



NEWSLETTER

January 2007

Editor : Bob Young

THE BEGINNING OF THE END FOR FREQUENCY BOARDS?

The modest announcement in BMFA News that "2.4 GHz RC equipment at 100 mw output is now legal in the UK" disguises what amounts to a giant leap forward for RC flying mankind. This is not an advertisement, but you should know that if you were to buy a Spektrum Dx 7 radio you would find that you could throw away your frequency peg and ignore the frequency board. You would find yourself able to switch on and fly, whoever else is flying with you and whatever radio (including other Dx7s) they may be using. Your transmitter and the model in the air are totally and utterly dedicated to each other, to the exclusion of all other influences and your transmitter will affect nobody else's radio. How's that for starters?

This is how the new radio goes about its business. First the transmitter is electronically mated to the receiver, or several receivers installed in different models, by a simple, push button process. After that, whenever the transmitter is switched on, it scans the 2.4 gig waveband and selects a vacant channel, of which there are 79. There is little chance of 79 people flying at the same time in the same place, but just for argument's sake, if all channels were to be occupied the transmitter would simply refuse to transmit. You couldn't shoot anybody down, even if you wanted to. The Dx7 can store the settings of up to 20 models in its memory. That will be of little comfort to those members (no names, no pack drill) who own half a dozen transmitters, each on a different frequency, because they can't cope with computerised transmitters. But for those who can and do cope, the Dx7 will also spare you the embarrassment or the pain of attempting to start up and fly one model on the stored settings of another. We've all done it, and the results range from embarrassing to disastrous. When one of several stored models is selected on the transmitter, *only that model will respond to it*. Any other model in your transmitter's system will refuse to respond when its receiver is switched on.

The receiver is actually two receivers connected by a wire loom. They must be mounted two inches apart in the fuselage, which ensures constant radio contact, whatever the attitude of the model in

relation to the transmitter. The aerials on each are two little "ears" of semi-stiff wire only 30mm long and may remain inside the fuselage, out of sight. No long, dangly aerial to cope with. The new system claims to have eliminated "latency", for

which the plain English word is "lag." Both words refer to the tiny delay between a transmitter input and the control surface movement it is commanding. Most of us don't even notice it, but hotshot pilots of fast jets and prop-hanging "3D" machines report that it feels almost as if the model is anticipating the transmitter commands.

Anything else? The Transmitter aerial is short, flexible and less prone to damage.

Maximum number of channels is seven. There is a shorter-range version for foamy park flyers if that's all you want. Your existing servos will work with the new radio. Cost is £243, which is what you would spend on a decent 35 meg outfit. For complicated reasons of rivalry between suppliers it comes without a charger, but Peter Emanuel says he will supply one free of charge if you buy your Spektrum from his Brentford shop. *Mike Sullivan*



NO RENEWAL, NO FLY

There are still some members who have yet to renew their membership. Without current club, BMFA membership and its insurance cover, they may not fly at Harefield. If you have simply overlooked it, please send your cheque (£60 for membership. BMFA membership is £27 for adults and £14 for juniors) to Peter Nielsen at 176, Cherry Tree Road, Beaconsfield, Bucks HP9 1BA.

MEMBERS ON THE MOVE

Shortly before Christmas Richard Norman emailed to tell us that he was finally leaving for Johannesburg on Saturday 9th December. He also said that he and his son Geoffrey had enjoyed their time flying with everyone at WLMAC and would like to thank the members for their help in the past and say goodbye. They would very much like to hear from club members on richard@flying-models.org or geoff@flying-models.org and he said he would try to email periodically. They've already joined Rand Model Aeronautic Club and may join Johannesburg Model Airplane Club as well. Both have long hard runways and no time or noise restrictions! Richard has a website with many pictures and video shots of their activities at Harefield which are well worth a visit on a wet winter day. See more on www.flying-models.org



Picture taken during a visit to Rand Model Aeronautic Club

Pictures taken during a visit to Johannesburg Model Airplane Club



The Scene 6 months ago—we'll be there again soon!!



Wings and Wheels 6 months ago—we'll be there again soon!!

2007 COMMITTEE

The AGM re-elected the current committee on bloc as there were no new nominations from the membership. In the February Newsletter we will announce the 2007 roles, along with the up-to-date contact details.

NEXT MEETING

There will be no meeting in January or September, so our next meeting at the Battle of Britain Club will be on 8th February.



Top marks to the sharp-eyed plane-spotting members who noticed that the Shuttleworth "Fairey Swordfish" featured in our last NL was actually an Auro Tutor! Superficially similar, but if you saw the two parked together you would see that the Swordfish is much larger. We can't claim it as a deliberate mistake, but mistake it was!