



# NEWSLETTER

August 2006

Editor : Bob Young

## SCALE DAY! SUNDAY, SEPTEMBER 3RD

Arrangements are well under way for our annual Scale Day. Members and any friends and relatives are welcome to get together at the field to see the models we are proud of and enjoy a spot of food and drink as they do so. There is a competition which is designed to be a friendly affair in order to be a pleasant day out, as it has so often been in the past. Your "Contest Director" this year is Peter Emanuel. The key arrangements are generally as previous years but listed below as a reminder.

**Entrance gate.** A mobile phone number will be displayed at the gate and it can be used to summon a member to open it. Which means, of course, that people who have no key should arrive with a key-carrying member, or bring a mobile phone with which to summon assistance.

**Field arrangement and flying rules.**

Flying boundaries will be devised and marked out with tape on the day, with special regard for the safety of visitors. This may include departing from the customary arrangement of the pits if the wind requires it. There will be a large

diagram on display for pilots to brief themselves. Even if you don't have something to offer for the "scale" competition, don't be shy about bringing your favourite model to put into the air for part of the day.



A recap of the 2003 results shows the winning competitors.

**General flying will be in operation from at 10.30 a.m. to 1.00 p.m.**

**Competition classes.** If you are taking part in the competition, register your model on arrival. The class of each entry will be decided at the time of registration. Entrants will be given a label to attach to their models displaying their contest number, their name, the model's name and its class. There will be five classes:- Large Civil Scale, Small Civil Scale, Large Scale Military, Small Scale Military and Electric Scale. There are also trophies for "Best Flight of the Day" and the "Most Desirable Model" entered on the day. **"Large Scale" is defined as a model which is quarter scale or of 82 inches wing span or more. If you did not build your entry model yourself, you will be required to fly it yourself. Self-built models, including ARTF's if the owner has assembled them, may be flown by somebody else.**

**General flying will end at 1.00 p.m.** to allow entrants practice flights for one hour. At 2.00 p.m. entrants will begin their qualifying flights, with **ONLY ONE IN THE AIR AT A TIME**. Serious attempts will be made to co-ordinate start-ups, take-offs and landings to provide a watchable show, so please co-operate with Peter.

**Voting slips** will ask for the voter's first, second and third choices in each class. They will be collected and counted at 4.15 p.m. Trophy presentation is at 4.30 p.m.

**In case the weather looks iffy.** From the evening of Saturday, September 2nd, a recorded message on telephone number **01494 672004** will announce the committee's decision to go ahead or cancel. An email message will also be sent if it is decided to postpone the event.

## FULL SIZE GOES ELECTRIC

The glider-like plane with a single-seat gondola and a 31 metre (102 feet) wingspan was powered by 160 AA "Oxyride" batteries which have been produced by Japan's Matsushita Electric Industrial Co. since April 2004. It soared as high as 5.2 metres, stayed in the air for 59 seconds and covered a distance of 391 metres (428 yards) at a private airport owned by Honda Motor Co. "I was careful at take-off as it was very difficult," said Tomohiro Kamiya, a senior member at the Tokyo Institute of Technology, who piloted the plane. "As it soared five metres, people on the ground looked so small to me," he added. "I did not expect it to take off so beautifully. I realised again how powerful it could be." Kamiya weighs 53 kilograms (117 pounds), almost as much as the plane itself.

The institute, known for its experiments with human-powered planes, and the giant electronics firm launched a joint project to develop the battery-powered plane in January, said Matsushita spokesman Kazuhiko Zushi.

In the second test the plane soared two metres above ground and flew some 400 metres "almost independently," Zushi said. Sunday's flight was the first in the presence of officials from the Japan Aeronautic Association. "This was officially the world's first manned flight powered by dry-cell batteries," Zushi said. The Oxyride battery is a long-lasting battery said to be 1.5 times as powerful as a regular alkaline battery.



*Ian McPherson demonstrates his cooking skills at our July meeting, where he cooked for the 35 or so members and their guests*



*The busy flight line at our July meeting with Eric Faulkner amongst the guests*

## NORTHERN FLYING BOUNDARY

In the last month Richard Orr, the farmer at Stockers Farm, has reported a model over flying his fields. Fortunately on this occasion we were able to contact the member concerned so that he is fully aware that he flew outside the club's flying boundary. However this incident, along with a recent request we made to Richard to let us go onto his land to retrieve a model, should remind us all that we need to take care to stay this side of the trees. Richard is friendly enough but he does have a number of people and animals on his land to care for.

### Next Meeting

No meeting will held in **August 2006**.

The next meeting will be held at the Battle of Britain Club on **12th October**.

**60 members** now receive the newsletter by email. If you receive the Newsletter by post but now have an email address then contact Bob Young at [bob.t.young@btinternet.com](mailto:bob.t.young@btinternet.com) to get your colour copy.