



# NEWSLETTER

**SPECIAL THREE PAGE PROJECT EVENING PHOTO EDITION**

**MARCH 2010**

**Editor: Michael Sullivan**

## INDOOR RULES ARE SET



Members with a newly-developed taste for indoor flying gather round during February's "project evening" to agree the ground rules for future indoor sessions at a Chorleywood school sports hall. Hilarious though the first session in February had been, the collision and mishap rate was high, reaching its climax when a newly-purchased foam Piper Cub was efficiently cut to pieces by the blades of a helicopter. Some 20 members have declared their interest in further monthly indoor sessions and have agreed to adopt the BMFA guidelines for indoor models, published on page 35 of the BMFA handbook. They include a weight limit of 200 grams (7 ounces). The sessions are to be divided into ten minute slots, with exclusive slots for helicopters. Circuit directions are to be specified to avoid collisions. No more than six models will fly at a time. Normal pegboard frequency control will apply to 35 MHz flyers and the "pits" will be taped off from the general flying area. Pilots recovering their models will be required to stay near the walls as much as possible. David Orrells, who secured the sports hall for us in the first place, is booking more Friday evening sessions at the Clement Danes School sports hall in Chorleywood, financed by the club. See the panel below.

There will be indoor sessions at the school between 2000 hrs and 2200hrs on  
**FRIDAY, MARCH 5TH and  
FRIDAY, APRIL 2ND**

We have lost the speaker booked for the monthly meeting on March 11th so turn up for a drink and a jaw, or get in some more practice with your mini electric helicopter.

## VINTAGE FREEFLIGHT MODEL TO FLY AGAIN "RADIO INFLUENCED"

Forty five years ago a younger Stewart Wilkinson, already well addicted to model aeroplanes, sent off for the plans of a pretty little free flight biplane, the "Coquette." Cutting out formers and ribs with a razor blade from sheet balsa (older members will remember all that) he stuck the parts together with balsa cement, covered the airframe with doped tissue and attached the popular Mills 75 diesel engine. Perhaps our Stuart didn't know quite so much in those days about centres of gravity or thrust lines but the Coquette displayed a heart-stopping propensity for non-stop loops, taking it well beyond its launch point before it ran out of fuel and flopped back on the ground undamaged.



Unnerved by this wild performance, Stewart retired his model and hung it from his workshop ceiling as a decoration and talking point. Now he has restored it, covering it in bright red nylon, fitting an OS 10 glo engine and installing radio and servos to control just throttle and rudder—to make it what might be called a "radio influenced" model. He put it on display at our February "project evening", the oldest and most venerable model of them all. The elegant little Coquette will soon fly again. And perhaps she will behave herself.

## PROJECT EVENING SUCCESS

The Battle of Britain Club hall was filled with people and models in February as members brought their projects in from the winter weather outside to show them off, chew the fat about them and look forward to the summer. See PAGE 2 for a selection of pictures of the exhibits and PAGE 3 for the details.

**PICK OF THE PROJECT PIX. See page three for details.**



## KEY TO PROJECT NIGHT PICTURES ON PAGE 2.

Photo 1. Meaty Laser 150 nestles inside the cowling of Mike Sullivan's Galaxy Mustang, nearing completion.

Photo 2. Anyone for knitting? Cat's cradle of air retract piping in Mat Dawson's DB Hurricane, in mid-build.

Photo 3. Pretty Piper Cub from the Sig Kit, by Roger Woods. Wing span is 76.5 inches. To be powered by an OS 70 FS.

Photo 4. The business end of Chris Card's new Yak 54. He reckons its electric motor will put out a bit more poke than the 50 cc petrol engine for which the model was designed. So watch out for that 24 inch prop!

Photo 5. Detail of David Orrell's new Hawker Hurricane, another semi-kit from the prolific Tony Nijhuis. Power will be an ASP 65 FS.

Photo 6. Adrian Svensson smartened up his YT International electric Mustang by adding those snazzy (and authentic) invasion stripes.

Photo 7. Ron Stephens's slick Hanger 9 Funtana 125 with its OS Alfa 110 four stroke engine and enormous ailerons is raring to go.

Photo 8. Glenn King's quarter scale ASW27 sailplane, for slope soaring or glider tow, has a four metre wing span. Not to be seen at Harefield, then.



Mat Dawson, (left) whose patient instruction took so many members up to "A" Certificate standard during the club's training scheme, has qualified for the "B" Certificate. He was passed by two examiners on a rare February Sunday when the wind and rain took a day off. The "B" test demands a high standard of precision in flight and in the circuit and includes some aerobatics. Mat says that after his hours of practice for it with his Kyosho Oxalys it is "falling apart and has earned its retirement.."



Two members who found the Seagull Mew Gull (above) a bit of a pig to fly will be comforted by a report in "Pilot" magazine that describes the stall of the full size plane as "prompt and sporty", its controls "only just adequate at low speed", a rudder that loses its bite early in the landing and a very light tail on the ground. In other words, a bit of a pig to fly!

### NICKED FOR FLYING WITHOUT A LICENCE.

Merseyside Police, who last year launched their sophisticated new camera-carrying miniature helicopter (see right) for "surveillance and crowd control" with 35 MHz radio had to be hastily advised by the BMFA of the dangers of frequency clashes with model flyers. They switched to 2.4 Gig but now their helicopter has been grounded by the Civil Aviation Authority for using it illegally to chase a teenage car thief in a built up area. Last year "Newsletter" published the news that new laws coming into effect in 2010 required anyone proposing to fly unmanned drones on such professional missions would be required to apply for a licence to fly over people and buildings. Modellers flying for recreation and away from crowds or built up areas are exempted. Red faces all round at the nick!

