



December 2014 Newsletter

Editor: David Orrells

AGM on Thursday 11th December.

The years AGM approaches and everyone is invited. Weirdly, there doesn't appear to be anything contentious this year. We've got all the Astroturf we need (for the moment), we've got a Constitution and nothing else seems to be looming on the horizon.

As with last year, we're not providing food for the evening, nuts and nibbles seem to be the limit of the BoB Catering Department. So, if you need a substantial meal, eat before you attend please.

Similarly, we are limiting the free bar this year to one drink per member. This saves us some money but most importantly, it shows that we don't encourage drink driving. This is line with our policy of not providing booze at our Club BBQ's, we don't encourage drink flying either.

Here are some items for discussion at the AGM, have a think about them so that we can make the best decision about what we all want from our Club.

As announced earlier in the year, we are trying to host a round of the BMFA Scale Championships at WLMAC in 2015. This would mean that there would be a No Flying for us whilst the Competition takes place, unless you wish to enter the Competition of course. Do we want to continue with this?

We want to re invigorate Scale Day with maybe a change in Classes to encourage more fliers to take part. Foamies and ARTF have come on leaps and bounds over the last few years, they are here to stay. So how do we incorporate these into the day?

Do we go for Built, Foamy and ARTF classes instead?

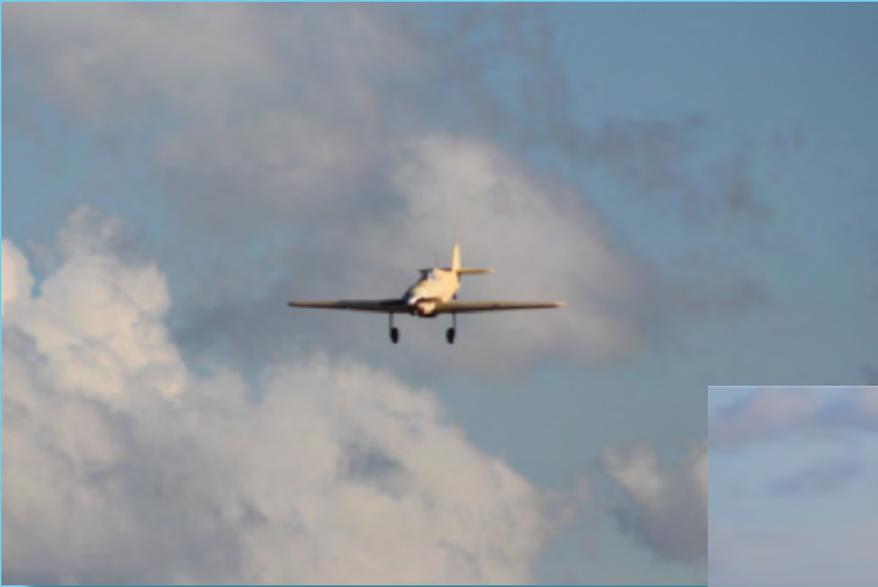
If you are thinking of **not** renewing your subscription, please let us know, it will help our succession plan. Yes, we do actually have a plan!

Fees for next year are held the same!

Yearly fees	£60
AstroTurf Contribution	£25
BMFA Fees	£32
Juniors and social non-flying members	£32

Indoor flying and other bits are in addition too, we can advise individually on the night. Cheques are preferred, if you wish to pay by cash, bring the correct amount please.





Chairmans Mat's DB Hurricane has received a new engine as the original two stroke petrol engine proved to be too noisy. It now sports an OS 40 cc petrol powered four stroke. It's maiden flight with the new engine was eagerly anticipated. Here is the Hurricane on its final approach.



The approach went well until the overly sensitive ailerons caused a few problems.



Flying skills helped and the plane looked to be safely down at this point.



However, the arrival was rather hard and ripped both tyres off their hubs.



The sacrificial plastic wing bolt then did its job and broke apart allowing the wing to part company.

The final resting place looked far worse, some patching of the cowl, a new spinner and some other little nicks and the plane will fly again.



Brentford RC Club Night.

Novembers Club night was hosted by Brentford RC who bought along some of their best sellers.

RC cars for racing on the Astroturf, both 2 and 4 wheel drive, were available for sale.



These great little planes in a box were on sale too, all at special prices for the night.



A great range of Christmas stocking fillers, glues, bits and bobs were on sale too.



These two regular fliers need no introduction, to the right is Smithy with his Kyosho Breitling Cap 232, it's nitro powered with a OS 46 two stroke. This snap was taken in October when the sun shone.



Bill Mercer has been flying electric powered models recently whilst he worked on various other projects. This beauty was revealed on the same day as Smithy's. It's a Global Models Avance, powered by OS 56 four stroke. Bill is a recent participant in Dickinsons Real Deal where there was much interest in his red shirt.



Here's a reminder of some of this years Club improvements.



A New Bench

A Mud Wall to stop intruders.

Extended Leaning Rails.



The start of the Rockery.



Here's another fantastic pair of photo's from Gordon Tarling taken with a camera mounted on his own designed plane.





The topping tractor in action, revealing the old heli training area that was hidden under the weeds. The Car Consortium race track has also resurfaced from the nettles.

Tony Parrot and Dave 'The Hat' bring in sand to level the heli Astroturf.



The Heli training area received an offcut of Astroturf mid November to create a landing and take off zone. A table has been built too, allowing pilots to tinker with their heli's before and after flight. There is orange mesh fencing to protect pilots too.



Reminder

The Heli Training Area has been revealed from where its been laying dormant within the weeds.

It is exactly what is says on the tin, a **Heli Training Area**. So, a few rules for all.

1. Elecric heli's only.
2. If you want to fly your nitro powered Thunder Tiger Raptor 50 etc, fly it over the Astroturf where the existing rules apply. (Ask permission from the other fliers first)
3. It's a training area so hovering is the norm. No going above the tree tops.

No cars can be run over there until its all ready so the Heli boys have it all to themselves for the moment.

When both disciplines are up and running, please try and play nicely with each other!



Charlie and I went for a Heli lesson with Flyin Fish in Ickenham in preparation of moving into heli ownership. The lesson was with Gareth Hatcher on a buddy box. We both flew a nitro powered T Rex 600. In the hour we were both able to try hovering, Charlie even moved onto landing and hovering side on. Gareth was an superb instructor and explained everything carefully and clearly.

Flying Fish have different rates depending on whether you use their equipment or use your own. We chose to use theirs and this was £45 per hour, not cheap, but cheaper than crashing your expensive heli within 3 seconds! Check out their website for more details.



The No Fly Line that runs from the new, fancy windsock, runs down the side of the Heli area with some minute adjustment. The line has been marked with some 6' tall wooden posts so that it is clear for all to see.



Photo: Gordon Tarling.