



NEWSLETTER

May 2005

Editor : Bob Young

LONDON AREA MODEL CONFLICT

The following report appeared recently in the full size aeronautical press.

"An AS355 Ecureuil Twin was approaching Kew Bridge - at 750 ft amsl at 125 kts heading 285-degrees- when the pilot saw what appeared to be a light fixed wing aircraft on the approach path for Heathrow 27R. The helicopter pilot then realised it was a radio controlled model aircraft only 100 feet away at the same height. The AS355 initiated a hard left turn and saw it pass in front of the windscreen. As soon as it had passed the helicopter turned hard right to avoid conflict with Heathrow inbound traffic. Despite help from the British Model Flying Association the operator of the model aircraft has not been traced." Contact Leon Taylor, who is our BMFA contact, if you have any relevant information in relation to this incident.



New member Nigel Bathe with his copy of Frank Zaic's Wild Cat which Nigel scratch built from a tiny sketch he found in a reprint of Zaic's year book for 1938.

Our Next Meeting on the 12th May 2005 at the Battle of Britain Club will be a **Bring and Buy**. The side doors will be open at 7.45pm and 30 mins will be allowed for members to set up their goods so that the sale will commence at 8.15pm prompt. So don't miss this meeting as there will be something for everybody. Don't forget to bring your friends and family.

Brentford May Specials

1. Futaba 3003 servos with accessories. £5.50
2. NEW *Futaba lifetime crystals £4.99
3. NEW : GWS C-47 Silver ARTF (INCCARB.MOTOR/GBOX) £57.00
4. Computer controlled micro failsafe (weight only 5g!) £11.99
5. Be Found - Model Finder £10.99

PILOT NOTES - A FIGURE EIGHT WITH A DIFFERENCE

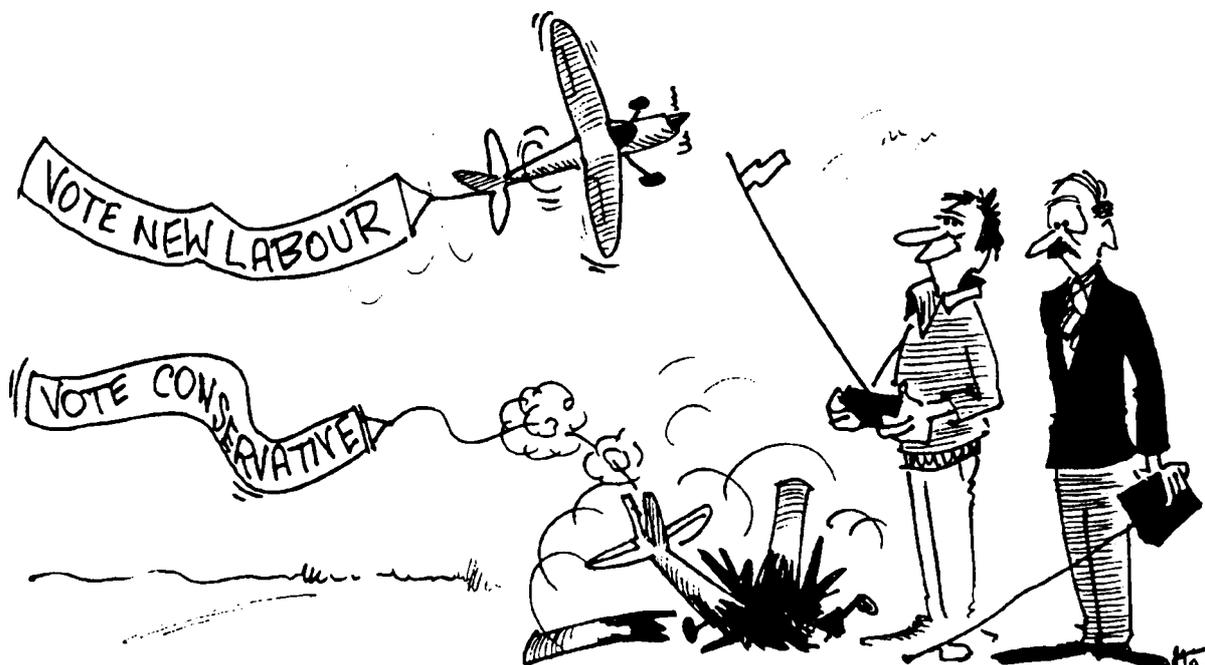
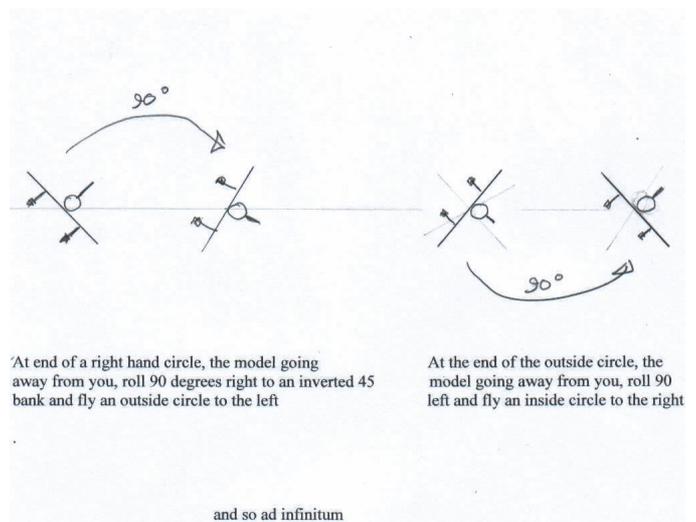
The figure eight is one of the specified manoeuvres in the BMFA "A" Test schedule. It has to be flown at constant height in the form of two circles which touch tangentially in front of the pilot, not with a 90 degree crossover. That isn't difficult for most of us, but here is a variant which is much more taxing. Simply fly half-one circle- right way up and the other inverted, changing over at the tangential point. Here's how it's done.

Fly a circle to the right at a moderate throttle setting with, say, a 45 degree bank. At the end of the 360, with the model heading away from you, give a dab of right aileron to roll 90 degrees right with some down elevator to hold the nose up and maintain height. Then fly the left circle inverted at the resulting 45 degree bank angle. On completion of this outside circle the model should be at the point where the two circles touch, so then a dab of left aileron (with release of the elevator) will roll the model 90 degrees to a 45 right bank and you can then start the upright circle again.

The second roll through inverted is one half of a Derry turn, named after test pilot John Derry who first displayed it at Farnborough in the

1950's in the DH 108, going from a shallow left turn to a shallow right one at very low level by rolling inverted between the turns instead of rolling through the upright position.

It is very easy to lose a lot of height with this sequence, so it should be practised at a great altitude well away from the pits but don't even think about trying it if you are not already comfortable flying inverted (outside) circles. You will probably gather some experience in recovering from unusual attitudes in the process-I know I did.
Leon Taylor



Mike Sullivan