

# WATFORD WAYFARERS



## MODEL AIRCRAFT CLUB

Affiliated to the BMFA (Club No.269)

### From the Committee

With a new year on the horizon things are looking good for the club and there are plans afoot to make 2010 a great year.

As you should know, the fixed wing flying site at Bovingdon was sold last year and we are very close to signing a licence which should give us security on the site.

This allows us to make improvements to the flying site - for example buying a new mower and perhaps doing some remedial work on the strips. The possibility of having some benches for setting up aircraft has been mooted and what we need now is ideas from the members about what would make the site a better place to fly. This is equally true for the heli site.

Remember, this is your club and if something isn't happening that you think should then let the committee know - contact details are set out on page 4.



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### News

The committee are keen to improve communication with the members to encourage more use of the facilities available and this news sheet is the first effort. [Andy Todd](#) has agreed to try to produce one at least quarterly but if enough people will chip in with little stories and particularly photographs, this could be more frequent - so it really is up to you to make this work. Stories, handwritten or typed, about building, flying or anything that might interest your fellow members will be welcomed, but even a single picture with a few words could work well. The ability to write like a professional definitely isn't required as there will be some inevitable re-writing if only to make the stories fit the space available. Please send all contributions to [Andy](#) at [andy@sarratt.net](mailto:andy@sarratt.net) or, if you have something written or pictures that need scanning, just send it to him (phone number on page 4).

Following the leap into the modern world by emailing the annual renewal notice, we have decided that the news sheet will also be sent out by email although a few copies will be available at meetings. Please therefore remember to notify the secretary if your email address changes.

And so, the editor's first begging letter -

I hope we can get a few regular features going including member's stories and perhaps a build slot. I know we have lots of members with interesting stories to tell so whether you started with the Wright Brothers or have just come into the sport (hobby? - which is it for you?) what about jotting down the why's and wherefores of what you fly and why you fly it. Or perhaps you're a builder - there are lots of members who will be interested in hearing about your build projects which we can run over more than one issue so don't worry about the length too much. I've included an item about new models at the patch which I hope will be in every issue so remember to take your camera with you when you go for that maiden flight. This first edition is fairly wordy and I would like to make future news sheets more picture based but I need your pictures to make it so. All suggestions are very welcome - polite ones may even be published!



No, you can't fly it at the patch.

### A history of Bovingdon

The club has been flying at Bovingdon for 3 Years but how many members actually know much about its history as an airfield? We have been given kind permission to reproduce two articles written by [John Puczynski](#) who is the editor of the newsletter for Halton Aeroplane Club.

Part 1, the wartime years, is included with this news sheet and part 2 will be published later in the year. Many thanks to John for letting us print his articles.

## Helis

Helicopter flying continues to go from strength to strength with the the heli section accounting for just over half of total club members. The field sees plenty of action even in the winter months and there is a "hard core" number that fly most weekends. A number of these fly in competitions in the UK and at world class level.



Steve Roberts' JR Sulphide 90 with Super Gracy body kit

The FAI is the world governing body for air sports and aeronautical world records and the main competition flown throughout the season ( April – October ) is the FAI – F3C discipline. This is a worldwide competition which in our domestic competition is based on 6 rounds through the year. In 2008 the AHA (Aerobatic Helicopter Association) which is the BMFA specialist body representing all UK Helicopter Flying ([www.aha-online.org.uk](http://www.aha-online.org.uk)) introduced two classes of amended Sportsman competitions with a slightly less intensive set of manoeuvres to encourage flyers to participate in competition flying.

The flying schedule has 2 sections:

The first is known as the 'A' schedule; flown by all FAI competitors and comprises 3 hovering manoeuvres , 6 aerobatic and 1 final autorotation (a fully controlled power off descent).

The 'B' or 'C' schedule comprises the same number of manoeuvres; but are more difficult and are only flown by the top 15 pilots in the competition.

Heli members that have participated in competition flying last year were:

Sportsman: [Pete Christy](#) and [Malcolm Messiter](#).

F3C: [Steve Roberts](#), [Mark Christy](#), [Roger Mayo](#) and [Dave Wilshere](#).

The AHA organise an event called the "Season Opener" which in 2009 was held at Leicester MFC in Gumley . The top UK pilots attend to demonstrate the flying schedules, and to help anyone interested in that type of flying . This year the event will be held at the beginning of April.



2009 British F3C Team which included Mark Christy and Steve Roberts.

Hopefully most of you know that 2009 saw two of our members representing the UK in the world F3C championship in Muncie, Indiana, US and in the next edition we'll include results from the competitions that members participated in.

## Quiz

It's probably a long time since you last looked at the BMFA handbook so see how you do with these examples:



1. After take-off, in which direction should you turn?
2. What do you need to know about methanol?
3. At what height is it safe to fly over the pits?
4. When is it safe to use a metal propeller or rotor blade?

Answers in the BMFA Handbook or on page 4

## Noise

The fixed wing flyers are very fortunate that the new owners of Bovington have agreed to our continuing use of this site. However, to ensure this remains the case, noise is very much a concern.

Members are therefore reminded of club rule 7:-

"All models flown by club members shall be silenced to comply with the D.o.E Code of Practice on Noise from Model Aircraft 1982. i.e. less than 82dB at 7 meters."

and Bovington rule 7:-

"Models powered by i/c engines must not be flown near to the Farm Buildings."

If you have a noisy model, please do something about it - we can't allow our tenure to be jeopardised.



### SYNTHESISED TRANSMITTERS AND MOBILE TELEPHONES

Following the crash of an expensive gas turbine model helicopter, an investigation into the cause revealed that the synthesised transmitter being used to control the helicopter was interfered with by a nearby mobile telephone. In this case it was a Multiplex transmitter but it is possible the same could occur with other synthesised transmitters.

The transmitter manufacturer's instructions were scrutinised and found to contain a warning that mobile telephones were not to be used within the direct vicinity of the transmitter and subsequent trials revealed that the incident was repeatable with that transmitter. The UKRCC will be carrying out further investigations to determine the extent of the problem and will be advising in the future.

The BMFA already recommends that mobile telephones are not taken into the pits or flying area for other reasons but be aware that mobile telephones could interfere with synthesised transmitters.

### Did you know 1

Flying electric models? Using Lipo batteries? How much do you know about your battery charger?

Until recently, the general rule with Lipos was to charge them at 1C. i.e. if you have a 2000 mAh battery you could charge it at 2 amps. With electric powered models increasing in size and therefore requiring larger batteries, both in number of cells and capacity, the question of charger capacity is already a serious one. However, with the recent advent of batteries that can be charged at 5C this brings the capacity of the charger into sharp focus for even smaller batteries. My main charger has been a Graupner Ultramat 16, an excellent piece of kit which is labelled as suitable for 2 to 6 cells with a charge rate of up to 8 amps. Great as far as it goes but what is less well advertised is the fact that this unit is capable of supplying only 50 watts if using the mains supply (80W from 12v). This explains why my 4300 mAh, 3S battery results in a rather warm charger - 4.3 amps @ 12.6 volts is 54W. However, if I had tried to charge my new 3600 mAh 6S battery (91W for those



who don't like maths) would it have melted before the fuse blew?

The maths for my new 5C batteries is even more interesting even allowing for the advice I have seen which suggests limiting the charge to 3C as there is little benefit in charging at the higher rate just to reduce the charge time from 20 minutes to 12. My batteries are 2300 mAh and 3000 mAh giving suggested charge rates of 6.9 amps and 9 amps. Both are 3S batteries and so cannot be sensibly charged at these rates on such a charger.



A quick trawl of the web reveals that 50W is fairly common for Lipo chargers though there are some at 80W. However, if you are going down the road of big or multi-C batteries you really want to be looking at chargers like Thunderpower's 1010C or Graupner's UltraDuo Plus which can both output well over 200W. At a price, of course. And then there's the power supply to feed these.....

### What's on

The club meets at 8pm on the last Thursday of the month at Holywell Primary School in Tolpits Lane, Watford.

The dates for 2010 should be:

28 January	25 March	27 May	29 July	30 September	25 November
25 February	29 April	24 June	26 August	28 October	(AGM)

Indoor flying is usually available in two halls and we would like to make the evenings even more interesting by having a theme for the night. Suggestions in hand are a builders' night for members to bring along work in progress to show or to get advice, an indoor flying competition night and a quiz night. January kicks off with "An introduction to helicopters" - a chance for the fixed wing flyers among us to find out why helicopters actually stay in the air!

There are thoughts about holding club meetings at the flying field during the summer months (green), perhaps with a barbeque. A plan is also developing to hold three fun competition days at Bovington to include a variety of flying skill tests - though nothing too serious.

Again, your input is vital so if you would like to see something on at a meeting or at the flying sites, let us know.

## Contacts

Just in case anyone isn't sure here is a list of the Committee and useful contacts:

President	Ron Moulton
Chairman	Mick Wilshere
Secretary	Arthur Peacop
Treasurer	Peter Guiver
Fixed Wing Rep	Gary Field
Fixed Wing Rep	Andy Stimson
Helicopter Rep	Paul Roberts
Helicopter Rep	Dave Verrall
Club BMFA Rep	Andy Todd
Web Site Editor	Steven Hill

The club website address is [www.watfordwayfarers.org.uk](http://www.watfordwayfarers.org.uk)

BMFA club and safety bulletins plus these news sheets will be added shortly.

## At the Patch

Caught on camera at Bovington last month-



Finally making the move over to the dark side [Andy "Electricman" Todd's](#) Hangar 9 Pulse XT60. The 70" wingspan model comes in at about 8lbs and sports a Saito FG14 4 stroke petrol engine as its powerplant.



[Stuart Brooks'](#) SIG Rascal 110. A lovely sounding SC 160 flat twin powers this 110", 12lb model. Proof that there are some nice models to be had on Ebay.

## Did you know 2

Both the new Multiplex 2.4 Ghz receivers and the Jeti 2.4 system receivers are happy working at voltages over 6v. With a number of suppliers, including JR and Hitec, now offering (at a price) servos which are compatible with 2 cell Lipos perhaps the writing is on the wall for NiMH.



Certainly where weight is an issue this could be a useful development although it's fair to say that a cheaper way of achieving this already exists in the shape of separate voltage regulators or UBEC's. However, simplifying things might accelerate the change over in which case prices should fall.

1. Always make the initial turn after take-off away from spectators and parking areas.
2. Methanol is a poison and the ingestion of even small quantities can be dangerous. Don't let it stay on your skin if you spill any. It is fairly safe to store in a cool place, out of sunlight.
3. You must never fly over the pits or other "dead airspace", at any height.
4. Never. Except on a boat - but not a flying boat!

Quiz answers