



January 2016
Newsletter.

This Is About As Close As I've Been To The Field for Two Months Or, What A Topsy Turvy Year

If you're the same as me, you'll be struggling to remember what the field looks like. The combination of wind, rain and dark days has really put a halt on the end of year proceedings. I've hardly flown in the last two months and therefore have very little news to report or show you.

Some lucky souls have been up there on the odd day when the wind dropped, I've seen them on the camera.

So, I've ended up trawling my way through the last years worth of Newsletters, the year was obviously dominated by the potential closure of Harefield. Plus, we'll report what went on at the AGM, half the membership made it on the night so they know already.

I'm not sure about the other months but August was the wettest its been on record and December was the wettest since 1910. The press don't report on the wind in the same way but, as we all know, high winds scupper us as easily as the rain.



Cambria Models Zero.

For no other reason than it's a model plane and we are a model flying Club, here's a snap of my Cambria Models Zero. Its very nearly finished and I took this snap to publish on the ModelFlying forum to show the manufacturer. The plane is unflown due to the awful weather but it has allowed me to play with my airbrush and add some interest.

Chairman Mat's plane is nearly finished but is still missing its paint. He's going with the dark green version, neither of which will be easy to see in flight though.

AGM Report.

Chairman Mat opened the AGM with a summary of 2015 for the 50 or so members present. He explained how it had all come about and where we had spent our money trying to stay at Harefield.

We lost the first half of the year with a search for a new site which proved that there are very few sites left in this part of the world. The one we found at Maple Cross would have been okay but not a patch on our current site.

During the Summer we managed to get an extension to our tenure which at least gave us the Summer for flying. As it turned out, the weather didn't help and the Summer was awful. In the Autumn we started to talk about a lease with Sita and hope returned that we could stay a while longer.

So, as discussed before, we're here for 5 years or as long as Sita don't come up with another use for the land. We've paid our first years rent so can do no more but hope and keep our collective fingers crossed.

Our members fee's took a hike to allow us to pay the rent and to allow us to continue improving the field and facilities. We've submitted a Planning Application for Permitted Development, it's had a hiccup regarding the need for extra statements but we're collecting those and there shouldn't be any further problems.

We also need to build up our Club funds for various reasons. Should Sita require us to leave, we may have to remove the AstroTurf, an estimate for this work is £6,000. If we do have to leave and find another site, it wont be cheap. So, we'll re build our funds to allow us to have some cash reserves if we do have to pay a Farmer some time in the future.

The Committee was re elected and the posts were shuffled as the Committee is now smaller.



Members at the AGM either giving Chairman Mat a round of applause for all his efforts this year. Or giving a slow hand clap to encourage matters to start.

Plans for 2016

This year we hope to re paint the club hut, we'll need a work party to help prepare the hut with a rub down. Des is going to paint the hut, we only had one entry in the competition for a new design. The hut will sport a WWII camouflage design, complete with roundals and invasion stripes! We'll only start on this when the weather improves but it will need a big work party.

We still need to go out into the outfield and clear the concrete and steel bars that have been exposed by the big haircut the field received.

We hope to hold a competitive round of BMFA Scale competition during the year. Last year saw some of the big names in Scale competing attend and check out our field, it got a big thumbs up so hopefully it will be a real competition this year.

Scale Day is to be renamed

WLMAC Family Fun Day.

The Committee listened to the members at the AGM and have been asking everyone about what we needed to do to re-invigorate our main Summer event, Scale Day.

The day will stay largely the same with members encouraged to bring along friends and family to see our field. We'll put on another fantastic spread of food so that whole part will remain the same.

What will change is the flying. In essence, it will remain the same as any other Sunday, anybody can fly anything they want all day. Normal rules will apply about the numbers of planes in the air at one time, the no fly areas will be strictly adhered to with all the extra guests present and there wont be any restriction on what can fly.

However, during the afternoon between 2pm and up to 6pm there will be a booking facility. If no-one books a slot, the skies will be open to everybody to fly. If someone does book a slot or slots, general flying will be suspended and whoever has booked will be allowed sole use of the sky.

If two or three of you want to fly together, book a slot or two. If you want to fly one after the other, book as many slots as you want. This way there is no pressure on anybody to fly solo, if you prefer to fly with others, take to the air in the general flying. There is no restriction on what you fly either, if it flies on a normal Sunday, it can fly during Family Fun Day. I'm sure that our guests would prefer to see a foamy Wot 4 flying around the sky than nothing at all.



We will still present awards for some classes. However, the plane only needs to fly during the day to be considered for a prize. If you've flown your plane in the morning together with others it could win flight of the day, it wont matter when you fly. We'll award a prize to the best built plane and another one for the best ARTF or Foamy. Best Cockpit and Most Improved Flier are also up for grabs.

We wont have a line of Judges but the Committee will have a group hug or huddle at the end of the day and decide on the winners. Not everybody will see every flight during the day so this way

we can dicuss who flew what and how well they flew it too. Of course, this opens the Committe up to bribery, Chairman Mat wants everyone to know that he prefers red to white wine, Stuart prefers cider, Tony is a Coke man...

We hope that this way we can have another great day up there with lots of planes flying to entertain us all. Bring a plane for a static display, it will all add to the spirit of the day.

Sunday 3rd July 2016

This is the normal first Sunday in July, we know it will clash with Wimbeldon but every weekend in July has a major event. If this new format is a success, we'll continue with it. If it needs tinkering, we'll tinker as required.

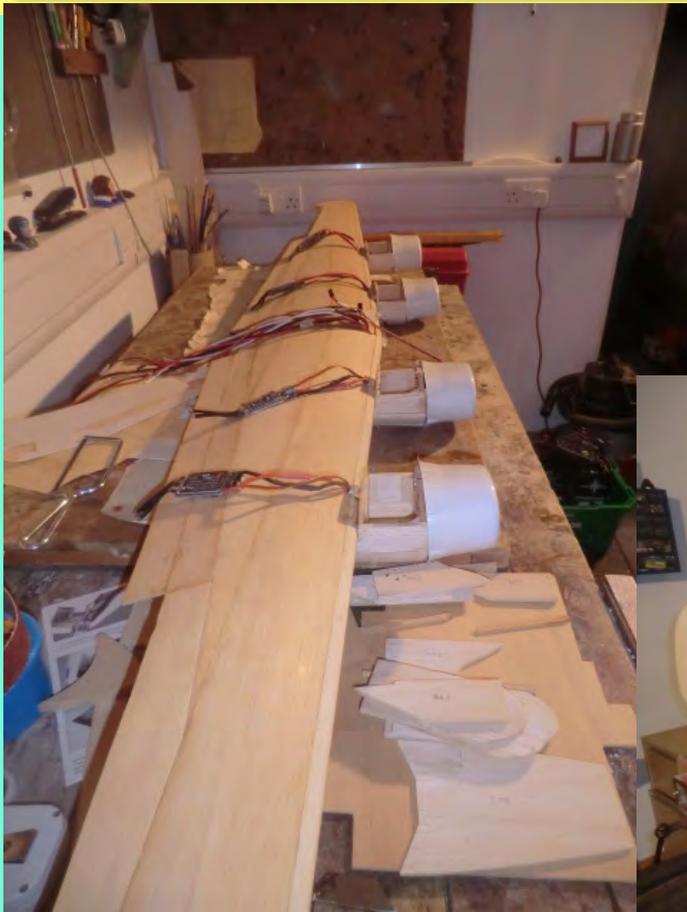
Pencil in 10th July too, if the weather on the 3rd is awful we'll try again on the 10th.

Builder's Board.



As there has been such little flying, there has been some building in return. Here's Mike Pugh's Brian Taylor designed Mosquito. The fuselage is largely done and he's started on the wing, the tail feathers are shown in the background along with retracts. Mike reckons he's still two years away from flight though!

The fuselage below still awaits the cockpit to be cut out, the wing fits from the bottom.



Here is Roy Lannings B24 Liberator which he's building from a Jack Stafford Kit purchased in 1979. The model has a wing span 90 inches with the original power was for 4 x 25 engines but is now being converted to electric.

Weight will be about 12lbs

Being built as his Dad was crew in G for George 86 Squadron Coastal Command out of Scotland and sunk U534 on the penultimate day of the war.

The Sub was subsequently raised and is on show in Birkenhead.

He hopes to have it complete for July.

Roger Darvell has changed his plans and is putting the wonderful Rapide on hold until he's built this beauty. It's the Top Flite kit of a P-47D. He's shown us his pristine balsa building board and will be cracking on with this as we speak. He's got the cockpit to build in as well, I don't know when he hopes to have this Jug finished but it should be impressive. The plans show it fitted with a 1.20 glow engine.



This should be the last time you can see the building board, it should be covered in balsa shavings and pots of glue!

Roger has also bought and fitted out a new trailer to carry his collection of models. You can see the all essential kitchen through the open door in the snap below.



Here's a small snap looking inside, I reckon that the biplane up top is the Multiplex Rockstar, a foamy Yak lower down and the wings of a Hangar 9 Jug with the extended leg showing.