

Much sadness at WLMAC as we say goodbye to Dave Orrells

As I'm sure many of you are aware our much-respected editor is no longer with us. Calm down, he's not died, he's got a cushy job somewhere in Eastern Europe. As a result, at least for the next couple of months, you have a new editor. Lucky you!



Lock it or lose it!

A couple of weeks ago someone with a bit of spare time on their hands, and a hammer and chisel in their hands, decided to see if there was anything of value in our mower shed. Fortunately, there isn't. However it's cost us £250 to have the damage repaired, the lock boxed in and an additional lock added. Which is nice.

As if having the mower shed broken into isn't bad enough someone managed to leave one of the windows in the clubhouse open. Fortunately none of the naughty boys noticed, the tuck shop wasn't looted and the hut wasn't trashed. We got lucky.

In a recent, unrelated, incident it appears that around home time of the four club members on site only one had a key to the hut. If the sensible one hadn't checked with the others on his way out the remaining three would have had no way to lock up. It appears two of the three had never asked for a key while the third had left his at home. As of right now if you're a club member you must have keys for both

the gate and the hut. And, obvious but worth mentioning, you must bring them with you!



On display

I think it's fair to say that if you intend to display a model to the general public then the quality of the build will be reflected by the prestigious-ness of the venue. That being the case a good many of our members would struggle to see their gluey messes hung in a portable toilet at a muddy music festival.

Fortunately the late Eric Taylor clearly knew which way up to pin the plan to the building board and as a result his rather lovely Hawker Fury now hangs in the Brooklands Museum. If you've never been it is well worth a visit. For further details check out their website at www.brooklandsmuseum.com

Summer's here!

It must be summer; we've had our first bbq. Unfortunately, the weather during the working part of the day was absolutely pants and the result was a pretty poor turnout. However those that decided to brave the elements were rewarded with a most splendid evening. The wind dropped to nothing, the sun shone and many stayed 'till dark o'clock. This weather theme of rubbish during the day and better in the evening appears to be the norm of late with the best flying to be had after 6pm. Turning up late and staying even later seems to offer the best chance of quality stick time. As you can see from the photo rather too many of our members have taken to wearing shorts every time the sun pokes its head out from behind the clouds.



Gentlemen, please, this is model flying club not a junior school sports day.



A Work in Progress

The recent work party might not have been big on numbers but the achievement was mighty. Originally the plan had been to simply prep the club house for paint and carry out a few small repairs around the site.

However, such was the work ethic of those on parade, with a few putting in a solid eight-hour shift, that the hut's well on it's way to being painted. What's more the two damaged benches have been repaired, the right-hand leaning rail no longer leans and the grass around the benches and club hut has been strimmed.



When Dave Orrells gets back from his holiday he'll probably add scale rivet detail

Wot's Hot? Wot's Not?

What's new at the field I hear you ask? Well gentle readers there's quite a bit of new stuff about the place at the minute and this month I'm going to pop a couple of models under the spotlight. In no particular order, other than saving the best for last, let's start with Chairman Mat's Zero. Built from balsa and other stuff the kit features a glow engine of some sort. As many of you know I've no interest at all in glow engines so I couldn't be bothered to get any details on either the plane or the power plant. If you want any, ask him not me.

As with most of Mat's planes it looks to fly well and there's little to fault the build.

However, he should have got someone else to paint it.

What a mess! Okay there

aren't any runs but it's so thin

in places it's rubbed through and both top and bottom are streaked with dirt. Quite frankly it looks like a good many of its landings have been inverted. According to Bill Mercer, a man who knows shiny paint when he sees it, the finish is intentional and something to do with the weather. What? Two tips I'd like to pass on to Mat. Firstly try painting indoors. Secondly if you have to paint outside wait until it's stopped raining.

The second model deemed worthy of a mention this month comes from the workshop of one of the club's most popular flyers. Hugely talented on the sticks and at the workbench his overall

awesomeness is matched only by his modesty. But enough about me.

The plane in question is a 1.5m span Fantasisa. Supplied by Chris Bond at Bondaero this model has more



trick bits on it, and in it, than you'll find up a magician's sleeve. The fuselage is fully composite; the horizontal stabiliser *is* the elevator while the caniliser takes the aesthetics to another level. And you'll not be surprise to find that this isn't an 'all show, no go' model either. Propped for in excess of one-kilowatt, which is close to 3D power for a model of the same weight, and yet even at that output neither the Scorpion motor nor the Castle Creations ESC are being worked hard. Maybe, if I slap on a bigger prop on this bad boy it might just be able to tow satellites into orbit.

With the accuracy and power this combo provides, the size of loop you can pull is limited only by your imagination or your eyesight. And once you've used the ailerons to stick it on its side knife-edge flight is pretty much a one handed operation. Flying smoothly should not be this easy. Obviously it's much too nice for the likes you but if you've got a spare £700 in your back pocket you could own one. And let's face it, if you don't have at least one plane in your fleet with a caniliser or side-force generators then people are laughing at you.

How low can you go?

When award-winning pilot, and self-appointed 'People's Favourite', Chas Orrells calls 'Low pass' you know you're in for a treat. In the past I've seen him cut grass with the prop and get away it. However while practising as part of a two-ship formation in preparation for our upcoming Family Fun Day he pushed his luck just a little too far and paid the ultimate price.

Hopefully he won't be grounded for too long as I regard the all-to-few flights I had with him and his Yak 11 as some of the most fun I've had this year.



Looking Ahead

Assuming rain doesn't halt play then there's loads of stuff to look forward to this month.

Firstly, on Saturday 2nd July at 9.30pm the club features in a BBC Two programme, The Marvelous World of Roald Dahl. The very next day, Sunday 3rd there's the new-format Family Fun Day at the field. Finally, it's a bit of a trek but worth it, there's the LMA event at Cosford over the weekend of 16-17 July.

Obviously in next month's newsletter I'll aim to cover all of the above plus Dave Whiteley's ducted-fan powered glider and report on a couple of fly-ins I hope to visit.