

### Inside This Month

- BMFA Assessment Day;
  - Flying Times at Towersey;
- Also any other news as it comes.

The crop is growing in the field at Towersey so please follow the existing tracks across the field.

Cars must now be parked against the South hedge between the mower shed and the tree to the West. Unload in the pits and follow the single track from the pits to the parking area.

The next club meeting will be

***On 30<sup>th</sup> April at 8.00pm***

***and will be the***

***2019 Concours Show***

***The venue will be***

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. You can change your mind on the night if you wish.

Models can be in any state, finished, un-finished (even just the kit in a box if you like [*hey, I can enter that!*]), 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.

## BMFA Assessment Day 2019

It's always a risk to schedule weather dependent events on bank holiday weekends but the BMFA Assessment Day was blessed with glorious sunshine and a moderate NE wind. The wind direction wasn't ideal as it meant we were flying with a 45° crosswind which complicates some of the test manoeuvres. Nevertheless the breeze wasn't overly gusty or strong so, although challenging, test passes were achievable. With the run of un-flyable weather we had in March folk didn't get as much time to practice test manoeuvres as would have been ideal, so the aim of the day was to give people some test experience and quality feedback about their flying.

There was no schedule decided in advance, but the day panned out with demonstrations of the A and B tests with Ian Thompson, club BMFA Examiner, putting me through the test schedules (*which thankfully he passed - Ed*). The aim was to show candidates what to do and what to expect. This was followed by fixed wing A tests, a break for practice, helicopter A test advice, and then a 2<sup>nd</sup> round of A tests.

Quite a few people arrived early to get some practice flights and to revise the mandatory questions and BMFA handbook. The event kicked off with the fixed wing B test demonstration. Most of the manoeuvres are easy enough but I have put some detailed comments lower down.

The A test demonstration had a greater audience as there were a few candidates in with a good chance of passing the test. The crosswind made the figure '8' a bit more challenging than usual but most candidates have flown the manoeuvre to an acceptable standard in harsher conditions. The simulated dead-stick landing is pretty much an art form, but the basic advice of not allowing the model to drift too far downwind is always good.

With the demonstration test fresh in people's minds we went straight into proper A Tests. There were no passes in this first round of tests but Graham Hudson and Gareth Stokes showed great promise with Gareth coming a cropper on just the simulated dead-stick. We then took a break from tests for folk to have a few flights to get to work on the feedback they got from their assessments.

With the break in the fixed-wing tests, Neil set up the hovering pad for demonstrating the helicopter A test. There were no candidates for the helicopter tests, but Neil was on hand to help and advise anyone wanting training on helicopters.

The 2<sup>nd</sup> round of A tests started in glorious style with **Graham Hudson passing his A test**. Gareth suffered damage to his Wot4 whilst practising so switched to his spare model, an Eflite Timbre, for his 2<sup>nd</sup> attempt. Unfortunately, he hadn't quite got to grips with the Timbre (it is quite different to fly than the Wot4) so he couldn't be passed. On the plus side, the next test saw

**James Statham pass his A test**. James hadn't arrived in time for the test demonstrations but he has been flying long enough that a few practise flights were all that was needed.



A good attendance



Graham Hudson 'A' Pass



James Statham 'A' Pass

Many thanks to Ian Thompson for coming down and putting folk through their tests and imparting his knowledge. Thanks also to Neil Rice and Peter Rodwell for keeping the site maintained to an excellent standard and Neil again for organising the helicopter testing/training. Thanks as well to all those in attendance, just about everyone helped out with setting up and packing away. I thoroughly enjoyed the day so roll on next year's event!

The tricky/horrible manoeuvres for B test candidates are the bunt, low reverse circuit, consecutive rolls and spin.

- Bunt, a downwind outside loop starting at the top.
  - This feels perfectly unnatural for most of us as it starts with pushing down elevator and driving the model toward the ground and hope that there is enough control authority and height to push the model back up. Add to that, the manoeuvre is flown in negative G which simply feels wrong.
- Low reverse circuit.
  - This isn't all that difficult but it takes a bit of bottle as the model will be low and far away so it takes a fair bit of concentration to maintain the height and there isn't much margin for error.
- 2 consecutive rolls.
  - These simply take practise, they don't have to be slow rolls but must be slow enough that down elevator is required in the inverted parts of the rolls to maintain height.
- 3 turn spin initiated with elevator and rudder.
  - The difficulty is largely dependent on the model, aileron can be used to keep the model spinning but must be initiated by tip stalling the model with rudder and elevator. Make sure you have enough height to stop the spin and pull out!

The other B test manoeuvres are reasonably common and experienced flyers won't find them too taxing or difficult to comprehend.

The full schedule for the tests can be found in the BMFA Achievement Scheme Handbook downloadable from <https://achievements.bmfa.org/guidance-booklets/fixed-wing-power-certificates>. Similar handbooks are also available for other disciplines (helicopter, multi-rotor, glider, etc).

Brian

## Spitfire

New member, Richard Mead, has recently been campaigning a very nice Spitfire in desert colour scheme at Towersey. It is a mix of an old Sterling Models kit and Brian Taylor plan, spanning 65" and weighing in at 11½ lbs. Power is provided by a YS FZ110S but this is due to be replaced by a Laser 150 for better control. Scale split flaps deploy nice and slow.



*(Lorraine Milligan images)*

(If you would like to see your model in the Newsletter then please send me a few photos and some notes and I will publish them. Ed.)

## This is Insane

I have little interest in taking up sky-diving; I see no point in jumping voluntarily from a perfectly good aircraft even if I will (hopefully) float to earth under a parachute. However, jumping out at 25,000ft without a parachute ... clearly Luke Aikins needs attention. Watch it here <https://streamable.com/h6bd>.

## Revised Flying Times at Towersey

There have been some small revisions to the flying times allowed at Towersey.

Day	Aircraft Type(s)	Times
Monday	Power Flying	10:00 to 21:00
Tuesday	NO FLYING	-----
Wednesday	Power Flying	10:00 to 21:00
Thursday	Power Flying	10:00 to 21:00
Friday	NO FLYING	-----
Saturday	Power Flying	10:00 to 21:00
Sunday / Bank Holiday	Power Flying	10:00 to 18:00
	Silent Flight	18:00 to 21:00

(Note :- Flying ceases at dusk if earlier than shown, no night flying.)

If gate is locked please contact the Field Rep. for access.

***Please remember that this is a working farm and people, animals and farm vehicles may be hidden behind the hedges. Therefore do not fly fast and low over the hedges as you may startle someone and cause an accident or even hit someone. Remember also to keep away from the no-fly zones and only enter the restricted zone if you have to land on the diagonal strip.***

## Riding a Dragon

Although I have said that I do not fancy sky-diving I must admit that a wing suit has attractions and I may well have given it a try had they been available 30 years ago, although I never did seem to have time for a mid-life crisis. This is nice and arty - <https://youtu.be/DUV2kbQJYGI>.

## 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
30 April 2019	Tuesday	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