

SE AREA NEWSLETTER



Chairman's Chat

I hope all those kits Father Christmas got you for your winter projects are going well and will be airworthy by the time your flying fields have dried out. My winter project changed just before Christmas. I really enjoyed building and flying the 1/4 scale flair DR1 last year, so when a part-built 1/4 scale DB SE5a came up on the BMFA classified it seemed like a good winter project, this may extend into "winters" though. So with a generous donation from Mrs Christmas (my good lady) the model was purchased. 2 x 80" wingspan wings and a fuselage will go in my Passat estate no problem! Well only just, it's now safely in the workshop and work is progressing.

Those who read my ramblings will know I run an after school model aircraft club at Warden Park Academy. Rob Stanley, who helped out at the school's enrichment day last year, has

joined me in running the club. Having built BMFA darts and gliders, I was wondering what to do next as there is no money for kits and the area subsidised the previous kits. I was looking for a low or no cost option and hit on the idea of making Gyminnie Crickets, the plans are on the web



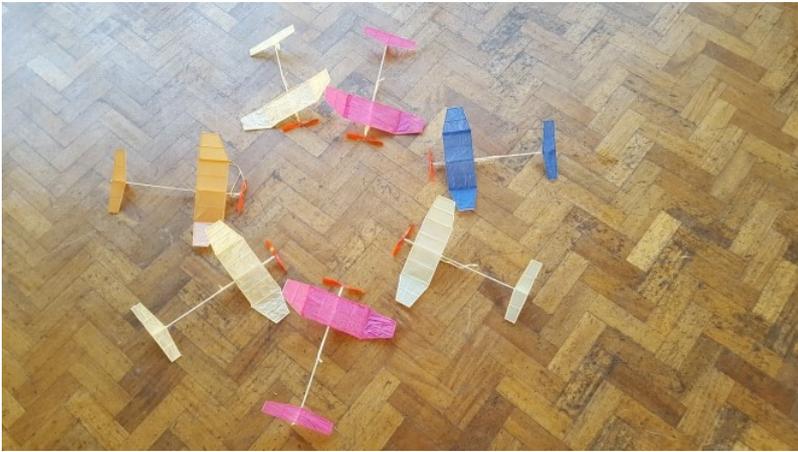
and I have bits of 1/6th balsa sheet I could strip down, and the props and rubber from the BMFA Darts could be used to power the model. Rob supplied the tissue. The students have spent the last half term building their models. Some are more airworthy than others but they all fly. The last club was spent flying them in one of the halls. The pictures are of some of the students, the head master Mr Dom Kenrick and teacher Ms Alison Palmer with their models. Where to go next? With the assistance of Paul Tallett the BMFA marketing consultant we have been able to get The Vintage Mod-

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March 2019

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el Co to supply us at a discounted price their 19" wingspan rubber free flight VMC Pilot model <https://www.vintagemodelcompany.com/vmc-pilot.html> We plan to start work on these when we return after half term. I'd like to thank Paul and The Vintage Model Co for their help and assistance.



The area indoor competition took place on Saturday 16th February at the K2 Leisure Centre. I'm very pleased to say it was a great success and for the first time in a number of years the event broke even. The move to a Saturday appeared to add to the number of spectators we had. This seemed to be from parents of youngsters at K2 for other activities who saw the models flying and deciding to return with their children later in the day to have a better look and, as kids do, "Dad can I have

one", leading to Flitehook <http://www.flitehook.net/> doing a roaring trade in ready to fly Butterfly's etc. A video of the butterfly mass launch is on the Area Facebook page <https://www.facebook.com/pg/BMFA.South.East.Area>

The day was split up into fun fly sessions and competition slots so a full day's flying took place. My Gyminnie Cricket was less than competitive or even airworthy having been repaired a number of times. My Hanger Rat was flying well but, as it did the last time I entered the mass launch, it got stuck in the ceiling ironwork, so back to the drawing board for next year! The results of the competitions can be found at http://cadmac.org.uk/k2indoor/indoork2_19.html

As the event broke even this year I see no reason why it should not run again next year, this will make it the 45th year of the event, one of the longest running events in the country. The enforced move to a Saturday slot met with approval from the flyers so subject to the okay from the Crawley club and K2 we plan to go for a Saturday slot in 2020. Why not add an indoor free flight model to your 2019 winter build and have a go at competing or just for the fun of it. I'd like to thank Alex Cameron and the others from CADMAC and members from the area that helped to make the day such a success.

The area plan to run a number of events this year.

16th May Electric Fly-in Epson Radio Flying Club

26th May FunFly day at North Kent Nomads Model Flying Club field. FunFly competitions have been run at the August NATs for some years. At the last council meeting James Gordon from the Caterham Club made a presentation to the council members to make Fun Fly a specialist body within the BMFA. This was unanimously voted on and accepted by all. The event on the 26th May will be one of the first for this specialist body, so come along and compete or just spectate.

Sunday 28th July Area Scale Day Hastings MFC

Saturday 17th August for Scale Fly-In Epson Radio Flying Club

We are working on details of events and as soon as we have further information it will be sent out to clubs and advertised on the areas website, Facebook etc.

I realise these dates clash with other events but unfortunately there seems to be more events than

weekends.

This edition of the Area Newsletter is rather slim due to the lack of copy. If you have anything you think others would be interested in then please let us have it. Thanks to Roger Marples for allowing us to have his article on flying a Spitfire.

As you will be aware new regulations extending no-fly zones around Airports (FRZs) come in 13th March this year, this is directly affecting a number of clubs in the area. Things are changing all the time on this, updates will be posted on the BMFA news page www.bmfa.org and the area Facebook page <https://www.facebook.com/BMFA.South.East.Area/> (you do not have to have a Facebook logon)

Finally, I'd like to thank the members of Slope Soaring Sussex and Caterham & District model flying club for their generous and continuing contribution to the cost of the licences for Ashdown and Long Man flying sites.

Stuart Willis
South East Area Chairman.

My Spitfire Flight - Roger Marples

September 15th 1940, was a day for the world to remember. This was the day, now Internationally recognised as Battle of Britain Day, when British (and their Allies) pilots went up to stem the flood of Luftwaffe planes that Goëring had sent over to nullify the RAF to pre-empt the invasion of the British Isles – Operation Sealion.

Pilots as young as 18 were sent skywards to do battle with, in many many cases, little experience of such aerial combat conditions but willingly paid a very heavy price. They flew a variety of planes but the best known ones were the Hurricane and Spitfire. The sacrifice that these pilots made will always be remembered, as will B of B day..

September 15th 2018 was to become a day that I also will always remember as I was to fly a Spitfire on the very same day as in 1940 from one of the best remembered airfields in southern England – Biggin Hill. Can it get better than that, well yes it could.

My flight was scheduled at 16:00hrs and we arrived at Biggin Hill at 15:10hrs which gave me enough time to listen to the pre flight talk on safety procedures and watch the safety briefing video. This gave details of emergency procedures to follow in a catastrophic event such as a mid air, or terminal failure of the plane, (for which they provided a parachute) or a dead stick landing as well as what to



expect on your flight. I then climbed into a flying suit, given a “bone dome” and was escorted out to a Mk 1X Spitfire. The Spitfire had been modified to be a 2 seater by eliminating the original cockpit and moving the front pilot position forward about 1 ft and then making a second pilot position about 4 feet behind the first position. Dual controls were in place so it was a high possibility that I would be given the opportunity to fly this legend. I was firmly strapped to my parachute which I then sat on, and then came the safety harness which made me secure within the plane

I had previously had a good chat to Ian Smith the pilot– whose daytime job happened to be a Red Arrows jet pilot – at the pre-flight briefing and he explained all that was to happen and the route that we

would take during the 30 minutes that we were to be airborne. He said that I could opt to fly the Spitfire should that be what I wanted or sit back, enjoy the scenery, and let him do all the flying. I, not unnaturally, opted to fly the plane and when he said that he would finish up doing a Victory Roll I was overjoyed.



He fired up the 27 litre Merlin and with a cacophony of sound and smoke the engine burst into life. We taxied out to the strip with Ian doing the usual weaving from side to side to see where he was going. After control tower clearance he advised me on what was to happen and opened the throttle. We moved slowly forward and then he boosted the engine and with a kick in the back we were airborne. We cleared the end of the runway and headed skywards over Biggin Hill town. He took us up to 1400ft and then said "you have control" and I took over. What a revelation it was to fly this legend. Every book I have read about flying a Spitfire talked about how you would think

where you were going and the Spitfire would follow your every thought. It really was like that, the control yoke was small as you fly it with one hand, the right, only using the other hand to operate the flaps, engine boost, undercarriage etc.

I have been fortunate in flying full size planes before, a Tiger Moth, a Katana and a Cessna 152 Aerobat so I knew what to expect but I certainly didn't expect the sensitivity of the Spit's controls. In previous planes I had always felt that I was about to drop out of the cockpit when doing a sharp bank of say 50+ degrees, but in the Spitfire I felt nothing, it was as though I was glued in place. This made the flying all the more enjoyable. I retained control for the majority of the flight as we cruised over the QE II bridge, along the Thames, over Rochester and the Kent coastline with me doing gentle banking manoeuvres, until Ian said that we were to make our way back to the



aerodrome via Tonbridge Wells and Sevenoaks and that he would do a Victory Roll during the final leg. He took control when we had passed over Sevenoaks, aimed the plane skywards at about 45 degrees and put in full left aileron which rolled the plane in the classic Victory Roll. He leveled the plane and then the intercom sparked into life saying "Roger you have control for your Victory Roll". I followed the flight pattern that he had done and controlled the plane through the complete roll even leveling out after the plane was on the correct course. What an experience; I have been upside down in a plane before but never when I have been at the controls. Ian then directed me towards the landing strip and took control for the landing. Pity that as I was hoping that I could add to my experienc-



es that I had landed a Spitfire but it most probably was for the best. He dropped the flaps, landed at about 70 mph, cruised up to the dispersal point and parked in the forecourt of the Heritage Centre where the Spit was hangered.

I unlocked the safety and the parachute harnesses, fully opened the cockpit and waved to my wife, Dee and my friends David Cherry and Gill. After many photos had been taken and before I climbed out, I turned round to the Spit and looked at it with much admiration, patted its fuselage and whispered "Thank You". I have to say that I was overwhelmed with emotion at this point and was close to tears. It had always been an ambition of mine to fly a Spitfire and now that it has been realised I can always retain the memories of what a fantastic time I had. These memories will be enhanced by the video that David took, the photos that Dee and Gill had taken and the GoPro cockpit videos that they provided. This video was mainly of my smiling face as I flew and rolled the Spitfire, a memory for me but most others would find 30 minutes of my grinning face a bit too much!!

What a day and what a memory. I know that it is expensive but to me it was worth every penny. The organisation could not have been better and the staff were most pleasant.

Finally to ensure that the plane is always airworthy and meets the CAA regulations and requirements it undergoes a complete maintenance overhaul every 500 hours of flight time. I never felt at all uncomfortable with the plane or its pilot and would give it and the complete day, a marking of 11 out of 10!

Roger
aka A.V.M Marples





Horam Swapmeet

Sunday 17th March 2019

Horam Village Hall,
East Sussex TN21 0JE

Sellers 8.30AM

Doors open to public 9AM-12PM

£4 Entrance

Tea, Coffee & Bacon Rolls available

Come for breakfast!

For Table Reservations Contact
Simon Waterhouse on: 07851 918116
Email: Kssaa_swapmeet@btinternet.com
Table cost £10 includes one entrance fee

THE SALE OF FUEL IS NOT PERMITTED

All proceeds to:
The Kent Surrey & Sussex Air Ambulance

2019 S E Area Events

DATE	TITLE	VENUE	CONTACT
16th May	Electric fly-in	Epsom Club field (Nr LGW)	secretary@southeast.bmfa.org
26th May	Fun Fly	Kent Nomads field	admin@nomadsmc.co.uk
28th July	Area Scale Day	Hastings	robindhart@btinternet.com
17th August	Scale day	Epsom Club field (Nr LGW)	secretary@southeast.bmfa.org

Area Chief Examiners

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James Gordon (Caterham)	jamesrrg@hotmail.com	07966 439835	FW

S E Area Newsletter

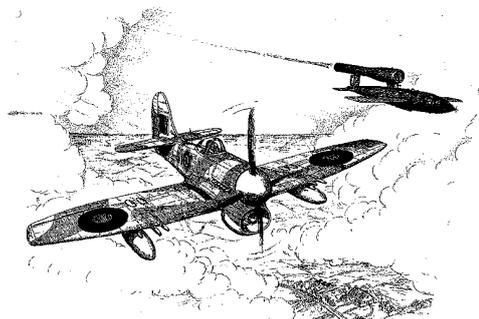
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W Sussex RH19 2JN

S E Area website
www.sebmfa.org.uk



SE Area does have a facebook page which is useful for circulating information - don't worry you don't have to sign up to Facebook and we won't ask to be your friend (or even like us!!).

<https://www.facebook.com/BMFA.South.East.Area?>



Disclaimer - The ideas expressed by authors are their personal viewpoint and not necessarily those of the BMFA



Whos who in S E Area.....

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Treasurer: Jim Tucker, Rathkirby, London Road, Crowborough, TN6 2TX. Tel 01892 661203. Email: jim@corrosionprotectionsystems.co.uk

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Minutes of the BMFA South East Area OGM

The OGM commenced at 20:00 on the 9th January 2019

Present:

<u>Name</u>	<u>Area Role</u>	<u>Club</u>
Stuart Willis	Chairman	Felbridge Flyers
Robert Richardson	Vice Chairman	Hastings MFC and Horam MFC
Jim Tucker	Treasurer	Wealden and Hastings MFC
Chris Searle	Secretary	Felbridge Flyers
Bob Hart	A.S. co-ordinator	Wealden MFC and Eastbourne MFC
Richard Pidduck	Member	Caterham and District MFC
Roger Marples	Member	E.D.M.A.C.
David Lambert	Member	E.D.M.A.C
James Gordon	A.C.E	Caterham and District MFC
Peter Burgess	Member	E.S.S.A
Martin Thompson	Member	C.C.M.F.A
John Perry	Member	E.R.F.C
Martin Jones	Member	E.R.F.C
Rob Stanley	Member	Slope Soaring Sussex
Paul Holmes	Member	G.A.C
J R Craig	Member	G.A.C
K Moore	Member	North Kent Nomads
Peter Bennett	Member	North Kent Nomads
Mark Spicknell	Member	North Kent Nomads

Apologies from:

<u>Name</u>	<u>Area Role</u>	<u>Club</u>
Mike Sun	A.C.E	
Taj Manning	Education co-ordinator	Mid-Sussex Flyers
John Phillips	Member	E.S.S.A
Peter Glover	Member	Horsham & District

Minutes of the previous meeting:

Agreed to be a true record.

Matters arising from the previous meeting:

To be covered later in the meeting.

Officers reports:

Chairman and Council Delegate;

It has been a quite few months most of what I have been up to is covered in later agenda items. I attended the BMFA AGM in November last year. The increase on BMFA membership created a lot of discussion and a proposal from one club that the increase should be scraped, but as it did not have anyone to second it then was withdrawn. One suggestion was that it should just be made £50. This was rejected as if the BMFA would be seen to be making a profit then the Tax breaks we get for being a non-profit making organisation would be lost and the extra income would be lost in Tax payment. The 2019 AGM will be held at Daventry on the 16th November a change of location.

I attended the drone show at the NEC on the BMFA Stand. I was surprised at the number of people that fly drones that could not find a club willing to accept them at their sites. I know there are a number in the area that do and would ask them to ensure the "Flying Disciplines" on the new BMFA system club information is up-to-date. The Area ran a GoMembership workshop in November. Andy from head office came down to run it I believe the evening went well and people that attended got a lot from it.

Chairman and Council Delegate continued;

A big thanks goes to James Gordon of the Caterham club for arranging the hire of the hall. The new BMFA membership system is getting the expected mixed reviews everything from "It's too complicated to "wow brilliant things are so much easier" but on the whole I think it's a success. The new Club + part of the system is currently being tested by a couple of clubs. If you want further information on this chargeable part of the system then contact either Andy or myself.

Vice Chairman;

Nothing to report.

Treasurer;

There is £3470.00 in the Area account at the moment however payments for the Ashdown Forest and Long Man flying sites are still outstanding. The BMFA will pay £1500.00 into the Area account during April or May. In previous years expenditure has been approximately £3000.00.

Secretary;

An application to add Chris Searle as a signatory had been rejected and this will be resubmitted with different proof of identity documentation.

The Area web site has been amended to substitute Alex Cameron's details for Mike Richardson's.

The current meeting room has been booked for the 3 remaining meetings of 2019.

Achievement Scheme Co-Ordinator;

Sussex Soaring Association have been informed that their Fixed Wing examiners can do Silent Flight A tests.

Mikes Sun's email address as shown in the Area Newsletter is incorrect.

Paul Holmes wanted to know how the Gravesend club could acquire some Club Examiners and Bob Hart agreed to contact Paul to help him accomplish this goal.

Education Co-Ordinator;

Nothing received.

Flying Discipline Secretary (Free Flight);

Alex Cameron has supplied Stuart Willis with a list of competition dates that he has passed on to the Ashdown Forest Conservators.

Proposed SE Area Events in 2019;

The K2 Indoor Flying meeting is scheduled for 16th February 2019 and arrangements are progressing as planned with the Free Flight Technical committee being kept informed. The cost of the venue for the use of ¾ of the hall is £984.09 and Stuart Willis requested 3 cheques from the Treasurer. The trophies will be arranged by Alex Cameron. The Flitehook company will have a stand. Volunteers were requested to help with the entrance and Robert Richardson and Rob Stanley confirmed their attendance and Roger Marples would check his availability. The hall is booked from 10:00 but will not be ready for flying to start until 11:00 and flying will cease at 18:00.

The Epsom Radio Flying Club will again be holding an Electric and Scale Fly Ins and the committee of that Club will provide the dates to the Area within 5 days of this meeting. They are also considering arranging a drone racing day.

The Area Scale Day at the Hastings Club site will be on 28th July with a backup date of 29th September.

The Cloud Tramp will be held on Epsom Downs on 3rd August, launch time will be 17:00.

Representatives from the North Kent Nomads club informed the meeting that they are keen to increase the number of competitions they run, both for club members and also for visitors. The club has an excellent open field with unrestricted flying times in the Dartford area with ample car parking available. Initially it is proposed to organise an Area Fun Fly event including a BBQ during the summer. The entry fee, the expected number of fliers and dates that do not clash with other events will be discussed and agreed between the club committee, Stuart Willis and James Gordon.

Pylon racing received little support from members of this Area and the upcoming meeting on the 20th January at Paddock Wood will be promoted by the Area in the various ways at its disposal.

Ashdown Forest and the Long Man;

The Conservators have rejected the request for extended flying hours as they believe this would be harmful to the rare bird species that have sanctuary in the Forest. In fact, some people had already been flying inadvertently outside of the prescribed hours with, as far as is known, no untoward effect on the rare bird population. Stuart Willis stated that he would contact the Conservators to ascertain the concerns of the Conservation Officer. In the meantime, the 2019 licence has been requested.

The licence for the long Man is available and Stuart Willis requested a cheque for £500.00 from the Treasurer.

Gatwick drones;

The Police had contacted a number of local clubs by telephone and also by email. Any future contact should be referred to Dave Phipps at Head Office who has written to the Police explaining the role and relevant procedures of the BMFA.

If an unknown drone is seen flying over a club site the Area should be informed.

Council meeting Proposals;

The Area will support the following proposals;

The division of the Radio Control Power Team Travel Fund.

The "Fun Fly Group" be approved as a BMFA Specialist Body and known as the "British Fun Fly Association"

A.O.B;

Martin Thompson from the Chobham Common club stated that he had requested BMFA support regarding actions taken by the Surrey Wildlife Trust but that the request was still outstanding. On receipt of full details, the Area will

liaise with Head Office to ensure that the club receives the help and advice needed to negotiate with the Trust.

D.O.N.M;

8th May 2019

The meeting closed at 10:00pm.