



May 2014 Newsletter

Editor: David Orrells

British Summer Time Is Here!

Summer time approaches and several new planes have been spotted at the field. Above is a shot of James Beck's Taft ViperJet, this sports a 90 mm EDF and flies really well. It's performance has attracted several others to order them, their arrival is keenly anticipated. It sports retracts and flaps and due to its fan, it makes a really nice 'jet' noise.



Another new model is Charlie Orrells' Hanger 9 ARTF, a Sbach 342 powered by a Saito 115 four stroke. This ARTF needed some glue but is the best example of an ARTF seen to date. The ailerons came glued in with the servo horns already screwed on. The wheels were mounted on the undercarriage and even the stickers were pre applied. The plane can be seen above without its cowl, a wise precaution for a combination of new plane and new engine.



This is new member Tony Hill receiving his A certificate from Club Examiner Stuart Whitehouse. Tony had bought an electric Wot 4 to learn to fly with and practised in readiness for his A test. Unfortunately the elevator servo failed in his Wot 4 and the plane piled in, the same day as he was due to take his test. Luckily the Club trainer was dusted off and after a quick flight to get used to it, Tony successfully passed his A test. It was a bit windy on the day but that didn't affect Tony at all. Well done!

Last months April Newsletter contained a couple of April Fool articles which managed to catch a few members out. Unfortunately, SkyNet models doesn't exist and your Committee doesn't receive subsidised models from them!

Also, whilst the Committee liked the idea of reserved parking for them on the red area of car park, this too was an April Fool. We might bring it up at the AGM though....



If the BMFA ever run a 'Best Garden' competition, we're now in the running! Thanks to Roger Darvell, we've got a much better path to the Club House and a small garden to boot.

Michael Faul, a new member introduces himself.

I have had an interest in flying model aeroplanes for years but until now have never taken that final step. In the last few years leading to retirement I found myself working in the same building as Dave Harris. We got chatting about flying and the rest is history. Dave very kindly allowed me to fly (and crash, unfortunately) his Panic. After five visits to the field as Dave's guest during 2013 I was well and truly hooked and have bought the E-flite Apprentice as my first model. At the time of joining the club I have had a grand total of about twenty minutes of very erratic flying time so will need to be wearing 'L' plates for quite a while. My immediate ambition is to take off, fly a few circuits and land with the model, me and anyone else present all in one piece.



Michael Faul with a lovely new plane in a box

Club Meeting Thursday 8th May at Battle of Britain Club.

Our next Club meeting takes place at 8pm on 8th May and is a Bring and Buy event. It's a chance to both sell some of your excess fleet and to increase the size at the same time.

Come along and try and sniff out a bargain but make sure you come along with a pocketful of cash!

Web Cam Going Live Soon

Thanks to some generous help from Club members Ahmed Rashid, John Root and Richard Dalby-Smith, WLMAC will soon be sporting a web cam on the Club web site. This will be positioned so that it takes a picture of the pits and the leaning rails. A new photo will be posted every 10 minutes or so. We'll build a cheap and cheerful windsock so that you can judge the wind speed yourself, if you can't see the windsock, it's foggy. You'll be able to see what the weather is like and who is at the field and decide if you do or don't want to go!



Above is my much flown Seagull Models Super Tucano after a dead stick on take off. The plane must have struck a rock after going into what I thought was 'safe' rough. The engine took the brunt and suffered a snapped off carb and the head being damaged. Its was a Thunder Tiger 130 but the repair costs are close to that for a new one so sadly it will be scrapped. The rest of the airframe took the traditional route for a old, irreparable model.



Tri Club Competition

Once again we are running the tri-club competitions along with Wycombe and Chesham clubs. There will be one day at each club, with 2 competitions one each day. The competitions are fun, not serious, and any pilot at A standard or better is welcome to enter. Feel free to come along whether intending to fly or not. There will be a BBQ lit at each *except* Wycombe - their BBQ is broken. Competition start time will be 12 noon, but you can arrive much earlier if you want to have a fly or a chat first.

The schedule this year is:

Wycombe June 8th (June 15th as reserve if bad weather)

"Timed Touch & Goes" and "Cut the Streamer"

Chesham Sunday 20th July (July 27th as reserve if bad weather)

"Dead Stick landing" (timed and target circle at standstill) and "Precision Bombing"

West London September 7th (Sept 14th as reserve if bad weather)

"Egg race" and "Triple Thrash"

Details of the first day at Wycombe:

Timed Touch & Goes

5 touch & goes will be attempted. A target circle will be drawn on the field, a touch & go within the target will score 5 points, land outside of the target and it will be minus 5 points. The exercise will also be timed such that if there is someone equal on points, the fastest to complete the exercise will win or be better placed.

Cut the Streamer

You will have 5 minutes from take-off to attempt to cut the streamer. Your success will be timed, so the faster you achieve it, the better placed you will be.

Directions

The Field is located in Hard to Find Farm, Heath End Road, Flackwell Heath, High Wycombe, Bucks. HP10 9QH. The entrance to the farm is directly opposite the Junction of Heath End Road and Abbey Barn Road. Once off the main road, drive up the lane to the farm until you come to a locked gate. This will have a combination padlock on it. Code 8888. Let yourself in and please re-lock the gate. Follow the track around the right of the barn in front of you where you will find the parking area and will be able to see the field. Cars are not permitted onto the field itself.

Indoor Flying Club Night Success.

The Indoor Flying pylon event was well supported, there were 16 entrants. It ran with four knockout heats involving 30 individual flights over the evening.

Some mid event controversy arose in the third heat when Jason, who was in the lead on a wide turn struck the Judge and his planes propeller wrapped itself around Frank's glasses lanyard taking some time to unravel and costing Jason the heat.

Bob Sheldrake emerged as the final winner after the carnage which left only one of the three models still in action at the end. He was awarded the prize of a Lipo bag which was provided in association with Brentford models.



Attention Foamy Wot 4 Owners

We've received an e mail from the Warren Farm Radio Flyers alerting us to a potential problem with foamy Wot 4's. They've experienced problems where the battery hatch has come off, allowing the battery to fall out mid flight!

So, check yours and use some sort of additional restraint to ensure your battery stays put.