



Waltham Chase Aeromodellers

NEWSLETTER JANUARY 2021

I hope you all had a merry Christmas and a happy New Year, and that some time during the course of 2021 we will be able to resume normal club flying activities.

The membership renewal window is still open until 31st. January, so just a few reminders on how to complete the process may be helpful.

Firstly remember that BMFA renewal, which is a requirement of WCA membership, should be done directly with the BMFA. The easiest way is through their website, but there are alternative ways which they will explain if you contact them. Also please note that it is your responsibility to maintain currency of your CAA UAS Operator Registration, and Acknowledgement of Competence. Without doing so, you would be breaking the law if you were to operate or fly a model aircraft (UA) with a mass of over 250g (or even under 250g if it has a camera). For definitions of these terms, see CAA or BMFA guidance documents. These CAA validity requirements can be met through the BMFA or directly with CAA. Your expiry dates for the CAA requirements are unlikely to be the same as your BMFA expiry date; it is your responsibility to remain valid. It is also worth pointing out that whenever you fly you must have the relevant documents with you (electronically is acceptable e.g. on a phone or tablet). Refer to CAA or BMFA publications to find out what those are, as changes come into effect in the New Year with Article 16.

Many of you may well have new models after lock-down, please don't forget the operator ID labelling requirements. Stay legal; the consequences of not doing so can be severe.

For the club element of the renewal process it is vital that the membership form is correctly

and accurately completed. Just making the payment does not complete the WCA membership process. This includes the two required signatures on the form. Without those your membership is not valid. Please take a few moments to get it right first time.

Take care, and I hope to see you all soon.

Kevin M

P.S, When renewing with BMFA, please list WCA as your club (or one of them) if you haven't already.

LOCKDOWN FREE FLIGHT TANGIER VIEW FARM

When "Lockdown" was officially declared in the middle of March 2020, I was able to visit Tangier View Farm, with our landlord's permission, to keep the flying area cut and in flyable condition. During my attending to work on the strip, I was able to ask Mark if it would be possible, when the regulations were relaxed, if it would be possible to fly small free flight gliders and rubber powered models on the site and he kindly agreed.

When the relaxation, finally, came and two people not from the same household were allowed to meet, outside, socially distanced, I invited Howard Metcalfe along as he is the one member of the club who specialises in this facet of our wonderful hobby. I took a couple of gliders, a Keil Kraft Invader and a Keil Kraft Cadet, along with a Keil Kraft Achilles rubber powered model. Howard brought a selection of his rubber powered models and on a beautiful, calm morning, we flew our planes, observing the distance recommendations and had a most enjoyable session.

This encouraged me to build a new model, for the following week. If you have nothing much to do, you can knock one of these simple free flight rubber powered models out very quickly. I was able to fly my new scratch built Keil Kraft Senator on our following visit and was delighted with it's fabulous performance, having to retrieve it from the middle of the next field several times. Howard and myself agreed this was a wonderful discovery, to add to the flying activities at Tangier View Farm, with completely silent models, as well as being totally relaxing; a delight.



Pete's Senator

I mentioned to Jim Hall and Kevin McGhee what Howard and myself had been doing and they were both very keen to join in, when the new rule of up to six outside was established by the Government. I passed a Senator plan and parts sheet onto Jim and he very quickly built it, ready to join in the fun. Kevin first



Jim's Senator

came with a handful of his scale rubber powered models and concluded this was right up his street and joined Jim in building his first model, a scaled down Keil Kraft Gipsy, to 30 inch wing span. The performance of his

Mini- Gipsy proved to be outstanding and this was followed in short order by a Keil Kraft Ace, which again proved a superb flyer.



Kevin's Mini Gipsy

Out of usual club hours, we had a good number of sessions, all of us adding several new models to our collections. I built a 40 inch span Keil Kraft Topper sailplane from The Vintage Model Company, launched on a lightweight bungee/towline, which is great fun to fly and super stable on launch. This model is my firm favourite and it has been demonstrated during radio flying as well. I have since added a similar sized sailplane, a Mercury Swan, scratch built from an Outerzone plan, downloaded from the internet and is also a good performer.



Pete's Topper

Kevin has also added a Lulu, single channel assist glider, and enlarged Howard Metcalfe designed Moonlight rubber powered model and recently, a rubber powered cabin duration model of his own design, he has named "The Deuce", with a wingspan of around 32 inches.

One of my main highlights of last summer's fun is that I designed, with Howard's advice,

a new endurance model myself, along the lines of the old Keil Kraft Senator, for The Vintage Model Company, as the Senator is now kitted by Ripmax. I am pleased to say the new “Centurion” is now about to be kitted by The Vintage Model Company and is a great flyer and much better looking, if I say so myself, than the Senator. I also up sized the old Keil Kraft “Playboy”, from 20 inch span to 30 inch wingspan and renamed it “The Knave” and it is also a nice flyer, similar to the “Ace”.



Pete's Centurion

We continued to fly, when allowed during the autumn and winter months, with some lovely calm mornings turning up, from time to time.



Pete's Knave

I do hope this article will kindle interest in some of our members. The models are all quite small and very quick and easy to build, only requiring a smallish building board and simple tools. With care, a complete novice can successfully, construct, cover and fly this kind of free flight model aircraft. There are plenty of kits, short kits and plans available on the market today. They are a perfect size

for club site and park flying at very modest cost.

Fin! Peter Sanders.



Kevin's Ace.....

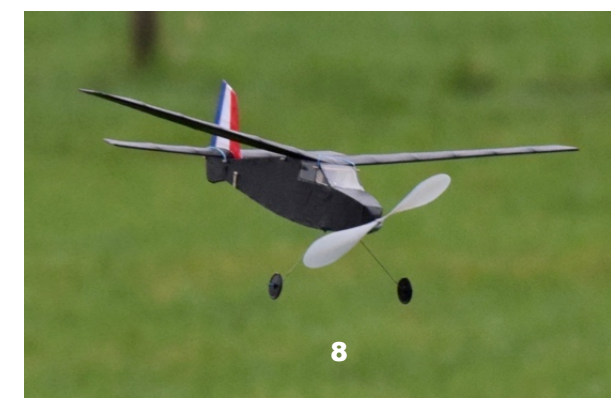
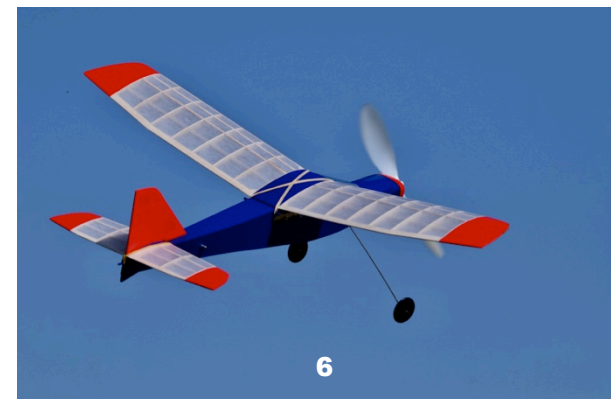
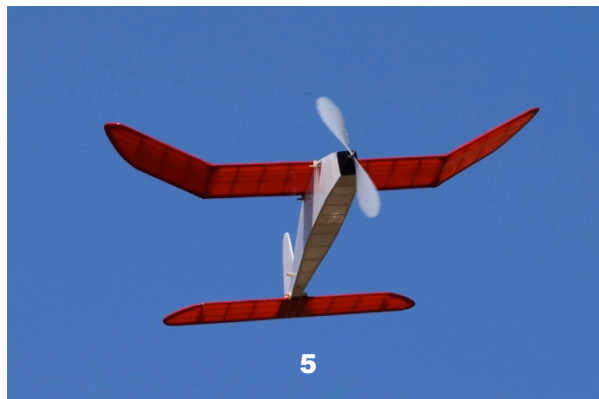
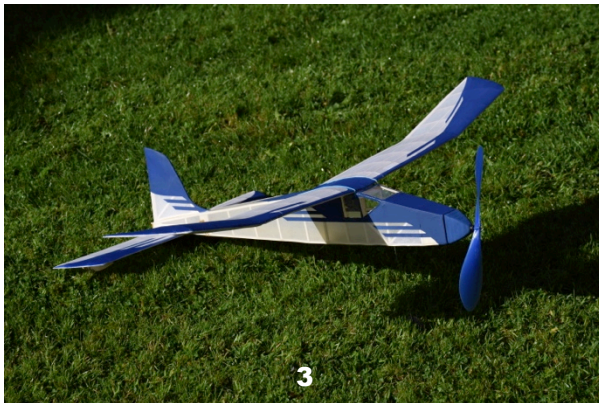
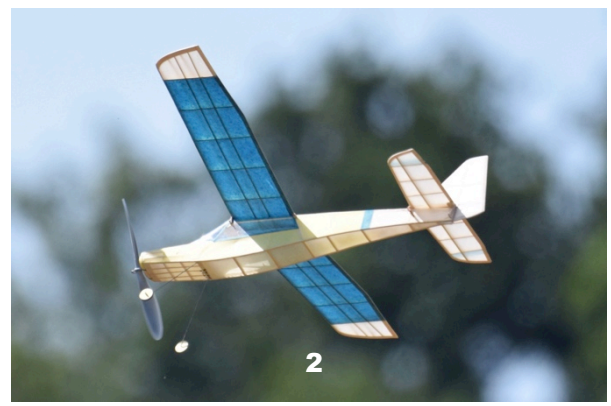


*....and Howard's
These two engaged in some formation flying
during the summer*



Kevin's Lulu

Some more pictures of F/F activities at TVF....



Clockwise from top left: 1. Pete's Topper; 2. Howard's Moonlight; 3. Pete's Centurion; 4. Howard's Moonlight; 5. Jim's Senator; 6. Kevin's enlarged Moonlight; 7. Kevin's Deuce; 8. Pete's Knave.

ARTICLE 16 AUTHORISATION

By now everyone should have had a communication from BMFA about changes in the law following the U.K.'s departure from the EU at the end of 2020. They have provided documents and links to allow us to familiarise ourselves with the relevant legislation, and alleviations for BMFA members from some of it. Please take the time to review this; the changes from the regulations that applied in 2020 are not huge, but ones with which we should be familiar. Basically the EU regulation has passed into U.K. law, but that includes December changes to that EU regulation. Some, but not all, of the EU regulation was in effect in U.K. law in 2020. The rest now is, amended by various CAA exemptions. Members of BMFA and similar organisations are relieved of some of requirements through this Article 16.

Here is a helpful summary of some of the changes produced by Richard Bristow after he attended the BMFA webinar.

“Basically thanks to the BMFA we can carry on as normal at TVF. However, we should note the following;

Article 16 authorisation only applies to model aircraft, not unmanned aircraft operating with any kind of automation beyond basic gyro stabilization, i.e. aircraft with self-level, RTH, way points etc. will have to operate under the open category of CAP722.

Article 16 authorisation applies to BMFA members wherever they fly in the UK, not just at club sites. If flying from public access land a dynamic risk assessment should be carried out (ie slope soaring, park flying).

Article 16 authorisations only apply in the issuing country, i.e. these authorisations do not apply should you want to fly while on holiday in Europe.

There is no requirement to register if you only fly indoor. The CAA is not involved with indoor flying.

The 7kg limit has become 7.5kg, and the 20kg limit has become 25kg.

Models up to 7.5kg must be kept 30m from uninvolved people and 30m horizontally from groups of people. This is reduced to 15m for T/O and landing

Models 7.5 to 25.5kg must be kept 30m from uninvolved people and 50m horizontally from groups at all times.

Therefore we must keep a sharp look out on the foot path and fly accordingly should walkers appear. This will also complicate things when Steve Gregory is out in the fields. For reference the foot path is 144m from the centre of the strip
BMFA members still have an exemption to allow up to 7.5kg model to fly over 400ft.

Registration is now required for C/L pilots of models over 1kg **and aircraft of any weight with a camera**, not just those over 250g.

A & B Cert candidates to have passed the BMFA on line competence test before taking the flying test.

The min age for an unsupervised pilot is 10 years

Min age for a supervisor is 14 year

Min age for an operator is 18 years

Remote ID and the flashing green light is not now mandated for next year, but in the future, who knows. The fight continues.

CAP 658 is to be updated.

The above is not exhaustive, but just the changes which will affect us”.

R.

Here is the link to the BMFA article:

<https://rcc.bmfa.uk/article-16>

FOR SALE

Pete Sanders is offering for sale his lovely Keil Kraft Falcon, and his up-sized KK Super 60, both for electric R/C.

Keil Kraft Falcon, 96 inch wingspan classic, scratch built from the plan and received a major overhaul in the spring of 2014, including a complete recover with antique and dark green Solartex. Includes electric motor, ESC, flight battery, switch and 5s LiPo battery and servos. A stunning looking model and beautiful relaxing flyer.



OPEN TO OFFERS
Contact Pete Sanders

Editor's note: Personal contact information has been removed from the web site edition

Keil Kraft upsized electric Super 60, 65 inch wingspan classic. Scratch built from the plan, with two sets of wings for three and four channel flying. The four-channel wing has been clipped to improve the flying characteristics of the model. An exceptional trainer as the model flies very slowly, giving the student plenty of time to think. Also makes a lovely vintage flyer, with the original 3-channel wing, for relaxing flying. Includes electric motor, ESC, servos and 4s LiPo battery.



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WEB SITE

<http://wcaero.bmfa.org>

Our new Master of the Matrix, Dorian Millachip, is looking for content for the website. He would particularly like some photos of models and flying activities, preferably including some with people in rather than just models in order to capture what goes on during our flying sessions.

Also he would like to hear from any member who has ideas for other content. Please send any suggestions either to Dorian or any other committee member.

NEWSLETTER

We hope to be able to produce reasonably regular newsletters, the frequency of those largely relies on content being submitted by members.

We would be particularly interested in brief descriptions of new builds, with photographs. Reviews and experiences of operating particular models which other members may be thinking of getting would be useful, similarly with things like radio gear, motors, ESCs etc.

Any other suggestions as to what you would like to see in the newsletter would be most welcome.

2021

Whilst the prospects of us engaging in our flying activities look miserable at the time of writing, there is good reason to be optimistic about a return to more normal operations later in the year.

When that happens I'm looking forward to seeing all the new models that have been built or assembled during the restrictions. In the

meantime, keep well and have a very happy New Year.

Kevin M

