



NEWSLETTER

SEPTEMBER/OCTOBER 2012

Editor: Michael Sullivan



Photo David Orrells

With gear down and bags of flappery on show, Mat Dawson's recently-acquired all electric Me109 gropes for the runway at Harefield during an early September flying session in warm sunshine and minimal wind..

IF IT'S BIG, KEEP YOUR HAND ON IT WHEN TAXIING.

Veteran frequent flyers at Harefield have noticed an outbreak of taxiing in and out of the pits—a practice expressly forbidden in our rule book. (Paragraph C7). A runaway model due to radio malfunction or inadvertent movement of the throttle stick, can cause injury to members not expecting a high speed arrival in what should be a non-active area. Static models in the pits are highly vulnerable to expensive damage from an out of control, fast moving model on the ground. Models too big to carry should be restrained by a hand on the tail fin as it is taken to the flight line under moderate power. Violators of this rule who cause collision or injury will find themselves highly unpopular with their fellow members, and we are a friendly club!

GUESS THE WINGSPAN OF THIS PRETTY FIRST WORLD WAR LOOK— ALIKE MODEL AS IT POWERS AWAY FROM THE GRASS AT HAREFIELD. SEE PAGE TWO FOR A CLUE.....



Also on page two...good news for "First Person View flyers!

THE ADVENTURES OF A POLISH SPITFIRE PILOT

Will be the subject of the club meeting at the BATTLE OF BRITAIN CLUB

When popular speaker

ARTHUR CREIGHTON

tells us the story NEXT THURSDAY, OCTOBER 11TH, AT 8—0 .P.M.

THE NEW SEASON OF INDOOR FLYING

Begins THE FOLLOWING EVENING FRIDAY, OCTOBER 12TH

At VYNERS SCHOOL WARREN ROAD ICKENHAM UB10 8AB

From 7—0 pm to 9-0 pm

This hall is bigger! Bags of parking. No hard, outdoor shoes, please.....socks or trainers only!

Well, did you have a clue?



BELOW: A brace of Spitfires overhead Harefield. One is Frank Dalby Smith's electric Kyosho job. The other is a passing full sized Spit, snapped as it growled overhead the field. Which is which?



FIRST PERSON VIEW SAFETY PILOT REQUIREMENT LIFTED.

Several club pilots have flown our "First Person View" outfit successfully, seeing only the view from the camera mounted on the model and transmitted to the pilot's goggles to give him a true pilot's eye view. (See below) Most declared that it wasn't as easy as they thought it would be. Meanwhile the BMFA has announced that after consultations with the Civil Aviation Authority the legal requirement for the FPV pilot to be connected by buddy lead to a safety pilot has been lifted. Mat Dawson has been taking on safety pilot duties, taking over with a flick of a switch if and when the novice FPV pilot gets disoriented. Unsupervised FPV flight beyond normal visual range from the field, however, remains illegal



NEW SHAPES IN THE SUMMER SKY

LEFT TO RIGHT: Gordon Tarling's twelve year old P38 electric Lightning in Chinese Nationalist markings; Roger Woods's pretty electric Airspeed Courier and Peter Emanuel's speedy little DF Mig 15—almost too fast to catch on camera. **BELOW.** Frank Dalby Smith's DF Vampire and David Orrells's tiny Fokker Triplane on display. David is promising to fly it at Friday's first indoor flying session of the winter (See page One).

