



MMFC NEWSLETTER

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BMFA FOR FEB CLUB NIGHT



As we commence 2007 I am pleased to report that we can do so with confidence that there are no major problems that should affect our hopes for yet another super season.

From the Chair

One of the disappointments that continues to nag me is the attendance at the club nights, I know I have raised this a number of times in the past but I see it as a means of bringing people together, something that is difficult to achieve whilst on the flying field particularly when there are three of them!

As we have previously announced, Thursday, February 1st. is our first meeting of the year and will commence with a talk by **Manny Williamson the BMFA Development Officer**. I hope we can have a good attendance mainly because this should be of great interest to us all and obviously to avoid any embarrassment to the club if the turn out is low. Please therefore make a note in your diary to attend.

The March meeting will be a repeat of the evening we had a few years back when a number of our own members we hope will give us a talk on their own area of experience. These are meant to be informal and a means of imparting both the benefit of their experience and hopefully stimulating and encouraging others.

If you can help by offering your services please contact me or any other committee member. Remember it is informal, you are talking to your mate's so don't be shy.



Christmas Eve turnout at Headcorn wishing all members a very Merry Christmas and a Happy New Year.

We still need your views on how we make the Concours Evening in April more inclusive and the judging criteria reflect the effort put in by the participants. Personally I see this event more as a showcase of your winter efforts so don't be put off, let's see what you have been up to.

The suggestion that we have letters to the Editor Section has at last got off the ground and I know has already raised a number of points that give some food for thought. Keep them coming as this provides an ideal way in which we can get a better understanding of what you the membership want from the club.

Hopefully elsewhere in this Newsletter there will be some more info. on the Indoor flying we hope to promote. Ideally this will supplement the winter months but obviously can run throughout the year. If you haven't seen or tried it yet you are missing out on what now is yet another fascinating aspect of our hobby and an ideal way of sharpening up your flying skills with relatively low cost and risk.

Keep your eye on the various activities we are hoping to run during the year and give them your support, your committee are working hard on your behalf and need the encouragement.

Happy New Year to you all and fly often and safely in 2007.

Ray Huntley

BOB KEMBER

It was sad to learn that Bob passed away on Wednesday 10th January 2007 after being quite ill for over the past two years. The Club has sent a card of sympathy on behalf of all members also expressing our sincere condolences to his wife Marris and family.

Diary Dates

Thursday 1st February - Manny Williamson, BMFA

Thursday 1st March - TBA

Thursday 5th April - Concours

Let's have a good turnout for our

CLUB NIGHT

THURSDAY 1st FEBRUARY



Guest Speaker:

Manny Williamson

BMFA Development Officer

with supporting electronic presentation and will be answering all questions from the floor!

Reflections on R.C. Model Aircraft

My first introduction was in 1959 when I spotted a book in a shop window entitled SIMPLE RADIO CONTROL which was a MAP publication priced at five shillings.

This was a single channel operation giving on/off full throw control of the rudder. The Tx. was a large heavy box that stood on the ground fitted with HT. and LT. batteries powering an oscillator circuit with a Triode {glass} valve. The oscillating frequency was 27MHz radiating from an 8ft. long aerial. [1/4 dipole]

A 0-50 milliampere meter fitted in the top of the box indicated the amount of current the aerial was drawing. A two pin lead fitted with a micro switch was the means of keying the on/off output from the Tx. to the Rx. which in turn via an actuator gave left ,right left, right, full throw movement to the rudder., Termed Bang, Bang, operation.

Note. Only one model could be flown at a time as the frequency spread over the whole band width.

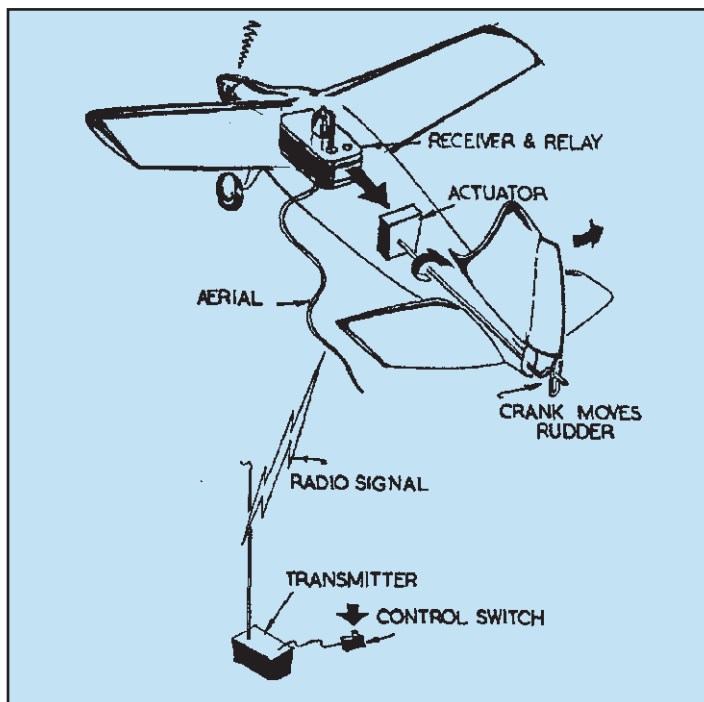
The Rx. Was fitted with a gas triode valve {Thyratron} known as an XFG 1. This was a remarkable achievement as it was only 4cm. long weighing 4grms. making possible construction of lighter Rxs. This valve required 45V HT. and 1.5V LT to function. The small current change that takes place in the Rx. as a result from a signal from the Tx has to be converted into sufficient energy to operate the control surface.

This is accomplished by using a sensitive relay allowing sufficient current to power the actuator which is a mechanical device activated by a solenoid controlling an escapement claw driven by a rubber motor. This rotates through 90o with each ON and OFF. Signal. The rudder is in the Left position and remains there as long as the relay points are closed. When the points open it will rotate a further 90o bringing the rudder back to neutral.

As you may appreciate one needs to develop a technique as to hold a signal on too long induces a spin! Hold the signal just long enough to allow the wing to drop and commence a turn, then release. If the model then begins to straighten up you then need another blip of rudder to continue with the turn but HELP! The next command will give the opposite turn so you need to blip through this command fast then blip again and hold as previously.

The tailplane was located and attached with elastic bands and according to the wind strength was packed up either back or front until you achieved a flat glide into wind.

When flying one kept the model up wind. If it went down wind due to little power and minimum fuel capacity difficulties arose in getting it back.

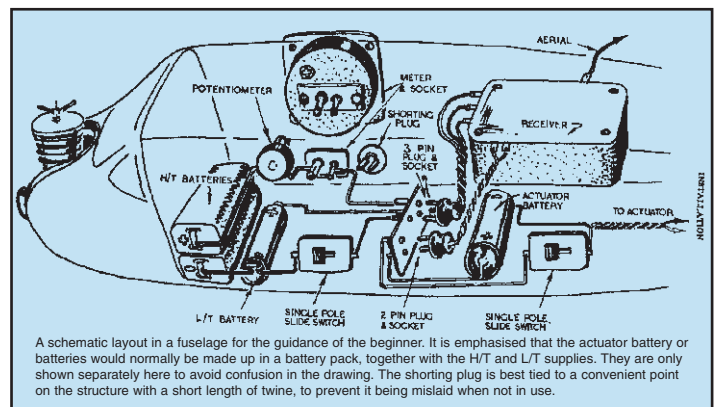


My first model was a 48" span high wing named Sparky fitted with above described equipment built up from government surplus components marketed by Arthur Salis of Brighton. I drove down to Ashdown Forest to fly the beast but having a mind of its own it would ignore the radio and free flight across the forest. I, spending much of the day chasing and retrieving. Oh, the joys of single channel! You later members don't know what you missed! There are just a few left in the club who have fond memories of these days.

Diesel engines were the norm the blue head AM10 being widely used. Then along came the Glow Motor [OS10] and with the discovery of the transistor, the Superhet Rx. permitting up to six frequencies in the 27MHz band width.

Muti channel reed sets came to the fore in 4 to 12 channel versions with rudimentary Bonner servos [2 to 3 times larger than todays standard Servos.]

Here again the flying surfaces moved progressively to full throw dependant on how long the switch was held on. Each channel was operated by a self centering OFF double throw switch.



The Rx. was equipped with a metal comb or reed bank [similar to a music box] with each reed vibrating at a different frequency thus activating the relative servo.

Larger aerobatic models were being developed with the Merco 61 glow motor being the standard Three or four members of the Gravesend club also members of MMFC. flew multi channel reed aerobatic models at Detling with Maidstone members continuing with single channel with some exciting models as the Bazz Bomb.

About 1965/66 proportional radio was appearing on the scene which gave another dimension to model flying lending itself to scale type models. The early ones were analogue in model, a follow on from operating with reed equipment.

Then of course came the Digital age and things progressed with everything becoming smaller, lighter, more powerful and cheaper!

We were all still model builders with some of us adopting kits to construct. Balsa with paper, silk, nylon and dope was being upstaged by GRP mouldings and veneered foam wings finished in glass cloth and epoxy resin. This allowed for ultra thin wings to be constructed resulting in pylon racers fitted with 40 high performance engines travelling in excess of 120 mph.

Rotary [wankel] & RCV. Engines have come and gone but excellent 4 strokes are here to stay along with 2 stroke petrol engines for the larger model.

We are now blessed with Computer radios, Digital servos, Gyros, GPS, RC loggers, and Gas turbines all incorporated in true scale moulded models with ARTF models eroding the model makers skills and available constructional items!

The future is obviously in electric powered models. With the newly developed LiPo batteries & brushless motors one can now equal the power of the heat engines along with the added advantages of Simplicity, Cleanliness, & Quietness of operation.

We are all now so privileged and fortunate with modern technology.

THE SKYS THE LIMIT!!!

So keep 'em flying.

Cyril .H. Allcorn.

A VISIT TO THE GRAVESEND 'PORT OF LONDON AUTHORITY' MARINE PILOTAGE SIMULATOR

Last year on Sunday, 12th November five of our members visited the above mentioned simulator at the kind invitation of Captain Nigel Hall, who together with his son Chris are both members of our club. Nigel is a Pilot on the Thames and working alongside other Pilots is responsible for guiding safely up the Thames those large Container Ships, Tankers and other equally awesome vessels that we occasionally see on their way to their docking station.

The simulator was situated in a room fitted out to replicate the bridge of these vast ships (See pics opposite). We each had a turn at the helm ably assisted by another member controlling the engine speed and side thrusters.

Nigel gave each of us a different task to handle and at the end gave us a printout, showing how we handled the vessel, highlighting any mistakes we made. The printout shown below is Eric Pearce's performance (Sorry mate!). Luckily we all scarpereed before the damage was noticed.

The day passed so quickly and at the end Nigel showed us what could happen if the vessel was not handled correctly, and the effect that the currents and wind could have when trying to carry out the berthing.

The ship started to rock and the pendulum effect eventually turned the vessel completely over. That was frightening! Although we were actually standing in a room on a firm floor, we all experienced the motion of the ship coming up through our feet. None of us were sea-sick though.

On behalf of the others namely Mick Donovan, Gordon Boozer, Eric Pearce and Martin Parkes, I would like to thank Nigel and Chris for an excellent day out at the Port of London offices. I do not think that any of us will forget that experience in a hurry.

Archie Clark.

Eric Pearce's effort!!



Your Letters

Dear Steve,

Having read your latest Newsletter on which I must commend you, I read the letter from David Ashby with interest. Whilst much of the letter has valid and sensible proposals in particular the mention of a Christmas party to be held at a pub venue.

Whether this could be fully funded by the club I doubt as they normally work out from about twenty five pounds per head, plus of course your drinks. I take this to be in addition to the excellent parties held during every New Year season at Don Diprose's Home. I think this is an appropriate time to thank our Don for all the years in which he has opened up his home and entertained us royally. From all those who attend, thanks Don.

There is however one aspect of Davids letter to which I totally disagree. Full size aviation and model flying are inseparable, history has shown that one does not survive without the other. We are indeed very fortunate to have the likes of Anna Walker or any other World Class fliers to give up their time to talk to the club, and this she did for free!!

The vast majority of those who attended her lecture were totally immersed in her chosen subject, for me it ended all too soon. To suggest that members should join the Royal Aeronautical Society to hear such presentations seems totally ungracious to all those concerned with approaching Anna in the first place, and to her for her efforts.

We have in the past had excellent club visits to Hendon Museum, Duxford etc., etc. Should these also be stopped as non modelling. Perhaps a visit by coach to Al's Hobbies is envisaged? I don't think so.

Whilst on the subject of the Newsletter I personally think we have one of the best ever produced and to make it monthly would be onerous on you Steve to say the least, and with what would you fill it? It will be interesting to hear others views on these subjects, as you know I have quite broad shoulders and would welcome some response.

Bill Gore

Hi Steve,

I was very interested to read David Ashby's letter in the December issue and his views on our club. I did in fact read it several times and would like to take issue with him on his views.

I am not concerned how we are perceived in the 'wider world'. If prospective members join the club I'm sure they find us all friendly and helpful. I don't know of anybody who has joined and then left because we have not made them welcome. In fact I think the atmosphere at Headcorn is very friendly and everybody gets on well with each other.

David then goes on about:

1. Liaison Officers, 2. Club Website, 3. Public Relations Officer.

He doesn't, however offer his services for the posts. Is he unique in not having an abundance of spare time he is willing to spend on club activities. I'm afraid his references to 'Boyhood Recollections and membership of the 'Royal Aeronautical Society' is at least sarcastic and certainly not very constructive. If we devoted all our meeting time to aspects of model aircraft and the flying of them only, we would be hard pushed to fill his proposed monthly club nights. I'm sure that most members and certainly those who regularly attend the meetings are more than happy with the diverse subjects our speakers deliver. If David has the time and the inclination to arrange monthly meetings and produce the newsletter on a monthly basis I'm sure Ray Huntley or Steve McDermott will be pleased to hear from him. Our Club in it's present form is not perfect by any means but David's view is jaundiced and if he is not happy perhaps he could take a leaf out of his own book, join another club and hopefully fulfil his expectations of what a model flying club should be.

Mick Donovan.

Steve,

With regard to David Ashby's letter, it seems to me to be quite extraordinary that an ex-Committee member should be so ill informed that he can write a letter such as he has.

He should, before writing this, have consulted the members of long standing in the club who have over the years served on the Committee in various capacities and helped organise many of the activities he mentioned only to be disappointed at the response from the Club in fact, organising anything for the membership is an uphill struggle.

I do not intend to go through each item he mentioned but I just had to put pen to paper to show that the Newsletter is read.

David, may I be so bold as to suggest that you should start a club of your own and try these things for yourself, (but not on our patch!) and I hope that your journalistic skills improve before taking up your new post, where you may be able to persuade your brother not to mention in the RCM&E, full size aircraft and the brave men that flew them to preserve our freedom we enjoy today.

Don Diprose

Steve,

I hope that you can find space in the next Newsletter for my reply to David Ashby's letter.

I wasn't eating my cornflakes at the time that I read his letter, but I will say my sausages wound up as mincemeat after I had finished stabbing them.

His comments about the club being perceived as unfriendly and unwelcoming is to me pure nonsense. I myself have had remarks passed to me from several new members, that the MMFC is one of the most friendliest and helpful clubs in the South. As we all know you cannot please everyone all of the time, but it does take some effort from both parties, and not just from our club members. I for one go out of my way to welcome new members and to assist wherever possible, as a lot of other members do. I am sure that this applies to all of our sites.

I do agree however, that we need a more professional way of assessing any prospective member, and that all applicants should be invited to meet the Committee, so that both parties can get to know one another. To just send out an application form to any interested person, and to accept their fees and let them join is not good enough and asking for trouble.

This practice would as in the past go some way to keeping the unsuitable applicants out of our club.

It would appear that David wants to increase our membership with his suggestion of the club putting posters/leaflets in the model shops. Aren't our sites full enough already? Any more and we will all be waiting a long time for our frequency to become free. Headcorn is certainly not under used David as you have stated, quite the opposite. On some of the better days weather wise, it has been very busy.

A lot of what he is suggesting will need members to come forward and fill the positions he is creating. Will he be prepared to take on some of this extra work? I doubt it very much. It is a job to get anyone to stand on the existing committee, without adding extra positions to be filled.

He suggests more newsletters, and monthly meetings throughout the year, this will involve a lot more work for the Editor, and cost to the club. He should remember that we are after all, firstly modellers who would like the opportunity of enjoying our hobby and not be always working.

I do take exception to his remarks about Club Nights to be model flying focused only, and not to include talks by full size aircraft pilots. I understood that without the full size activities we would have very little to model our sport on. Whether he likes it or not both are closely interlinked, and also without our full size counterparts, we would not be enjoying the Headcorn Airfield, as we are at present. I am sure that it would prove to be very difficult to find sufficient numbers of modellers who would be prepared to visit us and talk about our hobby, especially if he wants more club nights.

By now I think those reading this letter will have perceived that on the whole I disagree with most of what David has put in his letter. So David, let us be having you, and see you step forward and put some if not all of your suggestions into practice, and not leave it to the others.

Archie Clark