



See what we've changed over the last three years. 29/11/2012



November Newsletter
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Halloween Work Party.

Saturday 31st October saw a Work Party at the field and a bumper turn out of workers. As we'd not held a Work Party all year, there was plenty to do.

The access road was filled and the big holes on the sharp bend were concreted. The other holes were filled with old burnt off tarmac that we've had stockpiled for ages.

The AstroTurf received a a welcome clean up and all the plants and grass that had grown were cleared off, leaving the surface wonderfully smooth. There were a couple of areas what received some more sand, the expected Winter rains will take the sand down into the AstroTurf.

Two of the starting tables were painted yellow, these are now for electric planes only. As they are next to the picnic table, any ic powered planes coat anyone at the table in exhaust fumes and oil. Lets try and keep them electric only please.

The leaning rails were cleared of all the excess growth around the base and so were the paths.

The web camera had the hole it looks through slightly enlarged so we get a bigger, better picture. We're now onto our fourth mobile phone

which has been re glued to take advantage of the better hole, which is why the camera was taking unusual pictures for a day or two. It was only after it was securely glued that I noticed its one or two degrees off from level, you'll all have to lean over fractionally when viewing it!

Catering this year was the best ever with cheese sandwiches and soup , all served up by the smiling Chefs.



A Tale of Two Stearmen.

An article by Tony Taylor.

A well known visitor to the field is the 1/5 scale Stearman PT17 built many years ago from a Great Planes kit now out of production. It was acquired by Tony Taylor in a pretty shabby condition some 5 years ago. Tears in covering held together by sellotape, rusted metal work, cracked plastic fairings, dummy engine cylinders stuck back with silicone knocked off apparently by injudicious use of "chicken stick" starting. The treads on the tyres were worn out indicating frequent flying off tarmac. These were just some of the tlc problems faced without the availability of spares.



Re-engined with a new OS 120 FS, new receiver and electrics installed, and with its airframe tidied up, the model took to the skies. It immediately proved to be one of those all too rare, well balanced, models that flies like a dream with virtually no trimming, replicating the barn-storming aerobatics of the original surprisingly well.



It became a competition winner with John Smith on the sticks and Tony calling the shots. Considering it to be "one of america's finest" John went on the search for one of his own. After some disappointments last month he tracked down his pristine, fully detailed Great Planes Stearman PT 17 powered a cowled in Laser 150.

So far John has found that although the power characteristics of the two models is very similar so far his version has yet to be trimmed to a level that will "light his fire" but he's working on it. Perhaps that's the reason his version isn't carrying a passenger!

The two models have yet to share the sky.



What Do We Do About Scale Day?

We are deliberately raising the issue about Scale Day at the AGM so we can have a good old talk about what we want to do. The problem is that whilst Scale Day is a great day out and celebration of our Club, the number of competitors is reducing every year. If we do nothing, we are in danger of no-one turning up to fly at our Scale Day competition.

We've seen a reduction of Pilots and Competitors over the last few years so our uncertainty of tenure is not the only reason for the lack of Pilots. Undoubtedly some were put off this year but how do we account for reduced number over the previous 4 years?

The hobby has changed with ARTF, Electric and Foam models making huge strides. We introduced a Foamy class this year without any noticeable effect on numbers.

If we do nothing we'll all turn up one year and look around but no-one will actually be flying.

So, why are people not entering? We accept that the reasons are many and varied but is there one particular reason why YOU don't fly? Have a think and come to the AGM and tell us, if we can change anything to encourage more participants, we'll do it.



One member has come up with the great suggestion that we all sign up to build and fly the same model. This was we can all have a look at the different ways we build. But, it's no good saying yes, great idea but then pulling out the month or week before. Again, let's have an honest discussion about what we actually want for the day. If we all

think 'I won't fly, I'll watch the others', if we all do that, there won't be any Pilots.

One suggestion is to change the Scale Day to a Scale Family Fun Day. That means we'll do everything that we do now, get the Club looking spick and span, lay on a fantastic spread of food and encourage friends and family to come and look at our Club. We could have the Club trainer on a buddy box for anybody to have a go at flying. We'll encourage everyone to bring a static model along to show off. Fliers will be encouraged to turn up and fly any Scale model they wanted, just as they would any other day of the year. We just won't have any competition element to the day.



If this is what we want as a Club, fantastic, the Committee won't have to coerce Judges into judging and we won't have to run around lining up Pilots to fly, it will be a far easier day to organise.

So, come along and tell us what you want but please be honest. We don't want false promises to keep things as they but then we still don't have any increase in numbers next year. We'd far rather that you tell us why and if the Club would prefer a Scale Family Fun Day, that's what we'd rather organise!

Tony Parrott turned up at the field with his brand new Trojan T 28, this beauty is over 6 foot from tip to tip but is entirely foam. It comes with electric retracts already fitted and has flaps.

His first flight proved that this was a great plane to fly and he flew it several times until....

Tony misjudged his position in relation to the trees out to the left and the plane was shredded by a large oak tree. The wings were left up the tree and took a lot of effort to retrieve.

Undaunted, Tony bought another one the very next day! Proof that this one is a great plane!



Tony also bought his Hellcat for a blast up and down the field.



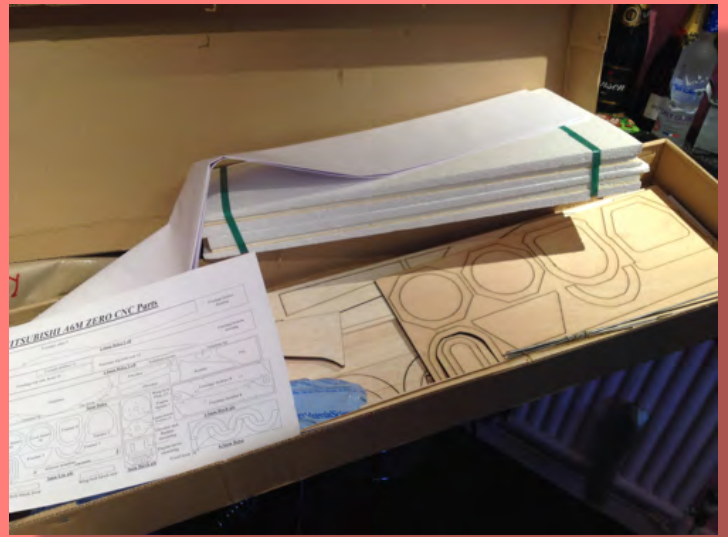
My Hangar 9 Blue Nose Mustang came to grief after allowing it to slow a bit too much on finals. The plane dropped in from about 8 foot when the undercarriage was extended, this pulled them out of the plane. More glue and a bit more time in the shed required.



What Are You Building This Winter?

Do you have any intention to build a model over the Winter? If so, let me know and I can fill a page or two and let the other members see what you do when the sun goes down.

Mat and I signed up for a pre production version of a Cambria Fun Fighter Mitsubishi Zero. We both applied in May sometime and the kits turned up in October. They are semi scale, foam winged, laser cut kits that we're building and providing feedback to the designer. Confusingly there are both Cambrian and Cambria companies out there, both designing and selling semi scale warbirds, we're building Cambria models. Both are designed around the 30-40 two stroke engine but could easily be electrified. Both should be ready for flight before Christmas.



The box and contents for the Zero.

A Rapide at Harefield.

Roger Darvell has committed to something a lot more worthy and impressive, a Jerry Bates designed model of a DeHavilland Rapide at 1/6 scale. This beauty is a 96" wingspan and he intends, at the moment, to use two 15cc Saito petrol four stroke engines. He's buying the laser cut parts but it's still a very ambitious and impressive model to build. Good luck Roger, this won't be a quick build but he hopes to have it ready for 2016.



My intended colour scheme.



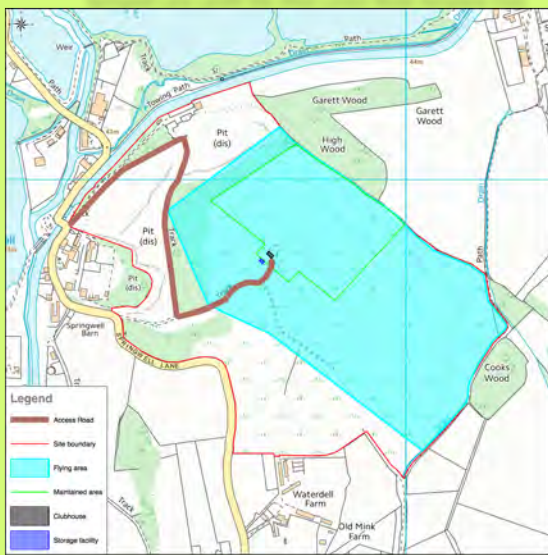
The Lease Is Signed!

We finally received the signed lease back from Sita the other day, Chairman Mat then hit the send button on our Planning Application for Permitted Development at the field. The latest advice from the BMFA is for Clubs to try and obtain Permitted Development as it gives an element of protection. As we've been at the our site for over 10 years, which we can prove, we should be in an excellent position to have this granted. The Planners may well want to have a site visit as it is not on the 'normal' list of Planning Applications. They will also post one of the planning notices near to the site entrance, please let Mat know straight away should you see it appear.

We all accept that the lease is not a cast iron guarantee of our tenure but it's the best we'll get. We need everyone to keep their fingers crossed that there are no new ideas from Sita about how else they could use this blighted land.

Secondly, a big thanks to Mat for all the work that he's put in to ensure the lease was signed. Some idiot Committee member signed the wrong bit of the lease at one meeting which then meant that Mat had to take the next day out driving round to see the signaturee's to get another copy signed. He's also done a lot of work for the Planning Application so give him a round of applause when you see him next.

Springwell Lane Landfill Site (West London Model Aeroplane Club)



Site Map
WLMAC
Legend
Red Line Site Boundary
Cyan Area Flying Area
Green Area Maintained Area
Grey Box Clubhouse
Blue Box Storage Facility

This Plan is
Governing
of Development
at
Springwell Lane

Scale: 1:5000, paper size: A3

This is one of the plans that were submitted with our application, the blue area shows our flying area.



We've not had any suggested colour schemes to re-paint our hut for next year. C'mon gents, get creative!

Another Web Cam

It's been a very grey and dark late November, very few of us have managed to get to the field, those of us who have braved it haven't stayed too long either.

I can and do review the camera at the end of everyday by watching a time lapse video of the whole day in about 90 seconds. I see a glimpse of the odd dog, dog walker and even occasionally a horse and rider are shown.

Luckily not a lot else is shown (touchwood). We've got another phone to instal to give a another view of what's going on up there. Where would you like to see up there? The leaning rails? The AstroTurf area itself. Let us know at the AGM



The foamy range continues to grow, the Chris Foss Wots Wot is now offered as an electric foamy. Who will be the first to get one for Christmas?

Chuck Glider Competition.

The first Chuck Glider Competition took place at the Battle of Britain Club mid November and was a big success. Contestants were given a piece of 1\4" balsa to make the fuselage and a piece of thin balsa and tasked to construct a chuck glider. Many different designs were then built with each constructor supplying their own glue and bits. Pilots were encouraged and allowed to conduct research on what makes a successful glider but weren't allowed to bring plans in. After 30 mins minutes of frantic building there was a free for all trimming session. After that, each pilot was allowed three launches to see which glider flew the furthest. The hall was nearly not big enough with the best planes nearly reaching the far end of the hall. Prizes were supplied by Brentford RC and the winners received vouchers to spend in the shop. This event is very likely to return next year, variations upon the theme have already been discussed. Next year we may ask for bi planes or heavy lift versions, the payload being (your) £2 coin. If you want to take part, start practising your gliders now!



John Fowles and Roy Lanning both joined in with the fun. The book is entitled 'Advanced Aerodynamics', no-one read it.



A mass launch during the test session.



Peter Emmanuel presents the prizes to Mat Dawson who took 2nd place, John Herman who won and Lew Wrapson who was 3rd.



Roger gets some practice in before he starts on the Rapide