



# NEWSLETTER

February 2008

Editor: Michael Sullivan

## BUZZ OFF! 35 MHz WAS MEANT FOR US!

The BMFA wants to chase professional RC flyers away from our 35 MHz frequencies, which were specifically allocated to recreational model aircraft by the government after a long campaign to escape from the glitch-prone 27 MHz. BMFA RC experts are now campaigning for alternative frequencies to be allocated to commercial companies using radio controlled flying machines. Recent inquiries revealed that a commercial company that flew a camera-carrying helicopter on 35 MHz from Stockers Farm, next door to our field, without giving us advance warning, is STILL using 35 MHz, despite the subsequent arrival of interference-free 2.4 GHz radio. WLMAC's committee has sought and obtained an assurance from the owner of Stockers Farm that anyone likely to be using RC equipment there will be fully alerted to our presence and the necessity of liaising with us as a legal requirement. (Flying models are officially classified as "aircraft" under the Air Navigation Order.) Meanwhile alert officers at the BMFA have also made urgent representations to the Merseyside Police Authority, advising it of the folly of using 35 MHz to fly its sophisticated, radio controlled helicopter "surveillance drone" to keep an eye on football crowds and traffic. They pointed out that it would take only an inadvertent frequency clash with a model flyer to send their expensive gadget plunging into a crowd or into moving traffic. The German manufacturers of the drone, and the importers, are now to "investigate and utilise frequencies that do not conflict with those used for the control of flying models on 35 MHz."



*BMFA campaigners want the government to allocate separate RC frequencies to professionally flown miniature aircraft like police surveillance drones and camera carrying helicopters.*

## NEW CLUB OFFICERS' LIST

HONORARY PRESIDENT	Lloyd Ressler
CHAIRMAN	Bob Young
SECRETARY	Leon Taylor
TREASURER	Peter Nielsen
AUDITOR	Stuart Whitehouse
MEMBERSHIP SECRETARY	John Fowles
KEY MASTERS	Peter Nielsen/John Fowles
NEWSLETTER EDITOR	Mike Sullivan
BRING AND BUY MANAGER	John Fowles
SOUND TEST MANAGER	Des Wheatley
FUEL SALES MANAGER	John Fowles
FIELD MANAGER	Des Wheatley
CLUB HOUSE MANAGER	Des Wheatley
SITA LIAISON OFFICER	Leon Taylor
CLUB CHIEF OF EXAMINERS	Leon Taylor
BMFA LIAISON OFFICER	Leon Taylor
WELFARE OFFICER	Roy Lanning
CONTEST DIRECTOR	Stuart Whitehouse
PRIZE & CUP MASTERS	Peter Nielsen/Bob Young
ENTERTAINMENT	Roy Lanning
CLUB TRAINER MANAGER	Matthew Dawson

### NAME AND NUMBER, PLEASE

WLMAC must ensure that anyone who flies at Harefield holds current BMFA insurance cover. Members who obtain their BMFA insurance elsewhere MUST provide this club with proof of their BMFA membership. If you are one of them you should contact Peter Nielsen, by mail or email, QUOTING YOUR BMFA NUMBER at:-

176 Cherry Tree Road, Beaconsfield HP9 1BA  
 pnielsen@btinternet.com

*For a colour copy by email please contact Bob at bob.t.young@btinternet.com*

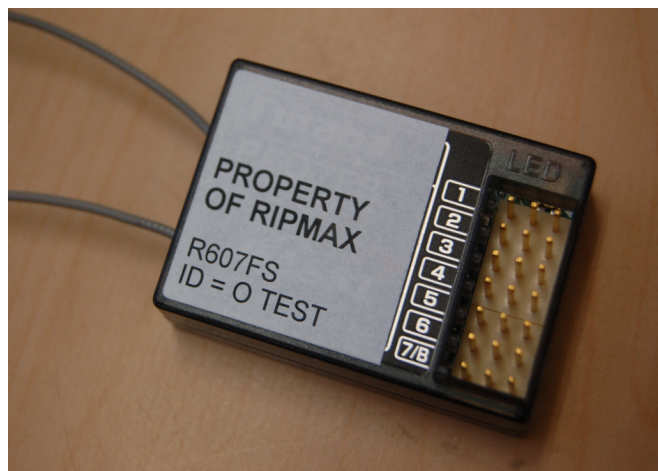
*This wintry scene might have been this year but it was exactly a year earlier, in the first month of 2007, that David Whitely was snapped making a classic hand launch of Peter Emanuel's impressive F86 Sabre, a light and powerful ducted fan model that flashed through the air over a sunlit Harefield. Takatakata.....*



## TWO POINT FOUR GIG ALERT

Some modellers using Futaba's new six channel 2.4 GHz radios have discovered that their transmitters can interfere with other receivers. Ripmax, the British distributors, says that a few of the transmitters and modules have been sold having been accidentally programmed with a factory default code that was not unique to them and so capable of interfering with the transmissions of other, similarly faulty transmitters. Ripmax says that the affected numbers are very small, but acknowledge that "one is one too many." The interference will occur only if two or more of the faulty transmitters are in use at the same flying field. Such a coincidence could be detected only by careful checking with every present Futaba 2.4 Gig radio installation switched on. If in doubt, 6EX transmitters and TM-7 modules can be checked at any model shop selling the Futaba gear. They have all been supplied with a special receiver that will not acknowledge a fault-free transmitter's signal but will react if the transmitter is one of those containing the default code that causes the trouble.

And Ripmax has another tip. When a 2.4 Gig transmitter is switched on, it requires at least five seconds to "boot up." If the transmitter is switched off again before those five seconds have passed its "bond" with the receiver could be lost and the transmitter would need to be re-programmed. So don't be switch happy!



*Every Futaba dealer has been supplied with one of these specially-modified test receivers for checking out their 6-EX and TM-7 transmitters and modules. They will accept signals from a faulty transmitter but ignore one that is sound. Futaba 2.4 Gig owners are urged to get their transmitters checked out.*



*Our cracked, weather blown and weary frequency board is soon to be replaced. And there will be places for pegs— colour to be decided – for 2.4 Gig users. It's still good practice to let people know who is flying, even though 2.4 Gig doesn't need a peg!*

**The first Club Meeting of the year will be on Thursday, February 14th at 8—0 pm at the Battle of Britain Club. It will be a "projects evening". Bring your latest build or buy, complete or not yet finished, to discuss it with fellow members. The March meeting *may* be a quiz. April will be a "Bring and Buy" And in May Stuart Whitehouse will talk about electric flight.**

## TRAINING PLAN TAKES FLIGHT

Several membership applications from flyers who already have A Certificates are being processed, and the training of other prospective members to A Certificate standard is being arranged. Existing members can train for the A Certificate at weekend sessions organised by Matthew Dawson. All this is working towards the beginning of 2009, by which time every member wishing to fly solo must hold the BMFA's A Certificate of achievement.