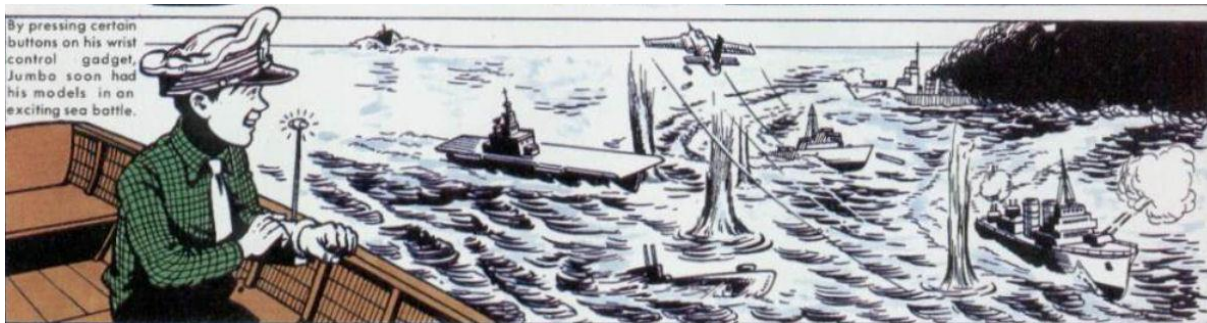




NEWSLETTER



This year's Fun Day will be held the weekend 24th/25th August, the best day weather wise will be called nearer the time so keep an eye on your emails. As in previous Fun Days we'll have a Buggy Race, a Spot Landing Competition, a Relay Race Team Event and of course the popular Mongrel Combat Event. We may even set up a control line area, so if you fancy a quick spin, there's your chance. The BBQ will be fired up to make tasty beef burgers available for your lunches. Reserve the weekend in your diaries now.



Ronnie Ovenden's Cub

The older HHMAC club members will no doubt remember Ronnie Ovenden who passed away in 2015. Dagenham Dave and Jack Lumley with a few others were invited to dispose of Ronnie's kit which they did. Dave kept a number of items for himself, one of which was a rather tired scratch built Cub. Ronnie had had very little success with the Cub's engine which was a bit temperamental. Dave has now restored the Cub, but true to form the engine did not wish to play. Dave has managed to source a second hand engine from a club member.



Ronnie's old Cub took to the air over HH again in July and was successfully flown by Dave with James acting as wing man during its maiden flight.



A New Recruit

A new member of the grass cutting team receives instruction on the operation of the mower!



Jets at Hale Hall



A line up of jets at 'Thunder City'? No Dagenham Dave's jet line up at Hale Hall! Dave brought a selection of jets in mid July, from Left to right: Vulcan, Swift, Phantom, F5 Freedom Fighter and Yak 130. Dave was really pleased he had fitted his bicycle clips for the Phantom flight, which was successful.



BAE Hawk



The prototype Hawk first flew 45 years ago (21st August 1974) from Dunsfold. The flight lasted 53 minutes with the aircraft reaching an altitude of 20,000 feet. The Hawk entered RAF service in April 1976, and replaced the Folland Gnat and Hawker Hunter for advanced training and weapons training. The Hawk T1 deliveries to the RAF began in November 1976. In 1979 the Red Arrows aerobatic team

replaced their Folland Gnats with Hawks. The Hawk T1A is a modified Hawk T1, intended to replace the Hawker Hunter in the RAF's Tactical Weapons Units. A total of 89 aircraft were converted to carry two underwing AIM-9L Sidewinder air-to-air missiles and a centerline Aden gun pod. The T1A is also the variant used by the RAF's Red Arrows display team; the underbody gun pod being replaced by a fairing used to carry diesel fuel and dye for the display smoke system

The Hawk became the choice aircraft other countries air forces and by 1998 more than 550 had been sold to export customers.

The Hawk has many different variants with close to 1,000 aircraft have been built. Below are the roundels of the 18 air forces that have operated the Hawk, how many you know? Answer can be found on the last newsletter page.



Just A Thought

A Corporate mouser?

**A Question of Safety – Tx Low Battery Voltage Warning**

My Spektrum Dx6 came fitted with a Li-On 2000mAh Transmitter Battery pack. Apparently this Spektrum battery pack self-discharges, and I soon found that the pack would totally discharge in a couple of weeks. So, I decided to fit a 4 max 4000mAh 2 cell Li-Po. The leaflet that came with the Li-Po reminded me that I needed to change the Tx setting from Li-On to Li-Po. Great news the Tx didn't need charging every two weeks or so!

As I always check the Tx voltage before setting out to fly, I gave it no more thought until a recent post on a forum highlighted a potential issue. A forum member had a Spektrum Dx6 Li-Po battery failure when flying and disturbingly there was no battery low alarm. His investigation revealed that the Spektrum low voltage warning default for a 2 cell Li-Po is 6.4 volts (i.e. 3.2 volts per cell), and he presumed the battery died around this voltage hence no alarm! Further Googling revealed that it is possible if you get an alarm at 6.4 volts (with a 2 cell Li-Po) that it may stress the Li-Po further (especially if using vibrate) causing a very rapid decay of the voltage output. If this happens the Tx signal output can also drop with a subsequent loss of signal to the model.

Although the low battery alarm is the final warning that the Tx is about to run out of power, I made the decision to adjust the alarm setting manually to 7 volts, as this would allow me sufficient time land safely.

I cannot comment on other Tx manufacturers low battery default settings, but if you are using a Li-Po in your Tx it may be worth checking.

Roundel Answers:

A = UK. **B** = USA. **C** = Australia. **D** = Canada. **E** = Saudi Arabia. **F** = Switzerland. **G** = South Korea.
H = India. **I** = Oman. **J** = South Africa. **K** = Finland. **L** = Kuwait. **M** = United Arab Emirates.
N = Bahrain. **O** = Malaysia. **P** = Zimbabwe. **Q** = Indonesia. **R** = Kenya.