



Colin Martin's Ripmax Easystreet 2 – wingspan is 44", it weighs 2.7 lbs and is powered by a 1200kv Quantum II motor with a 60amp ESC and 4 cell 2700 lipo. It flies fast but handles well at low speed, the timer is set for 8 mins but still has plenty in reserve. Good for any conditions, and is easy to hand launch.

Editorial

Au Revoir

This will be my last newsletter, at least for a while – I'm planning to focus a lot more on free-flight scale stuff next year so I need all the spare time I can get – I'll still fly for fun from the patch, of course, and I'll still send in the odd piece to the new editor but I won't have to worry about getting the newsletter out on time or attending any committee meetings. I'm pleased to announce that Felix Scicluna ~~was press-ganged~~ has "volunteered"¹ to edit the WLMAC Newsletter after a phone call from Chairman Mat, who said "Felix didn't need any persuasion" ...

{One of the advantages of being newsletter editor is that there are many amusing opportunities to poke a bit of gentle fun at the chairman, he can't touch you for it because you can always claim "artistic license", and in any case he asked you to do it so he can hardly fire you...}

¹ This must be some new definition of "volunteered" of which I was previously unaware...

Parish Notices and Reports

Club Night, Thursday 8th November



Dave's talk has just finished. There was subsequently some messing about with drones... (Mat Dawson photo)

Dave Orrells was back from the Ukraine and gave a very interesting (and frank) talk about his work flying drones in the Ukraine for the OSCE. Some of it has been covered in these pages before so many people knew roughly what to expect, but Dave is a good speaker and provided a fascinating insight into life in the breakaway Luhansk People's Republic.

Advance Warning of Christmas Dinner at the AGM, Thursday 13th December

In a break from what we've done in recent years, the committee has decided that the club will generously subsidise a full Christmas dinner for those that attend the AGM, at a cost to members of £10.00 each (this can be added to your subs if you're a bit short on the night). If you're interested, please turn up at Uxbridge Golf Club at 6:45 pm for 7:00 p.m., dinner will be served in the usual room and the AGM will start after the coffee is served, at about 8:00 or so.

Subs for 2019 will be due at the AGM so bring cash or cheque; the club fee can be split into two halves with £60 paid now and the other £60 paid in June. The BMFA subscription needs to be paid in full. Membership fees are:

- WLMAC full member : £120 (or 1st instalment of £60 with balance of £60 due June 1st)
- WLMAC social member : £32
- WLMAC junior member : £47

- BMFA membership is £38 (£17 junior; £13 family junior)
- Christmas dinner if you've not paid cash : £10

At the AGM, payment by cheque - payable to WLMAC - is preferred and if paying by cash *please* bring the right amount – we can't guarantee to have change.

For the fashionistas amongst you, club fleeces and hats will also be available for purchase.

If you can't make the AGM please either post a cheque to:

Stuart Whitehouse
Orchard End
Bentley Road
Slough SL1 5BB

...or you could 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, 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.**

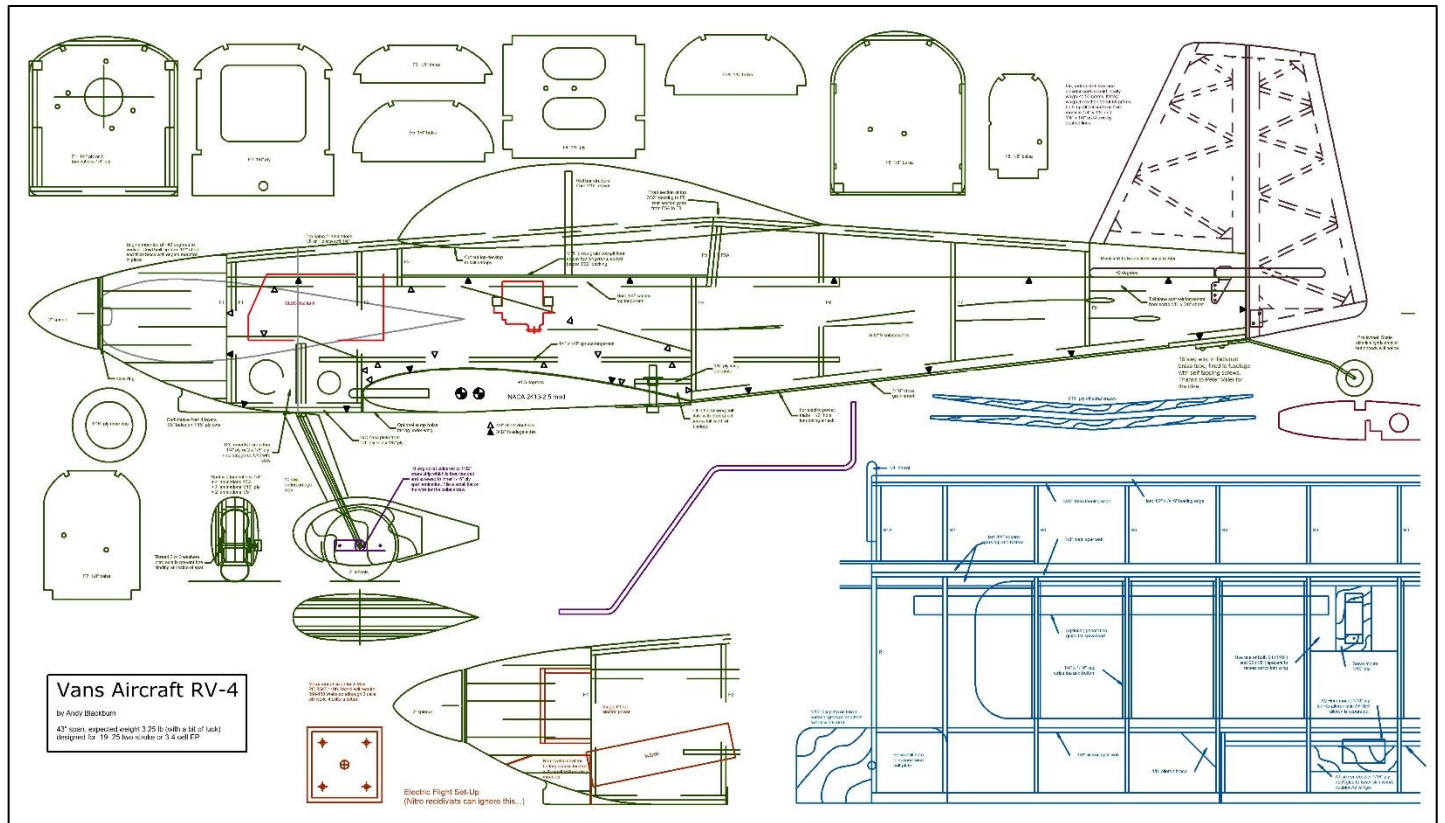
More from Charlie Orrells



Yet another selfie of Charlie Orrells has passed across the editorial desk; and look at all those computer screens!

In my day it was all self-powered analogue gauges, apart from the artificial horizon which sounded as though it was clockwork. And I rather suspect that this photograph was taken in a simulator...

Vans Aircraft RV-4 Plan – Andy Blackburn



So, this is my latest model aeroplane design effort; it's a Vans Aircraft RV-4 for .19-.25 IC or 3-4 cells (350-450 watts) electric – although I guess most people would go electric. Span is 43" and hoped-for weight is 3 ¼ lb, the prototype will have an ASP .25 which is a lot more than it needs if the weight turns out to be anywhere near reasonable, but I want to run-in a couple of engines for a future scale twin project².



I was originally going to do a Piston Provost for the same power train but if you look very carefully at the Provost there are some unusual complexities around the cowling/canopy area, and I'd still have to carve the former for that bl**dy canopy with all the flat bits on it. So I dropped the idea of a Provost and went for the RV-4, because it's a homebuilt that I could see myself building if I ever win the lottery. The chosen colour scheme is VH-MKW, which should be easily do-able with Profilm/Oracover.

I'm planning to get a plan and laser-cut parts done (the CAD files are with SLEC as we speak) and I'll also get a canopy made. I won't have a great deal of time to build it over the next few months, but I think it should be flying by summer 2019. It should be a nice (and, I hope, easy) build, if anyone fancies having a go at building one before publication, please get in touch.

² Yes, I know that an *electric* twin would be more reliable, but where's the fun in that? ☺

Another Moment of Madness – Mike Faul



Yes, it's confession time again. On a recent visit to the field I had a mad five minutes when I allowed myself to forget everything I have learned about how to be safe. Are you sitting comfortably? Then I'll begin.

It was quite a busy afternoon with practically all the benches occupied. I planned to give my EFlite Hurricane an airing. I hadn't flown it for quite a while and I had recently fitted it with a new ESC. Initially, I followed my usual routine. Placed the model on its landing gear on the bench restrained by the posts in the usual way. I switched on the transmitter and connected the battery, carried out all the usual pre-flight checks and flew it. It didn't handle particularly well so I landed after a couple of minutes to see what was going on. This is

the point where things started to go seriously wrong.

For the very first time since I have been a member of the club, rather than put the aeroplane back on the bench, I put it on the grass in front of the bench on its extended undercarriage. The model was still live at this point but I then decided I needed something, can't remember what, from the back of my car. Here was the first big mistake, turning my back on a fully live model.

I was wearing my transmitter neck strap but I didn't have the transmitter hooked up to it as I don't normally use it for electric flying, I had been flying an IC model previously. Whilst leaning into the back of my car I was holding the transmitter in my left hand with my thumb keeping the throttle stick closed but I then decided to switch my transmitter to my right hand. Why, I don't know. At this point I heard the familiar sound of an electric motor running up and I thought, that seems rather close, what the hell is going on? I quickly turned around just in time to see my Hurricane taxiing slowly towards the neighbouring bench which was occupied by Krys Holubecki...

"How can this be happening", I thought (not necessarily in those words)! It came to rest gently against Krys's foam T28 fortunately causing no damage to his model and far more importantly, not making contact with Krys or anyone else. I then discovered that the metal hook on my neck strap had looped over the throttle stick while I was holding the transmitter in my right hand with no thumb restraint. Fortunately, the throttle had only opened slightly. I dread to think what might have happened if it had opened fully.

Obviously, if I had done the right thing and disabled the model immediately after the flight by disconnecting the battery and switching off the transmitter, nothing would have happened. I feel a strong sense of panic when I think about it. I can't claim that I was distracted by anyone or

anything so no excuses. It was a sharp lesson to me as to how quickly a brief moment of inattention and sheer stupidity can quickly snowball into something with potentially serious consequences.

I apologised to Krys at the time and was grateful for his calm understanding. I can only apologise again through this newsletter to him and to anyone else who might have been alarmed at the time.

Events

Date	Event	Location	Description
Thursday, 13 December	AGM + Christmas dinner	Uxbridge Golf Club	AGM and Christmas dinner for those turning up - £10 a head.