



# NEWSLETTER

April 2008

Editor: Michael Sullivan

## READ ALL ABOUT IT IN THE RULES!

The 2008 edition of the club rules accompanies this newsletter and you can also turn them up on our website, [www.wlmac.co.uk](http://www.wlmac.co.uk). It's always important to read them fully, just to remind yourself of what is expected of you at the field but this year there is an important addition— highlighted in red— that spells out the requirement of all members who fly at Harefield to possess the "A" Certificate of achievement by the end of 2008. Much has been said about it already, and the training and instruction programme for those who need it is in place as well as provision for taking the test with our club examiners.. See overleaf for those details. If there are members out there who are apprehensive about facing the test, be assured that anyone who is a competent flyer will have no difficulty in passing it. You don't have to be a hotshot aerobatic pilot to gain this certificate.

### COUNT DOWN TO SCALE DAY.

What's that you say? Too early to talk about Scale Day? Remember that it was brought forward to July last year, in search of better weather and it paid off, even in the middle of the notoriously bad 2007 summer. So Scale Day is only *three months* away! February's project evening gave us a taste of some of the new models that will be competing for trophies but do not be dazzled by the skills of our top modellers— get ready to bring your model, whatever it is, and contribute to a gathering with a long history of conviviality.



*Fingers crossed for another Scale Day like this*



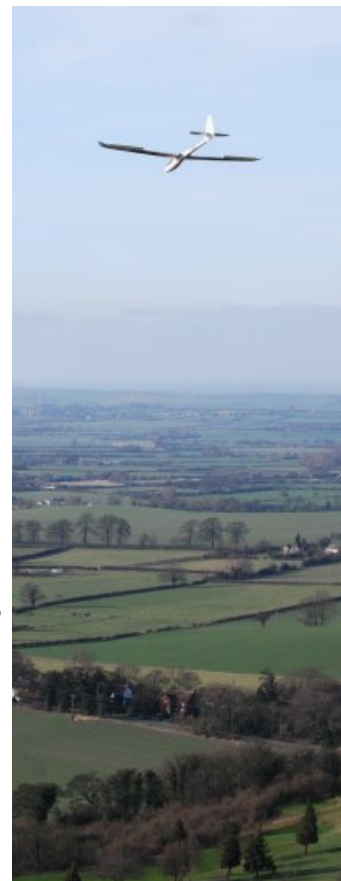
WLMAC's favourite cabaret act came to the rescue when foul weather cut the turnout to our March club meeting to a handful of people. It was to have been a "quiz night", but that was cancelled and the floor cleared for Peter Emanuel to do a bit of 3D indoor flying with his Blade "Shock Flyer", a featherweight, electric powered foamy fitted with working navigation lights. (Here's a tip, Peter. Red is for PORT, green is for STARBOARD!} We are going for more self entertaining programmes, so April's meeting is a Bring-and-Buy evening, which always seems to attract a healthy attendance.

**LOST AND FOUND**  
Somebody left a battery tester at the field in February and it has been lying unclaimed in the clubhouse ever since. If you think it's yours call Leon Taylor on 01494 672004

Do you have a story, a photograph or a comment for Newsletter? Send it to [sullivan316@btinternet.com](mailto:sullivan316@btinternet.com) or call me at 0208 998 1702

*For a colour copy by email please contact Bob at [bob.t.young@btinternet.com](mailto:bob.t.young@btinternet.com)*

*It's worth taking a look at the new website of the Coombe Hill Soaring Association, which sends its unpowered models out over beautiful countryside near Wendover, fifteen miles to the North West of us at Harefield. The website is the work of Stuart Whitehouse, who is also our electric flight guru at WLMAC. Stunning photography (right) and clever computer work make a visit to the website a pleasure. Slope soarers are often secretive about the location of their flying sites but the Association isn't so coy. The site is owned by the National Trust which restricts flying to CHSA members and "occasional" visits by the High Wycombe and District Model Aircraft Club. The website warns that full sized glider pilots are sometimes attracted to the slope and model flyers must give them the right of way! Take a look at [www.coombehillsa.org.uk](http://www.coombehillsa.org.uk)*



## CLUB EXAMINERS READY FOR "A" TESTS.

The club's BMFA registered examiners are now ready to entertain candidates for the A Certificate under the new club rule that every active member must have the certificate by the end of 2008. Up to September two examiners will be at the field from 1300 hours on every Saturday following the monthly club meeting, so April's session will be on April 12th. Six members have applied for training for the certificate and there are several veteran club flyers of unquestionable competence who don't have the certificate and must still pass the test. If they think they don't need training they may approach examiners directly. The examiners are:- Peter Emanuel, Andy Hopper, Matthew Dawson, Leon Taylor and Bob Howard. See your membership list for contact details.

## THOUGHTS ON A SHORT FIELD TAKE-OFF

Full size pilots adopt special techniques for what they call a "short field take-off" and there is a lot to be found in them for model pilots. In fact Harefield IS a short field with plenty to lure the unwary into an unnecessary prang. This advice is obvious to experienced flyers but not so obvious to those who are still getting to grips with model flying. Runway behind you is useless... give yourself the maximum space for your run. Always take off directly into wind, however unattractive you may find things (like trees) beyond the field. Brief yourself on which way you intend to turn after take-off, and what you will do if the engine quits at a critical moment. Remember that wet grass, as well as grass that needs mowing, hinders acceleration. So do small wheels and wheel "spats" which your model could do without. Hold on to your model and go up to full power before releasing it. If your model is struggling and you are running out of field with no sign of it being ready to fly, abandon the take off. Don't yank it into the air and risk a stall and damaging cartwheel. Begin your run with full up elevator to keep the tail down or the load off the nosewheel and relax it as the model accelerates. When it does lift off, don't climb too steeply in your anxiety to gain height. Give it a second or two to accelerate before entering the climb. Once you have speed you can turn away from those trees, but don't bank too fiercely— that increases the stall speed. If your engine quits in the very early stages of the climb out do not attempt a steep bank to return to the field. To full size pilots, that is a sure way to die and for

model pilots it's a recipe for a destructive stall and crash. Land straight ahead, or keep any change of direction to the minimum. Turn back only if you have enough height and speed, but be ready for a hairy, high-speed downwind landing. MS

## A 2008 DIARY DATES

Dates listed as "club meeting" are at 2000 hrs at the Battle of Britain Club.

**Thursday, April 10th.**  
Club meeting and BRING AND BUY.

**Thursday, May 8th**  
Club meeting. Electric flight expert Stuart Whitehouse shares his skills..

**Wednesday June 11th**  
Electric flying at the field.

**Wednesday July 6th**  
Electric flying at the field

**July 13th SCALE DAY**

**Wednesday August 13th**  
Electric Flying at the field.

**Thursday October 9th**  
Club meeting. Subject to be arranged

**Thursday 13th November**  
Brentford RC's Christmas Bazaar  
(club meeting)

**Thursday 11th December**  
**ANNUAL GENERAL MEETING**  
(Club meeting)