

Inside This Month

- BFMA Test Day at Towersey;
- The Month at the Fields.

Also any other news as it comes.

The next club meeting will be:

The ever popular

Concours Competition

and will be on

Thursday 26th April, 2018

in the Royal British Legion,

Common Road

Flackwell Heath

HP10 9MS

At 8.00 pm

Following feedback from last year's event there will be a small change to the categories this year.

There will only be two in the main competition; ARTF and Scratch Built.

ARTF covers models purchased with major sub-assemblies (e.g. wings, body, fuselage, tail) assembled and covered. This includes ARTF's that have been highly modified, either in the assembly process or by later additions.

Scratch Built are models built from plans, kits, or that are original designs. They would all have started with a quantity of Balsa or other raw material.

There will also be a non-competitive Project category plus overall Best in Show.

Further details can be found inside.

Congratulations to all those who attended the BMFA Test Day at Towersey and passed their relevant test. A full report is on the next page. The Club will be organising other days so if you want to be involved then keep an eye on the Newsletter for further information. If you want more training or help then have a word with Jonathan (See back page) who will be happy to help.

Testing Triumph at Towersey

On Sat 21st April, a number of club members successfully took BMFA tests at our Towersey field.

The idea started at the end of last year when a club member said he would like to take his B test and asked me how to arrange it. I also wanted to try for a B so I agreed to try and arrange a test for the following spring. In a chance conversation with our club examiner Ian Thompson I mentioned this and he suggested arranging a day at Towersey, to which he would invite the BMFA area chief examiner, Mick Eames, whom he knew well (B tests require two examiners). Ian also pointed out that there were probably other members who would be interested and within only a few days, he and Brian had recruited several more candidates so we had a list of 12 at the end of March, some wanting to do more than one test.

With this many candidates and allowing for practice flights this would be a very full day of flying. The test date was agreed and all that was needed now was some fine weather to practice, but of course we all know how dismal the weather has been with very few flying opportunities. Inevitably this led to some candidates withdrawing but we still had more than enough for a day's flying. As the day approached, at last the weather came good and there was some last minute frantic practice at Flackwell and Towersey.

The test day arrived and conditions were perfect. Brian had already gained agreement from the farmer to start flying earlier than usual and so the first practice flights started around 11am. Most candidates arrived by midday and Mick Eames had brought two of his fellow examiners with him to help with the workload.



The Testing Team: l - r, Mick Eames, BMFA Area chief examiner; Phil Day, Visiting examiner; Ian Thompson, HWDMAC examiner; and Martin Harris, Visiting examiner.



Heli test in progress

We started with a briefing by Mick on what to expect, and clarification of some of the detailed procedures to be followed during the test. We were impressed by the friendly approach from all of the examiners and their helpful guidance, often watching and providing useful feedback during practice flights. When the tests started, flying conditions were dead calm so we had a choice of either E/W or N/S circuits. It was interesting to see who chose which, but the most popular was E/W. However, by early afternoon a light southerly breeze arrived which favoured the N/S circuit, so some people ended up taking the test using a different circuit direction from their practice flights. A full afternoon of tests interspersed with practice flights gained momentum but then, unexpectedly, it started to rain. For a few minutes we wondered if we would have to finish for the day but just as everyone was packing up it

suddenly brightened up again. Flying resumed and we finished around 5pm, with nine successful passes as follows:

- Dave Bunker: Heli A
- Basel Hammond: FW B
- Mitch Mabbutt: BPC Multi-rotor (Note this is the first multi-rotor BMFA test in the club)
- Guy Pickett-Jones: FW A
- Mark Seymour: Heli A, FW B
- Harry Statham: FW A
- Mike Winston: FW B
- Ray Wood: FW A

Two of the FW A tests were achieved by members who had recently passed the club proficiency test (CPT). This is reassuring because it confirms that the CPT is comparable with the BMFA test.



Preparation

My thanks go to Ian Thomson for arranging the visiting examiners and co-ordinating the tests, the visiting examiners themselves, and to Brian Seymour who greatly assisted with making the day such a success.

Mike Winston



Dave Bunker - Heli A



Basel Hammond - FW B



Mitch Mabbutt - BPC Multi-rotor



Guy Pickett-Jones: FW A



Mark Seymour: FW B



Mark Seymour: Heli A



Harry Statham: FW A



Mike Winston: FW B



Ray Wood: FW A

Organiser Comments

Thanks to one and all for their support assistance, and/or patience on the Test Day.

Congratulations to those passed their tests, folk tend to play down the achievement but, as we all saw, the certificates aren't handed out lightly so very well done indeed. Please pass on your experiences and assist and advise other folk who are looking to take the tests that you have taken.

Commiserations to those who weren't able to pass their tests, I know for a stone cold fact that everyone who took a test has flown the manoeuvres to the required standard (and beyond) in practice tests. Feel free to contact Ian Thompson (ian@nb-tamora.co.uk) and arrange for another test. Now that you know what to expect the nerves should abate and you'll be better able to demonstrate your talents.

I don't know if any of us really took note that one of the examiners, Mick Eames, is the area chief examiner - if you're good enough by his standards then you are good enough by anyone's!

Special thanks go to:

- Mike for organising the event;
- Ian for arranging for the additional BMFA examiners to come down and put us through the tests;
- The examiners: Ian Thompson, Mick Eames, Phil Day, and Martin Harris;
- Guy, Colin, Ray, and all those who helped out with setting up, packing away, and general organisation; and especially
- The Towersey regulars for their patience and flexibility in delaying their flying and fitting it in around the tests and the farmer for allowing early flying for practice.

Brian

And thanks to Mike for the write-up and photographs. Never an easy thing to achieve when you are also trying to take part in an event (Ed.)

HWDMAC Concours 2018 and Scale Day

As highlighted in last month's Club Newsletter, for this year's HWDMAC Concours Evening there will be a change to the categories. Hopefully making it simpler and more competitive.

So, for this year there will be just two main categories vying for awards with both categories covering all class of models, Fixed Wing, Helicopter, Glider, Multicopter etc. Although there will be no specific awards this year we would still love for members to bring down their current projects to show-off what has been built over the, quite frankly, too long winter months. We also hope to have many of the winter build planes on display in varying stages of completion with at least two having been successfully flying for the last few weeks – so yes, OK I will be entering mine in to the Concours itself!

Category	Entry Criteria
ARTF	Models purchased with major sub-assemblies (e.g. wings, body, fuselage, tail) assembled and covered. This includes ARTF's that have been highly modified, either in the assembly process or by later additions. Foam models are ARTF.
Scratch Built, inc. Own Design	Models built from plans, kits, or that are original scratch builds. Did you start with a box of Balsa?

To be eligible for awards models entered in to any category must be owned and maintained by the member entering them. If you do have any questions please e-mail me at mrp_guy@yahoo.co.uk

As well as the awards for the top three in each class there will be the overall 'Best in Show' Concours Cup which all planes entered into either category will be eligible for.

Those keen eyed of you will have noticed the absence of the Scale Trophy. With the reduction in categories it has been decided that the Scale Trophy will be moved to the Scale Flying event to be held in May (another date for your diary, Sunday the 20th May). So, in addition to the Scale Flying Competition and Scale Flying Trophy which will be contested at this event, the Scale Trophy which has been 'retired' from the Concours evening this year will be presented to the best Static Model chosen from those models taking part on the day as well.

The Scale competition will run as per last year's event whereby each competitor would have a 3-minute slot to demonstrate 'scale flying' befitting their model. Again scale could cover a large range of models from Redbull Race style models through to Fighter Jets – of which

examples of both flew in the 2017 event. Full detail of the event will be in next month's Newsletter.

The Concours is on Thursday 26th April with the usual start time of 8.00pm but if you are bringing models down you might wish to arrive a bit before to get set up.

Guy.



The Month at the Fields

A while ago it was suggested that we publish details of what has been happening at Flackwell and Towersey. We are therefore grateful to the people who have sent items for this nascent feature. If you visit one of our fields and see something interesting then please send the Editor a note or photo or link to a video clip.



Firstly we know that the weather has improved recently but the access paths to both fields are still a bit soft so please do not drive down them unless they are definitely hard enough to support your car. At Towersey there is a notice that tells you if the path is



usable; if you cannot see the notice then do not drive on the field but park on the edge of the track. At Flackwell some nurk has driven down to the pit area and left large gouges in the grass where they did a 3-point turn. If you get stuck do not expect the farmers to pull you out, at least not without a sizable donation to their welfare funds.

The weather has been very variable over the last month with wind, rain and glorious sun. Saturday 14th April probably saw one of the best days for flying of the year so far, especially as it was on the weekend as well! Many members made the most of it at the Towersey field, plus we only had to push two cars out of the mud! Yes, with the continual rain of the previous weeks, months, the entrance to the field is still very water logged and the two brave members who gave it a go did need rescuing! What this did mean was the track up to the field which became the temporary carpark was starting to resemble rush hour on the M25!

But back to the flying though, and throughout the day we had near to 20 members come and enjoy the great flying weather with folk flying from noon, on a freshly cut strip thanks to Neil, right up till dusk. Safe to say one of the busiest days the Towersey Strip has seen in a while.

Jon took an ageing Piper Tomahawk to Flackwell for engine testing and had no intention of flying (oh yeah!) He says "The model was built and flown in 2005 but was damaged in 2007/2008 when it flipped over on landing. The canopy was smashed and the cowling took a hit as well. By this time, the company that produced the kit had closed so I was unable to get the spares I needed and the model was put up in the rafters of the garage with its engine and other parts removed. Fast



forward to about 2014 and by chance I found a guy who could send me a canopy and he did. Its slightly damaged but he sent it for free so I am not complaining. As the winter weather was awful I decided it was time to bring the old thing back to life and it had its first flight in at least 10 years last weekend.”

Daren has provided some links to little videos of his tests of an Enya 240 and other stuff [here](#) and [here](#) and [here](#) and [here](#) and [here](#) and finally [here](#). (Well, they worked when I tested them!) Also a couple of Flackwell regulars practicing for the “Dad Dancing” contest, or perhaps just stomping on the thing when it won’t start.



Committee Members for 2018

Office	Name	E-mail	Telephone
Chairman	Stephen Berry		
Deputy Chairman	Daren Brand		
Treasurer	Malcolm Connell		
Secretary	Guy Pickett		
Membership Secretary	Mike Winston		
Competition Rep			
Training Rep	Jonathan Harper		
Flackwell Rep	Ron Spencer		
Chinnor Rep	Brian Seymour		
BFMA & Safety Rep	Mitch Mabbutt		
Newsletter Editor	Malcolm Connell		
Web Site and Communications	Ian Scottow		

Data removed for Web publishing

The post of Competition or Event Rep was not filled at the AGM. Why don't you volunteer?

Please note that events at the Royal British Legion previously listed for a Monday have been moved to generally the following Thursdays. This is due to the RBL no longer being available on Monday evenings.

Meetings and Events in 2018

Date	Day	Event	Location
25 March	Sunday	Spring Fly-In (<i>Reserve date 8 April if necessary</i>)	Flackwell
26 April	Thursday	Concours Competition and Display	RBL
20 May	Sunday	Scale & Aerobatic Contest (<i>Reserve date 3 June + Gala</i>)	Flackwell
3 June	Sunday	Summer Gala Day (<i>Reserve date 17 June</i>)	Flackwell
25 June	Monday	Club Evening at Flackwell Field	Flackwell
22 July	Sunday	Chuckie Challenge (<i>Reserve date 29 July</i>)	Towersey
19 August	Sunday	Summer Fly-In	Flackwell
27 September	Thursday	Multi-Media Masters Photo Competition	RBL
25 October	Thursday	Talk - Speaker and subject to be advised	RBL
29 November	Thursday	AGM and Subs payment	RBL
2 December	Sunday	Hamper Competition (<i>Reserve date 9 December</i>)	Flackwell

The Editor, Malcolm Connell, 38, White Close, High Wycombe, Bucks. HP13 5NG. Phone: 01494 531314
 Deadline for May Newsletter - 11/5/2018 Email: malcolm.connell@ntlworld.com