



# NEWSLETTER

OCTOBER 2011

Editor: Michael Sullivan

## GETTING STUCK INTO THE ROUGH AT HAREFIELD



Aerial photo: Anthony Gower

Mat Dawson's programme of improvements to our flying site continued as he called in a mate with a piece of serious machinery known as a "topper" to tear into the rough ground that surrounds our flying patch. For years the wilderness of brambles and hidden obstacles has concealed any model that didn't quite make it back to the strip, and offered a painful obstacle to any who ventured into it to search. The freshly-cleared area (above right) will be attacked again in the spring to encourage a grassy, more model-friendly field boundary

### BOUNDARY BUSTING PRANGS TO BE LOGGED.

A barrage of warnings from the Committee about model flights over and into neighbouring farm land is being directed at the membership. An urgent, emailed message to all members during September warned that crashes and flights beyond our field's boundaries "must stop". The main victim is Richard Orr, owner of Stocker's Farm, who has protested that there have been "too many" requests for permission to enter his land in search of downed models. A new field plan is on display inside the club house, emphasising the boundaries of our flying space. Any search or recovery of a model from Stocker's Farm land must now be recorded in the "Stocker's Farm Retrieval Log" in the club house, giving the date and time of the incident and model owner's explanation for it. Entries will be reviewed by WLMAC's committee. Chairman Bob Young asks searchers to ensure that the missing model isn't in the woods facing the club house before extending the search along the Stocker's farm tree line. "We are reluctant to impose this procedure", he says, "but the high incidence of requests to retrieve models is a source of irritation and its effect on a neighbour whose goodwill we rely on threatens the club's very existence. We have to insist that members stay within our flying area at all times. There is room enough. If you think your

model is on Richard Orr's land you should use the public footpath that is on the farm side of the boundary fence in your search, and telephone a request to Richard for permission to go onto his land ONLY if you have exhausted all other possibilities. Better still, don't fly beyond the treeline at all."

BELOW: Tony Taylor emerges ruefully from the tree line to the LEFT of the clubhouse, with only the fuselage of his impressive Hanger 9 P47 Thunderbolt (inset). The trees claimed possession of the wings.— trees and model aircraft do not mix. Or if they do, the model comes off the worst!







Left and above: A cheerfully energetic work party set to work at the field at the beginning of September, assembling more model tables from Mat Dawson's kits of parts and building and installing another table at the flight line, along with two sturdy "leaning bars" for older members to rest their backsides while flying. (See below). In the near future more work parties will be called in the club's improvement programme so members are asked to keep an eye on their emails.



**KEN FOSTEKUW** gives us an illustrated talk about the history of aviation in Berkshire and the Museum of Aviation at Woodley, at the **MONTHLY MEETING** on **THURSDAY, OCTOBER 13th** at the **BATTLE OF BRITAIN CLUB** at 8–0 p.m. Followed by the **BRENTFORD RC BAZAAR**.



Festooned with dummy fuel tanks and missiles, this US Navy Tomcat is the latest addition to Harefield's stable of ducted fan foamies, cutting a colourful military dash on final approach to the strip. There are two electric ducted fans in the fuselage and the swing wings – seen here extended for the landing – are fully functional. Undercarriage is retractable. Owned and assembled by Stewart Wilkinson, the Tomcat performs to the skilled hand of John Smith.

### **DODGY ARTF C/G**

Member David Orrells writes to Newsletter with a centre-of-gravity warning to his fellow ARTF enthusiasts. Having carefully set up the centre of gravity indicated in the instructions for his brand new CMPro Mitsubishi Zero he found it so difficult to control on its first flight that he crashed it. He then discovered numerous internet forums warning buyers of that Zero not to use the centre of gravity published with the model. David pays tribute to both Moor Models at Croxley Green and Perkins, the distributors, for their swift acknowledgement of the problem. Perkins refunded the £150 cost of the model. Getting the CG right is probably the most important of all the checks before committing a model to the sky. The fingertip test should anyway give you warning of any dangerous tail heaviness. Your model should balance, slightly nose down without fuel. An internet check might turn up a warning, as it did for David Orrells – but only after the crash!