WATFORD WAYFARERS

MODEL AIRCRAFT CLUB

Affiliated to the BMFA (Club No.269)

News

Not a lot of news this month.

It hasn't been possible to make a start on the access track at Bovingdon due to both weather and problems sourcing material. Latest news is that the materials have now been found and work is scheduled to start very soon.

Following his operation, Mick Wilshere continues to make progress albeit slowly with ups and downs..

Many thanks to Paul Robinson for the article "Indoor Flying" and to Richard Crapp for "The Future?"

Andy Todd

Indoor flying

A few members have been (attempting) to fly indoor rubber powered and small radio controlled models at the Furzfield Liesure centre in Potters Bar - the organiser is keen to attract more members as this is ultimately what pays for the venue.

The flying is first Saturday of every month (except Jan and July) between 6pm - 10pm £7 for flyers and £2 for non flyers.

Furzefield Sports Centre
Mutton Lane
Potters Bar
Herts EN6 3BW

Organiser is Mike Quille, - 020 8500 3549 or mp.quille@live.co.uk

If any member would like to investigate indoor free flight please come along - it is extremely relaxed, everyone is very friendly and helpful as you'd expect, and there is a wide skill range from kids & novices to world champions, so no one need feel intimidated! Small electric radio controlled models are welcome (such as we fly at the school on club nights).

If you haven't tried this before, or thought that rubber powered models are boring, think again! You can get a better insight into scale rubber powered modelling here:
www.ffscale.co.uk

The models are cheaper, and the weather can't spoil it! - unless the model is blown out of your hand in the car park (Gary).

For anyone intrigued, have a look at Sams models *www.samsmodels.com* which gives you an idea of the types of models available and current prices.

Web Site

I have had a number of suggestions about the website and I propose that we make this a topic at the February club night to give everyone a chance to have their say.

In the meantime, Richard Crapp has been as busy as ever and sent me the following items, links to which are all on the website under 'Videos':

Blue Angels reunion - a display featuring F-18's and F8F Bearcats.

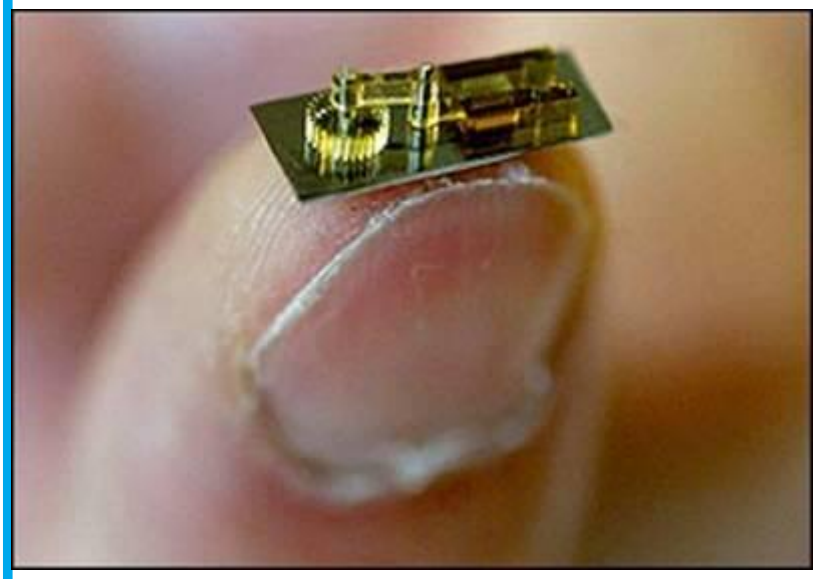
Concorde & Red Arrows flypast - celebrating Heathrow's 50th birthday (was that really 14 years ago). Don't be fooled by the A340 to start!

Eurocopter X3 - for those who can't decide, heli or fixed wing. The video is half way down the page.

Blade mCP - a beginners guide to flying indoor heli's. OK maybe not absolute beginners.

1/3rd scale B17 build - not actually a video but an interesting article on an amazing project.

The Future?



Scientists have built the smallest petrol engine, tiny enough to power a WATCH. The mini-motor, which runs for two years on a single squirt of lighter fuel, is set to revolutionize world technology. It produces 700 times more energy than a conventional battery despite being less than a centimeter long not even half an inch. It could be used to operate laptops and mobile phones for months doing away with the need for recharging.

Experts believe it could be phasing out batteries in such items within just six years. The engine, minute enough to be balanced on a fingertip, has been produced by engineers at the University of Birmingham . Dr Kyle Jiang, lead investigator from the Department of Mechanical Engineering, said: "We are looking at an industrial revolution happening in peoples' pockets. "The breakthrough is an enormous step forward. "Devices which need re- charging or new batteries are a problem but in six years will be a thing of the past."

Other applications for the engine could include medical and military uses, such as running heart pacemakers or mini reconnaissance robots. At present, charging an ordinary battery to deliver one unit of energy involves putting 2,000 units into it. The little engine, because energy is produced locally, is far more effective.

One of the main problems faced by engineers who have tried to produce micro motors in the past has been the levels of heat produced. The engines got so hot they burned themselves out and could not be re-used.

The Birmingham team overcame this by using heat-resistant materials such as ceramic and silicon carbide. Professor Graham Davies, head of the university's engineering school, said: "We've brought together all the engineering disciplines, materials, chemical engineering, civil engineering, and mechanical engineering. "What better place to have the second industrial revolution in nano-technology than where the first took place, in the heart of the West Midlands.