

September 2020



# FLIGHT BRIEFING

## EDITORIAL

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Here we are, still operating under Covid 19 Regulations and it looks like they will continue for a long while to come, under various and changing regulation.

In our hobby, and in our club, we coped with a long lockdown when we could not fly at all at our sites. This was followed by being allowed to go flying but with less than 30 at the field and using usual Covid 19 precautions. The only time we approached 30 was the Scale day with about 22-25 at any one time.

More recently the **RULE OF 6** was implemented by the Government but that did allow certain exclusions. The BMFA promised to come up with some guidance and did so just before implementation of the **RULE OF 6** coming into effect.

In the meantime, the committee considered various options:

1. They could have allowed the **RULE OF 6** to go ahead on the basis of 1st come 1st served for just 6 people at each site with 3 shifts. That would have been relatively easy to deal with but would not have been acceptable for those who travel a fair way to reach our sites.
2. They also considered about how to arrange a fair and equitable booking system compatible with a reasonable time at our sites. That would have required about an hour per day to maintain, update and disseminate. If you think differently try to come up with how to do it.

Therefore, once the BMFA published applicable information/guidelines, the Committee agreed it would be better to look at following the course of implementation of **COVID-19 SECURE** procedures with a **Risk Assessment** which includes a **Track & Trace** system and to enable more than 6 members to be at the flying field at any one time. This is now in force and with a text/phone based **Track & Trace** system up and running. **07480 619 155**

Members should have seen the various emails/information and some of you will even have read them *Some of you advise there is no need to take sleeping tablets anymore, just a quick glance at bedtime is sufficient to help you nod off quickly*

**However**, Members do need to book in promptly on arrival at our sites and again when leaving. **Social Distancing that we are implementing is 2M+ without the need for masks.** However, we do need to be vigilant and maintain the distancing precautions.

Ways of sending the information to the Ivel MAC Track & Trace Controller:

1. You can send a text message in the normal way (Details on the boards)
2. For those that can use them, there is a QR code on the boards that can prepare the text for you.  
**(You still need to send the text.)**
3. You can leave a voice message with your name and number etc. Details (but not number) on the board.

The number is deliberately NOT shown (as numbers at least) on the boards at the sites in case of unwanted communications.

At Macca particularly, we need to be prepared for passers-by to alert the authorities that we are breaking the **RULE OF 6**.

If a concerned citizen or someone from a public authority come along to question why more than 6 are gathered, please politely point out that we have done a compliant **Risk Assessment** and we are operating a **Track & Trace** system and that we are adhering to the regulations of **Covid-19 Secure**.

Hopefully, the regulations affecting our hobby will not change again soon.

## **CHRISTMAS DINNER -- Your views needed URGENTLY**

At the moment no-one can forecast whether the club will be able to hold an Ivel MAC Christmas Dinner with the Covid 19 situation. **We would like a prompt response from all members please.** This is not asking you to make a commitment/booking but we are trying to get a feeling to see if we should even try to go ahead to try to organise a dinner.

In any case, the place it was held last year in Oakley, can only take 22 people maximum to comply with Covid 19 regulations. They are booking up fast.

It may be that members are unwilling to plan to go, or it may be that we book it but regulations change and it is cancelled. Please get back to us with your views promptly to:

[christmasdinner@ivelmac.info](mailto:christmasdinner@ivelmac.info)

answering "Would you be prepared to attend if a Dinner is arranged?" plus any other polite and relevant comments.

## **CHAIRMAN'S CHAT**

Hello,

Are we all thinking 'here we go again!'

It seems that people can't behave and action needs to be taken.

No, I'm not talking about our club, I'm talking about **covid 19** and the "**rule of 6**".

We are very lucky to have Roy on the committee who has gone the extra mile to keep us safe with the **risk assessment and a track and trace system**. These allow us to continue flying with more than allowed by the “**rule of 6**”. And of course, if you feel uncomfortable with the number of members flying at Macca, we do still have Wilden. Although I must admit that I haven't flown at Wilden for a very long time.

You are all aware of the passing of Ted Talbot. When I think of him, I am reminded of a conversation we had a while back regarding ic versus electric powered models. Ted had his favourite ic model that he flew very well, but didn't have the most reliable ic engine. At least he got to practice dead stick landings! He said he wasn't a fan of electric models and was adamant that he wouldn't be changing anytime soon. That lasted until Barry Wright gave him an electric model to fly and for months afterwards, I always smiled when the only model he got out of the car was the electric one.

## SAFETY

It goes without saying that the safety of our members is paramount.

This also means that you need to consider your own safety and vulnerability to the covid virus before venturing out to one of the fields.

Always be mindful and respect the 2m+ rule. This goes with parking as well as personal space.

A good idea is to park with enough space so that you and the car next to you have enough space to both open your car door at the same time.

As modellers, we all like to talk, mostly more that we fly and it is very easy to forget about the 2m+ separation when in deep conversation. Please bear this in mind and maintain the 2m+ distance – on the flight-line as well please. There are 2M spacing tags along the rope!

Unfortunately, I have to remind members again, please carry out all of the safety checks before flying. Especially range checks and failsafe checks. Some members are not carrying out the various checks prior to flight, some do some of the checks, but not all of them. This goes for electric and ic models.

Check over the model  
Check equipment,  
Range check,  
*and not forgetting*  
Failsafe check.

After our time off from flying regularly, it is all too easy to lapse. If think you fall into that category, please read the BMFA handbook and remember to do them **ALL**

And, just in case you have forgotten. Make sure you have your Operator ID somewhere on those shiny new models you've recently bought.

It is thanks to you all for acting in a safe manner that I have very little to say with regard to safety. Please keep it up!

That's it for now. So keep flying and stay safe.

Paul G

## NOTICE TO AIRMEN (NOTAM)

Although we have a NOTAM for **both** of our sites which means that passing full-size aircraft **should** be aware of our presence. The validity has now been extended until 30 October 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**.

## TED TALBOT

As you have been advised Ted died peacefully in Peterborough Hospital 18 Aug aged 83. We do not know all of the details, but apparently, he attended hospital around the 18 Aug for an appendix operation and suffered a massive heart attack. Hazel doesn't want any contact at the moment. As we understand it, a private service was to be held on 21 Sep in Peterborough.

I first met Ted about the late 80s, he actively helped a lot of people with our hobby/sport in those days, and continued to do so albeit to lesser degree in later times. I believe he worked at Perkins in Peterborough for many years, and he used to take some of his holidays in a variety of countries and places that most of us (still) do not visit.

In recent years Ted and Hazel had taken holidays in the same East European country at about the same time each year. However, it was only in the last couple of years that he discovered that he was holidaying not far from World Class Model Rocketry events. Subsequently, when he found out, he tried booked his holiday to make sure that he would be able to attend. I suspect Hazel was not always best pleased.

Although Ted did not fly much in recent years, he did visit Macca particularly about every 4-6 weeks and many members will miss him. So Long Ted, Happy Flying

## Ivel MAC Scale Day 2020

After only one postponement due to the weather, the 2020 Scale Day went ahead on Sunday 9th August. Once again, this was very well attended and thanks go to everyone that came along and made it a great day, despite the less than perfect conditions! Tim arrived and after unloading his van, I think he successfully doubled the number of models present!! There were a number of "irregular arrivals", including damage to several of my own models, but no injury to persons and everyone still had a great day!

As many of you already know, just prior to the event, the farmer expressed some concerns regarding the dryness of the surrounding crops, particularly in the event that an IC model should come down in the crops with a very hot engine/exhaust? In view of this, flyers of IC aircraft were requested to have either a fire extinguisher or water sprayer of some kind quickly to hand to hopefully quench any fire that may occur? This was heeded and, fortunately, no incidents occurred.

Of course, we know that heat can also build up considerably in our electric models. However, the farmer particularly expressed concerns regarding IC models, and it's only right that we should respect his concerns. The crops were particularly dry following a long spell of very hot weather and it would be quite

a blow if he were to lose an entire crop due to one of our models going down? It would be even more of a blow for us, as we would probably lose Macca as our flying site and it's doubtful we would find another so good..... that's if we could find another at all?! Please also remember that a crash with a petrol engine with fuel spillage is even more likely to result in a fire than that of a glow fuel engine, so even more care should be taken with these?



With the success of the Scale Day, several members have asked if we could have scale gatherings more often and, of course, we can!! I propose to simply keep an eye on the weather and, if it looks particularly good for scale flying, then we can make last minute

arrangements! There are many members with scale models now and I'm sure we can quickly have a good gathering..... so watch this space.... and the Whatsapp group!



We had a simple fun competition at this year's event asking everyone two simple questions...."What model would you most like to take home with you"... and "What model was flown in the most scale like manner". The results are shown below:

**Results of Ivel MAC Scale Day 2020 Competition**

<b>Model Flown in the most scale like manner</b>						
Ollie Emery	Ollie & Derek	Ken Staynor	Tim Oakley	Derek Chapman	Derek Chapman	Derek Chapman
Vought F4U Corsair	Spitfire & Thunderbolt	Elder 40	Messerschmitt Bf110	Republic P-47 Thunderbolt	Messerschmitt Me262	De Havilland Sea Vixen
4	4	1	1	1	1	1
<b>Model I'd most like to take home with me</b>						
Ollie Emery	Mark Wraight	Ollie Emery	Derek Chapman	Tim Oakley	Tim Oakley	Roy Jupp
Supermarine Spitfire IX	Avanti S	Vought F4U Corsair	Messerschmitt Me 262	Hawker Hurricane	De Havilland Mosquito	De Havilland Tiger Moth
4	3	1	1	1	1	2

Once again, thank you to all those who attended and happy flying for the remainder of 2020!!

Derek

## Ivel MAC Glider Competition 2020

The competition was held at Macca, on 6 Sep. There were 2 parts to the competition.

- a. A 30 second motor run aiming for an exact 3 minute flight time to spot landing.
- b. A 30 second motor run aiming for max duration and landing on our field.

I arrived at Macca at 10am on a bright sunny morning with gentle breeze to find three competitors already practicing. By the time we started around 11am with the spot landing comp 8 contestants were keen to start.

Our guest flyer Julian Barker won the spot landing contest event by a narrow margin with a basic 3 channel Radian.

SPOT LANDING COMPETITION						
NAME	MODEL	WSPAN	TIME	DISTANCE POINTS	TOTAL POINTS	POSITION
JULIAN	RADIAN BASIC	2M	2.57	2	179	WINNER
ROY	RADIAN PRO	2.M	3.05	NIL	175	RUNNER-UP
DEREK	PHOENIX	2M	2.27	11	158	3
OLLIE	E HAWK	1.5M	2.11	15	146	4
NEIL	PHOENIX	2M	2.17	8	145	5
ROLAND	PHOENIX	2M	2.13	NIL	133	6
BILL	PHOENIX	2M	1.57	NIL	117	7
KUMAR	PHOENIX	2.4M	USED MOTOR	-	-	UNPLACED

Around midday the sun & lift deserted us just as we started the duration part of the competition. Unfortunately, 3 contestants needed to depart for various reasons before this time. The available lift was marginal with flight times of only around 5 minutes achieved.

DURATION COMPETITION				
NAME	MODEL	W/SPAN	1st ROUND POSITION	FLY OFF RESULT
DEREK	PHOENIX	2M	2=	WINNER
ROY	RADIAN-PRO	2M	1	RUNNER UP
JULIAN	RADIAN BASIC	2M	2=	OFF FIELD
OLLIE	E-HAWK	1.5M	4	
RICHARD	CHIEF	64"	5	
ROLAND	PHOENIX	2M	6	

Everyone said they enjoyed the event and are looking forward to the next event.

Paul J

## CAA REGISTRATION -- Display of Operator No.

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.

Furthermore, each member is required 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.

## 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 Ivel MAC 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.

## DATES FOR YOUR DIARY

### **Racing competition - 10/11 Oct (Subject to weather and COVID regulations)**

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.

The entry has been limited to 8 Contestants, and it is intended to be completed on a single day, as a knock-out competition. The model chosen is a Wing Wing Z84 and most of the 8 contestants have already flown and set up their racer.

Covid 19 precautions prevented the competition being held on the original planned date. 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 Know-It-All Modeller**

A very knowledgeable modeller with a know-it-all arrogant attitude challenged club members (not our club!) that he could answer any model related questions. For a small £5 bet, he would go around and ask each member to ask him one question. If he answered wrong, he would lose the bet. True to his words, he could answer all questions until finally no modellers would take up the challenge.

Always on the lookout for a new victim, one day the arrogant modeller came across a new member. "I challenge you that we will take turns to ask model-related questions," said the modeller. "But because you are a new member, if I can't answer your question, I'll pay you £100. But if you can't answer my question, you'll pay me £5."

The new member just wanted to get on with his flying and refused the bet. However, after repetitive, annoying words from the arrogant modeller, the new member just wanted him off his back so he accepted the bet.

The new member asked his question first: "What airplane has five wings, three tails, and one aileron, is fitted with only an OS 28 and can go up to 250 mph?"

After a long thought, the arrogant modeller concluded for the first time, he did not know the answer and paid the new member £100.

"So what's the airplane called?" asked the arrogant modeller.

"I don't know," said the new member. He handed over the £5 and pocketed the remaining £95 for himself. Then he got on with his flying!

*Until the next time*