



# NEWSLETTER

April 2005

Editor : Bob Young

## WLMAC SALES TABLE

The committee has decided to ask Peter Emanuel to run a "Sales Table" at our Battle of Britain club meetings for the rest of the year. This will enable club members and their guests to buy modelling items at the monthly meeting. We hope that the members will find this an additional attraction. At the AGM we will debate the merits of this to determine what we do in the future.



Here is Stewart Wilkinson celebrating the new flying season by showing us his latest acquisition, bought through Peter Emanuel at Brentford RC. This is the Funtana 90, also available in sizes 40 and 110. It is an ARTF model whose light wing loading gives an outstanding 3D performance. Stewart's example is fitted with a YS110 4-stroke which seems amazingly quiet for an engine of such size and power



Scale day is only 26 weeks away now, so please make sure your project for this year is underway. The picture shows a lighthearted moment when Field Manager Des Wheatley receives an award donated by his granddaughter - she was determined that he would have a trophy to take home!!!

## YOUR RULES FOR 2005

The 2005 edition of our club rules is attached. The Rules have been reviewed by the committee and amended to take into account changes noted in the BMFA rules and comments picked up at the AGM held in December 2004. There are very few changes on this occasion, but read them, please, to refresh your memory, and ensure that you have noted the changes which are shown in italics. A one page summary is attached and this summary will also be displayed in the club house. You never know, there may be the odd question in the Quiz described below.

**Our Next Meeting** at the Battle of Britain club will be at 8.00pm on **Thursday, 14th April 2004** when we will be holding our second Model and Aeronautical quiz. Our Quizmaster on the this occasion is Club Treasurer, Peter Nielsen who has burnt much midnight oil assembling a neat set of questions and multiple choice answers.

Quiz Prizes are:

1. Digital Camera
2. GWS ARTF Electric Cub
3. Remote Field Glow Driver

**Don't forget to bring a pen with you.**

## Bring and Buy

In one month's time our **May** meeting will be a Bring and Buy. So get your stuff ready as this will be a good opportunity to sell or buy early in the season.

## PILOTS NOTES - THE DOWNWIND TURN

There has been much correspondence in "Pilot" magazine recently about the perceived danger of full size aircraft falling out of the sky on turning down wind. Some pilots report frightening experiences, but the aeronautical experts have shown that there is no more danger of stalling when turning downwind than turning into wind. They say that the problem arises because pilots see the scenery going past more quickly when the wind is behind them and compensate by pulling back on the stick, perhaps unconsciously, and losing airspeed

An aircraft is like a motorboat on a fast flowing river -whichever way it points the current is pushing it along at its own steady speed. Neither the motor boat nor an aircraft can tell which way the stream is running and they behave in exactly the same way in whichever direction they are pointing.

The pilot of a model, being rooted to the ground, of course perceives that it is travelling faster downwind than up and can be deluded into thinking that his model's airspeed is well above the stalling point when it isn't.

A further complication is wind shear, which means that the wind at ground level is noticeably weaker than it is at height. The stronger the wind, the more pronounced is this effect. So in the late stage of a final approach into wind, a ground speed that gave an airspeed well above the stall at say 30 feet might be too slow when the model is a few feet up. Correspondingly the pilot can make a landing approach into wind at too high an airspeed with the result that the model floats on and on, eventually overshooting into the weeds. So the conclusion is, it's airspeed that matters not ground speed.

*Leon Taylor*

## BRENTFORD RC APRIL SPECIALS

Great Planes Super Sportser	£85.00
Glow Plug OS 'F'	£4.95
Glow Plug OS '8'	£2.99
Glow Plug Enya No 3	£2.99
Contact Brentford RC on 0208 560 6856	

## GET FELL IN FOR A WORK PARTY

Now it's Spring we have decided to organise a work party to fix the ravages of the rabbits. The plan is to insert top soil into the rabbit holes from the pits out as far across the field as time allows. Please give some of your time on **WEDNESDAY, April 20<sup>th</sup>, from 12.00– until 2.00pm.** Bring a shovel and a wheelbarrow if you can. We had a good turnout for our work parties last year so please join us on this occasion. Nobody will do this work if we don't!!



*Brian Lee's quarter scale Sopwith Pup which he flies in a delightfully scale like manner. Fitted with a Laser 4 stroke twin, it has a subdued exhaust note that is convincingly realistic for an aircraft of this era.*

## SUPER SAITO SILENCERS



Saito's recent engines have a cast muffler as shown on the left. These mufflers are extremely effective even though they are relatively small in size. The mufflers on Saito engines use 10mm (50, 56 engines), 12mm (65, 80, 91, 100 engines), and 14mm (120, 150, 180 engines) thread sizes and are attached to the engine via a threaded tube. It is usually better to mount the muffler in such a way that it points downward. Any excess fuel will then run out, not back into the cylinder. If you have an early Saito engine it is well worth investing in one of these silencers, you'll be surprised at the difference they make. MacGregor's at Slough will supply from stock if you are prepared to visit them.