

Newsletter



May 2008

Editor Nick Neve.

Number 74

AUCTION. The annual auction took place on 13 March at Colwall Village Hall. There were a large variety of lots including a jigsaw puzzle, a Cox 0.10 TD, a JR Computer radio, several good slope models and a bench grindstone. Top price of £42 was made by a "Fly Baby" in a good flyable condition. The total of all bids was £472.90 and the MSA funds increased by £77.44, a total which included several items donated to the club for sale. A cherry cake, baked and donated by Anne Laycock made £3.50 - thanks Anne. The recipe is on the MSA website at:

<http://www.malvernsoaringassociation.co.uk/bestofmag.html>

2.4 GHZ PROBLEMS. Two quite specific problems relating to 2.4 GHz radio systems have been highlighted recently - firstly, the Futaba commonly coded batch of 6EX and 7C transmitters and TM-7 modules and then the possibility of slow re-set times relating to Spektrum receivers following a low-voltage situation caused by a heavy current demand from power-hungry servos.

We are all probably familiar with the steps which were taken by Futaba through their distributors and retailers to correct any identified commonly-coded transmitters, but it is interesting to note that Futaba's UK importer and distributor, Ripmax, clearly do not consider that as the final solution.

Here's what Ripmax are currently saying about the problem: Futaba 6EX transmitter and TM-7 Module Update. Following the previous statement made by Ripmax, the potential problems we were concerned about with commonly coded 6EX transmitters and YM-7 modules do not seem to have arisen. No interference situation have been reported to us since the previous statement was made, although a small number of commonly coded transmitters have been detected due to the testing regime we have implemented, these having all been replaced with correctly coded transmitters. Ripmax do not, however, consider the current actions they have been able to take as being a long term solution to the problem, and are working with Futaba to develop a permanent answer. We hope to be able to make an announcement regarding this in early April, with the intention of the solution being implemented fully as quickly as possible, and certainly before the main part of this year's flying season. Check the Ripmax website at <http://www.ripmax.com> for further information, which will be posted as soon as it is available. Regarding other Futaba 2.4 GHz aircraft systems, it should be noted that Ripmax held the first shipment of 7C radios back from sale until new software had been developed by Futaba that completely eliminated the coding issue. All 7C sets supplied by Ripmax have this new software installed and cannot ever default to the common code. Due to this, any 7C transmitter with a Ripmax label can be used with complete confidence - it should be noted that a 7C set cannot be affected in any way by a zero coded 6EX transmitter, no matter how many of these sets may be in use. The TM-14 module that is used in the 12FG/12Z/14MZ/FX40 sets is also unaffected by this issue, so is completely safe to use in any application, as well as being totally immune to any possible interference from 6EX transmitters or TM-7 modules transmitting on the common code".

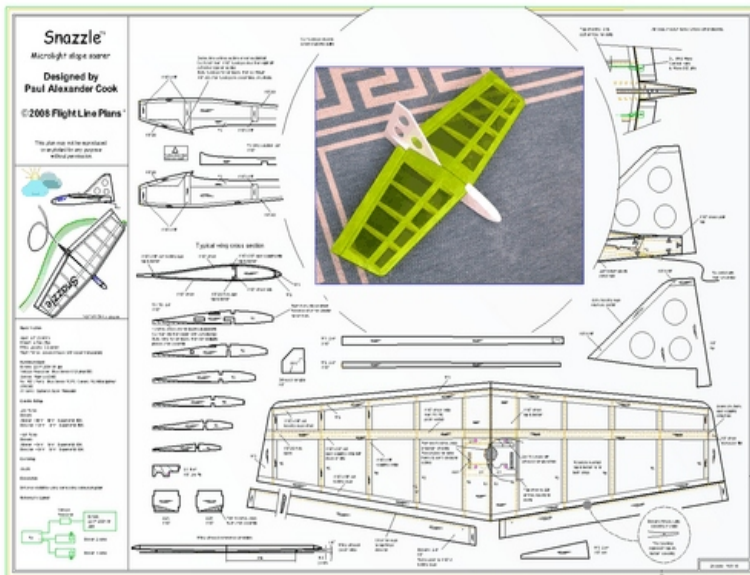
Spektrum, too, have acknowledged the slow reset problem and have issued the following guidelines: Receiver Power System Requirements. With all radio installations it is vital the onboard power system provides adequate power of 4.5 volts or more without interruption to the receiver even when the system is fully loaded (servos at maximum flight loads). Although this importantly applies to all kinds and sizes of aircraft it becomes especially critical with large scale gliders that use multiple high torque/ high current servos. Inadequate power systems that are unable to provide the necessary

minimum voltage to the receiver during high current loads have become the number one cause of in flight failures. Some of the power system components that affect the ability to properly deliver adequate power include: the selected receiver battery pack (number of cells, capacity, cell type, state of charge), switch harness, battery leads, regulator (if used), power bus (if used). Consideration should be given to specification of the on-board battery(s) used to power radio and servos but remember to build in a good margin of error to compensate for unexpected load. Using a 6 volt power source will optimise that margin and help guarantee maintaining the level of voltage necessary to retain control of the plane. While Spektrum's receivers' minimum operational voltage is 3.5 volts, it is highly recommended the system be tested per the guidelines below to a minimum acceptable voltage of 4.8 volts during ground testing. This will provide head room to compensate for battery discharging or if the actual flight loads are greater than the ground test loads. The above comments are taken from an item appearing on Horizon Hobby UK's website.

Snazzle. I found this advertised on the Micron website at:

http://www.micronradiocontrol.co.uk/flp_plans_wing.html#flp-snazzle

It looks a sort of fun model and still uses balsa wood. It would have a lot of 'bounceability' at under three ounces and the designer claims it flies in up to 15 mph winds with a two hour duration.



Snazzle specifications: Wingspan: 21" (531mm), lying Weight: 2.7oz (76g), Wing Loading: ~3.8oz/sqft, Controls: 2 (Elevons) Flight Time: several hours with recommended battery. Items Needed to Complete: small 4 channel receiver 2 x micro servos, small 250mAh 2S1P LiPo battery.

FORTHCOMING EVENTS.

May

Mon 5th	May Day Bank Holiday
Tue 6 th	Thermal Fly in - Upton
Sun 11th	2nd Thermal - 3 Flight Aggregate
Sun 11th	2nd Hand Launch Comp - 14:00
Tue 13 th	Thermal Fly in - Upton
Sat 17 th	BMFA F3B League Event, [no club flying]
Sun 18 th	BMFA F3J League Event, [no club flying]
Sun 25th	3rd Thermal - Distance
Sun 25th	3rd Hand Launch Comp - 14:00
Mon 26 th	May Bank Holiday

June

Tue 3 rd	Thermal Fly in - Upton
Sun 8th	4th Thermal - Progressive Time
Sun 8th	4th Hand Launch Comp - 14:00
Tue 10 th	Thermal Fly in - Upton
Sun 22nd	3rd Slope - X - Country/Distance
Fri 27 th	Jazz Festival at Upton - No Flying
Sat 28 th	Jazz Festival at Upton - No Flying
Sun 29 th	Jazz Festival at Upton - No Flying

RECENT RESULTS

The Chairman's Challenge. This was the culmination of our winter flying season at the Elms School. Malcolm White set the challenge this year. With the same rubber powered model you had to fly in a three task event, comprising a distance, duration and a spot landing task, with three flights in each category. Despite many evenings of practice no one person mastered all three tasks as can be seen from the rather varied results:

Name	Dist1	Dist2	Dist3	Spot1	Spot2	Spot3	Dur1	Dur2	Dur3	Total	Place
John Freeman	2	4	1	1	1	2	3	4	3	21	1
Dave Laycock	1	1	2	3	2	4	6	3	4	26	2
Steve Hannon	3	2	4	5	4	5	2	2	2	29	3
Malcolm White	5	3	5	4	5	7	1	1	1	32	4
The Leonard family	6	5	3	2	3	3	4	5	6	37	5
David Toye	4	7	7	7	7	1	7	5	5	50	6
Paul Thorn	7	6	6	6	6	6	5	7	7	56	7

Anne Laycock again baked a beautiful cherry cake for the winner, whilst the runner up won a bottle of wine from the Chairman's cellar.

CLUB CHAMPIONSHIP 2008.

Our 2008 season got off to a slow start with some of our regular pilots missing for various reasons

Slope 1 - Slalom held on 30 March 2008.

Position	Name	Points
1st	Steve Hannon	100
2nd	John Freeman	90
3rd=	Mike Grantham	75
3rd=	Steve Pearse	75
5th	Trevor Hughes	65
6th	Geoff Carter	60
7th	Barry O'Hara	55

... and even more missing for the second event

Slope 2 - Limbo held on 6th April 2008.

Position	Name	Points
1st	Steve Hannon	100
2nd	John Freeman	90
3rd	Trevor Hughes	80
4th	Mike Grantham	70
5th	Malcolm White	65

Thermal 1 - held on 27th April 2008.

It was refreshing to see 9 pilots turn up for our first thermal of the season. We have seen less than that when the weather forecast has been much better. As it happened the weather stayed very benign and dry until around 12:30. A short interval then saw off the rain and another half an hour or so of dry weather saw the majority of pilots complete at least 3 of the 4 designated tasks. Many found lift throughout the morning whilst others struggled. The conditions really giving ideal thermal comp conditions.

Position	Name	Points
1st	Steve Hannon	100
2nd	Mike Grantham	90
3rd	John Freeman	80
4th	Malcolm White	70
5th	Nick Neve	65
6th	Ken Aslett	60
7th	Mike Hurley	55
8th	Geoff Carter	50
9th	Tony Wright	45

F3B NEWS. Martin Weberschock (GER) flew an unofficial new world record of 12.93 sec. with his 'Radical' glider at the Eurotour Competition in Hülben, Germany. That is 4 laps of a 150 metre course

plus three 180 degree turns. The flight was thermal assisted.



HondaJet I found this by accident the other day, a rather snappy new Honda with a top speed of 420 knots, a 43,000-foot service ceiling and a 30-35 percent increase in fuel efficiency versus comparable light jets. HondaJet's optimized control surfaces results in a highly refined, sporty and responsive flying characteristic. Two GE-Honda HF120 turbofan engines, each rated at 1880 pounds (at take-off thrust) deliver higher fuel efficiency and the lowest engine emissions and quietest operation in their thrust class. HondaJet will be offered in two interior configurations: with seating for seven (2 pilots and 5 passengers) in standard configuration, and with seating for eight (2 pilots and six forward-facing passenger seats) in air taxi configuration.

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MAGAZINE SECTION.

Top this for a speeding ticket...

Two British traffic patrol officers from North Berwick, east of Edinburgh, were involved in an unusual incident, while checking for speeding motorists on the A1 Great North Road.

One of the officers (who are not named) used a hand-held radar device to check the speed of a vehicle approaching over the crest of a hill, and was surprised when the speed was recorded at over 300mph. The machine then stopped working and the officers were not able to reset it.

The radar had in fact locked on to a NATO Tornado fighter jet over the North Sea, which was engaged in a low-flying exercise over the Borders district.

Back at police headquarters the chief constable fired off a stiff complaint to the RAF Liaison office.

Back came the reply in true laconic RAF style. "Thank you for your message, which allows us to complete the file on this incident. You may be interested to know that the tactical computer in the Tornado had automatically locked on to your 'hostile radar equipment' and sent a jamming signal back to it. Furthermore, the Sidewinder air-to-ground missiles aboard the fully-armed aircraft had also locked on to the target. Fortunately the Dutch pilot flying the Tornado responded to the missile status alert intelligently and was able to override the automatic protection system before the missile was launched."



A blind lady was flying from Glasgow to London. Unexpectedly, the plane was diverted to Birmingham due to fog. The flight attendant explained that there would be a delay, and if the passengers wanted to get off the aircraft the plane would re-board in 50 minutes. Everybody got off the plane except the lady who was blind; her Seeing Eye dog lay quietly underneath the seats in front of her. The pilot approached her and said, "Madam, may I help, we will be here in Birmingham for almost an hour. Would you like to get off and stretch your legs?" The blind lady replied, "No thanks, but maybe my dog would like to lift one of his." Picture this: All the people in the transit area saw the pilot walk off the plane with a Seeing Eye dog! He was even wearing sunglasses. They rushed to the transfer desk; they not only tried to change planes, but they were trying to change airlines! THINGS AREN'T ALWAYS AS THEY APPEAR

Please fly safely at all times.

Nick Neve.