

SE AREA NEWSLETTER



Chairman's Chat

The Area's Scale Day at the Epsom Radio Flying Club field had to be cancelled because of the total lack of interest in the day despite every effort to advertise it. We have had very few registration for the Electric Fly-in either so there is every possibility this it will also be cancelled. It takes a lot of time and effort to organise and run these events "Are we wasting our time?"! (Ed's note - we have confirmation this event is ON, so get your entries registered, see page 8)

I was unable to attend the Area's examiners workshop I understand it went off well and was felt worthwhile by those that attended. We had 32 replies to the invites that were sent out to examiners in the area, 16 saying they were unable to attend, 16 booking places at the workshop but on the day only 7 turned up. Again, "Are we wasting our time" The area has now run 3 workshops and it appears that the same few people have attended all 3. This has raised the question are club committees ratifying their club examiners because it's what they have always done, just because the person likes the

status of "examiner" not because they are active responsible examiners?

The BMFA have produced a summary of the proposed EASA regulations as the full document requires a degree in Law to understand and not all of it relates to us a model flyers, it is on the BMFA news page at <https://bmfa.org/News/News-Page/ArticleID/2466/Update-on-EASA-regulations>

I recently purchased a 3D printer, something I have been looking at getting for some while. It's brilliant at creating scale bits and parts like control horns. If I get time I will do an article for the next newsletter. The term "bits" caused much sniggering at the after-school model club I help run. The Group are building their chuck gliders and are all at different stages of the build. At one session after a quick chat as to what people were working on I said "Ok, if you'd like to get your bits out" before I had finished the sentence much sniggering was in evidence. Their interpretation of "bits" is not that of mine. Not the first time my use of English has not translated to teenage speak. Interestingly one

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July 2017

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of the students has decided to work in Feet and Inches for their glider it was easier than converting dimensions to cm/mm

I'd like to remind people that Flying on Ashdown forest is a "PRIVILEGE" not a right. The Licence the BMFA has to fly on the Ashdown Forest has restriction on dates/times and locations and any breaches of these rules seriously jeopardises our privi-

lege to fly there. The profile of model flying has been raised due to the bad press that the small number of idiots that have flown multirotor craft where they should not have. Sadly, we have all been tarred with the same brush as we have found out by the rules and regulation EASA are trying to enforce on us because this small number of irresponsible individuals. This means that we now have to be even more

conscious about sticking to the rules and regulations. Flying sites are being lost all the time don't make Ashdown forest be the next on the list. Details of times etc. are on <http://www.sebmfa.org.uk/> under Licence to fly on Ashdown Forest. (Ed's note: see also S E Newsletter April 2016).

Stuart Willis Area
Chairman

MULTIROTOR "A" TESTS, ONE CLUB'S EXPERIENCE - Mark Heffer

I bought my phantom 3 just before Christmas 2016, this is my second quadcopter and by far the most advanced, so I decided to take the BMFA multirotor A test.

I asked a question on the BMFA South East Facebook page, "how do I take the A test?"; it was quickly answered. I was put into contact with Mike Lippert from The Felbridge Flyers who agreed to take my test. Mike offered to come to St Leonards to take my test and at that time two other club members were interested in the test also.

I started practicing flying lazy eights and reading the BMFA hand book. Since 2016 there are 5 mandatory questions (from a selection of 20) on the legal aspects of model flying that must be answered correctly. The BMFA have a multi choice test page that is very useful, I used it many times.

On the day Mike came down from East Grinstead and we met up at the 1066 MFC flying field in St Leonards. Mark

Cornwall and me flew our Quantum Novas for the "A" test and Andy Key flew his phantom 3 to take the Basic

I was volunteered to go first (thanks guys) the first part of the test was general manoeuvres and hovering which



Mike (right) setting the scene

Proficiency Certificate (BPC) test as you cannot turn off self-levelling on the Phantom, which you need to do to take the "A" test.

Mike setup the cones and a landing box at the far end of the field away from the fixed wing fliers who were enjoying this lovely morning. The cones were placed out in a 30 metres wide tee and we were ready to go.

really meant just flying along the length of the cones and hovering no real problem, unlike the lazy eights.

My first attempt at lazy eights was not pretty I was asked to land. Mike and I discussed the problems, the wind was taking my quad further away on one leg. My second attempt better, not my best but a pass. After landing and shutting down it



The test "arena"

mistakes and giving constructive criticism, firm but fair.

Many thanks to Mike for coming down from East Grinstead to Hastings. It was a pleasure meeting him and I take my hat off to anybody who has that amount of dedication to BMFA just to make flying better for all of us, thank you.

Mark Heffer

was on to the questions. They are asked on safety, Local rules and of course the mandatory five questions which I passed with no problem. To my surprise I found my hand shaking I didn't realise how nervous I was, strange, didn't expect that at all but I passed and now have an "A" certificate.

Mark and Andy did the test in a very similar manner, they too had to repeat lazy eights which we all found more difficult than we anticipated.

Mike made sure we did things properly and he looked after us well pointing out



Congratulations to all

ROBIN SLIGHT MBE



Many of you may have seen the report of the death of the BMFA's Honorary Secretary Robin Slight MBE [*pictured, far left*] at the age of 79 on 1st December. What you may not know is that Robin cut his model flying teeth as a Maidstone club member. He's first mentioned in the AGM Minutes of 1974. From 1978-1985 he served as the club's Competitions Secretary (taking over from Maurice Ashby). Excelling at gliding, Robin took the club to competition glory during his tenure, winning the Open Glider Trophy in 1980, and competing in thermal soaring at the BMFA Nats in 1983. After he stepped down, the post fell vacant - and with it our prowess in competitions. Robin himself went on to become Chairman of BARCS, the British Association of Radio Control Soarers. Our condolences to his family and many friends in the model flying community.

DID YOU KNOW? Amazing facts from the world of R/C

RAY ARDEN (1890-1965) - father of the glow plug.

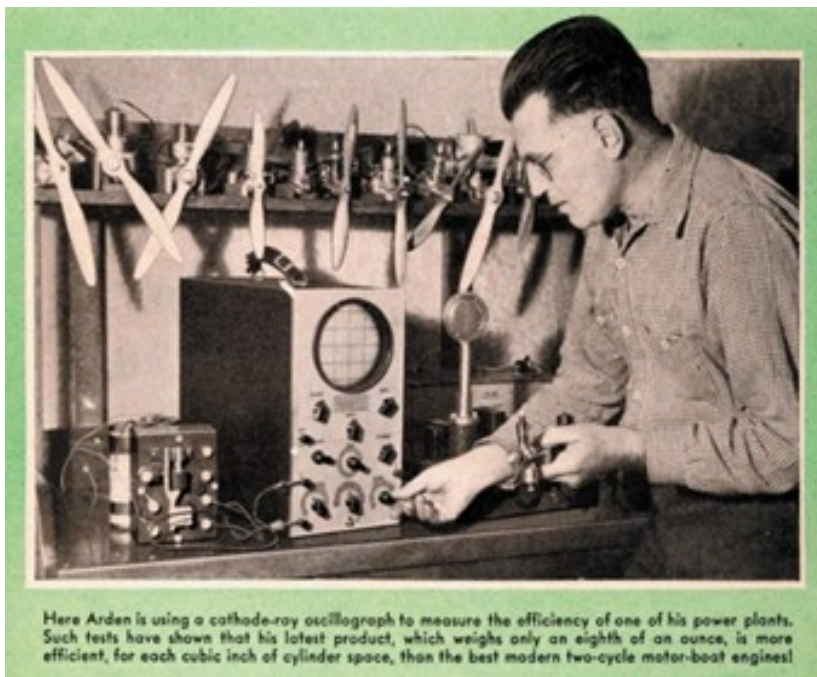
All power model flyers have a lot to thank New Yorker Ray Arden for. Without him, powered model flight would not have become the mass market hobby it is today. And it is fair to say that as a result, the electric motor so beloved of latter day rc enthusiasts would never have been developed either.

Ray fell in love with model engines as a teenager after seeing a mini aero engine designed by A.N. Herring, an early rival of the Wright brothers. In 1907 – aged 17 – Arden designed and built a power plant that weighed just 1lb (454g). In 1910, he'd got the weight down to 14oz (397g). By 1935 he'd patented a two cylinder engine that weighed just 2oz (57g). In 1939 he marketed the Mighty Atom weighing in at just 0.125oz (3.54g).

But these were all petrol engines. The fuel was volatile. The risk of fire was high. And the engines required a plethora of ignition coils, points, condensers, timers and batteries. The result: although engines were small, the bulky ignition system made model aircraft heavy – and expensive.

After WW2 large amounts of a new fuel became available: methanol. Its low volatility made it safer for model flying, but tougher to ignite. And it still needed weighty ignition systems. In 1946 Arden's two friends Ed Chamberlain and Ben Shereshaw began developing a livelier methanol/nitro-methane mixture –

which Arden dubbed 'Liquid Dynamite'. Testing an engine one day, they cut power – and it kept running.



Here Arden is using a cathode-ray oscillograph to measure the efficiency of one of his power plants. Such tests have shown that his latest product, which weighs only an eighth of an ounce, is more efficient, for each cubic inch of cylinder space, than the best modern two-cycle motor-boat engines!

They removed the sparkplug to discover its ground strap had broken, and the electrode wire – exposed to the heat of the combustion chamber – was glowing red hot, causing the engine to keep firing. Arden immediately spotted the potential: a lightweight, low tech continuous ignition system contained in a single, replaceable plug. But the standard spark plug electrode burned out very quickly.

Arden needed something that would last. After much trial and error, he settled on wire made of Platinum. The modern glow plug was born. And powered model flight would never be the same again...



Via Chris Lent of Maidstone MFC

GLIDING AT SOUTHDOWN



IF YOU CAN FLY ONE OF THESE
YOU CAN LEARN TO FLY ONE
OF THESE

Southdown Gliding Club
www.southdowngliding.co.uk
 Email :office@southdowngliding.co.uk

Parham near Storrington, West Sussex RH20 4HP

01903 742137 & 746706

In the Summer of 2016, Kevin Dart, who is a member of Southdown Gliding Club, organised a visit where Members of the Local Model Flying Clubs were flown by Members of Southdown. This was a great success and is going to be repeated in 2017.

Many of the Southdown Members are keen model flyers and a number of them always have a model in the back of their car for the occasions when it is not worth getting the full sized ones out. The Membership includes Chris Foss, pictured above, who designed the highly successful WOT series of models.

Southdown welcomes anyone with an interest in Aviation, especially Modellers ,who are particularly well qualified for the sport.

Think about this

If you fly Model Aeroplanes, you will already be familiar with the Principals of Aerodynamics.

If you fly Model Gliders, you will be familiar with Ridge Lift and will be able to Centre in a Thermal.

You are already some way down the road to being a Glider Pilot.

The mental co-ordination to control a model 200 feet above you greatly exceeds the mental co-ordination required to handle the controls of a real one.

The difference is that your model's horizon is now your horizon and you are not tethered by the strength of your transmitter signal. On a reasonable day, 300 and 500 kilometre flights are possible.

Southdown Gliding Club owns its Airfield which is a mile out of Storrington on the Pulborough Road (RH20 4HP). There is a Club House, Bar, Two Aircraft Hangars, Vehicle

Shed and Workshops. The site is very well situated, with good local thermal sources and the steep facing slope of the South Downs less than a kilometre from the field.

With a North Wind, it is possible to fly from Eastbourne to Peterfield on hill lift alone. We have three tow planes, three two seaters and two single seaters. The Club is run on an entirely volunteer basis and Instruction is free – you pay only for the hire of the glider and the launch.

When a sunny Saturday, Sunday or Wednesday is forecast, call the Club on 01903 746706 and come down for a Trial Flight. This will set you back £99 but will give one month's full membership when you can fly as often as you like at Club Rates. You can also do a one day Introduction to Gliding Course which will cost you £245 and will also give you one month membership.

If you decide to join, Membership costs £315 per year (£90 for Juniors). Aero Tow to 2000 feet is £30.50 and flight time 41p per minute (24p for juniors). Members can and do fly their own models on the airfield.

KEMPTON PARK MODEL FLYING CLUB - Lost site

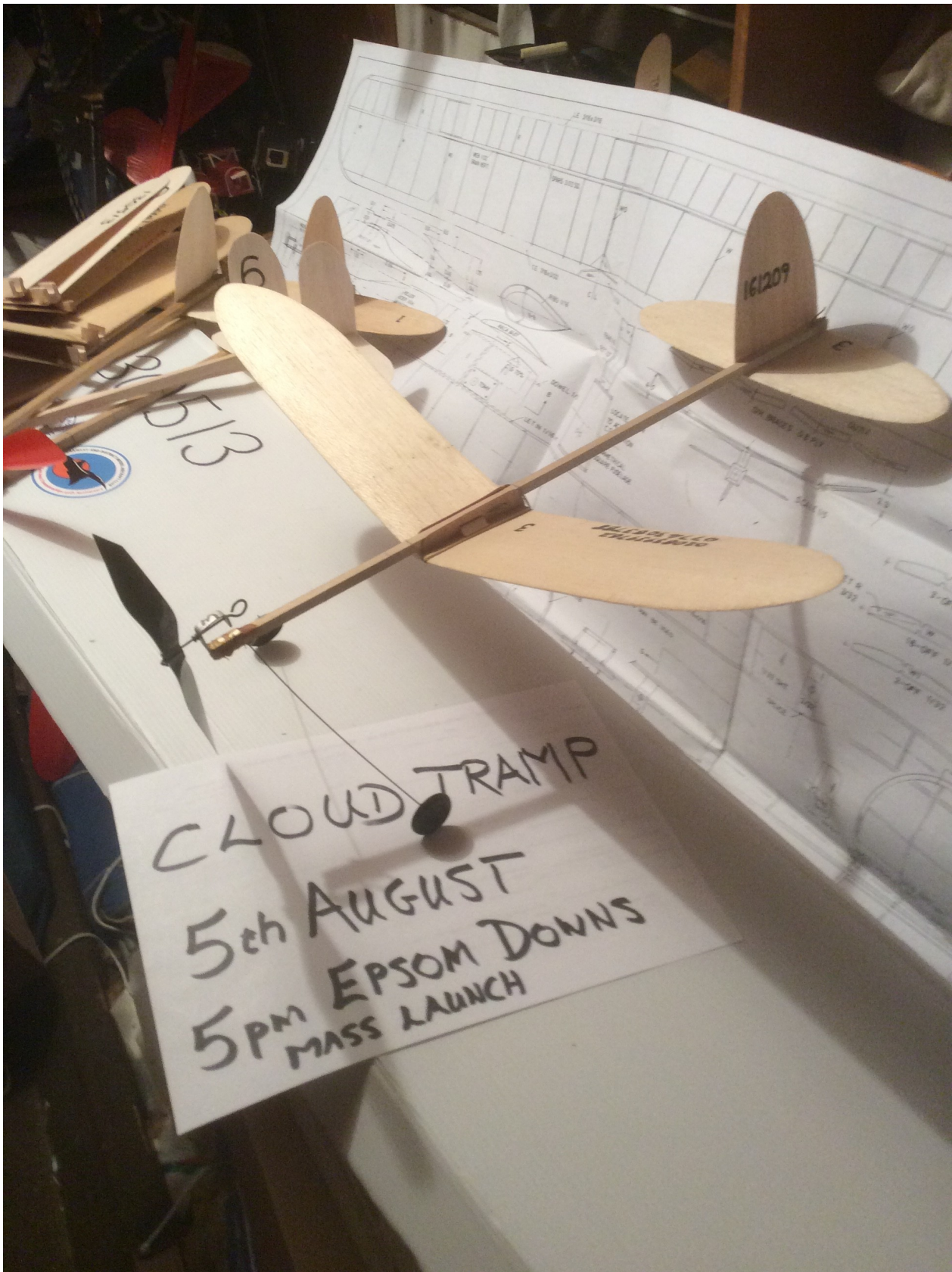
Starting off from being formed as Addlestone Model Flying Club, back in the 1960's, we moved to Kempton Park Race Course in the 1980's and changed our name to Kempton Park Model Flying Club sometime later.

We enjoyed a private secure area on Kempton's green belt land until being giving our marching orders in 2015. It was no coincidence that this aligned nicely with the Jockey Club and Spelthorne Councils "plans" to build some 3000 dwellings on this wonderful open space. Since 2015 we had the use of a cricket field in Osterely, (West London) but our membership base dropped significantly due to restrictions at the site (summer time=cricket season) and it's physical size, we had over 120 members prior to this and although we remain affiliated to the BMFA until 2018, it will sadly be our last, unless as a last ditched effort, we can find somewhere else to fly and regrow our membership.

Any information or solid leads please contact Doug West at doug.west@sky.com

Kind Regards,
Doug.

(Editor's note: I know only too well how hard securing a new site can be even ignoring the planning considerations I went through the process at my own Club some years ago. If anyone in the Area can help I am sure Doug West will be happy to hear from you)



Details from:- Robin Willes <rwilles@hotmail.co.uk>
<http://www.edmac.org.uk/index.php/9-front-page/6-cloud-tramp-2016>



BMFA S.E. Area Electric fly in

The BMFA SE Area in conjunction with Epsom Radio Flying Club will be holding an **electric fixed wing fly in** on Sunday 16th July 2017 in the area of Horley, Surrey.

Open from 11:00, pilots briefing at 11:30, flying from 12:00 to 18:00.

Large models up to 20Kg welcome. The field has a grass strip 92 metres x 12 metres and has a good flat surface.

Pilots must be BMFA members and if not holding at least an "A" test will need to fly under supervision. Models over 7Kg require the pilot to hold a "B" test.

Some informal (non compulsory) competitions will be run if there is sufficient interest.

There will be ample car parking, BBQ, Marquees and a toilet available.

Send an email to secretary@sebmfa.org.uk to register your model(s) and receive directions to the flying field. Please include your BMFA number.

2017 Calendar

July

16th - Free Flight, BMFA Area
events at Ashdown Forest
16th - Electric Fly in, Epsom
Club site (see page 8).

events at Ashdown Forest
30th - Epsom Club scale event

October

15th - Free Flight, BMFA Area
events at Ashdown Forest

August

5th - Cloud Tramp, Epsom
Downs (see page 7)
6th - S E Area Scale day at
Hastings site as part of the
weekend fly-in

September

17th - Free Flight, BMFA Area

Area Chief Examiners

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S E Area Newsletter



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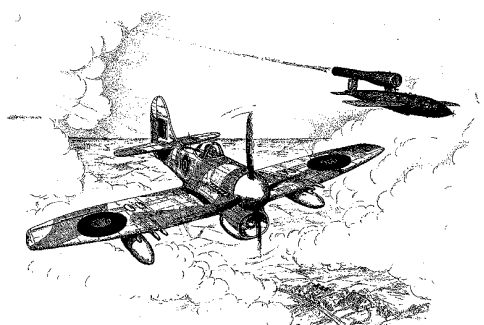
S E Area website
www.sebmfa.org.uk



<https://www.facebook.com/BMFA.South.East.Area?>

SE Area does have a facebook page which is useful for circulating information - don't worry you don't have to sign up and we won't ask to be your friend (or even like us!!).

Disclaimer - The ideas expressed by authors are their personal viewpoint and not necessarily those of the BMFA



Contacts

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Minutes of Ordinary General Meeting 10th May 2017

<u>Present:</u>	Stuart Willis	Chairman (Felbridge Flyers)
	Robert Richardson	Vice-chairman (Hastings MFC and Horam MFC)
	Jim Tucker	Treasurer (Wealden and Hastings MFC)
	Chris Searle	Secretary (Felbridge Flyers)
	Bob Hart	ASC (Wealden MFC and Eastbourne MFC)
	Richard Pidduck	(Caterham & District MFC)
	James Gordon	(Caterham & District MFC)
	Roger Marples	(E.D.M.A.C.)
	David Lambert	((E.D.M.A.C.)
	Paul Holmes	(G.A.C)
	John Collins	(G.A.C)

Apologies: Taj Manning
Ray Wells
David Wolper

Minutes:

The minutes of the previous meeting were agreed to be a true record.

Matters arising from previous meeting:

An article describing the success that the area had in finding a new flying site for the Riddlesdown club was still awaited.

Paul reported that no one has offered to run the Towner Trophy competition that is one of the oldest in the country. Stuart would follow up with Kevin Dart.

The Horam swap meet had raised £815.00 that was donated to the Air Ambulance.

Reports:

Chairman/Council Delegate

The indoor event at K2 ran at a loss this will be covered later in the meeting along with other events the area is running.

I attended a meeting that Manny Williamson, the BMFA Development Officer, he gave a talk at the Horsham Club with a couple of other clubs in attendance. He spoke for over an hour on the insurance that all BMFA members have. It was surprising to find out the number of people did not know how the BMFA insurance works. He also spoke on the work being done at the Buckminster national center. I would recommend any club get Manny along to your club and give your members the talk.

The area has had requests for Multi-rotor "A" and "BPC" certificate tests, it is very pleasing to see clubs embrace the Multi-rotor culture.

I will be helping run the Show line at the Summer show weekend at the Buckminster national center in July 29th and 30th

Back in January I attended the first full council meeting in Leicester. The first part of the meeting was taken up with the usual first meeting administration of ratifying and formally receiving the various posts, positions, member's council and members of sub committees. The meeting then

went on to ratify the international teams and their managers for the forth coming years' competitions. The full list is on the BMFA website or I have them if you wish to see who's who and who does what.

Relevant points from the reports given at the meeting.

A number of people attended Robin Sleight's funeral and there is to be a donation from his estate to the national center at the behest of Robin's Daughter. I was unable to attend due to work commitments.

Robins Death had left the council without a Hon Secretary, the executive put forward Mark Benns and already serving council member. Mark gave a summary of his background and was asked a number of questions from the floor after a vote he was unanimously elected as Hon secretary for the period of one year. Manny Williamson gave the council an update on the National Center, the slides are availed on the BMFA website if people wish to have a look at them. But in a nut shell all is progressing well the and events should be able to take place this year, since then a number of events have been scheduled and the grand opening date is the 8th may.

The CEO has been busy with the rules etc. from EASA. Because things change all the time and I recommend people keep an eye on the BMFA WEBSITE/Facebook pages for the latest. I will send out update as I get them as I have been doing. There have been a number of changes in CAP658 one of which is the use of metal helicopter blades. I would like to point out to the area the amount of work being done by the BMFA in particular Dave Phipps the CEO on the EASA/EU rules and regulations to enable us to continue flying. The next time someone asks what does the BMFA do then without it you would only be flying models of a few grams. The Power and free flight Nationals will take place this year thanks to the work the vice chairman has been doing with the RAF. We may not be so luck in 2018 due to the increase in full size flight training.

New BMFA hand books are due to go out with the June Edition of the BMFA newsletter.

The proposal for Northern Ireland to bid for the 2019 F2 European champion ship was carried unanimously. The BMFA guidance on battery handling is to be reviewed and included in the Hand book

Vice Chairman

The height limitations for models between 7 and 20 kilos were clarified. Within controlled air space they can be flown above 400 feet with permission of ATC otherwise outside controlled airspace the limit is 400 feet. It is defined in ANO 94.

Treasurer

The accounts have been sent to Head Office and we have closed our account 1st week of March, copies are shown.

We have not included the costs of the indoor event at Crawley or the annual contribution from the BMFA.

The pattern of expenditure is similar to previous years. The main outgoings are for the two public flying sites in our area.

As we are aware these payments are up for discussion as to whether public site should be paid for out of Area funds. Perhaps we should see if other areas have the same situation.

The cost of web site hosting was noted and will be reviewed.

Income 2016

Carried over from 2015 (Santander)	2809.86
BMFA Contribution	1705.95
East Sussex Soarers	180
Total	4695.81

Expenditure 2016

Chq 546 Tonbridge Room Hire	£33.00
Chq 547 Ashdown Forest Fees	£436.80
Chq 548 Crawley (BMFA) Indoor Event	£307.99
Chq 549 Longman Fees	£500.00
Chq 550 Trophy Engraving	£50.40
Chq 551 BMFA SE Website for Alex Cameron	£88.13
Chq 553 Tonbridge Room Hire paid to J Tucker	£29.00
Chq 555 Payment S Willis for BMA SE Scale Day	£170.00
Chq 556 Payment to Hastings	£100.00
Chq 557 Trophys for BMFA Events	£100.00
Chq 558 Tonbridge Room Hire	£29.00
Chq 559 Tonbridge Room Hire	£36.25
Chq 560 Purchase from BMFA Dartpack	£86.00
Chq 561 Payment to Longman Estate	£500.00
Chq 562 Payment to J Tucker Hall Hire	£35.00
Chq 563 Payment to Ashdown Forest	£440.00
Total	£2,941.57

Balance on A/c as at 31 March 2017 £1,754.24

Chq 552 (Void)

Chq 554 (Void)

Secretary

The Area distribution list has been corrected.

ASC

The problem of an area member whose club did not ratify him as a club examiner has been referred to a chief examiner for resolution.

Education co-ordinator

Nothing to report.

Free flight

Nothing to report

South East Area Events for 2017:

Indoor:

The K2 event ran at a loss £294.00 due to having to pay £1600.00 instead of £1200.00 for the Hall for a full day but also because takings are down. The Crawley club lost £150.00 for the 18:00 – 20:00 session. The £180.00 proceeds from the raffle were used to offset the loss on the hall. Next year it will be possible to hire $\frac{3}{4}$ of the hall, divided by a net, which should reduce the cost to £1000.00. It was felt that there is a need to tighten up on the collection of entrance fees, as it was apparent that not all those present had paid. It is also possible to view from the gallery the access to which needs to be investigated.

EFI

There have only been 4 replies for this event including direct emailing those that attended last year. Another email reminder will be sent to local clubs.

Spring Scale day:

Despite using a number of methods to make people aware there had been a very low number of responses. The BMFA News leaving out an article on the anniversary of the EFRC in the last edition even though it was in the table of contents had not helped it. An article will be submitted that will highlight the difficulty of attracting scale modellers to a fly in. The event has been postponed until the 30th September.

Towner Trophy:

Nothing scheduled yet.

Cloud Tramp:

This will be held on 5th August 2017 at Epsom Downs. The Area will publicise the event and there are many pictures already available on the EDMAC web site:

<http://www.edmac.org.uk/index.php/9-front-page/6-cloud-tramp-2016>

Fun Fly

The Caterham club are arranging a Fun Fly at the Green Dragons Para gliding centre in Woldingham on 29th and 30th July. James will provide Stuart with details

Examiners workshop

There had been 19 positive replies and 21 apologies for absence.

It was agreed that a member of the Gravesend club could take a "B" test after the workshop is finished.

Light refreshments will be provided by the Club and paid for by the Area.

Due to the presence of sheep boots are recommended.

There will be a chemical toilet available.

The event will be confirmed on the day on the Facebook page.

Ashdown Forest and the Long Man

Stuart had requested details from the Forest of how the costs are calculated however there was no clear answer as it was decided a long time ago.

The users pay an £8.00 competition fee to the BMFA but a previous area committee had waived the £5.00 local fee.

The discussion on this and the Long man were deferred until the next meeting due to time limitations.

Area bank account

It was confirmed that 2 signatures are required on area cheques and Bob Hart will be added to speed the process of making cheques available. The Treasurer stated that he would not use Internet banking for the area account.

Any other business:

James requested an examiner test and Bob agreed to arrange it with Mike Sun.

Date of next meeting:

8pm on Wednesday 6th September 2017