



NEWSLETTER

September 2009

Editor : Michael Sullivan



Amid all the IC zoomery and burgeoning electric flight at Harefield, there is still room for those shapes and sounds from another aeromodelling age. This magnificent, 88 inch wingspan Majestic Major, a pre-war free-flight design, was built seven years ago by Vic Collins of the High Wycombe Club. Its new owner, Tony Taylor, finds its stately progress and minimal noise from its vintage OS 60 four stroke engine thoroughly relaxing. Elevator, rudder and throttle control, coupled with bags of dihedral, makes it a simple matter to guide it around the patch when the winds are light. But it's important to set up a nice, slow tick-over or the Majestic Major will decline to come down and land when asked to.



BACK FROM THE BIN BAG. A proud smile from David Orrells as he displays his resurrected electric Sunderland flying boat. The original flew well several times, but met its end with a power failure at a critical moment in the take-off. Undaunted, David promptly set about building a new one, using some components salvaged from the wreckage and improving the internal weight distribution while he was at it.



STUDY IN CONCENTRATION. Seven year old visitor to Harefield Josh Warlow, invited to have a go on the buddy box by trainer Mat Dawson, got the hang of it in no time at all and was soon pulling off successful landings.

ANOTHER FIELD MEETING ON WEDNESDAY SEPTEMBER 9th

The August field meeting was to have been the last of the year, but by popular request September's meeting will also be at the field for a fly-in and barbeque. Note the earlier start time of 1730. Evenings are drawing in!



According to the Daily Mail this 5lb camera-carrying miniature surveillance helicopter in use by the Derbyshire police is "classed by the Civil Aviation Authority as a toy and no licence is needed to fly it." WRONG! Before this year is over the CAA intends to bring even aerial photographic model aircraft under 7Kg in weight under the law, requiring the authority's permission to fly them on specific occasions, for which a licence must be applied. But the good news is that genuine model aircraft enthusiasts like us will NOT be affected. WLMAC member and exotic electric flying machine expert Gordon Tarling (right) may carry on hovering at Harefield provided he is flying "for recreation", away from people and buildings. If he goes "professional" and uses his



machines commercially for what is classified as "airwork" then he will be required to notify the CAA and apply for a licence, however small and light his machine. The bad news is that many professionals are still using the 35 MHz frequency that was allocated specifically to recreational model flying some years ago. Early last year WLMAC's Newsletter stumbled across the fact that a miniature, jet turbine-powered helicopter on 35 MHz was about to be used for filming from the air at Stocker's Farm, right next door to our Harefield flying site. The filming company had not advised us of its imminent operation and hasty notification of the frequency of its helicopter had to be circulated to WLMAC members. The BMFA is hoping that "common sense" will steer professional outfits towards 2.4 Gig. And it wants to see some kind of qualification for RC pilots flying those surveillance machines – including the police.



A fresh supply of frequency pegs is appearing in the club house. If you don't have a yellow 35 MHz frequency peg, or a black one for 2.4 Gig or your current one is tatty, please take one. Mark your peg neatly and clearly, with your name. Although 2.4 Gig is free of the risk of frequency clashes it is club policy for 2.4

Gig flyers to display a peg just to let others know who is flying.



ABOVE. Takatakata.....Brian Lee's big IC powered Japanese Zero.....Brian Lee has a job to out-turn Bill Mercer's venerable Corsair in an August dogfight at Harefield. In fact the full sized Zero was the more nimble of the two warplanes and it would have been the American pilot having difficulty in the turning department.



Chris Card's mighty electric 3D flyer and aerobatic machine (above) took him successfully through the demanding B Certificate schedule at a windy Harefield, under the critical eye of examiners Leon Taylor and Stuart Whitehouse. Congratulations also to Ahmed Rasheed (right) who passed his A Certificate under Mat Dawson's training scheme.



WLMAC GOES SARTORIAL

Members are being sounded out about a proposal to make a one-off bulk order of caps, polo shirts and fleeces carrying the club logo (as seen on the Newsletter front page). If there is enough interest they would be available in time for the December AGM. The caps (£6.50) would be same-size adjustable while the polo shirts (£12) and zip up fleeces (£25) would come in six sizes—small, medium, large, extra large, even larger and absolutely huge. See the "Club Clothing" item sent separately to your email address and also the "Hot News" section in the WLMAC website for more details of sizes and available colours. If you're interested, please declare your interest and place your orders with Club Chairman Bob Young **BEFORE THE OCTOBER CLUB MEETING on:-** bob.t.young@btinternet.com