

Inside This Month

- Safety Considerations;
- Winter Build notes;
- Site search update.

Also any other news as it comes.

If you are the last leave the Towersey field then please padlock the main gate on your way out - Thank you.

If you are almost the last to leave then make sure those still there know what to do.

If you do not know the procedure then speak to Brian.

The next club meeting will be

At the end of April, probably 30th

and will be the

2019 Concours Show

The venue will most likely be at

The Wycombe Judo Centre

Barry Close, (off Cressex Road,)

High Wycombe, HP12 4UE

In view of our presently reduced membership we are proposing that this will be more of a social evening and show. It will not be a competition as such, but like many flower shows, there will be awards and a "Best in Show". (Well, we need to have something to put on next year's membership card.)

Entry for an award will not be mandatory, you can just bring a model to chat about with others.

Models can be in any state, finished, un-finished (even just the kit in a box if you like), flown or un-flown.

Models need not have been built by you, but if you are entering for an award then you will need to state how much work you actually did.

Categories for awards will be:-

- Non-scale: any model which has not been designed to represent a full size plane.
- Scale: must have the characteristics of the full size model that it represents.
- Best in show: will be voted on from entrants in both the above categories.
- If there are not enough entries in a category then they may be rolled into a single group.

Any ex-colleagues taking advantage of suspended membership this year would also be welcome to join us.

2019 Winter Build

This event is now over for this year, well the organised evenings. The 3 meetings were well attended by both builders taking advantage of the large open space and others just there for



the social experience, not to mention a cup of tea and a biscuit. Several people were once again working on Hornets carried forward from last year (will mine ever be finished? Oh look a pig just took to the sky!!!) while others worked on alternative projects.



Models ranged in scale from this lovely micro indoor model upwards. Shame it wasn't finished in time or we



could have tried it out, the hall is just about big enough.



We look forward to seeing some of the models at the Concours event or at the field.

What shall we do next year? Perhaps a simpler mass build followed by a Spring mass fly-in?

CPT Pass

Congratulations to Rich Barter on passing a Multi-rotor Club Proficiency Test earlier in February. The conditions weren't all that good with a moderate but blustery SW wind and temperatures ~0°C.

As with the fixed wing CPT, the Multi-rotor test was done flying the manoeuvres as per the BMFA A/BPC test. The details of the test, and other tests, can be downloaded from the BMFA web site. The test also requires correct answers to a number of BMFA mandatory and Club related questions from the BMFA Test Guide and the HWDMAC Club Handbook.

Site Search Update

Unfortunately, there is no good news on the site search, the leads for the best two sites that we were looking at have not led anywhere. We haven't heard anything positive from the Council and, following what seemed to be a promising meeting, we still haven't heard back about a small site.

There is still hope as a few new leads for potential sites have been opened up by several club members which are being followed up. These are still in the early stages so may go the same way as the others but fingers crossed.

Unfortunately the likelihood is that we won't have a new site this year, but the situation is forever changing so we will revisit some of the more positive leads later on in the year.

Safe Flying is No Accident

Yes, it's a common axiom well promoted by the BMFA, but nonetheless very true and worth remembering. Following a couple of potentially dangerous incidents at the field it's worth having a little think about how we can prevent them reoccurring. Given that **we are responsible for the safe operation of our models** it is in our best interest to consider what we can do to prevent endangering others.

The first problem was a model going off in the pits. Luckily no one was injured but a couple of models (belonging to the person responsible – poetic justice) were damaged. The safest answer is to have a zone away from the pits to make electric models live and to start engines, but there are other suitably safe options: **use a throttle lock** on the handset and **keep the model restrained** until it is carried out to the strip. If programming a throttle lock on the handset isn't all that straight forward then a nice little alternative is a rubber band hooked around the aerial, run down the back of the handset, and then pulled up over the throttle lever to hold it down. Proper model restraints are relatively cheap but if you cannot get one then a couple of large screw drivers driven into the ground will be sufficient for small models. However, make sure that whatever is used it is up to the job as the soft winter ground doesn't hold restraints all that well – trust me, one popped out of the ground before my very eyes!

The other issue is models coming down in the pits. Although terrifying when it happened fortunately no one was injured, but the model in question was reduced to landfill. It's too simple to just say **do not over-fly the pits** as none of us over-fly the pits intentionally - do we? However, we must **consider emergencies and eventualities in advance of flying**. Once the model is in the air there usually isn't time to think so **think beforehand and you will react better to emergencies** – check out the S.W.E.E.T.S. acronym in the [BMFA handbook](#) (P.42/43 chapter 18.2). Be critical of the model in the preflight checks, we want to get the models airborne sooner rather than later but if a model seems a little sick on the ground then it will likely be very sick once it is in the air. In addition, think about how you are going fly and do not fly directly towards the pits or the pilot's box.

- Live models loose in the pits:
 - o Ensure models are restrained and pointing outwards from the pits before starting the engine (IC power) or connecting the battery (electric);
 - o Use a throttle lock (programmed or mechanical);
 - o Better still, find a safe place away from the pits to restrain models whilst making electric models live and starting engines.
- Models crashing into the pits:
 - o under no circumstances fly over the pits;
 - o Turn away from the pits on takeoff;
 - o Ensure your whole flight avoids any flying towards the pits;
 - o Before flying, consider emergencies and safe reactions to them.

This isn't the first time that models have been accidentally fired up in the pits or crashed into the pits so let's make sure that it doesn't happen again.

Brian

Constitution Changes

At the AGM last November a number of changes to the Club Constitution were agreed with a view to reducing the management overhead of the Club. The changes are set out in the document that is being distributed with this Newsletter and you are encouraged to keep the page with your existing Club Handbook.

The Club Handbook is being updated and a will be available on the web site as soon as possible.

A Flying Start to the Year



January couldn't have kicked off much better for flying with reasonable conditions on New Year's Day and even better on the first weekend. Needless to say this drew a nice gathering of the Towersey faithful and a few former Flackwell Heath regulars down to the strip.



Pretty much the only tricky thing about flying at Towersey is the size of the

strip but, at the moment, the grass on the entire field is short enough to land on for most .40 size models. If you feel the need to brush up on your landing technique then, as luck would have it, a recent issue of RCM&E has got an

Another New FPV Speed Record

This is my mate Rupert White warming up his latest creation a Vasa carbon composite electric jet from Germany. He has broken his own world record several times over the last four years and with this new airframe, has just broken it again. The current record is now 265MPH (although it may be higher by the time you read this).

See <https://www.youtube.com/watch?v=D4rCAS3Ant0>

His complaint on this run was that the battery voltage wasn't holding up (you can hear the pitch of the prop dropping as the aircraft approaches – it should be rising).

You can just about hear one of his pit crew calling out the current readings (300 amps plus). The 6S Graphene battery packs really don't like this and were already showing signs of dying. The Power input was 6KW on this flight.

Mitch

Committee Members for 2019

Office	Name
Chairman	Brian Seymour
Treasurer	Malcolm Connell
Secretary	Chris Pearson
Membership Secretary	Mike Winston
Newsletter Editor	Malcolm Connell
Web Site and Communications	Mitch Mabbutt
Chinnor Rep	Neil Rice

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My thanks to those members who have contributed to this and other Newsletters recently.
Have you got something that you could contribute?

Meetings and Events in 2019

Date	Day	Event	Location
10 March	Sunday	Winter Build 3 - 5.00pm to 9.00pm	Studley Grn Com Cent
30 April 2019	Tuesday	Possibly Concours event	Wycombe Judo Centre
7 July	Sunday	Chuckie Challenge	Towersey
8 September	Sunday	General flying competition day; scale, fun fly, etc.	Towersey
27 November	Wednesday	AGM and Subs payment	TBA

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