



# NEWSLETTER

JUNE 2012

Editor: Michael Sullivan



Gordon Tarling earned himself more attention at Harefield with his monster, one third scale, electric powered Sopwith Pup, which took to the air in a trouble-free maiden flight in mid May. John Smith was on the transmitter and then, satisfied that his 17.5 kilo (38lb) giant had no nasty habits, Gordon took over for two more impressive flights. The Pup has two speakers in the fuselage that can emit the satisfying clatter of a Le Rhone rotary engine and the taka taka tak of the single Vickers machine gun. Gordon started work on the German JW Flugmodellbau kit last August and has finished it to a jaw-dropping standard.

## HAREFIELD GETS HIGH TECH SPRING CLEAN.

A dozen volunteers answered the call to a work party in mid-May, reinforcing the broken down fence near the main gate and filling in the pot holes on the waterlogged approach road (see right). Our newly purchased solar panel was installed on the club house roof (see below) and is now trickle charging the 12 volt batteries that power brighter and more efficient LED interior lights.



**SCALE DAY IS THE FIRST OF NEXT MONTH SEE FOLLOWING PAGES FOR DETAILS.**

YOUR PROGRAMME FOR  
**SCALE DAY 2012**  
SUNDAY, JULY 1st



**WEATHER.** With a close eye on the weather forecast, a go or no-go decision will be made on the Saturday afternoon. The decision will be emailed to all members and posted on our website, [www.wlmac.co.uk](http://www.wlmac.co.uk). If it is a no-go, Scale Day will be postponed until the following Sunday, July 8th.

**ENTRY TO THE FIELD.** We never leave our gates open, even on our "open day." On Scale Day they will be secured with a combination padlock. Make a note of the number...2363. If you have forgotten it there will be a notice giving you a mobile phone number to call for assistance. If non-member friends are arriving separately, make sure they have a mobile phone with them. **ALWAYS LOCK THE GATE BEHIND YOU.**

### TIMETABLE

- 1030 TO 1300    General flying is permitted under normal club rules.
- 1300 to 1400    Lunch and competitors' practice flying—one at a time.
- 1400 to 1600    Scale entrants' flying. Competitors Should be alert and pay attention to start-up and take-off instructions from Contest Director DAVID ORRELLS (see right).
- 1630            Judges' announcement and presentation of awards.



Entrants should present themselves and their models to David Orrells and/or his assistant Stuart Whitehouse as soon as possible after their arrival, when a decision will be made on what class to which each model will be assigned. The entrant may nominate a pilot to fly the model for him if required. Competitors are also asked to present their models to the three judges, who will be sitting at the front of the spectator area.

Model classes will be    Large Civil  
   Small Civil            (Any entry may be IC or electric.)  
   Large Military  
   Small Military

Trophies will also be presented for    Best flight of the day.  
   Best owner-built model  
   Most improved flyer.

**SAFETY NOTE.** Competitors flying on 35 MHz, must be sure to use the peg board..

### **VOLUNTEERS PLEASE**

The club house, the toilet, kitchen sink area and the garden furniture must be cleaned to the highest standard possible in order to convince our visitors that we are not the slobbers we appear to be for the rest of the year. The place must be fit for the serving and consumption of food. Volunteers are asked to show up on the **SATURDAY MORNING** before Scale Day to prepare the place for our big day. Lunch will be provided.

**THE NEXT CLUB MEETING  
and BARBECUE is  
AT THE FIELD on  
WEDNESDAY JUNE 13th .  
CML Distribution will show off  
some of its range of electric  
foamies and there will be a  
specially-authorized flight of the  
WLMAC member's model that  
earned the club its first electric  
noise complaint!**





## FIRST PERSON VIEW RADIO FEARS ALLAYED.

Following doubts and fears about the safety of FPV flying and rumours of radio interference from powerful 2.4 Gig transmitters used to beam pictures from a model back down to the pilot on the ground, WLMAC officers have now established the full facts.

Chairman Mat Dawson said "I have spoken to the BMFA and contacted Ofcom. We are fairly certain we now know what equipment may be legally used, giving good results without interfering in any way with 2.4GHz or 35 MHz. It conforms to BMFA guidelines, is affordable and available off the shelf."

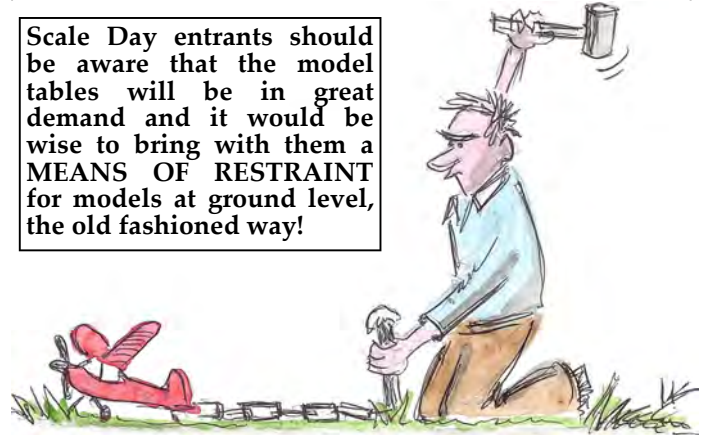
The FPV system enables the pilot to fly the model from a "virtual pilot's position" in the cockpit, as the pictures transmitted from the airborne camera are displayed on his "goggles" (see above.) An important BMFA stipulation is that the pilot's transmitter must be connected by a "buddy lead" to the transmitter of a safety pilot standing beside him. He will have control of the model with normal, direct line of sight if and when necessary and the model must be kept within the boundaries of the club's flying field. WLMAC's instructors will be safety pilots when the system is launched and members of the Wycombe club, who have operated VPL successfully will be sharing their experiences.

### SUMMER INTER-CLUB COMPETITION FIXTURES

The first of three summer inter-club competitions will be at the WYCOMBE CLUB next Sunday, June 10th. It involves hitting a streamer on a target plane (it used to be called "combat".) There will also be timed touch and goes.

The next competition will be at the SLOUGH club on Sunday, July 15th and the third will be at WLMAC's Harefield site on Sunday, August 19th.

Scale Day entrants should be aware that the model tables will be in great demand and it would be wise to bring with them a MEANS OF RESTRAINT for models at ground level, the old fashioned way!



Speaker Tony Eaton (left) kept his audience enthralled at the May club meeting with his well-researched theory about the disappearance of band leader Glenn Miller, supposedly lost when his USAF plane went missing on its flight to Paris across the English Channel in 1944. The theory starts with the assertion that Miller wasn't on that plane at all; that he flew to Paris in a DC3 from Bovington to be seriously injured in a fire fight with a German assassination squad looking for General Eisenhower and that he died in a Dayton Ohio military hospital. Tony has other, equally fascinating talks about aviation mysteries and the club is looking to ask him back when our indoor meetings resume.

