



The “Kelling Flier”

This is the first issue of a fortnightly communication which I will be sending to you all whilst we are in the current situation. This will be your chance to put out features and photos of your current build projects or any item of modelling interest for our fellow Club members. The content of this will be largely down to your input and I would like to thank those of you who have already submitted articles and pictures in support of this. Please submit all items to me at awjenkins@sky.com.

Thanks, Andrew

QUIZ CORNER

Stan Bucknole has kindly supplied our first quiz with answers to be published in the next edition. Happy head scratching! And more quizzes to come.

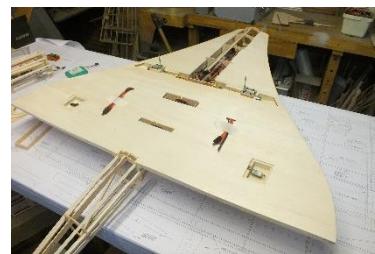
WHAT'S THE AEROPLANE ?

1. In the scrapyard, two fat ladies.
2. He needed a leg up to fight the Moors.
3. Dog collars in the lead.
4. A bit low on cash.
5. A dog's dog.

Keep balsa bashing, Stan

BUILDERS BOARD

Dave Franks has just built the Tony Nijhuis EDF Concorde and requires just the covering to finish it. The wing span is 32ins and length just under 70ins. It is powered by 4 x 50mm fans with electric retracts and working droop nose. A fantastic looking model, I am sure you will agree and we all look forward to seeing it fly!



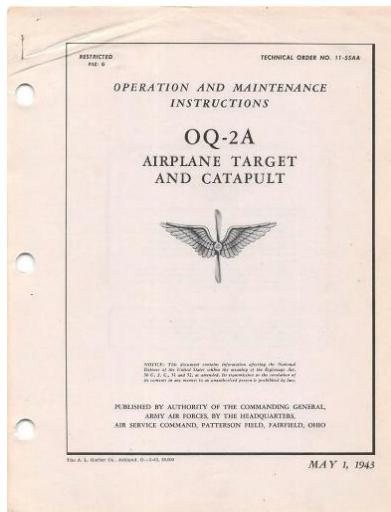
And the build goes on.....

Stan has completed his KK Ladybird and this is something akin to a minor miracle as it seemed every time he picked it up, something always went 'click'. The balsa supplied in the laser cut kit was very light, very brittle, and very old. The kit was bought at Old Warden nearly 20 years ago. Stan has knocked off the fin at least eight times and finished up throwing the fin away but has used better wood, to make a new one. The Ladybird is electric powered and, to compensate for the extra weight of radio and battery, the wings have had to grow an extra bay - this means a 42" wing has become a 45" wing and the all flying tail plane has an increase in area. Nice one Stan.



(More building projects in the next instalment!)

OQ2A – A challenge to you all!



Steve Kessel found the photo opposite online. It shows the front page of an Operation and Maintenance booklet for the OQ2. Obviously it would be quite useful for us to see what it had to say about flying characteristics and he has been searching for the rest of it online; so far to no avail. Whilst we all have this extra time on our hands perhaps you, our members might like to do your own searches and see what you can come up with? Here is the link to the front page:
<https://i.ebayimg.com/images/i/253057611027-0-1/s-l1000.jpg> If you come up with anything or can shed light on this issue, let me know.

“Your article” – Could be here in the next instalment! So get scribing and emailing and share it with our fellow modellers



Something electronic from John Wells

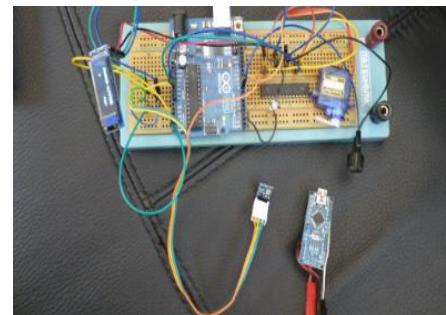
This is an airborne recording altimeter that John has been working on from time to time. This is the latest incarnation based on an Arduino micro computer board. The first one was developed to record temperature, pressure, altitude and time (in milliseconds) on to a microSD card for later analysis and graphing.

This latest version just displays the maximum altitude reached during a flight, on a tiny OLED screen. As my primary purpose was for rocketry, it also includes a servo and timer to release a recovery parachute and an alarm

'bleeper' to aid finding the rocket after landing! It's taken quite a few hours work, but there's no shortage of time to play at the moment.

The photos show the large prototype Arduino UNO board, but this will all be condensed down to the tiny Arduino Nano also in the picture. The basic altimeter and display could also be used for fixed wing aircraft, and is sensitive enough to record walking up the stairs in his house.

JW



A word from our Chairman.....

Dear All,

At our last meeting in the Morley Club, we discussed the idea of producing a newsletter and tentatively decided that we should produce one later in the year. Well, little did we know then just how dramatically our flying activities would be curtailed this year and that a newsletter might be the main way of keeping in contact for the foreseeable future. So here is the first edition, hot of the press. Thank you to all of you who have contributed, particularly Stan for providing the inspiration and Andrew in his new found role of editor. To keep things going it will need input from as many of you as possible. It doesn't all have to be all about current projects, you might have some practical building or flying tips to pass on or a more general aeromodelling or aircraft related story to share. Whatever your contribution, please send it to Andrew and he will put it all together.

Keep well, Cheers, Steve

