

HALE HALL MODEL CLUB NEWSLETTER



JANUARY 2022



Club website link - <https://hhmac.bmfa.org/>

Welcome to the January newsletter. A belated happy new year to all our members. Let's hope we can look forward to some good flying weather and a resumption of our club events. This month we have some site news and a racy article from John Cartmell.

Site news

Site co-ordinator Andrew O'Neill and a motley crew of club members have been continuing to improve our site facilities. The container is now up and running with some new shelving and a work bench installed. After the purchase of our container the club's funds are low, so replacement of the club hut is not an option for the time being. In the short term it has been agreed that we will do some low cost repairs to extend its life for a year or two. During January a gang of men with hammers turned up at the flying site to clad the hut in roofing felt. This is a bit of an experiment but we hope it will protect the structure of the hut and not require any maintenance. The finished article looks good to me, well done Andrew.





Beware of men with hammers!



The finished article

Our next task is to tidy up the car park, we will soon be spreading the road planings and stone to level up and improve the surface. To free up some car park space we plan to move the old mower hut in between the container and the club hut. This will require some serious lifting capability; Andrew Duckett has kindly offered to help up with one of his big boy's toys.

Mud glorious mud

The wet weather late last year combined with some farm maintenance work has left the track in a poor state. We have spoken to Laura and have been assured that the track will be repaired, but this will be after they have completed the fencing and other work around the farm. So for now we will have to drive carefully along the track. For those of you who like to keep their cars clean just check the WhatsApp group for the best local car wash!

Grass cutting teams

The grass cutting rota for 2022 has been populated, I have put a copy on the club website for reference : [Grass cutting teams](#)

Thanks to all those who have volunteered, especially those new to the team.

New member

Welcome to our latest new member Simon Hayes. Simon made the mistake of turning up whilst we were doing some work at the flying site recently. Without much persuasion he soon had a shovel in his hand helping to level the car park. Maybe this could be a new initiation ceremony, site maintenance before you fly!! Thanks for the help Simon, we hope to see you at the field soon.

Gilmore Racer

This month we have a contribution from John Cartmell on the Gilmore racer, over to John.

I don't know about you guys but one of the things I enjoy the most down at the Hale Hall field on a nice warm sunny afternoon is watching some of the other members put their models through their paces. On a few weekends last year it was a real pleasure for me to watch Terry Worden fly his Gilmore Racer.

It's a Blackhorse model of fairly large dimensions :-

Wing span 2.150mm or 84.65"

Length 1.640mm or 64.57"

And weighs in at 5.9kg or 12.57 lbs.

Powered by a 62cc Zenoah petrol engine and controlled by 5 hi torque servos plus one standard servo for the throttle control.

Bare stats alone though don't convey the way this thing powers around the sky as if on rails and Terry tells me it's really nice to fly ...it looks it.



The proud owner

Terry's model is based on the Wendell-Williams 44 racer .The full sized aircraft had a wingspan of 26 ft 3in and was 23 ft long. Originally it was fitted with a Pratt &Whitney wasp junior engine of around 450hp. Wendell himself finished 2nd in the Thompson trophy race of 1931.

The aircraft was further refined over the next few months and Wendell and his small crew began building other racers based on the 44 . The third of these was being built for famous aviator Roscoe Turner. It was very similar in looks to the original 44 but was constructed with extra internal fuselage bracing for extra strength. This aircraft was lost on its third flight due to wing flutter at high (300mph +) speed and Wendell was lucky to escape with his life after baling out.

Roscoe Turner was sponsored at this time by the Gilmore oil company and they ordered another "44" to be built without delay. This is the spec of Terry's model. It was originally fitted with a more powerful Pratt & Whitney engine of around 525 hp and with it so equipped Turner came third in the Bendix trophy cross country race of 1932.



Wanting even more performance he had the aircraft fitted with an 800hp P&W wasp and by now the aircraft didn't look quite the same as Terry's model as Gilmore had ended their sponsorship. Turner won the Bendix in July 1933. Interestingly he was part sponsored by 20th century fox motion pictures and several actresses including Carole Lombard.

I'll end the story there for now but will revisit the exploits of Roscoe Turner and Gilmore his parachute equipped pet Lion (honestly!) in a future article.

Thanks John, very interesting. I look forward to the next instalment.

Parting shot

So that is the end of another newsletter, I hope you found it interesting. For future newsletters I would like to include as many of your projects and especially first flights as possible. So please document the occasion with a few photos or contact me and I will try to come down with my camera. I do have some ideas for future articles, but the success of the newsletter will only continue if you, the members, provide me with some copy. Anything aircraft related will be more than welcome, days out, trips, build logs, full size or something for the Curiosity Corner.

Don't be shy; if you don't fancy writing a full article, just send me a few notes and I will do the rest.

If you have any suggestions on subjects to be included in the Newsletter, drop me a line.

In these days of data protection we need to ask members if they have any objection to be included, either by name or photograph, in the Newsletter. If you do not wish to be in the Newsletter please let me know.

Cheers,

Andy Holden.

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