

December 2019



FLIGHT BRIEFING

EDITORIAL

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As previously advised by email since our last newsletter, Chris Bashford passed away on 5th Sep 19 following a stroke early in the year, from which he never recovered.

Chris was a founder member of Ivel MAC, a previous Chairman, and a long time Committee member (still in post when he had his stroke) He contributed whole heartedly to everything with which he was involved in all aspects of his life.

As well as all his many non-modelling interests, he contributed to and was involved with, many aspects of our hobby. These included; design and production of radio control sets and equipment, making and marketing numerous electronic devices that we now take for granted (cut-off chargers, motor control devices etc), as well as flying pioneering models and equipment considered avant-garde at the time. He produced the Club Newsletter for many years and held information on club history, and for many years he produced the club newsletter.

The funeral for Chris was held at the Moggerhanger Village Church almost opposite his house and was very well attended leaving only a small amount of standing room. A number of club members attended.

In his honour, for all his involvement over the years, the committee made a decision to rename one of the club cups. We chose one that is issued each year, the 110% Cup, now bears his name.

He will be missed by all who knew him!

WORDS FROM THE CHAIRMAN

Firstly, Achievements during 2019

Improved access at Macca --- By the end of last year, Macca had become the field of choice, with members rarely using Wilden for flying. However, there was a problem with Macca, the entrance track became so boggy that the field couldn't be accessed after heavy rainfall. The committee made the decision to invest a lot of money in a track going from the gate to the end of the field, this would enable us to fly all year round, or at least most of it. Although the track does not quite have a motorway surface we might have like, given monetary consideration, it certainly does what we wanted and expected it to provide.

Although we fixed the problem with access, we found that water started to pool at the edge of the track, close to the point where we drive off, so something needed to be done. However, I am pleased to say that just before the AGM we had a drainpipe installed underneath the track and into the ditch which should take most of this water away,

However, what we must realise, is that Macca is just a field and as such, there will be times when it gets waterlogged, and we just have to accept that it is too wet to fly there. In which case Wilden is available.

Improvements to the gate and bridge --- Staying with Macca we have had a couple of problems that needed to be addressed. First there was the gate which became hit or miss whether or not you could get it closed - and then there was the bridge.

A couple of members had “mishaps” when leaving the field. No names no pack drill but the committee thought it would be a good idea to put some steel ‘feelers’ at the bridge edges.

For both solutions I’d like to say a big thank you to Dave Galpin for coming to the rescue.

Caps --- A long time ago we used to have club cap badges and stickers and we thought it would be a great idea to reintroduce something along those lines. We decided upon the club baseball caps, which have gone down very well. This is partly due to Richard’s sales technique with new members, which goes along the lines of ‘if you don’t buy a cap, you’re not getting in’

I must admit, it’s great to go up the field and see all the bright blue caps.

Competitions

Racing Comp

As the racing competition was such a hit last year Roy very kindly agreed to run it again this year, but with a twist compared to 2018. The prototype design flew straight off the board and everyone was given the opportunity to purchase a basic ‘kit’ made by Roy and Derek. It was then up to the members to build the model ready for racing. Some models were very nicely turned out racers, and some were very basic ones (mine) but there were others that for some reason, just didn’t seem to work for the competitor.

The idea was that a series of races would be flown over the summer culminating in the final 8 to fly a Knock-Out to determine the winner. Unfortunately, the weather played a big part in when we could fly, and ultimately, we were never able to fully complete the racing schedule as planned. Although, the final 8 had all flown against each other, so a winner could be determined.

During the rounds there was a number of very competitive races some of which that ended very close across the finish line. Also, one of the races, ended with a spectacular mid-air and subsequent crash destroying both models, involving Derek and Andy. This resulted in Andy withdrawing from the competition, but Derek went on to borrow another model for his remaining flight and won the competition. Well Done Derek.

Over the last two years the racing comp consisted of a number of rounds over a number of days and weekends. Therein lies the problem, because it’s not just all the racers that have to make themselves available each time, but also the helpers. Trying to organise a time when everyone is available and when the weather is suitable is not a simple task.

So next season, the racing will take a different format and run on just one day. It’s going to be a hoot whatever.

Gliding Comp

We also had an outdoor glider comp run by Paul Jones, which was also hampered by the weather, and not many rounds were contested. However, of those flown, Roy managed to 'keep it up' the longest and as I couldn't find a justifiable reason to disqualify him, he won that one!

Indoor Comp



We also had a well-attended indoor 'chuck glider' comp organised by Neil, but due to work commitments, it was later than anticipated so the winner (Neil) missed out on a cup.

Scale Day --- The scale day organised by Derek used the weather reserve day and went well. The event gave Tim the opportunity to show off all of his many £80 bargains, of which there were many! At the end of the day he put all of his models back in the van, and it was a case of, - where have all the planes gone!

I know some members were disappointed that we had to make use of the scale day weather to run a leg of the racing competition, but we were running out of time and as I've already said, we never did get to complete the planned schedule racing comp with a knock-out.

We will be doing at least one scale day next season and I can promise that we will dedicate the day purely for scale flying.

BBQ --- The BBQ was a great success. We changed things around a little bit this year in that you paid for a plate and could return for more food whenever you wanted at no extra cost. Some members got to grips with this idea very quickly!. This worked well and something I'm sure we will do again next year.

Bring and Buy --- The bring and buy events were another success, At the most recent one, there were a number of Chris's models for sale and the takings from them went to Dorothy , Chris's wife.

Christmas Dinner --- After having the Christmas dinner at The Anchor at Barford for a number of



years, this year we decided to look elsewhere as a change. After looking at a number of options the location chosen was at The Bedford Arms at Oakley.

However, there was a dress code violation by 2 members, wearing identical pattern shirts, however, there was no fighting and all the attendees enjoyed the location, meal and company very much.

Secondly, Thanks, and request for more help from members in the future.

Grass Cutting --- A very big thank you again goes to Frank. He had said he was giving up but volunteered to take charge of the grass cutting and mower maintenance at Macca. As always, he has

continued to do a fantastic job and we are all grateful to him for all his efforts.

Currently, he is in the process of designing a blade sharpening device that will both save the club funds and keep the gang mower in service.

You will notice that Frank now leaves a strip of rough grass that we have separating the 'pits' from the parking area. This seems to work well and is an idea that we stole from the boundary marking/uncut grass at Wilden.

Field Maintenance --- With two fields to maintain, it is difficult for just the committee members, and a few others, who respond to requests for assistance, to do the work necessary. Yes, we decide when and what needs to be done, but we are going to have to rely on more help from more of the members as well.

Remember, it's not my club, it's not the committee's club, it is your club and we all use the fields.

Which means I will be asking more of you during 2020 with regard to field maintenance. We haven't quite worked out the details how we are going to press gang members, but it will be fair. So expect a phone call.

Thirdly, CAA Registration Now we come to the elephant in the room, CAA registration. The Committee agreed that being affiliated to the BMFA and in order to comply with the law, all our members must be registered with the CAA.

You should all have received a copy of the BMFA News and this explains things very well. We do think that the easiest way to do this is for you to give Richard an extra £9 and let him do it all for you.

If any of you are still confused here is what the BMFA say:

Some members have expressed concern that registering with the CAA via the BMFA means that they will not be issued with a CAA Flyer I.D. The simple reason for this is that BMFA members don't need one! The CAA issue a Flyer I.D. solely to confirm that someone has taken their online test. Members with an existing achievement (including the new Registration Competency Certificate) are exempted from this requirement.

For members registering via the BMFA, the CAA will email them their Operator I.D. in early February which they should then display in an easily accessible location on or within their aircraft. Members are exempted from the requirement to display an Operator number until 23rd February 2020.

In other words, after 23rd February, each member will have to display their operator ID on or in each model in order to fly. **So, no Operator ID = No flying.** As this is a legal requirement it will be policed internally by members of the committee.

Finally (for Chairmans Chat) --- They say it's not what you know but who you know. As a club we are fortunate to have Andy Sephton as a club member. ,,,, Why?..... because he is once again the BMFA Scale Technical Committee Chairman for the next 12 months, and was also voted in as BMFA Technical Secretary for the next 2 years at the BMFA AGM. This puts him on the BMFA Executive Committee and both positions include membership of the BMFA Council. Which means our club has an influence within the BMFA at National Level.

SAFETY

We have enjoyed some good flying this season and the general feeling at the field has been very positive with good humour and for the most part, excellent safety standards.

I do know and am proud to say that our club operates one of the safest flying sites around and I'm sure you we will all continue to keep it that way.

OK, that's all from me apart from, a big thank you to all of you for making my job as Safety Officer so easy this year. We hope you all have a great Christmas and look forward to seeing you at one of the fields as soon as it warms up a bit.

NOTICE TO AIRMEN (NOTAM)

At last we have a NOTAM for **both** of our sites again, so passing full-size aircraft **should** be aware of our presence. This is valid until 20 Feb 20, and we hope we will be able to implement follow on renewal.

As a reminder, the effect of a NOTAM being published **does not mean that full-size aircraft are prohibited** from the airspace around our NOTAMed 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 promptly by text whenever this occurs. It has already happened several times although we are not always advised of the time. Nevertheless, KEEP A LOOK-OUT.

INDOOR FLYING / CLUB NIGHTS

Last year there was more chat than flying and the Moggerhanger evenings. Due to escalating costs to hire Moggerhanger Village Hall, coupled with the reduction of participation of indoor flying, the arrangements for club nights/indoor flying are being changed. The committee considered inviting guest speakers or asking club members to share their great wealth of knowledge, in order to try to improve attendance. It was decided that initially we would do it in house.

Initially Richard kicked off this idea and gave a short talk showing his preferred method for building a wing leading edge, introducing good strength. Unfortunately this was not attended by many. However, more recently Roy delivered a longer talk and discussion session on:

Stabilisers for Fixed wing,
Simple FPV
CAA Registration/

This was well attended, and since then, several other members have volunteered to give presentations in the New Year. At the moment, details are not sorted, but they will be notified in due course.

We have also trialled an indoor flying site at Oakley and have booked a few dates. The hall is larger than Moggerhanger and therefore more suitable for actually flying around and using slightly more adventurous models.

In General we will have Club Nights once per month at Moggerhanger, and Indoor Flying at Oakley. Please see Diary Dates on the next page for the date/time details

DATES FOR YOUR DIARY (So Far)

Club Nights - Moggerhanger

Wednesday 12 Feb 20
 Wednesday 11 Mar 20
 Wednesday 8 Apr 20
 7-30 – 9-30pm

Indoor Flying -- Oakley

Friday 10 Jan 20
 Tuesday 28 Jan 20
 Tuesday 25 Feb 20
 Tuesday 24 Mar 20
 Friday 17 Apr 20

7-30 – 9-30pm

FIELD MAINTENANCE

Yes, we do have members still using the Cricket pitch at Wilden. They like to go there in certain wind conditions and for some, they like to avoid the crowds at Macca. Also we may have to use Wilden if the heavy rain continues to affect the field at Macca.

In 2020, we will call for assistance from members, to cut the rough patches at Wilden to improve the areas where we park, and also over the year, as required at both Wilden and Macca.

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. Currently there is another page which show information and give links to CAA Regulations and registration.

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

NEW CONSTITUTION AGREED AT 2019 AGM 11 Dec 19

At the AGM some amendments to the Constitution were agreed, to include the changes caused by the CAA requirements etc. New Constitution booklets will be issued shortly.

TROPHIES

Although the club has a number of cups/trophies, not all the cups held by the club are awarded each year, and in some cases the reason for winning a cup may not be for the same reason as originally/previously awarded. Normally the trophies are given out at the Christmas Dinner and/or at the AGM.

Each year, the committee chooses which trophies will be awarded, and the who each recipient will be. The name of the winner is engraved on the cup, and each cup is looked after by the winner for a year, after which it is handed back. The winner also gets a mini plaque which is his to keep.

The Trophies and Winners awarded for 2019 are:

Name of, and reason for cup	Awarded to:
Chris Bashford 110% Cup (Club Good Works)	Frank Brown (for being maintainer/ support/mower for Macca and equipment)
Ivel Trophy (Clubman of the year)	Roy Rogers (for organising and directing Racing Comp amongst other things)
Lysander Cup (Senior Improver)	Bill Edwards (Improvement)
Tempsford Cup (Outdoor Comps)	Tim Oakley (improvements on scale flying)
Wheatsheaf Cup (Enthusiasm & Effort)	Roland Perry (Enthusiasm & Effort)
Competition Cup (Competition)	Derek Chapman (Racing Competition Winner)
Davis Cup (Gliding Competition)	Roy Rogers (being lucky in judging where the lift is)
Full Throttle Cup (Prang of the year)	Derek Chapman and Andy Sephton (spectacular collision during Racing comp)

Trophies not issued in 2019:

Tavistock Cup (Club Scale Comps)	Not awarded 2019
Beaufighter Cup (Innovation)	Not awarded 2019
Gibraltar Cup (Indoor Competition)	Not awarded 2019
Mainlink (Electric Flight)	Not awarded 2019

COMPETITIONS 2020

Ivel MAC 2020 Racing competition

It is proposed that a racing competition will be held in 2020. When the details are announced it will be very much first come first served. The entry will be limited to 8 Contestants, and is intended to be completed on a single day, as a knock-out competition.

Details will be forthcoming in the next few weeks and will be notified and also shown on the website.

Glider Competition (Various Dates TBD in conjunction with racing events)

We also expect to hold a series of gliding events, possibly including unpowered gliders using a winch or bungee. as well as a separate event electric self powered launching.

Details will be forthcoming in the next few weeks and will be notified and also shown on the website.

SCALE COMPETITION

We hope to hold a simple scale competition at Macca at some point late Spring/ early Summer. No other events will be planned for the day.

Details will be forthcoming in the next few weeks and will be notified and also shown on the website.

COMMITTEE MEMBERS 2020

Officers of the Club

Chairman: Paul Goodwin
 Secretary: Neil Goodwin
 Treasurer: Richard Warner
 Safety Officer: Paul Goodwin

Other committee members

Paul Jones
 Derek Chapman
 Roy Rogers
 Bill Edwards

INSTRUCTORS

Here is the list of instructors:

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

The Committee wishes all our members a Merry Christmas and prosperous New Year.

Until the next time