



NEWSLETTER

FEBRUARY 2003

Editor : Michael Sullivan



LEFT: Peter Murphy's enormous Corsair, built to his usual impeccable standard, was received with well-deserved admiration at January's club meeting. Built from the American Top Flite kit, it weighs twenty-two and a half pounds and is powered by a Laser 300 twin. The undercarriage retracts rearwards and turns to allow the wheel to lie flat in the wing, as it does so – just like the real thing. It flew half a dozen times in 2002 but we missed the pleasure of seeing it at our Scale Day. Perhaps this year, Peter? **BELOW:** Eric Falkner's latest dream machine, a monster, lightweight model of the boxy, car-carrying Short Skyvan SC7, was also on display. Still under construction at the time of the meeting, it is now completed and awaiting dryer ground at Harefield for its maiden flight. Its single-piece, eight foot, high aspect ratio wing looks as unlikely as that of the full size aircraft but there can be little doubt that the model will fly. It weighs a mere 10lbs, providing a satisfyingly-light wing loading. Its two OS 40 two-stroke engines will not need to strain themselves to get airborne.

THAT BAIT BOAT ALERT

Newsletter's lead story in January, which reported the problem of carp fishermen illegally using our 35 Mhz frequency on their radio controlled boats, has now reached the columns of both the aeromodelling and angling magazines. The BMFA reports that although the Norwich manu-



facturer who was selling 35 Mhz boats has closed down, his products are still in use, as the Phoenix Flying Club near St Albans found to its cost. The BMFA suggests that any club, which has lakes and fisherman in

the vicinity, would be well advised to check them out. That surely means us. Furthermore, says the BMFA, should any offending fishermen think that crashing other people's airborne models is a trifling matter he can be reminded that a £2000 fine and confiscation of his equipment would follow if he were to be visited by the authorities! The Australians take their radio frequency law very seriously. Brian Winch, writing in RCM&E, gave the following advice to a British RC flyer who is about to emigrate to Australia, where the allotted frequency for model aircraft differs from ours. "Our laws are very strict regarding unauthorised frequency transmission, and the penalties can be horrendous." He says. "I assure you I am not joking here, sodon't sneak a flight or two with your different frequency. Have your set converted beforehand."



ARE WE GETTING YOUR PHONE NUMBERS RIGHT?

We are updating the club's contact list. Check out the phone, fax and mobile numbers we have for you on the list we are sending with this newsletter. If we are wrong, please waste no time in sending the correct numbers to Bob Young. His email is bob.t.young@btinternet.com. His phone number is 01494 718565, His fax is 01494 718643. An up to date phone list is a must.

Our next club meeting is at the Battle of Britain Club on Thursday, February 13th. Dave Wilshere of Motors and Rotors (a subsidiary of World Engines) will be tickling our fancies with some of his latest products.



John Herman turned up at Harefield one bright and frosty day in mid-January to carry out engine runs, taxi tests and range checks on a newly installed radio aerial on his monster Warthog tankbuster. Its jet exhaust made a handy hand warmer but there was to be no flight to thrill the onlookers. The A10's long and spindly nose leg needs tarmac. It would not have survived the rigours of our grass field and its rabbit holes.

CALLING ALL EMAILERS

There are still members who are on the internet, but are not yet receiving their monthly Newsletter by email so that their copy comes by snail mail in boring old black and white. It's simple enough to get onto WLMAC's email circulation list. Send an email to Chairman, Bob Young at bob.t.young@btinternet.com. Advise him of your full name (just "Dave" will not do) plus your full email address. Simple, innit?

JUST SO YOU KNOW

Your club membership card carries committee members' telephone numbers. Here is a list of their individual responsibilities:-

- Honorary President:Lloyd Ressler
- Chairman:Bob Young
- Secretary:Leon Taylor
- Field Officer:Leon Taylor
- Treasurer:Peter Nielsen
- Newsletter Editor:Mike Sullivan
- Scale Day organiser:Mike Sullivan
- Membership Secretary:Peter Conway
- Keeper of the keys:Peter Conway
- Entertainment
- Programme Manager:Roy Lanning



POWER TALK. Peter Emanuel, whose newly-acquired Flair Thunderbolt is the third to appear at Harefield, has an interesting power lesson to pass on. The two other Flair P37s owned by WLMAC members are fitted with 120 and a 91 engine respectively. But Peter's model has only an OS 70 four stroke, which powers it round the sky effortlessly. Are we overpowering our WW II fighters here, fellers?



SPRING CLEAN YOUR ENGINE

Any self-respecting ironmonger carries this tin of jollop, intended for cleaning ovens and cooker. It is also the perfect for removing that stubborn brown goo which burns itself on to our engines, silencers and bendy exhaust pipes. Paint it on, leave for half an hour and then scrub it off under the tap, winking out the crud from nooks and crannies with an old toothbrush and wooden cherry stick. Your clapped out engine will look like new.

VIDEO MEMORIES

Michael Sullivan has been delving into his old video tapes, revisiting the sights and sounds of past years at Harefield and Larkin's Field. Now recorded on to a single VHS tape, it makes interesting viewing for WLMAC members. You may borrow it on condition that you do not lose, destroy or record over it and that you surrender it smartly on request. Call Sullivan on 0208 998 1702 to book your borrowing.