



# NEWSLETTER

Oct 2003

Editor : Bob Young

## Model plane sets record with 1,888mile Atlantic flight

Model aeroplane enthusiasts are celebrating a record breaking 1,888-mile flight across the Atlantic by a balsa-and-mylar plane using less than a gallon of fuel. Tam (Transatlantic Model) 5 weighed 11 pounds when it was launched by hand from Newfoundland and made it to Ireland with a few drops of fuel to spare, marking a record distance for the flight of 38 hours and 23 minutes. Dave Brown, president of the American Academy of Model Aeronautics, guided the plane down for the landing at Murrin Beach, Galway, to cheers on Monday. "It was so thrilling," he said.

Tam 5, nicknamed The Spirit of Butts Farm, was designed by Maynard Hill, 77, a retired engineer of Silver Spring, Maryland. He launched it from a farm owned by Beecher Butts, at Cape Spear, Newfoundland, on Saturday night.

Mr Brown said that when, a decade ago, Mr Hill first mentioned his plan to fly a model plane across the Atlantic, "I thought he was daffy". Mr Hill and a team including a former Nasa engineer worked on the project for five years.

Tam 5, at nearly six-feet-long, has a four stroke engine and is packed with instruments that sent telemetry to mission control and helped guide the plane.



TAM 5 on the ground in Ireland

**NEXT MEETING** - At the Battle of Britain Club on Thursday 9th October there will be the first WLMAC Quiz Night. This will be a light hearted affair with with some



Second Prize

magnificent prizes that are well worth making the effort to win. Our Question masters, Len Taylor and Ian McPherson, have devised 40 straight forward questions on aeronautical and modelling matters. You should all know the answers, so come along and pit you skills and knowledge against the other members. As with

any normal WLMAC Monthly Meeting any guests you would like to bring along will be welcome.



First Prize



Third Prize

## STOCKERS FARM FILMING

On 7<sup>th</sup> October the BBC will be filming at Stockers Farm. We have agreed with them that we will not fly or run engines whilst they are taking their shots. They have agreed to place a mobile phone with any flyers at the field so that they will be able to communicate with the members when they are about to shoot. If you are at the field on Tuesday, please co-operate with them, as it is essential that we maintain a good relationship with the tenants and owners of the Farm. We have been told that on this occasion the story line involves aerial shots with parachutes.

## Mystery Model!

Does anyone recognise this striking 74" span model, prominently labelled "THRILLER" on the top wing surface? It was bought recently by WLMAC member Stewart Wilkinson in an auction run by the Southampton RC Model Club, of which he is also a member.

The mystery is that the model prominently displays the WLMAC Logo on the fin so it's reasonable to assume that it was built and flown by a past or present WLMAC member, but WHO? None of the older WLMAC members at the field can remember seeing it at Harefield, or at our reserve field (Larkin's near Beaconsfield) at any time in the last eighteen years.

The model presently lacks a power unit and the general feeling is that it justifies a ninety or one-hundred twenty four stroke. So if anybody has such an engine surplus to requirements at present; you never know it might be worth giving Stewart a call!



Stewart holding the mystery model

## Meeting Talk gets Results



Tony's digital photograph




David's Fokker D7

If you have captured something interesting on a digital photograph, then email it along with any relevant information to the editor at [bob.t.young@btinternet.com](mailto:bob.t.young@btinternet.com). and your efforts will appear in print!

Inspired by Peter Emanuel's talk at the Club last month, Tony Taylor used his new Fujifilm F401 Digital Camera to take this shot of Frank Edwards lovely white Tiger Moth built from a DB kit. The problem with using digital cameras for action shots, is getting used to the long shutter delay. Peter's advice was to consider presetting the speed and focus whilst developing the skills to anticipate the correct moment. David Orrells also was moved to get a picture of the Fokker D7 that he has been working on for some time.

**DAMBUSTERS' LECTURE**




OXFORD MODEL FLYING CLUB IS PROUD TO PRESENT A LECTURE ON THE DAMBUSTERS' RAID AT GUY GIBSON'S OLD SCHOOL, ST. EDWARD'S, WOODSTOCK ROAD, OXFORD.


THE LECTURE WILL BE GIVEN BY HISTORIAN JIM SHORTLAND, FBAS, AND ILLUSTRATED WITH RARE ARCHIVE FILM AND 617 SQUADRON MEMORABILIA.

THE LECTURE WILL START AT 7.30PM, ON FRIDAY 17<sup>TH</sup> OCTOBER, 2003. TICKETS AVAILABLE FROM PETER SHANKS, MEADOW VIEW, BEECH LANE, WOODCOTE, READING RG8 0PX. COST £5, INCLUDING REFRESHMENTS. CHEQUES PAYABLE TO OXFORD MFC WITH AN SAE PLEASE.

FOR MORE DETAILS, CALL 01865 873020



"PRIMARY TARGET", BY PHILIP WEST USED WITH PERMISSION



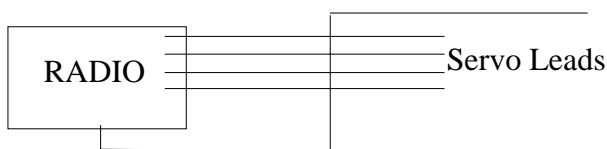
## RADIO INTERFERENCE

This information is from a Police Radio engineer and he points out that no matter how sophisticated modern R/C equipment is, it is still limited to short range amateur bands due to the low voltages involved. To make modern R/C equipment usable and efficient they had to make the receivers very sensitive to the transmitter's commands. This sensitivity also makes the receiver susceptible to extraneous RF. PPM or PCM narrow band equipment really only makes sure that your particular R/C is hardened against interference from other modellers R/C equipment.

He quotes, given much higher voltage equipment such as the 12v system in a vehicle opens up a whole new area for more sophisticated transmitters and receivers plus more effective screening Etc. Police equipment has ferrite screens built into the receiver's circuit.

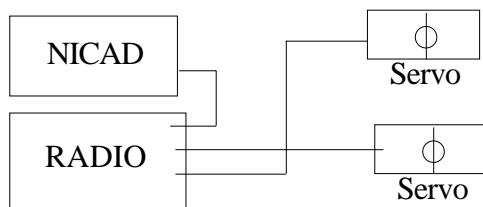
Some do's and don'ts when wiring up your model:

- Do not have servo wires longer than is necessary.
- Do not run servo wires close together in parallel and do not run in one big loom.
- Do not run the aerial in close proximity and parallel to long servo wires or long (metal) control wires.
- Run aerial once at 90 degrees to all other wires before exiting aerial to final anchor point.



Aerial 90 Degree Cross

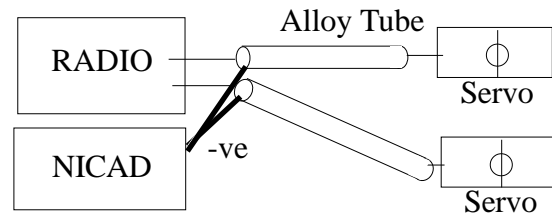
- Isolate power lead on route from battery to receiver.
- Cross all servo wires at right angles (90 degrees)



90 Degree Cross

with each other once before plugging into receiver. Anchor wires so they remain in this configuration.

- Long servo wires such as ones in the wings should be shielded, either by a ferrite ring fitted down near the receiver or by laying the long servo wire on a strip of tin foil which should be earthed to the negative side



of the battery. One other method is to run long servo wires through an ally tube and earth ally tube to negative side of battery. (One wire per tube).

The bottom line here is that our present R/C equipment no matter how expensive it is or sophisticated, is still limited by the low voltages involved. There is only so much one can do with 4.8v or even 6v! Any fantastic no interference claim by any of the R/C manufacturers will be, I quote, "Rubbish".

Note, ferrite rings are more effective when fitted to long servo leads that can pickup RF interference. Standard length servo leads may not need them especially if the 90 degree cross is carried out on them. Ferrite ring size, use the smallest available ring that the servo lead plug will pass through. However, larger rings can be just as effective so get what you can. Some of the larger rings are hinged so they can be opened up to fit round a loom and then closed. (Motor vehicles).

Try, Maplins, RS Products, Canford Audio. I saw a set of 4 for sale at Slough Models, they were blue in colour and looked to be around the size of a 2p piece. Give them a ring.

### SOURCES OF INTERFERENCE AND STRAY RF:

Pagers are a big (proven) culprit as are Ham Radio users and CB radio users.

Microwaves are sometimes suspected but not proven. MRI Scanners and Cobalt Scanners can be a source of 'scattered' RF in the vicinity of hospitals.

Other un-sourced RF can be from Military establishments. The bands that the emergency services use should not be a problem.

Mobile phones are also considered to be not a problem, but not yet proven.

The vast majority of interference that R/C modellers suffer from is 90% down to poor and untidy wiring, and not carrying out a few simple safe guards when wiring the model up.