



NEWSLETTER

MARCH 2008

Editor: Michael Sullivan



Our electric power guru Stuart Whitehouse and his father, Dave (on the left) are among the pioneers of electric glider towing. Dave's big, unpowered Multiplex Cularis glider, a lightweight foamy, gets airborne at Harefield in classic glider tow form well before the tow plane, Stuart's "Extase" electric aerobatic model, unsticks.

UP AND AWAY FOR CLUB TRAINER



The club's newly-purchased trainer has taken to the air to launch the programme to see to it that every current, flying member of the club has the BMFA "A" Certificate by the end of 2008. After that, there can be no unsupervised flying for anyone without it. There are some experienced flyers among our membership who never got round to kitting themselves out with this basic qualification. Proposed and agreed at the last Annual General Meeting, the scheme is aimed at establishing an overall level of flying competence and safety at Harefield. Although some argued against the compulsory test as unnecessary, the scheme was voted through after Andy Hopper, the BMFA's Area Chief Examiner, said "All members have a right to being and feeling safe in what is an inherently dangerous activity." The OS 40 powered model is fitted with the new 2.4 GHz radio and two identical transmitters providing "buddy box" control when it is necessary. So go for your A Certificate.....you'll be proud of it!



Matthew Dawson (on the right) and fellow training volunteer Mike Pugh, wrapped up against a bitter easterly wind, wait for their first students. Matthew has undertaken to take charge of the trainer and maintain it. To book a weekend training session, phone him on 07950 862299

Below:- Dean Tilley (on the right) who has many hours of model flying under his belt but still needs that "A" Certificate, gets ready for take-off and a spot of advice and instruction from Matthew Dawson.



SHOW OFF TIME AT FEBRUARY CLUB MEETING.



Members gathered at the February “project evening” to see what people have stored up in their workshops, waiting to take to the air. Leon Taylor showed off his brand new Westland Lysander, built from a Flitecraft Kit (left). Its compound curve fuselage consists of pre-shaped foam blocks glued on to a basic box structure. The spacious cowling accommodates an RCV 91 engine and the distinctive and rather curiously-shaped wings that give the Lysander its unmistakable outline stretch for 85 inches from tip to tip. Lysanders were famously used for taking Allied spies into German occupied France at dead of night, so the model carries the authentic all-black finish, applied over Solartex with Hammerite spray paint, which Leon says is satisfyingly fuel proof.

The whole creation weighs ten pounds. Leon is cheerfully philosophical about his model’s ability to fly at all. The full sized Lysander’s pilot notes show it to be a tricky machine to land, even with the help of flaps and leading edge slots, neither of which the model has. Nobody seems to know the reason for the slender, sharply tapered outer wing panels on a machine designed for short field landings. Well we shall see. If anyone can fly it, Leon can.

Right: Matthew Dawson looks justifiably pleased with himself after spending four months converting a Topflite box of timber into this large, one fourteenth scale model of a wartime Douglas DC3 Dakota. Unlike the Lysander, plenty of DC3s are still flying. The model is all built up balsa and ply—no foam. Wing span is 82.5 inches. Weight ten pounds. Retractable gear is air driven and two OS 40 four strokes will give it a nice sound. 1942 Colour scheme is from the RAF 267 Pegasus Squadron in the Western Desert. It won’t be the first model of a military DC3 to fly at Harefield and we hope Matthew gets around to dropping miniature parachutists from it!



Left: When the kit instructions, translated from the Chinese, say things like “paste the aileron to make it nimble” you know things aren’t going to be easy. Mike Sullivan displayed this weird little Quickie One ARTF, waiting to be stuck together. The full sized Quickie flew on a 22 horsepower converted generator engine and Mike was involved in building it nearly thirty five years ago. The front canard carries the elevator—down to go up and up for down! Ailerons are in-board on the rear wing and there is a fin, not shown in the photograph. Wheels are in spats at the canard tips. All in all,

a tricky little thing to get off the ground tidily. The full size Quickie was unsteerable.

HAREFIELD MOSSIE LIVES AGAIN

Veteran WLMAC members may remember the two huge De Havilland Mosquitoes (pictured right) built and flown at Harefield nearly ten years ago by John Carpenter (now defected to Cambridgeshire) and Peter Murphy, who is still with us. One of them clocked up over forty flights, being powered first by Laser 150s and later by ASP 108 two strokes for more take-off power. Both suffered major crashes from battery or engine failure but Peter still has a rebuilt survivor in his workshop, modified and fitted with two petrol engines, waiting to take to the air.



Meanwhile the Harefield Mossie has popped up in the Mick Reeves catalogue of scale kits, Peter and John having sold Mick the moulds for the fibreglass fuselage, wing centre section and engine nacelles. Wing span is 100 inches. Finished weight around 24 lbs. All sorts of tasty detail mouldings included and extra goodies can be bought. Kit costs £585. The first batch sold like hot cakes. No pushing now! Please form an orderly queue with your cheques!

The next Club meeting at the Battle of Britain Club at 8-0 pm on Thursday March 13th will be an aviation quiz. Pictures and question sheets will be distributed around the room so that participants can consult their memory banks at their leisure. You’ll be amazed what you’ll come up with! There’s a desirable prize for the winner.

For a colour copy by email please contact Bob at bob.t.young@btinternet.com