



6 Page Special



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# Work Party Success

Saturday 19th September saw another work party when members carried out some vital repairs and even more improvements to the field. Eagle eyed members will spot a new 'pub' table in the pits area. Designed as a handy picnic table its been constructed big enough to defeat the thieves and strong enough to defeat the vandals. Please feel free to continue using the white plastic chairs or the bench, it matters not. Its got holes for brollies and it's stout enough to take half the club at any one time. Lets try and keep it free from fuel!



Pictured here are the hungry members who helped out during the day.

The existing tables received a makeover and the improved leaning rails.



Behind every work party is a cook and a chief bottle washer, here they are hard at work, behind the scenes.

Work was done on the old RC car track to make it useable once more. There's still a fair bit of work to be done but its good to see it rising out of the weeds.



## Results for the WLMAC leg of the tri-club competition

The first competition was the egg-carrying race: take off, fly a single circuit and land with the base of an egg carton attached to the top of the plane, carrying a single egg - without dropping the egg.

Winner was Mike Kitchen with a time of 29.3 seconds; 2nd Graham Stone with 32.4 seconds; and 3rd Dave Anderson on 33.0.

The second competition was triple thrash - take off and do 3 loops, 3 rolls and 3 spins in any order and land.

Winner again was Mike Kitchen with a time of 30.5 seconds; 2nd Dave Anderson with 32.7 seconds; and 3rd Stuart Whitehouse with 38.0



The following article has recently been issued by the Chairman of Watford Wayfarers MFC, as part of their ongoing mission to maintain and improve the safety at their Bovington flying field. As it's also very relevant to our activities, Mat Dawson asked for their permission to issue an amended version to our members, which they kindly gave.

## Safety

While we have very few serious incidents at our flying field, it has to be said that maybe we have just been going through a lucky period and everyone needs to think about this whenever flying.

The CAA (in their CAP658 publication) defines an incident as an occurrence that has the potential for an accident or serious incident to occur. A serious incident is defined as one where an accident nearly occurred and an accident as when a person suffers fatal or serious injury as a result of contact with any part of a model. All serious incidents and accidents are reportable to the CAA although they have delegated this to the BMFA.

Now I suspect all of us have crashed something at some time - it happens even to the best pilots occasionally. When it happens out in the flying area, beyond the flight line, then it is just something for the pilot to think about as they make the long walk to recover the airframe or bits of airframe. However, if it happens in any no-fly zone, that has more serious implications.

All no-fly zones are there for a reason and if that reason is safety, rather than being a boundary which you can fly up to, they should be seen as total no-go areas such that you really shouldn't be flying close enough to them to crash beyond them. Imagine it as a Glass Wall, not to be flown through, **ever**. Nor into the windsock which is located on the change in direction of the no fly line for this reason. The most obvious no-fly zone in this category is behind the flight line i.e. the pilots boxes, pits area and car park. Crashing there clearly has the potential to injure or even kill someone and will therefore almost certainly involve further investigation by the Committee.



To minimise the risk of such an accident happening, every pilot, while in the air or taxiing, should be thinking about whether anything in their flying or taxiing is creating a potential hazard and make changes as required. For example, flying towards the pits – obviously you can't avoid it completely since every turn onto approach involves aiming briefly at the pits. However, in general there's no good reason for flying towards the pits and certainly not at speed. If you're flying a figure of eight, say as required by the A test, the centre of the eight where you cross your own flight path must be away from the pits (and in a test situation, flying it towards the pits should result in a fail). If you're flying aerobatic manoeuvres, even say simple loops or rolls, you don't really need to do them over the Astroturf. Moving away a little gives you a better view of the manoeuvre and, in the event of a problem, whether mechanical, weather or pilot induced, keeps the model further away from people. It also gives you more time to shout a warning so that everyone else can take evasive action if necessary.

For the fast and low stuff, keep it over the Astroturf, this is safer and the windsock will last longer! That way, you still have a safety margin before you cross the 'no flight' line.

Consider using the bit between the Astroturf and No Flight Line as a 'Buffer Zone'. Flying in the Buffer Zone does not break any Club rules, but it would mean that you are very close to crossing the No Flight Line.

This leads to the importance of calling warnings and alerts to the other pilots, make sure these are [sufficiently loud](#) and clear and [wait](#) to make sure they are acknowledged. A particular area of concern involves the retrieval of models from the active area. If you are retrieving you must ensure that all the other flyers have acknowledged this is ok before walking out and then [don't dawdle or faff around out there!](#) Flyers must keep a safe altitude, with absolutely no low passes until the retriever has cleared the no fly line, ideally by calling "CLEAR". This would also obviously apply to any pilot that intends to stand near their model during takeoff, where they must also ensure that they never fly between themselves and the flight-line.

**If at any time you find you are heading towards flight-line and you are not in total control you should consider dumping your model, irrespective of the damage this may cause to it! This will always be the right decision. Trying to fly yourself out of trouble will always be the wrong decision and should not be attempted, especially if there is any chance of your model crossing into the pits, club house or parking areas. Any such incident must be reported to the Committee and will need to be investigated.**

The Committee hopes everyone can see the sense in this and will take the message on board. We can definitely improve our safety regime, without impacting on the enjoyment of flying.

The last Sunday in September was a beautiful day and Richard Saunders gave his very pretty SE5a its second ever flight. The plane was built by Richard and was test flown a year ago by Mike Pugh.

## Caption Competition.

Here's Bill at the Work Party, he'd arrived too late for the food and was inconsolable for about an hour. Suggestions on a postcard please!



The sink hole has given us an opportunity to expand the diversity of plants at WLMAC. The new 'Rockery' has been seeded with fast growing plants that enjoy a rocky soil. Here's Ian White inspecting the new Cactus.



Award winning pilot Charlie Orrells has bitten a bullet and bought one of the new Saito four stroke petrol powered engines and fitted it to his Obsession. The expensive engine is based on the Saito 180 and shares many parts. Most two stroke petrol engines are too noisy for our field so it was some trepidation that the starter was applied. The Saito engineers have done their homework and the 30cc engine was no was noiseier than a similar glow engine. The plane was launched and the plane flew for 37 minutes as it sipped fuel. He was so pleased with his purchase he bought the 20cc version for his SBach!

The Model Car section of WLMAC is slowly coming together and keep a look out for the Special Newsletter that will explain everything clearly about how it works. Tony Parrott is taking the lead on this and has sourced two models from Peter at Brentford RC to allow members to try before they buy.



## Indoor Flying Returns!

This Wednesday 1st October see's the return of indoor flying at Vyners School between 7.30 and 9.30 pm. We've had to book different days this year so keep an eye on the Events section on the WLMAC website.

## WebCam Update.

Despite working faultlessly for two weeks at Robin Kearneys home, the moment the camera was installed at the field, it failed! We are working on the problems and are determined to get this reliable. It is a great asset and is worth the effort, thanks to Robin for his work. Its working today as I type but we'll have to wait and see if it wakes itself up tomorrow!



## Shameless Plug.

I'm having a clear out of models and have decided to give away one of my planes to make space. It's the Seagull Edge 540 which is huge, I've had an OS 200 fourstroke in it. The plane is offered as an airframe only but is flyable and in good condition. The wings are 2 piece to make storage easier. Free to a good or bad home, contact me if you want it.

