



*The Committee wish all Club Members  
the very best for the New Year.*

Please note that there is no Club meeting in January.

The next Club meeting will be Monday 22<sup>nd</sup> February

### Are Your Subscriptions Still Due?

The subscription rates for the coming year are set out below:



	Club Subscription	BMFA Fee	Total
Senior	£78	£33	£111
Junior	£16	£17	£33
Family Junior	£16	£13	£29



**Remember that if your BMFA subscription has not been paid then you are probably not insured and so not allowed to fly from the Club's fields. If, therefore, you have not yet paid your subscriptions then please send them directly to the Membership Rep. Mike Winston at the address below as soon as possible so that he can to send them on to the BMFA.**

The Club Constitution says at Paragraph 1.2.7 - Members who have not renewed their membership by 1st February without prior agreement or reasonable cause will be deemed to have left the club and a renewal after this period will be treated as a new membership application which attracts the joining fee.

Make cheques payable to HWDMAC and include an A5 stamped addressed reply envelope, as you will also receive the new Club Rules book, and a note of your e-mail address if you have one.

**Send to: Mr M Winston, 22, Disraeli Crescent, High Wycombe, Bucks. HP13 5EJ**

If you decide you do not wish to renew your membership then please let Mike know and return your Flackwell gate key so that we can refund your deposit.

## A Commercial Certification

**C**ongratulations to Sandy Halse on gaining her Basic National Unmanned Aircraft Certificate - Short, better known as BNUC-S. She was using a DJI-Phantom 3 drone. This is a pilot qualification standard issued by EuroUSC International (<http://www.eurousc.com/>) and others required to carry out commercial aerial work with small unmanned aircraft be they fixed wing, rotary or multi-rotor.

Before any commercial work can be undertaken in the UK, and many other countries, you need CAA or similar permission. In order to get that you need to be able to demonstrate competence in using and managing a remotely piloted aircraft. That is not just flying the thing but also involves demonstrable knowledge of aviation safety, air law, airworthiness theory, operational planning, risk assessment and management, and flight operations. You also have to produce an Operations Manual against which you will be assessed. Several companies in the UK run courses and examinations approved by the CAA including one in High Wycombe ( <http://www.whispercam.co.uk>). These last about 2 days and also involve personal study followed by an exam. Once you have passed the written exam and produced your Operations Manual you can take a flying exam using the aircraft that you will be operating. When you have passed this you can apply for your Permission for Aerial Work and then hire out your talents and make money. You will need to make a lot of money in order to keep the certification current and pay off the costs of the courses, exams and equipment.



The DJI-Phantom 3 is a sophisticated quad-copter camera system intended for serious amateur or commercial work. It comes in 4 basic configurations, Standard, 4K, Advanced and Professional and prices vary accordingly. The Advanced looks the best buy and DJI presently have them on special offer to celebrate 10 years in the business (<http://store.dji.com/compare-phantom-3> ).

Presumably those RAF pilots operating Reaper or similar drones have to go through a comparable training scheme. Does anyone know anything about it? Please tell the Editor.

Do not consider fitting Hellfire missiles to your quad-copter in order to sort out the neighbour's bonfire. It's not allowed!



## Sorry

Apologies to Glen King for inadvertently calling him Glyn in last month's Hamper Competition results.

## February Karting Night

**F**ollowing the success of the previous night of mayhem, heading into a hairpin downhill at 60mph with your backside 2" off the ground, we have booked the next karting night on Tuesday 9th February. Race format will be the same as last time, 5min qualifying followed by a 45min dash to the line on the full 2 tier track. There may still be a space if you are interested so to get your name on the entry list email Jonathan carosel43@hotmail.com or Brian b.s.toolbox@btinternet.com. Price is £44 (discounted 20% from £55) and includes pizza and drinks after the race. For a write-up on the previous event see the November Newsletter. If anyone would like to go along and get some pictures the Editor would be very grateful although I realise it's not exactly a spectator event.



## Unbelievable!

In 1943 a mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of WW II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot, then continued its crashing descent into the rear of the fuselage of a Flying Fortress named "*All American*", piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron.

When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame, and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16-feet long and 4 feet wide at its widest; the split in the fuselage went all the way to the top gunner's turret. Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, the aircraft miraculously still flew!



The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart.

While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target. When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.



The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky.

For a brief time, two more Me-109 German fighters attacked the *All American*. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the

fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the *All American* as it crossed over the Channel and took the picture above. They also radioed to the base describing that the appendage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress, taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signalled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane to land it.



Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear. When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured.

No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed.

This old bird had done its job and brought the entire crew home uninjured. There must have been several angels looking after those guys! They still managed to drop their bombs and then fly all the way back to the UK - about 1200 miles.



These are some of the brave men who made it possible for us to live as we do today:

**B-17 "All American" (414th Squadron, 97 Battle Group) Crew**

**Pilot- Ken Bragg Jr.**

**Co-pilot- G. Boyd Jr.**

**Navigator- Harry C. Nuessle**

**Bombardier- Ralph Burbridge**

**Engineer- Joe C. James**

**Radio Operator- Paul A. Galloway**

**Ball Turret Gunner- Elton Conda**

**Waist Gunner- Michael Zuk**

**Tail Gunner- Sam T. Sarpolus**

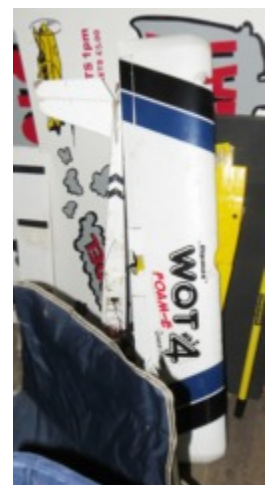
**Ground Crew Chief- Hank Hyland**

*Thanks to Glenn King for providing the above article.*

**Take it away.**

**W**hile on the subject of planes breaking up, if you manage to re-kit your model will you please remove the parts from the field and take them home with you when you go. The bin in the Clubhouse is only intended for tea bags and small bits of wrapping, we have no facility for removing other rubbish. There were some damaged parts of a Foam-e Wot-4 left in the Clubhouse at the end of last year that have hopefully now gone. If not then they soon will. Anything that has obviously been dumped may be sold for scrap to help defer costs of disposal.

Another problem we are finding is the number of batteries of various types that get left on the field. Please make sure that you take away with you all those that you came with. Sometimes we have less than perfect landings (yes we do) and it is not unknown for a battery to escape from the aircraft. In such circumstances please make especially sure that you collect the battery along with the rest of the aircraft as they play merry hell with the mower and a chopped up li-po is a very dangerous thing.



**Changes at Wren Turbines**

There has been a fair bit of reorganising at Wren Turbines recently and they have asked us to distribute the attached posters to tell people.

### Winter Warbird Build

The constructors group have now met a couple of times to talk about their construction projects. Some are getting on well with their assorted models while others are still hypnotised by the size and quality of the Warbirds Replicas' kits. Jonathan has set up a thread on the Modelflying forum so that you can see how things are going. This has only just started so not much on there yet but have a look at

<http://www.modelflying.co.uk/forums/postings.asp?th=114217>. If you



are interested in hacking a bit of balsa (it does not have to be a warbird) and would like to join the group then an e-mail to Jon at [carosel43@hotmail.com](mailto:carosel43@hotmail.com) or Brian at [b.s.toolbox@btinternet.com](mailto:b.s.toolbox@btinternet.com) or a post on the forum should get you started (title e-mails "Winter build" so that they do not get lost in junk).



### 2015 AGM Minutes

Associated with this Newsletter are the Minutes of last year's AGM. If you have any comments about their accuracy then please let me or the Chairman know.

Malcolm

### Committee Members for 2015

Office	Name
Chairman	Stephen Berry
Deputy Chairman	John Quelch
Treasurer	John Compton
Secretary	Brian Seymour
Membership Secretary	Mike Winston
Competition Rep	Daren Brand
Training Rep	Jonathan Harper
Flackwell Rep	Ron Spencer
Chinnor Rep	Gavin Compton
BFMA & Safety Rep	Mitch Mabbutt
Newsletter Editor	Malcolm Connell
Web Site and Communications	Ian Scottow

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### Meetings and Events in 2016

Date	Event
22 February	Talk - Speaker and subject to be advised
24 March	tba - Note: Date is a Thursday
25 April	Possibly Concours
23 May	Talk - Speaker and subject to be advised
27 June	At Flackwell Field
25 July	At Chinnor Field
22 August	tba
26 September	tba
24 October	Talk - Speaker and subject to be advised
28 November	AGM and Subs payment

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