

April 2019



FLIGHT BRIEFING

EDITORIAL

Inside this issue:

Editorial	1
Chairman’s Chat	1
Safety	2
NOTAM	2
CAA --New Rules	2
Website	3
Instructors	3
Diary Dates	3
Indoor Comp	3
Warbird Event	3
2019 Racing Comp	3
Glider Comp	5
Ivel MAC Caps	6
Wilden	6

As you know Chris is out of action at the moment, and is still in Bedford hospital. It is likely that he will be severely restricted in his many activities for a while yet.

We all wish you well, and hope for a speedy recovery Chris.

WORDS FROM THE CHAIRMAN

We have been very lucky to have some favourable conditions over the last couple of months and some members took full advantage of it. I have a feeling we are going to have a great flying season. I’m looking forward to another great years flying. And don’t forget, flying is fun and the more you practice, the luckier you get! So get wiggling those sticks.

I haven’t had any feedback from members about the new track so assume it is doing what it was designed to do. The top surface is made up of tarmac scrapings which will knit together when we have some summer sun on it.

In order for us to reduce to a minimum the amount of interest shown to Macca by passers-by, we have removed the signs asking members to stop at the entry to the active area and wait to be called forward. We have replaced the sign with a white painted block in the same location on the left of the track on the ground. Please wait there to be called forward. I ask you all to observe a maximum 10mph speed limit on the track to preserve the surface.

The “new area” that we have been given back was seeded by the farmer, but it is/was a bit rough and the grass has been a bit thin probably due to lack of sufficient rain. The committee have already raked and re-seeded part of the area and by the time you read this the rest should have been done and the forecast is for rain.

After we have some rain we will also spread some fertiliser on the areas of the field where we drive in and park. This should thicken the grass so that in the event of too much rain the ground is not easily chewed up.

If you fly using i/c engines of any kind please use a drip tray to catch fuel and exhaust oil.

Finally, remember that Take-off is optional but that returning to the ground is compulsory. Until the next time keep the number of landings the same as the number of take-offs.

SAFETY

During the recent spell of good weather, there have been quite a few unplanned returns to earth (crashes) and also a few items being ejected from aircraft. (hatches and batteries). Luckily nobody was injured and no vehicles damaged. However, it does show that members need to thoroughly check over their models prior to flying and ideally before leaving home.

The cost of repairing/replacing models due to the urge to get in the air is far greater than the time taken to ensure it is flyable. If someone talks to you whilst you are preparing your model for flight, either stop what you are doing and talk to them, or, check everything again once they have left.

I know you are fed up with me saying it, but please ensure you carry out both fail-safe and range checks for each model you fly. The BMFA also now recommend that when carrying out a range check you should also range check with the throttle opened. Therefore, it is essential that your model is restrained when doing these checks.

Lastly, as a reminder, at Macca, please respect the limits of the flying area and particularly refrain from flying low over the road. Please, always bear in mind the “**what if.??**” situation in whatever piece of sky you are flying in as the last thing we need is unnecessary risk of injury to a member of the public.

NOTICE TO AIRMEN (NOTAM)

Our club has a NOTAM in force for the site at Macca, so passing full-size aircraft **should** be aware of our presence. We have requested a NOTAM for Wilden but so far it has not been implemented by the CAA.

The effect of a NOTAM being published **does not mean that full-size aircraft are prohibited** from the airspace. It also means that occasionally the pilot of a full-size aircraft may contact the designated club contact person to advise he may be passing by. The intent is that we will advise members by text whenever this occurs. It has already happened several times although we are not always advised of the time. KEEP A LOOK-OUT.

NEW RULES PUBLISHED BY THE CAA

Since the last newsletter some rules have changed with effect from **13 March 2019** regarding the area covered by “No Fly Zones” around listed airfields. These zones are now called Flight restriction Zones (FRZ), and the area around airfields has been increased.

The effect of this latest rule change affects clubs that operate within or very close to airfield operating full size aircraft. Flying models in these areas is permissible, so long as the correct procedures are followed. But locally Old Warden is one of the listed airfields and the modellers are severely affected as the airfield Air Traffic control is not manned, so the airfield authorities have taken an even more stringent approach to the situation.

The club website LATEST NEWS page has additional information.
www.ivelmac.club

Note: *** Our flying sites are NOT affected by these changes. *******

The BMFA has advised that on 10 Apr 19 the CAA confirmed the height and FPV exemptions for BMFA members.

<https://bmfa.org/News/News-Page/ArticleID/2580/CAA-issue-updates-to-400ft-Permission-and-FPV-Exemption>

WEBSITE www.ivelmac.club

The Ivel MAC website has been instrumental in attracting quite a few new members to the club over the last few years. As well as giving basic information about our club to prospective members, it also holds information that may be useful to all club members.

There is a page with recent Club News and another with information about Upcoming Events. In addition, there is an extensive Photo Gallery with a collection of pics recent and old listed under different sections. There is also a download page which has newsletters from the last few years as well as links to various BMFA publications that you may find useful for reference.

If you have an idea for addition content, please speak to a member of the committee outlining your suggestion.

INSTRUCTORS

We have had a number of new members with little or no flying experience and have had to increase our strength in instructors accordingly. Here is the list of instructors:

Paul Goodwin	Ken Staynor
Paul Careless	Derek Chapman
Roy Rogers	Ollie Emery

DATES FOR YOUR DIARY

Indoor competition Winter 2018/19

Regrettably this event had to be cancelled for a variety of reason. The intent is to have another during the next Winter season.

2019 Barbeque 21 July 2019 at Wilden

Warbird Event (Date TBD)

Derek is hoping to raise interest for a day to be set aside for a warbird event. Nothing too serious. Contact him if you are interested and also if you have some ideas.

IvelMAC 2019 Racing competition (Dates TBD)

The preparations are being made for the 2019 Racing Event. We hope to start end May early June subject to weather and readiness of contestants. We will have a series of sessions initially, evenings and weekends to allow for most members to be able to be involved for at least some sessions. All the sessions will be held at Macca.

With that in mind we would like names of those interested in joining the fray for the 2019 event as soon as possible. If you are interested, please contact Roy Rogers.

For those that did not see the event last year, the races are run with 2 contestants airborne at a time. Each race lasts for 3.5 – 4 minutes(TBD) plus time to next crossing the finish line, followed by immediate landing.

We need an entry of at least 12 contestants to race to reach the quarter final knockout stage with 8 pilots. Prior to the knockout stage there will be single pilot flying timed laps to decide running order, and then each contestant will race against 3 others to decide who reaches the final 8 to go forward to the knockout phase. Also, we need 10-12 people to race/officiate/flag etc for every race. Members who are not in the contest can assist in these duties.

Hopefully the knockout phase of 9 races will be run on the same day.



The design is different to 2018 but the general idea remains the same. This year contestants have to produce their own model using the materials outlined below. The prototype has been flown by a number of club members already. Following another test with minor modifications, the plan will be available very shortly. We may be able to provide fuselage and wing/fin material and fin support angle strip.

Please bear in mind that the **motor, propeller and battery pack must be exactly** as detailed.

The Motor is available from several sources

Robot birds	Emax CF2812 1534 Kv	£8.95
HobbyKing (UK)	FC 28-12 1534 Kv	£6.35
Banggood	Emax CF2812 1534 Kv	£7.85 May take 4 weeks +

You will need a prop adapter for the **3mm** shaft

Be aware that these motors do not have bullet connectors soldered on when you get them

The propeller to be used is APC thin electric 7x5 E

The battery pack required is 3S 1300 MaH. High C rating recommended.

Other items:

20-30 amp ESC
 2 x 9g servos
 Square plastic tube
 Correx (Fluted plastic sheet 4mm)
 Plastic right-angle material (to be heated and bent to approx 120 degrees)
 End stop to fit the square plastic tube as motor mount.

Servo links piano wire etc
 Control horns
 Self-tapping screws various
 Various size nuts and bolt
 Reinforcing strip to hold wing to fuselage with large nuts and bolts
 Skid. To avoid breaking prop
 Various Tape such as: Blenderm, Gorilla tape, Duct tape
 Velcro pads
 Velcro ties (to retain battery)

Suitable Rx
 Tx set up to use Elevons
 Any reinforcing rods Barbecue sticks, carbon rods etc

Colourful tape (to decorate model so you can see and recognise it *(tip: make the underside different to the top.)*)

The CG is well forward for stability. If you follow the layout of the plan, the CG will work and the model fly well. If you wish to try moving the CG rearwards, look out for the unexpected high speed flick in high G turns, which then may over-stress the wing.

GLIDER COMPETITION (Various Dates TBD in conjunction with racing events)

We intend to hold a fairly simple electric glider competition over the Summer months. At least some of these events will be held on the same day/evening as the racing event. The details/rules/point scoring for the event will be clarified shortly but we intend to cater for a variety of models that may be used.

However, what we do know is that it will be run as a series of sessions, over a number of evenings/weekends. It will not be necessary to attend each event to compete as a number (as yet unspecified) of results will to count towards the competition result and a Cup to be awarded to the winner at the end of the year.

The basic idea will be:

Mass Launch
 Electric gliders up to 3 metres
 30 second burst launch
 Maximum flight time 10 minutes
 Last to land wins
 Landings must be within our defined strip
 2 rounds per event using the same glider

Contestants may if they wish use different gliders at various events.

In addition we can have SPOT LANDING COMPETITIONS on an ad hoc basis either day/evening.

CLUB CAPS with LOGO

The club has caps with the IvelMAC Logo. With adjustable fitting, a colour of Royal Blue with Logo in Gold, these are available for the very inexpensive price of £10 each. If you do not have one yet and would like one, please contact Richard Warner.



WILDEN

It seems that the cricket club does have fixtures posted for 2019 and so we may not have to mow the grass (regularly at least) in order to fly there.