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# NEWSLETTER

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Editor: Simon Hilson

## Tri-Club, not Bi-Club

With Slough being unable to take part this year, another club was needed to save the annual inter-club events from the rather questionable title of 'Bi-Club'...

Stuart Whitehouse contacted the [Chesham Model Flying Club](#) who were very interested in taking part. They have a number of their own club competitions during the year and liked the idea of an inter-club event.

A meeting has taken place between the 3 clubs and events chosen for this year's competitions.

For those that have not taken part before, these events are intended to be fun day out for fliers of all abilities. The competition element is secondary to the opportunity to fly somewhere new and to meet members from other clubs. Each club takes turn to host. A lit barbeque is provided for pilots to cook their own food should they wish.

The events are designed to be fun with one easier and one more challenging at each club to cater for fliers of all abilities. You can take part in one, both or just come along to watch.

It is recommended to use a plane that you wont mind attaching something to either the wing or fuselage. In

previous years, an egg box was taped to the wing for the egg race events.

Sports planes and fun fliers work well for many of the events. Hand launchable foamies have also been used where an undercarriage is not necessary. Chairman Mat used a WOT-4 last year and the editor has an electric powered 'Magic' fun flier which is similar to the Limbo Dancer.

More details will follow but for now, here is an outline of what is planned. There are some new events this year, thanks to suggestions from Chesham.

### High Wycombe - Sunday 9<sup>th</sup> June

- 1) Cutting the streamer on the target plane
- 2) Timed touch and goes

### Chesham - Sunday 14<sup>th</sup> July

- 1) Bomb drop
- 2) Timed dead stick landing

### West London - Sunday 1<sup>st</sup> September

- 1) Skittles (*Yes, really!*)
- 2) Speed Limbo

## B and C Training

The club's training sessions based on the BMFA B and C aerobatics schedules have commenced.

The rain held off for the first session on the 16<sup>th</sup> March with members practicing slow rolls and stall turns from the B schedule following demonstrations from Mathew Dawson and guidance from Stuart Whitehouse.

C training commenced on the 30<sup>th</sup> March with members taken through the compulsory manoeuvres from the schedule which were expertly demonstrated by Stuart.

Anyone wanting to improve their flying is welcome to attend the sessions which will continue throughout the summer providing there is sufficient interest.



Mike Pugh and David and Charlie Orrells having a go at some B manoeuvres with guidance from Chairman Mat. Picture taken by Stuart.

## Diary Dates

**Saturday 4<sup>th</sup> May**  
**Advanced Aerobatics**  
Club Field from 1pm

**Thursday 9<sup>th</sup> May**  
**The Monthly Club Meeting**

£ **Bring and Buy** £  
A chance to move on planes and parts you no longer need to some of our newer members and pick up a plane for the Tri-Club competitions.

Battle of Britain Club 8pm

**Saturday 18<sup>th</sup> May**  
**Basic Aerobatics**  
Club Field from 1pm

Another busy newsletter this month. Again, 3 pages were needed due the number of pictures and items provided by members. Thanks to David and Charlie Orrells, Gordon Tarling, Chairman Mat and Stuart Whitehouse for providing all the pictures for this issue. If you have a picture or item you would like to contribute, send them to the editor. Pictures taken by smartphones work well - you don't need an expensive camera to take a useable picture.

## New Arrivals at the Field

David Orrells maidenized his Brian Taylor designed Messerschmitt Bf 109 in early April.

It's powered by a Thunder Tiger 90 four stroke, wingspan is 68" and is fitted with E-flite retracts.

Its also fitted with a South Herts Model glow support system to help starting and tick over.

It weighs just short of 11 lbs.

Its built from the short kit sold by Traplet. They cut the wing ribs and fuselage formers, David cut the rest. Its sprayed with Humbrol enamels with an £11 airbrush.

The flying shots, taken by Charlie, show it without a cowl allowing the engine to be tuned.



*Ready for the maiden.*



*Takeoff.....*



*Looking good....*



*No undercarriage required.... David's unique wingtip landing. Well timed snap by Charlie.*



Above is John Smith's 66" wingspan Seagull Sea Fury, maidenized on the 6th<sup>th</sup> April. It's powered by a Sato 125 and weighs in at 10.5lb.

Above right is Charlie Orrells' Seagull Super Tucano. This had its first flights last October but the 1.2 Super Custom engine was unreliable. It has now been re-fitted with a Thunder Tiger 130 four stroke engine, shown on the right. The plane weighs 11 - 12 pounds and is fitted with the E-Flite trike retracts.



## Phil gets his A

Phil Bartlett passed his BMFA A certificate in early April. Phil was put through his paces by club examiner Stuart Whitehouse.

Congratulations to Phil who turned out in all weathers over the winter for training sessions.

Phil is working on a PC-21 which will be maidenized in the summer.



*Phil, left, with his instructor Simon Hilson on the right and the club's Seagull E-Pioneer electric trainer.*

## Hexa – Pics



*A couple of aerial shots taken by Gordon Tarling's Hexacopter featured in last months newsletter. These were taken on the 7<sup>th</sup> April. The Picture on the left clearly shows the strip and members at the field.*

## Nijhuis Night



*The man himself with his jet powered 78" Vampire*

Tony Nijhuis was the guest speaker at the 11<sup>th</sup> April club meeting and gave a very interesting talk about how he came to start Westfield kits in the 1990's. Westfield ended when the ARTF boom started. He re-started in the early 2000's with the Lancaster and the number of designs has grown steadily since then.

Tony bought a selection of his kits and new designs for members to see.



*Members having a closer look at the Vampire*



*A look at the Vampire's turbine and electronics*



*Tony is designing three different sized Vulcans. This is the largest, designed for one single turbine that exits down the middle. Chairman Mat wonders if it will fit in his van.....*

## Work Gang

Around 20 members turned out on Saturday 13<sup>th</sup> April for the work party. Several tonnes of road scrapings were used to fill in potholes near the top of the road to the field. The area around the stored astroturf was strimmed allowing it to be unrolled and inspected at a future date.

The aircraft stands were treated to new foam protectors to prevent damage to member's models. Lunch was provided by the club and prepared by John Smith. Members enjoyed a choice of soups and fresh french bread with butter and cheese.



*Smile for the camera... It was hard work, honest!*



*Gordon unpeeling the old foam and left, the stands with new foam fitted*



*Roger with the mini digger filling Des's trailer with another load of scrapings*



*Filling more holes lower down the access road*



*Roger hard at work excavating the muddy area of the car park next to the gravelled area which will be covered with scrapings*