

September 2019



FLIGHT BRIEFING

EDITORIAL

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It must be a first for the club, that 2 members had contributions in RCM& E in the same month (August 2019).

1. A design by John Kay was included as they reissued his Moonbeam slope soarer design. **This was originally published 53 years ago.** I did ask him if he was getting any royalties, but he said not so far.
2. Andy Sephton wrote an article about the handling of Tail-Dragger aircraft. Although the article was from his notes for instruction for pilots of full-size tail-dragger aircraft, the lessons apply to model aircraft as well.

WORDS FROM THE CHAIRMAN

As you know Chris is being cared for at Askham Village Community nursing home at Doddington. Richard visited him recently and the latest update is that regrettably Chris is not likely to be returning to active model flying any time soon.

His family are tidying up his workshop and in due course the club will hold a sale of some of his models/equipment. Proceeds will be given to his wife.

I know that you will join the committee in wishing him well and hope that however long it takes, he makes a full recovery.

You may be wondering why you haven't seen me at the field as often as I should, or would like to have been, and this is because I have been helping out one of my friends in the building trade, as well as taking on a couple of driving jobs. The hours are long and it takes it out of my ageing body. This retirement lark isn't quite what I expected!

Unfortunately, this is likely to continue for the foreseeable future, but I will do my best to get up the field as often as possible.

Macca. The bridge to gain access to Macca has always had to be crossed with care as it is

quite narrow. In the past some members have come very close to falling off the edge. Recently, a member really tested his 4x4 by dropping a wheel off the side when leaving Macca, so we came up with the idea of attaching some 'rubbing' rails to both edges of the bridge.

Thanks are due to Dave Galpin, who came to our rescue. He obtained materials, supplied and fitted pieces of angle iron to the edges of the bridge. Now you should be able to "feel" tyres rubbing against them if you get too close to the edge.

(Stop Press) When you leave Macca take care that you actually drive onto the bridge, and between the "rubbing" rails.

Christmas Dinner. I know it sounds early to talk about it, but Christmas is coming and so is the club dinner.

Following the Dinner last year, we had a few complaints about the quantity of vegetables and the slow service and so we are now considering other venues. If you know of, or have experienced a good Christmas dinner, please forward details of the location/s to any of the committee members so that we can review other facilities.

Indoor Flying. Due to escalating costs, club nights/indoor flying will be changing this year. Last year there was more chat than flying and we are considering inviting guest speakers or club members to share their great wealth of knowledge. Please see further down the newsletter for additional information.

SAFETY

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.

The wind has been really strange this season and we are more often than not flying along the flight-line in a crosswind. Along with the usual hazards that presents, you must be mindful of this when performing any low passes close to the flight-line. It is very easy to lose concentration, or fail to take into account the effect on the crosswind. So, for safety's sake, remember, it would be wise to advise anyone on the flight-line that you intend to make a low pass and from which direction.

We are always looking to improve the way we do things. To that end the committee came up with the idea of reproducing the cricket pitch boundary from Wilden to Macca. Why? Because it has become noticeable that the distance between the cars and the pits, and also between the pits and the flight-line, have slowly been getting closer together. This is not a good idea, in the past cars have reversed over models that were pitted too close to parked cars, and the pilots on the flight line should be far enough away to avoid distraction from members in the pits and sat around the cars.

If you have been flying at Macca in the past couple of weeks you will see that there is a strip of longer grass that we are now using as the edge of the pits. This ensures that there is good separation between the cars and the pits. We do not wish to see any repeat of of events a number of years ago when a couple of members reversed over models in the pit area. As this is only an experiment, we have only left the longer grass in the direction that we predominantly use.

Regarding the distance between the pits and the flight-line, **“Please Keep The Gap”**. Also, it is unwise to put the windsock pole in line with the flight-line. The reason is that the carbon fibre rod may induce a (narrow) radio black-out zone between Tx and model if the pole is in between them.

If you fly using i/c engines of any kind, please use a drip tray to catch fuel and exhaust oil. Also, just as a reminder, your i/c model needs to be noise checked by Paul Goodwin or Derek Chapman.

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)

At last we have a NOTAM for **both** of our sites, so passing full-size aircraft **should** be aware of our presence. 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.

BARBEQUE

The holiday season will always mean that some members are unable to make it. But it is always a great day amongst fellow flyers, wives, girlfriends etc.

The barbeque was held at Wilden on 21 Jul and this year the weather was excellent, and the event was well attended by 19 members and 14 family members.

Thanks are due to a number of people, each of whom provided a valueable contribution to the success of the day. They are: Sally, Theresa, Roland’s wife Sue, and Derek’s wife Julie, for various food “extras and delights,” Tim for the generator, Richard for the organisation of supplies, Kevin for the magnificent gazebo, and last but not least the team of the Chairman and sidekick, Chef Paul and Teresa for the excellent cooking and service with a smile.

We had a different approach to the food this year by selling a “plate” for the food rather than charging per item. This certainly kept the Chairman, Chef Paul and his sidekick Teresa, busy.

A fair amount of flying was carried out and there was a large range of models in the pit zone.

Link to YouTube video <https://www.youtube.com/watch?v=IR35KAasnOk&feature=youtu.be>

INDOOR FLYING / CLUB NIGHTS

CLUB NIGHTS - Winter 2019-20

The powers that be on the Moggerhanger village hall committee have advised of a significant increase in cost for our upcoming sessions. The club committee has agreed that for the period until Christmas we will continue to hold 2 sessions per month. These will continue to be for 2 hour sessions but will change to be 7-30pm – 9-30pm.

We intend to hold a bring and buy, (date TBD) and also sell the surplus models and equipment from the collection of Chris Bashford. The proceeds of this will be donated to his wife for care costs for Chris.

In addition,

On some occasions we will have talks/discussions on a variety of modelling related topics and possibly other topics of interest as well.

We are also looking for a larger facility to do indoor flying which would be separate from Club Nights at Moggerhanger.

We are hoping that the club will support the changes.

INDOOR FLYING - Winter 2019-20

We are investigating the possibility of using Oakley Village Hall on some Tuesdays. The hall is larger than Moggerhanger and more suitable for actually flying around.

FIELD MAINTENANCE

The committee wish to make sure that all members are aware of the great contribution that continues to be made by Frank in keeping the grass at Macca suitable for operating our models. This is a huge task, not only is there the many hours devoted to cutting the grass every week, but also the tractor and gang mowers need maintenance and repairs on a frequent and continuing basis.

Frank advised previously that he would hand over the main responsibilities of carrying out the onerous task. Although Paul G and Derek have cut the grass a few times this season, Frank has continued (his choice) to do the majority of the cutting. He has also carried out many replacements and repairs to the equipment saving the club significant sums.

When you see Frank, please make sure you show your appreciation.

Grass cutting is not the only field maintenance that has to be done, trimming the weeds back, improving the access, spreading fertilizer, are all jobs that need to be done. If you are asked for assistance, please try hard to contribute some effort to the fantastic site that we have.

WILDEN

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.

SCALE DAY



The Scale Day was finally held at the 3rd attempt on 26 Aug. The weather was very good, almost too hot and many members attended and enjoyed the day. There was a long line of various models in the pit area and some members had to double park their fleet.

Just a part of the pit area before everyone arrived



We put up a couple of gazebos and awnings to shelter from the sun, and they were definitely needed.



Just some of the pics taken on the day.

DATES FOR YOUR DIARY

AGM 11 Dec 19 Moggerhanger Village hall **START 8pm.**
Please be there earlier to read through any paperwork.

Christmas Dinner December, date TBD

COMPETITIONS

Ivel MAC 2019 Racing competition news so far

The contestants have been split into 2 groups of 7. Each Contestant to fly heats against the other 6 in the group.

Scoring is by Points

Win	=	5
2 nd	=	3
Did Not Finish	=	0

After all the heats have been flown the top 8 contestants will go to the Knock-Out phase with the order decided by a Draw.

Results so far: Not enough races have been flown to give an idea of leaders so far.

Group 1 has flown 14 races, with 7 outstanding.

Group 2 has not flown any races so far.

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

The basic idea is:

- Electric gliders up to 3 metres
- Mass Launch (up to 5)
- 30 second burst launch
- Maximum flight time 10 minutes
- Landings must be within our defined strip
- Last to land wins
- 2 rounds per event using the same glider

Contestants may if they wish use different gliders at various events

The 1st session set the ball rolling on 1 June. It was a useful reminder/introduction to the competitors on how fickle the lift can be. Some slots flown were double the airborne time of the adjacent slot.

Just because you were not involved in the 1st session does not mean you cannot compete on the overall competition. The idea is that we will hold quite a few sessions and each competitors best 3 results will be used.

INTERIM RESULTS GLIDER COMP

DATE 1 Jun 19

NAME	MODEL	W/SPAN	TIME	POSITION
OLLIE	E HAWK	1.4	4.39	5
NEIL	PHOENIX 2000	2.0	4.26	7
RICHARD	BLAZE	1.8	2.35	8
BILL	RADIAN	2.0	5.23	OFF FIELD
DEREK	PHOENIX 2000V2	2.0	4.29	6
ROY	RADIAN PRO	2.0	8.52	1
PAUL J	PHOENIX 2000	2.0	5.06	OFF FIELD
PAUL G	PHOENIX 2000	2.0	6.02	2
PAUL LEADBETTER	HERON	2.4	5.28	3

Further sessions will be run over a number of dates during the next few months. Worth mentioning again, it will not be necessary to attend each event to compete as the best 3 results will count towards the competition result. A Cup to be awarded to the winner at the end of the year at the Christmas Dinner.

In addition we have a SPOT LANDING COMPETITION run over several rounds on an ad hoc basis and may be either day/evening, a bit weather dependant.

INTERIM RESULTS SPOT LANDING COMPETITION

DATE: 10 Jul 19

NAME	MODEL	WSPAN	TIME	DISTANCE	POINTS	POSITION
RICHARD	BLAZE	1.8	2.44	2	166	3
ROY	RADIAN PRO	2.0	2.90	12	182	2
DEREK	PHOENIX 2000V2	2.0	3.02	10	188	1
BILL	RADIAN	2.0	3.20	NIL	160	4

DATE: 13Aug 19

KEN	PHOENIX	1.6	3.00	NI	180	3
			3.14	14	180	3
BILL	RADIAN	2.0	3.03	NIL	177	4
			3.18	NIL	162	4
PAUL G	RADIAN	2.0	3.04	5	181	2
			3.04	12	188	2
ROY	RADIAN PRO	2.0	3.06	11	185	1
			3.03	14	191	1

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.

NOSTALGIA is not what it used to be

Here we go!



It's away!



Richard's after-flight smile of satisfaction with a modern build of an old design model.
Looks good flies great.



Pics courtesy of Andy Sephton.

COMMITTEE MEMBERS

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

Paul Jones
Derek Chapman
Roy Rogers

INSTRUCTORS

Here is the list of instructors:

Paul Goodwin
Paul Careless
Roy Rogers

Ken Staynor
Derek Chapman
Ollie Emery

Until the next time