Skyline

Sedgemoor RC Flying Club – Newsletter
August 2011

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Editorial

Duncan MacGregor has given the club website a facelift, and continues to keep it up to date. Have a look, if you haven't visited it recently, at http://www.srcfc.org.uk/page11.html

One thing he is keen to add is club members' photos for a gallery on the web site. This will help us all to put names to faces. If you send them to me I will pass them on to Duncan.

Please use the "Items for sale" section too.

Chairman's Report

Hi All

Hope you are getting plenty of flying in during our English summer! Flying more tends to improve flying but it does increase the chance of an accident.

The following is a reminder to us all of what can happen.

The picture shows the propeller of model having struck the arm of the owner. I have blurred the model to save a little embarrassment for the owner who will remain nameless for this piece.

So what happened?

The model is petrol powered with a wooden prop as you can see. The model was started and running using a pegged model restraint, so the owner was taking the correct basic precautions we should all take up to this point. Things went wrong when he was revving the engine while standing in the front prior to making some adjustments to the carburettor. Whilst revving the engine it pulled out the restraint stake from the ground, the model leapt forward and instinctively the hand / arm was moved to hold the model.

The prop struck the left outer forearm making a deep gouge, removing tissue etc down to the bone. In some ways the owner was lucky as it did not strike a hand and the prop was wood and not say carbon. The injury was temporally dressed at the field and the owner went to A and E to have prop splinters removed, tendons and muscle damaged addressed and stitches applied.

I can report the owner is now recovering well and has been down to the field since.

So what can we learn?

The following applies all models, electric, petrol and glow, (turbines I will touch on later).

Models should always be restrained when starting, either by someone holding the model for you or using a good model restraint. Ensure that the model restraint is well secured into the ground, using a flight box or fuel can on one side of the tail **is not good enough**. Once the engine has started return to behind the model prop before revving or doing any adjustment. Ensure there is no one in the vicinity and really you should make adjustments when the engine is stopped if in any doubt re-closeness to the prop.
You should always remove the model from the restraint and carefully take the model, ideally with a helper, to the edge of the pits before revving the engine to maximum during checks for leaning or other adjustments etc.

Turbines should always be started outside of the pits area with a fire extinguisher close by; the model should be restrained at the nose when increasing the throttle having first ensured the area is clear behind the model. Other flyers / spectators should not be behind the tail pipe or inline with the turbine. Although rare turbines have been known to throw blades, normally they come out the back but could exit through the turbine case on a rare occasion.

Bottom line

Read the BMFA handbook for these and other recommendations for safe operation.

I write this a couple of weeks after the above incident and as I said the owner is recovering well. I now want to relate to an incident that happened to me yesterday.
I was starting my petrol engine model in the restraint; I inadvertently moved my throttle stick when picking up the tx. The engine went to 1/3 rd revs before I could shut it down, the restraint held the model so no damage done; imagine if it was not held!

So be careful out there, our models can bite and human flesh always comes second to a prop.

Ian Russell
Chairman

Gary Grant receives his "A" Certificate at the club meeting.

Calendar:

Jet fly in by JMA. (No club flying)	Sun 21st Aug
Club Meeting	Wed 7th Sep 8.00
Fun Fly 3 inc scale	Sun 18th Sept
NSA dates – NO FLYING!	Sat/Sun 1/2 Oct
Club Meeting	Wed 5th Oct 8.00
Fun Fly 4 inc. scale event	Sun 16th October
Indoor flying	26th October

Indoor flying	Wed 23rd November
Indoor flying	Wed 25th January
Indoor flying	Wed 22nd February
Indoor Flying	Wed 28th March

Fun Fly and scale competitions 10th April:
by Jeff.

Once again a very enjoyable day, with fine weather.
Fun fly included a new event, aeros on the glide, which involved loops and rolls without power – something most of us had probably never tried before, going by our hilarious attempts!

Thanks again to Steve and Dave for again judging Scale - I think we are all finding the discipline of flying accurately in exactly the right position quite hard, but practice is helping. Well done Phil for providing the champagne moment. Flying his big Pitts, he went into a huge loop which looked great up to the top – then it just kept on going, up and up! Despite this, he won again, well done.
Do try and enter one of the last two scale events. They start around lunch time, after fun fly has finished, and you can use any model that resembles a full size.

10th July results, Fun fly models (there were no Sport models this time)

Name	Plane	Areos on glide		Score	Points	Touch & Go, time for 10 in secs	Points	Loops - time for 10	Points	time and spot		Score	Points	Total Points	Position
		loops	rolls							error time secs	distance in ft				
Jeff Cosford	Limbo Dancer	17	10	95.00	100.00	51	100.00	17	100.00	11.0	6.660	17.7	34.14	334.14	1
John Bransgrove	Limbo Dancer	15	5	80.00	84.21	78	65.38	25	68.40	53	1.16	54.2	11.13	229.13	5
Pete Ross	Limbo Dancer	8	39	79.00	83.16	79	64.56	17	98.84	2	8.000	10.0	60.30	306.86	2
Phil Wilson	Flash	0	85	85.00	89.47	-		31	55.16	1	5.030	6.0	100.00	244.63	3
Steve Fish	Flash	0	58	58.00	61.05	67	76.12	23	74.35	13	14.330	27.3	22.06	233.58	4

Scale Results for 10th July

	judge			
	Dave	Steve	Total	position
Phil Wilson	1,465.00	1,444.00	2,909.00	**1**
Jeff Cosford	1,396.50	1,438.50	2,835.00	**2**
John Bransgrove	1,316.50	1,267.00	2,583.50	**3**
Pete Ross	1,158.00	1,129.50	2,287.50	**4**
Mike Fish	1,067.00	1,051.00	2,118.00	**5**

Indoor Flying

You will notice some additional indoor flying dated added to the calendar, by popular demand and thanks to Dave. These are at Junction 24, North Petherton, from 7 – 10 pm.

BMFA "A" Certificate

Well done Gary Grant and more recently Matt Bearman for passing their tests, which enables them to fly solo.

Here is the item in our Code of Practice which relates to this:

9. Beginners and novices shall not fly without a club instructor in close attendance, until they have reached a good safe standard and passed the B.M.F.A "A" certificate before going solo. Members not in possession of the B.M.F.A. "A" certificate will be classed as novices for the purposes of this rule.

As you will know if you attended last year's AGM, this will be enforced from January. Those members without the "A" Certificate will be asked to sign an undertaking not to fly without a club instructor in close attendance before re-joining. We will be in touch with you all individually in the next few weeks.

There are no more formal training days, but there are instructors and examiners ready to meet up and help to get you through! Give me a call.

Lipo Development – *by Jeff*

Ian Whitehead "Interceptor",

I do lot of electric powered flying in the summer, and in one respect they have an advantage over IC: each year my old models fly better! I have a sport model by Ian Whitehead called "Interceptor", and when built, 9 years ago, it was heavy and slow, with its 8 cell nimh pack. These improved and got lighter as time went by, then I fitted a 2650mah Lipo and had a huge improvement. The brushless motor and servos have also been changed, for lighter and more efficient units.

This year, I have fitted a 2200mah Lipo, and this is so small it rattles around in the now huge battery bay. Flight performance and duration are better than ever. And small batteries are cheaper than big ones. What will we have in years to come?

The spec of the latest Lipo is impressive: It is a 45c battery, so you can draw 99 amps. A year or two back, a small 2200mah battery would only produce 35 amps, and would come out hot, and have a short life.

Charging has also changed: It used to be at 2c max, or 4.4 amps. This new battery is rated 8c max, or 17.6 amps! In theory, that is a full charge in 7.5 minutes from flat. We are having to replace our chargers to take advantage of the very high charge rates. It means just one battery per model is needed.

Next time: Report on the jet fly in on 21st August.

That's all, Jeff