



Richard Crapp's Westland Wessex takes off at the recent West London MAC event – see Page 2.

## JULY AT RECTORY PARK

### FIELD CONDITION & AVAILABILITY

Progress at last!

Recent flying has been hampered by the presence of casual footballers, who insisted upon setting up their pitch directly under our landing approach.

Following discussions with the LBE Ranger West Team, ranger John Staples has intervened and explained to them that we need them to move further away. This they have now done, so many thanks to John for his help.

The cricket outfield is in good condition, and will now form our runway until further notice. We are aware that maintenance of this area will wind down at the end of the cricket season, and we will be speaking to the LBE rangers and contractors to find a way to avoid a repetition of last winter, when 5 months of flying was lost due to the poor condition of the ground.

### THE BUILDERS HAVE BEEN BUSY

Tom Thomas has been busy in the workshop, with two new models appearing recently.

Last Saturday Tom appeared at the field with a new electric self-launch glider. Of all built up construction, the model climbed rapidly away under power, but then continued to climb well in a strong thermal when Tom cut the power.

The model had previously been flown as a pure glider, launched from a “bungee” elasticated towline.



Fitting power pods to towline gliders is now becoming more popular, as the forces exerted by a bungee launch can be damaging to the model. Solutions range from retractable electric motors to fixed power pods as used by Tom.

The ultimate examples, often seen at the big model show, involve fitting a gas turbine to the fuselage behind the cockpit. Maybe we can persuade Tom to do likewise, but with an Electric Ducted Fan.

## **THE BUILDERS HAVE BEEN BUSY (AGAIN)**

Not content with the powered glider, Tom then produced another surprise.



Although we are a “Fixed Wing” club, Autogyros have occasionally been seen. This type of aircraft are not considered to be “Helicopters”, as the rotors have no motive power.

Tom’s version was built from the last kit produced by a “Cottage Industry” manufacturer, although kits for a twin-rotor autogyro are still produced by DB Sport & Scale.

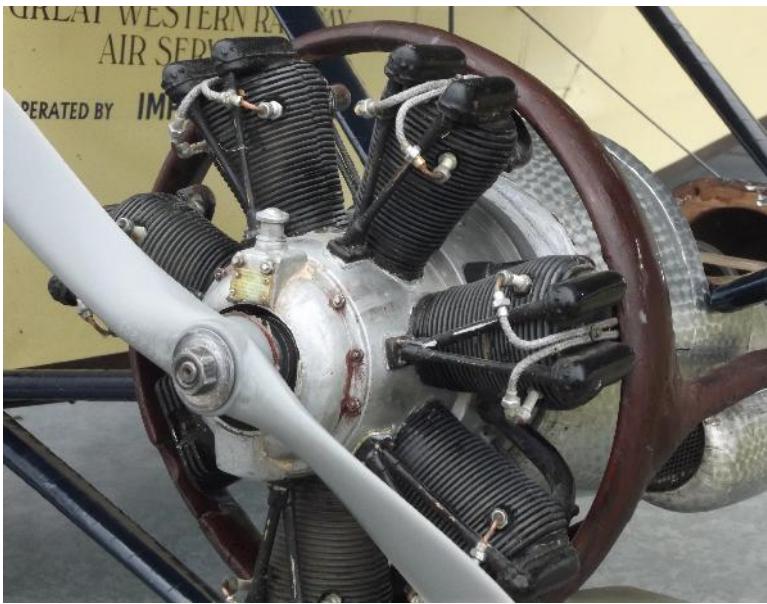
At the moment, flying is confined to short hops, as Tom is still coming to terms with the controls. The rotors are mounted on a swash-plate which tilts left and right for lateral control, and also backwards & forwards to change the pitch of the rotor disc.

Although the model has a rudder, the tailplane is fixed with no elevator, so control in the vertical plane is achieved by a combination of rotor pitch and throttle setting.



## **SCALE MASTERPIECES**

Your editor recently attended a Scale Teach-In organised by the West London MAC at their field on the borders of Harefield & Rickmansworth.



Star of the show was the magnificent Westland Wessex, built & flown by Richard Crapp, who regularly represents Great Britain at international events including the World Championships.

The model is powered by three Laser engines, which are concealed behind hand-made replicas of the Armstrong-Siddley Genet engines which powered the full size aircraft, a 1930s light transport carrying six passengers.

Other scale details included stains around the fuel filler caps, and maps scattered on the dashboard.

Other models on show included the Sopwith 1½ Strutter of former World Champion Mick Reeves, and a model of the Australian built Victa Airtourer aerobatic trainer.

The event concluded with club members carrying out the scale competition flight schedule, with guest judges offering advice and coaching. Scale Competitions are surely the ultimate in our wonderful hobby, and we hope that some of the WLMAC members will be inspired to have a go.

## GOODS FOR SALE

Terry West needs to sell off some of his collection of model equipment.

The models include a Super-Cub, a Park-Zone Stinson SR10 Reliant, and an I/C powered Mercedes model car.

Radios for sale are all 2.4GHz, and include Artek, TechnoPlus and a Spektrum DX4.

If you are interested, please call Bob Howard on 020 8571 4895 or 07958 240 380

## AND FINALLY

A few more photos of Tom's latest efforts, and from the WLMAC Scale Teach-In.



The Tom Thomas Autogyro takes off



and safely back to terra firma



The cockpit of the Wessex contains maps, a pilots manual and a full set of instruments.



WLMAC members discuss the finer points of the Scale Competition scene



And last, but by no means least, the famous Mick Reeves Sopwith 1½ Strutter