

WLMAC Newsletter May 2021

Editor – Graham Motler



We had our second zoom meeting in April. We had a good attendance 20 plus joined in that night.

Welcome to our May Newsletter -This is my first newsletter. I really hope you enjoy it. Thank you to Felix and Mathew for guiding me through the process.

Parish Notices

Tribute to Lloyd Ressler -We would like to thank Roy Lanning for sorting out a Blue Plaque for Mr Lloyd Ressler who was our Life president. We lost Lloyd in 2020 this will be installed in the club hut at Harefield.



CAA Operator ID - It is important that we all either stick the ID on your Aircraft or place it in a compartment in the aircraft that does not need a tool to open it. Please be aware that you will not be insured if this is not carried out.

Club Rules - The 2021 club rules for Springwell Lane are now finished and have been issued to all members via email.

Safety/ General Bulletins - We will soon issue a small set of bulletins via email. These have been formulated so that they will hopefully be an easy form of reference and are based on real events that have occurred or procedures that need to be followed. These can/ will be updated as and when required. Also, we can issue these to any new members when they join etc.

Uninvolved persons – Members at the field! If whilst you are at the field you notice any uninvited visitor, please approach them and advise them that they are on the grounds of a private model aircraft club. NB If they choose to stay then they become an “involved person”, as they have been advised – this is important for any potential safety incident.

Training at Harefield - We now have training at Harefield in full swing, Wednesday evenings and Saturday mornings. Mike Marman has now got much needed additional help with this. Kevin Lambi has volunteered to carry out training with the Drones. Roy Lanning and Dennis Hughes have also volunteered to help Mike with the planes. If there are any more members who could spare some time, I am sure Mike would be grateful for the help, we have quite a few applicants that need training and they can't start until there is spare capacity on our programme.



Kevin Lambi (The Drone Man.)



Mike Marman and James Patterson on the Buddy.





Mathew and Peter Heywood.



Ashok. Preping for his flight.

Great News- Congratulations to Mark Pressling on passing his Helicopter B Test, Mark did this at a local professional RC heli instructor's place (Dave Fisher of "Flyin Fish"), who is based in Ickenham. Here's the link to his website, if you fancy some proper heli tuition <https://www.flyinfish.co.uk/>



Filming at Stockers farm update - Filming is now on going, at least until September. There will be someone from the filming team at the field to ask us to stop flying, only if necessary. This should only affect some models. As usual please co-operate with any polite requests.

RC Magazine, new on the scene - For scale officinado's there is now a new RC magazine title, it can only be purchased online, either individual issues or subscription. Here's the link <https://www.rcscaleinternational.com/>

Pickeridge Farm Update - Suez, have just about finished their gas reclamation maintenance works (lots of digging of trenches and laying of pipes etc). So, in preparation of us starting to use there, a small party of members carried out some noise testing with a drone, heli, car and plane. The readings were all well under the permitted dB's, not much higher than the background noise (which is quite high there) and were generally all inaudible from the boundaries. Also, the Memorandum of Understanding (MoU) with Denham Aerodrome has just been signed.

At the Field - Colin enjoying a sunny day



Colin carrying out some pre-flight tests and then a rest.



Nice T28 fly Past.

New member to WLMAC - We would like to welcome Simon Green to WLMAC.



Projects.

Andy Hopper kindly donated a WOT4 - Jeff Rooke purchased it and the funds went to the club. While we were in lock-down Jeff built it and it should be ready for its test flight at its next visit to the field. Looks a great job.



Kevin Lambi quad rocket update - So with lockdown finally lifted I took advantage of the windy easter bank holiday to start the testing of the quad rocket. The first test was finding out if I had the props and motors pushing in the right direction. With that I need to construct a launch device....the best launch device with a diameter to fit the quad rocket was a toilet roll....yes a toilet roll. Fear not thou! It was a used one!

To start with I used a brand new 4S 1500 mAh battery without the camera mounted. This would allow the hover test and also provide time for the GPS to get "cold start" fix which take around 3-5 minutes. I armed the quad rocket and started to ramp up power



and after about 45-50% throttle it freed itself from the launch device and started to hover.

After about a minute I started getting battery telemetry warnings on the radio..."11.4 Volts" it kept repeating and then slowly started drop to the ground. "Wait a minute!" I thought "11.4 volts.....that's not right". Put the battery checker on the battery and yep.....I totally did not charge a brand new 4S 1500 mAh battery and subsequently killed it as the cells had dropped to 2.7 volts. After a moment of kicking myself I decided to complete the hover test with the 6S 550 mAh. A quick test to see if it was charged and ramped up to about 20-30% throttle for lift off. While in hover the GPS got a lock and I was getting GPS telemetry on the radio. Test successful.



Fast forward a couple of weeks to the nice sunny and warm Saturday early evening and it was time for a proper flight test with first person view (FPV). With the assistance of our chairman being my spotter, I ensured I had the right channel for my goggles and took off from the patch. I must admit it started off a quite rocky flight because the camera angle on the quad rocket was 90 degrees whereas on a normal quad/drone is anywhere between 20-45 degrees so all I could see at lift off was a non- moving sky. After some orientation I (believe I) managed to make it from once side of the patch to the other and then decided to make a horizontal landing in the long grass. After being pointed in the right direction from Matthew....to find the quad rocket I was able to used the beeper function which can turn the motors into a beeper.

With the first flight sorted and some adjustments made on the yaw axis I was able to get in another flight. This time I would go for a speed run. I started to the right side of the rough and then gunned it along the left side the patch. I started to slow but again with the camera angle being at 90 degrees I started to lose orientation and decided to dump it in long grass beyond the left side of the patch. After dumping it I believe Matthew said “I saw a load of bits in that direction”. I checked the GPS speed telemetry on the radio and managed to get to a top speed of 177.1 km/h which is about 110 mph.

Although the hard landing ended up in a crash much like the current Space X testing of the starship prototype I called this a fun success and it was on to the rebuild the quadrocket. The next main body and bottom parts of the quadrocket were printed in a different filament called PETG. Unlike the standard PLA filament which brittle, PETG is a little bit more flexible so if I did come down a little harder than usual it might survive. During the rebuild process I noticed that the ESC would supply power to the flight controller but there was nothing going to the motors. After some investigating trying a combination of different components, I came to the conclusion that the ESC was dead. That day I ordered the same ESC with next day delivery and it was in the quadrocket ready to go but this time I would have rubber gromets attached to the ESC as one of my theories of why it died was that the hard landing may have made it flex and something had come loose.



With everything ready do go and the throttle limit raised by 10% I'll report back on the next outing.

Roy Lanning has informed us that the meetings for October, November and December have been booked At the Uxbridge Golf Club (assuming we are allowed to meet indoors by then?).

Date	Event	Location	Description
Thursday May	Club meeting	Uxbridge Golf Club	Skills night
Sunday 13 June (Sat 12 practice)	BMFA	Harefield	BMFA scale day
Wednesday June	Club Meeting	Harefield	BBQ at the field
Saturday July	Work party	Harefield	Prepare the site for Fun day
Sunday 1 July	Fun Day	Harefield	Annual family Fun Day
Wednesday August	Club Meeting	Harefield	BBQ at the field
Wednesday September	Club Meeting	Harefield	BBQ at the field
Thursday 14 October	Club Meeting	Uxbridge Golf Club	Quiz night
Thursday 11 November	Club Meeting	Uxbridge Golf Club	TBA
Thursday 9 December	AGM	Uxbridge Golf Club	Membership renewals
Thursday 9 December	Christmas Meal	Uxbridge Golf Club	Partners are welcome but are required to pay full price of meal

Items for Sale

Hangar 9 Christen Eagle airframe only- comes with two cowls, fuel tank, remote glow lead, tail-plane/ fin covers, wing storage frames and 3" Ali spinner. I had a Saito 125 engine fitted. This is now open to offers.

Contact Tony Bloomfield



AR6270T carbon fuselage receiver -used once in a glider half price at £35.

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