



**“The master?” at work.** (under a watchful eye from John).

## **Welcome to our December Newsletter-**

We are still lucky to be having some good weather, either for flying or for important site improvements and maintenance.

We had our annual Quiz-night at the Golf Club.

More indoor flying at High Wycombe Leisure Centre.

The Christmas Dinner and the AGM is on the Thursday 15<sup>th</sup> December. The times are as follows - Those of you who will be eating, dinner will start at 19.00. so, you need to be there early so you can get drinks and get seated. Sub’s payment on the night will follow and the AGM proper will start at around 20.30.

Please check below for the various Club Membership Fee’s and any additional items, to calculate what you need to pay. This will make it easier for Stuart with his book keeping. The bank information is in the article below for those of you who wish to pay by BAC’s.

If you haven’t already, please contact Mathew with your Christmas Dinner booking - £16 members, £22 for guests and £10 for children, payable with your sub’s.

**Club membership fees** have not been changed this year. **However the club will no longer be funding the CAA registration for members** – the club had done this temporarily when this fee was introduced, as the club was running a surplus and the legal arrangements were changing so fast it wasn't clear if the CAA fee would continue. The registration can be paid via the club, just like the BMFA, and this is the easiest way. It is now £10 for the year. (And if paid via the club we will honour this price – if your CAA actually renews later in the year and you pay directly it is likely to be £12 from about April).

Club subs can be paid from 1<sup>st</sup> December. The preferred method of payment is bank transfer to the WLMAC account, as this incurs fewest (no!) bank charges. If not paying online, payment can also be made on the night at the golf club or by a cheque posted to Stuart Whitehouse, details also below. Charges are as follows:

WLMAC full adult member: £120 (or 1 instalment of £60 with £60 balance in June)

WLMAC social member: £32

WLMAC Junior member: £35

BMFA membership is: £42 (junior £20, family junior £15)

Xmas dinner at AGM: £16 (£22 for guests)

CAA registration: £10 (not payable by Juniors)

Pickeridge field bollard key deposit: £10 – only if you already have a key

**Total for an adult member with BMFA and CAA = £120+£42+£10 = £172**

**(or £188 with xmas dinner)**

Paying by online payment to the following account (preferred method)

Sort code: 40-38-20

Account number: 41139258

Account name: West London Model Aeroplane Club

Payment by cheque - payable to WLMAC and post to:

Stuart Whitehouse

Orchard End,

Bentley Road,

Slough.

SL1 5BB

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.**

Our arrangement with the High Wycombe club (<https://www.hwdmac.co.uk/>) flying at their large new field at Cadmore end continues. You can pay their subs via WLMAC if you wish (their subs are also £120 / £35 for juniors). And any current WLMAC member with an A-cert can join High Wycombe without paying their joining fee while they remain a member of WLMAC – if anyone wishes to join HWDMAC who is not already a member, please contact Stuart for details of

**Radio equipment.** We have been made aware of some transmitters becoming faulty, in one way or another.

We are asking all members that if you have any radio problems including mechanical issues (broken aerials, dodgy switches, trims etc) then please make sure they are 100 percent working, as from the manufacturers before you continue to use them. John Fowles has numerous issues (with two of his Spektrum

transmitters), he phoned their agent in the UK (Logic RC) and made an appointment to visit them. They fixed all the faults while he he went for a coffee and at a very reasonable price. Logic's address is Hartham Lane, Hertford SG141QN. The contact name is John - 01992 558226 ext 3. For other makes of equipmentm, you'll have to look up the repairre's details yourselves. NB If you think you have any "dodgy" radio equipment please don't use it, either get it fixed or replaced.

**Harefield site.** Harefield, as usual, is looking very good with well-manicured grass for the main strip and the rotary areas.

Training is still in progress but is weather dependant. Saturday morning training is still full on, but Wednesday evening training is starting to get to the point where the nights are drawing in and it's happening earlier in the afternoon, weather permitting. The instructors will make decisions whether to hold off or train, on the day.

There are Cup-a-Soups available in the club hut, all you need to do is boil the kettle (emptying the soup into a cup/ mug and adding the boiling water and stirring also helps). **There is no excuse to be cold.** There are also "Hot Hands" handwarmers available at a £1 a pair – these are on top of the trophy cabinet. Pickeridge has the same provisions.



Mike Kettle prep's for his test - and that's another Fixed Wing A pilot.



Frank, they look nice and cosy in the Hangar. That's a tight fit. Think you might squeeze a small one in.



Another fine repair in progress from John Marr.





We would like to say welcome to Andy Todd, back to WLMAC.  
Andy has joined as social member only. As you can see, he will be driving cars only.

Get straight in there Andy. Let's get them crawlers crawling. NB a 4hr video of rock crawling looks pretty much the same!





John putting his WOT4 through its trimming flight, after some minor repairs. with Dennis.



Nice smiles on chilly days. You can't beat fresh air.

### **Pickeridge site.**

Tony and Felix were back there this week, to give the grass runway another cut. The areas of the strip that were taken care of at the last work party are coming along nicely with the new grass areas looking good. The induction is an important aspect of being granted permission to fly at Pickeridge, this is taking place to show members how the security protocols operate and explain the site-specific flying rules and flying limits etc. Inductees will also need to carry out a successful test flight. There will be an interactive demonstration of how the main gate operates, including the use of the security bollards, a further demonstration of how to drop and again to raise and lock them. These are quite heavy to use, also if you lower them to fast you will get a nice wash from the water inside the outer tube. Then you will be taken to the flying field and the flying area and will be shown including some marker posts which have been located on our western flying boundary, as an aid to its location, no flying beyond any of these. Most important you will be asked to demonstrate that you can keep your aircraft within the boundaries. The unlocking/ locking of the cabin will also be demonstrated (this contains welfare facilities, the rules/ field plan, and the attendance/ flight logbook (which needs to be completed by everyone, every time they visit). On completion of the induction, you will be given your new and shiny keys for the various gates/ the cabin and let loose. A big thank you for Felix undertaking this task. Please contact Felix if you would like to visit/ check the parameters for induction etc.

### **Club night at the golf club.**

We had our annual Quiz-night in November. We would like to say a big thank you to Andy Blackburn for all of the time and effort that he puts into this, a really great format and some awesome Questions. Also, thanks to our "Quiz Master", Stuart.

We had three full tables. The team leaders were set by Mathew, and then all the other entrant's names were put into a hat and then randomly drawn out by Colin.

We had a very wide range of pictures, illustrations, and questions to test our aviation knowledge. The three teams were.

"Crash & Burn" with team leader Dave Chinnery. First Place. 67 Points.

Team two "Spitfires" with team leader Tony Bloomfield. Runner up. 47 Points.

Team three "Swordfish" with team leader Ian White a close runner up. 43 Points.





Team Crash & Burn 1<sup>st</sup>.



The Spitfires 2<sup>nd</sup>



Team Swordfish 3<sup>rd</sup>

**Your Projects.**

Hello Graham,

Following your request, here are some pic's of a model called a Cloud Cruiser which I have nearly finished building.

It all started with a conversation I had about 12 months ago with Tony Bloomfield about diesel engines which along with well wound rubber were the only sources of power available when I started aeromodelling. This of course then led to my first plane, a Frog 45 powered by an ED 2cc Comp Special and as there was no RC in those days, it was trimmed to fly in left hand circles and when the fuel ran out, glide in bigger circles and land hopefully softly enough to live to fly again.



It was then he told me: What you really need now is a proper old timer.....

The Cloud Cruiser was designed in 1937 by an American called Harry E Moyer and I built this from a Belair part kit, it is 72 Inch span and powered by an OS 56 alpha series. The plan shows the original unusual construction which I modified to follow more conventional methods. The pilot is 3d printed and still needs painting and I've just started to draw a plan to 3d print the cowl.

A bit more history can be found here [https://outerzone.co.uk/plan\\_details.asp?ID=936](https://outerzone.co.uk/plan_details.asp?ID=936)

Kind regards

David Whiteley



### **Indoor flying.**

Indoor flying at High Wycombe was another great success. This time we had the use of two thirds of the hall. Again, there was allotted times for the various classes of aircraft.

The word is out that there are some more Micro Aces kits being delivered to several members by Father Christmas this year.

Helicopter practice was in one corner so as not to interfere with the main flying. There were a few multi rotor aircraft (drones) doing their thing as well.



**Indoor flying date info from Cliff (Aylesbury Club) and Brian (Wycombe Club).**

**This season's indoor flying, 19.00 to 21.00 on the following dates: - At the Guttman Centre, Aylesbury, HP21 9PP.**

**2022**

2nd December

16th December

**2023**

6th January

20th January

3rd February

17th February

3rd March

17th March

**High Wycombe dates at Wycombe Sports Centre. Opening times are 6pm to 8pm. Handy Cross, HP11 1UP.**

**2022**

10th December

**2023**

7th January - Full Hall Extravaganza

4th February

25th February

18th March - Full Hall Extravaganza

**Also, looking forward to next BMFA South Midland Area Extravaganza.**



The Date for this has now been agreed Sunday 12<sup>th</sup> February 2023.

Entrance to the hall will be at 13.00 and finish at 19.00.

Entrance fee will be £15 per person.

Change of flights time slots will be 20 minutes per class.

Scale, shockies and free flight.

We'll have drones and helicopters with the RC like we did last year.

The venue for this will be the same as this year.

Wycombe Sports Centre, Hand cross junction 4 M40. **Up and coming Events**

Date	Event	Location	Description
Thursday 15 <sup>th</sup> December	AGM	Uxbridge Golf Club	Membership renewals and Christmas Dinner.
Thursday 15 <sup>th</sup> December	Christmas Meal	Uxbridge Golf Club	Partners are welcome but are required to pay full price of meal.