



NEWSLETTER

NOVEMBER 2010

Editor: Michael Sullivan

Right: No stranger to Harefield's skies, Leon Taylor's "Spook" one of the two of these slow-flying monsters that have changed hands among WLMAC members over the years, shows off its startling lines. The occasion was one of October's sporadic Indian summer days when members flocked to enjoy the pause in the advance of winter.



Above left: Lost in the pleasure of returning to the air with a model and a new Spectrum 2.4 Gig radio after several years of only occasional flying, new member David Clow joins the flight line. Now retired, David was a design engineer, working on electronics for military aircraft, so he knows what he's doing! Above right: Busy field on one of those days when the wind and rain gave it a rest.



The monthly meeting at 8-0 p.m. at the Battle of Britain Club on THURSDAY NOVEMBER 11TH Will see Brentford RC's Christmas bazaar. Time to pick up those goodies for yourself!

FRIDAY NOVEMBER 12th is another INDOOR FLYING SESSION At St Clement Danes School, Chorleywood. Doors open 8-0 p.m.

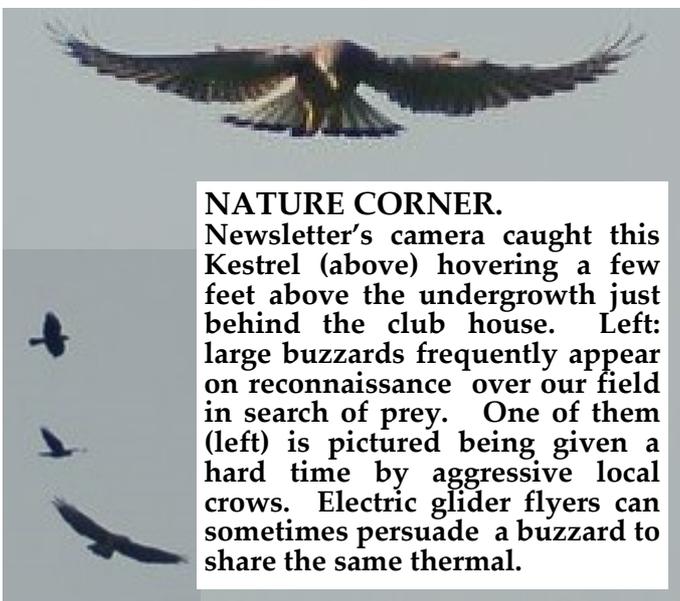
Above left: Twenty vehicles jostled for position at one mid-October gathering. Above: Roger Woods's OS 70 FS powered Piper Cub from the Sig kit, has taken to the sky as an L4 military Cub, complete with invasion stripes. Roger displayed the uncovered model at the February "project evening" (inset). This is the third Cub to appear at Harefield in these striking war time markings. Richard Norris flies one of the same scale, and Mike Sullivan's venerable quarter scale version is to be seen when the winds are light. Sullivan is plotting a photo line-up of the three models.



Indoor flying addicts who are regulars at David Orrells's sessions at the St Clement Danes School in Chorleywood (see front page) may care to cast an eye over pages 90 and 91 of the November edition of RCM&E. "Ten Things Every Indoor Pilot Should Know" says the headline. It contains some useful tips about model design, and some pretty obvious advice—like "keep a good stock of glue at all times."

FASTER TREATMENT FOR FLIGHT LINE INJURY

Nasty gashes inflicted upon careless hands by both IC and electrically-driven propellers happen from time to time at any model flying field and Harefield has been no exception over the years. Such injuries can put the victim into shock and call for immediate, professional attention, which is why it is unwise to fly alone, especially at our remotely-situated field. The good news is that MOUNT VERNON HOSPITAL has a "Minor Injuries Department" that offers treatment that comes quicker than it does at a busy accident and emergency department. How to get there? The best advice is to drive back down Springwell Lane to the main road. Turn right towards Rickmansworth, and then take the last exit at the next three big roundabouts. Mount Vernon lies behind the golf course you can see from our field, off to the right. Look it all up on the map on display on the clubhouse wall. Be prepared. It could so easily happen to you!



NATURE CORNER.

Newsletter's camera caught this Kestrel (above) hovering a few feet above the undergrowth just behind the club house. Left: large buzzards frequently appear on reconnaissance over our field in search of prey. One of them (left) is pictured being given a hard time by aggressive local crows. Electric glider flyers can sometimes persuade a buzzard to share the same thermal.



Matt Dawson greases his impressive ARTF P40 back on to the grass at Harefield after another satisfactory flight. The P40's deep engine cowling and fuselage make it the only dolly-launched model capable of being taxied without wheels, sliding on its belly under power after landing.

CURRENT, NOT CAPACITY

A well-attended October monthly meeting learned more about battery power for model aircraft from John and Paul from Overlander batteries. John explained that when it comes to delivering power to an electric motor and hard worked servos, amps are more important than the battery's overall capacity. "When buying a car, most people ask about engine power, not the size of the fuel tank" he said.

The talk also included plenty of safety advice. Don't try to charge batteries in your car when the engine is running.....as in on the journey to the field. Chargers can run off a 12 volt battery, but they do not have a rectifier to cope with a car's alternator. An in-car fire can be the outcome. This happened with one of WLMAC's leading, experienced members. And those nice, silvery safety bags for Lipo batteries will contain a burning battery, but the heat generated can still burn through a workbench or dining room table. Place the bag on something that cannot melt or burn and well away from anything inflammable.

Mishandled batteries can be the source of serious potential fire risk and call for cautious and methodical treatment. Two days after the Overlander talk a WLMAC member who shall remain nameless absent mindedly connected his airborne battery pack directly to his twelve volt battery, instead of his charger. (Below). As he walked away the battery, wedged immediately beneath the fuel tank of the piston powered model, melted and burned away the leads all the way back to the switch gear. Fortunately it all stopped short of the 2.4 Gig receiver and the model survived but it came close to finishing up as a pile of cinders. Be careful. Be safe!

