

## MODEL AIRCRAFT CLUB

Affiliated to the BMFA (Club No.269)

### Bovingdon

Isn't it funny (peculiar that is) that almost exactly since the day of the hosepipe ban it has rained? Of course, not yet in the huge quantities needed to restock vital stores but certainly enough to be a problem for flying. However, before that we had some great flying weather which brought out a few people despite the patch suffering somewhat from the winter weather, rabbits and worm casts.

A decision was made that to get the flying surface back to usable condition and to gradually improve it over time, we should buy a small roller which would hitch to the mower. Luckily, the purse strings could remain unmolested as [Peter Guiver](#) came up trumps and has lent the club a roller on a long term basis. A single run over with this proved that it was going to make a significant difference and immediately returned the surface to use even for small wheeled models.



Plans to use the farm's heavy roller to really give the flying surface a good going over were laid but there was an early setback when it was discovered that the roller had been damaged and was out of action. Fortunately, all that was needed was a new wooden bearing - basically a piece of 4x4 hardwood with a big hole in it! [Gary](#) produced this from some wood he had in hand and a week later saw [Tony Parrott](#), [Arthur](#) and [Andy](#) fitting this, much to the delight of the Webbs who were also hoping to use the roller on some other areas.

Subsequently, early March saw the return of the work party in the form of [Andy](#), [Arthur](#) and [Gary](#) with his tractor. The patch was mown, a lot of soil was laid in the rabbit holes and the whole thing was rolled four times leaving it looking like a billiard table. OK, not exactly a flat billiard but it was smooth. To keep this going and bring continuing improvement, the intention is that the small roller will be used every time the grass is mown and certainly when this was done a couple of weeks ago, the effect was quite remarkable.

As the rabbits now seem to view the flying area as good sport, it's in everyone's interest to check the patch first thing before flying and fill in the holes, which can be deep enough to rip the undercarriage out of any model given that they have strange magnetic qualities for landing (or departing) aircraft. There is now a large bag of soil behind the box and it only takes a few minutes to fill the holes and stamp it in.



Apart from that, the tables are popular but will need resurfacing at some point as the weather has got well into the chipboard

and a discussion has been had about going back to the original track for access to the patch and hopefully the middle will be taken off it soon to make it useable by low slung cars.

Let's all now hope for a good summer with sunshine and light winds until November. **Andy Todd**

## Helis

Not much news from the heli flyers which hopefully means they're busy flying.

At the last club night Paul Roberts was given the go ahead to buy what was needed to build some much needed new benches for the heli site. Unfortunately, there has been a bit of a delay while an offer of some free wood has been investigated. Watch this space!



## 2.4Ghz Safety Reminder

It's a while since its been said so to all those 2.4Ghz flyers a couple of reminders:

All 2.4Ghz systems rely on the transmitter being able to scan the frequencies already in use before grabbing ownership of one or two. If the transmitter is lying on the ground when it is switched on, especially in wet grass, this could limit the transmitter's range to such an extent that it cannot see all frequencies being used around it and so might select a frequency that is already in use. To avoid this potential conflict, you are advised never to switch on a 2.4Ghz transmitter while it is on the ground.

Secondly, do you always remember to check the orientation of your transmitter aerial before flying? The way this system works means that the signal effectively leaves the aerial in a doughnut shape, leaving a very weak area along the line of the aerial. Hence, if you point the aerial at your model, it will almost certainly lose radio contact and it is imperative that you have the aerial cranked over, preferably pointing vertically up but even to one side is generally better, though not foolproof.



## Raffle

At the February club night [Andy Todd](#) was selling raffle tickets in aid of The Vulcan to the Sky Trust. The good news is that in total Andy sold £90 of tickets which was a very worthwhile figure to help raise the £300,000 needed to pay for XH558's winter service. The bad news is that none of the tickets that Andy sold won a prize.

However, for those of you who would like to help some more towards the £100,000 still needed, another raffle has been announced and the prize is a flight in a Spitfire alongside the Vulcan. Andy hopes to have tickets available at the May club night but there will be no pressure to buy. (Much)



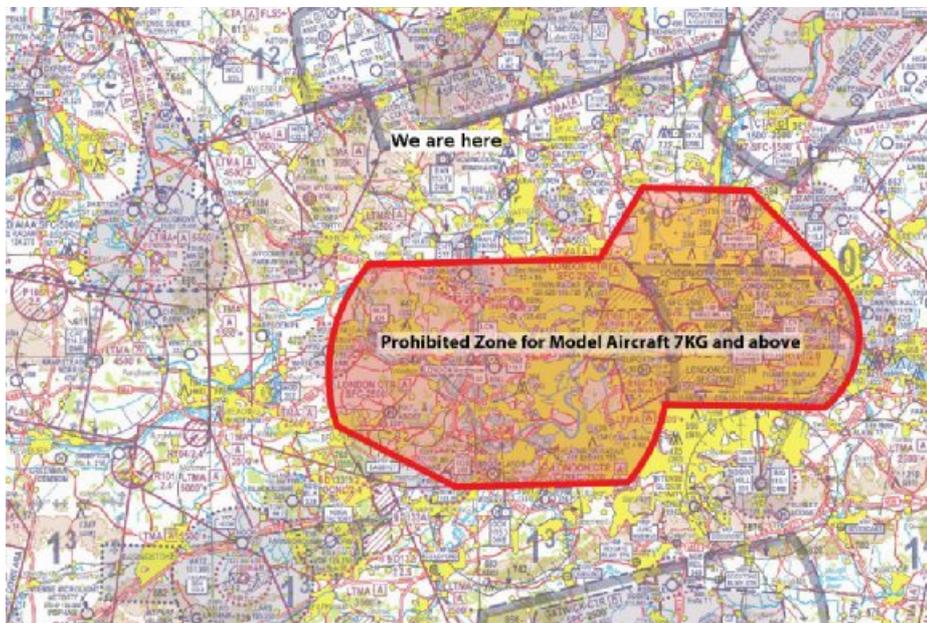
## Flying restriction during the London Olympics

While this may not directly affect many of us you should be aware that large model aircraft are unable to fly in Central London during the Olympics.

The UK Civil Aviation Authority (CAA) advises owners of large model aircraft that they will be subject to the airspace security restrictions being put in place by the Government during the London 2012 Olympic Games. The Government has already announced a Prohibited Zone will be established above Central London from 14 July to 15 August 2012 as a security measure to protect Games' venues.

The CAA said the Prohibited Zone means model aircraft enthusiasts will not be able to operate a model weighing 7kg or above from any site within the Prohibited Zone for the duration of the Games. They will be subject to more minor restrictions during the Paralympic Games from 16 August – 12 September 2012. The charts of the Prohibited Zone restrictions is below while all charts are available for download at <http://olympics.airspacesafety.com/charts>.

A much larger Restricted Zone has also been set up for full size aircraft but normal ANO regulations (not above 500 feet etc.) apply to models in this area. Details can be found at <http://olympics.airspacesafety.com/airspace-restrictions/how-to-use-the-restricted-zone>.



## Seen at the patch

Many thanks to [Gary Field](#) for the pictures on page 2 and this, taken at Bovington a couple of weeks ago.

Maybe a new user, but definitely one worth getting to know!

By the way, for those of a nervous disposition, don't worry about the shooting round the other side of the wood - it's not ack-ack.

