



NEWSLETTER

July 2009

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DOUBLE LANCASTER FLYPAST

Graham Spencer's electric Avro Lancaster (above) swoops low over Harefield in mid June, flown by John Smith. It was the second Lancaster fly-past that Saturday. An hour earlier the Battle of Britain Memorial Flight Lancaster, flanked by a Spitfire and a Hurricane, (left) appeared on its way to visit RAF Halton, to the North West of our field.

ALL SET FOR SCALE DAY ON SUNDAY, JULY 12TH.

Competition demonstration flights on our 2009 Scale Day, previously performed one at a time, are to be overlapped. Contest director Stuart Whitehouse will clear individual pilots for start up and take off while the preceding entry is still in the air, with a few minutes to run. The idea is to make the show run more smoothly, eliminating awkward gaps and silences, and make it more entertaining for non-aeromodeller spectators. A new public address system, with the commentator out of their line of sight will also improve the show.

A work party is sought for 10.30 on Thursday, July 9th, three days before Scale Day to prepare the field, fill rabbit holes and give the clubhouse a thorough clean in preparation for the buffet lunch on the big day. Volunteers are needed so please include yourself. Food and refreshment will be supplied.

Scale Day will otherwise follow the pattern of previous years. The main gate must remain locked throughout, for well justified security reasons. Any who arrive without a key should be sure to bring a mobile phone and call the numbers displayed on the gate to gain access. Pilots are requested to register their models as soon as they bring them to the pits. Contest Director Stuart Whitehouse will decide the class in which they are to be entered and show them on the display board.

Classes are:- Electric, Small Civil, Small Military, Large Civil and Large Military.

There are also awards for "Flight of the Day" and "Best Model" (for kit, plan or scratch built models). This is the timetable:-

1030 to 1300	General flying
1300—1400	Lunch and entrants' practice (one at a time)
1400—1600	Scale flying under direction of Stuart Whitehouse.
1630	Presentation of awards.

WEATHER CONTINGENCY PLANS

The go no-go decision, based on the weather forecast, will be made on the Saturday afternoon before Scale Day and posted on our website.
www.wlmac.co.uk

A postponement would be to the following Sunday 19th



ALL ACCORDING TO PLAN

Roger Moffatt declared himself quite pleased with the consequences when his pretty electric Greenfinch 207 hit the ground hard at Harefield. (Above) He says it came apart as it was designed to do, with a good deal less damage than the picture suggests. Roger's commercial kit sells to people who like to build. In case of a crash, minor components break, leaving major structures dislodged, but comparatively undamaged.



Above. Despite Mat Dawson's dramatic clearance of scrub, weeds and brambles and the planting of grass seed to provide a safer and more visible landing approach from east of the field, Peter Nielsen's Harmon Rocket managed to land in a small tree on an extra-low approach. Peter and Bob Young returned the following day with a saw to recover the undamaged model—and modify the offending tree while they were at it!

BEWARE OF THOSE ELECTRIC BITES !

An experienced WLMAC flyer recently suffered severe lacerations to his fingers when his electrically powered propeller burst into life unexpectedly and another equally experienced member got out of the way only just in time when his big twin electric model decided to attempt a take-off inside his workshop. Electric flight is expanding rapidly at Harefield, as everywhere else, but electrics can bite as nastily as any piston-powered equivalent and with the speed of a venomous snake. Check and double check your transmitter status and throttle position before connecting a battery to your model, especially in the workshop. Get it wrong, and you have a vicious, finger-eating monster that gives you no warning at all of your mistake.

NEVER A DULL MOMENT

Nobody can complain about lack of variety at Harefield. Electric gurus Stuart and David Whitehouse have devised this piggy back pair (right). The big one takes the little foamy glider to a height "limited only by my eyesight", says David, from where it is released to glide back to the field or go looking for thermals.



Above: Charlie Orrells used to accompany his father, David to our Harefield flying site just for a day out. But eventually the bug bit him. Now Charlie, aged fifteen, has passed his A Certificate and puts in a nifty performance on the sticks himself.

SPOT LANDING RESULTS

Members spent a sunny Sunday on June 21st finding out just how difficult it is to land on a pre-determined spot - especially in a blustery and variable wind. Stuart Whitehouse paced out the distances from designated landing spot to each model's final resting place. Placings were:-

Winner: Mat Dawson (5.6 metres)
Second: David Whitehouse (8 metres)
Third Pete Cunick (13.5 metres)

The competition-for-fun on Sunday, July 19th (Assuming that Scale Day is not moved to that date due to bad weather) will be limbo flying under a tape!

MARINE RIGGER REQUIRED

Honorary WLMAC President Lloyd Ressler, who is getting on in years, has turned his enviable model building skills to boats. He has just completed a large and detailed model of a square rigger sailing ship but would appreciate someone who could tackle the rigging. Does anybody fancy the job? Worth a bob or two, says Lloyd.

IMPORTANT GRAND SALE

See the third page of this Newsletter for details of a clearance sale of models and modelling stuff at the field meeting and barbecue on Wednesday July 8th.





THIS IS NO JUMBLE SALE!

Jumble it is not! This beautifully built and finished Piper Cub is one of several models from the workshop of one of WLMAC's most gifted and meticulous model builders, the late Eric Taylor, to be offered for sale at our monthly evening meeting at our Harefield site on

Wednesday, July 8th.

Several quality models and an assortment of modeller's tools, equipment and bits and bobs, some quite new and unused, including a brand new, un-run RCV engine, will also be there (See below). It's not a jumble sale and not an auction! Reasonable offers will be considered and accepted and many smaller items can be snapped up for a song. Bring money, and make sure you have a bag full of pound coins as well as banknotes. Everything must go, (but not for nothing!)



LIVE AND LEARN DEPARTMENT

Hours of fiddling with the slow running needle on the ASP120 four stroke installed in Tony Taylor's newly acquired Stearman biplane failed to persuade it to tick over when it was throttled back. It just stopped. But a very close look indeed inside the carburettor found the trouble. A giant split in the spray bar. Cause of the problem identified!



Mat Dawson makes some adjustments to the electric trainer purchased by the club for A Certificate candidates who find electric flight a little more relaxing. 18 members have achieved the certificate since the start of the training scheme. Eight members still have to train for it.