

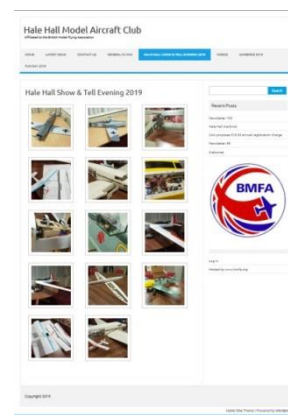
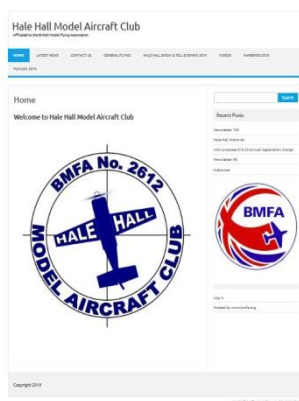


# NEWSLETTER



## Club Website

I am not sure how many members are aware that HHMAC has a BMFA hosted club website. This is a no cost service offered by the BMFA and our website can be found at: <https://hhmac.bmfa.org>



## Mower

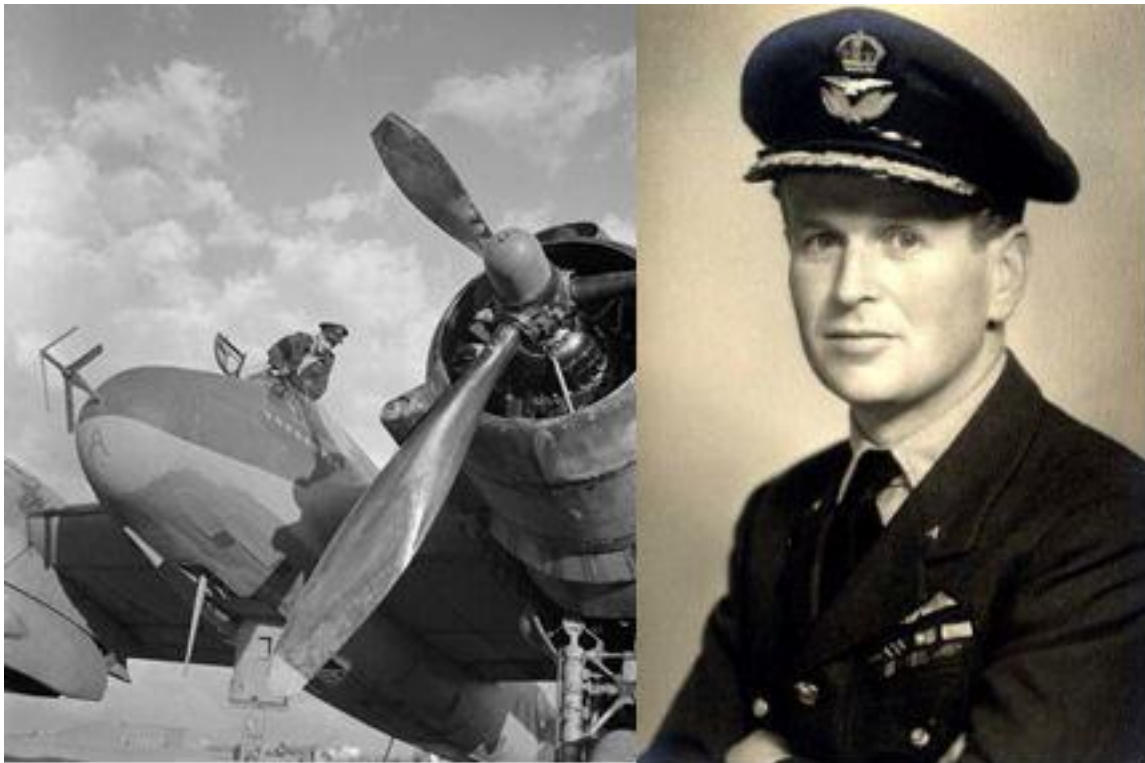
The club has kindly been loaned a set of gang mowers by BAE Systems MAC. The mowers used to be used at the Warton flying site but since model flying ceased at Warton the mowers are "resting" until the BAESMAC Committee find an alternative flying site. Jack and Bob gave them a trial by cutting our strip in late October, and whilst they obviously don't collect the grass, they do produce a very fine cut with the additional advantage that they roll the surface as well, and of course they save wear and tear on our cutting deck. If we can utilise them for our "outfield" areas they will significantly reduce grass cutting time.



### Carrots a War Winner?

Remember being told 'eat you carrots it will help you see in the dark'. It is true that carrots contain vitamin A which essential for good eyesight, but munching a kilo of carrots a day won't really give you night vision goggles for eyes, although you may go a shade of orange. The root of the myth of carrots allowing us to see in the dark came about by using propaganda as a deception to hide a secret.

By 1940 Britain had developed a workable Airborne Interceptor Radar that enabled RAF night fighters to intercept the German bombers during the Blitz. The radar was installed in the Beaufighter and this proved to be a winning combination.



The most successful pilot being John 'Cats Eyes' Cunningham C.B.E. D.S.O.+2 bars, D.F.C. + bar. A Royal Air Force night fighter ace during the Second World War and a test pilot. During the war his incredible success was attributed to him eating copious quantities of carrots which enabled him to see in the dark. He was nicknamed "Cat's Eyes" by the British Press to explain his successes and to avoid communicating the existence of airborne radar to the enemy. Although the Luftwaffe were sceptical about the carrot propaganda they never found out the reason for the R.A.F.'s night fighter victories.

On the night of the 19 November 1940, Cunningham claimed his first victory. By the time the Blitz had ended in June 1941, he had destroyed 13 enemy aircraft and claimed three as probable victories

and two damaged. After a prolonged rest period, he was promoted to wing commander in 1942. He was also appointed to command No. 85 Squadron RAF, by which time his tally had reached 16 enemy aircraft destroyed. In 1943 and early 1944 he added a further four victories, one probable and one damaged. Cunningham's combat career ended with 20 aerial victories, three probable and six damaged.

### **Funny**



An airline pilot wrote that on this particular flight he had hammered his aircraft into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, smile, and give them a 'Thanks for flying our airline.' He said that, in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally everyone had gotten off except for a little old lady walking with a cane.

She said, 'Sir, do you mind if I ask you a question?'

'Why, no, Ma'am,' said the pilot. 'What is it?'

The little old lady said, 'Did we land, or were we shot down?'

### **A Question of Safety – Acrowot XL Safety Issue**

Jon of Laser Engines posted the following communication that he received from Ripmax on the RCME Forum:

'I have received a notification from Ripmax regarding a safety issue with the current stock of Acrowot XL's. Please see below:

Our records indicate that you have recently purchased one or more of these kits from us. It has come to our



attention that there is a potential problem with the 3mm aileron pushrods supplied with this kit.

The threads on the pushrod have been rolled undersize and there is a risk that the thread in the clevis does not engage fully. As there is a potential risk of the clevis pulling off the rod, we would ask you to temporarily withdraw the model from sale and alert customers that have recently purchased a kit from you.

We have informed the factory and they are sending out replacement parts. As soon as these are received, we will send these parts free of charge for your customers and any remaining stock you may have.

We apologise for any inconvenience this may cause and thank you for assisting in a quick resolution to this problem. Should you require any further information, please do not hesitate to contact the Ripmax Office on 020 8282 7500.