

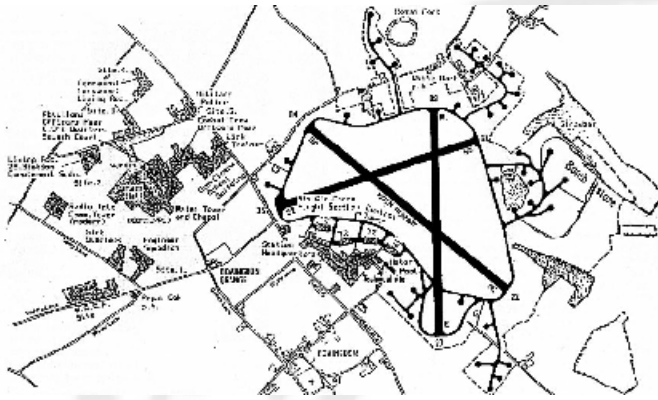
WATFORD WAYFARERS



MODEL AIRCRAFT CLUB

Affiliated to the BMFA (Club No.269)

Bovingdon



Hopefully everyone is by now aware that the club has lost access to Bovingdon as our fixed wing flying site.

The new owners have been having continuing problems with the previous owner, to the extent of receiving threats to their persons and property. The previous owner was recently in court following an incident when the Webb family first took over the farm and this has triggered further, recent threats making security of the farmyard an absolute priority for them. An unfortunate breach of this security led them to take the decision that access to the flying site through the farmyard was no longer acceptable.

An investigation of two other possible access points for the site proved fruitless. The owner of the market site declined a request to use a gateway that exists between the farm and the market because he has had a lot of problems with undesirables. The owners of the paintball site have a lot invested in their site and it was felt that there was no chance of them agreeing to access from there.

We must therefore find an alternative site and work has started to try and identify suitable locations within a reasonable distance for the majority of members. However, we need all members, whether heli or fixed wing flyers, to help with this and the more effort that is put in, the quicker we will be flying again. There must be farmers out there with suitable pieces of land who will be only too happy to earn some extra money. So, if you can think of somewhere that is worth further investigation please pass the details to a committee member (phone numbers on the back page).

Editor's letter

A quick word from the editor.

A rather downbeat edition this time with lots of unhappy news items. Also rather a lack of pictures but at least I refrained from using "Your club needs you" under a General Kitchener picture to highlight our plight!

There's a lot of hard work going on to get us flying again as soon as possible. In the meantime, what about sending a few words (with pictures) about where you've managed to fly. I'm off to Croxley Moor, how about you?



Andy Todd

Betty Moulton

Our deepest sympathy goes out to [Ron Moulton](#) on the death of his wife, Betty. His own words say it all:

Betty passed away peacefully in her sleep during the night of 3rd April in her 85th year. Since January my own frailties had limited efforts required to attend to her daily needs and it became necessary that she had full time care in a nearby Nursing Home. The move became a very happy one and in spite of declining health, she enjoyed the benefits of sympathetic nursing and good company of others in similar circumstances. In fact, she had specially enjoyed a Karaoke singsong only three days earlier on our wedding anniversary.

Her life had been filled with activity as a competitive equestrian and interest in all forms of wildlife as well as being my strong supporter in aeromodelling before raising the family.

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Quote

A quote found by [Dave Verrall](#) - "We do not stop model flying because we grow old - We grow old because we stop model flying"

March Club Night

Mick Wilshere had attended a BMFA meeting for club chairmen which proved to be an interesting day. One snippet worth noting from the presentation by the BMFA's insurers is that the personal accident cover in your BMFA insurance includes cover if you have an accident travelling between home and the flying field as long as it's a direct journey.

The Bovingdon patch had been rolled, a new mower sourced and a work party organised to raise the box to accommodate the new mower. Although this is all now academic, it's worth mentioning that there are members out there who are willing to get involved and help keep our flying sites in good shape. Thanks to all those involved.

There are grass cutting problems at the Heli site as the member who cut the grass has not renewed. Contact is to be made to see if an arrangement can be made for cutting.

A date was set for a scale flying day but this has now had to be cancelled. We'll try again next year.



How many men does it take to lift a box?

A fete is being planned this summer at Patchets Green in support of the Army Benevolent Fund and we have been asked if we could provide a demonstration of heli flying. This raises a number of issues, particularly in respect of insurance and Paul Roberts is investigating whether we can do this as it would be a good opportunity to promote the club.

Mick Wilshere reminded us that he was only temporarily acting as chairman and couldn't take this role on full time. A volunteer needs to have their arm twisted!

Finally, interested parties were able to have a look at the Tomboy part kit which Mick had sourced and eight of us signed up for the project.

Helis

As mentioned in the January newsletter, a number of our members fly in competitions both in the UK and at world class level.

The UK competition for F3C and Sportsman classes, organised by the AHA (same initials, new name - Association for Helicopter Aerosports) is based on 6 rounds through the year. In 2009 one round was lost to weather so league positions were decided on best four out of five possible results with all pilots competing in at least 4 rounds entered in the league.

Four of our members took part in the F3C competition, Steve Roberts, Mark Christy, Roger Mayo and Dave Wilshere, while Pete Christy and Malcolm Messiter flew in the Sportsmans class.

Steve swept the board to take 1st place, winning every round in doing so including the BMFA power nationals. Mark was placed 2nd with three 2nd places and two 3rd places, while Roger was placed 5th. Pete succeeded in taking 3rd place overall in Sportsman.

Other competitions entered were the Scottish nationals (F3C: Steve 1st, Roger 4th and Sportsman: Pete 7th), Trophee De France F3C competition (Steve 4th, Mark 6th and Roger 8th), UK 3D championship (Steve 5th in intermediate class and Roger 12th in senior class) and



Steve Roberts' model at a contest in France

the World F3C Championship in Muncie, Indiana, US where Steve took 12th place, Mark 13th with the UK team 5th.

Round 1 of the 2010 competition takes place at Tring on 25th April (see www.aha-online.org.uk for details). Steve and Mark have been selected for the 2010 UK team and will fly in the European Championships in Romania in July.

Congratulations (belatedly - we'll do better this year) to all those who competed in 2009 and best wishes for success in 2010.



FLIGHT BOX FIRE

During a flying session at a BMFA affiliated club site, the pilot and his helper noticed a flash or arcing inside the flight box. The starter was immediately disconnected and the 12V battery removed. After this it was noticed that the bottom of the plastic flight box was bubbling the cause of which was not immediately apparent.

After 15 seconds or so, the pilot and his helper tried to remove the flight box from the pit area and as the pilot's helper bent over to pick it up, the flight box exploded in his face, throwing him some 30 feet and causing burns to his face and scalp which required specialist hospital treatment.

The explosion was caused by the ignition of half a gallon of methanol based fuel which was stored inside the plastic flight box together with the 12V battery and associated circuitry.

Unfortunately, the flight box was so badly damaged that inspection did not reveal the detailed cause of the ignition. However, it is highly probable that an electrical fault ignited either spilt fuel, fuel vapour, or probably both causing the plastic flight box to melt and the fuel container to ignite. Unfortunately, methanol burns with a very pale blue flame which is barely discernible in daylight resulting in the pilot and helper being unaware of the seriousness of the situation.

Fortuitously, there was a source of water nearby which was used to cool the burns whilst awaiting medical assistance.

Fuel fires of this nature are extremely rare but to mitigate against a re-occurrence we advise the following:

1. Fuel containers are stored externally on flight boxes away from potential sources of ignition such as electrical equipment, lighters and matches.
2. If you do store your fuel within the flight box, it should be within a separate compartment within the flight box. Drain holes should be incorporated to disperse spilt fuel and the compartment should be well ventilated to disperse fuel vapour. The design of the box should prevent fuel migrating to other compartments within the flight box in the event of a spillage.
3. Mop up any spillage immediately and dispose of the mopping up materials in a safe place.
4. Do not smoke in the vicinity of fuel.
5. If you have or suspect that you have a fire, warn your colleagues and clear the area immediately. Remember, methanol fires are not obvious in daylight so stay well back if in doubt.
6. If the fire is small, attempt to extinguish the fire by using an approved extinguisher for fuel fires (foam or powder). If there is any danger of a large fire, i.e. the fuel container itself, do not attempt to extinguish the fire under any circumstances. Always exercise extreme caution and if in any doubt stay well back and contact the emergency services for assistance.
7. Do not attempt to move any burning material.
8. Ensure you know the first aid treatment for burns and where your nearest water supply is. The first few minutes in the treatment of burns is critical if the injuries are to be minimised; the quicker the burn is cooled the less the damage to the underlying skin tissues. Burns can cause severe shock which will also require treatment.

Remember, avoid putting your fuel container into an enclosed space and never adjacent to potential sources of ignition. Should you have a fire, do not take any risks; your equipment is replaceable but you are not..

Quiz



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

1. What models must be fitted with a failsafe device?
2. What is the cure for black wire corrosion?
3. Can you use any charger for LiPo cells?
4. What is the BMFA's view on mobile phones?

Answers in the BMFA Handbook or on page 4

In the News

The Daily Telegraph carried a report this week about a pensioner who was killed by a radio control model plane which flew into his chest at more than 70mph.

The man was at an airshow on Saturday in Brittany, France, with his wife. The plane, which had a 4ft wingspan, had spun out of control, according to a spectator.

Police confiscated the plane and are investigating what appears to be a tragic accident.

Food for thought for all of us.

Contacts

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

President	Ron Moulton	020 8950 1230
Chairman	Mick Wilshere	01923 246208
Secretary	Arthur Peacop	020 8428 6533
Treasurer	Peter Guiver	01923 772492
Fixed Wing Rep	Gary Field	01727 768031
Fixed Wing Rep	Andy Stimson	01727 874742
Helicopter Rep	Paul Roberts	01923 670810
Helicopter Rep	Dave Verrall	01895 233506
Club BMFA Rep	Andy Todd	01923 264962
Web Site Editor	Steve Hill	020 8428 5380

The club website address is www.watfordwayfarers.org.uk

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

A history of Bovingdon

Despite losing Bovingdon as our fixed wing flying site, I hope that part 2 of the history of the airfield - the post war years - will still be of interest and this is set out in the attached appendix. Many thanks again to [John Puczynski](#), the editor of the newsletter for Halton Aeroplane Club, for allowing us to print his articles.

The picture of the droop snoot Lightening on the last page of the first article brought back vivid memories for [Peter Guiver](#). He actually flew in this aircraft as a youngster in the Air Training Corps - and yes, he had to lie in the nose. I think terrifying was the word he used.



Members' corner

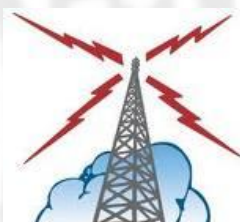
From [Halton Davis](#):

I've been helping to develop a website (www.rotortrader.co.uk/main) that has a completely free classifieds section especially for modellers. Its in its infancy and is crying out for users and for word to get around.

Range check

OK so when did you last carry out a range check on your various models? Does "It flew fine last time out, so no need to worry" sound familiar?

I know someone who can tell you a different story. He recently set out to fly one of his regular hacks to find it acting strangely as there seemed to be intermittent loss of control.



Testing in the approved manner showed that the receiver and transmitter weren't talking to each other (using the low power, range check facility) until the range was down to to about 35 feet - a 60% shortfall on the minimum expected figure.

The exact reason hasn't been determined but the problem happened without warning, on a set-up that hadn't been crashed - so is it time you gave this some serious thought?

removing the affected wire and replacing it with new.
 2. There is no cure for black wire corrosion, other than gas turbines.
 3. You MUST use a dedicated LiPo charger & if your charger is not automatic, you MUST make sure that the voltage control on the charger is set correctly for the number of cells in the Battery you are charging.
 4. The BMFA recommends that mobile phones are not taken into the pits area, and especially not on to the flying area. So you did read the safety bulletin!

1. Failsafes should be fitted to all models weighing between 7 and 20kg, and all models powered by

Quiz answers