



NEWSLETTER

SEPTEMBER 2011

Editor: Michael Sullivan

NARROW ESCAPE IN FREAK HAREFIELD ACCIDENT

Member Stewart Wilkinson narrowly escaped injury when his car crashed into part of the redundant gate on the approach road to our field. As he emerged from the hairpin bend in the road, he did not see the green painted, heavy steel obstacle that had been swung into his path. (See right). The car roof and windscreen were smashed in to within an inch of his head. Fortunately Leon Taylor was following behind and a shocked Stewart was helped from the driving seat. This was not the first time that the gate has been mysteriously disturbed from its two normal resting places on either side of the road. Intruders are suspected and the gate has now been secured on both sides. *This is a salutary tale—remember that the whole site is a remote place and if you are alone, with the entrance gate locked behind you, you are vulnerable to accident, injury or misfortune. Always have your mobile phone to hand and remember that there are useful telephone numbers on the back of your membership card.*



Photos: John Fowles



Members admire the first of four new model tables to be assembled at the field. Delivered by Mat Dawson as pre-cut kits, they have a larger table area and the vertical wing posts are set wider apart to suit the ever-growing size of models now being flown at Harefield.

There will be a **WORK PARTY** on the morning of **SATURDAY, SEPTEMBER 3RD** to assemble the remaining three model tables (see above). There will be a **COMPETITION** between three teams to build a table in the shortest time. Start time is 0930. **SOUP AND ROLLS FOR LUNCH!**



Six year old George Haymer must be the youngest trainee to fly at Harefield. The club offered an hour's flight training in a charity auction in aid of the Iain Rennie Hospice at Home. George was introduced to the transmitter by training officer Mat Dawson and then, with the help of a buddy box and his Dad John, tried his hand at RC flying.

EVENINGS ARE DRAWING IN

The last of the summer field meetings is on **WEDNESDAY SEPTEMBER 14th**. Be there at 1730 or before for the **BARBEQUE** and electric flying session (Sunset is not long after 7–0 p.m.)

SEEN AT THE FIELD. At a time when we seem to be up to our ears in ARTFs, Newsletter takes a look at some of the models built, and in some cases designed by WLMAC's traditional balsa bashers.



LEFT: David Clow says he knocked up this own-design canard model using whatever materials he could find kicking around his workshop. By trial and error he established the centre of gravity at 45mm in front of the main plane leading edge. It flies nicely on a 42 two stroke. After the first flight the white stripes on the upper surfaces were applied to assist the pilot in understanding which way up it was. Flight line comedians suggest that it could do with some arrows to indicate its direction of travel.

BELOW: Richard Norris's interesting scratch-built twin, was drawn up from photographs of the post war German Dornier Do28 Sky Servant, a favourite with parachutists. The model wasn't an instant success—Richard had to reduce the length of the fuselage to get the centre of gravity right, and increase the wing chord and span to cure tip stalling. But now it flies nicely. The engines, two trusty OS 40 LA two strokes, are mounted close to the fuselage on horizontal pylons extending from the fuselage sides. They give this Dornier look-alike a pleasing hum in the air.



ABOVE: With bags of opposite rudder to help it out of its bank, Tony Gower's pretty electric-powered Albatross gets its first airing since builder Alan Wood sold it to Tony a couple of years ago. Maiden flight pilot was John Smith, whose skill with the sticks brings him many requests for him to take on first-time flights with models that might turn out to be tricky. (This one needed a little tweaking but still performed well)



ABOVE: Mike Sullivan's beefy Galaxy Mustang lifts off the Astro Turf behind its Laser 150, airborne once more after a long wing rebuild. John Smith on the sticks again for this flight.



Derek Critcher's "Jenny" built the old fashioned way from a Ben Buckle kit, tootles by, showing off its conventional construction.



Des Wheatley's early Mustang, built from an American kit he picked up at a WLMAC bring and buy some years ago, looks as fresh as a daisy as Des takes off for another tear-around.

JUST FANCY THAT

The odd weed has made an appearance on the Astro Turf patch. Either growing up from the sand underneath or putting down roots, the seeds having been deposited in bird droppings. Pull them up, gently but firmly!

