

August 2004

Touchdown

The Westland & Yeovil District Newsletter

From the editor

Well what can I say. I could make plenty of week excuses and say I haven't had time, and I would probably get the verbal abuse I deserve.

The truth is I have been very busy at work and home, but you don't want to hear all about that.

I have managed to put a few articles together and I can only apologise for a very sporadic newsletter.

Regards
Mark Pope.

Merriott Flying site

Those of you who have been attending the site and / or monthly meeting will know that the Club has become famous having articles in Crewkerne edition of the Western Gazette both before and after the District Planning meeting



The outcome of the District Council was to give us one year temporary planning permission subject to suitable access to the site being agreed with the Highway department.

Martin Surrey and Ted Saddler to the rescue. Martin and Ted kindly volunteered, at a club meeting, to help with this issue and have been co-opted to assist the committee..

They have visited the Highways department and it has been recommended that the club put a new access into the field approx 30 yards down the lane. Martin is finding out costs etc.

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Thunder Tiger e-Hawk (Kit review)

Having spent many years slope and flat field gliding I recently decided to try electric powered flying and as a result thought that the best way forward would be a simple aircraft and associated power source.

Suspended in the 'Hobby Hanger' was a Thunder Tiger e-Hawk of 1.4 m span, which looked as if it would fit the bill being almost ready, built and featuring ailerons and a vee tail arranged as elevator only. The motor is a basic 380 type with a folding prop.

In the January issue of 'Quiet & Electric Flight', John Whitehead reviewed the Hawk. This covers the building and flying in a detailed way and with which I agree.

However like most modellers changes from the plan seem to be required at times based on ones own experience. In my case to minimise on cost I utilised two Futaba S3101 servos which really are too big for the space available as it was for the 'Dual Conversion RX R138df. As I already had these to hand I altered the necessary parts to allow them to fit.

A few points may be of interest for anyone purchasing this model. I have made the following changes from the kit instructions: -

Do not fix the elevator/battery tray until you get to the point of checking the C of G. Two 'self-tapping' fasteners secure the wings, which is inadequate for long-term use. I have used two M3 fasteners and a nut plate cemented in the Fuzz.

Before joining the wings together mask the two holes in the first rib each side.

This will prevent dust and debris passing along the whole length of the wing.

The canopy can be fixed by means of one fastener at the front as per plan.

Slot the canopy at the front and use a circle of 'Velcro' at the rear edge.

After some curious electrical gremlins causing the servos to glitch and resulting in a 'Navy' type landing, the flying characteristics are proving very pleasant and

I am looking forward to the better weather to arrive.

George Chambers. February 2004.

Solo success

Earlier in the year, when the weather was not as nice, 2 of our club members successfully passed the BMFA 'A' Test.

Congratulations to Daniel Jones and Bob Butler



'Too 'B' or not too 'B'

As you will all know I am great supporter of training and getting our entire club members to a level of competence. To see the look of delight on the faces of students passing there 'A' certificate is great!

For those of you more competent pilots there's more, the 'B' certificate, this is the required standard to fly at displays. It is also the club requirement for instructors.

I know from the standard of flying from some of my fellow club mates that there are some more potential 'B' standard fliers

Please don't be frightened by the test, just practice those skills and brush up on the safety questions (don't forget to read your local site rules).

For notes and guidance talk to any of our club examiners (Listed below) and / or visit the BMFA web site

Examiners: - John Stevens, Dave Cossins, Dave Coates, and Ray Bowden.

Thanks all who spend their time instructing (and examining)

Mark Pope

Just for fun

Answers to 'who's Hat? - Last Newsletter.

No Prizes for this one, but did you know who's hats they were?



A	Clive Date
B	Dan Jones
C	Dave Cossins
D	Mark Pope
E	Robin Suanders – Sorry about the poor image
F	Ted Saddler
G	Tim Austin

GUIDE LINES FOR CLUB FLYING

These are not the full set of rules but contain the most relevant sections for safe operation of both fields.

A complete set of guidelines can be obtained from 'The Treasurer' or myself (Mark Pope).

RULES OF CONDUCT

In order to preserve our continued enjoyment of the hobby, and this includes as not the least consideration the use of the airfield, it is necessary to have certain rules of conduct to: -

- Maintain safe operation
- Avoid nuisance to the general public
- Avoid inconvenience to each other

SAFETY

The main aspects of safety are contained in the BMFA Safety Code, which everyone in the Club should ensure that they are familiar with (as they will receive these as Association members,) in addition there are some specific local rules.

Site the pits so that they are clear of the flight path of models taking off and landing.

Keep models, boxes etc. well back from the edge of the patch. The pegboard should be about 3 paces from the edge of the patch and the models should be at least 8 paces behind the pegboard.

After take off, clear the patch as soon as possible to avoid obstructing those wishing to land or take off.

Always call before taking off or landing and make sure that you are given the OK before you proceed. Also call your intention to go onto the patch to retrieve a model, clearing the patch and calling "clear" as soon as possible.

Do not carry out engine test running close to the patch as this drowns the sound of models in the air.

Keep an eye on other models when flying, and always check that the patch is clear before landing, even if you have called landing.

Observe the "No Fly" areas as shown in the attached maps Figs 1 & 2

Keep a good lookout for full sized aircraft, even when the airfield is nominally closed.

CLUB RULES FOR CARING FOR CHILDREN AND VULNERABLE ADULTS

See Club Guide lines for details

CLUB NOISE LIMITATION POLICY

The club has a Noise Limitation Policy, this is to protect us against the possibility of loss of flying facilities as a consequence of noise complaints from local residents, and in order to pursue a "good neighbour" policy.

The policy operates in three ways: -

Limiting noise from individual powered models.

Limiting noise by limiting the number of powered models flying at the same time.

Limiting the times when we operate powered models.

1.INDIVIDUAL MODELS

All models operated by club members and their guests must be effectively silenced and must conform to the current DOE/BMFA code of practice, i.e. noise level not to exceed 82 dBA measured at 7 metres from the model in four directions at right angles. The club has a noise meter and models will have a certificate of compliance issued after measurement.

2.NUMBER OF MODELS

We limit the number of powered fixed wing models operating at the same time to four.

3.LIMITING FLYING TIMES

See rules for relevant flying site.

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SILENT FLIGHT

Silent flight may be flown on the airfield on any evening and on Sundays subject to the rules of Airfield Operation, and at any time on the Merriott field.

The noise policy has been discussed with the environmental health officer and has had his approval as being a reasonable code of conduct.

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TRAINING SCHEME

Introduction

A major aim of our model aero club is to promote the hobby and sport. It is therefore imperative, that all members understand the safety implications in both the operation and flight of model aircraft. The training scheme is intended to introduce newcomers to the hobby to these skills and to ensure that they reach a recognised standard of proficiency.

The Scheme

The scheme is based on the BMFA training scheme "Up and Away" and the BMFA proficiency scheme; Club approved instructors operate it
Any member who has not achieved the BMFA "A" proficiency level may only fly when supervised by a club approved instructor.
The instructors will monitor the progress of the pupils with a view to their successful achievement of the BMFA "A" standard of proficiency.

A list of names and contact numbers of club-approved instructors will be available in the club hut and will be provided to new members on joining.

RULES & PROCEDURES - YEOVIL AERODROME

1. If the Air Traffic Control centre is closed.

When there is no full size flying in progress the Air Traffic Control centre is closed, and model flying is permitted.

2. If the Air Traffic Control centre is open.

When there is full size flying in progress, model flying may be permitted with the agreement of Air Traffic Control in certain circumstances, this is only likely to occur when full the size flying is away from the Airfield.

When model flying is permitted by Air Traffic Control when full size is in progress the following procedures, which have been agreed by Air Traffic Control will be observed.

The first person who is on a list of nominated persons to arrive at the Main Gate, will contact Air Traffic Control on Ext. 3051 and ask for permission to start model flying.

If permission is given, the modeller who contacted Air Traffic Control first must arrange for the telephone in the club hut to be continuously manned while model flying is in progress (the extension lead for the telephone may be used to make this easier.)

When instructed by Air Traffic Control by phone, all models must land immediately, and wait for clearance before commencing flying again.

A good lookout must be maintained at all times in case an aircraft returns unexpectedly.

RULES FOR HELICOPTER OPERATION ON THE AIRFIELD.

1. Models should meet the required safety level as stated in the BMFA Operation Guide to Helicopters.

Models should be started in the pits and carried out to a safe distance from the pits (approximately 20-ft.)

After test hovering the model should be carried out to the mown area and the flight continued from there.

After flight check the model over for loose or failed components, as per the BMFA Operation Guide to Helicopters.

Due to the frequency allocation for the Helicopter section (55 to 63 inclusive), there is no need to restrict the number of models in the air at a time, although for safety reasons only two models should fly circuits at the same time.

During flights, the model should not leave the boundaries of the airfield. Never overfly the pits or buildings on the site, and keep a lookout for Aircraft to avoid the danger of collisions.

FLYING TIMES – Yeovil Westland Airfield

Flying times on the airfield for models powered by internal combustion engines are limited to:

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Saturday afternoons and Bank Holidays – noon to sunset *

Wednesday evenings – 1800 hrs to sunset* in the Summer

Monday evenings –1800 hrs to sunset* models with noise levels of 78 dBA or less

A limited number of Sundays e.g. Wessex Scale days.

*Evening flying is to cease by 2030 hrs, or sunset, whichever is earlier

Silent flight may be flown on the airfield on any evening and on Sundays subject to the rules of Airfield

RULES & PROCEDURES MERRIOTT FIELD

Members using the field must be prepared to show their current Club membership card and BMFA card if asked to by the landowner. Anyone not doing so will be asked to leave the field.

Anyone asked to stop flying by the landowner is to comply immediately and without question.

Parking of member's cars is to be kept to close the hedges by the entrance, park so as not to obstruct access.

Cars are not to be driven to the flying patch.

No Fly areas for the field are the A356 road and the market garden to the southwest, which is the residence of the landowner.

The existing club rules regarding safety, noise reduction and non "A" certificate holders will apply to this site as well as any other sites used by the Club.

Exercising of dogs or other animals is not permitted.

FLYING TIMES - Merroitt

Power flying may take place on:-

Tuesday 12:00p.m until 20:00 hrs, or sunset, whichever is earlier

Friday 12:00p.m until 20:00 hrs, or sunset, whichever is earlier

Sunday 10:00a.m until 16:00 hrs

(These times are subject to review from time to time.)

Helicopter Training (Hover only)

Wednesday 12:00p.m until 20:00 hrs, or sunset, whichever is earlier - hover training only

(These times are subject to review from time to time.)

Silent flight may take place at all times.

Fig 1 Merriott Field No Fly Areas

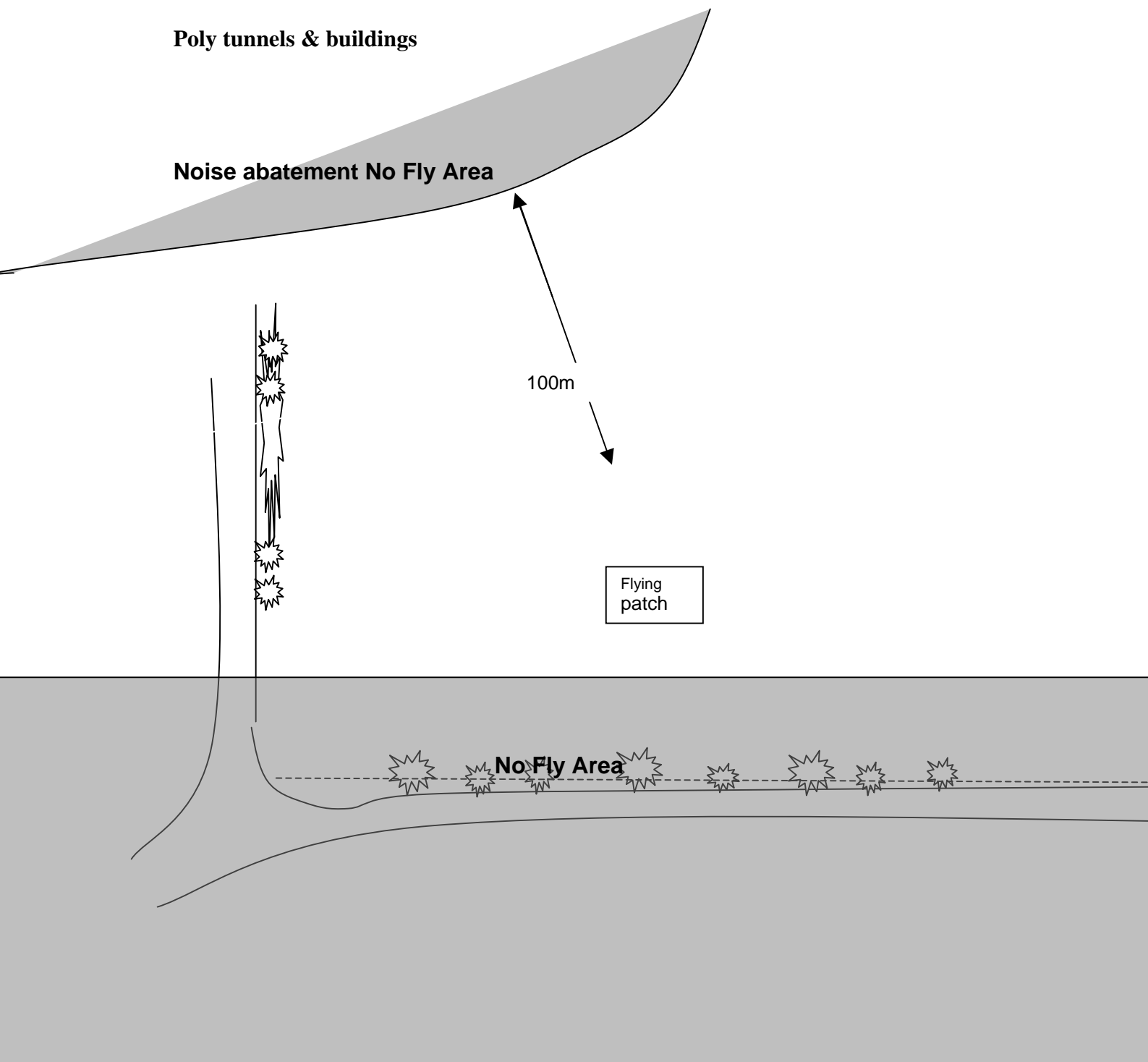
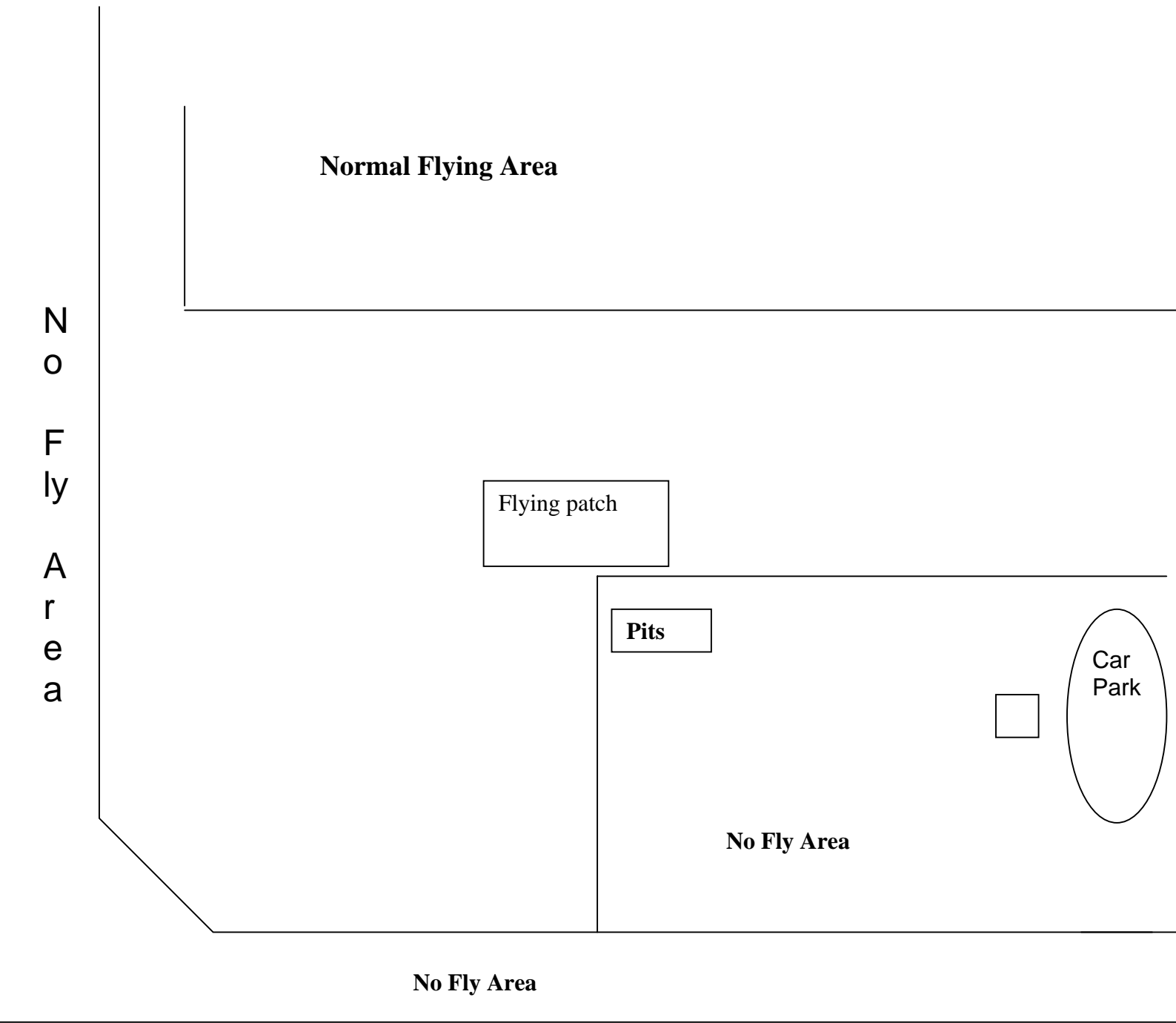


Fig 2 Yeovil Airfield No Fly Areas



The last bit

If any of you have anything interesting, amusing or informative that youu would like to share in the newsletter please send it to me, by e-mail is great, but if not pass it to me at a club night or on the field.

You can contact me on 01935 862562

Or e-mail mark@pope2000.fsnet.co.uk

*Note Club nights 4th Tuesday of everymonth (except December)
8:00 in the watercombe suite, Westland Liesure Complex. (meet in the sportsman bar for a drink before)*

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FOR SALE :-

For those of you that enjoy all wood construction I have a new 1/5 scale (3.2 m) model glider kit by `Lenger Modellbau` of the Schleicher ASK 13 two seat trainer. The instructions are in German but have photos to help. This was bought at the Dortmund Trade Fair last year but now required. £50-00
George Chambers (01935823463)

FOR SALE:-

Algebra 2.5 m slope soarer. Bit sorry looking in places but still a great slope plane. £10-00 (G.C.)
George Chambers (01935823463)

Sorry Gorge for the late edition of this news letter