



Manx Model Flyers

March 2018 FLYPAPER

Hi Folks,

Just a short note on info and skeet!

Some of us had a gorgeous day last Friday on Jurby, It was Spring! There were 7 or 8 up on the airfield, all raring to go. I got my Wot 4XL up and away quickly despite losing the tailwheel on take-off; it does make an interesting take-of run! John Webb was soon in the air with his XL and we were careful to our eyes on the right one. With my 'Eagle' in the air and Kyrill stooging around with his electric super 60 it was idyllic.

Our flying was taking place with the background noise of a true jet, complete with the smell indicating that Ivan was warming up mentally and physically to a first flight with his jet Hawk. After some taxiing practices it was time to line up and go for it! With a lovely straight and long run to build up speed and up she went. It was obvious from the word 'go' that it was very sensitive to the control input. This resulted in a very twitchy turn round and back up the strip that had the spectators looking for cover! However, Ivan rapidly found the rate switches, despite the shakes! Gradually he regained control as he reduced the rates to the lowest settings. As Ivan gained confidence he performed some gorgeous low passes and then some slower practice approaches ready for landing. With a couple of twitches about 3 ft of the deck he steadied it up to lower down to a perfect landing. Ivan rightly deserved the applause of the spectators.

It was abit of an anti-climax to go back to our 'normal' flying while Ivan was looking for a hip flask! Flying carried on through the lunch time although John Martin carried in with his Bi-Stormer for a while, but he too was soon sitting in the sun with everybody else.

After 2 or 3 of us had left after late morning, apparently John Webb's XL 'went in' big style for un explained reasons. Despite nothing untoward being found with the radio system it was virtually a write off and again in the same spot as I and others , have had unexplained 'fall downs'.

John Martin has being doing some interesting research which may or may not indicate the possible cause. See attachment.

The indoor flying has carried on with enthusiasm and excitement! There is one more session this coming Sunday.

Happy and safe flying!

Brian

FROM John Martin

WE ARE NOT ALONE!!!

Contacted several experts - here are results in brief:-

2 types of interference: 1 Signal on your frequency. 2 Swamping.

Signals on your frequency, 2.4ghz. wavelength of about 10cm from peak to peak.

Go Cart timing transponders.

Possible cameras in the prison

CCTV off the shelf on the estate - should hop over 13 channels.

Car door remotes

Baby alarms

Hi Fi around your house.

Door bells.

Etc--- we are indeed not alone. But they should not cause a problem.

Swamping.

This is where a nearby signal is so powerful, even when not on your frequency it wipes you out.

On the tower behind school:-

Manx Radio, Tetra, Digital Terrestrial TV. MT and Sure.

On the Control Tower, 2.3KW transmitter for Energy on 93.4mhz.

Blue Wave has a link to Snaefell on 5.8ghz.

None of these if properly filtered should interfere.

Also a strange untraceable interference which blots out 144mhz communication for amateurs from Sandygate to Jurby.

Could be MOD. No details available.

Suggest:-

1. Move our base 20 metres or so towards the intersection, thus avoiding Blue Wave link to Snaefell.

2. Check our failsafes, they can be set to shut the motor down and freeze with last signal, or, you can set them to motor off and neutral.

3. If you lose signal and can do it whilst in shock, raise your transmitter up high, micro wave stuff is strictly line of sight.

Next phase, am looking for a "Dongle" to cover 2.4ghz. Acts as a receiver. You plug it in to a laptop and all signals come up on the screen.

Can leave it running in the car, on a seat. But, can only find "Dongles that go up to 1.9ghz. Will keep looking.
