



The Summer May Be Over But WLMAC Ain't!

Hopefully you will all have seen the recent e mails from Chairman Mat regarding the future of our field. Obviously, all our finger crossing has worked and the Solar Panel Farm is no longer a viable proposal. This is probably down to the Government withdrawing the subsidies for these farms in the recent Budget.

So, the way forward is for a 5 year lease but with them reserving the right to ask us to leave after 3 months notice. They also want us to pay a rent, the first offer from them is for us to pay £3,400 but we've eventually agreed at under £3,000 and with no rent increases for 5 years. Their Board need to agree this so it's still not signed yet. Hardly a lot to stay on one of the best flying sites around. I'm sure a lot of people looked around for alternative sites and clubs to realise that there aren't that many around here and very few with our facilities.

Our AstroTurf runway.

Club hut with mains water.

The car park close to the pits.

The starting tables.

The large picnic table.

No public footpaths to worry about.

The Terms Have Been Agreed.

A lot of matters have been put on hold whilst we waited with baited breath over our future. Now, we'll resurrect some of those plans and ask you for suggestions about what things you'd like to see. We can have these discussions at the AGM, this way we'll make up a list and decide in which order they'll be tackled. Some are obvious, the road has some potholes, the bushes overhang the road, the out field needs topping and the hut needs a re paint. We also had plans to bring in a second container.

So, get your thinking caps on and have a think about what you want at your Club.



If we had been made to move, we would have been made to pay £2,000 plus to rent an ordinary farmers field without any of the creature comforts that we have now.

We could trim costs elsewhere, like cutting out the food at the Summer BBQ's and some of the other things we do. Or, we pay a bit more and keep the more social side of our club as well. All things we can discuss at the AGM!

Club member Charlie Orrells is practising hard to allow him to pass his 'B' certificate and his plane of choice is the Obsession. This is a great plane and his is powered by a 30 cc Saito petrol powered four stroke engine. His last one dead stuck at a bad place and the heavy landing caused a bit too much damage for him so he bought a new one. The new one took to the air and he was enjoying the planes abilities. So much so, Chairman Mat was talking him through the advanced 'C' manoeuvres. Then, as the plane was under a full power dive, it stopped responding and ploughed vertically into the ground. We spotted the line that it went in and trudged out to collect the bits. Despite several hours of searching, nothing was found.



The pristine Obsession

The plane had to be left overnight and in the morning International Rescue was deployed. This took the more local form of Tony Parrott and his camera equipped multi rotor. This took several passes over the suspect area and then we retired to the club hut, downloaded the footage onto his lap top camera which we then viewed. Unfortunately, nothing could be seen at all. Now, we all know that the brambles are pretty rampant out there but we expected to see something.

Here's the first actual sighting, before we had finally reached the plane.



We tried again and moved the search area and again reviewed the footage. Luckily, this time there was the smallest glimpse of something that, at best, was a 'possible' sighting. We then fought our way into the deepest bramble patch ever seen and right in the middle was the remains of the Obsession. The plane had started the day at over 6' in length, it was now under half of that. The engine was totally embedded into the mud, right upto the firewall. The engine was damaged but should run again after some new parts are bought.



All that was left.

The post mortem commenced to try and understand what had gone wrong. The failsafe never cut in as the throttle was wide open when it went in. This had been set and tested prior to flight. Then, we were told that something had fluttered down after the plane went in. The canopy had come off mid flight and we think that this caused turbulence inside the fuselage. This must have interrupted the battery connection causing the radio to stop, thus it couldn't activate the fail safe.



We then found the canopy securing pin which had been left on the bench, adding weight to the above theory.

The International Rescue Team,
Number 1 & 2.



Here's a lovely model, a Flair Fokker D7 built by Richard Norris. This was spotted purring around the skies in early September and looked really good. Richard flies his planes really well in a nice scale manner.

Here's my Brian Taylor Bf 109 that is nearing completion. It's powered by a brand new Laser 120 and has E Flite retracts fitted.

The plane has been built from a short kit of laser cut wing ribs and formers. Hopefully, I'll be able to test fly it and then paint it in a similar colour scheme to its predecessor shown below.



The very same Richard who built and flies the lovely Fokker D7 on the previous page is also responsible for this 'alteration' to his car. Poor Richard broke the body on his RC car and decided not to shell out £7 for a replacement. He therefore took inspiration from what he had around. This is the result, British inventiveness at its best.



Thursday 8th October

Club Night is the Indoor Chuck Glider Competition.

As I've said before, we'll supply the balsa and plasticine weight. You supply the design, glue and any knives/cutting board that you need. Bring any designs inside your head please, no plans allowed.

We'll make the rest of the rules up on the night, it's designed to be fun, nothing more, nothing less. There will be a 1st prize of £20 and a 2nd prize of £10, these will be vouchers to spend at Brentford RC.



Some Simple Rules.

1. No compressing the balsa into a ball and hurling it down the hall, the creation has to actually fly down the hall.
2. You supply your own glue, knife and cutting board. We suggest cyano and possibly activator too, see Rule 4 below for why cyano would be ideal glue and not PVA.
3. We'll supply the balsa sheet, balsa stick and plasticine for weight.
4. We'll have an yet undecided time limit for building.
5. You can research designs before you get there but cannot bring plans or pre cut parts.

Its designed as a fun night where we try to recreate the building of small gliders from our youth.



A combination of great weather and a relief about our field meant a bumper number of fliers on Friday 2nd October. I think we also know that its the end of Summer so everyone was making the best of it. There was virtually no wind and the sun was levy and warm, all the tables were in use, a great day.



I was there with my new Ripmax Bullet, as its now called. This is a great flying little plane and purrs along with an OS 55 two stroke up the front.

I landed it later and was a bit harder than I should have been, the front firewall snapped and ripped itself out from the fuselage. The firewall was made from plywood. The plys themselves were different bits of tissue it seemed. So a very weak firewall which was held in with cuckoo spit and not a lot else.

I would have reinforced the firewall whilst building except that they insert a second bulkhead about 2" behind, this holds the fuel tank and means that you have no access to the rear of the firewall.

Well now I do, I'll make a new firewall and reinforce the joint with some triangular fillets. Oh, and I'll use epoxy glue too.