



*Or whatever Spring Festival you prefer.*

The next club meeting will be

*Thursday, 24<sup>th</sup> March, 2016*

Yes, that does say Thursday 24<sup>th</sup>

*in the Royal British Legion,*

*Common Road*

*Flackwell Heath*

*HP10 9MS*

*At 8.00 pm*

and will be



**A talk by Pete Buckingham,**  
Publicity Officer for ,  
**The Shackleton Preservation Trust**



About their work preserving and restoring Avro Shackleton WR963  
and the hope of returning it to flying condition.

## From the Chairman's Cockpit

So, I missed the first decent weekend (12<sup>th</sup> & 13<sup>th</sup> March) for flying, not out of choice but out of necessity. Unfortunately I have had an inner ear virus that just left me feeling dizzy and nauseous, but I am now, after a week, on the mend.

My Xugong V2 Pro quad-copter build is coming along fine, a few technical queries (thankfully Mitch has helped me out), but I am getting there. Hope to have it up the club field from 22<sup>nd</sup> March (as I have annual leave) onwards, but I think my test flight will be somewhere a little more private!!! (you never know, you might never see it!!!). *(Full credit to anyone who captures it on video or just photos. Ed.)*



So, moving on, aside from the usual Committee Meeting business, we have made some forward thinking decisions this month and I will share these with you: –

1. The speaker list this year is looking good, I will let Malcolm do the honours of introducing the March speaker with a newsletter article and later on, the May speaker (who will also be a first timer!) – just to say that Brian Seymour is doing good at finding new speakers and I think those who attended the last Club Meeting where we had a guest speaker from the Royal Air force Museum, Hendon really enjoyed it.
  2. We have decided to purchase some more club caps – useful in the summer, so when these arrive, I will bring them to club meetings to hand out.
  3. We have decided on this year's format for the Concours – a little different than what we have done in the past, so keep an eye out for news on the categories. There will be a special category for those who participated in this year's "Winter Build" group to show what's been going on there.
  4. The Committee has discussed with the farmer at Flackwell the possibility of having a couple of flight model benches in the pits area at Flackwell, so a decision has been made to come up with a design and build. Anyone who has the appetite to contribute with time and tools, please let me know. The club will buy all materials. Unfortunately, the farmer at Towersey has not permitted this.
  5. We are aware that people need to plan, so we have already reserved four dates and four backup dates for the summer gala and three additional events. The idea is that we are going to put on the following –
    - Spring Fly-In – Primary Date: 10<sup>th</sup> April, Backup Date: 17<sup>th</sup> April
    - Fun Fly, Skills & Tricks day – Primary date: 15<sup>th</sup> May, Backup date: 22<sup>nd</sup> May
    - Summer Gala – Primary Date: 17<sup>th</sup> July, Backup Date: 24<sup>th</sup> July
    - Open Day\* - Primary date: 18<sup>th</sup> September, Backup Date 25<sup>th</sup> September
- \*A selection of other clubs will be invited to join us.

It was discussed that most people were not in favour of a rigid timetable. BBQ will be provided as normal at the summer gala (subject to Ken & Lorraine's availability). Subject to budget approval, some food (burger / sausages / buns) will also be provided on the additional dates but will need to be "self-cooked".

Darren is currently coming up with some ideas in terms of competitions etc. that will make the day an exciting one.

Our Membership Secretary reports that we have 120 members, which is the highest it has been for many years by the month of March so well done to him but this is also a good sign of a healthy club. Mike also comments that a high percentage of membership queries are coming from multi-rotor users. On this note, we are trying to ensure that potential members are club flyers and have good intentions for joining i.e. it is a hobby (not just a £29 toy from Maplins) and that they are interested in getting some achievements either to their BMFA membership status or for practice for the CAA approved commercial use. The BMFA "A Test" for multi-rotors

is not what it should be and Mitch has suggested an interim Club Proficiency Test of which there will be further news shortly.

I hope you have seen Jonathan Harper’s offer to buy fuel through his workplace and supply club members; it depends on the quantity but there is an opportunity to get fuel at less than the price in the model shops if you should want some. He has access to the whole Model Technics catalogue.

Now the weather is improving, a quick note to any new or existing members who need some training or advice – I urge you to contact someone on the Committee, preferably Jonathan Harper, who will be able to start you off with some training on the field. We don’t come to you, you have to come to us – and hopefully you will find us obliging and helpful. Whatever you do, don’t hesitate; contact us early so that you are confidently in the air for the summer months.

Having just got confirmation that the Towersey field has been mown for the first time this year and that Flackwell is starting to get back in to shape, we hope to see many more at the field, doing what they like best to do! Happy flying.....

Steve

**Some More Flying Anecdotes courtesy of Ian Scottow**

Basic Flying Rules -

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

Anon

If Beethoven had been killed in a plane crash at the age of 22, it would have changed the history of music... and of aviation.

*Tom Stoppard*

That light at the end of the tunnel is another airplane’s landing light coming down head-on to the runway you are taking off from.

*Robert Livingston*

**Flackwell Field from the Air**

Have you ever wondered what the flying field looks like from the point of view of your aircraft? Well, if you look on YouTube [here](#) you will find a very nice video taken from the “Pilot’s seat” (nice background music as well). Also [here](#) is some very nice video taken by Mitch testing his Xugong quad-copter.



## Special Fuel Offer

With the flying season drawing closer (we hope anyway) it is time to start getting things organised and ready for the new season with batteries to cycle, winter maintenance to finish and spares to stock up



For those flying IC it might also be time to ditch that  $\frac{3}{4}$  used bottle of old fuel from last year and get some fresh stuff in stock. Model fuel degrades over time and while a sealed full gallon will easily last a year or 2 in cool dark storage, an old bottle with only  $\frac{1}{4}$  gallon or so left in the bottom will degrade much more quickly leading to unreliability and poor engine performance.

Following a negotiation with Model Technics and my boss here at Laser I am able to get hold of any of their fuels in bulk for club members who want it using the trade account Laser have with MT. Prices will be the same or better than from any local shop and can be delivered to the club house at the field for collection to save the

hassle of trying to get over to the shop to buy it. To give an idea of pricing the RRP for Laser 5 is £16.60 a gallon but we sell it for £15.

Many of us will have a preferred brew and if they wish to stick with it then that is fine, but for those unsure what is best for their application recommendations can be made.

In general, any modern engine for fixed wing use will run just fine on 5% nitro and no more than 15% oil. Many fuels available have an excess of oil which serves no purpose other than to make a mess and increase fuel consumption. Synthetic oils have progressed to the point that castor is not recommended for any engine and especially not for large 4 strokes as the high exhaust temperature bakes the castor into solid deposits of carbon which are very hard to remove.

Model Technics make a wide range of fuels but for most club members I would recommend either the Laser 5 or Techpower 5 fuels. They are very similar with 15% oil (ML70 oil for Laser 5 and EDL2 for Techpower) and 5% nitro as well as the MT SICAL additive which is excellent at making engines smoother running and more reliable. Either of these fuels can be used in any 2 or 4 stroke and will run cleaner than many other fuels. For those who want to use 10% nitro fuel I would recommend Techpower 10. This fuel is also available with nitro content up to 25% but this is rather specialised and not normally recommended or required for aircraft.

If anyone is flying an IC helicopter then there are numerous other suitable fuels available.

We can also get model car fuel, Diesel fuel, Glowplugs and Trimline (self adhesive trim), indeed most items in the Model Technics catalogue for those who need them.

For more information and price guide please refer to the Model Technics web site at <http://www.modeltechnics.com>.

If anyone is interested in buying fuel please let me know as soon as possible. I can accept cash or card payments but payments must be made at the time of ordering. Once orders/payments are taken it will be approx 3 days before the fuel is available for collection or can be delivered to the Flackwell field. The delay may be slightly longer for more specialised fuels if I have to check pricing with Model Technics first.

Please contact me either at carosel43@hotmail.com, 07958 051464 in the evening/weekend or 01442 249505 during work hours.

Jon

## Coming Up

The next meeting will be a talk about the restored Avro Shackleton presently housed at Coventry Airport. This is owned by the Shackleton Preservation Trust and although not yet flyable it is able to be taxied almost to the point of flight, which is done on various public open days. Indeed, it is possible to purchase tickets to ride on some of these runs.

The Shackleton was derived from the Avro Lancaster via the Lincoln and was used for maritime reconnaissance. There is a nice bit of video at <https://www.youtube.com/watch?v=-sFXVtvi8HA>.

The following meeting in April will be the ever popular Concours competition. The categories will be slightly different this year but will still cover every style of model whether it be ARTF, kit built, something that started as a plan and heap of balsa, fuel or electric power, glider and even unfinished projects. There will be something for everyone and we hope everyone will join in. More details in the next Newsletter.

In May we hope to have a visit from Warbird Replicas, the company who provided the kits for the Winter Build project. If you would like to see how some of the builders are getting on then go to <http://www.modelflying.co.uk/forums/postings.asp?th=114217&p=1> and be amazed.

Note that the meeting scheduled for 25<sup>th</sup> July at the Chinnor field has been cancelled and replaced with the Summer Gala. More details in a future Newsletter,

## 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
24 March	Talk - Shackleton Preservation Trust - <i>Note: Date is a Thursday</i>
10 (or 17) April	Spring Fly-In
25 April	Concours Competition
15 (or 22) May	Fun-Fly, Skills and Tricks
23 May	Talk - Warbird Replicas
27 June	At Flackwell Field
17 (or 24) July	Summer Gala
22 August	tba
26 September	tba
24 October	Talk - Speaker and subject to be advised
28 November	AGM and Subs payment