



# NEWSLETTER

November 2012

Editor: Michael Sullivan

## RUBBISH WEATHER, GOURMET GATHERINGS!

2012 brought us a summer of wind, rain and flying weather only for the self-loathing and intrepid among us, but a new kind of Entente Cordiale with the film makers working at Stocker's Farm on the other side of the trees produced what may be unique in model club history. Presenting us with long lists of please-don't-fly dates, the film makers have offered tasty lunches from their Location Catering Unit to club members who temporarily ground their models upon request during filming. Great camaraderie has been established between the film makers' field representatives installed on our field to maintain radio and telephone contact with the film unit. The results have been better than at any previous attempts at such arrangements. The following is advice of filming times in November, and members of the WLMAC luncheon club are asked to stay alert to the field rep's requirements:

November 1st 0730—1900    November 5th 0800-1800    November 9th 0730-1630  
November 2nd 0800-1800    November 6th 0800-1900    November 10th 0730-1630  
November 3rd No filming    November 7th 0730-1700  
November 4th No filming    November 8th 0900-1800

Our enviable and flourishing model flying club prides itself on being democratic. Members of the committee who organise, regulate and run the club are not self-appointed. They are elected by the membership at every Annual General Meeting in December. New members are always welcome. Once again we invite volunteers to give their serious attention to the Club's routine business. Our constitution calls for 21 days' notice for an application for membership, so the application form is shown below. Put yourself up for a year's service on the Committee by getting yourself a proposer and a seconder from among your fellow members, filling in the form and firing it off to the Secretary, Roy Lanning. **DO YOUR BIT!**

### COMMITTEE MEMBER NOMINATION FORM

Candidate Name and email address (Capital letters please)

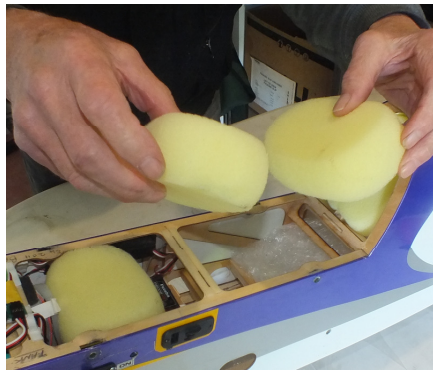
.....

Proposer.....Seconder.....

I agree to serve on the Committee for one year.

Signed.....Date.....

**PRINT THIS PAGE AND RETURN FORM TO Roy Lanning, WLMAC Secretary,  
5, Thellusson Way, Rickmansworth WD3 8RB**



Everybody knows that the super lightweight, laser-cut airframes of the big ARTF models make an effective sounding box for engine vibration—even the electric engines.. Ron Stephens has done something about that on his big, OS 155 pumper powered “Obsession” which has been turning out a bit above the 82 db level of sound as he practises over the field. Cheap bathroom sponges did the trick, tucked carefully into some of the open spaces. You may not have to cut them to shape—they are soft and easy to install without jamming up anything—and easily removable. Try them!



## DAVID ORRELLS

Is your Master of Ceremonies at the next  
**INDOOR FLYING  
SESSION  
AT VYNER'S  
SCHOOL,  
WARREN ROAD  
ICKENHAM UB10 8AB**

**On Friday October 9th  
Doors open 7—0 p.m.  
SECOND SESSION OF THE YEAR  
IN THIS BIGGER VENUE.**

**THE MONTHLY  
CLUB MEETING  
AT THE  
BATTLE OF BRITAIN CLUB  
AT 8—0 P.M. ON  
THURSDAY, SEPTEMBER 8TH  
WILL SEE THE  
BRENTFORD RC  
CHRISTMAS BAZAAR.  
BRING YOUR FAVOURITE  
MEANS OF PAYMENT AND  
GET YOUR CHRISTMAS  
PRESENTS IN! Also an  
AVIATION QUIZ.**

## TONY NIJHUIS TO TALK TO WLMAC?

Events Organiser LEON TAYLOR is seeking committee financial approval to secure the speaking services of prolific designer and semi-kit manufacturer TONY NIJHUIS, to take place at the Club meeting on THURSDAY FEBRUARY 14th 2013.

## PROPS CAN BITE.....BUT SO CAN SPINNERS!

Jason Parker, running up an OS 120 four stroke, mounted in a model that had been laid up for a few years, found himself being battered by flying bits of plastic spinner when it shattered. The biggest chunk clouted him on a knee and then ricocheted up to smack him in the forehead, leaving the imprint of the



broken spinner clear to see when the blood had been washed away. What precautions might have been taken? Well if you're freeing up a dry and stiff engine—especially if it is of substantial size, lubricate it lightly with just a drop or two of light oil (not fuel) in the right places—down the plug hole, into the carburettor barrel and turn it by

hand until it is free. Jason's accident might have been caused by a sudden and passing hydraulic lock as the engine fired up and sucked in more fuel. And perhaps a stronger, metal spinner might be advisable, along with a pair of safety glasses!