



NEWSLETTER

June 2003

Editor : Bob Young

FLYING FIELD EXTENSION

Members who have been at the field recently will have noticed that work is underway to extend our mown area at Harefield to the east in order to make it easier for larger models to land and take off. It is anticipated that this extension will have the added benefit of helping fliers to avoid overflying the tree line to the west which as many know to their cost has often trapped unwary models shortly after take off or on landing approach.



Ideally we would have liked to engage a contractor to plough the land, then use a harrow to create a tilth, which would then be seeded. This approach would inevitably mean that the new site would be bare of grass for the summer months and subsequent seeding would take time to germinate, effectively it could be 2004 before it became usable.

The solution it seems is to cut the undergrowth to a height of an inch or two, which should kill the weeds yet encourage the existing underlying grass to flourish. This will be followed by mowing and rolling during the summer and within a few months the process should smooth out underlying ruts and bumps. The local farmer who we have used in the past to cut the high weeds in the middle of the Summer is completing the work at a very low cost to the club.

The process will continue on the experimental patch throughout the summer and if the prospects look good, the programme will be extended to a larger area so that our mown flying area will eventually be extended approximately 50 yards to the east.

Stuart McKay gave an inspiring talk on the De Havilland Moth Series of Aircraft at our May meeting. Stuart demonstrated his extensive knowledge of these aeroplanes by showing numerous pictures of the different variants. He is heavily involved in managing the annual International Moth Rally held at Woburn Abbey and from his accounts a visit to this would appear to be very worthwhile. Stuart's talk has obviously had an impact on club secretary Leon Taylor who was at the field on Wednesday flying his DH 60 Moth which is shown below making a low pass.





Tony Taylor's Venus 40 in the pits after an impressive flight.

YOUR RULES FOR 2003

Your Newsletter is accompanied this month by the 2003 edition of our club rules which have been reviewed by the committee and amended to take into account changes noted in the BMFA rules and comments picked up at the AGM held in December 2002. Read them, please, to refresh your memory, and ensure that you have noted the changes. We have also summarised the key rules into one page which was published in last month's newsletter and this summary will be shown in the club house.

MR MULLIGAN

Mention of the one button start Jets in last month's Newsletter reminded Lloyd Ressler, the club President, of a model of Mr. Mulligan he built in 1979. The full size Mr. Mulligan won the 1935 Transcontinental Bendix Air Race. It also won the gruelling 300 mile 1935 Thompson Trophy Race and was the only plane to win both these events.

The model was based on a Nosen kit and had a wingspan of 9ft, was 6ft. 6ins. long and weighed 23lbs. It was powered by a Quadra swinging an 18 inch prop which was started using an onboard electric starter. The picture to the right shows the model at a meeting in 1980 where members from the club helped Lloyd with the plane.



Peter Murphy's latest model shortly after a textbook first flight.

COMMITTEE VACANCIES

Following the resignation of several of our long serving committee members, we now have vacancies for any members who may wish to serve on the committee.

New Committee members will be co-opted for the remainder of the year and will come up for re-election at the AGM. The committee meets about 8 times a year and there is some work between meetings.

We are particularly anxious to hear from anyone who is interested in Writing and Editing the Newsletter.

If you would like to help, or find out more, then please contact Bob Young on 01494 718565.

NEXT MEETING - There will no meeting at the Battle of Britian club this month.

In June, July and August social fly-ins will be held at the field on the second Wednesday in the month - weather permitting.