

The next club meeting will be

*Monday, 22nd February, 2016*

*in the Royal British Legion,*

*Common Road*

*Flackwell Heath*

*HP10 9MS*

*At 8.00 pm*



and will be

**A talk by David Keen,  
Access Development Manager,**

 **ROYAL AIR FORCE museum**

The Royal Air Force Museum is Britain's only national museum dedicated wholly to aviation. With a world-class aircraft collection, integrated with special exhibitions, films, photographs, uniforms, medals and research and education facilities, the Museum takes an innovative approach while keeping with tradition.

While offering an insight into aviation technology, it focuses on the people who made it possible – from daredevil early aviators, through wartime heroes, to the thousands of Service men and women whose contribution shaped the world we live in today.



## Are Your Subscriptions Still Due?

**Warning; is this the last Newsletter that you will receive?**



**A reminder to the few of you who have yet to renew your membership - you know who you are. Please either send your renewal payment to the Membership Secretary or let him know if you are not planning to rejoin for any reason. Remember that any renewals after 1st Feb without good reason or prior agreement incur the new member joining fee.**

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 subscription has not been paid then you are not allowed to fly from the Club's fields. If, therefore, you have not yet paid your subscriptions then please send them immediately to the Membership Secretary, Mike Winston at the address below.**

Make cheques payable to HWDMAC and include an A5 stamped addressed reply envelope, as you will also receive the new Club Rules book, and include 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.

### Laser Cutting - Now Cheaper than ARTF!!

Hello Fellow Builders

Whilst looking for model aeroplane lights I found that Brain Cube Aero are selling the laser cut components for magazine plans cheaply (not discounted, cheap as a policy). For example, <£38 inc postage & VAT for a 60" pattern model:-

[http://www.braincubeaero.com/index.php?main\\_page=product\\_info&cPath=71&products\\_id=235](http://www.braincubeaero.com/index.php?main_page=product_info&cPath=71&products_id=235). (This is the Charlatan as published in RCM&E and the build blog is at <http://www.modelflying.co.uk/forums/postings.asp?th=107959>. Ed.)

For bespoke cutting you prepay based on the wingspan and type of aircraft (powered monoplane, biplane or glider) then send an original plan. They will laser cut the wing ribs, formers, fuselage sides, fin and tailplane and send you the parts. They do not supply basic sheet and strip balsa so you need to source that separately. They will also cut Depron.

I used them to laser cut the wing components for the gliders that Guy and myself are making and quality is far beyond the mess that Green Air Design sent me.

Happy Building

Brian Seymour.

## HWDMAC Karting Winter 2016

Following the exhilaration of the Autumn 2015 HWDMAC trip to Absolute Karting at Maidenhead another race meeting was organised for the 9th February. The Autumn 2015 race had us racing on the new track which was still rubbering in and grip was hard to come by so this time we were hoping for something better. What we found was truly awesome. Over the weekend before the meeting an oil spill during one of the races had acted to soften the rubber on the tyres which gave the karts in the subsequent races tremendous grip. Great for us the paying public, but as a consequence the engines, bearings and other running gear on the karts were put under excessive load and all of them needed to be fully serviced over Sunday night and Monday morning - even better for us!



We took to the well and truly rubbered-in track with freshly refurbished karts - it doesn't get much better than this! Lets not kid ourselves, great care still had to be taken on the usual slippery corners, at the end of the short start/finish straight and the lazy 180deg turn in the middle of the ground floor. The grippy upstairs section only needed a faint squeeze of brake going into the 'S's and the occasional lightening of the right foot to see us hurtling down the ramp into the hairpin that leads onto the start/finish straight. There is still quite a difference in grip levels between the upper and ground floors so a few of us still got caught out and spun on the slippery corners. The only difference this time was that you could spin out at a higher speed.

Qualifying was predictably fast and furious with a few yellow lights spoiling some of the flying laps; some were lucky whilst others unlucky. I guess that Jonathan, Luke and myself were the lucky ones as Jonathan took pole position (*get away -Ed.*) with myself 2nd (that was definitely skill!), and Luke was third.

The start was somewhat chaotic as the yin and yang of luck swung back against me and the engine didn't pick up leaving me stranded on the grid with the drivers behind me having to take evasive action and swerve round me. The engine did eventually pick up and we all got away without further problems. The rest of the race was closely fought with overtaking moves for position being made right up to the closing laps.

With Paul unable to attend, the result was never really in doubt as Jonathan led from start to finish lapping every other driver in the field. It must be boring to be that talented! In 2nd place was Luke, once again he drove very consistently being the driver that most closely matched his fastest lap time to his average lap time and so became winner of the Racecraft Master award (formerly known as Steadiest Eddie but that doesn't do his talents justice). I found myself in third place. I'm not sure that I want an award for my performance as I was the only driver to receive a public warning for bumping, a warning for driving beyond my abilities and the invaluable advise that you can't drive the karts through walls! Once again Guy got the most overtakes for position. Aside from Jonathan we finished very closely with 3rd, 4th and 5th merely a few yards apart.

The extra grip and freshly serviced karts had a drastic effect on our lap times with almost all of us chopping more than 6 seconds off our best laps times compared to the Winter 2015 race.

Official Results:-

Finishing Position	Driver	Qualifying Position	Qualifying Time	Fastest Lap	Average Lap	No. Of Overtakes
1	Jonathan	Pole	43.516	41.198	44.023	0
2	Luke	3rd	45.441	42.66	44.88	3
3	Brian	2nd	44.283	41.879	45.326	6
4	Tom*	4th	45.743	42.958	45.317	7
5	Guy	8th	48.393	42.538	45.281	10
6	Emil	5th	47.018	42.487	45.558	0
7	Elliott*	10th	49.132	43.285	46.185	4
8	Conaugh*	9th	48.64	42.72	46.304	3
9	Anthony*	6th	47.957	43.262	46.485	0
10	Geoff	7th	48.251	44.812	47.785	0

Brian Semour

\* Not an HWDMAC Member.

## From the Chairman's Cockpit

I thought I would share with you the information that I am going over to the "dark side" with my first outing in Quadcopters and FPV. With a little help from Mitch Mabbutt, the chosen model is a Xugong V2 Pro.



So, how did I arrive here?

I wanted a kit that I had to build (not a toy) and I wanted a wide choice of FPV and HD video recording options, so buying an "all-in package" wasn't really on the cards, not to mention that I had a budget and wanted to have a play flying in the different modes before I invested in a camera.

Here, then, was my shopping list –

- 3x 4s Lipo's - £90
- T-Motor Air Gear 350 Combo Pack - £75 (from Electricwingman)
- DJI Naza-M Lite Multi-Rotor Flight Controller GPS Combo - £117 (Hobbyking)
- ImmersionRC XuGong V2 Pro Quadcopter Kit With Integrated Printed Distribution Board - £95 (Hobbyking)

So, to get flying, I have spent £377 (assuming you are using your own transmitter and receiver set). I have bought a camera gimbal as well, but that's for later!

I will let you know how I get on building it and programming the transmitter when it all arrives – at first I was afraid, I was petrified (first line in the Gloria Gaynor / Aretha Franklin song "I will survive"! ) but then I checked out some YouTube videos and forums, so now I am not..... well, not as much.

The other jobs I have on my dining room table are an AcroWot with an 80 four stroke and then later on an AcroWot XL with a Laser 150 four stroke.

You can probably guess from this that I plan to spend far more time at the field this year, I rather let things drop last year in terms of flying time, so the intention is there, I just need to put it into practise! (*The road to Heaven is well paved - Ed*)

So, these are my winter projects, although I can't believe it is the end of February already.

On the club side of things, we have just had our first committee meeting of the year and the inclusion of two new members has again "freshened up" the proceedings. From our first meeting, it is obvious that Brian Seymour and Gavin Compton have a lot to offer.

In a shake-up of the speakers list, Brian has arranged a presentation from RAF Hendon on their current event schedule as well as restoration projects and insight into their operations – I hope this is well supported.

John Compton is also getting some more club caps for us all to wear in the summer, the plan is that these will be free and all club members will be welcome to one.

This early in the year there is not much more to say – the Flackwell field is in a terrible state, symptomatic of the fact that it has been so wet and mild but with a bit of luck, over the forthcoming weeks, we will have some dry periods so that we can cut the grass down. Recently, it has just been too wet. In Ron's words "we'll sort it", so let's look forward to that. I guess Chinnor field are in a better position as they have a rotary mower for their first cut!

Hopefully see you at club night,

Steve

## Model Builders Group & Winter Warbird Build

The Model Builders Group met up at Graham's house on 19th January, the big topics were centred around the mass build subjects but there were also a couple of winter projects shown off. Greeting us when we arrived was Graham's latest home designed project, an impressive Bronco. Graham makes producing models from scaled up drawings printed from the internet look and sound easy - I have found it difficult, but not impossible, although very rewarding. The Bronco comes in at 72" wingspan and is powered by a pair on .60cu" 4-stroke engines and sports a cute opening cockpit as well as full-house controls with flaps and retractable undercarriage that incorporates a very clever mechanism for closing the gear doors as the wheels retract.



Also along for display and hint and tip or two was Guy's Galaxy Models Twin Scorpion, as the name suggests, it is the twin engine version of the Galaxy Models Scorpion and is, from Graham and Jonathan's experiences an excellent sport model and ideal as an introduction to flying twin engine models. Guy has used electric power in place of the .15c-.25cu" 2-stroke glow engines that the model was designed for and finished the model in the smart Martini colour scheme that is used on the Williams F1 cars. Graham and Jonathan gave the model a check over and on the following Saturday Guy gave the model a successful maiden flight.

At the time of the get-together, progress on the mass build has been varied, a few of us (including me) have been completing projects-in-progress and so had not started. At the other end of the progress scale, John is roughly mid-way through his Spitfire build and Graham is little more than a few patches of covering film away from completion. As the Yak kit is in development it doesn't come with building instructions so Graham's explanations were invaluable to us less skilled modellers and his progress inspirational. In these days of ARTF's it is not immediately obvious where to start with a model or even which glue is best for the job so the Yak is an ideal candidate for the mass build - especially with a master builder like Graham leading the way and Johnathan's experience guiding us.



A couple of tips passed on were the "hot paper-clip" trick for making neat recesses in veneered foam wings and the clever mechanism that Graham uses for closing retractable undercarriage doors behind the gear. The "hot paper-clip" trick requires the veneer be removed from area of the recess, a paper-clip is then bent to the cross-section profile of the pocket and heated up (with a lighter/heat gun) and then plunged into the foam, dragged the length of the pocket and then pulled out. Having had a go at this I found that I could only drag the hot paper-clip and inch or so at a time before it got too cold to pull out but after a few messy attempts I got a nice little system going and some very neat servo pockets.



Graham's auto-closing gear door mechanism is little more than a sprung plate connected to the gear doors via short tie-rods, with the gear down the sprung plate holds the doors open and when the gear is retracted the wheel pushes the plate back, overcoming the spring pressure, which closes the doors. Check out the photo, it is a lot easier to comprehend than my explanation! Fine adjustment is made with the tie rods - neat as you like.

If you want to join us for build-group get-together then contact myself at [b.s.toolbox@btinternet.com](mailto:b.s.toolbox@btinternet.com) or Jonathan at [carosel43@hotmail.com](mailto:carosel43@hotmail.com) and we'll keep you posted as to when and where the next one will be.

Brian

**Keep Airfields Greenfields**

In 2003 an ‘administrative oversight’ led to the deletion of planning protection from airfields being classified as brownfield sites. As a result, airfields are being closed by developers, breaking transport links and destroying significant areas of natural habitat within airfield boundaries. A petition was set up to try to have this classification reviewed. If you have not already signed it then there is still time to do so - just. See <https://petition.parliament.uk/petitions/106779> for more information or to sign.

**So, How Many Could You Answer?**

Did you see the article in the latest (February 2016) BMFA News concerning up-coming changes to the Achievement Scheme? If you have already passed your “A” test then you may think that these changes do not apply to you and if you have no intention of improving your qualification or learning another discipline then that may be so. However, if you ever aspire to take another test in the BMFA Achievement Scheme then you will now have to answer 5 legally based questions in addition to the questions currently required by the test. The reasoning behind this is to try to pre-empt unnecessary regulation by people who don’t understand the situation.

The mandatory questions are printed in the magazine and it is well worth studying them and see how many you can answer without looking up the answers. Most of the answers can be found in the Civil Aviation Authority CAP658 and if you want to download a copy you can do so here <http://publicapps.caa.co.uk/docs/33/CAP658%204%20Edition%20Amend%201%20June%202013.pdf>

**Committee Members for 2016**

Office	Name	E-mail	Telephone
Chairman	Stephen Berry	Data removed for Web publishing	
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		

**Meetings and Events in 2016**

Date	Event
22 February	Talk - RAF Museum
24 March	tba - <i>Note: Date is a Thursday</i>
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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