



# NEWSLETTER

September 2007

Editor : Bob Young

## FREEDOM FROM GLITCHERY WITH 2.4GHz

"Newsletter" recently ran an article explaining all the benefits of the new 2.4 GHz radios. At the time the American Spektrum (excuse their spelling) was the new wonder radio but inevitably it has been followed by Futaba, who had been quietly perfecting their own version. All the hotshot, fifteen-servo jet jockeys, of course, are inclined to be sniffy about Futaba's rather simpler, six channel version but the idea that Futaba would sell a product that is inferior in quality is palpable nonsense. Frankly, your average club flier can enjoy the main benefits of 2.4 Gig at Futaba's modest price of £160.



Top of the benefits list is freedom from glitches and the fear of them. Harefield has been hit by unexplained glitchery from time to time, the main suspect being the Ministry of Defence microwave



*"A new peace-of-mind era for radio controlled flight."*

transmitters at nearby Northwood. It was once established that a line drawn between that transmitter and the receivers at Strike Command Headquarters at High Wycombe runs straight along the boundary of our field, up against Stocker's Farm's trees and some caught messing about at low altitude along that boundary have paid the price of loss of control. Then there is freedom from the tyranny of the frequency board. You don't have to worry about who else is on what frequency (thought it is still only three i/c models in the air at a time). Futaba's 2.4 gig has only one receiver, and not two, like Spektrum. And Futaba does you the favour of providing a charger, which the much more expensive Spektrum, for some

convoluted commercial reason, does not. You won't have the benefit of that clever Spektrum system which causes a model on the ground to ignore your transmitter if you have inadvertently selected the wrong model but hey! The need to select the right model is surely a discipline we can ill afford to abandon, especially if we fly both 2.4 gig and 35 Mhz. It takes a bit of courage to accept that the two one-inch lengths of exposed aerial wire, rigged inside the fuselage at the necessary

relative angle of ninety degrees, do the same job as that long, dangly 35 MHz wire.

And the receiver itself is so light and so tiny that the cluster of servo plugs that go into it rival it for size. But I taxied my 2.4 gig rigged, 16lb giant Chipmunk to vast distances on a field a good deal bigger than Harefield, before sending it off on its trouble free, maiden flight. Free from all risk of outside interference, or the fear of it.



*Mike Sullivan*



## SEEN AT HAREFIELD

Tony Taylor got so fed up with the ASP 90 fitted to his Precedent T240 stopping in the air that he replaced it with a Laser 100. But the deadsticks kept happening. Eventually Tony discovered that the failsafe was detecting low battery power and shutting down the engine to allow safe deadstick landings rather than the 16 lb model falling out of the sky. But a larger capacity on board battery still hasn't done the trick. The big model's flaps mixed with elevator and ailerons mixed with rudder still gobble up the battery power. But it all goes to show the value of those little orange failsafes, which can save a model from destruction when the battery is about to go. The T240 was built by the late Gerald Butt, a prolific builder who sold several of his models to WLMAC members. He would buy a kit and then duplicate it with materials bought in bulk - all done in his small garden shed.

## IN THE PITS

If anyone is still wondering about the appearance at Harefield of what looks like an instrument of torture and/or public execution, it was designed and built by member Stewart Wilkinson for handling and rigging very large models. And also, as illustrated, for checking the centre of gravity of all kinds of models. It saves a lot of bending and kneeling for members whose bending and kneeling abilities have declined a little.



## VANDALS ATTACK CLUB HOUSE

Our dutiful field caretaker Des Wheatley came to the rescue in mid-August when a member turned up to discover the middle lock of the club house had been bunged up with silicone rubber. It took him and his son an hour and half to clear it. This particularly sophisticated form of vandalism was inflicted upon the clubhouse a few years ago. As always, we can only guess at the identity of the culprit but it is likely to be the work of an obsessive anti-model aircraft character rather than your average yob.



*Silicone lock plug*



## HOT ELECTRIC POWER

Stuart Whitehouse's SebArt Funtana 140 designed for 140 2stroke/180 4ST or /30cc petrol. Span and length both 2m, with a flying weight of about 5kg. The Motor is Hacker C50-14XL Competition, geared down at 6.7:1 for a 21x10 Prop. Battery is 10s 3850 Lipo Thunderpower (bought as 2 separate 5s packs), but only 2000-2500mAh capacity is actually used in a typical flight. It pulls about 50-55A at near 40V at full power at the beginning of the flight - so around 2kW or 2.6 hp. It's got an Eagle Tree data logger on board, which shows a typical cruising airspeed of around 35mph, and peak airspeed in dives of around 55-60mph.

### DIARY DATES

11th Oct2007	Battle of Britain Club
8th Nov 2007	Battle of Britain Club
13th Dec2007	AGM BofBC

### NEXT MEETING

Our next meeting will be the first of our winter meetings at the Battle of Britain Club on 11th October, more details in next months newsletter. NB — No meeting in September.