NEWSLETTER

APRIL 2011 Editor: Michael Sullivan

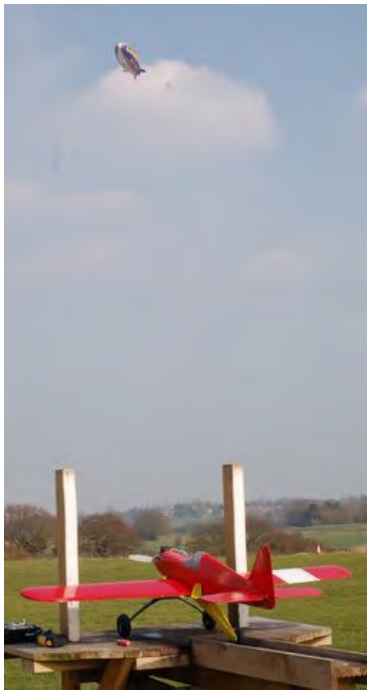
A FRESH APPROACH TO OUR FLYING SITE.

An enthusiastic work party on a Saturday morning in March gets stuck into clearing branches and brushwood from our "new" access road to the field. The road was closed more than a decade ago when a would-be developer challenged the site owners over its ownership. Since then we have been using the entrance on an unlit, sharp bend in Springwell Lane, a favourite target for fly tippers, thieves and vandals. The land ownership dispute has now been resolved. After another recent attack on the top gate (see below) it is to be rendered impassable to vehicles and we are returning to the more robust entrance gates, close to the canal bridge.

The final straw— Secretary Leon Taylor gazes at what is left of the old entrance gate in Springwell Lane. An angle grinder was use to slice through the steel tubing like a knife through butter, bypassing the padlock. Behind the clubhouse the grinder was used to cut through a thick, plastic-covered steel cable (inset) to release the club's garden roller, presumably stolen for its scrap metal value.

Above. The re-instated entrance gate, next to the bridge over the canal. The gates open OUTWARDS. Below: Padlock can be seen nestling inside welded armour plating.

Our March monthly meeting at the Battle of Britain Club, a "table top bring and buy", was a convivial gathering, with much browsing and some impressive offerings. But business was slow. Times must be hard!



Members enjoying their model flying on a sunny and windless Friday afternoon in March found themselves sharing Harefield's blue sky with a Goodyear blimp as it hummed its way Westwards across the field at a leisurely pace. It was one of two Goodyear blimps, taken on to the British register only ten days earlier after a twelve year absence from our skies. That afternoon the Blimp was heading for Cardiff at the start of its publicity tour .

Member Roger Moffat, whose Greenfinch 234 kits, manufactured by linking CAD (Computer Aided Design) to his sophisticated Sequoia router, featured in our February Newsletter, has been tickled pink to spot his brainchild featured on the front covers of both "Model World" and "Flyer" displayed side by side on the shelves of his local newsagent. Is this a record?

BOOMERANG MAN RETURNS

Alan Cardash, the man who designed the highly successful Boomerang series of easy-to-fly jet turbine powered models, returns to the club's monthly meeting in April to tell us about his latest designs. Although our Harefield site is too restricted to accommodate jet turbines there is no shortage of interest in these impressive models that combine exhilarating high speeds with excellent low speed handling. Members who heard Alan on his last visit will remember an entertaining speaker.

BATTLE OF BRITAIN CLUB
8—0 P.M. ON
THURSDAY, APRIL 14TH

IMPORTANT NOTICE

Depending on the the availability of our recently-acquired Astro Turf, work on receiving it at the field and installing it is likely to get under way at the end of April and continue into mid- May. The job of lifting the existing turf, levelling the ground and laying the Astro Turf is a big one and likely to involve the suspension or displacement of the flying area during that time. There will also be peripheral jobs to be done, like the re-location of the frequency board, for which work parties will be called. Dates for those activities will be decided and announced as circumstances arise, so

PLEASE KEEP AN EYE ON YOUR EMAILS FOR URGENT ANNOUNCEMENTS IN ADDITION TO THE MONTHLY NEWSLETTER.

MORE PROGRESS IN 2011

Just a year ago a keen work party assembled at the field to construct a whole line of model tables from prefabricated kits of parts, supplied by Mat Dawson. They were an immediate hit, and now we wonder how on earth we managed without the relief they bring from all that kneeling and bending over our models on the ground.

This year the club embarks on another major addition to its facilities—the Astro Turf project, which we hope will overcome the tenacious rabbit hole problem that we have been unable to solve, providing a smooth landing and take-off area for vulnerable models, large and small.