

The next club meeting will be:

Wednesday, 25th June, 2014

at the Flackwell Field

NOT the Royal British Legion

and NOT the 24th as shown on a previous Newsletter!

From about 7.30 pm 'till dusk

And will be the usual June meeting at the field.

This is an opportunity to trim and check out any plane that you may be using or making available for the Club's public display at the Carrington School in August.

This is just a few days after the longest day so it will be light until late and if you want to use them the facilities in the club house are available.

Following this, on:

Saturday, 5th July

A WW1 Gala Afternoon



From 3:00 pm 'till dusk (weather permitting).

There will be a BBQ in the evening

This will be another opportunity to confirm that models to be used at the public display in August are in good condition and if you are not going to be the actual pilot at the event then whoever will be flying your model is happy with it.

2014 Tri-Club Competition

The first Tri-Club Competition day was held at our Flackwell field on Sunday 8th June. It was a nice sunny day but the strength and direction of the wind did present a major challenge, especially for the "Touch & Go" competition. Just as a reminder, we had a central area where, if you touched down, you would get a bonus of -20 seconds, a border area where you could get a bonus of -10 seconds and if you completed a "Touch & Go" anywhere else on the strip you didn't get a bonus at all. If you failed to complete a "Touch & Go", anywhere on the strip then a penalty of 20 seconds was added to your time. Each person had 5 attempts.

The scoring was follows –

	Pass 1	Pass 2	Pass 3	Pass 4	Pass 5	Actual Time	Time Incl' Bonuses / Penalties	Position
Stuart Whitehouse	-20	-10	-10	-20	-10	2:17	1:07	1st
Darren Brand	-10	-10	-10	-20	-10	2:43	1:43	2nd
Mike Kichen	-20	0	-10	-10	-10	2:42	1:52	3rd
Luke Chadbone	-20	-20	0	0	-10	2:48	1:58	4th
Matt Dawson	-10	0	0	-10	-10	2:34	2:04	5th
Phil Camp	-10	20	0	20	-20	3:56	4:06	6th
Geoff Lyons								Un-Placed

As can be seen from the table of entrants, attendance was low, but those who did take part had a really good time.



The second competition of the day was the "Cut The Streamer", a timed event, with the aim of cutting a streamer attached to the tail of one aircraft whilst the competition entrant engaged in a chase to cut the ribbon with their propeller. After the "Touch & Go", we had five entrants pursue the ribbon for a period of 5 minutes. (See photos on next page.)

Mike Kichen	0:03	1 st place
Geoff Lyons	2:27	2 nd
Matt Dawson	No time set - but very entertaining	3 rd
Darren Brand	No time set	
Phil Camp	No time set	

The next competition is on **20th July (July 27th reserved if bad weather) at Chesham**. I do hope for a better attendance, as these can be a lot of fun and include **"Dead-stick Landing" and "Precision Bombing!"** (See April Newsletter for outline rules.)

Steve Berry



Isn't he supposed to be behind the streamer?



That's better

Are you good with lawns?

The Committee are still keen to find some solution to the problem of restoring a level surface to the Flackwell field and we hope that there is a member who has experience of green keeping or levelling lawns and can help with suggestions or even equipment. If you can help in any way, or have any suggestions, then please contact Alan Bristow or any Committee member.



Something like this will do nicely.

“A” Passes

We recently had a test day at Flackwell and congratulations are due to those who achieved Fixed Wing “A” passes. They are Alan Evans, Luke Chadbone and Alasdair Klyne.

Gareth Hatcher

A Dark End

A recent "incident" at the Flackwell field resulted in the usual huddle of experts round the model which was fortunately not badly damaged. However, it was evident that there was an electrical problem which was eventually traced to a wire that had broken from its connection. On stripping some insulation to reconnect the wire it was seen that the copper had turned black. Yes, we had a case of the dreaded black-wire corrosion.

If you have never heard of it this is the condition sometimes found in systems connected to rechargeable batteries where the surface of the negative wire turns black and the wire become brittle, eventually to the point where it will fall apart. It is only the negative wire that is affected but the corrosion can creep for some distance and at some speed with the right conditions so it is possible to find a whole harness affected. Despite what is sometimes said, it is not possible to clean the wires or stop the corrosion once it has gained a hold and if it is under insulation then it will extend much further than you think. The corrosion starts on the surface and works inwards making the wire brittle and high resistance and so restricts current flow and thus the voltage available to operate e.g. a servo.

Black wire corrosion (sometimes called black wire disease [and other unprintable names]) occurs when a system with a NiCd or NiMh battery is stored in cold or damp conditions with the battery installed. NiMh batteries are said to be less prone to causing the problem but this should not be relied upon. Best to remove the battery if you are going to store the equipment for any length of time. LiPo and similar batteries use a different chemistry and do not seem to be a problem (although they have plenty of other issues).

So, if you have a model with a rechargeable battery installed then make a visual inspection of the wires from time to time, particularly if you have had it in store for a while.

None of these comments should, of course, be new to you as the subject has been dealt with in the BMFA Members' Handbook for some years and of course you all have a good working knowledge of that publication.

If you want more information then there are numerous articles on the Internet which cover the subject to as much depth as you could wish.

Chairman's Channel



We have now reached the best part of the year with warmer weather and long daylight hours giving us maximum time to fly at Flackwell. I hope that you are all finding time get some flying in.

One of the most essential components of longer flying hours is having the runways at Flackwell regularly cut and with the rain and sun seen in the last few weeks, mowing is a twice a week task. John Quelch has carried out this job to a very high standard and we should all thank him for his contribution to the club. If John were not available to spend up to 6 hrs a week maintaining the field we would have a lot of unhappy members and therefore I would ask for some volunteers to step forward and help John throughout the rest of the year.

As I am sure many of you know our club secretary Henry Hall will be moving to the West Country in the next few weeks. I would like to thank him once again for his contributions to the running of the club for many years and welcome Andy Smith to the role of club secretary.

Much of my time over the last couple of months has been involved with organising the WW1 flying display at the Carrington Junior School field on the 17th of August this year. We know that we have up to 17 pilots with "B" certificates available to fill the flying slots but we will need as many club members as possible to help with assembling the show arena, supporting the flying slots and clearing up after the event so please make a note in your diaries to keep the weekend of the 16 & 17th of August free to help us.

A considerable amount of pre-show publicity has already been fed to local Flackwell village publications and distributed to parents of the children attending the school so local expectations are already building. In summary we are fully committed to this event so please give the organising committee as much help as possible when requested to do so.

Finally I would like to thank Gareth Hatcher for his time carrying out "A" tests recently and congratulate Alan Evans, Luke Chadbone and Alasdair Klyne for achieving their "A" certificates.

Alan

Eyes in the Sky

One Saturday last month a group of members and friends gathered in the rain at The Owl public house on Lippitts Hill, Waltham Abbey, not for beer and skittles, but because it was just across the road from the Metropolitan Police Air Support Unit and a convenient place to meet. This is Gareth Hatcher's "office" (the Police Unit, not the Owl) and he had very kindly arranged for us to visit the site and have a guided tour and introduction to what the Unit do.

The site is on a small plateau at about 300ft and has a commanding view over London which was why it was the site of an anti-aircraft battery during WW2. The gun emplacements are still clearly visible. Later it was a prisoner of war camp and a lot of the accommodation seems to be based on the huts built for that purpose, although they have been updated a little and were reasonably comfortable. Gareth showed us some introductory videos and explained how the Unit worked. The rain having now stopped we got to the real reason we were there and were taken to see **the helicopters**. The Unit operates 3 Eurocopter EC145 helicopters which are somewhat larger than those used by other Police Units in the Country. Each helicopter has a crew of 2 police and a civilian pilot. The equipment carried is impressive and includes gyro-stabilised video cameras able to film an object several miles away, a thermal imaging camera, a 30M candlepower light, sophisticated mapping and recording equipment with the ability to transmit live video to other units, and a very loud loud-hailer.

After a walk round the maintenance hanger we went to the control room with the hope of seeing some action but the baddies were keeping their heads down and there was no call-out. So out onto the apron for a photo or two then back to the hut for a cup of tea and a few more videos. And then, just as we were getting ready to leave, we got the message that there was a call out and would we like to watch the take-off. Would we just! We were shepherded out onto the grass where we were treated to a nice procedure take-off and watched the helicopter head out over London. A great end to a fascinating afternoon.

Grateful thanks to Gareth for arranging the visit.



Photo © MPSHelicopters

For lots more photos, videos and information visit the MPS Helicopters Twitter feed <https://twitter.com/MPSinthesky> or their web page <http://content.met.police.uk/Site/airsupportunit> .

Instructor and Examiner Directory

		Instruction			Contact	
		I/C Plane	Electric Plane	Helicopter		
Alan	Bristow	A			Details removed for web site	
Dick	Edmunds	A & B				
Jonathan	Harper *	A & B				
Gareth	Hatcher	A & B		A & B + E		
Kevin	Hitchen	A				
Andy	Hopper	A & B + E				
Glenn	King	A & B				
Neil	Rice	A & B		A & B		
Graham	Stone	A & B				
Ian	Thompson	A & B + E				
Andy	Trevena	A & B				
Stuart	Whitehouse	A & B + E	A & B			
Mitch	Mabbutt	Instructs in FPV flying				

+ E = also examiner. *Club Training Co-ordinator

Committee Members for 2014

Office	Name	Telephone
Chairman	Alan Bristow	Details removed for web site
Deputy Chairman	Stephen Berry	
Treasurer	John Compton	
Secretary	Henry Hall	
Membership Secretary	Mike Winston	
Competition Rep	Vacant	
Safety and Training	Jonathan Harper	
Flackwell Rep	Andy Trevena	
Chinnor Rep	Nick Thomas	
BFMA Representative	Ian Thompson	
Newsletter Editor	Malcolm Connell	

Meetings and Events in 2014

Date	Event
25 June	Flying evening at Flackwell, particularly WW1 types
5 July	Gala afternoon at Flackwell
23 July	Scale flying at Chinnor
17 August	WW1 show at Carrington Junior School, Flackwell Heath
24 September	Auction (Items mainly £30 or more)
22 October	Talk by Sean Bannister – Subject to be advised
26 November	AGM and Subs payment
6 December	Hamper competition at Flackwell

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