



*This is Tony Taylor's model collection, all of which are - I am given to understand - flyable. I think I have only three flyable at the moment and one of those is an EDF that requires a bungee for take-off. How many have you got?*

## Training days

Club Training is in full swing on Saturday mornings at the dreadfully-early start time of 9:30 (I have so far never appeared before 10:30 but am starting to run out of excuses), and either Wednesday or Thursday evenings, depending on the weather and the availability of a BBQ. Contact Mike Marman or Chairman Mat to get on the email list – if you've not got your A certificate yet, this means you!

## Last Weekend's BBQ

The last weekend BBQ was rather a success, I'm told – I was recovering from a holiday(!) at the time, we nearly turned up to have a few burgers but frankly we were just too tired, and needed a rest. Shame, really, I'm told it was a good day.

However, we've had some text and pictures from Tony Taylor of his FW190; *"Today was one of the best flying days of the year, the BBQ was a bonus. My FW 190 made its impressive second*

outing this time with everything working properly including the new electric retracts. Here are some shots with John Smith really enjoying himself on the sticks, I was on the camera.”



## Parish Notices

On public-order notice, ladies and gentlemen: on busy days, can members please *not* run-up engines for extended periods (that is, more than about three or four minutes at a time) on the

benches in front of the parking area because it's now a seating and food area and if engines are run-up for extended times it tends to make everyone else's life a misery, because you can't hear yourself think and the castor oil gets in one's Chardonnay. If you need to fettle an engine for 10 minutes or so, or even do a bit of running-in, get someone to help you drag a spare bench off to one side, away from the flight line. Thanks.

## Colne Valley Festival

WLMAC had a stand at the Colne Valley Festival on Sunday 30<sup>th</sup> July, ably manned by Dick Sable, Mike Marman and Mike Faul – many thanks for donating your time, gents, it is much appreciated. I assume that Chairman Mat was able to authorise a budget for Ice Cream and other essentials...



*WLMAC at the Colne Valley Festival - from left to right Dick Sable, Mike Marman and Mike Faul.*

## Oh Dear...

Not *exactly* what I said at the time, of course; I managed to crash my Sebart Angel 50 last Saturday – it went into the forest towards the left of the patch in a steep (almost vertical) inverted dive from altitude, and there's not a lot left.

It looks as though it was radio failure; I pulled up into a vertical climb after a spin recovery, coasted over the top of a loop at low throttle and there was no control response from about that point - tried power and elevator without result, and I had to just watch as it went in; I don't think it was under power at the time.

Anyway, I called Richard Orr and then we went to look for the wreckage; it turned out that the main structural parts were still in the trees about 30-40 metres the other side of the boundary (plans are afoot to recover the debris).

However, the heavy parts - motor, battery and landing gear had continued on and were embedded in the forest floor, and the 6s LiPo was actually *on fire* (smoking a lot, it was just dying down when we got there).



*This is what a burned 6s4200 LiPo looks like; first time it's happened to me, actually, but I suppose that fire is always a risk after a crash that involves a LiPo..*

Roy Lanning courageously picked up the hot LiPo and I've taken the bits home, they were disposed of at the local council tip. Tony Parrott has taken the motor away to have a look at, but personally I think it might be a bin job.

So, what went wrong? Well, there was no throttle and also no elevator, so that rules out single-point failure of the elevator servo. My best guess is that there was either:

- a. A loss of signal (which I have never experienced, but I suppose it's possible – the Rx was a Spektrum 6200 (I think – obviously, I can't check!) operating on DSM2, which isn't as interference-resistant as DSMX, so maybe the Rx went into failsafe, or
- b. There was a power failure so the Rx simply browned-out; the Rx power was supplied from a Hacker 70A ESC with BEC, which was about 9 years old, so I suppose a component failure isn't impossible. Also, if the LiPo was already on its way out before the crash, that might also cause a brown-out.

Could I have done anything to affect matters? Not once it had failed, but I could have affected the outcome by doing things differently;

Firstly, I like doing big vertical manoeuvres, but there was a fairly strong wind blowing almost across the strip towards Stocker's farm and I could have taken more care to compensate for this; the model will have been blown towards Stocker's farm when it wasn't under control, but a little bit of left rudder on the way up wouldn't have been amiss and it might not have crashed so far over the boundary.

Secondly, on reflection, I think that using BEC on a model that can liberate almost 1.5 KW is just asking for trouble (regardless of what it says in the instructions), because the Mean Time Between Failure (MTBF) of the BEC is unknown.

## Action to Be Taken

Here's what I'm going to do to reduce the both the likelihood and the consequences of radio failure in future:

1. Anything electric that has sufficient power to cause concern will have a large Eneloop Rx battery, and a substantial toggle switch rather than a separate BEC (or ESC with on-board BEC); from my interpretation of Mil Handbook 217 F (student placement at Marconi Avionics in 1979!), a large toggle switch in that environment should have a MTBF of about 500,000 to 100,000 hours; dunno what the MTBF of a BEC is, but I'm prepared to bet that it's rather less than that.
2. I'll take more care to keep vertical manoeuvres on the runway centreline at all times, just in case.
3. And finally, I'm going to get rid of my remaining Spektrum DSM2 receivers and replace them with DSMX equivalents. This means that, with regret, my much-used JR DSX9 transmitter that was one of the first ones in the country, with its beautiful sticks of just the

right length, fantastic gimbals and wonderful ergonomics, that has been religiously serviced every winter since it was bought, will have to be retired.

## Letters to the Editor

Amazingly, we've had another letter. I present it here exactly as it was received at the WLMAC Editorial Offices:

Dear Editor

I really must protest at the publication of the "kicking my sausage" letter in the letters page of your last edition. This has no place in our decent society. I am of course referring to the appalling mangling of our mother tongue by the use of that dreadful "football speak" *There I am stood standing by the BBQ.*

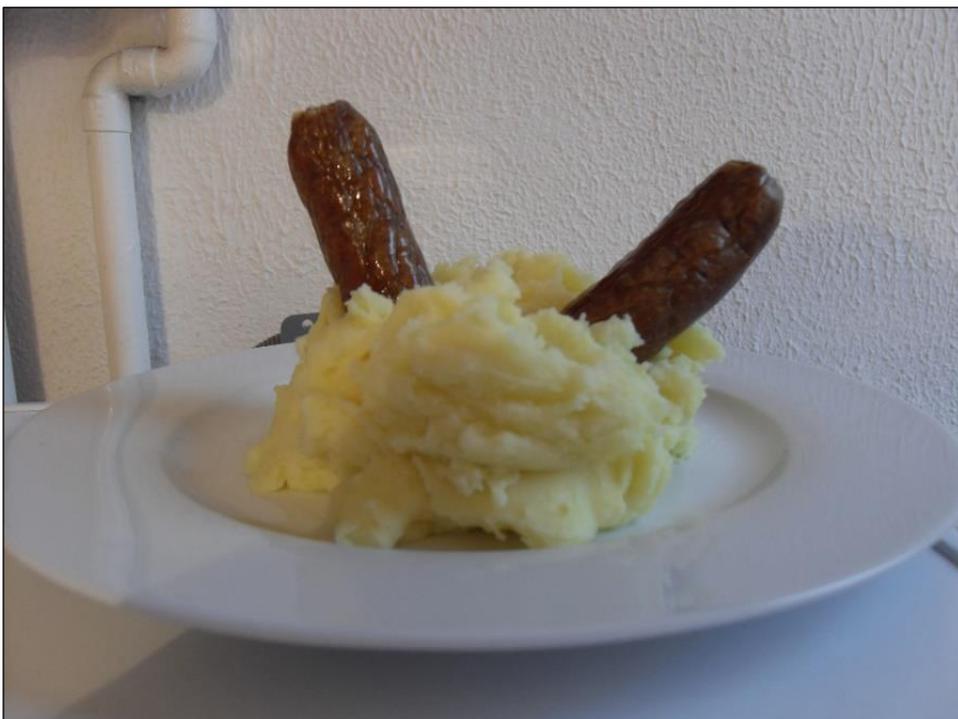
In the tradition of all great journalists of our time (amongst whom you must be numbered) I noticed how subtle was your own repost *So on two separate occasions I'm standing there minding my business.* Well done.

I have no doubt that your contributor was one of the helicopter mafia to whom you refer elsewhere in that newsletter and I can only suggest that he be banished to the helipad where he can play with his chopper to his heart's content.

I remain

Disgusted of Chiswick

And, er, we have also had an anonymous photographic response to Sausage-gate from a body claiming to be the "Royal Society of Sausage Kickers"; I've no idea how they found out about it, I can only assume that the (alleged) kicker is a member:



## Events

Date	Event	Location	Description
Wednesday, 13 September	Field Meeting	Harefield	<b><i>The last BBQ and Electric Flying evening of the year!</i></b>
Thursday, 12 October	Club meeting	Battle of Britain Club	Brentford Models and skills evening
Thursday, 09 November	Club meeting	Battle of Britain Club	Talk by John Greenfield
Thursday, 14 December	AGM	Battle of Britain Club	AGM