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Dark Days Ahead

The latest news on the Clubs occupation at Harefield is not good, our Solicitors have advised that we have a case but it will take a fight in Court to decide it. This would entail both sides arguing the matter with Barristers and the losers likely to pay for all costs. Following a discussion at the recent Club night, it was decided that we don't take this risk and deplete all our funds. We'd rather spend our money on a new location and any work that may require.

We will contact Sita and try and negotiatate an extension to stay until just before the bulldozers move in though. We've all seen commercial developments where the occupiers move out and then nothing happens for a year or two, this would break a lot of hearts. Whilst it doesn't mean much to Sita, another 6 months or more makes a huge differance to us.

There still has not been a Planning Application lodged yet as they need all the correct boxes ticked before they do. One of these is the right of easement to connect the solar panels to the grid, we've not got any control over this.

However, we may be able to try and object, as individuals, to the Planning Application.

A Million To One Chance

As a real clutching at straws, the Governments subsidies to small solar panel farms (under 25 acres, Harefield in other words) run out in 2017. Can they get everything together in 2 years? Lets hope not.

It could even be that Sita fail to get Planning Permission and we could get back onto Harefield but paying rent. Stranger things have happened but I wouldn't hold your breath.

We are still looking to relocate to another site, this may not be a permanant one though. There are many reasons which influence this.

1. We live in the densely populated, expensive South East where there isn't much spare land that is remote from houses.

2. HS2 continues to loom and lays claim to several bits of decent sized land. Until that is either built or scrapped, we'll sruggle to get a permanant site.

3. Noise from ic engines is likely to raise noise complaints pretty quickly. Any likely new site is probably going to be electric only.

I know a lot of us wouldn't be happy with this but it's a harsh reality.

There are certainly some dark days ahead but in the big scheme of things, we'll get through it.

So, if you know somone who owns land, ask them if we can rent some land!

We can pay £2,000 and more for a good site with facilities.

Planning for the worst case, hope for the best.

At the moment, Tuesday 16th June is our last day at the field so we're going to plan for an early Scale Day and last party at the field.

Sunday 31st May is Scale Day

with a reserve date of Sunday 7th June in case the weather is bad on the 31st.
I know we've had a lot of discussion about classes but they are thus:

Small Warbird

Large Warbird

Civilian

Built Model

I've not Won Anything Else Before But I Want To Fly Class

Best Flight of the Day

So, fly your foamies, ARTF's, EDF's, anything, just fly something!

The BBQ will be in full swing with lobsters, caviar and champagne flowing freely.*

* Replace that with burgers, quiches and soft drinks. We're not frittering the money away quite yet!



The Search Continues....

Here is the latest site that we've visited, talked to the Farmer and even had a test flight. It's shown here as an example of a field that's nearly ok but, at the moment, we've rejected it.

The field is in Ickenham but is part of HS2 footprint. So, regardless of what we do, at some point in time, it will be compulsory purchased as a land fill site. How long could we be there? How long is a piece of string is the answer, will HS2 ever get built?

The farmer uses the field for cows so we'd have to fence it off at our expense and pay him rent for the use of the land.

Planes would then have to take off and land over a 4 foot high cow proof fence. That's going to catch a few people out.

It would be an electric only site, there are other houses nearby.

The Sun is mostly behind you but at the left hand end of the circuit it can be a problem.

In the Summer with dry ground, the car park would be a fair old walk away. In the Winter, or after a decent rainfall, the walk would be longer.

Facilities at the patch would likely be limited to our picnic bench and a few plane tables.

After a chat, we thought that the distance from the car park area would put a lot of people off. Everything would have to be carried that you need for the day. Plus the danger of the fence will worry some. Can you ALWAYS put you plane down on the AstroTurf? If not, you'll either be in with the cows or into the fence.



Very inquistative occupants to share the field with. If you landed outside the fence, who would get to it first? Us or them?



The runway would run up and down in this snap. The rough area in blue would be fenced off for us.

What Does the Future Look Like?

At present, we are likely to lose our field mid June. We may get an extension for an unknown period of time. In the meantime we will still actively look for another field to keep WLMAC going.

If we lose our field completely, we will continue to exist. The Committee are negotiating with another Club to rent their field for Summer BBQ's, the indoor flying will continue as will Club nights at the Battle of Britain Club. We'll collect drastically reduced subs from members at the end of 2015 for the year 2016. We anticipate that some members will leave but when we find another field, those members will have to pay a joining fee.

Project Night and Bring and Buy Club Night.

Thursday 14th May is a combined night where you can bring along your latest build project and have a chance to sell your old models. We've combined these two normally separate nights as the Bring and Buy hasn't attracted a lot of interest in the last couple of years.

Spring Bank Holiday Monday 25th May

We'll hold another BBQ, as Roy Lanning will be on his holidays for the new Scale Day, this is the last BBQ at the field where he'll be head Chef. Festivities from 3pm onwards. Come and make the most of the field and enjoy some flying!

Chairman Mat is booking the decent weather.

Here's Roger with his latest plane, an 70" wingspan Extreme Flight, electric powered Extra. He's using it before we lose it.



Tony Parrots plane, a Sebart Angel is pictured above, a very low knife edge up the entire strip!



April Fools

Sorry to the 30 odd people who actually sent in their car number plates after the Electric Gates story last month, it was all made up!



John Fowles turned up at the field recently with a model he had aquired and then added an engine and servos. It's appearance caused much mickey taking as it looked like a grey painted ceiling tile. Well, it was launched and all the laughing stopped. The model really grooved along and both looked and flew great!

As a simple and easily built model, it was a great plane to fly.

I was flying my Hanger 9 Blue Nose Mustang the other day, it was only its third flight and all was well. However, suddenly the entire nose assembly dropped at 90 degrees and the plane dived into the bushes.

A post mortem showed that the the glue had failed and the entire front end had pulled out. This is despite me reinforcing the front end and then fuel proofing the whole lot as I built it.

Luckily the plane landed in long grass and did itself very little damage as it crashed. It's certainly repairable but Hangar 9 need to spend a bit more on glue!

