

SMFC Newsletter - March, 2016

Our next meeting will be at Ugley Village Hall on Monday, 4th April.

Mark Moulds will be hosting a fun competition using a flight simulator. We will be projecting the simulator display onto a large screen, so you will be able to see the action clearly – and barrack accordingly!

Mike's Chat:

At our last meeting, we were introduced to Phil Gutheridge, who spoke to us about the BMFA Achievement schemes; they have been updated and require our attention to the detailed changes. All are contained in the latest BMFA test manoeuvres, and Phil suggested that we should ALL read the latest versions of the "Achievement Schemes." The changes are not too radical, but need our attention. (Ignorance is no excuse).

We had a short break at this time, to welcome back our Chairman Paul Pichel Who has been greatly missed on "Fly in" days. Especially scale events. Welcome back!

Phil (who is one of our "Gluer" members") then went on to tell us about glues and how to use them to best advantage. Phil is also a member of Bottisham Club (who must use an awful lot of glue!). Anyway, we started off with the old favourite Cyano, and found out that you must store it in cold conditions (Fridge if you're careful). This does explain one of the main reasons for a very short shelf life when we use it. A hot shed is not good!

Phil went on to talk about various other glues like PVA (good for Foam) and Gorilla Glue (Polyurethane, also good for foam, and as it expands on cure, engine mounts). By the way, the plasticiser in cyano is Nitric<.: Acid, which accounts for the nasty fumes, so take care. Phil could well have saved us unnecessary expense, as ALL the glues we use need to be stored in COLD conditions, for a longer shelf life.

Bill brought along to the meeting his latest model. A club trainer which will be for new members to try, and any member who feels the need for a refresher (like me!). It is a well made high wing monoplane with a "Buddy Box system" to give the instructor complete control in the event of loss of control by the pupil. As a precaution the wings are held on by "Lucky Bands." However, I tried two very tight loops "Whoops" said Bill when I tried it out at Hadstock, but all was well so I carried on to find that it's very well mannered and goes where you send it, and rolls nicely (with some down.). The "Buddy Box" system is very easy to use, as the connection between pupil and instructor is electronic (no wires to trip over). A very welcome addition to the club's amenities, which is certain to become very popular. So thank you Bill for thinking of us once again.

Cheers Dears, Mike.

Future Events:

We will be hosting the GBRCAA Pattern Comp on Sunday, 17th April. Spectators are welcome. This means that the site will not be available for club flying until the competition is finished. This is expected to be by 17:30.

Our May meeting will take place on the 2nd May (Bank Holiday Monday) in the Village Hall, Ugley. No specific activity is yet planned, so this would be an ideal opportunity for members to present their new models that we will be seeing up at the Flying Site this year - before they manage to write them off!

Drone Aware Month.

The BMFA have been working with the CAA on a Drone Awareness initiative and has designated April this year as "Drone Aware Month" to try and raise awareness of the legal requirements and considerations when operating a drone. You may have seen something of this in recent Model Flying Magazines:

BE SAFE - BE LAWFUL - BE DRONE AWARE

 <p>You are responsible for each flight</p>	<p>You are legally responsible for the safe conduct of each flight.</p> <p>Take time to understand the rules - failure to comply could lead to a criminal prosecution.</p>	 <p>Keep your distance</p>	<p>It is illegal to fly your unmanned aircraft over a congested area (streets, towns and cities).</p> <p>Also, stay well clear of airports and airfields.</p>
 <p>BEFORE each flight, check drone for damage</p>	<p>Before each flight check that your unmanned aircraft is not damaged, and that all components are working in accordance with the Supplier's User Manual.</p>	 <p>Keep your distance 50 metres</p>	<p>Don't fly your unmanned aircraft within 50m of a person, vehicle, building or structure, or overhead groups of people at any height.</p>
 <p>Drone is in sight at all times</p>	<p>You must keep the unmanned aircraft within your sight at all times.</p>	 <p>Consider rights of privacy</p>	<p>Think about what you do with any images you obtain as you may breach privacy laws. Details are available from the Information Commissioner's Office.</p>
 <p>YOU are responsible for avoiding collisions</p>	<p>You are responsible for avoiding collisions with other people or objects - including aircraft.</p> <p>Do not fly your unmanned aircraft in any way that could endanger people or property.</p>	 <p>Permission to use drones for paid work</p>	<p>If you intend to use an unmanned aircraft for any kind of commercial activity, you must get a 'Permission' from the Civil Aviation Authority, or you could face prosecution. For more details, visit www.caa.co.uk/uas</p>

It has been pointed out that the operation of drones is covered by the same legislation as for all other flying – in particular, Articles 137 and 138 of the Air Navigation Order:

Article 137. "A person must not recklessly or negligently act in a manner likely to endanger and aircraft or any person in an aircraft"

Article 138. "A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property".

In addition, Article 166 specifically relates to "Small Unmanned Aircraft" – eg models. Section 3 of this Article states that: "The person in charge of a small unmanned aircraft must maintain direct, unaided visual contact....." This has been interpreted for FPV to mean that:

Any person flying FPV must have a safety pilot with them that can maintain visual contact with the model, be it a drone, helicopter or fixed wing.

The Safety Pilot is the person in charge and is legally responsible for the operation of the model and so must be able to take over control at any time, even against the wishes of the FPV pilot. This indicates that a "buddy-box" system will be required with the safety pilot operating the master transmitter..

However, there is an "Exception" in that smaller Drones (sub-3Kg?) can have an Exemption to the FTP "Buddy Box" rule but still **must** have to have an observer close by the pilot when being flown.

If anyone does fly FPV at the flying site, then these requirements must be observed. Otherwise, the flight will be illegal and both the pilot and the club's BMFA insurance cover will be compromised.

Flying Site Diagrams:

A set of the Flying Site diagrams that Mark produced last month to show where we should position ourselves when we are flying, and the parking and pits areas, has been fixed to the back of the club's name board at the flying site so that everyone can refer to them when they need to.

New Club Trainer:

Thanks to the sale of unwanted items at last month's meeting, over 50% of the cost of the new club trainer has been covered. Bill has been testing the trainer, including a couple of training flights, but still needs to sort out the engine as it cuts if the throttle is opened after a long time at low power (Bill suspects this happens because the engine is a large capacity, well-finned, one running at low power and is getting too cold). Bill has a couple more things to try to get 100% reliability. Bill is also going to draft a simple "rules" document for using the trainer, to reduce risk and maximise the trainer's longevity!

As not all new members will want to try their hand at "oily" model flying, perhaps the club should also aim to have a basic electric trainer. So, if anyone has a suitable electric trainer that they have outgrown and would like to donate

Call for new "Club Instructors":

We have had a few responses to our request for experienced members to become "Club Instructors" but we could do with a couple more. You will need to be able not only to give flying instruction but also to instruct on our procedures and safety rules. Most instruction is likely to be at a basic level but instructors capable of a more advanced level would be very welcome. Club Instructors are approved by the club committee and their names are passed to the BMFA where their instructor status will be added to their BMFA Card. However, there is no requirement to hold a BMFA Achievement Scheme "rating".

If you would like to be considered for appointment as a club instructor please contact the Club Secretary at 07944-461847 or laurie.poulier@btinternet.com

Little Walden USAAF Memorial.

Little Walden Village is having a new memorial erected in the village to the USAAF personnel who died while based at Hadstock Airfield during WWII. The cost of creating the memorial and erecting it is being funded by voluntary contributions, although much of the work will be carried out for free by local tradesmen, etc. As you probably realise, our flying site is located on the former wartime Hadstock Airfield so the Club Committee has decided to contribute £50 from club funds to this cause. Model flying activities are never popular with local inhabitants so we think that this will be a useful boost to our local public relations.

As part of the village's fund raising activities for this memorial a Country & Western evening (with band) will be held at the Little Walden Village Hall, at 7.00 pm on Sat 16th April. The evening will include a "Chilli with rice" meal but bring your own drinks. There is no entrance fee but the Organisers ask for voluntary donations to the Memorial Fund. This is for a good local cause so please feel free to support the event.

Membership Status Update:

Nearly all of last year's membership has now renewed their club membership for this year. I have just sent reminders to the half dozen that I've not heard from yet.

Laurie