



Newmarket Model Flying Club

BMFA No. 0161

Patron to the club Alan Chapman

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Editorial

Welcome to the July 2014 edition of the club's newsletter. What a difference a year makes! So far, 2014 has been a fantastic year for flying weather wise and I know that many of you have been regularly attending the flying sites as well as the club events.

I'd like to extend my congratulations to Craig Sharp for his successful endeavours in passing his B certificate and placing third in the NPOD competition. I've also very much enjoyed Craig's jet flight demonstrations, though I am a little paranoid about being bad luck! Why is it that I'm the one holding the fire extinguisher whenever there's a flame out at start up?

In this issue we have an article from Colin Dews describing an enjoyable Easter flying with some of his family in Wiltshire. We also have a very thought provoking article from Pete Loxham about the future of our hobby in relation to current concerns from government and authorities about model flying.

Peter Jenkins has provided an article about the New Pilot Open Day held by the GBRCAA at our Snailwell site earlier this year and our Chairman, Mike Cox, has provided an article about this year's Fenn Brothers Glider competition.

With a dash of luck the good weather will continue for the remainder of the flying season and hope that you all enjoy as much safe flying as possible. I look forward to seeing many of you down the patch between now and the next edition.



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Easter Flying in Wiltshire

My son Timothy and his family live in a small village near Warminster called 'Hill Deverill'. It would seem that the village is surrounded by many hill sites ideal for flying model gliders, including the well known site, 'White Sheet' (only a 15 minute drive away). A small lake suitable for flying small model float planes is also not much further away. To make the visit to the area even more attractive to me, apart from the pleasure of visiting my family at Easter, was the fact that my son also operates his full size aircraft business from a private airstrip close to his home.



I arrived at Hill Deverill with my trailer and 4 models after a long drive on Good Friday and almost immediately after I had unpacked and had a meal, Tim, his sons and I went to a field next to his house and flew a variety of models until dusk.

For the first few days after Easter the weather was kind and we flew every day and visited many sites including a lake to fly our seaplanes but mostly we flew from Tim's airstrip. Tim's son Tom, a professional 'Drone' pilot flew a number of models fitted with 'First pilot view equipment and was able to obtain some interesting close up shots of other models in flight including my Graupner electric glider with the tail chute deployed.



During my stay, Tim was invited to fly an ultra light aircraft (which looks very similar to a miniature replica of a Spitfire c/w retractable undercarriage) and a number of flying film shots were taken. He was so impressed with it's performance that he has

ordered a kit and he and his sons intend to build it during this coming winter to be ready for flying next Spring.

I returned home at the end of the week, thoroughly tired but having enjoyed every moment of the holiday.



Is the Future Dangerous?

Well yes things that fall into the category of the “unknown” are always potentially dangerous, but bear with me and I will explain why the future may be dangerous for our hobby.

This week I had my birthday, and as is my custom with birthdays and Christmas I now purchase my own present. That way I am never disappointed at the outcome. Some have said this takes away the spontaneity, but if you can see the ‘well past the used by day’ of aftershave I still have in the bathroom, you will see why I go my own route. So this year I had my eye set on a quadcopter ideally with a camera. I have been doing research for 6 months on which one would be most suitable for my needs, as the market was becoming flooded with options both good and less good.

Anyway I settled on the DJI FC-40. A beautiful piece of technological kit that should suit me and my requirements down to the ground. Easy to fly, within the price budget and comes with its own camera, and if all else fails, switch off the transmitter and the little beauty comes back to you. Brilliant.

Anyway at the start of my research I looked at one of my favorite sights “Ted Talks”. Now Ted stands for Technology, Education and Design, and they are a series of talks by people who are knowledgeable in almost any given subject. Some of it is funny, some very serious, so I looked at the bits I could find under the banner of Technology for Quadcopters. I was hooked!

Raffaello D’Andres : The astounding athletic power of quadcopters. Is perhaps one of the most interesting and thought provoking, but there are many others. *Markus Fischer. A robot that flies like a bird.* -currently not available at Hobbyking!

Vijay Kumar. Robots that fly and co-operate. All these and many more just sprang out of the screen and grabbed me, and for an old fart like me to be grabbed by technology is a very rare thing. So it got me thinking into the ‘what ifs’ situation. Now there is a company in the U.S. “sponsored” by the U.S. government who have a site with two buildings. One small one and one bigger one, however they all house ‘geeks’. The smaller building houses geeks who sit there all day and think up “what if” scenarios. The second building takes those



thoughts and extrapolates them into solid objects, and then they look at how to combat that what if situation. One of the things they have started to develop is a glider, that is attached to a satellite and when initiated it can glide at mac 20 and can be any where in the world within 1 meter of its target within 15 mins! Now this thing is not designed to get my next birthday card to me on time!

But back to my research on my birthday present. The inevitable happened when my wife found out what I was planning for my birthday. Why do you need one? Normally my stock answer is because I do. But this time I was able to tell her of their world wide uses, like carrying heat seeking cameras over the African Jungle to spot poachers, so that time money and resources can be targeted at the baddies. Be able to carry injections to remote places that have been cut of by a land slide and it's a very quick and inexpensive (compared to a helicopter) means of getting small amounts of medicines to people early. Amazon recently put out a publicity film showing a quadcopter delivering small items to your back garden. Currently being tried in the U.S. but more of that later. Easyjet now have a trial where they are using quadcopters to inspect the exterior of every aircraft, which is part of the maintenance routine. Their use will save 80% of the current cost, and there are many more applications without me thinking "What if?"

Now in a number of publications recently we have been asked to "Be on the look out" which has been issued via these publications from the Special Branch Counter Terrorism Unit. Now for this very secretive body to go public with this warning, they must have major concerns regarding this 'flying threat'. FPV is being substantially held in check in the U.K. with the help of the BMFA and the CAA, but in the U.S. the FAA are unable to keep up with the growth of this platform of flying, not least of which is the vastness of the country, and many areas where remoteness is guarded with a passion. RCM&E are to introduce a publication later this year aimed at the new multi-copter world, which just shows how far this aspect of the hobby has come in the U.K.

I watched the Trouping of the Colour recently, can you imagine a multicopter, with ½ lb of high explosive being flown into the arena and detonated. Just watch the youtube of the quadcopter flying along the front at Blackpool and then

traveling up the Tower to 'wave' at people coming out onto the platform. All this done from the passenger seat of a BMW some 2 km away, and all costing small change to a terrorist cell.

Now don't go rushing for your phones, I am not intending on using my little beauty for anything other than a series of location 'what ifs' video shoots, but it has got me thinking and I hope in return got you thinking about being aware of our great hobby and how it can be used. A final 'what if.'

If the unthinkable happened and an explosion took place and many lives were lost using 'a flying object', just think of the potential restrictions that could be imposed on our hobby to help 'safe guard our way of life!' Flying close to a major road being one of the first things to be restricted?

Look at the current confusion in the USA and reiterated in the BMFA's recent magazine, incorrectly as it turned out. The FAA in the U.S. are making a concerted attempt to ban ALL FPV flying in the U.S. A complete knee jerk reaction in order to combat terrorism, the last thing you need to do is get a large portion of the law abiding population and then p... them off by banning a multi million dollar industry, but that is the direction that they are attempting to go currently.

Lets hope that common sense prevails which allows us all to enjoy our hobby, on both sides of the pond, no matter what format you fly.

article by
Peter Jenkins



New Pilot Open Day Sunday 13th April

dawned bright, dry and with a wind straight down the runway at Snailwell, a superb F3A venue provided the wind's not coming over the trees! The wind was a bit stronger than forecast and that caused concern to a few of the participants. Note that New Pilot here refers to new to aerobatics and not new to flying!

A total of 11 pilots arrived to be mentored by Garry Peacock, Chris Bond, Kevin Caton and Andy Prime from the Great Britain Radio Control Aerobatic Association. Mel Garlick and George Drever provided the judging for the final competitive round. The original idea of running 3 practice rounds followed by the competition round had to be cut back as Godolphin Stables had let the site for some last minute race horse training.

After the Pilots' Brief, Andy Prime flew two exemplars of the GBR/CAA Clubman Schedule with Garry Peacock giving the watching pilots a commentary. After that it was straight on



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with the rest of the flying. All pilots quickly became used to the need to be ready to fly as soon as the pilot before was landing.

Nat Brown is only 15 and yet, guided by Kevin Caton was able to hold his nerve and put in a winning performance with his Angel 50, do they have nerves at 15?. Gordon Smith has been flying his Enigma for only four months and put in a solid performance for 2nd place. It really is lovely to hear that silenced YS growling around the sky, but a blown plug on start-up for the competition round reminded me of one of the advantages of electric flight. Craig Sharp, who had recently gained his B (well done Craig), did a great job of flying his Wot 4 XL into 3rd place.



For the first time, we had a lady enter an NPOD in East Anglia and Linda Easter narrowly missed out on a podium place, well done Linda. However, Linda appears to be bitten

by the bug and has now got her B and has entered her first competition which will be held on 27th July at the Warboys site. Steve Rolph suffered from a slightly recalcitrant engine but managed to put together a very respectable set of flights, nevertheless, using a Black Horse Super Air to bag 5th place. Geoff Reynolds, initially reluctant to fly in the conditions (10 mph gusting to 20) as he had never flown in winds of this strength, went ahead after some persuasion and by the end of the day was just bubbling with the achievement of overcoming his fear and placed 6th, well done! Indeed, it would be true to say that most of the pilots there were "out of their comfort zones" to begin with but with careful advice and encouragement from their mentors saw their flying improve with every round.

Roy Hill campaigned his Fashion 50 well but struggled with the wind conditions. Nicholas Aiken, was unlucky in the competition round to suffer an engine cut and so his score reflects only half the schedule completed. I'm sure he would have been much higher up if that had not happened.

The 2nd round generated the only mishaps of the day. Sadly both Roi Greenway and Peter Loxham had to withdraw from the final flight. Brian Ball was using the NPOD to get his eye in and did not fly in the competition.

So, to the results, the aircraft being used and the mentor:

Nat Brown - 183.5 - Sebart Angel 50/4Max PPPO-5065-380 – Kevin Caton
Gordon Smith - 174.0 - Enigma/YS 160 glow - Garry Peacock
Craig Sharp - 155.5 - Wot 4 XL / CRRC 26 cc petrol – Garry Peacock
Linda Easter - 145.5 - Sebart Wind S 50 / Hacker A50-16S – Garry Peacock
Steve Rolph - 112.0 - Black Horse Super Air / Thunder Tiger Pro 46 – Kevin Caton
Geoff Reynolds - 107.5 - Ripmax Acrowot FoamE – Andy Prime
Roy Hill - 90.5 - Fashion 50 / OS 46 AX Max – Chris Bond
Nicholas Aiken - 43.5 - Ripmax Acrowot / OS 62 V – Kevin Caton
Roi Greenway - DNF - Chris Foss Acrowot Mk 2 / SC 52 – Andy Prime
Peter Loxham - DNF - Sbach electric – Chris Bond
Brian Ball - DNF - Sebart Wind S 50 – Andy Prime

The prize winners and prizes, courtesy of MacGregor Industries and the BMFA, were:

Nat Brown - Precision Aerobatics Bandit

Gordon Smith – Precision Aerobatics Katana MD

Craig Sharp – Secraft aluminium transmitter tray

None of this would have been possible without the Club agreeing to give up the field for a day and for the help received from: Mike Cox, Colin Ashman, Steve Rolph, Graham Marshall, Ian Hatton, Kevin Sale and Jerry Carter and his BBQ team.

Finally, I've never seen a clean-up operation so slickly and quickly carried out. Well done again to all who helped for showing the Newmarket MFC at its best!

article by
Mike Cox



Fenn Brothers Competition

Keeping with the club tradition, the glider guiders amongst the membership gathered at the Rowley Mile site on 8th June this year for the Fenn Brothers Trophy. The afternoon was warm and promised some good flying with those lovely fluffy white cumulus clouds.

The glider guiders consisted of Colin Dews, Eric Papworth, Colin, Robert Hills, Peter Ashman, Charles Tallick and finally myself.

The competition consists of 4 rounds of up to ten minutes each with a landing bonus for hitting the spot. Each competitor scores 1 point for each second flown once leaving the catapult up to 600 points plus a 100 point bonus for landing within the



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circle with no bonus for over flying the time. This is a very simple competition and I encourage everyone to take part, any model can win as it is down to the skill of the pilot and a degree of luck finding a thermal. The most efficient gliders are of no help if you cannot find lift so you will land well within the 10 minute slot time.

The first round went well with Eric Papworth leading the way with a flight time of 4m 55s and no landing bonus. Some of us managed to close the gap by placing our models inside the landing circle. Unfortunately Colin Dews damaged his wing in an effort to land on the spot and retired from the competition.

Round 2 was a closer fight between myself and Colin Ashman, both flights exceeding 4 mins. Robert Hills was not far behind with a 3m 24s flight. Whilst the afternoon promised good thermals it was hard finding any assistance even when flying well away from the flight line hunting down a thermal.

The next round was topped by Colin Ashman with a 6min flight and the landing bonus, the only competitor in this round to hit the spot. Robert Hills and I managed 4min flights with everyone else finding the sink and not much better than 2min flights. It is all down to luck and being in the right place but skill does takeover when riding the weak thermals when they appear.

The final round had one stand out flight although the majority managed to achieve a landing bonus. Colin Ashman almost managed to fly for the entire slot achieving a time of 9m 25s, several of us tried to follow Colin upwards in the same thermal but never got close.

As you may have worked out the winner achieved a significantly better score than the rest of us, here are the details:-

- 1. Colin Ashman – 1630 points**
- 2. Mike Cox – 1072 points**
- 3. Eric Papworth – 841 points**
- 4. Robert Hills – 697 points**
- 5. Charles Tallick – 677 points**
- 6. Peter Ashman – 576 points**
- 7. Colin Dews – 224 points**

Congratulations to Colin for his win, come on all you members with a glider come and challenge Colin in next years competition.

Photo Gallery



Dave! It'll never get of the ground!

Colin wins Fenn Bros



Craig receives his B certificate from Jerry.

Rain stops play!



Lark in the Park 2014



There were no items listed for sale or wanted

Items for Sale
or Wanted

February 8 th	Indoor Flying Event. Burwell Sports hall. 7pm to 10pm.
April 12 th	Indoor Flying Event. Burwell Sports hall. 7pm to 10pm. £5 per pilot.
April 13 th	NPOD training & competition. Snailwell. 9.30am registration & pilot briefing, 11am start. Organised by Peter Jenkins.
June 8 th	Fenn Brothers Competition. Rowley Mile - 1pm start Organised by Mike Cox.
July 13 th	Electric Competition. Rowley Mile - 1pm start Organised by Colin Ashman.
July 27 th	Brian Brotherton Open Day & BBQ. Snailwell - 11am start. Organised by Jerry Carter.
September 7 th	Rowley Mile Electric Yomp. Rowley Mile - 1pm start. Organised by Ian Hatton.
September TBC	Cowlinge Fun Fly-in. Details to be distributed before the event. Organised by John James.
December 8 th	Club AGM. Palamino, Newmarket - 7.30pm start.

Club Events
Calendar

Thanks to Mike Cox, Pete Loxham, Colin Dews and Peter Jenkins.

Credits &
Thanks

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