



NEWSLETTER

JANUARY 2005

Editor : Bob Young

PETER EMANUEL AND PARTNER TAKE OVER MODEL SHOP



WLMAC member Peter Emanuel (on the left of picture) and his business partner Pramath Pandya have taken over the proprietorship of Brentford Radio Control, formerly owned by Eric Falkner and Peter Conway. There is no Wednesday closing at the shop now and it will soon be opening at eight in the morning and closing at six in the evening. Peter, a skilled and enthusiastic model flyer, has a fund of knowledge he is keen to share with his fellow flyers. To encourage safety they are offering ten per cent discounts to fellow members on batteries and failsafes as well as fuel, and they are stocking up on a range of kits for all kinds of models for both i.c. and electric power. Drop in and see them! The reception will be a good deal more chatty and friendly than some model shops we could name!

In case you don't know where it is, Brentford Radio Control is at the Kew Bridge end of Brentford High Street, in a parade of shops at the rear of a public car park you will see just short of the traffic lights with the McDonalds at the far corner. Got it?

Michael Sullivan

CLUB FINANCES HEALTHY

Treasurer Peter Nielsen reported to the AGM in December, that despite a fall in income caused by the reduced subscription implemented last year, the Club's cash reserves increased during 2004 by over £600, to £16,332.

During the year, despite having invested £1000 on a new sit-on mower, our running costs at £5,348 were lower than our income and the difference of £670 went straight into our cash reserve. Also, £2000 worth of loan repayments were made during the year. To help club members with their modelling costs, a £200 float has been provided to John Fowles who for the last year has bought fuel in

bulk for club members.

The committee still considers it essential to maintain a healthy bank balance so that the Club can react swiftly and positively to unexpected crises.

Next Meeting

Building, or bought something new and cool for the 2005 season? If so, bring it to the **next monthly club meeting at the Battle of Britain Club on Thursday, January 13th at 8 p.m.** It's always a good to find out what the other members are working on!



New Member Declan Mcgrath with his model.

NAZIS RADIO CONTROL PLANES

The January 2005 edition of "The Aeroplane" contains a five page article on Nazi guided weapons from which this summary has been written.

The German Luftwaffe used radio-controlled missiles and bombs from November 1943 to the end of the war against Allied warships, troopships



and merchantmen in the Atlantic and Mediterranean. In their first two months of use these weapons sank over a dozen ships and crippled many others including HMS Warspite and an Italian battleship. Ships were also sunk during the D-Day invasion of France.



The missile controller worked from the launching Dornier or Heinkel bomber using a joy stick and his eyes to control the direc-

tion of flight, aided by a flare burning in the tail of the weapon. The missile carried an 1100lb warhead and was powered by a rocket motor with 1300lb thrust which burned for 12 seconds after launch, giving a speed of 375mph. The Henschel missile

NO RENEWAL, NO FLY.

There are still some members who have yet to renew their membership. They are reminded that without current membership, and in particular without BMFA membership and its insurance cover, they may not fly at Harefield. If you have simply overlooked it, please send your cheque (£65 for membership. BMFA membership is £24 for adults and £13 for juniors) to **Peter Nielsen at 176, Cherry Tree Road, Beaconsfield, Bucks HP9 1BA.**

then glided down to the target, which could be over ten miles away, under radio control

The bomb was dropped from 20,000 feet with a 3100lb warhead. It was not powered but had fixed cruciform wings to enable the operator to control its trajectory

Allied countermeasures included jamming the radio channels, smokescreens and increased fighter cover.

Leon Taylor

PITS EXTENSION

In November, following a review of safety, the committee decided to take advantage of the field extension and revise the layout of the pits. This project was completed during December and slabs donated by Club President Lloyd Ressler have been used to create a new pit lane to the east of the club house parallel to the edge of the car park. Slabs removed from the western area of the pits, as this area will not be used for pits in future, were used to extend the flight line. The Pegboard has been moved further east to allow the pilots to take full advantage of the new layout. This new pits area is less prone to flooding and right now the field is in excellent condition for the time of the year. Once the wind drops it will be an even better place to fly.

2005 COMMITTEE

The AGM re-elected the current committee on block as there were no new nominations from the membership. In the February Newsletter we will announce the 2005 roles along with the up-to-date contact details.

Want a Colour copy? If so, send your email address to bob.t.young@btinternet.com