



NEWSLETTER

JUNE 2006

Editor : Bob Young

CHEAP AT THE PRICE

As we dig into our pockets to see if we can afford a new engine, a new ARTF or a couple of new servos, consider this...BAE Systems and ten British universities are putting up over six million quid to spend on the development of model aeroplanes. Well – pilotless aeroplanes really, intended for all sorts of things like crowd surveillance, disaster reconnaissance, traffic monitoring and, of course military use. If you're going to spend that kind of money on a project it must have a suitably impressive name, so it's called FLAVIIR – "flapless air vehicle integrated industrial research." Unmanned aerial vehicles, says the blurb, "have several advantages over piloted craft as they are not constrained by the limits of the human body.....they also allow for smaller airframes that are generally more manoeuvrable." Well we knew all that, didn't we? Especially that bit about the constraints of the human body. We RC fans can smash up our unmanned aerial vehicles to our hearts' content without suffering more than a few nettle stings as we retrieve the wreckage. And most of us don't use flaps anyway. But seriously though – the organisers of the FLAVIIR project say "We want the universities to produce and fly actual hardware – we didn't just want research and a big report." The plan is to produce miniature pilotless jobs that can fly themselves for long distances "with as little communication with a ground based station as possible." We've had a few of those at Harefield, too!



Derek Critcher's Autogiro, an Alex Weiss design with Alex at the controls, jumped into the air.....to return minus a rotor blade, which broke under the strain. Back to the drawing board!



Andy Hopper's own-designed jet turbine powered "Arrow", tweaked and modified after its earlier first flight, took to the air again on Friday to give two dazzling displays of high speed aerobatics, followed by deliberate wheels-up landings to avoid damage from rabbit holes.

NEXT MEETING

Our next meeting on **Wednesday, 14th June** at the Flying field at Harefield will be an "Electric Model Fly-in". Weather permitting, the meeting will commence at 6.30pm. We'll have the BBQ as last year, so bring your Friends and Family



Roy Lanning is back at the field with his newly built Fun Fly

WIND AND RAIN GIVES WAY TO SUMMER

Most of May brought us wind and rain and all but the most brave of us were obliged to retreat to their workshops. On some days the wind speed was been over 24 miles an hour and the temperature distinctly chilly. Those who had the time to watch the landing of the Airbus 380 at Heathrow in a stiff crosswind might have noted the wing rocking, the constant pitch changes and the enormous bootful of right rudder applied on the flare and touch down and during the landing run. It might be big, but it's still a stick and rudder machine.

Summer has arrived with the first days of June. On Friday the wind dropped to the lightest of breezes and a bright sky, with occasional warm sunshine made it a refreshing day out for WLMAC members who have been pinned down at home by weeks of wind and rain. Des Wheatley has been toiling away with the mower and the 10 day forecast on the Weather Channel predicts good flying conditions and ideal weather for the WLMAC events planned over the next fortnight. We are planning for a good turnout for the first field meeting of the year - they were very well attended last year.

Peter Nielsen



BMFA TESTING

Remember the club examiners will be available at Harefield on 3rd June 2006 to any members who fancy taking the 'A' or 'B' BFMA tests. At the session on 17th May 2006 Ron Stephens took his BMFA 'B' Test and was successful. So well done Ron.

DIARY DATES

3 rd June 2006	BMFA Test Day
10 th June 2006	Club house painting
3 rd Sept 2006	Scale Day



Boys come out to play.....for the first time this year there has been a truly summery scene at Harefield

WHEELS UP TAKE OFF

Bill Mercer devoted some workshop time to constructing this well thought-out device for getting models airborne without benefit of an undercarriage. It

has nice big wheels to cope with grass and the foam rubber cradle can be changed in a jiffy to suit different models. The retractable gear on Brian Lee's big P47 Thunderbolt was playing up, so he tried out

Bill's dolly. With a few degrees of flap to help it on its way the Thunderbolt leapt into the air to make a damage-free, wheels-up belly landing after a thrilling flight. Bill says he's thinking of offering dolly-assisted take-offs for troublesome models for a modest fee!



Michael Sullivan



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