



NEWSLETTER

APRIL 2009

Editor: Michael Sullivan

STOCKER'S FARM FILM UNIT ASKS FOR HUSH AGAIN

Another film unit, scheduled to be at work at Stocker's Farm, just across the trees from our Harefield site, for eight days in April has been referred to us by the farm's owner to ask for suspension of our flying when they are filming. The committee has offered them an arrangement that has worked successfully with other Stocker's farm film makers in which the film unit stations one of its one of its personnel at our club house, in mobile phone contact with colleagues at Stocker's farm. That person will request that flying is suspended during the time when the cameras are rolling. A reminder notice about the arrangement will be posted on the club house itself and members are asked to co-operate when asked to land.

Filming will be from MONDAY, APRIL 13TH (bank holiday) to TUESDAY, APRIL 21ST, though not on SUNDAY APRIL 19TH.

Film making involves long periods of rehearsal and preparation before actually turning the camera and it is hoped to minimise our down-time by confining it to the period of filming itself. The committee considers it essential to maintain good relations with Stocker's Farm. Its residents put up with a good deal from members who insist on flying beyond the published boundaries of our flying site and have, on occasion, crashed a model on Stocker's Farm land itself. The smooth working of the arrangement will rely on co-operation and courtesy from our members when approached by the film unit representative.



MUCKING IN FOR SUMMER, 2009



Club stalwarts heeded the call to shovels and forks and gathered at the field the day after the March monthly meeting to mount a serious assault on the rabbit holes that are so unfriendly to our models. The work party spent the morning lifting earth and grass from the waterlogged edges of the field and transplanting them to the damaged areas. Below left: John Fowles and Leon Taylor pay maintenance homage to the cylinder mower..



MORE BANG FOR THEIR BUCK THAN THEY BARGAINED FOR!

Two highly experienced WLMAC members have reported the spontaneous combustion of their in-flight receiver batteries while they were under charge. No! Not the dreaded Lipo batteries, but the supposedly docile Nickel Metal Hydride ones that replaced the trusty Nicad. Andy Hopper was in his workshop when he saw smoke coming from the fuselage of one of his models. Its in-flight battery had been connected to a delta peak charger. There was no time to get at the hot and smouldering battery and as he bundled the fuselage into his garden there was a loud and destructive bang. Peter Emanuel, on his way to his favourite turbo jet flying field, stood on his brakes when he heard an ominous fizzing noise at the back of his people mover. Snatching open the rear door he found his receiver battery, connected to his trickle charger, getting ready to blow. Cutting the connecting wires he hurled the hot battery into a field to save his model and his vehicle from destruction. The battery supplier said that such incidents are rare, but not unknown and perhaps caused by a cell going "out of balance" if left unused for a long period. Andy Hopper declares that he will no longer entomb batteries in his models, but make them easily removable for charging and treat them as warily as any Lipo. It is recommended that all in-flight batteries should be replaced every two to three years. And it's a good idea, as with Lipos, to buy one of those fire proof bags (on sale at all good model shops) to contain a battery while it is under charge. Otherwise, never leave a charging battery unattended in a workshop.. All the highly combustible objects and materials you have in there just don't bear thinking about. But on the other hand perhaps they do!

Meanwhile Overlander Batteries are selling a new breed of Nickel Metal Hydride battery by Sanyo that comes fully charged, maintains its charge for as long as Lipos and can be repeatedly fast charged for an hour at two amps. Peter Emanuel displays a newly-delivered one, ready to fly as soon as it was unpacked.



SPILLING THE BOND BEANS



Model maker to the film industry Jolyon Bambridge kept the March monthly meeting enthralled with tales of helicopter and fixed wing models he supplied to the James Bond film makers, including two seven-foot long double ducted fan Mig 29s, rigged to make a formation take off for the film "GoldenEye." Jolyon revealed that when the film director insisted that they should fly on a day of high turbulence, one of the models lost both wings. The pilot discovered that the lifting fuselage and "tailerons" enabled him to keep control—until he lowered the undercarriage for the landing. With all lift gone, the model promptly returned itself to bin bag status. Now that computer graphics have replaced flying models in film making, Jolyon turns his talents to commercial aerial photography. Terry Poole and Tony Taylor (above) admire his digital stills camera-carrying helicopter. The camera's view is transmitted to the ground, from where the shutter can be triggered at the right moment.

THE APRIL CLUB MEETING

At 8—0 p.m. on THURSDAY, APRIL 9TH
at the BATTLE OF BRITAIN CLUB
is a BRING AND BUY SALE.

This is the opportunity for seasoned modellers to dust off their unwanted models and equipment and offer them to fellow members, especially newcomers to the club and to our hobby.