



NEWSLETTER

OCTOBER 2010

Editor: Michael Sullivan



Glenn King's tiny Blade electric helicopter comes out to play in the sunset at our last monthly field meeting in September. Despite this calm and picturesque evening at Harefield, West London just to the east of us was collecting thunder, hail, wind and heavy rain that flooded Paddington Station. BELOW RIGHT: Long shadows, a BBQ and a busy flight line in the last of the late evening sunshine.

NORRIS TAMES THE MEW GULL



Newsletter and other WLMAC members have had bad things to say about a particular ARTF scale model of the Percival Mew Gull as a bit of a pig to fly. A recent pilot's report on the full-size Mew Gull revealed that it was also a

handful for the unwary. Even the editor of Radio Control Models and Electronics reported that he paid for a moment's inattention by crashing his model Mew Gull. But WLMAC member Richard Norris's version of the 1930s racer has better manners. He built it some years ago from a free RCM&E plan and it powers around the sky on its ASP 91 engine displaying little of the nasty characteristics of the pure-scale version. Perhaps it's the larger tail and elevator. Or a bit more wing area. But with the sleek cockpit canopy artfully fashioned from a Tesco's plastic lemonade bottle, it's hard to tell the difference. Mind you, it still tends to peck at the grass, just like all the other Mew Gulls!



OOPS! CURNICKS'S BOOMERANG BITES THE DUST BUT SURVIVES TO FLY AGAIN.

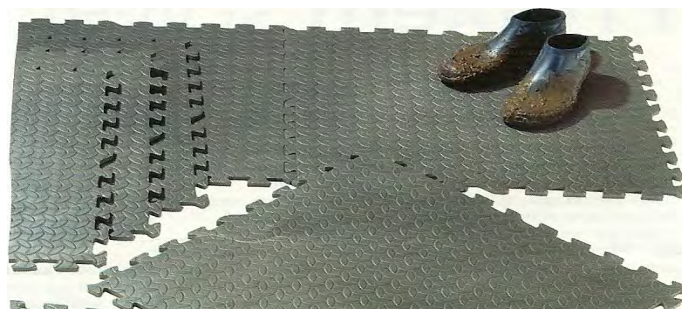


Clockwise from the left: Curnicks makes sure he has enough fuel for the flight before launching his Boomerang into the air at the Kingsey fly-in in early September. All went well until the second flight when he lowered the airbrake on final approach - a barn door flap setting that provides no extra lift but a lot of drag. It did its job so well that it pulled the slippery jet below stalling speed and as Peter fumbled desperately to find the flap switch again the Boomerang hit the ground. The long nose was shattered but with the exception of a cracked boom the rest of the model survived, including the Jetcat engine and all the electronics, fuel pumps and plumbing. Within days Peter was fitting out a replacement fuselage, glued into place on the undamaged wing and was reminding himself to keep the speed up on finals and make sure his fingers can find that flap switch quicker the next time!



BATTERY CHAT

With the steep increase in electric powered ARTFs in WLMAC, our field echoes on flying days to the beep of battery chargers. Their owners know all about capacities and current drains and their in-flight systems let them know when their models are losing power and its time to land. Not so with some of our members still sticking to piston power and 35MHz radios. There has been an increase in model losses that can be attributed to in flight batteries that have simply got tired of living and given up in the air. Without one of those nice, cheap little failsafes that detect imminent voltage drop and shut the throttle before disaster happens, the first thing the pilot will know about his failing battery is when the model stops taking any notice of the transmitter and plunges from the sky. How long have you owned your in flight batteries? Do you have any idea of their condition? Are you one of those "if it ain't bust, don't fix it" merchants, who soldiers on with an ancient battery for years with no thought of replacing it? See below!



There was enough genuine interest in my flight line boasting about the new rubber flooring I have laid down in my garage workshop to justify telling you about it in Newsletter. It comes in big, easily-swept squares that fit together like a jigsaw puzzle and lie quite flat, providing relief from the energy-sapping cold of unyielding concrete floors. Keep an eye out for this product, which is popping up in all those pre-Christmas catalogues coming through our doors. But if you want a steer to it, call me on 0208 998 1702 or email me at Sullivan316@btinternet.com I'm not a salesman but I really do recommend it. *Mike Sullivan.*

THE NEXT MONTHLY MEETING
AT 2000 HRS AT THE BATTLE OF BRITAIN CLUB
ON THURSDAY OCTOBER 14TH 2010
will be hearing from the folks from
OVERLANDER BATTERIES
who will tell us all about their products.

There will be an **INDOOR FLYING SESSION**
at **ST CLEMENT DANE'S SCHOOL**
in **CHORLEYWOOD**
On **FRIDAY NOVEMBER 12TH.**
Doors open 2000 Hrs.

COMMITTEE MEMBER NOMINATION FORM

Candidate Name:-(Capital letters please)

Proposer:.....Seconders.....

I agree to serve on the committee for one year.

Signed:.....Date.....

RETURN TO:- Roy Lanning. WLMAC Secretary. 5, Thellusson Way, Rickmansworth WD3 8RB

Our flourishing model flying club prides itself on being democratic. Members of the committee who organise, regulate and run the club are not self-appointed. They are elected by the membership at every Annual General Meeting in December and they're always keen to welcome a new committee member. Once again we invite volunteers to give their serious attention to the club's routine business. Our constitution calls for 21 days' notice for an application for membership, so the application form is shown above. Put yourself up for a year's service on the committee by getting yourself a proposer and seconder from among your fellow members, filling in the form and firing it off to the Secretary, Roy Lanning.

NEW AT THE FIELD. Below, clockwise from top left.. David Orrells's handsome Hurricane from the Tony Nijhuis part-kit did not get properly airborne on its 61 FS. Rescued from the rough with only light damage, it has been fitted with a bigger engine. Frank Dalby-Smith's electric DF Mirage sweeps by at a pleasingly-scale speed. Tony Gower's Mountain Models Magpie electric foamy is designed for aerial photography and is turning in some fresh views of our field. Brian Lee's Moki-powered Jabberwocky cuts a dash and Brian Hourican's electric foamy "Predator" reproduces the sinister shape of the American military's unmanned spy in the sky.

