



## Manx Model Flyers

July 2018 FLYPAPER

Hi Folks,

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It seems a long time since the last newsletter so it's time for an update and 'refresh'.

The Committee have had a couple of meetings since the last newsletter and have been struggling with Data Protection, bank account signatories and just recently, bank charges

Most of you have signed up to the club's permission to hold basic detail although one or two are still outstanding. If you are no longer receiving the electronic newsletter, the chances are that you have not given the club permission to hold your basic details. If it's you then please contact a Committee member.

The hassle required now to change signatories for the club's accounts is unbelievable, all because we may be money-laundering!

On top of the signatories problem, we have received a circular stating that we may be a business and as such may have to pay business charges. This is still being investigated!

Flying has been going on regularly of late because of the excellent weather. Even Wednesdays have been fine! Just recently saw a group of the 'unemployed' up on Jurby some even in shorts! John Martin had his Bi-stormer up with its small glider riding 'piggy-back' and Charlie at the controls. After breaking the ice by volunteering to take over the controls of the mini-glider [there were no other 'takers!'], I also got 'fired' by Miles and John Brewis became 'chief pilot' after an impeccable flight. Kenny was up next with his ducted fan jet and gave an excellent controlled flight lasting three and a half minutes, the most his battery will last at present. However, he has plans to increase the duration. My 'new' electric Wot 4 was now 'on song' after test flights last week. It was now time to put my 'Cosford purchase' in the air. It is a replacement Fly Baby with the aileron hinges double-checked and pinned! I needn't have worried, it went smoothly into the air and completed five minutes of circuits before landing. It is worth commenting that my C of G is 25 mm back from that on the plan! I had found the error when test -flying my previous version which appeared to need 1 ½ lbs of lead which luckily I realised was out of the question. Peter had his foam version of the Fly Baby, slightly smaller than mine. Unfortunately, he had problems later in his flight which resulted in him spiralling in resulting in a car journey and bin liner. However, Peter reckons it is

repairable! John Webb was the only other member flying i/c apart from John Martin and he also had successful flights. Ivan was not present due to other commitments so did not test fly his 'Cosford acquisition'. We all wait with interest!,

Latest news flash—Ivan has flown his new Cosford acquisition successfully so make a date for the next flying session on Jurby!

Slope soaring has had a good run of late with numbers flying varying from 8 to 12 per session. A very healthy turn-out. However due to the light winds most sessions have been power- assisted. You may have heard Steve Woodley's request for info on the whereabouts of his lost expensive glider. Well, Kenny took it upon himself to go and have a good look with his binoculars after all other efforts failed, and 'turned up the goods' much closer to the launch point than Steve had envisaged.

On one night my 'Eagle' attacked Kenny's glider, chewing its way along one wing. It also resulted in a walk for him to recover the canopy! Kyrill also had a long walk [climb!] to recover his model from East Baldwin!

The flying weekend at Jurby is booked for the second weekend in August although some members are off-island which may have a bearing on the competition side. But hopefully those here will make the most of two days of Jurby main airfield.

Finally it has been suggested that we buy a kite for Miles to fly on windy days in order to get him in the air!

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