



NEWSLETTER

May 2009

Editor : Michael Sullivan

MIGHTY B25



Alan Wood's electric B25 Mitchell bomber, which went on show at the March "project evening" climbs out at Harefield in late April, ailerons wagging busily in the blustery wind. On its maiden flight the previous day, in calmer air, pilot John Smith had to cope with the failure of one of the engines—a rare event with twin electrics and later found to be due to the failure of a solder joint. John promptly pulled off all the power to avoid the dreaded spiral death dive that is so often the result of an engine failure in a model twin, and dumped the B25 in long grass, wheels up, without damage.

Alan arranged for the motors on this Black Horse ARTF to be contra-rotating to do away with unwanted torque effects. He is thinking of removing the spindly, non-scale, tricycle retracts, along with their battery, and launching from a dolly, further reducing the model's already-modest, 7lb weight so that working flaps will also be unnecessary.



HELLO? IS THAT THE CLUBHOUSE?

Our Harefield club house now has its own telephone. (See right) It's a mobile phone on the table next to the door. Its charger is permanently connected to a 12 volt battery. Instructions are displayed on the wall. Committee members' numbers are programmed into the phone, which is for EMERGENCY CALLS ONLY. If you make unnecessary calls on it you will exhaust its credit. It will also take incoming calls, so please answer it if you are in the clubhouse when it rings. The number is 0795 763 0761



LOTS TO SEE AT BRING AND BUY

As much a model show as a "bring and buy", the April meeting saw a range of models that their owners wanted to be rid of. (See below) For money, of course. Some found new owners; others went home with their disappointed vendors. See page two for more recent offers of models for sale.

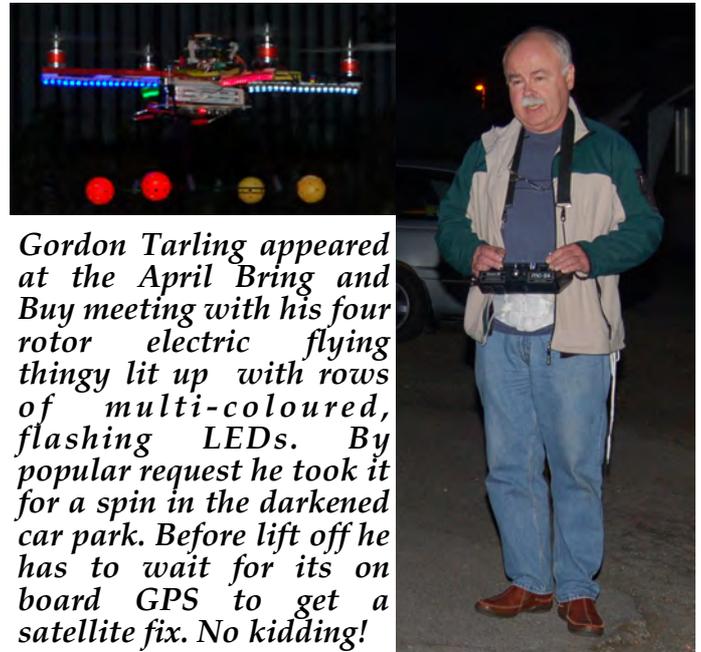
Try your hand at
INDOOR PYLON RACING
(ELECTRIC MODELS SUPPLIED)
At the next club meeting at
the **BATTLE OF BRITAIN CLUB**
at 8—0 p.m. on
THURSDAY, MAY 14TH.





REALLY BIG BOY'S TOY

Who doesn't recognise the shape of Brian Lee's latest acquisition? It is, of course, the rocket ship from the 1960s children's television series "Thunderbirds". Leon Taylor is seen helping Brian to fit its port wing before it is launched into a grey sky at Harefield. You will see from comparison with the "real thing" (inset) that the wings are a bit oversized but hey— this model has to fly, and the rockets have been replaced with the Chinese version of the Super Tigre 90 driving a prop in the nose! Brian reports that it needed full power all the time to keep it in the air and the retracts weren't really up to the job. What's the point? Absolutely none, says Brian. But then he never needs one.



Gordon Tarling appeared at the April Bring and Buy meeting with his four rotor electric flying thingy lit up with rows of multi-coloured, flashing LEDs. By popular request he took it for a spin in the darkened car park. Before lift off he has to wait for its on board GPS to get a satellite fix. No kidding!



LEFT This 1970s Keil Kraft "Intruder" lifts off the Harefield grass for its first flight for more than thirty years. Original builder John Smith cleared it out of his attic and flogged it with its original OS 61 two stroke to Peter Dorow at the April "Bring and Buy". John was on the sticks for its return to the air.

Veteran WLMAC member and highly active flyer Ian McPherson is offering some of his models for sale. This does NOT mean he is giving up flying. Like so many of us he just needs a bit more room at home! Give him a ring on 01628 527293 to haggle a price for:-

- BOBCAT 52. Twin boom pusher with a Just Engines 57 engine. Unflown.
- SCALE BUCKER JUNGSMANN biplane with OS 90 engine. Ready to fly.
- GOLDBERG ULTIMATE BIPLANE with Laser 150 engine.
- PRESIDENT STAMPE scale biplane, with APS 120 engine.



LEFT. WLMAC committee members are looking for a suitable home for this magnificent model of a 1930s Hawker Fury, built by one time member Eric Taylor, who died recently. Eric's widow has asked the committee to take charge of his models, specialised electronic and radio equipment and building materials. But great care is to be taken to ensure that the Fury goes to a place worthy of his craftsmanship, and it will probably be a museum. Eric, who took this picture himself at Harefield, was a gifted electronics engineer and was stationed at a wartime airfield where Furies still operated. His workshop possessions will be featured later in Newsletter.