



NEWSLETTER

June 2009

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SAD SUNDERLAND

David Orrells's magnificent electric Sunderland flying boat met its end at Harefield on the May Bank Holiday Monday when it suffered an unexplained power loss after take-off from its dolly, dropped a wing and fell to earth (see bottom right). The model had made several faultless flights earlier in the month and completed successful floatation tests in David's garden pond in preparation for off-water flight. The six foot spanned model of the British wartime sub-hunter was of conventional balsa and ply construction, using designer Tony Nijhuis's part kit of pre-cut fuselage formers, ribs, vacuum formed cowlings, and gun turrets and wood for planking. In the stoical spirit of the true aeromodeller, David has already ordered up another kit and embarked upon the rebuild.



SUMMER DATES AT THE FIELD

Club meetings on the second WEDNESDAY of June, July and August will all be barbeques at the field.

There will also be a Sunday flying competition in each of those three months. No prizes! It's all just for fun.

These are the dates:-

21st June Dead stick landing competition
19th July Limbo flying competition.
16th Aug. "Triple Thrash" (3 loops, 3 rolls, 3 spins performed in the shortest time.)

Competition flying starts at 1430.

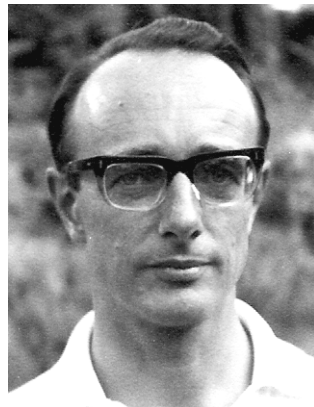




RARE MID-AIR. Considering the number of models that are sometimes to be seen airborne at Harefield on a good flying day (electrics do not count in the only-three-at-a-time rule) it's a wonder we don't see more mid-air collisions. But the three-dimensional airspace above us is quite big. Ron Stephens (left) shows off the savaged port lower wing of his "Panic" biplane, badly chewed by the propeller of Frank Dalby Smith's electric Sukhoi. Running out of battery power, Frank's model was in forced descent on to the field when it collided with the Panic, chewing off the aileron and damaging the wing structure as it did so. Bits and pieces fluttered down on the wind for a full minute afterwards. Ron's Panic arrived on the ground in repairable condition and is flying again. Not so with Frank's.

FURY RESTING PLACE

The search for a suitable home for the beautiful model Hawker Fury, built by the late WLMAC member Eric Taylor has been highly successful. The Brooklands Museum near Weybridge, which has a full sized Fury on show, has accepted Eric's model for permanent display. Eric's widow, Barbara, went to the museum with Treasurer Peter Nielsen and Secretary Leon Taylor to present the model to John Pulford, Head of Collections. He is seen (kneeling) in the picture on the right. Although Eric designed the model for radio controlled flight and brought it to Harefield for a photographic session, its maiden flight never came. But such was the standard of his workmanship that after his death his widow asked our club committee to help find it a place where his skill could always be seen and appreciated. Eric, (pictured middle right with detail of his model) had reproduced the shaped and polished aluminium cowling and fuselage skinning with printer's litho plate, skilfully beaten over wooden patterns with a tiny hammer, sheathed in leather. The Fury was among the last of the RAF's biplanes and its sleek lines forecast the shape of single wing fighters to come. Its designer, Sidney Camm went on to create the first monoplane fighter with a retractable undercarriage, the Hurricane, the true hero of the Battle of Britain. At Brooklands, Barbara Taylor was able to see the full-sized Fury on display there (below right).



GET READY FOR SCALE DAY !

Suddenly it is summer, and Scale Day, set for July 12th, will soon be upon us. Full details will be published in an early edition of the July Newsletter. This may be the last year in which owner/builders of models have to compete in the same class with ARTFs and models purchased second hand. In response to approaches from the minority of dedicated balsa bashers in the membership who build their own models, a proposal to put them into a separate class will be up for discussion at the Annual General Meeting in December.

