



NEWSLETTER

August 2010

Editor : Michael Sullivan

STILL NO VICTORY IN THE WAR ON RABBITS

Attempts to fight off the nightly assaults on our flying field by hole-digging rabbits have had limited success. We are facing a nationwide rabbit plague that has hit golf courses, cricket pitches and public parks. Defiant bunnies have actually hopped into a large bag of topsoil, left on our field for filling rabbit holes and dug a hole in that—several feet off the ground. (See below)

Garlic, chilli power, washing up liquid and red diesel oil have all failed to give any lasting offence to the rabbits' noses and every morning reveals a forest of re-dug holes, presenting a destructive obstacle course to models with vulnerable undercarriages. Members with powerful electric and IC jump-off-the-ground models can avoid the holes but heavier scale models are exposed to potentially expensive damage. Members are now asked to adopt a fill-and-fly policy. First arrivals should take the shovel and wheelbarrow on to the field and fill new holes in an area relevant to the wind direction before starting to fly. A generous fill, tamped down by foot is all that is necessary to obliterate a dangerous hole, albeit only for the day. Team spirit is called for here. Do your bit to keep us flying!



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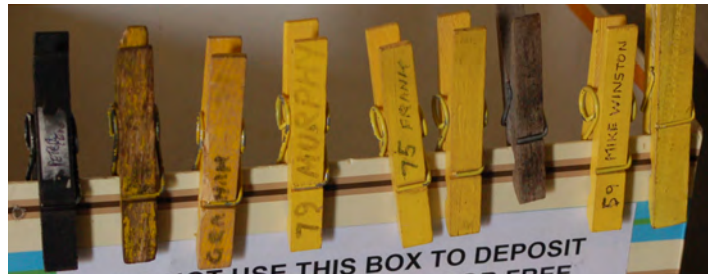


Above. Robin Wilkin and Alan Whately, of the Coombe Hill Soaring Association responded to our invitation to fly at Harefield during July.



Training manager Matt Dawson gets ready to send Ahmed Rasheed's brand new Thunderbolt off on its maiden flight. Matt and other club mentors are available for

any member who wants a helping hand. If you haven't flown for a while since you passed your A certificate, ask for some refresher tuition. Turn up on Sundays with your own model, or make arrangements with Matt to use one of the two club trainers.

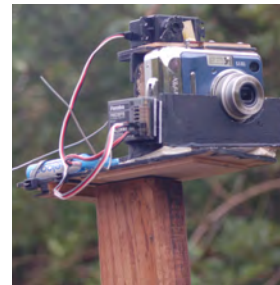


Above: This is a recent harvest of frequency pegs abandoned on the board at various times. It is now a published club rule that the first person to show his face at the start of the day MUST clear the board of abandoned pegs. One of the pegs shown above bore one name and frequency on one side and a different name and frequency on the other—a recipe for a disaster...who thought of that one? 35 MHz flyers should mark their yellow pegs clearly with their name AND SURNAME and frequency, using an indelible felt marker pen.

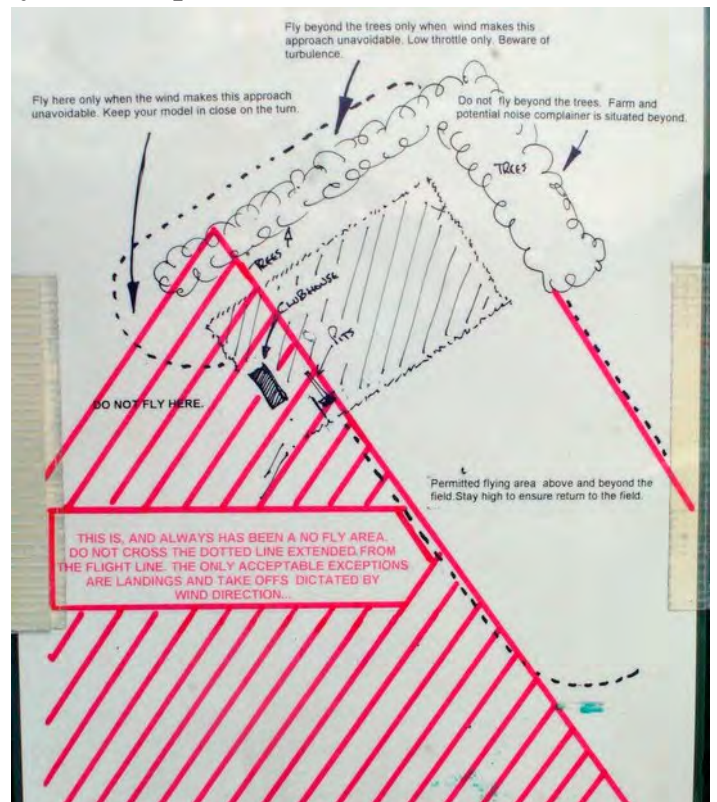
SATURDAY AUGUST 14TH
is the final "Tri-Club" competition to be held at the SLOUGH club. Arrive any time from 1100. BBQ at 1230. Bring your own grub. Try your hand at fast taxiing round a marked course, and flying three loops, rolls and spins in any order, flown against the clock.
WEDNESDAY AUGUST THE 11TH
is the last-but one WLMAC field meeting. Look forward to a balmy summer evening for electric flying and a BBQ.

HAREFIELD WILDERNESS SWALLOWS MODEL

A high tech air and ground search for a ducted fan F16 that speared into impenetrable brambles to the south of the field went on for days until Ray Williams, a visiting engineer from SITA, our landlords, penetrated the brambles from another direction armed only with a pair of secateurs and brought out the wrecked model. Newly converted from 35 Meg to an iffy American early 2.4 gig outfit, John Smith's F16, dubbed the "screaming hair dryer" by an unkind member, rolled off the top of a vertical climb after a hand launch and plunged inverted into the prickly wilderness. Days later, Gordon Tarling's fixed wing, electric eye-in-the-sky (top right) spotted a smudge of white among the greenery, sparking off a targeted ground search by a posse of members using a ladder, a power saw and even a remotely controlled camera-on-a-pole (see right) in their attempts to spot the model lying deep in the undergrowth, out of sight and apparently out of reach from ground level.



The F16 fell to radio failure, but it prompts a reminder to members of a long-standing rule, illustrated in the diagram (see below) that has been on display on the clubhouse door for some years. IC powered flying in the area shown with diagonal red lines is permissible only if the wind direction requires it for take off or landing. Noisy banging around in the red area takes models closer to and sometimes above buildings in Springwell Lane. This restriction need not apply to quiet electric models, but remember that if you drop yours into that overgrown wilderness the chances of recovery will be slim. Stay over the field, in front of the flight line. And don't fly over the pits!



Above: Get fell in! WLMAC members line up to take part in a spot landing competition at the Wycombe Club on a sweltering Sunday in July, flying circuits against the clock to a complicated scorecard of penalties and bonuses.. That's Ron Stephens's Wot4 hitting the spot. He came second. Stuart Whitehouse came first. All entrants were members of both clubs, with the exception of Gareth Gates, who is a Wycombe man. See pages one and three for details of the next Slough competition and how to get there..

Last month Newsletter reported a model that went out of control and crashed into a housing estate at London Colney. This month we report that a model performing at a Large Model Association event at Duxford crashed into a field and set fire to crops. The smoke caused the closure of the M11 motorway. Even the heavily regulated big boys have their problems!

HOW TO GET TO THE SLOUGH MODEL AIRCRAFT CLUB



Leave the M4 Motoway at Junction 5, signposted to Slough A4. Follow the A4, (top right hand of picture) passing the Marriot Hotel on your left. At next traffic lights (Fire Station on your left) Turn left into Upton Court Road. Look out for small sign for Slough Rugby Club on your left. After the turning to the cricket club, park in the small gated car park on the left. This will get you to the flying field.

For satnav and Google Maps users, the nearest postcode is SL3 7LT.