



NEWSLETTER

February 2007

Editor : Bob Young

FIELD STILL FLYABLE, DESPITE THE RAIN

Although the weather over the last few weeks has been very windy and there has been a lot of rain, the field is still flyable, provided your model has large wheels. The grass has grown since the last cut and there is some surface water, but not sufficient for us to stop flying. Clearly the high winds we have experienced over the last few are keeping members in the workshop. Hopefully the cold spell forecast at the time of writing will lead to a period of light winds which will enable everybody to get some flying done. In the clubhouse there is a good supply of gas for the heater and the gas hob and coffee, tea and soup. So when the cold gets to your fingers or your bones you can retire to the clubhouse to get warm.



A summer time satellite picture of our field, courtesy of "Google Earth"

BMFA MEMBERSHIP

All those members who have renewed their membership through WLMAC should by now have received their policy document and BMFA membership card through the post. Anyone who hasn't yet received them should contact membership secretary Peter Emanuel or Treasurer Peter Nielsen.

We will be writing separately to those members who have arranged BMFA other than through WLMAC and have not yet shown their card to a committee member.

NEXT MEETING

At our next meeting at the Battle of Britain Club on 8th February there will be a DVD showing the details of the new 2.4GHz Spectrum RC system. Peter Emanuel will bring a transmitter and receiver to the meeting and demonstrate the system working.

New Date for Scale Day: **8th July 2007**

FUTABA INTRODUCE 2.4GHz RC

Futaba has the first version of its 2.4GHz set out in the US and this is in use with the car modellers.

RC flyers are waiting eagerly for Futaba's model aircraft version to appear. Taylor James, the driver who won the competition pictured to the right says, "The Futaba 2.4GHz system has the familiar feel and speed of the High Response System, and adds the convenience of not having to wait for a frequency to open up. It's nice to be able to turn on my radio whenever I want, whether it be warming up before a race or setting my linkage, and not have to worry about interfering with other drivers."



The Futaba 2.4GHz RC set also seems to come with some attractive accessories!

CONSIDER TAKING UP WITH A DOLLY.

Retractable undercarriages suffer badly from Harefield's rabbit holes and the art and practice of dolly launching has boomed during the 2006 flying season. It involves getting the model into the air from a wheeled platform which is left scooting along the ground as the model lifts off and climbs away from it. The idea is by no means new to modelling, or even to full size flying. The German rocket powered Komet, a last ditch attempt to beat off allied bombers towards the end of World War Two, used a dolly to get airborne and landed back on a fuselage skid.. Our principal practitioners have been Brian Lee, Bill Mercer and Len Taylor. Once they had perfected their technique of taking off AND making smooth belly landings, all three pilots removed the retractable gear from their models. The substantial saving in weight was a bonus.

A smooth dolly launch is impressive, especially with low wing WWII types like the F4 Corsair, P51 Mustang and P40 Tomahawk. Provided the model's engine is reliable and powerful enough, success hinges on the design of the dolly itself. The three wheel layout proved to be best – two at the front and one trailing, with fattish tyres at the front to minimise drag from the grass. The trick is to arrange a cradle that carries the model at a very

slight angle of attack (nose up) and provide a snug enough saddle to prevent the model yawing when it is still on the dolly. Two padded, vertical posts in front of the wing leading edges give the accelerating model something to push on, but they must be short enough to give it the freedom to get away smartly. Bill Mercer has designed an adjustable dolly to take different types of model. On well mown grass the dolly accelerates much faster than would a conventional model with smaller wheels. If the take off is into wind, as it should be, there is no need to attempt to steer it – before the pilot has time to think about it, the rig is travelling so fast and straight that only a quick flick of up elevator sends the model jumping into the air and sometimes even that is unnecessary. On not-so-short grass it's important to wait until the model has reached flying speed and not be tempted to yank it into the air. A stall and cartwheel is not only ugly to see – it can be destructive. But the dolly will work at times when models with fixed or retractable wheels are having a difficult time of it. My Gangster 52's prop clearance is so small that I'm seriously considering removing the fixed gear altogether, and taking to a dolly. It'll look better in the air and the weight loss will make its already rocket-like performance on an OS 4 6 LA absolutely ballistic!

Mike Sullivan



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