



January 2015

Newsletter

Editor: David Orrells

Harefield Site Problems Loom.

In early January, Chairman Mat received an unwelcome phone call from the Sita site representative telling him that Sita wanted us to leave the Harefield site by June. They have other plans for the field and we are in the way.

The Committee immediately appointed Bidwells, Land Agents, to act on our behalf and sought their advice. The Committee have met with Bidwells and now they are writing to Sita to find out precisely what they want. This means that we have to sit and wait patiently whilst Sita give their response. We are not completely without rights though so all is not lost.

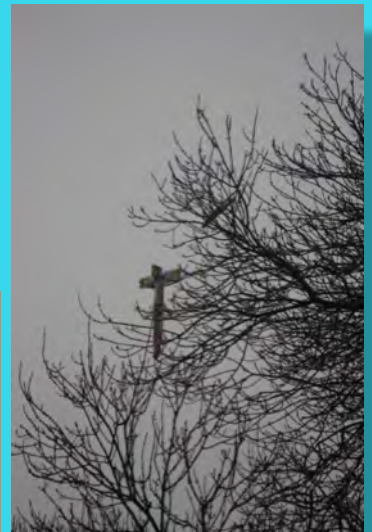
As detailed later in this Newsletter, we'll try and stay at Harefield but at the same time, look for a new field and run these in tandem.

We've agreed to pay fee's to Bidwells as their advice could help us retain the site.

Please do NOT under any circumstances talk to Sita, leave it to Bidwells.

Dave 'The Hat' lost his squidgy in the trees after the wind got the better of it. It hung there for several days before it blew down in the wind.

Chairman Mat was trying out his Christmas present, a custom made exhaust for his petrol powered Yak 54. The exhaust sports a smoke system too so he was keen to try it out.





The Club has splashed out on a new cooker which now includes an oven. This was bought just before the fateful telephone call from Sita, I hasten to add. It has a built in spark generator so no more hunting for matches. The gas still needs switching off at the gas bottles at the end of the day though.

We are still planning to change the light system in the Club Hut too. We're going to change the entire system to a 12v one and eliminate the inverter. The inverter has been left switched on overnight a couple of times in January already, flattening the batteries. The solar panel cannot keep up with charging the batteries at this time of the year. A combination of short days and entire days lost when no one puts the panel out means that we cannot keep up with our power requirements.

If its a grey day, its still worth putting the solar panel out, it will still collect electricity. It will collect more on grey days if its laid flat on its back as the picture shows.



Indoor Flying

The next session is on

Friday 6th February

at

Vyners School between 7-9pm. Come along for guaranteed light winds and no rain!

On

Thursday 12th February

Club Night

is a talk by

Tony Easton

all about

Rudolph Hess

and his flight to Scotland during the war in a Bf 110.

His talk about Glenn Miller was very entertaining and he promises that this one will be too.



Afterwards we can have an update regarding the site from Chairman Mat and an Open Floor Discussion about what we want to do next about the site..

The Hunt for a New Site Goes On....

Whatever the outcome regarding our current site, the Committee have decided it will be worth the effort to look for a new site. However, as we all know, it's not going to be easy in the heavy populated South East. We may have to start the club slowly and quietly, maybe limiting the days and hours we fly. It will also likely be an electric only site too. Wherever we go, we'll have to be very noise concious so electric only seems a sensible precaution. This is where we are so far.

This area is the first that was spotted from using Google Maps. The fields are huge and are between the M25 and the A412. The fields are undulating and have relatively few public footpaths and bridleways.

However, they are preparing to build a Weigh Station to start extracting gravel for HS2. The Land owner may not want to endanger this profitable venture. It also is the exact line of HS2 before it goes into a tunnel under the Chilterns by the X marked in red.

Despite these problems, the sheer size of the area gives the most hope that a site could be found.

If you know of a suitable site, let me or any of the Committee know about it, the more potential sites the better.



Our current site.

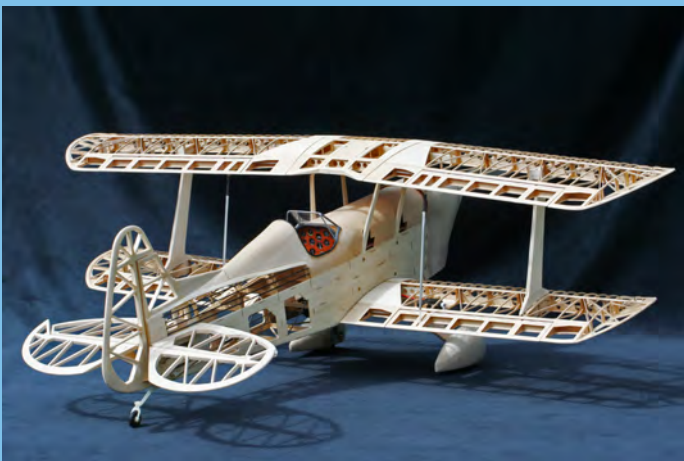
Another possible area, however it's very close to two major motorways. A dead stick onto one of those doesn't bear thinking about.

Another potential area, no investigation done as of yet.



Sadly, Roger Moffatt, passed away last week. Roger ran Sequoia Systems and made exquisite Greenfinch kits. Roger was a pioneer of CNC cutting and used routers as these are more accurate than lasers.

He's pictured above at the 2014 Nationals running his stand and selling his wonderful kits. These kits were so precisely cut that they would hold together without glue.



Here's some of the Christmas presents that we received, 'Gun' Jason was 'testing' an RC tank, complete with sound system and firing gun.



Peter Emmanuel was flying his Christmas present too.



John Smiths Christmas present was a singing, dancing flower.

Dave 'The Hat' and Bill 'Are you going to finish that, can I eat it?' Mercer were both flying the same plane, an E Flite P 47 around the skies earlier in the month. At one point they were literally doing that, flying the same plane and no one was flying Daves plane. Sadly the little P 47 landed on its own as Dave 'flew' Bill's plane around the sky. Here it is after it landed itself.



Making a bid for the most photographed member this month is 'Gun' Jason. He was flying his Stryker when he lost control and in it went. Luckily, it went into the long grass and soft mud. The Stryker features a nose that is designed to knock off and is held on by magnets. The plane was pulled out easily but the nose required a decent set of forceps to extricate it. Several Club members supported Jason in his quest with numerous ribold comments too rude to be repeated here.

The loss of control was traced to a dry solder joint between the battery and ESC.



On Sunday 4th January there was a good smattering of fliers despite the grey and misty weather. Towards the end of the day we were in the Club hut talking the normal nonsense. We heard voices outside and went to investigate. We discovered three men occupying the end table clustered around a DJI Phantom. They had made no attempt to come and talk to us and were about to fly the quad. Mat approached and told them that they were not members and therefore not allowed to fly. He asked about their insurance cover and 'public liability' was muttered. They were told it was a private club and they were trespassing. We didn't know that they replied, I think they did, they had to climb over a 6' tall muddy bank to get in.



They wandered off back down the approach road but half an hour later they had only reached the big bend at the top of the road, they had obviously stopped and flown the quad in the open area.

I know we all have differing views about these quads but these chaps are likely to fly the quad wherever and whenever they want without caring a hoot about insurance and the law.

Any member must approach intruders and ask the politely not to fly and leave as it is a private club.

If you are unlucky enough to lose your plane over our boundary with Richard Orr, you **MUST** ring him before crossing onto his land. Have a look for your plane first to make sure that it isn't on our side of the fence. If it has crossed call him **before** you cross the boundary. He will never say no but wants to know when people are on his land. Once you have done that you **MUST** fill in the log kept in the Hut, we will then have records of how often we venture onto his land.



Richard
Orrs
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