

February 2020



# FLIGHT BRIEFING

## EDITORIAL

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As a Club I think we do a good job of making new members welcome when they join our ranks. Sometimes a new member is also new to the hobby/sport, and although he may at first, feel overwhelmed with advice, that is far and away much better than being ignored.

For your efforts I think you all need a pat on the back, and long may the welcoming attitude continue.

## CHAIRMAN'S CHAT

January - what a month! The rain continues to fall, preventing us from flying at Macca. Although the track remained dry and the drain has been working well, The field is just a (very) wet field, so we have been restricted to flying at Wilden for the time being. However, Wilden is definitely not being maintained (by the Cricket Club) to the standard we are used to over the winter period.

As a reminder, when we use Wilden during the Winter, we should park along the hedge next to the road. This is so that the grass track leading to the pavilion doesn't get cut up with ruts, which would upset the Cricket Club. However, due to the weather we had been unable to cut the long grass where we should park in the Winter -- Until Recently.

We have been lucky enough to have a few days where the weather played fair and allowed us to fly. We thought that you would prefer to fly rather than have it curtailed whilst the car park zone was cut. On one of the occasions when the weather was marginal, myself and Roy used the club's new strimmer and spent some time cutting the grass in the parking area close to the nets. It does still need more work but it is usable now, so, if the rain continues to prevent the use of Macca, there is enough parking in the winter parking area at Wilden for at least eight cars.

Meanwhile, if the weather improves and we can use Macca to use for flying, but conditions are still unsuitable to drive on the grass, **please stay on the track**. If you cannot turn around on the track, at least keep your drive wheels on the track while you turn around.

Some of you may have noticed that the padlock at Wilden had become a little temperamental. The committee decided to replace it, and this will be done at the same time as the code is changed at the beginning of February. Of course, we will make all members aware of the new code for Wilden and for Macca.

## SAFETY

With my safety hat on, I need to remind members to give their models and equipment a good going over to ensure that everything works as it should, and also to remember the basics when they go flying. Please have a look at the BMFA Handbook and Club Rules to remind yourself and ensure you abide by them.

There are things that you were doing without thinking at the end of 2019 season, which may have slipped from the memory banks at the start of 2020. I know this to be true as I witnessed a couple of incidents where I had to intervene to prevent a potential accident.

Simple things like using a restraint, only connecting the battery in the pits area, ensuring the failsafe is working correctly and that your range check is performed for each model you fly.

One more thing that we should all try and do is to have a working throttle cut. It is very easy to knock the throttle when moving between the pits and the flight-line.

Personally, I fly Spektrum and use the same switch on the transmitter for all of my models, because muscle memory is the best way to learn. I know that Futaba is not quite so simple to program. But even I have fallen foul of flicking the wrong switch. I'm sure all of you in attendance at the time, remember the Mossie throttle cut/retract mix-up I had at Macca in the summer!

I will try and get to the field as much as possible and be aware that I will be offering some friendly advice to those who "forget" to do the essential things.

Hopefully February will bring us some dry days and we can get back to flying again. I look forward to another eventful but safe season of flying!

## CAA REGISTRATION

At the AGM members agreed to a change to the Constitution that spells out clearly that as we are affiliated to the BMFA, and in order to comply with the law, all our members are to be registered with the CAA. This also means that when the BMFA notifies each member of their Operator ID in early February, it has to be shown on each model by 23 Feb 20.

Here is what the BMFA say:

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*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 ID until 23rd February 2020.*

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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.**

A simple method is to write on a piece of masking tape with a permanent felt pen and stick it on or in each model.

This is a legal requirement and it will be policed internally by members of the committee.

## NOTICE TO AIRMEN (NOTAM)

As advised in the last newsletter, we have a NOTAM for **both** of our sites again, so passing full-size aircraft **should** be aware of our presence. The validity has now been extended until 20 April 2020

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.

## DATES FOR YOUR DIARY (So Far)

### Club Nights - Moggerhanger

7-30 – 9-30pm

Wednesday 12 Feb 20 \*\*  
 Wednesday 11 Mar 20  
 Wednesday 8 Apr 20

### Indoor Flying -- Oakley

7-30 – 9-30pm

Tuesday 25 Feb 20  
 Tuesday 24 Mar 20  
 Friday 17 Apr 20

\*\* At the Club Night on 12 Feb  
 Andy Sephton will give a talk on:  
*Flying of Historic Aeroplanes*

### BBQ and Competitions

No dates selected so far, but see next page for information about the competitions.

## FIELD MAINTENANCE

As a reminder, we will call for further 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.

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 up to the committee to do all the work, it is your club and we all use the fields.

Which means we will be asking you during 2020 to help with regard to field maintenance at some point. 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.

## **WEBSITE [www.ivelmac.club](http://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 and provides links 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 – Booklets being issued**

At the AGM 11 Dec 20, some amendments to the Constitution were agreed. These were mainly to include the changes caused by the CAA requirements etc.

New Constitution booklets have been produced and are in the process of being issued to members.

## **COMPETITIONS 2020**

### **Scale Competition**

Derek has agreed to organise another scale day, and this time there will be an element of competition involved. It will be at Macca at some point late Spring/ early Summer, after he has settled in after his house move. 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.

### **Glider Competition**

Paul Jones has agreed to run glider comps again in 2020. These may include other formats in addition to the way they were run in 2019,. Possibilities include; unpowered gliders using a winch or bungee. as well as a separate event electric self powered launching as before. Paul is anxious to use to the winch owned by the club and being refurbished by Roland and Paul also has use of another winch.

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

### **Racing competition**

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 date and time when everyone is available and when the weather is suitable is not a simple task.

So, during 2020, the racing will take a different format and will be run on just one day. Details will be forthcoming in the next few weeks and details given and also shown on the website. When the details are announced it will be very much first come first served. The entry will be limited to 8 Contestants, and it 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.

## 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

When flying inverted, remember that Down is Up, and Up is Expensive.

Until the next time