain't Wot They Used To Be [From 1943 to 1951]

When I started aeromodeling the second world war was still raging [1939 to 1945] and model aircraft kits and parts were very hard to find. Balsa wood coming all the way from South America all went to the war effort and full size aircraft such as the Mosquito. When the war ended it did not take too long for modeling goods to appear in toy shops. As there were not any model shops as we know them today, Keil Kraft were the main supplier of kits such as the Ajax and Achilles rubber powered and the Soarer Major glider. Engines were not yet being made, the only ones available were pre-war American spark ignition size .19 to .60 cu ins [Glow plug had not yet been invented] Importing most goods at this time was banned which included motors. However after about a year small Diesel engines started to be made in this country such as Mills 1.3cc ED 2cc and Frog 1cc The Mills 1.3cc = .07 cu ins. The next thing to appear was Control Line - C/L. This was invented by American Jim Walker.

For those not familiar with C/L, two wires were attached to the L/H wing tip and then to a Bell Crank within the fuselage, a push rod went from the crank to the elevator, the other ends of the wires were fixed to a handle that was used as a Joy Stick for the elevator. The model of course just went round in circles and the pilot often became giddy to start with. The Keil Kraft Phantom powered by a Mills 1.3 diesel was a very popular C/L trainer. Now you will have noted there is no mention of R/C. At this time R/C was not available I can only remember one member of the H/W club, Stan Wade (1947), attempting to make his own from articles in the model press. The development of R/C took until 1963 to reach the stage that is the same as is used today. One thing that is most noticeable is the age of the members in those days teenagers and twenty plus were in the majority. Also members regularly entered contests both Free flight (Rubber powered Gliders), Motor powered and control line. C/L was divided into three classes Speed, Stunt, and Team Racing. T/R was the most entertaining for the spectators. Four models were flown in the same circle at the same time, they all had small fuel tanks of the same size which meant they could not complete the 100 laps without refueling, some models requiring three pit stops. Great fun. As mentioned above competition flying was very popular with many of our members, they would travel all over the country as far as Yorkshire to take part in the popular events. This was before any Motorways, so a trip to Yorkshire was a two day drag. I have the feeling that model aircraft flying as perceived by the general public was far higher in their opinion then than it is today. How many times do the media refer to models as toys. Boys with toys.

Some of the large well established clubs ran what were termed as rallies. Contests were held for all the popular events both free flight and control line. Many hundreds of contestants and spectators would attend. One of the largest if not the very largest was the Northern Heights Gala. The Northern Heights club had lots of contacts in high places; I think they were well established before WWII and came from a very different world. To start the Gala was held on Hawker Aircraft flying field Langley just outside Slough with lots of Hawkers top brass in attendance. Can you see that happening today. They had a very impressive display of trophies, one for example was the Coronation cup, The Coronation must have been that of King George the VI. Also there was a new one to be presented for the first time this year the Queen's cup [1951] I think it was for extra large rubber power models. There was a large marquee which had

tables set out for lunch for the club officials and contest organisers with waiters taking orders, all very civilised. If I remember rightly it was a lovely day for flying with low winds, lots of thermals and record flights being made by the free flight models. As the day came to an end lots of trophies were on display, some of them were magnificent and must have been very costly. Everyone was waiting for prize-giving to start. The QUEEN together with PRINCESS MARGARET presented the Queen's cup, can you see that happening today?. The remainder of the trophies were presented by Mrs Neville Duke. Neville Duke was Hawker Aircraft chief test pilot and holder of the world airspeed record in a Hunter. With the presentation of the prizes the event came to a close, but not quite, all of a sudden there was great roar as a Sea Fury came straight over the airfield at 50 ft and 400 mph plus

and then put on a terrific low level aerobatic display, there happened to be some balloons flying from a tent perhaps 15/20 ft high, you guessed it - he had a go at bursting them, very close but they survived . This kind of display would not be allowed today.

I think I must stop rambling on and go back to the beginning and say. Fings ain't wot they used t'be.

Dick Edmonds.

"A pilot who doesn't have any fear probably isn't flying his plane to its maximum." (Jon McBride, astronaut)

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	Data removed for Web
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	

Meetings and Events in 2015

Date	Event
23 March	Table top sale and Show and Tell evening
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

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