



Tamas Garai, Krys Holoubeki and Roger Freeborn with their A certificates. Very well done, gentlemen.

Parish Notices

AGM

The WLMAC AGM is on Thursday 14th December, and is the last social gathering before the New Year; complementary drink(s) and bar snacks are provided, so please do try and turn up. Some members traditionally get there early and go to the Fish & Chip shop over the road as a special treat.

Subs for 2018 will be due at the AGM so bring cash or cheque; the club fee can be split into two halves with £60 paid now and the other £60 paid in June. The BMFA subscription needs to be paid in full. Membership fees are:

- WLMAC full member : £120 (or 1st instalment of £60 with balance of £60 due June 1st)
- WLMAC social member : £32
- WLMAC junior member : £47
- BMFA membership is £34 (£17 Junior; £13 family Junior)

At the AGM, payment by cheque - payable to WLMAC - is preferred and if paying by cash *please* bring the right amount – we can't guarantee to have change.

If you can't make the AGM please either post a cheque to:

Stuart Whitehouse
Orchard End
Bentley Road
Slough SL1 5BB

...or you could do a **BACS payment** to the following account:

Sort code: 40-38-20

Account number: 41139258

The club fee is due by the end of December; members who have not renewed by the end of January may be required to pay the joining fee to re-join. **BMFA insurance lapses at the end of the year, so from 1st January you are no longer insured and must not fly, unless you have paid the BMFA fee to us, to another club or to the BMFA directly.**

Club Meetings

8th November

A number of intrepid members braved the cold and the changed clocks on Wednesday 8th November for a trial run of the 1st ever WLMAC winter BBQ, car racing and impromptu night/dusk flying event.



Graham M's buggy heading off into the sunset.



Tony P enjoying the healthy "glo" of his I.C. BBQ. – nice to see that Tony still keeps an open mind about I.C. ...



"Say cheese" brought some confusion, as there was only sausages and bacon.



Mat's latest toy - a Hobbyking Flybeam, it was obviously easy to see and had several successful flights. It was best once it was fully dark [Please don't try this at home - Ed.].

As this was such a success this is going to be repeated, at approximately three week intervals. If you're interested contact either Mat or Tony to get added to the email group.

18th November – Work Party

We had yet another excellent work party on 18th November – lots of participation by the membership who did some necessary maintenance on the Astroturf by re-sanding some bare patches. Also, John Fowles sprayed some home-made moss-killer (you have been warned), potholes were filled, the mower-shed area tidied up and a new dead model & LiPo recycling facility was donated by someone on the farm.

The car track has had some further improvement with special thanks to new member Jason Clarke for building the base to the new podium which now has handrails and stairs as well.



Tony looking for the Astroturf gang with another load of sand...



Oh, there they are.



His excellency Tony Parrott, proprietor of Parrott Aviation, practices standing on the top step with what is possibly the starting gun. Apparently, practicing for the race comes later...



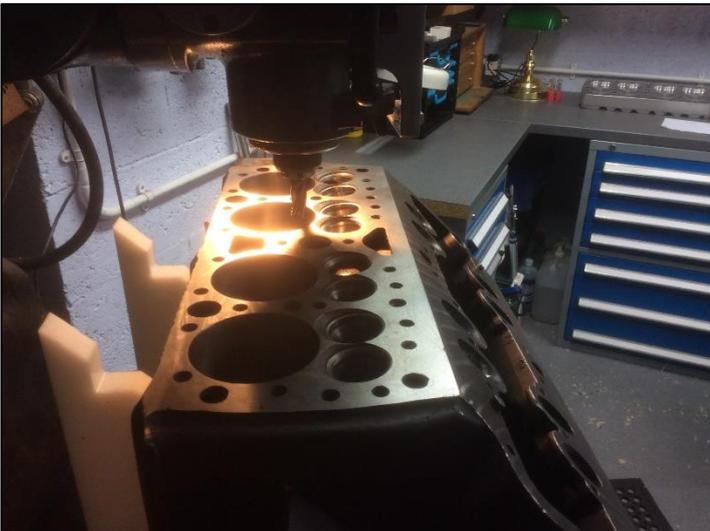
This is Chairman Mat's, um, vehicle. He would like me to say that it's "awesome" – not quite the word I was thinking of...

The heli patch is now also looking fantastic, and is larger and fully operational [*Can't say that I approve of this new-fangled rotary-wing nonsense - Ed*]; it's also had the pilots box location adjusted to stop people getting the sun in their eyes. Also, in the time leading up to the work-party Dick Sable painted some more of the restraint benches, and Jeff Creek (new member) did some maintenance on them.

On the Workbench

Not Really Model Aircraft Related, but... - Steve H

With reference for copy regarding the WLMAC newsletter and 'what's on your work bench', here's something that you might be interested in from a member Steve H (second name redacted by request, for security reasons) - it's not aero-related but may be of interest to some of the older members who still remember when cars had proper combustion engines in them.

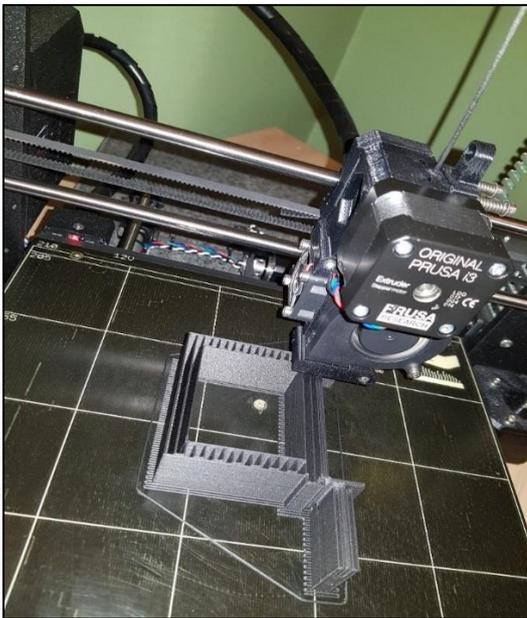


It's a 1940 Ford V8 flathead engine. It's on the bench having a full rebuild with blueprint and 'hop up' parts taking it to a mighty 4.7 litres. Never has so much money achieved so few horsepower!
[Never mind about all that, think of the noise - Ed]

3D Printing – Mat Dawson

I thought that a Dremel was the be-all and end-all of modelling tools until I got this 3D printer; It was bought as a kit and cost circa £750 inc filament (the plastic stuff used to print things) and other stuff to get started.

It took about a week of evenings to put together and calibrate, it came from a co called Prusa (Czech based) – look it up, excellent website and loads of Youtube videos. I decided on this one after doing a fair bit of research and am more than happy.



A component being laid up from plastic filament, from the bottom up.

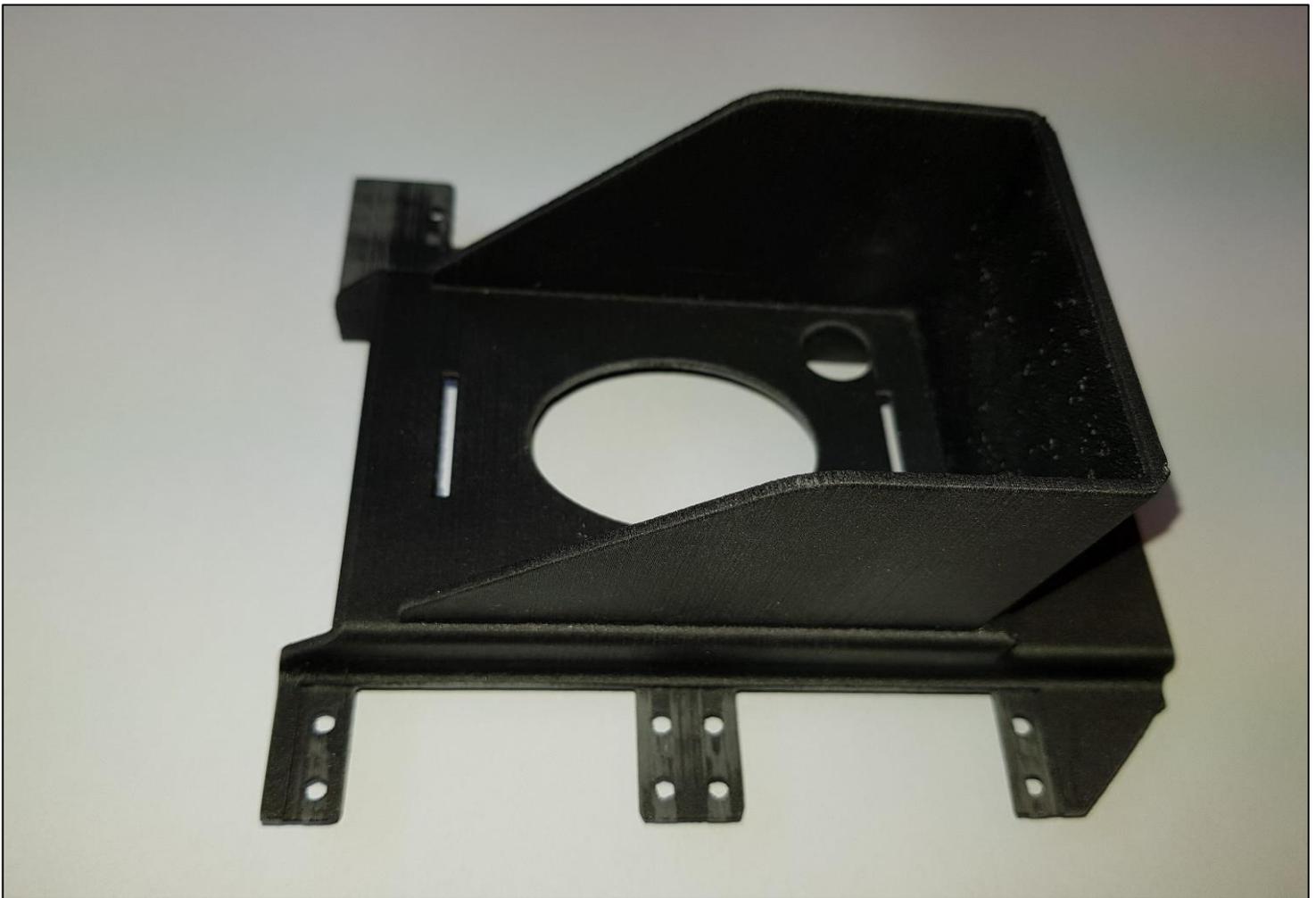


The piece part-way through printing.

I use Autocad *[Very impressed - I'm too stupid differently talented to use AutoCAD - Ed]* to draw stuff and then the Prusa Slic3r software to get it ready for printing.

The printed component on the photos is the most complicated of the designs I've done to date, printed with Carbon reinforced filament, it weighs next to nothing and is really strong / stable.

I'm going to use the printer for dashboards, scale accessories (aerials, guns, etc.), undercarriage doors, servo mounts / covers – the list of possibilities goes on and on. It's getting to the point where I can draw items quicker than I could make them, I then set the machine off printing and get on with something else while I'm waiting - it's great!



The finished component – it's an all in one tank restraint, battery holder, switch and servo tray for Mat's DB Hurricane, uses Carbon reinforced filament

I've just ordered some newly-available upgrades which will enable the use of up to 4 different materials in the same print with auto change over.

Website details: <https://shop.prusa3d.com/en/>.

(Unfortunately, Mat is unable to do a club demo because if moved the printer needs re-calibrating which takes a while).

Visit to Nijmegen – Andy Blackburn

After having entered the Indoor Scale Nationals last April and done OK, I thought that it might be interesting to enter the 2017 International Indoor Fly-in at Nijmegen on the weekend of 11th/12th of November; it's an open indoor competition for some duration classes as well as scale, and seemed to be quite well supported; there were spectators and TV cameras there on the Sunday.

I took two Kit scale models (Spitfire PR .IV and Cessna 140) and a Peanut (Andreason BA4-B), and even though I turned up for the trimming session on the Friday, I didn't manage to get one of them trimmed 100% correctly! And the Andreason spent Saturday night in the ceiling netting after <ahem> a slight miscalculation of rubber size. Oh well, I shall try and do better next year.

Having said that though, it was a great thing to do and I learnt a lot. Here are a few pictures to give something of a flavour of the event.



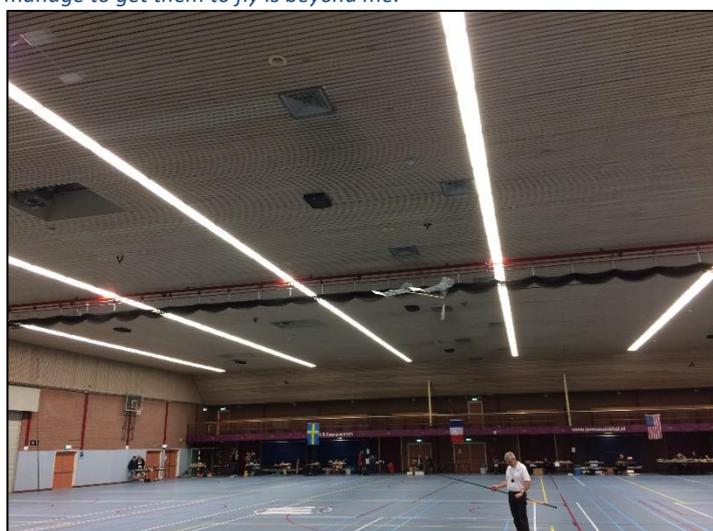
Peanut scale static judging - not all peanuts are shown



Pistachio scale static judging table; tiny works of art, how people manage to get them to fly is beyond me.



Open rubber, CO2 and electric models.



An F1D (open indoor duration) model. The propeller rotates at about 1-2 rpm! The guy with the pole uses it to steer the model away from obstructions.

Events

Date	Event	Location	Description
Thursday, 14 December	AGM	Battle of Britain Club	AGM
Friday, 15 December	Indoor Flying	Vyners School Gym Ickenham	Indoor Flying 7.30-9.30 pm

Friday, 19 January 2018	Indoor Flying	Vyners School Gym Ickenham	Indoor Flying 7.30-9.30 pm
Friday, 16 February 2018	Indoor Flying	Vyners School Gym Ickenham	Indoor Flying 7.30-9.30 pm
Friday, 16 March 2018	Indoor Flying	Vyners School Gym Ickenham	Indoor Flying 7.30-9.30 pm