



April 2014 Newsletter

It's April, and it's time for another newsletter! The last one I produced opened with the following lines:

"What can I say? The winds are high, and the sun, the temperature, and the motivation to fly are all low!"

As I write this, I have been stuck inside all day, staring out of the window wishing that I could get down the club for a flying session. The wind is nice and low, the temperature is in the high teens, and the sun is shining down from a sky devoid of cloud!

It is fair to say that the flying season is coming upon us once again, and I for one am looking forward to some lengthy flying sessions over the coming months. I have completed the build of my Mikado Logo 550Sx and it is flying wonderfully. I now understand what all of the fuss is about!



How do you flip pictures to be the right way up in this editing software?

Unfortunately though, even with all of this wonderful weather that we have been having, the only two days I have picked so far this year to have a "proper sesh" (I.e taking more than one model) have both been plagued with a thick blanket of cloud, and strong winds. To say I am looking forward to a day out in the sun with my models is a bit of an understatement; But I keep picking the wrong days!

Having said that, I did manage to test out our new barbeque at the Bovingdon club last week, and it did an admirable job of my burgers. This will be left there for the summer so that poor Andy does not have to keep lugging his barbeque back and forth, and will allow any of us to just turn up with a pack of sausages if we fancy cooking while we are there; And we will know that we can have a barbeque.

The only thing we ask is that you treat the barbeque like you would your own, clean it suitably after use, and alert a committee member if the gas runs out so that we can source some more. The barbeque needs some slight assembly for use, if your unsure then someone will be around to show you.

Talking of barbeques, don't forget the first of our official Watford Wayfarers BBQ's will be held on Saturday the 3rd of May, with them continuing monthly (On the first Saturday of each month) through to October.

We will try to arrange some games and fun things to do outside of the normal flying for the first event, so make sure to bring some models that you don't mind "Bashing around" a little! Note that this will not be a "Flying competition" Where the best pilot will win. We have tried to think of games that revolve more around fun rather than pilot skill. There may even be some prizes on offer!

-Carl Newton, Newsletter Editor





WORDS: CARL NEWTON / DAVE WILSHERE

MOTORS & ROTORS

Dave Wilshere from Motors & Rotors came to our club night in May to give a talk on his store, Motors and Rotors; And general helicopter / jet goodness.

After a very interesting and informative talk, Dave has kindly written a follow up article for us.

Motors & Rotors was started nearly 20 years ago, mainly as a helicopter wholesale business, at the time I was designing lifts (mainly loading bay) so had two jobs! When I left the lift company, I quickly found that the toy model game was not going to pay a mortgage and furnish a newly pregnant wife with 'her' standard of life! I took a job with John Franklin (WW member at that time) running one of his McDonald's stores, I started work at 4.45am and finished with M&R around 11.00pm. I did this for two years, taking no salary from M&R to allow it to grow.

Things started to take off and Graupner, who's helicopter range I handled asked me to do fixed wing too and so started a slow change in direction. Long time friend Trevor Skedge decided we needed to get into flying turbines and we started looking around at turbines, deciding that the German JetCat turbines were the best and fate took over when 2 months later at Nuremberg Toy fair Graupner said, "we have a secret, we are thinking of selling turbines...JetCat, do you see a possibility to sell these?" They asked how many I thought I could sell.

"Ten" I said and they all said wow together; "You think you can sell ten per year?"

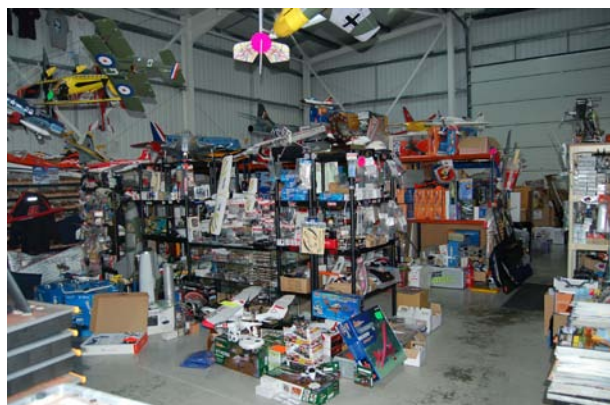
"No" I said, "I'll give you an order for ten now!"

They all started laughing. "How many do you think you can sell a year?" I said I really was not sure, but 25-30 may be possible and they looked at each other and said "Scheiße". When I asked why, they said they'd signed a contract with JetCat to buy 25 turbines total in the first year...I eventually sold 56 in that twelve months!!

Unfortunately JetCat turned out to be the best and most of those first years' sales are still flying now 14 years later!! We have sold over 500 turbine engines, by far the biggest UK supplier.



A Jetcat P90 RXI Turbine



The Motors & Rotors Unit

My engineering knowledge and thought pattern meant I started being asked to handle product and things grew for the next seven or eight years...then some muppet invented internet selling and the hobby has, and will, never recover.

If you need advice on what to use, what not to use, what to buy and what not to buy I have an opinion on everything! I hate noisy models, really no need in this day and age, I fly glow, petrol, electric and turbine...helicopters and aeroplanes, currently the fleet is depleted and down to less than fifty models! They are all here to view.

-Continued On Page 3...



April 2014 Newsletter



Since Moors sadly closed, we hope to attract more local modellers. We keep fuel, glow plugs, props and a growing range of accessories. A good range of kits, but importantly we have accounts with every single distributor and regularly order from all of them. Although we trade out of a business unit in Kings Langley (opposite the old Ovaltine building) and are only open Monday to Friday, we happily accept callers. I'm in the office 7.00am to gone 6.00 pm Monday to Friday and this last two weeks I've been here past 9.00pm every night! If I'm here at the weekend, I answer the phone and accept callers...we are never closed!

I have one full time employee, Richard (he also answers to Wink and Beardy!) His thing is scale models, warbirds particularly. He's flying a ¼ Scale P-51 (recently in RCM&E) and is just finishing a Yak 11 in scale finish.

Phone 01923 270405. Email motrot@aol.com or look at www.motorsandrotors.com



-Dave Wilshere, Motors & Rotors





WORDS: ANDY TODD: CLUB CHAIRMAN

CHAIRMAN'S CHATTER

I'm afraid there's not much good cheer in my article this time. The arrival of some decent weather is welcome and opportunities for flying are increasing, hence the revival of the midweek flying texts from their winter break and some spring cleaning at our flying sites. Otherwise there's a lot of warnings and problems, but they're all important so please make sure you read all of this.

Midweek flying

Last year, I put together a text group so that whenever there was a promising day for flying midweek I would send a message to everyone in the group. This seemed to work quite well and, with the weather improving, it's time to get this up and running again. I currently have mobile numbers for nine members who have expressed an interest in receiving a text (there's no obligation even to reply, it's just a message to say that a group of us will be flying on a particular day). If you would like to be added to the group, email me at andy@sarratt.net and include your mobile number. If anyone wants to have the numbers on their own phone, so that you could send an 'I'm going flying' text to the group at any time, just ask. The Bovingdon midweek flyers will go from strength to strength.



From a recent Mid-week flying session



Bedmond

It seems the grass cutter for Bedmond went awol over the winter and so we have a new grass cutting person. I know he recently spent a lot of time on the first cut, trying to bring the site up to a good standard and we should now be able to keep on top of this and maintain good flying conditions.

Bovingdon

Weather permitting, by the time you read this we should have had the heavy roller out at Bovingdon and the flying strip should be looking in tip-top condition.

An update on the position regarding recent events concerning Bovingdon is set out separately.

-Continued on page 5...





WORDS: ANDY TODD: CLUB CHAIRMAN

SAFETY MATTERS

I like to think that we are a friendly and relaxed club but, at the same time, safety at our flying sites is of paramount importance. With the weather now improving and the main flying season getting under way, it's time to remind ourselves of some basic safety rules especially as we move into our first summer with mixed fixed wing and heli flying at Bovingdon.

The layout of the flying site at Bovingdon is far from ideal from a safety standpoint; the two most obvious issues being the fact that we park in the pits area and that the pilots' box for the main strip is directly in front of the pits and therefore of aircraft being started and tested. We therefore need to pay perhaps even greater attention to safety matters than might otherwise be the case. Two particular things that need stressing are:

- No model should ever be flown in the pits area or behind the pilots' box.
- Fixed wing aircraft should not be taxied towards the pits area or pilots' box.

I hope the point about the pilots' box is obvious as it can be very disconcerting if you become aware of a model moving nearby and it would be all too easy for a pilot to lose concentration as a result of this with dire consequences.

Heli's must not be flown or hovered in the pits area or anywhere on the pits side of the flight line (and I'll put my hand up to flying a quad in the wrong place last year – but never again) and fixed wing models must not be hand launched anywhere on the pits side of the flight line. For this purpose, the flight line means the nearside edge of the mown runways.

We have always allowed models to be taxied out from (but not in) the pits but the rules regarding taxying back have been a bit lax. Given that we are talking a small distance to pull or carry a model, there really is no justification for taxying towards people and cars in the pits area. The rule should be that you stop the model at the flight line or, if another pilot needs the strip cleared to land, then the model can be taxied onto the taxiway after giving a verbal warning to the other pilots.

These rules are really common sense and the smooth and harmonious running of the club just requires us all to communicate sensibly with each other. So, if someone does something they shouldn't and it concerns you, have a quiet, friendly word ("I'd rather you didn't..."). On the other hand, if someone has a word with you, take on board what they're saying and try to avoid repeating the action.

Spectators

We only have the right to be at Bovingdon for one thing and that is flying model aircraft. While members are very welcome to take friends and family to the site, this can only be for the purpose of watching the flying (and maybe cooking or sunbathing!). There is no general right to roam and the woods are out of bounds.

Children must be supervised at all times since a flying site is, almost by definition, a dangerous place. The potential for distracting pilots while flying is very real and the danger of damage to models in what is a relatively crowded pits area is high. Children must never be allowed to go into the club shelter except with an adult – it is a dangerously high and unguarded drop. It is also fair to say that some members who go to enjoy their flying don't want to deal with other people's children.

Given that the Webbs at one stage proposed that we should ban children (and other non-fliers), please don't give them a reason to insist on that happening!





WORDS: CARL NEWTON:NEWSLETTER EDITOR

FAILSAFES

In the recent edition of BMFA News, Manny Williamson wrote a lengthy piece on failsafes which everyone should read. Manny makes the point that while failsafes are mandatory for all turbine powered models and all those weighing over 7kg, CAP658, which is a guide to the legal framework of flying in this country, requires any model that has failsafe available to utilise it regardless of the weight of the model. That means pretty much anything operated on 2.4 GHz radio and some high spec 35MHz radios is included. Remember that failure to comply with CAP658 potentially invalidates your insurance as well as bringing you dangerously close to prosecution by the CAA.

So, have you set up and checked the failsafes on all your models so that at the very least the throttle closes? Some makes of radio set the failsafe to the stick settings when you bind the radio, others require positive action to program it. Even with the former, if you bind the receiver when you are setting up the model and then find that you need to change settings – maybe having to reverse the throttle servo – your failsafe isn't going to work unless you rebind the receiver before flying. In that example, of course, the original failsafe would be full throttle!

Checking failsafes should really be part of every pre-flight check (along with range checks) so let's start taking this seriously.

CAA Prosecution

The following is summarised on the BMFA website and is taken from the CAA's website.

A man from Cumbria has become the first person in the UK to be successfully prosecuted for the dangerous and illegal flying of an unmanned aircraft. Robert Knowles was found to have flown the device in restricted airspace over a nuclear submarine facility, as well as allowing the device to fly too close to a vehicle bridge. Both offences breached the UK's Air Navigation Order. Mr Knowles, of Barrow-in-Furness, was found guilty on Tuesday 1 April 2014 and fined £800 at Furness and District Magistrate Court following the prosecution by the UK Civil Aviation Authority (CAA), who said the case raised important safety issues concerning recreational flying of unmanned aircraft. The CAA was also awarded costs of £3,500.

On 25 August 2013, the Court heard, an unmanned aircraft (UAV) was recovered from water near to a submarine testing facility in Barrow-in-Furness, operated by the defence company, BAE Systems. Analysis by the police of video footage taken from a camera fitted to the device subsequently revealed that during its flight it had skimmed over the busy Jubilee Bridge over Walney Chanel, well within the legally permitted 50 metres separation distance required. The UAV had also flown through restricted airspace around the nuclear submarine facility before it inadvertently landed in the water.

The UAV was traced to Mr Knowles who admitted to building the device himself and operating it on the day in question. He was charged with:

- Flying a small unmanned surveillance aircraft within 50 metres of a structure (Article 167 of the Air Navigation Order 2009).
- Flying over a nuclear installation (Regulation 3(2) of the Air Navigation (Restriction of Flying)(Nuclear Installations) Regulations 2007).

-Continued on Page 7...





April 2014 Newsletter

The CAA said the conviction sent a message to recreational users of UAVs that the devices are subject to aviation safety rules.

The conviction of Robert Knowles follows the recent case of a photographer from Lancashire accepting a caution for using a UAV for commercial gain without permission.

The photographer had sold footage of a school fire taken from his quadcopter to media organisations, even though he did not have authority from the CAA to operate the device commercially. Anyone using unmanned aircraft for 'aerial work' requires a 'permission' from the CAA to ensure safety standards are being adhered to and the operator is fully covered by indemnity insurance.

Ignoring the nuclear facility, which doesn't have a lot of relevance to us, the first charge is relevant to everyone as all models are included in the rule of not flying within 50m of people or structures. Similarly, although the second case mentioned relates to a quadcopter, the rules are the same for any model mounted camera. Keep it in mind.

-Andy Todd, Club Chairman

SUMMER BBQ!

So, the time is once again upon us for the sun to beat down on us and the sausages to get burnt. We will be holding the first of our summer BBQ's on May 3rd at our Bovington site.

As ever, the barbeque, cutlery and a few tissues and plates etc will be provided. Bring your own food and drink and spend the day with us enjoying the currently forecasted sun! (Weather subject to change without prior notice!)

We will be arranging for some fun games for us to play, and there may even be some small prizes on offer to the winner. Most of the games will be for plane piloting, but if we have enough of a turnout for the helicopters we may be able to work out some games for those too!





WORDS: CARL NEWTON

PROPER MODELLING

A while back I was browsing a forum that I frequent called RCHeliAddict, when a chap called "Parkingzzz" Popped up with an interesting thread title.

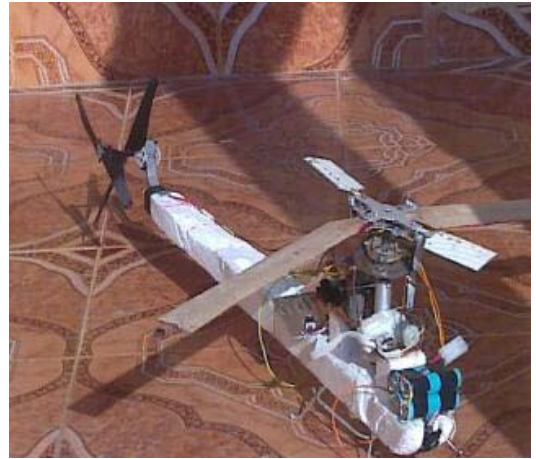
"Nigerian home built helicopter construction"

The first line of his post read:

"Hello buddy. I am from Nigeria. I am currently building a fixed pitch helicopter. Size 450. It is entirely homebuilt. When I first made the commitment to build this helicopter. My location and dwindling funds made it impossible to buy most of the critical components required to build a docile heli. But having made a commitment, I went on to fabricate those parts I couldn't buy. These parts includes, the rotor head, swashplate, one way bearing, main rotor blades (wooden) and a Brushed Motor modification (to increase the Motor Kv). All these aforementioned parts have all been fabricated and tested to certify worthiness. The Heli is almost done. It took me roughly 800 hours, including several trial and errors to get it up to the current stage now As situation stands right now."

Unfortunately as always with the internet, the trolls came out to play. There were screams of "Scam artist!" and people laughing at his creation. Proclaiming it was dangerous and he should just go and buy a kit. This made me extremely sad, as the poor guy obviously didn't have a pot to... (Although I was proven wrong on this later as he makes a bit of his helicopter from the lid!)

The dedication and ingenuity of this young fellow when faced with entirely home building a helicopter really impressed me. He had entirely hand built a 450 size helicopter that would lift under its own power from bits of old pots and pans, motors from DVD players, and blades from sheet aluminium. It wasn't pretty, but it worked! And he built it entirely by his own hand.



The first home built 450



Home Built One Way Bearing

The chap continued to post pictures on the forum of his build processes, and with some careful words from some choice people, the internet trolls subsided and everyone started to appreciate this guy for what he was really trying to do!

So much so infact, that after seeing many of his attempts at builds, a few of the forum members clubbed together some old bits and bobs that they had laying around, and sent them to him.

-Continued on page 9...



April 2014 Newsletter



The guy then made a post on our forum publicly thanking the members of the website.

"Greetings everyone. I am very happy today, to thank the wonderful members of RCHA for their amazing generosity. You amazingly showed me love, unparalleled in the annals of my history, and in my entire experience.. It's news in my hometown area for now. I am getting the press on to this, as soon as I finish building my helicopter. This moment will forever remain in my memory.. May God bless and reward you all. Both those who donated, and those who didn't. I will be forever grateful. The picture below, was what I received from the honourable members of RCHA. The black T-shirt am putting on was given to me by Stuart. Regards."



The forum member with his donations

These kind donations allowed him to really press on with building a more advanced helicopter. Some of the parts simply could not be home built accurately enough with simple tools to make a helicopter that flew well.

With the donation of some blades, a transmitter and a swashplate / head assembly, he could begin work on a new, 500 class helicopter:

The chassis from this was built from the aforementioned cooking pot, cut open, hammered flat, and then drilled to make the frames. The bearing blocks and head that he was sent were attached, and with a lot of blood sweat and tears, a fully functional 500 class helicopter was made. This can be seen flying on youtube - Under the user name "Kingsley Obinna"

The chassis from this was built from the aforementioned cooking pot, cut open, hammered flat, and then drilled to make the frames. The bearing blocks and head that he was sent were attached, and with a lot of blood sweat and tears,



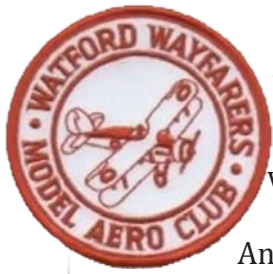
Making the frames



Making the frames



April 2014 Newsletter



If you have any models that you would like to show off, or any items you are looking to sell, swap, or just want rid of for the cost of postage, then please do let me know and I will review them for insertion into the next news letter.

Any submissions of interesting articles, or even a request for something that you would like to hear about will also be greatly received. Andy has kindly been writing articles for the newsletter for all of these recent issues; However, member submissions are golden, and if you have been working with a local scout troop, school or even television crew then please do let me know!

You can forward any submissions, questions or suggestions to me at carl.d.newton@gmail.com

WORDS: CARL NEWTON: NEWSLETTER EDITOR

CLUB NIGHT

It's that time again, our monthly club night will soon be upon us. As always, please feel free to make an appearance for a mixture of flight, chat and tea/coffee.

The next night **MAY** be held on Thursday May 29th at 8:00PM.

Due to the usual venue at Tolpits lane not being available on this night, we have two options. Either holding it at the Bovingdon flying site (Which may allow us to have a nice fly before hand and even possibly some burgers on the BBQ now we have the light evenings!) Or we will move the club meeting to a different date.

Watch out for correspondence regarding this in your email inbox.

Until the next time...

-Carl Newton, Newsletter Editor

