



# NEWSLETTER

September 2008

Editor: Michael Sullivan

## GATE EMERGENCY AS PADLOCK AND KEYS VANISH

The August Bank Holiday weekend saw a frantic operation to secure our field and clubhouse after a gate padlock, its key and a key to the clubhouse vanished as members left the field. The padlock and keys were left unattended at the open gate in the interval between departing members. It is impossible to tell if they were simply stolen as a useful possession, taken or thrown away as an act of vandalism, removed by potential fly tippers or snatched by a malevolent neighbour who has been suspected in the past of acts of sabotage of the gate and the means of securing it. The driver of a passing car was seen to be taking an interest as friends of a member were locking the gate during the afternoon. The very necessary replacement of locks and keys could cost up to £800.

The padlock disappeared on the Friday evening after a busy afternoon's flying in sunny weather. Several members left at around the same time but the padlock, with a member's keys still in it, was left exposed at the open gate. As soon as its absence was discovered members searched the surrounding undergrowth in case the padlock had been tossed away as a casual act of vandalism but when it could not be found they hurried to Halfords to buy a substantial motorcycle combination lock and cable to secure the gate for the night. See page two for the combination. Security Officer John Fowles scoured local locksmiths for a replacement lock for one of the three on the clubhouse door, and fitted it. After the weekend he set about arranging for the two remaining clubhouse locks to be replaced. New club house keys will be supplied to members on request. It will take a couple of weeks for the new gate lock to be purchased and keys distributed to members.

The padlocked gate has kept motorised vandals and fly tippers at bay for some years but the loss of the two keys exposed us immediately to would be intruders with an interest in getting into the field with vehicles or motorbikes and opening the club house door. Our new frequency board was recently damaged by local yobs and the biggest nightmare of all is that they should get into our armoured club house, which has so far thwarted several attempts at entry.

Chairman Bob Young said "When leaving

### ANOTHER BARBECUE ATTEMPT

Wednesday, September 3rd has been set for our third and last attempt this year at holding an electric evening and barbecue, the last two having been called off because of foul weather.

the field, members should never leave the gate open, unlocked and unattended for a following member unless he is close behind and visible. And it is perhaps unwise to keep gate and clubhouse keys on the same key ring. We are always being watched by people with unfriendly motives for getting into the site."

## TOP GUN WHITEHOUSE



Our electric flight expert Stuart Whitehouse has passed the exacting test for the BMFA's Aerobatic "C" Certificate— flying his trusty electric Sebart Funtana (not the model in the picture) Area Chief Examiner Andrew Hopper and Club Examiner Peter Emanuel took him through the schedule at Harefield on a windy August day. The test demands mandatory manoeuvres that daunt even otherwise highly competent flyers — low level rolls and inverted flight, inverted spins, knife edges, rolling circles, snap rolls, square loops with half rolls on the way up and on the way down...there cannot be all that many "C(AE)" Certificate holders about.

## SEXIER ELECTRICS AT HAREFIELD

Electric flight has been catching on in a big way at Harefield for some time as people cotton on to what can be done with battery power these days. Since the 1900 hours curfew for IC engines was imposed on us some years ago the long summer evenings have heard only the quiet hum (and sometimes the high pitched whine) of electric motors and there seem to be new converts to the faith every month. The manufacturers have been matching the growing enthusiasm with ever more practical and attractive, out-of-the-box flying machines. WLMAC's John Smith, an accomplished flyer with years of IC experience under his belt has no intention of abandoning the buzz of the piston engine and the whiff of burnt methanol but admits to being seduced by the range of electric goodies now to be had. Here he seen enjoying himself with Alan Wood's latest acquisition, the twin motor, P38 Lightning from "E-Flight" — a "fomie" of convincing scale lines and with much detail moulded into the tough shiny surface of the pre coloured airframe. Not really a candidate for hand launching, it has more than enough power to get itself into the air from our lumpy grass field on its tricycle undercarriage (unfortunately not retractable) and up into a convincing series of rolls, loops and wingovers— with no fear of a one-sided engine failure to complicate things and little sound to upset the neighbours.



## ERIC'S BIG MODELS UP FOR SALE



Veteran WLMAC member, skilled RC pilot and prolific scale model builder Eric Falkner is putting his models up for sale, including his eight-foot span, parachute-dropping DC3 (pictured above coming in to land at Harefield), his quarter scale military L4 Cub, and his big Spitfire with flaps and retracts. The contents of his workshop are also on offer to interested fellow builders. Call his wife, Freda, on 0208 898 0678 to learn more.

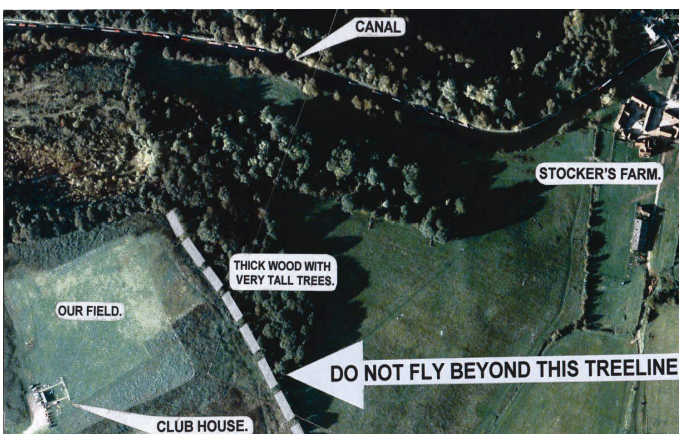
The number for the gate combination lock is  
**3258**

Do not leave this Newsletter lying about!

## MY! HAVEN'T WE GROWN!



There has been no shortage of aerial photos of our site over the years, many of them taken by Peter Nielsen's airborne camera. The picture above from his archives shows the comparatively tiny mown area from which we flew in the eighties. The club house in view was a flimsy affair, which fell victim to arsonist vandals, and was later replaced by our present, armoured box. We are still concerned at the number of flyers who are busting our boundaries, despite all that expansion, particularly towards Stockers Farm. The satellite picture on the LEFT shows the eastern boundary. Please work hard at keeping inside it. The trees are anyway very tall and unfriendly to models. And if you fly over them your model can be seen and heard at Stocker's Farm.



*For a colour copy by email please contact Bob at [bob.t.young@btinternet.com](mailto:bob.t.young@btinternet.com)*