



# NEWSLETTER

January 2008

Editor : Bob Young

## PUSH FOR SAFER FLYING AT HAREFIELD. "A" CERTIFICATE TO BE REQUIRED FOR SOLO FLYING.

Every member of WLMAC will be required to possess the BMFA's "A" certificate to fly solo at Harefield by the end of 2008. This important new safety rule was agreed at the Club's Annual General Meeting on December 6th. It is already a club rule that new applicants for membership should possess the "A" certificate before joining or agree to be supervised and trained by the member who sponsors their application until they have passed the A certificate test. The Club is to set up a series of training sessions during the 2008 season. A trainer and all associated equipment, including a "buddy box" is to be purchased for training existing members up to achievement of the A certificate. Member Matthew Dawson is to maintain and take charge of the trainer and bring it to the field as it is required. There are four examiners in the Club who are willing to advise, help and undertake testing. They are:-

**Peter Emanuel**  
**Andy Hopper**  
**Bob Howard**  
**Leon Taylor**

Two out of the 33 members at the AGM voted against the proposal to require all members to have the A cer-



*Close attention from members at the Annual General Meeting..*  
tificate on the grounds that it smacked of authoritarianism in what should be an enjoyable leisure activity, and might drive existing members who did not want to take the A test to leave the club. But three neighbouring model flying clubs already have the A Certificate requirement and Andrew Hopper, the BMFA's Area Chief Examiner told the meeting "All members have a right to being and feeling safe in what is an inherently dangerous activity." There was agreement to Member Terry



*Committee members listen intently to members' views.*

Poole's proposal that an evening every week should be designated for electric flight training - to be undertaken by Stuart Whitehouse, who is renowned for his skilful building and flying of his sophisticated electric models.

Roy Lanning, who is responsible for organising speakers for Club meetings reported that he has been embarrassed by low turnouts on club nights. 16 voted in favour of him continuing to find speakers where he can, but 21 people voted in favour of seeking "do it yourself" club nights in which members made their own contribution by bringing flight simulators, displaying their modelling projects, organising indoor flying, quizzes and bring and buys.

*Mike Sullivan*

### NO RENEWAL, NO FLY

**There are still some members who have yet to renew their membership. Without current club, BMFA membership and its insurance cover, they may not fly at Harefield. If you have simply overlooked it, please send your cheque (£55 for membership. BMFA membership is £28 for adults and £15 for juniors) to Peter Nielsen at 176, Cherry Tree Road, Beaconsfield, Bucks HP9 1BA.**



There was not much interest in indoor flying among WLMAC members until Peter Emanuel started turning up at club meetings with his ever increasing range of electric helicopters. They were the star turn at December's AGM and members got their hands on the sticks of these amazingly controllable little flying machines. Their secret lies in the contra-rotating rotors, which eliminate torque and thus the need for a working tail rotor, so making for easier flying.



### **BUYING IN YOUR 2.4 GIG RIG FROM THE USA IS FALSE ECONOMY—AND ILLEGAL**

If any well-heeled WLMAC member is tempted to hasten his ownership of 2.4 Gig radio gear by obtaining it in the USA he should know that it would probably invalidate his BMFA insurance in the event of an accident in the UK. And that applies to any radio gear bought in the States. Imported American radios are not certified as conforming to British standards and they radiate much more power than is authorised by Ofcom for use in the UK. The BMFA's Chief Executive reports that since BMFA insurance covers "all legal activities" in relation to model flying it might be invalidated if there is a claim relating to a model using unapproved, American equipment. The transmitter controller at the "Classic Jets" December meeting at Abingdon was instructed to prohibit any of the new JRX9303 2.4 Ghz radios that might appear because they would have been imported from the USA. That radio will not be available in the UK until 2008, and when it does appear it will have been modified to conform to British standards. So if by any chance your money is burning a hole in your pocket be patient, and spend it on something else!

### **FRENCH ARE INTO ELECTRIC FLIGHT— FULL SIZE!**

At least one WLMAC member is convinced that reports of a full-size, man carrying, electric powered aircraft taking to the air is a spoof. Well it isn't. Just before Christmas a French pilot flew for 48 minutes in a kit built plane, powered by a 25 horse-power electric golf cart motor and 48kg (105lb) of li-po batteries. A simple design, with a wingspan of nine metres, the single seat machine has followed thousands of model aircraft into the air in pursuit of quiet, clean and cheap electric flight. Inevitably, the Americans are aiming higher, claiming to be about to fly a 50 horsepower electric kit plane capable of carrying two people at 135 mph.



#### **NEXT MEETING**

There will be no meeting in January or September so our next meeting at the Battle of Britain Club will be on 14th February more details in the February Newsletter