



### NEWSLETTER APRIL 2021

## RETURN TO THE SKIES

*Flying has resumed at TVF at long last. As expected this is currently restricted to six participants at a time with strict controls in place. Before turning up to fly please make sure you are familiar with the Club's protocols to remain Covid-secure, as published in the March newsletter and available to be reviewed on the WCA website. <https://wcaero.bmfa.club/> The risk assessment may also be found there. Bookings to be made with Graham Gardner by email please.*

*The strip is in very good condition; we owe Ernie Hampton and Pete Sanders a huge debt for keeping our site maintained to such a high standard during the shut-down. Have fun!*

### For your diary



#### 21 April

**Club Zoom Meeting** at 19:30

A link will be emailed nearer the time

#### 21/22 August

**Popham Model Air Show**

### Members' Models

Last month in this section one of the models featured was the impressive large Double Diamond being built by Terry Elvidge. This prompted Graham Essery to send some photos of his standard-size version. Graham's started off as a free-flight model with Mills 0.75 power, in which format it

flew very well. Subsequently it has been recovered with Litespan and converted to R/C with brushless electric power.



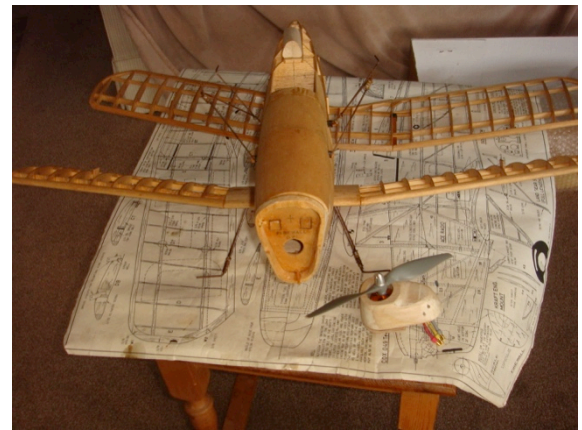
*The characteristic fuselage shape of the Double Diamond*



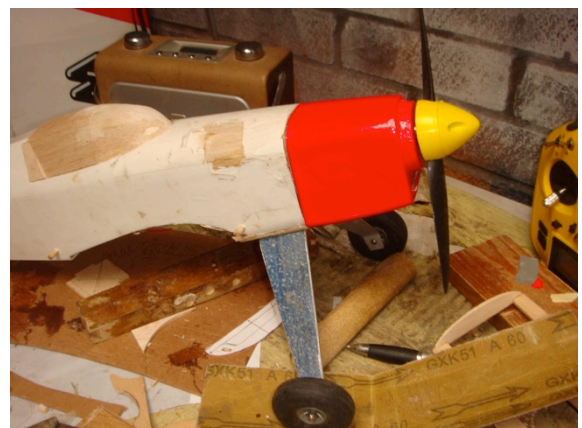
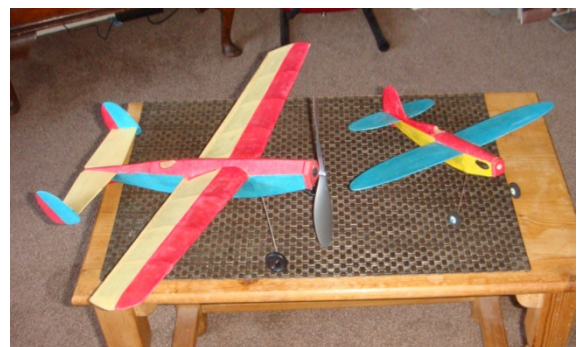
Graham also sent some pictures of other models in his vast fleet that he has been working on in readiness for summer flying.



*Gladiator from the Tim Royle plan*



*Jungmann, no details given*





Pete Sanders has also produced some new models recently. The first is a Keil Kraft Mercury, a 36" design by Albert Hatfull from 1948. A pretty model and a slow, stable flier.



*KK Mercury 36" by Pete Sanders*

Pete's next one is another Keil Kraft design, the Competitor, from the other famous KK designer Bill Dean, the Competitor. The 32" wingspan Competitor is a smaller version of the 45" Contestor Wakefield and was on sale as a kit from the early 1950s; seven decades later kits are still available from the Vintage Model Company, now laser-cut.



*KK Competitor by Pete Sanders*

## **Safety & Rules**

The first part of this column is a follow-up to last month's piece on Mandatory Reporting. Since that was written the BMFA's on-line reporting procedure has become active, and is by far the simplest way to submit an incident/accident report to CAA and/or AAIB, or even to determine whether you are required to submit one. Here is the link.

<https://reporting.bmfa.uk/>

Whilst on the BMFA site it is really worth reading their guidance on reporting. It explains the close focus the CAA is putting on the process. The success of the system could be crucial to the avoidance of further restrictions on our activities when the next chunk of legislation comes into force in 2023. This could potentially include a requirement for transponders or other remote tracking systems. The guidance explains that reporting is not there to go after a person making a report but rather to gather information for safety purposes. However failure to report is breaking the law and could get you into trouble. You will find the guidance here:

<https://rcc.bmfa.uk/art16-occurrence-reporting>

## Operator Responsibilities

A quick overview of this part of the Authorisation (3.16 or Sect A, 4.2 in the BMFA guide) may be useful in the context of someone else flying your model. What are you as the registered operator of that model responsible for?

- You must ensure that the pilot is in possession of the remote pilot competency requirements.
- Ensure that the model is sufficiently maintained and any repairs made to such a standard that the model is in a safe condition to fly.
- Ensure that the remote pilot is aware of the limitations and conditions of the Article 16 Authorisation
- Ensure that the pilot is aware of the rules and procedures of their association (BMFA for all our members except one).
- Ensure the pilot is aware of any airspace limitations.

The above list is not exhaustive, but covers most of the elements likely to apply for flying at TVF.

Of course all the above applies if you are flying your own model, but it all pretty much falls into place anyway.

In either case the pilot still has his or her own set of responsibilities, which we will look at next time.

## Members' Models Part 2

Ernie Hampton has been busy during the shut-down, and sent the following pictures of his beautifully built models:

*"Hi Kevin*

*Herewith some photos of models built during lockdown*

### 1. *Hawker Hunter*

*This is a Tony Nijhuis design laser cut kit based on "Yello Summer" based at Thunder City, Cape Town. This is fitted with a 50mm EDF unit and the pilot is from Real Model Pilots at 1/15th scale*

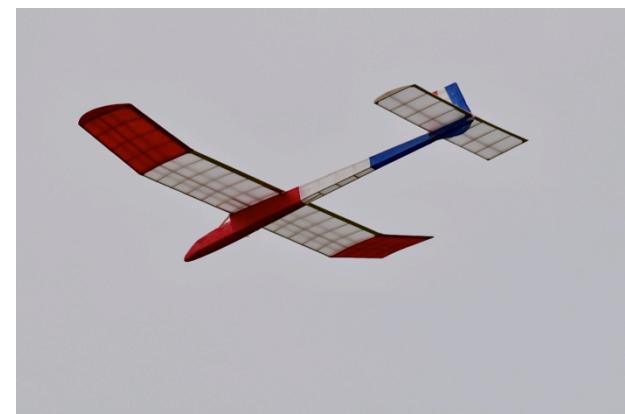
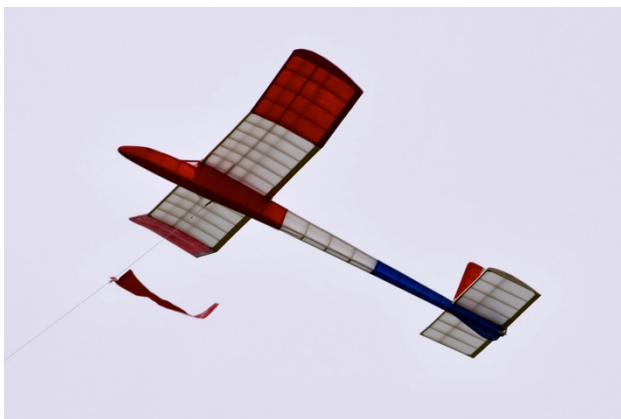
### 2. *Tornado*

*The Tornado is a Nigel Hawes design from a May 2004 RCM&E plan. This is a 45 inch span approximately 1/12th scale with a couple of modifications (Detachable wing for easy transport and access to the batteries, and fitted 2 50mm EDF units instead of pusher props). The canopy and other moulded parts are from Vortex Vac Forms the Flying Bat and Arrowhead were made by Pyramid Models. I finished the model with three coats of sand and sealer, rubbed down between coats and painted with matt Humbrol Enamel."*





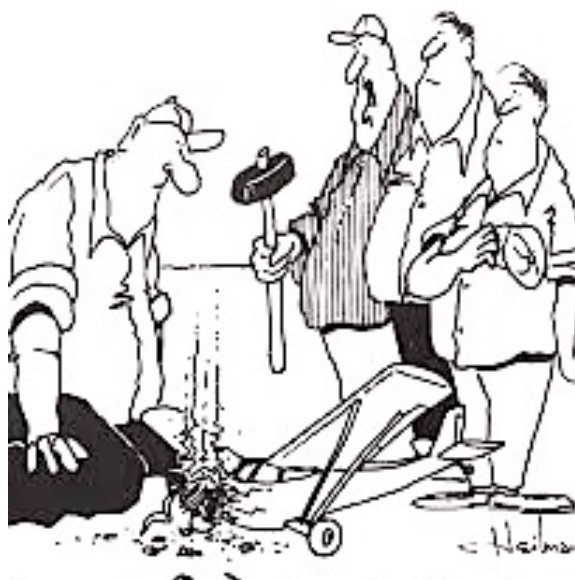
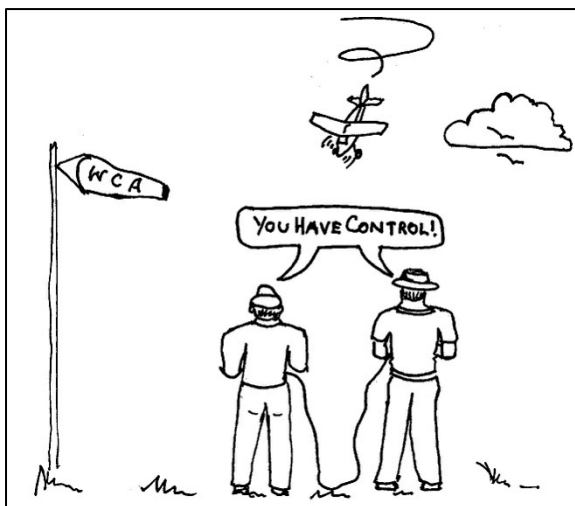
## RECENT FREE-FLIGHT ACTIVITY AT TVF



## Wise words....

"The more model aeroplanes you have, the lower the chance of your other half discovering you have just bought a new one".

"When flying inverted, DOWN is UP and UP is EXPENSIVE".



"Sorry Al, but you know the club rules about taxiing into the pits"

## WCA Newsletter

To view this and previous newsletters on-line go onto the club BMFA website at <https://wcaero.bmfa.club/> and log in, select the "useful stuff" tab, then "newsletters".

Thank you to the contributors to this month's issue. The continuance of the newsletter depends upon contributions from members; if you have anything at all suitable for sharing in these pages, however brief, please send it to Kevin M.

## Flying at TVF Health & Safety

This is a reminder that despite the relaxation of some government rules on 12 April the procedures for flying at TVF have not changed at all. **Social distancing and other hygiene measures as laid down in the club Covid guidance are a must.** Review this before you come flying and comply.

The guidance and risk assessment can be found on the WCA website:

<https://wcaero.bmfa.club/>

It may become possible to relax some of these measures in the middle of next month, but for the time being the previously promulgated procedures apply.