



NEWSLETTER

January 2006

Editor : Bob Young

CLUB SUBSIDY FOR QUIETER ENGINES

Anxious to encourage noise reduction at Harefield, WLMAC is offering to subsidise members who volunteer to replace their old, noisy two-stroke engines for a quieter, modern version. The club will donate a £25 voucher, redeemable at Peter Emanuel's Brentford Model shop, to go towards a new engine. Peter's added discount to club members will make the purchase of a new two-stroke engine a bargain – the powerful LA series of OS two stroke engines have earned themselves a reputation for uncanny quietness in the air.

Noise abatement was the theme at the recent club Annual General Meeting when Secretary Leon Taylor told members "Everyone thinks that a noise problem is somebody else's model but we should be far more self-critical." The first step towards a quieter model is to "overprop" the engine to reduce its rpm – that means a larger diameter and/or a coarser pitch. Frank Dalby-Smith displayed his own aerobatic model and advised members of a variety of ways of soft-mounting engines to isolate them from the airframe. Even a strip of foam or silicone rubber along the fuselage wing mounting will reduce the transmission of vibration to an open-framed wing, he said. The meeting heard of two noise-sensitive neighbours – the owner of the farm beyond the trees facing the club house, who is friendly and reasonable, but who has commented that the sound of models on a sunny Sunday afternoon is intrusive. The other noise complainer, a resident of Springwell Lane, is more aggressive and had already been responsible for persuading the landowners to impose a 7 – 0 p.m. flying restriction. There was debate and disagreement about the likely effect of restricting flying to one model in the air at a time at noise sensitive times. But Leon Taylor warned the meeting "If members don't take quieter flying seriously, we could be in danger of losing Sunday flying at Harefield. Be warned."

WHEELS UP LANDING

This link is to a news item with a video of a Kingair doing a perfect wheels up landing. After the successful landing, the fire department came along, scratch their heads for a few minutes, got bored as nothing was happening so they covered the aircraft in fluffy, highly corrosive foam. Thus ensuring that the aeroplane is probably a total write off! Still, as Pilot if you have to do this, this is the way it should be done.



Lew Wrapson

<http://www.news10.net/storyfull3.aspx?storyid=14326>

2006 COMMITTEE

The AGM re-elected the current committee on block as there were no new nominations from the membership. In the February Newsletter we will announce the 2006 roles, along with the up-to-date contact details.

NO RENEWAL, NO FLY

There are still some members who have yet to renew their membership. They are reminded that without current club, BMFA membership and its insurance cover, they may not fly at Harefield. If you have simply overlooked it, please send your cheque (£60 for membership. BMFA membership is £26 for adults and £14 for juniors) to Peter Nielsen at 176, Cherry Tree Road, Beaconsfield, Bucks HP9 1BA.

DO YOU WANT TO BECOME A PILOT?

If you do or if you are just very interested in flying then I suggest you read the following as it could be very interesting.

Within the past few months I have been a member of a Virtual Airline which is called Virtual RAF and I have discovered that this is an excellent idea for anyone who enjoys flying or anyone who would like to become a pilot. They present their organisation by replicating the Royal Air Force and its operations through the use of Microsoft® Flight Simulator 2002/04. I have shown below what their home page says, but if you want to join, get flying and trained now then scroll down for the link to the website:



Website link: [Http://www.v-raf.org](http://www.v-raf.org)

Once you are a member on the website you will need to join the forum but please make sure you read all the sections which need to be read before you can start flying. I hope to see that you have joined and I am sure that you will enjoy this virtual airline thoroughly. *Stuart McCarthy*

NEXT MEETING

As agreed at the AGM, there will be no meeting in January or September, so our next meeting at the Battle of Britain Club will be on 10th February.



Leon Taylor's Taube flies by

THEY'RE OUT TO GET US, I TELL YOU!

The BMFA is urging clubs to refrain from displaying photos or videos of model crashes on their websites for fear of giving ammunition to that unpleasant breed of human being, the obsessive anti-model aircraft campaigner. It is no joke. Some complainers have been known to go to great lengths to represent our hobby as a dangerous activity which should be heavily regulated by law or even banned! The BMFA quotes just such a reaction to a "B52 crash" which was part of a television documentary about model aircraft some years ago. Spectacular it was too – a giant, ducted fan model of the eight engined American bomber "re-kitted itself" on the runway of an MoD airfield when the highly experienced builder and pilot found it would not respond to the transmitter. The author of the documentary was one of us at WLMAC, and the documentary was recently shown again at our monthly meeting. Somebody somewhere had cited the crash as evidence of the potentially lethal nature of our hobby.

Motor racing, rugby football, and even golf has killed more people than model aeroplanes in the past twenty or thirty years but there is no future in mounting that argument. The BMFA has a point. It would be wise for us to keep our heads down and keep our mishaps to ourselves. But it is also wise for us to strive constantly for safety and quietness - there are nutters out there who have it in for us.



Michael Sullivan's Tiger Moth sets off on another mission