



*Tony Taylor's late lamented 59" De Havilland Cirrus Moth built from a DB Models kit. The decals (including the manufacturer's details in front of the tail) were custom made by Peter Vidgeon, the corrugated finish to the fuel tank was made from special art card from a local arts and craft shop. You can just see the crimps on the rudder bar wires, one of which failed and led to its demise. It was a rather special model (Tony Taylor photo).*

## Editorial

I'm indebted to Tony Taylor for providing so many pictures of favoured ex-models and refreshingly honest admissions of how each of them met its end; well done, that man (not for crashing them, but for admitting what went wrong!). I'm also pleased to get another letter from Dave Orrells in The Ukraine.

Looking at Tony's (now ex) DB Sport and Scale Cirrus Moth in the header photo reminds me what nice kits the DB range are; I may be biased because I've just managed to convince SWMBO that I can have a DB Model Tiger Moth for Christmas – I ordered it this morning.

I don't know anyone who has a bad thing to say about these kits, they're practical scale/very-near-scale designs and are a pleasure to build; I have an ASP 61 FS for mine and have taken Mike Pugh's advice about fitting the silencer in the cowl, but 4Max have an electric set-up available. Go on – treat yourself. You know it makes sense...

# Parish Notices

## *Clubhouse Windows*

On at least one occasion recently the clubhouse has been left with one or more windows closed but not locked; this isn't good enough, gentlemen, because it's asking for someone to get in and wreak havoc. So – if you open any clubhouse windows, you **must** close and latch them before you leave. It's a two-person job so if you're the second-to-last person, don't leave without checking. If you find yourself on your own, phone someone and they'll come and help – Tony Parrott, Mat and Roy all live quite close to the patch. Phone numbers are in the clubhouse.

## *Club AGM and Nominations*

Members of the committee who organise, regulate and run the club are not self-appointed - they are elected by the membership at every Annual General Meeting, which this year is on Thursday 14<sup>th</sup> December.

So, once again we invite volunteer members to give their serious attention to the Club's routine business. The club constitution calls for 21 days' notice for an application for membership, so the application form is shown below. Put yourself up for a year's service on the Committee by getting yourself a proposer and a seconder from among your fellow members, filling in the form and firing it off to the Secretary, Roy Lanning.

(If you don't do this, you may find yourself trapped by a crafty phone call from Chairman Mat – look what happened to me!)

----- Cut here -----

### COMMITTEE MEMBER NOMINATION FORM

Candidate name (and E Mail address, please).

.....

Proposer.....Secunder.....

I agree to serve on the Committee for one year.

Signed.....Date.....

PRINT THIS PAGE AND RETURN FORM TO Roy Lanning. WLMAC Secretary. 5,

Thellusson Way, Rickmansworth WD3 8RB



# Favourite Models That Are No Longer With Us

Tony Taylor

*Chipmunk*



Discovered hanging in a model shop at Letchworth in 2003. Beautifully scratch-built by a modeller in Wales some 20 years previously. Refurbished, it flew regularly many times on its very early Laser 80. Met its maker when deploying flaps on finals; a servo connection slipped and one flap failed to open, the model rolled into the bushes. Only the wings survived post mortem and the Laser now powers my Horizon Hobbies P47.

*U-Can-Do*



Built from a Great Planes ARTF and powered by an OS 52 Surpass this was my "go-to" acrobatic model. Unfortunately the ground rose up as I was perfecting a vertical eight and ruined my day.

*Oxalys*



Built from a Kyosho ARTF and powered by the OS 52 Surpass transferred from the U-Can-Do. My only attempt at pattern flying and over-ambition took its toll

## MG Extra 300



Acquired from Frank Dalby-Smith, powered by an OS 120 surpass, featured on board glow. Modelled on one of the two Extras in the MG acrobatic team. I had several months of happy flying with this model until trees moved into my landing flight path. Damage on recovery was considered too extensive and the plane was written off.

## HighLight



Very pretty V tailed hot-liner bought second hand. Running on a geared brushless motor, the gear box seized at end of the season and was replaced. The remarkable increase in power took me completely by surprise! I have a replacement.

## Cirrus Moth



Built from a DB Models kit powered by an OS 52 Surpass, I modelled this on the example at the Shuttleworth Collection. It featured a live exhaust system running along the fuselage, a cockpit mounted rudder bar wired to the rudder and a full set of scale decals. It flew nicely but spun in when a wiring crimp let go on the rudder connections. I was sorry to lose it.

## Letters

Here's a letter from our OSCE correspondent in The Ukraine:

Dear Andy,

I've been back for a short break at home but in that time I did get some time up at the field; I managed to fly two planes so I thought I'd kill a bit of time on the long train journey home by writing to you about them. When I finally get back to my room the Club Newsletter popped up asking for content for the next Newsletter - I had only written this hours ago so perfect timing.



I bought a Durafly Tundra from Hobby King, this seems to be a copy of the Multiplex FunCub. The Tundra costs £142 and all that is required is a receiver and a 3s battery, I used a 2200 which was a perfect match.

I had to screw the undercarriage together, fix the tailpieces and wing and I was ready to go. The whole build took nearly 30 minutes. The plane also comes with floats but I've had no chance to use those yet.



*Dave's new Hobbyking Tundra*

To balance the Tundra I also used my new Hobbyking balancer, this was £10 and was well made and worked perfectly. It balanced with the battery up front and I hot-glued some of the packing up front so that the battery always went into the same place.

So, off to the field and power was applied. The motor is very powerful and the plane flies really well; there are very effective flaps fitted and using half flap means the plane is airborne after 2-3 feet, and I'm not exaggerating either.

The flaps really encourage you to have a play. They drop to 90 degrees to the wing and send the plane skyward so be ready to push the nose down or mix in a huge amount of down elevator.

The other plane was a second hand Black Horse Stuka. This had been built, flown, crashed, another kit bought and the original wings and new fuselage mated together.

It was like this when I bought it however the fitted Saito 115 was damaged in the crash by the original owner.

I used a Saito 125 I had ready to go for the power plant, the cowl is so big that I managed to arrange the engine and silencer without cutting the cowl at all.



*The Stuka on its first flight without cowl and tailwheel cover*

The engine is inverted so the head is in line with the chin radiator and the exhaust is aimed at the rear of the same area. So the cylinder head keeps cool and the exhaust all comes out from the rear and underneath. The only holes are for the needles, glow and fueling.



*Stuka with cowl/tailwheel cover replaced after a successful flight*

Charlie was home and did the honours for me but struggled with the plane after take-off. It was massively out of trim and a lot of adjustment was needed. However, he managed to keep it flying and then landed it.

We made a few adjustments to the flying surfaces and the second and subsequent flights were a delight. The plane looks and flies really well, it looks great in the air. I've got a dropping bomb to play with next time but it doesn't have a whistle. It will be another of those planes that gets selected as it's a delight to fly and looks great in the air.

I've now returned to Ukraine, I'm on the train as I type this heading from Kiev to the extreme East of the Country. I'm still flying the plane drone [See the February 2017 Newsletter - Ed] but I'm not sure what we have left; I know that they got one stuck in a tree on launch since I've been off.

The plane was in the top of a large tree but, as we're not allowed off tarmac they couldn't get to the tree. So, they called the local soldiers who turned up, cut the tree down which then fell on the plane smashing it to pieces. I'm not sure what they could have done different. The trees are on a par with those around our field so climbing them without specialist knowledge and equipment is nigh on impossible. The soldiers are the only ones who are equipped to go into the tree-lines as they have the mine detectors. But they then have no specialist tree climbing equipment.

The plane drone got stuck as it has to launch into wind. But, after launch the plane is completely computer controlled and does not have sensors on it to detect obstacles. So, it climbed out as it has done many times before but this time the climb out must have been slightly shallower and it hit the trees.

It's not a perfect place to launch and land planes, we wouldn't choose it for one of our planes. But, for obvious safety reasons (there are mines everywhere), we are not allowed off tarmac surfaces. So, this place is one of the few places where we can launch and land planes on tarmac. Given the choice we wouldn't use it but there isn't a lot of choice. The manufacturers would have kittens to see us using this place but it's there or nowhere.

Regards

Dave Orrells



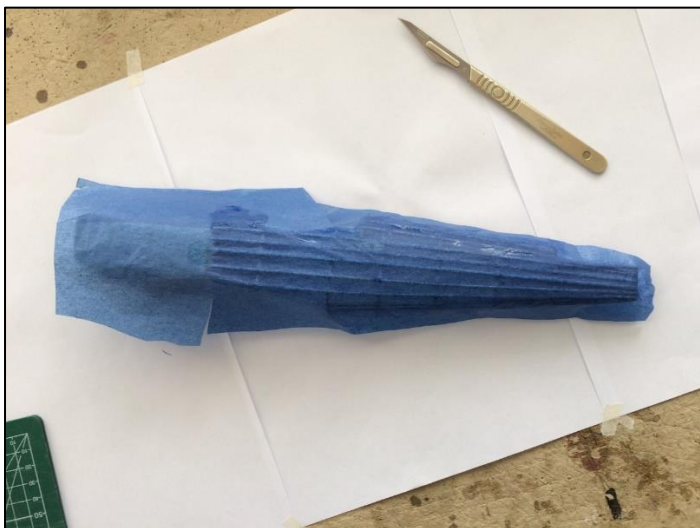
# On the Workbench

## Indoors Again – Andy Blackburn

I'm so sorry to be boring you again with tales of my ridiculous indoor escapades, if *only* I had some other input from other members. Oh well, never mind – perhaps next month...

### *Spitfire PR IV*

Well, it's finished and I'm pleased to say that it weighs about 38 grams (just over an ounce and a quarter); there are a few c\*ck-ups but hopefully the judges either won't notice, or will be generous after taking off so many penalty points.



*Fuselage was covered with damp Japanese tissue in three large pieces; had to think carefully to remember how to do this, but it worked out OK.*



*All the bits and pieces that need to be added on after assembly. I only just managed to avoid gluing the radiator under the wrong wing...*



*Almost finished, ready for flight testing. There are – of course – a number of c\*ck-ups; the blue roundel colour is too dark for one thing, but there's another one that can be seen to be missing in this photo (not counting the lack of a pilot). Answers on a postcard, please...*



*Wasn't sure if the Aboukir filter would look OK (none of the drawings seemed to match the photographs) but it doesn't look too bad.*

More details about flying performance next time – unless, of course, we have some input from other quarters which will mean that I can finally stop boring you all with indoor stuff... ☺

## Events

| Date                     | Event         | Location                      | Description                |
|--------------------------|---------------|-------------------------------|----------------------------|
| Friday, 17<br>November   | Indoor Flying | Vyners School<br>Gym Ickenham | Indoor Flying 7.30-9.30 pm |
| Thursday, 14<br>December | AGM           | Battle of Britain<br>Club     | AGM                        |
| Friday, 15<br>December   | Indoor Flying | Vyners School<br>Gym Ickenham | Indoor Flying 7.30-9.30 pm |