



# NEWSLETTER

Season's Greetings

Editor : Bob Young  
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## SUBSCRIPTION FOR 2005 MEMBERSHIP

The club membership subscription for 2005 is £65 (Juniors £32.50), the same as last year's figure. BMFA membership has been set at £24 for adults and £13 for juniors, an increase of £1 for Seniors on last year. So when you come to the **Annual General Meeting on Thursday evening, December 9<sup>th</sup>, at the Battle of Britain Club**, please bring a cheque or the EXACT AMOUNT in cash, to speed the collection process. If your BMFA membership is obtained elsewhere, please bring your membership card and/or a note of your membership number. Anyone who joined the BMFA during the year and possesses a pink credit note should bring that as well. Alternatively you may send your cheque, payable to the West London MAC, to treasurer Peter Nielsen at 176, Cherry Tree Road, Beaconsfield, HP9 1BA. Telephone 01494 675716. There will be drink and food on the house as usual. To make the AGM more interesting there will be a quiz. The prize is a membership refund worth £65. The quiz will comprise ten easy questions on the Flying Rules. The committee expects as lots of correct entries there will be a ballot to determine the winner.



*Tony Taylor has brought this picture to our attention as it looks as if the full size jet jockeys have got the 3D bug.*

### ASK FOR HELP IF YOU NEED IT

Members who still get that heart-in-the-mouth feeling when they fly are encouraged to ask for help and guidance. Please don't be shy. The Club Flying Instructors are - Alan Colman, Frank Dalby-Smith, Frank Edwards, Peter Emanuel, Andrew Hopper, Bob Howard, Ian McPherson, Mike Sutton, Leon Taylor and Des Wheatley. These experienced flyers are very willing to assist any member on request, and of course they already do so. These nominations do not preclude other members giving assistance as the need arises.

### CAMERA STOLEN

The club's camera at the gate designed to deter would be illegal fly tippers has disappeared. The committee believe that individuals engaged in illegal activity in relation to the car storage depot at the bottom of Springfield lane were responsible. Please keep a watchful eye as you enter and leave the field and report any suspicious activity you see.



*John Fowles shows his Extra 300L, the model Dave Wilsher raved about during his recent talk to the club. In the last few days Roger Moffatt, who also raves about the quality and value of the kit, has persuaded a number of club members to purchase a model.*



## CLUBHOUSE PAINTING

Saturday 27<sup>th</sup> November was a bright autumn day and just ideal to give the clubhouse a fresh coat of paint. Roy Lanning, Des Wheatley, John Fowles and Bob Young from the committee and another eight club members armed with a generator, wire brushes, paint brushes, and paint pots soon covered the exterior of the clubhouse with a new overcoat. And there were a couple of hours flying time left for the keen pilots.



*Lew Wrapson has found this example of an engine failure on take-off. I'm sure the pilot would much prefer to be retrieving a model from the trees!!!*



*Peter Emanuel celebrates his success in the BMFA examination with a low pass - inverted!*

## LADDER NOW AVAILABLE

Members still from time to time find their models in the trees surrounding the field. Posted in the clubhouse are details of a tree surgeon who is available to retrieve models that become stuck in the trees for a fee. In response to recent appeals from certain sections of the membership, Peter Nielsen has donated a surplus wooden ladder to the club and Phil Snowden has now delivered it to the field. Members need to be aware that the committee recommends the use of the tree surgeon for the retrieval of model from trees. However members may use the ladder at their own risk if they feel that professional assistance is not necessary.

## NEW KID ON THE BLOCK

Ron Stephens below completes his WLMAC application form whilst on a visit to the flying field. The picture to the right shows part of his collection of 4 stroke engines, two of which he scratch built himself and the others he converted from old Merco 2 strokes.

