



NEWSLETTER

DECEMBER 2009

Editor: Michael Sullivan

LOTS TO TALK ABOUT AT THE AGM

The Annual General Meeting will be at 8– 0 p.m. at the Battle of Britain Club on Thursday December 10th. Changes to be proposed for the Scale Day programme include the abandonment of multiple choice voting by members for entries in favour of a panel of three judges who have not entered models themselves, the abolition of the special class for electric models and for the Peter Conway trophy to be awarded to a model built by its owner.

Other subjects up for discussion and debate will be helicopter flying at Harefield, the club's membership capacity and the future of the training scheme. Relief from all that serious business will be an aviation quiz.

Members are required to pay all their dues to the club at the Annual General Meeting with one single cheque. No cash, please!.

2010 Membership of the club is:-

Senior members £55

Junior members (under 18) £27

Non-flying members £27

BMFA Membership is:-

Senior members £29

Junior members £15

Members who have ordered clothing with the club logo (pictured below) are being reminded by individual email of their bill. ADD EVERYTHING TOGETHER AND BRING A SINGLE CHEQUE, MADE OUT TO WLMAC. Or post it to Treasurer Peter Nielsen at 176 Cherry Tree Road, Beaconsfield HP9 1BA. The clothing may be picked up at the AGM or by arrangement.



ALL MOD CONS.

WLMAC'S committee is investigating the possibility of installing an automatic-starting 4kw generator in a vandal-proof housing outside the club house to power the club house lights and a microwave oven along with a facility for members to charge flight batteries. The purchase of a gas-powered refrigerator is also being considered.



Picture: Mat Dawson

Above: The ever-energetic Mat Dawson has constructed this mobile model-handling bench, the first of several proposed for our Harefield site. Mat used a design drawn up by an American model flying club some years ago and now in use by clubs in many countries, including the UK. Members are invited to inspect it, use it and offer any suggestions they may have for improving it. The bench can accommodate a whole range of model sizes and provides automatic restraint at the wing leading edges, along with safe and easy waist-height access to needle valves while piston engines are running. The Americans put the emphasis on safety as the inspiration for their popular design, but several WLMAC members will also benefit from the relief it brings from the painful or even impossible requirement for them to crouch over their models, working on them and starting engines at ground level. Mat's creation is constructed from "industrial timber", pressure-impregnated with preservative to make it weatherproof for years. The bench is wheeled at the front to enable it to be moved around like a wheelbarrow. The plan is to construct several of them for Harefield. Mat quotes a construction time of four hours for his prototype and suggests a "work party" next year for members to assemble the benches from kits of pre-cut parts.

PICTURE PAGE



Picture: David Orrells.

Above: OUCH! This is the result of a rare mid-air meeting between David Whiteley's electric foamy Aeromaster (in the foreground) and Peter Curnick's bigger Phoenix Accipter powered by an SC 120 four stroke engine. The two collided head-on on the far side of the field. David remarks "Elapor foam may not be unbreakable, but this proves that it puts up a good fight".



Above. Aeromodellers will appreciate this. The top picture shows damage to a full-sized Piper Cub. At the end of a day's fishing in a remote Alaskan lake the plane's owner left his catch in the under-fuselage pannier, calculating that it would not deteriorate in the freezing overnight temperature. But a passing bear sniffed the promise of an easy meal and tried unsuccessfully to get at the fish, severely mauling the Cub in the process. Before flying his badly battered plane home the owner did a nifty repair (lower picture), using many rolls of adhesive gaffer tape, flown in by an obliging friend. Nice job, and cheaper than Solartex!



The ultimate, radio controlled ARTF, this is the Reaper, a new, five ton American drone, powered by a turboprop engine and spanning 66 feet. It will be piloted remotely via satellite from a base in the Nevada Desert in the USA as it cruises at 300 mph over Afghanistan, looking for things to hit with its armoury of air-to-ground Hellfire missiles and 500 lb bombs. Four of them cost 69 million US Dollars. And by the way, the Reaper's base commander goes by the name of Major Chris Snodgrass. You couldn't make it up!



Tony Gower's camera caught this sequence of Leon Taylor's newly-acquired Puppeteer attempting to land gracefully after losing a wheel in flight. There was no damage and the wheel was recovered.