



NEWSLETTER

June 2007

Editor : Bob Young

SCALE DAY! SUNDAY, JULY 8TH

Arrangements are well under way for our annual Scale Day. Members and any friends and relatives are welcome to get together at the field to see the models we are proud of and enjoy a spot of food and drink as they do so. There is a competition which is designed to be a friendly affair in order to be a pleasant day out, as it has so often been in the past. Your "Contest Director", as last year, is Peter Emanuel. The key arrangements are generally as in previous years but listed below as a reminder.

Entrance gate. A mobile phone number will be displayed at the gate and it can be used to summon a member to open it. Which means, of course, that people who have no key should arrive with a keycarrying member, or bring a mobile phone with which to summon assistance.

Field arrangement and flying rules. Flying boundaries will be devised and marked out with tape on the day, with special regard for the safety of visitors. This may include departing from the customary arrangement of the pits if the wind requires it. There will be a large diagram on display for pilots to brief themselves. Even if you don't have something to offer for the "scale" competition, don't be shy about bringing your favourite model to put into the air for part of the day.

General flying will be in operation from at 10.30 a.m. to 1.00 p.m.

Competition classes. If you are taking part in the competition, register your model on arrival. The class of each entry will be decided at the time of registration. Entrants will be given a label to attach to their models displaying their contest number, their name, the model's name and its class. There will be five classes:- Large Civil Scale, Small Civil Scale, Large Scale Military, Small Scale Military and Electric Scale. There are also trophies for "Best Flight of the Day" and the "Most Desirable Model" entered on the day. "Large Scale" is defined as a model which is quarter scale or of 82 inches wing span or more. If you did not build your entry model yourself, you will be required to fly it yourself. Self-built models, including ARTF's if the owner has assembled them, may be flown by somebody else.

General flying will end at 1.00 p.m. to allow entrants practice flights for one hour. At 2.00 p.m. entrants will begin their qualifying flights, with **ONLY ONE IN THE AIR AT A TIME**. Serious attempts will be made to co-ordinate startups, take-offs and landings to provide a watchable show, so please co-operate with Peter.

Voting slips will ask for the voter's first, second and third choices in each class. They will be collected and counted at 4.15 p.m. Trophy presentation is at 4.30 p.m.

In case the weather looks iffy. From the evening of Saturday, July 7th, a recorded message on telephone number **01494 672004** will announce the committee's decision to go ahead or cancel. An email message will also be sent if it is decided to postpone the event.

NEXT MEETING

Our next meeting will be a Field Meeting at Harefield on Wednesday 13th June. Weather permitting, there will be a barbeque from 6.30pm and electric flying from 7.00pm. Members are reminded that guests will be welcome.



Mike Sullivan with the Chipmunk he hopes will be ready for Scale Day

For a colour copy by email please contact Bob at bob.t.young@btinternet.com

LIPO HAZARDS

A number of articles in the modelling press recently have drawn attention to the relative complexity of using Lithium cells in contrast to the Ni-Cads with which we have become familiar over many years.

The subject has been brought closer to home by the recent potentially disastrous experience of WLMAC member Brian Lee whose 3 cell 3,200mah LiPo battery burst into flames causing nearly £1,000 damage to his newly decorated utility room setting fire to a microwave and adjoining plastic fascia. This in spite of the fact that Brian was using his trusty Multiplex Charger on its Lipo setting and had left the room for no more than 20 minutes.

Fortunately, by its vigorous barking, Brian's dog drew his attention to the danger and he was able to limit the damage using a powder based extinguisher; this in itself was lucky because once started lithium battery fires cannot be extinguished as the oxygen used in combustion is generated internally and dousing with water for example, only makes matters worse. The value of an extinguisher in this situation is to limit damage to nearby items.

There isn't room in this article to more than hint at the dangers and advise on proper action beyond emphasizing that habits learned while using nickel-based cells must be unlearned when charging lithium cells. Never leave lithium batteries on charge while unattended, and ensure that they are placed on a non-inflammable surface e.g. metal or concrete, preferably out of doors.

For safety information on the subject, we strongly recommend WLMAC LiPo users to buy a copy of the paperback "Gibbs Guide to Lithium Batteries" available for £8.50 inc. p & p from Andrew Gibbs on 01243 861 804, www.gibbsguides.com. This is just one of a range of books published by Gibbs Guides and covers Lipo safety matters in detail including charging, discharging, maintenance and much more.

Peter L. Nielsen

DIARY DATES

13 th June 2007	Field Meeting
8 th July 2007	Scale Day
11 th July 2007	Field Meeting
9 th August 2007	Field Meeting

SOUTH AFRICAN SCENE



Richard Norman has send us the above photos from an electric fly-in at his club held a few weeks back - note the colour of the grass! There were over 71 pilots and 180 electric models from small foamies to a 168 inch span Aeronca Champ with an Axi 5360/20 turning a 32 x 18 prop! I believe the power train is rated at 5Kw! The Lancaster was about 8ft span with a working bomb-drop mechanism loaded with a Grand Slam.

TAIL PIECE



Glenn King's turbo-jet powered model captured before it crashed on to Stocker's Farm after its PCM receiver went into failsafe mode. Although the model was over our field when control was lost and turbo-jet engine throttled back, it still had sufficient momentum to reach the farm.

The owner of Stocker's Farm, who is normally tolerant and well disposed to us provided that we behave ourselves, was not pleased. Committee members are working hard to placate him and permission to fly turbo jets is currently suspended. One of our flight rules is that nobody should fly OVER those trees, let alone beyond them, but it is the most frequently broken of all our rules. Keep your model away from those trees at all times. And if you can't judge the distance, err on the side of caution. There is plenty of other space in the sky, right above our flying site.