

SE AREA NEWSLETTER



Chairman's Chat

The year for the South East area has not started well. The Indoor competition at K2 has run at a loss for the 3rd year in a row.

It was agreed that this years event was put on based on the numbers from last year's event and a reduction in the flying area which reduced the cost of the hall. This should have made the event financially viable but, because of the reduction in people competing, there was a £200 loss.

The area cannot sustain this level of loss, so we need to look to see if the event can continue. The event is a much-loved day of competitive and non-competitive flying and has been running for over 40 years but, without increasing the entry fee or getting some sort of external sponsorship, 2018 will be the last time the event runs in its current format. This will be discussed at the next Area meeting on the 9th May so if you have any thoughts or suggestions then please attend the meeting.

The event was its usual success, with a big thanks to Alex Cameron and the other members of

the Crawley club for all the work they put in. Pictures and results can be found at http://www.cadmac.org.uk/k2indoor/indoork2_18.html and pages 4 & 5.

The Area has paid for the licence for flying on Ashdown Forest. The payment of this and for Longman has cause much discussion at Area meetings. If you read the minutes you will be aware of this.

I'm not going into this in this article but will be writing to clubs in the Area soon. I had a long talk with one of the rangers when I paid the licence and, on the whole, they are very pleased with the way modellers use the forest area and where and when we are allowed to fly but, occasionally, there are drones flying. This I was not happy with as our licence explicitly excludes drones and helicopters, and anyone doing so is jeopardising the use of the forest for flying. It may be the case that these people are not BMFA members, in which case its up to the Rangers to get them to stop. There is not a lot I/we can do but, in case it is BMFA members, I have instructed the rangers to check the BMFA membership cards of anyone flying any sort of

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model and if they are unable to produce a valid (2018) BMFA membership card they are to stop flying and go and get it, assuming they have one. If they have one and they are flying a drone or a helicopter the rangers will take the number and report it to me to follow up with the person or persons. It states quite clearly at item 3 in the licence that membership cards must be carried and produced if requested (licence on a later page in the newsletter) **“You have been warned”**.

As mentioned in my last chat in May 2018, new legislation comes into effect controlling the handling and storage of personal data GDPR (General Data Protection Regulations). The BMFA plans to issue Rules/Guidelines on the subject in the next BMFA newsletter.

The association's computer sub-committee, of which I'm a member, has spent the past 18 months looking at a new computerised membership to replace the one we currently run, as it is past its sell by date and is unable to provide the type of functions the association needs to take us forward into the next decade. It is expected that the system will be up and running by the middle of the year. By the time you read this Area council members will have seen an overview of the system and we plan to present the system to the full council at the May meeting. I will keep you informed as and when I have news.

The Area's website <http://southeast.bmfa.org/> is now fully up and running. If you have any comments or suggestions on the website as to what would be useful or what you would like to

see on it then please let me have them. I recently added a new page that allows people to submit details of any events they wish to publicise on the Area calendar.

<http://southeast.bmfa.org/calendar/submit-your-event>. I had a couple of clubs advertise their indoor winter events. It would be nice to see summer events appearing.

The Area will be running a number of events this year; more details as and when they become finalised. I will post them as items on the website and Facebook page.

The European Aviation Safety Agency (EASA) have recently released their amended proposals regarding Small Unmanned Aircraft (SUA). They are a lot less restrictive than the initial proposals and support the premise that the CAA with National Bodies (Such as the BMFA, LMA and others) can control model aircraft operations very much as they do now, and your BMFA membership will register you. Individual aircraft registration will not be required, Much work has been done on this by Dave Phipps, the BMFA CEO in his role of Technical Officer for Europe Air Sports. One of our S E Area Club members has also contributed (Cliff Whittaker), he was previously with the CAA dealing with regulation so brought some “insider” information to the discussions.

Latest news on EASA draft regulations are available from

the BMFA at <https://bmfa.org/News/News-Page/ArticleID/2510/EASA-Publish-their-Technical-Opinion-and-Draft-Regulations-for-Unmanned-Aircraft>
The full document is at <https://www.easa.europa.eu/document-library/opinions/opinion-012018>

I'd like to welcome James Gordon from the Caterham Club as the Area's latest fixed wing Area Chief Examiner. He will make an excellent addition to the pool of ACEs. Mike Lippert an area Helicopter club examiner was put forward to the ASRC to become a Multi Rotor Examiner as he had done a number of Multi Rotor As and BPCs, he is now the Areas first Multi Rotor examiner. If you have members wanting Multi Rotor tests A B or BPC then let us know.

On a final but sad note Chris Moynihan, the retired BMFA Chairman, passed away at his home on 6th February 2018. I personally think this is a big loss to the association as I felt that Chris had the vision and leadership to take the Association into the next decade with the changes that are going to take place. He was a great supporter of the national centre and, as initial growth is showing, it was the right decision to make to progress with it. He will be missed. Our thoughts go out to his family.

Stuart Willis
South East Area Chairman.

The Ashdown Forest Licence



Director: Mrs Pat Huesnel
Clerk to Conservators: Mrs Kirsty Dins

THE CONSERVATORS OF ASHDOWN FOREST

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The Queen's Award
for Voluntary Service

BRITISH MODEL FLYING ASSOCIATION

LICENCE TO FLY MODEL AIRCRAFT ON ASHDOWN FOREST

Members of the Association (which expression includes members of Clubs which are members of the Association) are licensed to fly Free Flight Model Aircraft and Radio Controlled Gliders on Ashdown Forest for the period commencing **1 January 2018 to 31 December 2018** subject to the following conditions:

1. Flying is restricted to members of the Association only;
 2. Flying is permitted only by persons covered by Third Party Insurance; minimum cover £5,000,000;
 3. Membership Cards are to be carried and must be produced if requested by a Forest Ranger.
 4. Flying is restricted to the Old Lodge Valley area bounded by Old Lodge Boundary, Duddleswell/Nutley road, Old Lodge Drive, B2026 and Friends Clump*.
 5. **Individual members may fly at the following times:**
 - Between 1 May and 31 August:**
 - Silent Free Flight models, including electric powered- up to 12.00 noon and from 6pm to sunset on any day in the area detailed above.
 - Power Assisted Free Flight models and Radio Controlled Gliders, including electric power assisted models- up to 10.30 am and from 6pm to sunset on any day in the area detailed above.
 - Between 1 January to 30 April and 1 September to 31 December:**
 - Free Flight Models and Radio Controlled Gliders, including electric power assisted models- from 8.30 am to sunset on any day in the area detailed above.
- At all times when Model Aircraft are flown a member of the Association shall act as Safety Officer.**
6. All members parking their cars on Ashdown Forest must use authorised car parks, and must display a card bearing the letters 'BMFA'.
 7. The Association shall pay a fee of £449.10 in acknowledgement of this Licence.
 8. All members must show care and consideration to all other Forest users. Special care must be taken when there are horses and riders in view. Every precaution is to be taken to prevent Model Aircraft flying across public highways, over private property or from harassing other Forest users.
 9. The Conservators reserve the right to revoke this licence at 14 days notice, but if this Licence is so revoked, a due portion of the aforesaid fee shall at the same time be returned to the Association.

**Information below ONLY refers to the EIGHT COMPETITION DAYS on the following Sundays:
18 February, 04 March, 25 March, 20 May, 24 June, 08 July, 16 September & 14th October.**

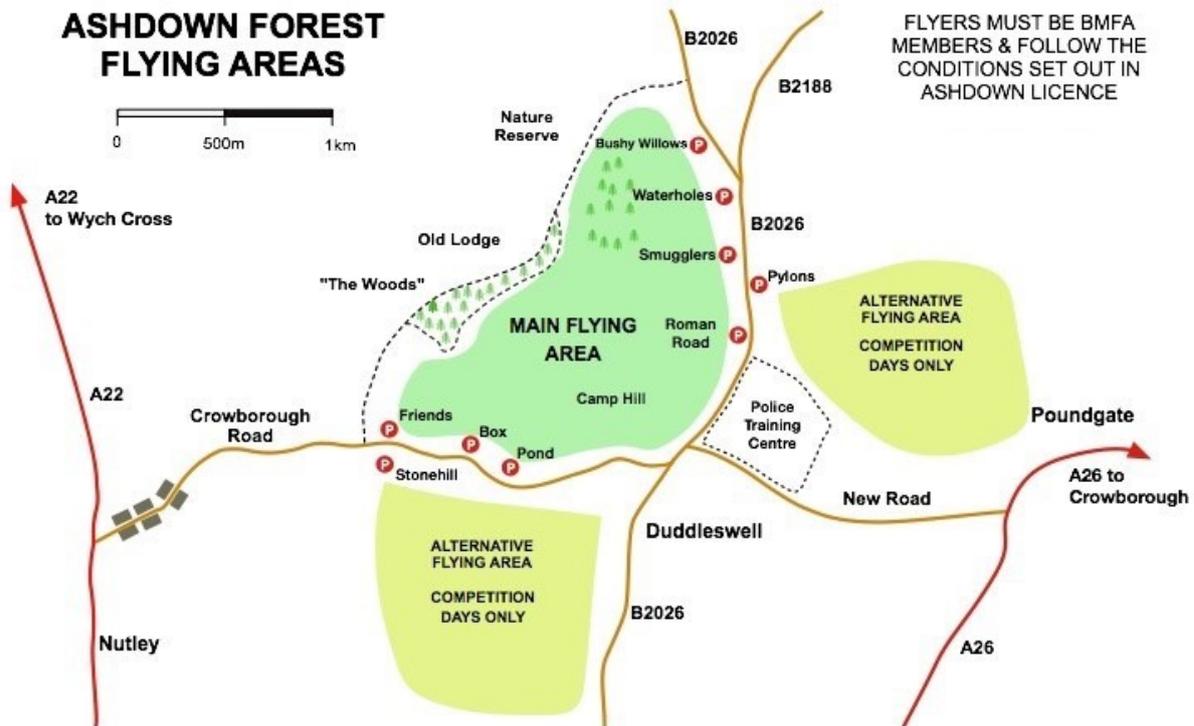
*If the wind is in the north flying is permitted from Stonehill Car Park south towards Misbourne, and if the wind is in the north-west flying is permitted from Pylons south-east towards Poundgate. On competition days, club Officials must decide if the wind is unsuitable to fly in Old Lodge Valley and agree which area is to be used. Only one of the designated areas can be used at one time. **Warning signs should be posted on all rides approaching the flying site.**

For and on behalf of
British Model Flying Association

For and on behalf of
The Board of Conservators



Natura 2000 – Europe's nature for you.
This site is part of the European Natura 2000 Network. It has been designated because it hosts some of Europe's most threatened species and habitats.
All 27 countries of the EU are working together through the Natura 2000 network to safeguard Europe's rich and diverse natural heritage for the benefit of all.



SEBMFA Crawley FF Indoor Meeting 2018

The first Sunday in February is the day the main hall in K2 Crawley is reserved for the sports of Free Flight Indoor flying. This has been happening for over 40 years and people keep coming year after year. To keep costs and thus entry fees at a reasonable level two thirds of the hall was hired, but the charge was still close to £1000. The entry fee for flyers of £12 and spectators £5 is a bargain for an all day event.

Back this year by popular demand was Flite Hook who brought along a great selection of FF supplies and goodies.

Order online <http://www.flitehook.net>

The first contest was Hand Launch Glider and Catapult Glider. Despite the reduced floor area, two circles could easily be accommodated and the trial by stopwatch began.

Terry Knight (pictured right) somehow managed to find an extra 25% improvement over last year's time to win HLG. Tom Goodwin was close behind with a very light slow flying machine.



Alex Cameron pulled out the stops, or rather the rubber, to win CLG with his personal best times. Still flying his "Time Machine" gliders, treat them nice and they last a long time!

The Living Room Stick (LRS) contest saw a convincing victory from Nick Peppiatt, averaging over 6 minutes for the two flights total. Likewise Ian Pearce convincingly won EZB and Andrew Chilton romped home in Gyminnie Cricket.

The Scale contests were run by Don Coe and associates like clockwork. Nick Peppiatt won with a Sablatnig SF4, which, if you are wondering, is a floatplane and triplane, so I guess lots of potential and points!

Pete Boys won Peanut with a Waco SRE.

The Legal Eagle contest again had the biggest entry (12 flyers) and was won by last years winner Terry Adams. Both his best flights were 3:09, so he was mister consistently and the best.



Terry Adam receives certificate and engraves whisky glass from Martin Dilly

In the butterfly mass launch Tim Mountain was last down with a great flight, I bet he would excel in the other classes?

The Hangar Rat was won by Ken Taylor for the second year in a row.

SEBMFA Champion for the meeting was awarded to Junior Tom Goodwin. He flew in six events and is improving in all of them!

The full results are on the cadmac website

http://www.cadmac.org.uk/k2indoor/indoork2_18.html

Many thanks to everyone who helped make this an event such a pleasure to attend, especially those who volunteered to man the desks on the door and the score table.

Many thanks to Martin Dilly for presenting the prizes and Keith Wright for printing the Certificates.

This meeting wouldn't have gone ahead without the determined effort by SEBMFA Chairman Stuart Willis to find a solution to how to make the event financially viable. Many thanks.

Alex Cameron CADMAC Competition Sec.

Time Travellers - A Maidstone Model Flying Club trip



A

Maidstone Model Flying Club outing turns into a trip down Memory Lane in more ways than one

Charabanc outings somehow conjure thoughts of an earlier age. A time before satellite TV, video gaming, and social media took us away from our fellow man into more solitary ways of filling our leisure hours. A time of works canteens, statutory hours and knees-ups down the pub. A time when Friday night was bath night. And even teenagers wore a suit and tie to go model flying.

So it was – for some at least – a curious moment when nine of us gathered in the car park of Newnham Court Inn, Nottcutts one rainy Saturday morning in November to head off on the

Club's first coach trip in many a year. As we bundled into the back of Chairman Andy's transit van – thoughtfully equipped with seats for the occasion – we found ourselves embarking on a trip back through time, in more ways than one.

Our destination: the Shuttleworth Collection at Old Warden aerodrome, Bedfordshire. This houses the world's largest array of vintage flying machines – all in airworthy condition. Rare birds, indeed. And surprisingly over half of our party had never been before. Soon the conversation and banter was flowing as our mutual passion for aircraft history and design took over, and thoughts of phones, tablets and laptops were quickly banished. After less than two hours of smooth driving – Andy at the wheel handling the van with the same degree of control and precision as he does his aircraft - we arrived at Old Warden.



The collection was started in 1928 by Richard Ormonde Shuttleworth [right], a daredevil flyer and racing driver who was sadly killed flying a Fairey Battle on an RAF training exercise in August 1940. After his death, Richard's mother vowed to preserve the machines he had loved. Soon she opened the doors of the hangars to visitors. Eighty years on - and thanks in part to funding from the National Lottery - there are six display hangars, a visitor's centre, a brand spanking new cafeteria, and extensive grounds.



After a delicious hot lunch, we were met by Peter, our guide for the afternoon. He ushered us into the Collection's first hall. One glance at a gleaming Sopwith Pup dating to 1916 and our party was hooked. We spent the next two and a half hours in Peter's company utterly absorbed by the fascinating details and insight he provided into the design and operational histories of the many types on display.

Highlights included: a Bleriot XI from 1909 [above]– the world's oldest airworthy aircraft; a Bristol F2.B of 1917 vintage; and the DeHavilland DH88 Comet, a one of a kind, built to win the Mac-Robertson England to Australia air race in 1934.



But among these icons were many rarities and oddities: a 1920 vintage Sopwith Dove; the little known Hawker Cygnet; the Comper Swift [left] and Parnall Elf [right], both dating to 1929 – among many others.



Our VIP tour ended at the workshops, where among floor to ceiling racks of

spare parts of every description (Peter exclaiming at one point: "so that's where that Merlin went!") volunteers were hard at work stripping down a Spitfire Mk Vc [left] for its winter refurb.



With the smell of engine oil still in our nostrils, we bundled back into the transit and headed home, poring over the pictures we'd taken and nurturing memories of a very special day.

Chris Lent

BMFA Darts for Girl Guides- Ashford Radio Aeromodellers

Ashford Radio Aeromodellers (ARA) recently had a very successful afternoon with The Guides from Smeeth and Ruckinge units in East Kent. This event started out with an email from a Smeeth Guide leader who had the notion for an experience of with 'drone' flying. one evening. Our response was that it might be more rewarding to do some more traditional building and flying. As the nights were drawing in, there would not be enough daylight to fly outdoors at an evening meeting, so plans were laid to have the event during their weekend 'camp' with a neighbouring unit.

A 'phone call to BMFA Area Education Co-ordinator Taj Manning bore fruit in the form of a dozen Dart kits from SE Area and a DVD from Leicester. These came in time for them to be delivered to an evening meeting before the camp, allowing extra tools and materials, including some cake-decorators' glycerine for rubber lubricant, to be obtained ready for construction.



Seventeen girls assembled on the Friday evening and, after viewing the DVD video, teamed up in pairs to embark on building the squadron. I did panic a little when the corrugated card intended as building board was found to be unsuitable. Luckily we found cardboard boxes containing the weekend's food could be cut up to make the 9 boards that were needed. It transpired that these youngsters were not accustomed to following step-by-step assembly instructions so even the excellent sequence sheet provided with the kits needed some interpretation. The stage was reached where the glue could be left overnight to dry. Amazingly there were no fingers cut with scalpels, pricked with pins or superglued together and everyone was in good humour. I had already constructed one of the kits and was able to fly it in the scout hut (also without damage).

Saturday morning half a dozen ARA helpers foregathered at our flying field and drove in convoy to the Scout hut just 2 miles away. We were right royally received and, after unloading our various aircraft, sat down to a good fry-up brunch. The weather turned out to be far nicer than forecast, calm and dry. Some of the Darts were a bit wobbly and in need of more glue. Luckily 2 of the flyers had superglue and activator spray, so this was done quite quickly. Next was some demo flying, with fixed wing, helicopter and quadcopter. We had brought some spare FPV goggles and the girls were able to experience seeing a quad's eye view of their surroundings. My 50cc model was started up but just did some fast taxi runs as from our risk assessment we had decided only to fly electric.

Onto to Dart flying. Once most of the girls had got the hang of winding up the rubber the right way round, we tried a mass launch. The average distance 'flown' was about 3 feet. Quite a disappointing start really, but it did set a benchmark from which to make improvements. This is where the ARA team made themselves useful helping each 2-girl team to trim and re-glue their

models. During this period we had to rescue two models from trees, including a Gymminy Cricket build by one of our modellers. After a productive half-hour of this, we tried some more mass-launches. The improvement was amazing and smiles were on every face. Eventually there had to be a fly-off between 2 leading models, both of which consistently flew better than mine.

All in all a most enjoyable and rewarding venture, thanks to good will and resourcefulness by all parties and an unusually co-operative weather man.

David Teal

2018 Calendar

Up to date information available at: <http://southeast.bmfa.org/calendar>

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S E Area Newsletter



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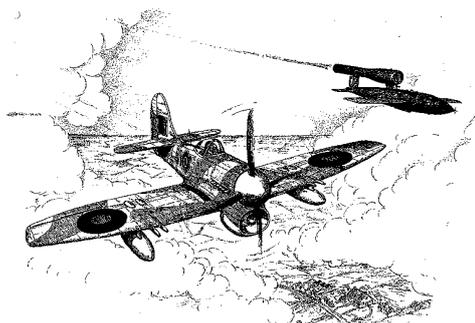
S E Area website
www.sebmfa.org.uk



<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 to Facebook 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



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Minutes of Ordinary General meeting 10th January 2018

Present:

Stuart Willis	Chairman	Felbridge Flyers
Robert Richardson	Vice Chairman	Hastings MFC and Horam MFC
Chris Searle	Secretary	Felbridge Flyers
Bob Hart	A.S. co-ordinator	Wealden and Hastings MFC
Terry Knight	Member	Crawley MFC
Richard Pidduck	Member	Caterham and District MFC
James Gordon	Member	Caterham and District MFC
Roger Marples	Member	E.D.M.A.C
David Lambert	Member	E.D.M.A.C
John Philips	Member	E.S.S.A
Peter Burgess	Member	E.S.S.A
Colin Cumber	Member	1066 MFC
Mark Heffer	Member	1066 MFC

Apologies:

Jim Tucker	Treasurer	Wealden and Hastings MFC
Colin McGinn	Area chief examiner	
Mike Sun	Area chief examiner	
David Wolper	Member	E.R.F.C

1. Minutes of the previous meeting

Read and approved by those present.

2. Matters arising from the previous meeting.

To be discussed under specific topics.

3. Officers reports

Chairman and Council Delegate:

I attended the BMFA AGM in November last year. Manny Williamson gave a presentation on the current status of the National Centre. The Centre had a good first year with a number of event being held there both flying and non-flying in the form of Swap meets, Training sessions, etc, The 2018 calendar is already starting to fill up with BMFA and non BMFA events. These are going a long way to making the centre full self-funded and also hopefully enable the next stage of development to take place, I have finally visited the centre, although I did not have time for a fly the flying area is impressive large open flying area and a strip that is probability bigger than some flying fields Felbridge flyers field being one of them.

I as unable to attend the prise giving but did collect The Farrow's Bank Shield II trophy which was won by 3 members of the Crawley club. The areas congratulations go out to them.

I was invited to the Caterham Club prize giving and buffet just before Christmas. A very enjoyable evening I got to speak to a number of people one of them a young up and coming star in the world model aircraft and aviation. In conjunction with the Caterham Club I suggested we look at putting

him forward for one of the Royal Aero Club Bursaries that area available. Speaking to his mother he is an active member of a local ATC squadron I suggested the area could help by supplying a number of BMFA darts for the members for the squadron to build much as we did the other year. Thanks to James for the invite.

I'm sure the area can help out with other clubs in some way we just need to open up better communication lines.

I have also been up to head office working on the new membership system the BMFA hopes to implement this year, more news on this as and when I have it. I attended a meeting put on by the sports and recreation alliance that covered aspects of the GDPR that comes into force in May this year, sadly it seem to pose more questions than answered but I did give us some pointer when looking at the new membership system the BMFA plan to have.

The new area website is now up and running.

I recently added a new form that allows clubs to submit details of their events to be included in websites 2018 calendar.

I will be adding new bits as required.

Vice Chairman;

Nothing to Report.

Secretary;

The meeting room has been booked for the AGM/OGM on Wednesday 14th November.

The email addresses of Gary Bunclarke and Mick Galvin have been corrected and Mike Sun's updated in the Area newsletter.

All Club secretaries had been emailed using the Area web site requesting that they review their Club examiner list and only ratify those people that are still interested in carrying out that role. There is a question as to why not all Clubs have viewed the email as indicated on the Reports page on the web site. This is to be investigated in case it is a technical issue.

Treasurer;

Balance as of 1/1/2018 = £2842.00

Less outstanding cheques;	Long Man	= £500.00
	Ashdown Forest	= £448.00
	K2 event	= £992.00

Available balance = £902.00

A.S Co-ordinator;

There was a proposal by Bob Hart which was seconded by Stuart Willis to elect James Gordon as an Area Chief Examiner. The proposal was put to a vote and after considering James's CV those present voted unanimously to elect him. This will be in addition to those ACEs that were ratified in 2017. The number of ACEs required will be reviewed at the next AGM.

Education officer;

Report not received.

Flying discipline Secretary;

Report not received

4. South East Area events in 2018.

K2 Indoor;

Although he is unable to attend due to other commitments Stuart Willis would be meeting members of the Crawley Club on the 16th to discuss operational details of the Event. He has requested an Invoice from K2 but this has not yet been received. Stuart stated that there is a need for volunteers to be present at the point of entry to ensure that spectators pay the entry fee. James Gordon and Robert Richardson agreed to help in this respect, the entry fees being £12.00 for flyers and £5.00 for spectators. The doors open at 10:00, flying starts at 11:00 and the event will finish at 17:30

Electric and Scale meetings at E.R.F.C;

David Wolper will inform Stuart Willis of possible dates for these Events. It is important to avoid a clash of dates with other similar events and Stuart would co-ordinate this with David.

Hasting Scale Day;

The Hastings committee are meeting next month and the date should then be known. It is probably going to be the last week in July or the first week in August and Bob Hart will inform the Area when confirmed.

Cloud Tramp;

Scheduled for 4th August.

5. Ashdown Forest and Long Man.

Stuart Willis has discussed the matter with the Free Flight Technical Committee who suggested setting suitable fees for flying at the sites. There was another discussion on the subject which repeated all that had been said before. Stuart Willis promised to write to local Clubs requesting a donation on behalf of any members they may have that use these sites. Also ESSA presented a cheque for £200.00 in respect of the fee they charge their members plus another £100.00 as a donation towards the cost of the Long Man site. Terry Knight said that the Free flight competitors were going to make a donation to the Ashdown forest fees. However because it is apparent that no extra funding from Head Office will be forthcoming and the Area's present finances are sound it was decided to review the situation at the time of the AGM.

6. A.O.B.

Roger Marples asked if Duncan McClure had made any further advances on harmonising the Examiners Workshop. He expressed concern that all areas were developing their own approach to this issue. Stuart advised that Duncan was still developing the video on the "A" fixed wing test and when this had been finalised this video would be handed to all Areas to use in their Workshop.

8. NEXT MEETING 9th May 2018