



**Happy New Year!**

Another year closes and the New Year awaits. May I wish you all the best and may your models fly high in the New Year.

The AGM was held and nearly 40 members enjoyed a Christmas meal beforehand. The AGM went smoothly with Chairman Mat giving a review of the year and thanking many people for their help.

The subs were collected and, as Stuart was sick, I gave brief summary of our accounts.

We do have a healthy bank balance, we keep this in case of emergencies. What these emergencies could be is hard to tell. But, nothing is cheap these days and we could need it to keep our excellent Club with great facilities. We hope to build the reserves up even more over the next couple of years to ensure we are able to keep the Club in the manner to which we have become accustomed.



Tony and Rowan took charge of an engine that was found out in the rough after languishing for many years. Both have breathed fresh life back into it and got it running again. Tony raffled the engine with Tamas being the lucky winner! All proceeds went to the British Heart Foundation.







Tony presents the Tony B Engine Tuning Award each year, this goes to the person who listens to advice and improves in their engine tickling skills. This year it goes to Mehdi who also won the Best Dressed member of WLMAC!



This beauty belongs to Neal M and he's given this old ARTF a makeover into a bold pink. I recognise the model as a Sportsman Aviation Spitfire, I had one many years ago. This one flies really well and zooms around the sky. Neal has also found a source on Ebay for a new cowl, made for this model.

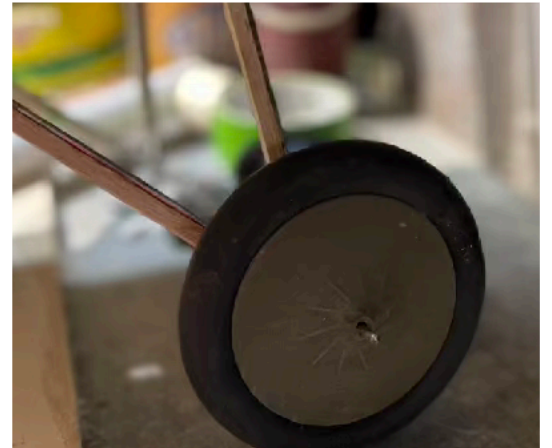


The eagle eyed amongst you cannot have failed to notice more 'stuff' being stored at the field. At least it's not on our car park this time. It belongs to one of the owners, once he sells it, it'll be gone.

Dan C has been building a second AcroWot after losing his first one. Dan's covering skills have come on leaps and bounds though, look at this beauty.

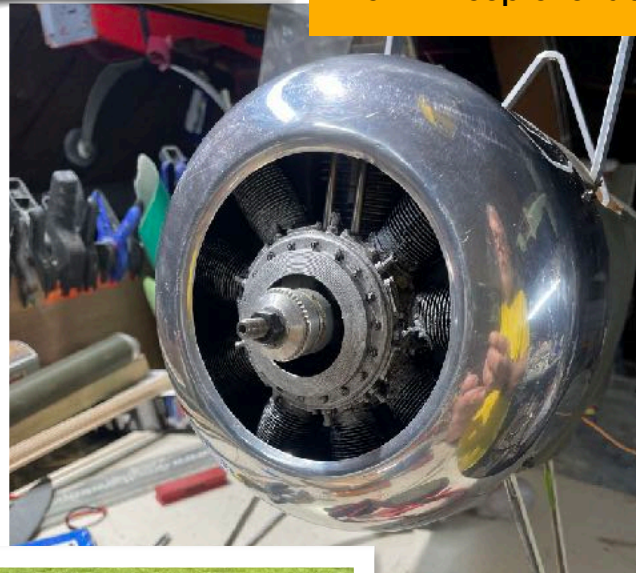






I then found that the proper Williams wheels were £65 a pair. So I went back on Thingiverse and found another free file for the wheels. I then covered these in Solartex and 16mm neoprene tubing from Ebay.

I've been cracking on with the Flair Nieport, the engine, an OS four stroke .40, has been installed and a baffle added. This will force any air entering the cowl through the cylinder head fins and then out the bottom of the cowl. The baffle has then been covered with a mock rotary engine that I 3D printed. I found the free files on Thingiverse.



Neal has been working on this second hand YT International Hurricane. It needed a fair bit of work, remounting the retracts and rebuilding the wheel bays. The internal formers needed replacing too. Neal has fitted an OS 155 Alpha four stroke engine. After a successful test flight to prove the concept, the whole airframe will receive a makeover and repaint. Neal also plans to swap the engine to an OS GF 30 petrol four stroke.



Some of the tables at Harefield are getting a little tired and we're looking at replacing some of them next year. We've moved away from the design with the built in trip hazard and are likely to replace with a near identical design to the existing ones.

Unless there are any suggestions about how we could improve the design or use a new design completely. So, if you have any good ideas for improvements or even a new design, please let Mat or I know.

### TB Tuning IC Winter Tips

Okay chaps, it's now Winter and its gone below freezing, you need to give yourselves the best chance of starting your i.c. engines.

Make sure your glow starter is fully charged and keep it warm in your pocket! All batteries perform better if they're warm.

2. If possible, try to use a priming bottle to squirt some fuel into the carb, turn the engine over a couple of times by hand to move the fuel into the cylinder. This lubricates the cylinder before applying the glow and starter. A cold ABC engine is tight and needs lubrication before just whacking a starter on it and grinding away to pull the fuel through.

3. Once the engine is started, it needs to be warm and kept warm until the moment of take off. So warm it on the bench, keep it at high tick over as you carry it out. Then give it another full throttle run on the runway before walking back to the flight line. The heat from that full throttle run will keep the engine warm enough, but don't dilly daddle.

4. If you want to become a proper nerd, you could change to a hotter plug in your two stroke, ie an OS no 5 or 6 for icy days. You may need to richen the main needle if you're running a hotter plug.

5. I always uses 20% nitro content fuel in my priming bottle.

Happy New Year!

TB Tuning



Neil loves a Hurricane and his wife knows it. This is his Christmas present, an X Fly 1200mm foamy flown on a 4S battery. It comes complete with retracts and flaps and is as pretty as a picture.



The Saturday after Christmas was cold and windy so there were a few of us in the hut. The sad state of the kettles was mentioned so we're done something about it. Pride of place are two matching kettles. Please enjoy them!



The last day of the year was a lovely sunny day so I took my camera and took a few snaps.

