



NEWSLETTER

MAY 2011

Editor: Michael Sullivan

Ron Stephens's pretty Cirrus Moth, from the DB Sport and Scale kit, took to the air at Harefield in April on a faultless maiden flight. The sixth-scale model is powered by a Merco 61 two stroke, converted to a four stroke (less power—less noise). Ron and his friend Dave Brown designed and produced the conversions some thirty years ago, blanking off the exhaust port and carburettor intake and fitting a new cylinder head, complete with valves, inlet and exhaust manifolds. It was a tricky and highly skilled piece of miniature engineering, performed on

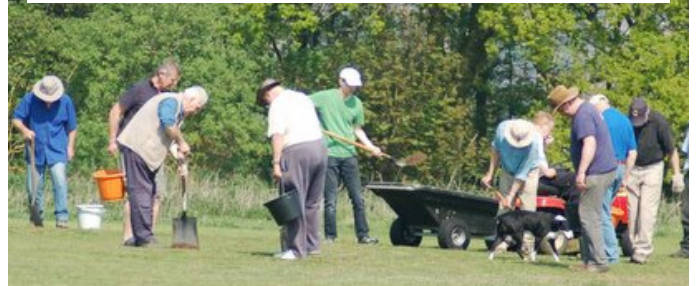


the customers' Mercos for the bargain price of £60. At that time, smaller four strokes had yet to appear on the market and noisy two-strokes were losing clubs their flying fields.

ASTRO TURF DUE FOR MID-MAY ARRIVAL.

It is hoped that work will start on installing our Astro Turf in mid-May but delivery of it is dependant on the building programme at the Kent school that is donating the turf to us. Flying will be suspended at times during installation—a pity when it coincides with the arrival of good flying weather but the field must be dry enough to take the weight of the heavy lorry delivering the turf and the machinery used to level the ground. Some flying may be possible on the far side of the turf works. The rabbit hole filling operation shown on the right is an attempt to make that possible. Members' patience will be appreciated, and so will your attendances at work parties. Please keep an eye on your emails for announcements.

In the welcome heat and sunshine of the week leading up to Easter, a willing, 17-man work party set to with buckets and shovels, filling every rabbit hole with a potent mixture of top soil and chilli powder in the hope of buying us some rabbit-free time.



SCALE DAY 2011 has been set for SUNDAY, JULY 3RD.

Mark it up in your flying diary!

FINGER NIPPIN' PROPS'N LOCKS

Fingers have recently been nipped not only by model propellers but also by our new armoured, vandal-resistant lock on the entrance gate, which calls for a bit of dexterity to operate. So the club house now sports a posh new First Aid box, mounted on the wall for swift identification and easy access. It contains all you need to dress your wounds but remember the "small injuries unit" at Mount Vernon hospital not far away. Details, phone numbers and a map to get you there are displayed on the inside of the club house door.



INTER-CLUB COMPS SET TO GO

The three local inter-club flying competitions have been announced—the first to be at the High Wycombe Club on SUNDAY MAY 15th. The game will be three timed laps with touch-and-goes, and a limbo competition. The Wycombe site is at the appropriately-named "Hard to Find Farm", south of the A40 near Flackwell Heath. Look it up on Google Maps or consult a fellow member who knows how to get there! The two other competitions are at our own Harefield field on SUNDAY, JUNE 12th and at the SLOUGH model club on Sunday, July 17th. Details to follow nearer the time.



Boomerang man Alan Cardash drew a large and admiring audience to his talk at our monthly meeting in April about his inspiration to design a docile and manageable jet turbine model for ordinary flyers—provided they can afford it!



LEFT. It looks like a very early, pre-RC model, but this is a beautiful scale model of a serious, long-range aircraft that flew non stop from the UK to Walvis Bay on the west coast of Southern Africa in 1933 —a great achievement for its time. This electric powered model of the Fairey Long Range Monoplane, with its wing span of 123 inches, made an appearance at Harefield in late April, expertly flown by David Chinery, its creator, scale modeller of exotic aircraft, electric flight enthusiast and WLMAC member.



RIGHT: Mother nature is now in her model-eating phase. The inaccessible wing of a Cub that didn't make it over the trees at Harefield is seen being gobbled up by the burgeoning springtime foliage. By the time you read this it will be completely hidden. It's by no means the first time, but this is a reminder of a phenomenon that might not have occurred to flyers in the early stages of their model flying careers. Thick, summertime foliage offers greater resistance to the wind, which then tends to tumble over the top or round the sides of a large tree. That produces TURBULENCE, which can suck a model downwards or push it into wild, uncommanded gyrations that can convince the hapless pilot that he is grappling with radio interference. If you have to cross the trees when it is windy, particularly at low throttle, stay high before descending to the field. And be ready with throttle to power your way out of trouble.



RIGHT: the pugnacious shape of a four-cannon de Havilland Mosquito Mk VI roars across a blue sky over Harefield. Actually, it didn't roar. It whirred. This was a Parkzone electric powered foamy of a mere twenty and a half inches wingspan.



IN MEMORIAM. Alan Colman (left) puts on a brave face over the end of his Wot 4, which succumbed to an unsuccessful attempt by his son Ben to "put it into a flat spin from a screaming dive"!

THE NEXT MONTHLY MEETING
 at 8—0 p.m. on **THURSDAY MAY 12TH**
 Will be **INDOOR FLYING**
 at the **BATTLE OF BRITAIN CLUB.**
Indoor flying at the Clement Danes School in
Chorleywood is over until OCTOBER.