



# NEWSLETTER

FEBRUARY 2012

Editor: Michael Sullivan

## WINTER TRIUMPH

After a series of difficulties with his Me 109, built from a Brian Taylor plan and powered by a Thunder Tiger 91 FS, David Orrells has got it performing nicely, thanks to help from fellow club members in getting it safely airborne and trimmed out. Now he is celebrating a series of impressive flights and smooth landings. Son Charlie snapped the model against a bright winter sky.



## WATCH OUT FOR SCRAP METAL THIEVES

With scrap metal prices at an all time high, and an epidemic of metal thievery all over the country, our Harefield site has been visited by shady characters paying attention to the derelict metal building that stands near the canal, standing back from the "hairpin bend" on our approach road. Challenged as they walked up the road from the entrance gate, they claimed that they had permission from the site owners to recover scrap metal, but the site owners say that is not so. Metal items have been stolen from our flying site in the past and member should not hesitate to warn off strangers found on the property. The Metropolitan police are showing a keen interest in the problem, and welcome a 999 call if intruders are detected. Quote the following when you call:-

CHS 51538 of 23/12/11 or  
CAD 2203 of 23/12/11

## DIARY DATES

ARTHUR CREIGHTON's talk at the  
MONTHLY MEETING on  
Thursday, February 9th at the  
Battle of Britain Club

will be about World War Two bombers,  
remotely controlled by radio, that were  
used to hit German Doodlebug and V2  
rocket launch sites in France and Holland.

## INDOOR FLYING

Is booked for Friday, February 3rd at  
St Clement Danes School, Chorleywood  
Herts WD3 6EW  
Doors open at 2000.

## ORDINARY MEMBERS MUST POLICE NOISY MODELS.

Rank and file WLMAC members have been issued with a tough instruction that they must order the immediate grounding of any model they consider to be noisy. In a letter posted to 29 "frequent flyer" members, Chairman Mat Dawson has told them:-

*"Our rules make it clear. It is the responsibility of every member to stop a model that they consider noisy. From now on this must mean straight away. If a committee member is not available at the time, it is your duty to take appropriate action. If the member in question thinks the model is within the rules then the incident should be brought to the attention of a committee member but in any case the model must not continue flying. The committee will back any intervention that is made. Any member who does not comply will be liable to disciplinary action."*

This message was prompted by an electric, pusher propeller-powered delta that flew without intervention from any of the watching members but caused Richard Orr, owner of Stocker's Farm, to report that the howling foamy could be heard inside his property, despite closed doors and windows.

There was no question of the owner deliberately flouting club rules—he was most apologetic and has "grounded" the model himself. But Dawson continues *"If an electric model is not silent/quiet it may be that we have to include it in the three-in-the-air rule that currently applies to IC models."*



The merciless Harefield trees have given up the damp and battered wings of Tony Taylor's Hanger 9 P47 Thunderbolt after keeping them hidden high in their branches since October. Weeks of searching by eagle-eyed members failed to locate the wings but in January they were found lying on the ground, probably dislodged by winter winds. Tony had already begun the hunt for replacements. He was told the P47 kit was out of production, but he was steered by a helpful fellow member towards a man in Barnstaple who was flogging his only-slightly damaged Hanger 9 Thunderbolt. Tony hurried off to snap it up, complete with its Saito engine. Now he has a new set of wings—and two fuselages with a choice of engine, the original Laser or the Saito. Oh and by the way—Hanger 9 have resumed production!

**RIGHT:** Member Chris Card has been diligently totting up the results of last year's series of interclub competitions between the WLMAC, Slough and Wycombe clubs. Ace stickman with the highest score turns out to be our Treasurer, Stuart Whitehouse. The Wycombe club has donated a trophy cup for these events, and it will be presented to Stuart at WLMAC's monthly meeting on Thursday, next week, February 9th.

Competitor	Results per round												Total Points
	Wycombe				WLMAC				Slough				
	Touch'n'go		Limbo		Egg Race		Deadstick		Taxi Race		Triple Thrash		
Pos	Points	Pos	Points	Pos	Points	Pos	Points	Pos	Points	Pos	Points		
Stuart Whitehouse	1	25	2	18	1	25	1	25	9	2	6	8	103
Gareth Gates	3	15	4	15					2	18	1	25	73
Simon Hilson	6	8			4	12	8	4	1	25	5	10	59
Glenn King					3	15	3	15	5	10	8	4	44
James Beck	2	18	1	25									43
Mathew Dawson					2	18	9	2	8	4	3	15	39
Pete Curnick	5	10			9	2			6	8	2	18	38
Graham Stone					6	8	7	6	4	12	7	6	32
Kevin Hitchin	4	12	2	18									30
Gareth Hatcher					8	4	4	12	10	1	4	12	29
Frank Dalby-Smith					5	10	5	10					20
Chris Card							2	18					18
Robin (Slough)									3	15			15
Mike Pugh					7	6	6	8					14
Phil Dowland	7	6											6
Sheraz Altaf									7	6	9		6
Alan Bristow	8	4											4

**FOOTNOTE;** For those who missed the BBC One documentary series "Earthflight", which featured stunning in-flight shots of migrating birds, this shot is snatched from the final episode. It showed how geese and cranes were trained from their first minutes of life after hatching to regard a microlight and its pilot as their mother, later to learn to fly in formation with the microlight, from which the most exotic in flight pictures were shot (inset). Other in-flight shots were taken with tiny cameras mounted on the backs of birds themselves.