



*A really good time was had by all at the Family Fun Day on Sunday 2nd July.*

## Family Fun Day – Sunday 2<sup>nd</sup> July

Apparently, it was (I am reliably informed) “awesome” with some of the best flying weather of the year and we had a good turnout. The field and facilities have rarely looked better - for those of you that couldn’t attend, you definitely missed out. The spectators were kept entertained by the pilots who showcased their models and flying skills and this gave a real flavour of what we get up to when we’re let out to play. Unfortunately, I was one of those that didn’t make it - I was rather ill, so missed out on the flying, buffet and BBQ, but Kris turned up for a bit to drop off some home-make cake and sample the burgers and I am informed by Madame that it was a “lovely day” and that the burgers and hot dogs were “very nice”.

I'm also informed by Chairman Mat that prior to the event numerous club members and family turned out to help with the various associated work parties, different sets turned up to help with setting up on the Saturday and Sunday with yet another group of people helping to pack everything away again afterwards; it all worked really well and many thanks to all of those who contributed to make it a very successful day, with a great BBQ, handled by the various Chefs. Also, thanks to Peter Emmanuel for another very entertaining commentary.

We also had the awards on the day when the main flying event had finished, these went to:  
**Leon Taylor** – Peter Conway Award (Best owner built / flown model).

**Tony Parrott** – Best Aerobatic Flight.

**Colin Martin** – Best Scale Flight.

**Mike Faul** – Most Improved Flyer.

**Here are some pictures from the day:**



*Leon Taylor with a Balsa USA Taube, winner of Peter Conway award (Tony Taylor picture)*



*Colin Martin's Black Horse D.H. Chipmunk, winner of best scale flight (Tony Taylor Picture)*



*Colin Martin's Twister (Tony Taylor Picture)*



*The Flight Line, with Peter Emmanuel doing his stuff (Bunty Taylor Picture)*



*Graham Stone's scratch-build OV-10 Bronco, with retracts and flaps. Nice. (Bunty Taylor Picture)*



*An aerial shot of the Family Fun day taken using one of those new-fangled Drone devices. BBQ not lit yet (Photo by Mike Marman).*



*One of the Helicopter Mafia strides out surreptitiously to lower the tone of proceedings when he thinks nobody is looking (Photo by Stuart Whitehouse)*



*The Pits... (Mat Dawson Photo)*



*This is either setting-up or putting away. I think it's the latter because there are bin bags (Mat Dawson Photo)*



*Tony Parrott trying hard to look Professional (Stuart Whitehouse Photo)*



*I don't think I've ever seen that many people on the flight line before...*

## Stop Press - Extra BBQs

The Committee have apparently come to the realization that members like being fed, and that we should have more BBQs; this is obviously a good thing. The plan is, I'm told, that we're going initially trial these on the second Saturday of the month (the 1<sup>st</sup> scheduled for 12<sup>th</sup> August, 2<sup>nd</sup> for 9<sup>th</sup> September). Either might get bumped to the Sunday if the weather looks better and Chairman Mat will send out a reminder during the previous week. Put the dates in your diary, the club will fire up the BBQ about lunchtime and provide all the food etc. Come along if you can, flying is not obligatory and you can cook the burgers yourself if no-one has appointed themselves as Chef.

## Letters Page

A letter has flooded in; it's unsigned and a bit, um, unusual, but see what you think:

“Dear Mr Editor,

I am seething. No, that is not my name but rather describes my current emotional state of mind. Sadly, the cause of my lament was nothing more than a chance encounter with one of the taller committee members during the recent Family Fun Day.

Picture the scene. There I am, stood standing by the BBQ when said individual approaches and asks, coincidentally, just as some food rolls off the grill and lands on the floor, if there is to be ‘a sausage-kicking competition today’. Mark my words Mr Editor nobody, but nobody kicks my sausage!

What's more I wish it to be known that if anyone so much as tries to kick my sausage, or that of a friend or family member, I will not be held responsible for my actions. Make no mistake I do not condone violence, unless of course it's absolutely necessary, but as history teaches us a damn good thrashing never did anyone any harm.

It is of course just possible said pervert was planning on kicking his own sausage but I fail to see how that would be regarded in any civilised society as being any less deviant.

From the massive 12-inch Big Frank, my wife's favourite, to the humble chipolata, a man's sausage is not to be ridiculed nor molested. Only he can decide with which sauce or relish to anoint it and only he can decide how long to expose it to the naked flame.

I have, of course, raised this issue with our Chairman. Being a much respected club member of many years seniority, that's me not him, I expect disciplinary action to follow. As tradition dictates, the guilty party will probably have the aerial snapped off his radio at the next committee meeting.

Failure to act could throw into question the Chairman's suitability to hold high office but I have no fears whatsoever in that regard. I have found our leader to be firm but fair and to this day remains probably the club's second-best instructor.

Praise indeed and praise be to our great leader. May his wisdom and skill on the sticks be an inspiration to us all and may his sausage remain forever unmolested.

Yours disgusted, but hopeful for change, of WLMAC.”

## Tony Taylor's FW190

Tony Taylor's FW190 finally had its maiden on 5<sup>th</sup> July with John Smith at the controls, the landing gear stayed down because of a small leak with the Robart retracts [*very sensible not to take chances on the first flight – Ed*]. John's verdict was that it is "...a pussy cat to fly, no bad habits, stall is straight ahead and very gentle, flaps did what they were supposed to do with a very slight change in attitude, lovely presence in the air. The pumped OS FS 120 Surpass is superb."



*Just starting the take-off roll*



*FW190 in the circuit*

## Member's Holiday Snaps



*Roger Darvell on hols at the RC Hotel in Corfu, earlier this year. About to have a buddy flight with their p-47.*

# Parish Notices

I have several parish notices;

1. The [Colne Valley Festival](#) is on Sunday 30<sup>th</sup> July; Mike Faul, Mike Marman and Dick Sable will be manning our stall, please drop in if you have a bit of spare time on Sunday.
2. I'm given to understand that the committee has provided guidance that members are only allowed to criticize newsletter content if they've written something for it during the past year, so it's effectively retrospective. John Smith has already fallen foul of this rather draconian ruling (I'm very sorry, Ladies and Gentlemen, but I don't make the rules) so I'm expecting to see text from young John in a few weeks.
3. Tamas Garai has been regularly attending the club's flight training programme and his dedication and hard work have resulted in him successfully passing his 'A' test – well done, that man (and to Bob Howard who taught him initially to fly at the Warren Farm Club).

## A Safety Note

We had a couple of infringements of the safety line last Wednesday afternoon/evening at the BBQ; now, normally I'd just idly think *"Oh look, someone is taking his life in his hands by walking out onto the strip without asking 'On the patch?' - I wonder if there'll be any blood and/or gore? Do you think we'll have to call the air ambulance?"* but on both these occasions I happened to be one of those flying, and the situation now has a rather personal dimension.

So, on two separate occasions I'm standing there minding my own business, starting to think about practicing some landings with about 2 or 3 minutes of battery left when someone walks straight out through the safety cones without so much as a murmur; one moment the patch was clear, the next it wasn't.

Now, I'm quite a reasonable pilot and I can still land when there's an obstruction but there's always the risk that the model I'm flying could hit whoever is standing out on the patch when I run out of battery and have to land (and no, I can't "just hang on a minute"!), and there's an additional risk that I might do something catastrophic with the model because I then have to keep one eye on the guy on the patch to see what he's doing, so my attention is not where it should be (i.e. on flying the plane). And I'm no longer enjoying the experience of flying because it's suddenly very stressful, my blood pressure is rising and I'm thinking about how p\*ssed-off I am rather than navigating the model safely around the sky.

If people keep doing this, we're going to have an Accident so please, *ask* before crossing the safety line and if someone says "no", stop and wait. And please stop going out onto the patch and flying your model from there, because a collision with a 6 lb model often offends – well,

at any rate, it will offend me because it will break a prop (a 16" x 10" is about £8.50) and I might also have to buy a new spinner if it gets blood on it.

## **Additional notes from The Chairman.**

Can you all please remember to ask if it's "OK to go on the patch" before you do and if anyone who is flying responds with anything in the negative, then STOP! You'll only have to wait a few minutes at most. Also, at no time should you walk in front of the pilots, it obscures their view and is extremely distracting.

The reason that we have a pilots area (leaning rails) is that all the pilots are then together and can communicate, so that everyone knows what's happening; if you're flying from somewhere else, you can't do this and the other pilots will not necessarily know what you're doing, or what you're about to do – this is risky, so - **DO NOT GO OUT ONTO THE PATCH AND FLY YOUR MODEL FROM THERE UNLESS THIS HAS DEFINITELY BEEN AGREED WITH THE OTHER PILOTS BEFOREHAND!** If you want to test fly a model and would like the strip and airspace for yourself then just ask the others, they will certainly agree, just *wait* until they have all landed.

We have to look out for each other and act sensibly. Before you do anything at the field, ask yourself "What's the worst that could possibly happen?" and if the answer includes the words "annoyance", "blood", "injury" or "death", DON'T DO IT. And in any case, we've just bought a new first aid box and I don't want anybody using it.

## **Roger Has Dealt With the Latest Sink Hole**

Luckily, Roger Darvell has fixed the latest sink hole to appear; very good job Roger, thank you very much indeed.



*The latest sink hole - looks like it goes down forever...*



*Roger Darvell filling everything in. Well done, that man.*



## Car Stuff

Very possibly as a result of the rubbish weather we've been enjoying of late RC car activity at the field has increased somewhat; in fact over the last two weekends there have been more 1/8 scale rally-cross trucks and buggies on-site than there have been planes. Totally unaffected by the wind, it's not hard to see the attraction. New cars have been bought by a number of members and the chairman's brushless race truck has recently been seen shredding moss on the Astro-turf. More track marking material is set to arrive any day along with another set of jumps.

If you'd like to become involved, or just know a bit more, then contact Tony P or Matt D for details.

## Events

Date	Event	Location	Description
Wednesday, 9 August	Field meeting	Harefield	BBQ and Electric Flying
Wednesday, 13 September	Field meeting	Harefield	BBQ and Electric Flying
Thursday, 12 October	Club meeting	Battle of Britain Club	Brentford Models and skills evening
Thursday, 09 November	Club meeting	Battle of Britain Club	Talk by John Greenfield
Thursday, 14 December	AGM	Battle of Britain Club	AGM