

Chairman bans membership cards – has he gone too far?

Temperatures plummet at the field – is the Chairman to blame?

Six of the best

Typically at this time of year there's not too much going on at the field. As a result there's not too much to write about. So, rather than having the thinnest newsletter ever, I have taken it upon myself to have a competition and pick some of the best planes that flew at our field during 2016. You'll notice this isn't the best plane you haven't finished yet nor is it the best one you've seen on the internet. And no, you can't enter, as it's already happened. But you can read the results. However, before we get to the awards, I'd like to thank a hugely talented, yet anonymous 'Third Party' or TP for short, for picking the winners. Obviously, I could have done this myself but chose not to on the grounds of impartiality. What I have done however is to add a few comments of my own to help clarify his selection.

Best large foamie-E-flite T-28

With a wingspan of two-metres and a £400 price tag the large T-28 is never going to be a pocket-money park-flyer but it does represent excellent value for money. Thanks to its size it has huge presence and is arguable one of the very best planes, of any size, to fly at our field. My own model has way over 400 flights under its wings and still has the original servos, motor, ESC and prop. In terms of maintenance I've re-hinged both flaps and replaced two retract units.



Best small foamie-any of the Parkzone/E-flite warbirds

With the majority of the club's frequent flyers owning at least one of these birds, picking a winner for this class wouldn't have been difficult. Cheap to buy, easy to repair, excellent spare parts back-up and fun to fly. What's not to like?



Best ducted fan-Dynam ME262

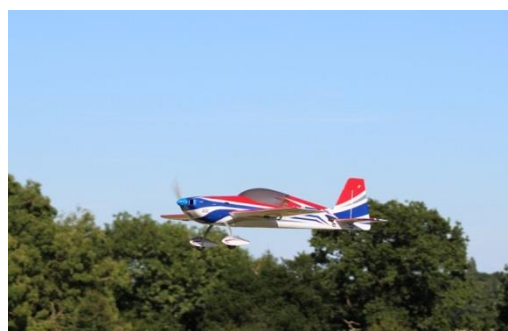
There would have been a few models vying for the top slot in this category. In terms of numbers flying it could have gone to the Duraflly Vampire. In terms of performance the Viper Jet would probably have got the nod. However, the 262 eases ahead thanks to its presence, this is not a small model, and it's got easy going scale flight manners.

Best nitro-no entries this year

Maybe next year. I know for a fact that Chairman Mat has a large Hangar 9 P-47 to build. I also know they can be electrified. Just a thought.

Best electric-75-inch 3D Hobbyshop Extra

This could have been an honourable draw between the 3DHS Extra and the Bondaero supplied Fantasista. Ultimately, the Extra got the nod due to it being the more frequent flyer. Loads more to look forward to in this category next year.



Best helicopter

Any of the 700 series Robans. So far this year three of these beauties have graced the skies above our field and with two more currently under construction, an AS350 and a Super Cobra, that number looks set to rise in the New Year.



Special award! Sensible approach to aero-modelling-Frank Dalby-Smith

Now this is going to take some explaining. I came up with this award idea all by myself and it is thus brilliant. It's not a flying award, nor is it a building award. Instead it is recognition of an approach to buying, building, modifying and, ultimately, selling model planes that we could all learn from. Unlike a small number of us, myself included, who'll buy anything shiny Frank doesn't get his wallet out until he's carried out exhaustive research into the plane he's thinking of buying. However, unlike a large number of our members who could string out buying a five-bob foamie for six months plus, Frank carries out his research at the speed of light. Once the model's suitability and durability has been established it can then be ordered from any part of the globe and attention turned to fitting it out. Here to Frank leads by example. You will not find anywhere in his hanger an expensive model, filled with the cheapest components know to modelling man.

Once a model has been flight tested attention then turns to any components that could possibly be having an adverse effect on the flight envelope. With those swapped out the model either

becomes a keeper or it appears on the BMFA classifieds. Genius.



Nice plane, nice parts, nice flying

Now we have four things to learn from this approach. Firstly, do your research but do it quickly. Secondly, unless you've bought a cheap plane don't put cheap bits in it. Thirdly, don't be afraid to re-invest, in the model, if you think you can improve on it. Finally, if the plane turns out to be a Lemon then get rid and buy something else. Too many people hang on to truly rubbish planes because they're gonna lose money when they flog it. What???? Like they're appreciating assets that'll be worth more in two year's time! Get real, get rid, get a new un!

All change!

After many years of faithful service on the committee Mike Pugh is stepping down at this year's AGM and after a significantly shorter amount of time, so am I. Mike Faul and Mike Marman have kindly volunteered to replace us, and will be standing for election at the AGM.

Hand warmers go on sale in club hut

Thanks to Chairman Mat we now have hand warmers in the hut. They're £1 a pair, that's one packet, and you should poke your cash in the same honesty slot we use for the tuck shop.

Training

Initially, the plan was to run the new Saturday training mornings up until the end of the year and then review their success or otherwise, before making a decision as to whether to continue with them or not. Well that decision has been taken early and they are set to continue. Now while that's good news as far as the novices are concerned it's also good news for the wellbeing

club. How so? Well of the nine people currently on the waiting list seven need training. And if we can't train them then we can't take them on. And, in the longer term, if club numbers go down the subs might have to go up! The problem is that with me giving up, Mat will be running the Saturday sessions on his own. Clearly he can't do that forever and without help there has to be a chance they'll be dropped. So if you think you can lend a hand, even if it's only very part time, give him a call.

Warning - Inbox Alert!

Brethren, for some time now I have been aware of an aeromodelling collective known simply as 'The Group'. If the rumours are true, and as I started them I think you can take it that they are, then this highly secretive sect could have an effect on our activities. Quite how they operate remains a mystery but what I can tell you is that you can't simply join, you have to be invited. What's more the identities of the membership are only known by one man. Known simply as 'The Pilot', or TP for short, he leads this benevolent dictatorship with steady hands on the sticks and a sage wisdom that appears in conflict with his rakishly youthful good looks. Only he knows the true identities of all the members and he is kept up to date on all things aeromodelling by a band of equally anonymous informers. You could be sat next to one of them at the AGM or stood next to one on the flight-line.

So what have you to fear? Well if you never do anything wrong you only have praise to look forward to, but if you cock-up expect the entire club membership to hear about it. This information is distributed via their occasional publication entitled 'The Truth'. Under normal circumstances this will simply pop up in your in-box. Read it at your peril; remember 'The Truth' hurts.

Wot? No Cards?

So my brothers, as of right now there will be no more membership cards. Our Chairman says that as a current list of all the members exists on-line the cards are pointless. I disagree. Your membership card is like your passport and very nearly as important. It demonstrates to anyone you show it to at our field that you have the right to be there. It's all very well having your details on-line but you'll have to carry your laptop with you at all times just in case you need to prove you're a member! So in my final act of defiance, before I resign at the AGM, I've made my own card for next year. Can't wait to show it to the Chairman!

Looking ahead

Yet more indoor flying to look forward to at Vyners School with dates being; 16th December, 20th January, 17th February and 17th March. All sessions run from 19.45- 21.45.

AGM 8th Dec @ Battle of Britain club, starting 8pm

As with all club AGMs, if you can stay awake there are a number of topics up for discussion. These will include, but are not limited to, the future of both the Family Fun Day and the BMFA scale event held at our field. It's also a chance to renew your membership. On the subject of which Stuart has sent me a bunch of stuff you need to look at. And here it is;

The fees for next year are the same as this year...

Club fee: £120

Juniors: £47

Non-flying: £32

Plus BMFA: £33

Optional golden handshake for outgoing newsletter editor £50.

The club fee can be split into 2 halves with £60 paid now and the other £60 paid in June. The BMFA needs to be paid in full.

At the AGM, payment by cheque - payable to WLMAC - is preferred. If paying by cash please bring the right amount. If you cannot make the AGM please either post a cheque to Stuart at:

**Orchard End,
Bentley Road,
Slough,
SL1 5BB**

or do a **BACS payment** to the following account:

Sort code: 40-38-20

Account number: 41139258

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. From 1st January you are not insured, and must not fly, unless you have paid the BMFA fee to us, another club or to the BMFA directly.