



NEWSLETTER MARCH 2021

RESUMPTION OF CLUB FLYING

Club outdoor flying activities will be allowed to resume from the 29th March. Flying will be required to be in accordance with the current Government regulations and with the guidance of national bodies (the BMFA for us). WCA will commence flying at TVF from 30th March with a maximum of six participants so a booking system will operate.

More details are given in the text of an email sent to all members by Richard Bristow, which is reproduced below.

In line with Government guidelines we are to re-start flying at TVF from the 29th March. We will then be in summer flying hours so the first flying day will be Tuesday the 30th.

Mark Gregory has asked that we keep strictly to 6 people maximum on site. Therefore we will once again be running the booking-in system. Graham Gardner has kindly agreed to administer this again.

Editor's note: contact details removed for web version

Many thanks Graham for doing this.

Summer Flying Hours

- Saturday 1300 to 1800 Silent/Electric only
- Sunday 1000 to 1300 all models, 1300 to 1600 Silent/Quiet electric only
- Tuesday 1600 to dusk, All models
- Friday 1400 to dusk, All models

All distancing and hygiene rules still apply as below:

Overview:

It is now appropriate to revise our guidance in line with the Government guidance. Social gatherings of up to 6 people are now allowed outdoors, as long as ***social distancing is maintained at all times.***

Background:

Covid-19 is a highly infectious virus easily transmitted by droplet infection. By following this guidance you will **help** to protect yourself and other club members from contracting the virus, but it doesn't completely remove the risk of transmission. Members need to make an individual decision as to whether they are prepared to take the risk. The club accepts no liability should a member contract Covid-19 as a result of infection at WCA. The guidance will be reviewed at regular intervals to ensure that it remains current and in line with Government / PHE guidance.

You MUST NOT attend the flying site if you have any of the following:

- A new continuous cough
- High temperature

- A loss or change to your sense of smell or taste

You **MUST** avoid close contact with other club members, and a minimum of 2 metres 'social distancing' should be maintained at all times.

Vulnerable members, i.e. those with pre-existing medical problems are strongly urged wear a face-mask at all times while visiting the site.

Parking: You **MUST** maintain at least 2 meters between vehicles. Strict care should be taken to avoid exiting the car at the same time as another member in an adjacent vehicle.

The number of WCA members permitted at TVF at any one time is limited to 6. Members must book a flying session with an officer of the WCA before visiting TVF.

Hand gels **MUST** be used on arrival at the flying site and when leaving the site. These will be placed on a table next to the gate. Additional hand gels will be provided on the club table – you are encouraged to use these after contact with any solid surfaces, such as after hand-launching another members' model, charging batteries or holding someone else's transmitter.

Buddy box training will resume, but students and instructors must maintain a minimum of 2 metre separation, and both will wear face-coverings. Decontamination of hands must occur after every flight.

As a temporary measure, and to prevent overcrowding, members are not required to fly from the 'pits' area. Members will have to adapt their vocal volume when calling 'landing' or 'taking off' to ensure that other members are aware of their intentions.

The ultimate decision as to whether it is safe to fly remains with the Committee. The attending Committee member will ensure

that social distancing is observed at **all times** and that safe flying is maintained.

Please respect our landlord's health and safety by maintaining social distancing, and parking considerately so as to allow the passage of farm vehicles. You **MUST NOT** drive down the Tangier Lane track or into the farm at over 10mph at any time.

Remember – the only transmission should be from your transmitter. Protect yourself, protect other members and keep safe. Covid-19 is still out there and you **MUST** not let your guard down or be complacent.

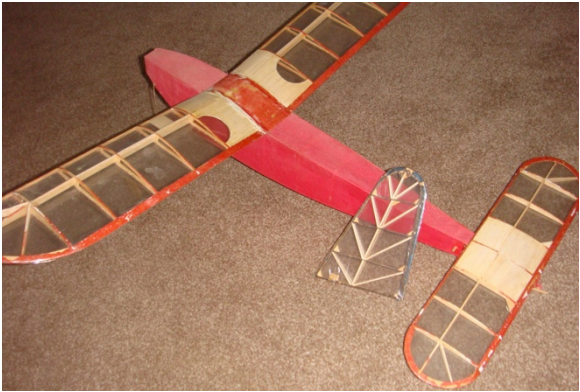
Lockdown Models

Graham Essery has two lofts and two sheds full of models. As a lockdown project he has been keeping himself busy repairing and renovating some of these.

The first pictures are of quite a rarity, the Condor Clipper, a design from 1938 produced as a kit by the Northern Model Aeroplane Company of Manchester. This is a rubber-powered free-flight duration model, and the claims made for it on the plan promise very impressive performance. Graham is repairing and re-covering it, using tissue applied over Mylar, which is a common way of producing a light, tough and waterproof model in the free-flight world.



Condor Clipper



Graham also sent some pictures of other models he has been working on, shown in the next four photos.



Jim Hall has recently completed this Westland Widgeon, built from plans and pictured below. Jim spent some time a few years ago doing some work on the restoration of a full-size Widgeon.



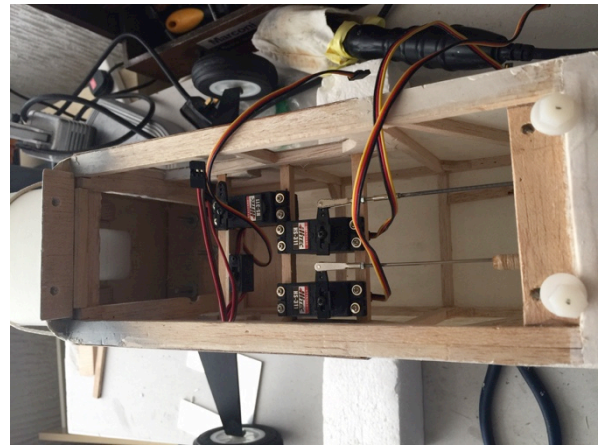


Pictured below is the full-size Widgeon Jim worked on. Can you spot the difference?



Terry Elvidge has been busy too, and sent these photographs of two projects he has been working on.

“Hi Kevin, this is my Ben Buckle Super 60 fitted with a two stroke .61 engine couple of mods wing doweled and stabilizer secured with fixings”.



And the second one:

“ some pictures of the Ben Buckle Double Diamond I started in lock down. I am installing a 70 four stroke engine and covering with Koverall quite a interesting build; big plane, wing span 8ft with a closed loop control system. Rdgs Terry”





Thank you for sharing those photos gentlemen, we look forward to seeing these models at TVF before too long. We will try to include some flying shots of them in a future issue of this newsletter.

Safety & Rules

Please remember to display your new CAA OP number on your models.

Models and pilots have been out of use for some months. Please check your models and gear and your flying skills before taking to the air.

R.B.

None of us have yet flown under the new Regulation and Article 16 Authorisation. There has been a fair interval since publication of the new law, so before turning up at TVF to fly it may be worth a quick refresher.

The BMFA guide to Article 16 is very good and much more digestible than the “raw” legislation. Here is a link to it:

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

Article 16 itself, the BMFA guide to Article 16 and the handy “Quickstart” guide can all be downloaded from that web page.

Remember you are legally required to know the parts of it that apply to your flying activities and comply.

To try and help members gain familiarity we will have a brief look at some aspects of these rules in this newsletter from time to time.

Reporting

It is a requirement under our Authorisation that certain accidents, serious incidents and other occurrences are reported to the Air Accident Investigation Branch (AAIB) and/or the CAA. This is in fact an existing requirement but the CAA wish to reinforce it.

The following is an extract from the BMFA guide. For full details see CAP722 and the guidance in CAP658.

13. Reporting Requirements

Our Authorisation includes the requirement to report certain accidents, serious incidents and other occurrences. This is an existing requirement and is referred to in the current BMFA Members Handbook (Section 21) and CAP 658 (Chapter 13). However, the CAA wants to reinforce the requirements (full details can be found in CAP 722).

Therefore, it is a condition of our Authorisation that correct reporting to the AAIB *and* the CAA **must** be carried out. For further details see <https://rcc.bmfa.uk/reporting>

13.1 AAIB Reporting Requirements

The following **must** be reported to the AAIB if they involve a model aircraft and result in a fatality or serious injury:

- **Accidents**
- **Serious Incidents**

This requirement differs from the requirements outlined in CAP 722 but reflect the current agreement in place between the model flying community and the AAIB.

13.2 CAA Reporting Requirements

The following **must** be reported to the CAA:

- **Occurrences** which involve any of the following:
 - Fatality
 - Serious Injury
 - Manned aircraft

The following **must** be reported to the CAA, as a specific condition of this authorisation:

- **Serious Incidents or Other Occurrences** which involve any of the following:
 - Manned aircraft
 - Operating above 400ft

- Operating less than 50m from uninvolved people
- **Instances where aircraft have flown beyond visual line of sight.**

There will soon be an on-line form available on the BMFA website for such reporting.

Club Meetings

The inaugural club Zoom meeting on 17th March attracted 12 participants, one or two others tried to join but weren't able to and several others emailed to say they would have joined if they hadn't been otherwise occupied.

This first meeting had no particular theme and was mainly an opportunity to chat and catch up. Some members talked about and in some cases showed models they have been building during the shut-down. Tony Butterworth talked to us about the organisation efforts for the Popham Airfield/BMFA Southern Area model air show scheduled for 21/22 August.

The response and feedback indicated that at least some members are keen to continue these Zoom meetings; they may be particularly useful during the winter months when outdoor flying activity diminishes.

Another club meeting will therefore be set up for Wednesday, 21st April, starting at 1900. The links to join the meeting will be sent by email nearer to the time.

**Club Zoom Meeting
Wednesday 21 April
at 1900**

Please send contributions to the next newsletter to Kevin M