



The next club meeting will be

Monday, 18th May, 2015 At 8.00 pm

in the Royal British Legion, Common Road, Flackwell Heath

HP10 9NS

and will be

*A talk by
Manny Williamson*

Who is

The Development Officer for the BMFA



Manny will talk about all things BMFA including the proposal for a National Centre. You may have read about this proposal in the BMFA News but if not then catch up [here](#).



(We understand that there is no truth in the rumour that the roof is the centre section of an old Bristol Brabazon wing!)

We should all have an interest in the work of the BMFA and what it's Officers do for us so please come along and take part in the evening.

The following meeting on June 22nd will be the usual get together at the Flackwell field.

The “Rack ‘em and Stack ‘em” Spring Fun Fly-in - Saturday 23rd May, 2015 (Flackwell)

Gentlemen (and ladies) the previous event had to be cancelled but this is now **back on the agenda**. As a prelude to the flying season we thought we would kick off with a Fun Fly In.

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 12.00 noon to practise our bomber stream manoeuvres 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 ☺.

Apart from this special event the day will be available as a normal fly-in event.

Daren Brand

The Competition Rep.

Maricardo - E by John Compton *(Continued from April)*



Pleased with the hatch

Again, working somewhat in the dark when it comes to ventilation, I’ve created a vent in the underside at the wing t/e to exhaust motor & battery heat, together with a venturi deflector at the front edge which I carved from a bit of scrap aileron moulding. There will be a similar one under the nose just behind the Esc. This may all be overkill, especially considering my flying style (sedate), but better safe than sorry.

So here's where we are so far; the big issue is whether the lightweight structure is actually up to the job and of course I'll only know that

when she commits aviation.

Next jobs: radio, motor & Esc installation & then covering. I'll keep you posted (mind you, I am a very slow builder, it might take some time).

If the plane proves successful I'll invest some energy in building a cowl from soft block to finish her off. I did one before with glass cloth & poly-C, sprayed with car paint, which came out quite well.



Minor repairs to wing now done

Helpful comments & wisdom are very welcome

All the best

John Compton

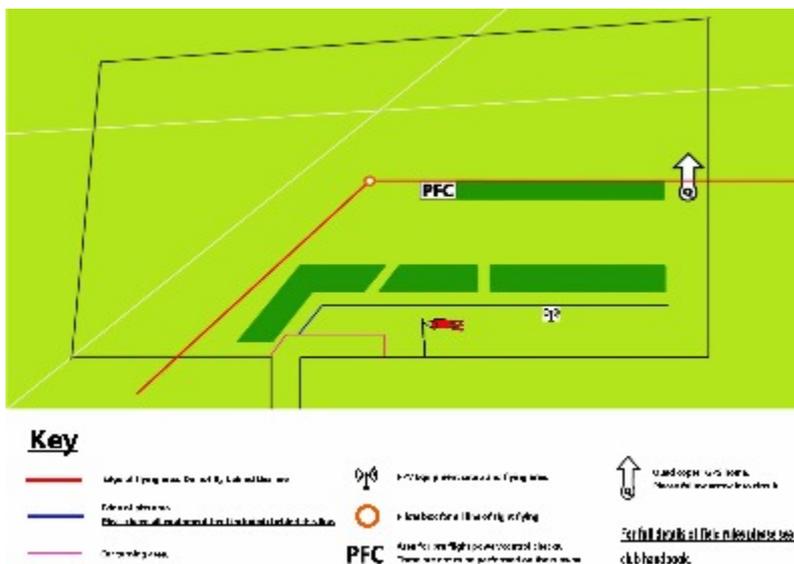


Hatch in place

Flackwell Field Layout

In the March, 2015, Newsletter there was an article about the new layout at the Flackwell field. Following feedback from members, and reconsideration of the safety aspects involved, the landing line parallel to the main path and marked in yellow on the original plan is withdrawn. Only the marked strips are to be used. This simply reinforces 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.

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.



HWDMAC Members take 1st and 2nd in 2m Class at BMFA eSoaring Competition in Ashurst West Sussex!

OK, maybe the headline has got a bucket of spin to it, the only entries in the 2m class were Guy and myself but, be fair, we were placed 6th and 8th out of 10 competitors so we did beat some open class gliders. Most of us know that Guy competes in the BMFA eSoaring competitions, he kindly offered to take me along to a competition so that I could see what it was all about. Having flown gliders as a teenager and seen how well the Hobby King Phoenix gliders fly, I didn't need much persuading to get myself one and enter a competition.

The aim of the eSoaring competitions is to fly an electric assisted glider for 10mins and land within a yard of the launch point, piece of cake... except that the motor is only allowed to run for the first 40 seconds or until the glider has climbed to 200m. To ensure that the motor run is the same for all competitors a data logging altimeter is fitted between the receiver and the speed controller which is set to cut the throttle after 40 seconds (30 seconds for Open class which is up to 4m wingspan) or the altitude has reached 200m. If you don't have an altimeter of your own then the competition organisers will lend you one for a nominal charge.

We got to the field in good time and set about preparing the gliders, the first job being setting up and fitting the altimeters and then the usual bolting on of the wings and fitting the flight pack. The weather was overcast with a 10-15mph NE wind but forecast to brighten up and calm down to an 8-10mph breeze. With the gliders prepared and a little apprehensive about flying such a lightly loaded model in a brisk breeze, we headed out to a launch point for a practise flight or two. Surprisingly the gliders cut through the breeze easily and climbed up to 200m, with the motors silent and little prop noise, the only sign that the motor had been cut is that down elevator is not needed to stop the model pitching up. Once the motor has been cut by the altimeter the motor switch or throttle should be set to motor off because the throttle is re-enabled by the altimeter after a short time delay, and any motor run before landing means that the flight will be disqualified.



With the gliders ready and the entry fee's paid next up was the competition briefing where we were each given a list of heats and which slot we were to fly in. To score competitors evenly we were flying in slots of five competitors, within each slot the best score (a product of the flight time and distance from the launch spot to the landing spot) is awarded 1000 points and the other competitors scores are worked out relative to the best score. By using this scoring method it means that any disadvantage from adverse weather conditions is negated.

Next up was the first heat of the competition, both Guy and myself were in the same slot. I'm pretty sure that I was last but never-the-less I was chuffed, primarily that I didn't crash the glider or fly her into the organisers



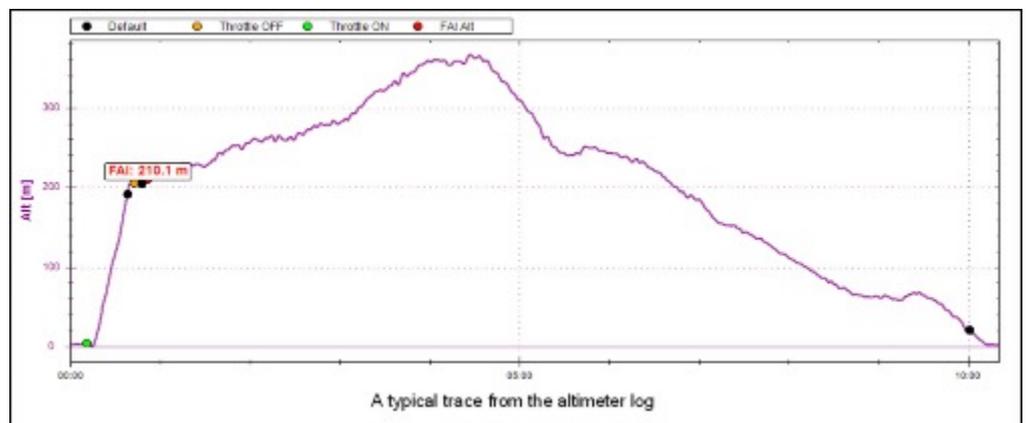
caravan or the cars or any of my fellow competitors but also because I had found a bit lift and extended my flight time passed 6 mins, my landing was a bit too far down wind to get any points for landing. Next job was to time a pilot in the 2nd slot of the heat, luckily I timed for experienced pilot Colin Lucas, it was a master class in competition flying. Having found lift early in the flight Colin found his glider blighted by sink at around the 6min mark so he headed for the trees which lined the field, he used the lift from the rising air in front of them to keep his sailplane aloft. Colin landed with a time of 10:02 and 4 yards away from the launch spot to score 1033, despite achieving such a good score he ranked 2nd in the slot.

As we progressed through the heats I found that I was getting closer to the target 10min duration until heat 4 when I hooked into a serious thermal, it was like God's own vacuum cleaner was drawing her to the heavens! The flight duration was 9:58, the landing was again too far down wind to get any bonus points but who cares, I hooked a serious thermal! I didn't beat the heat 4 score in any of the subsequent rounds but picked up reasonable lift in heat 6 and another serious thermal in heat 7 which the altimeter data revealed had taken my little Phoenix to 370m (1213'). In Heat 6 Guy took everyone well and truly to the cleaners, the rest of us hit sink straight away and were landed by 4mins so had to re-launch but Guy flew 10:22 and bagged a landing bonus to boot

With the flying over it was time for the organisers to tot up the scores, pack up and announce the winner, the results are on the eSoaring web site:- [here](#) . There were no trophies or medals, instead a nice bottle of wine to the winners.

Many thanks to Guy for getting me involved, helping me get the glider set up and for passing on his wealth of knowledge on competition glider flying. Thanks also to Bruce whose tips on setting up the Phoenix left little need for further adjustment.

In summary, eSoaring is an easy competition to compete in, difficult to win but very enjoyable. If you fancy having a go at the glider competition but don't want to spend a whole day at a national then there is the monthly postal competition, Guy and myself will be entering this and can lend an altimeter and calculate and



submit the scores so get in touch and join us once a month. Further information is available on the eSoaring website www.esoaring.net or from Guy or myself - looking forward to having a few more club members join us at the competitions or for the monthly postal competitions.

Brian Seymour

A reminder from Ian Scottow



2015 Concours Competition - 27th April, 2015

There were 14 entries across the various categories this year. A little down in numbers compared with some previous years but the quality was higher.

Results	1st	2nd	3rd
Scale (Frank White Cup)	Brian Seymour - Macchi	Neil Rice - Tiger Moth	Nigel Keets - SE5A
Sport	=1PeterMorton-KKGipse	=1stJohnCompton Maricardo-E	-
ARTF	Ron Spencer - Blackhorse Pits	Neil Rice - Extra 300	Daren Brand - Kyosho Spitfire
Glider	Guy Pickett-Jones Xenomorph (O/D)	-	-
Project	Jon Harper - Stampe SV4	Roger Aslett - Dragonfly 3 (O/D)	Charles Ward - Puppeteer
Best Model in Show (Concours Cup)	Brian Seymour - Macchi		

All the Winners



Concours Cup winner - Brian Seymour



Ron Spencer - ARTF



Peter Moreton - Sport



John Compton - Sport



Guy Pickett-Jones - Glider



Brian Seymour - Scale



Jon Harper - Project

A few more pictures



Classy ARTFs



Beautiful paint job



Careful judging

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
18 May	Talk - Manny Williamson BMFA Development Officer - <i>Note date</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