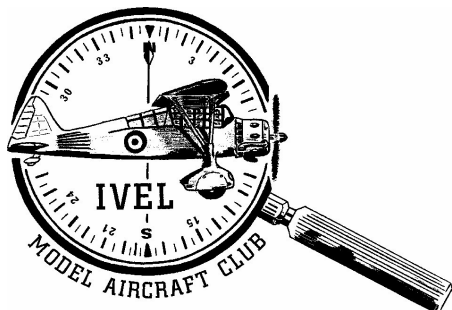


MARCH 2018



# FLIGHT BRIEFING

## EDITORIAL

### Inside this issue:

Editorial	1
2017 AGM	1
Website	2
Annual prize giving	2
EASA update	3
New Committee	3
Safety First	4
Whatsapp	4
A Comp to come	4

Well, sorry a while since the last newsletter. A lot has happened, an AGM, an Xmas dinner, the return of the indoor flying sessions at the hall and some rather cold days—certainly of late! So there wasn't really any excuse for holding back. Your committee has reminded me that we need a newsletter. At least they have asked, quite subtly, if I got 'those photos' of the dinner etc etc. . . .

It seems when you retire there is more to do that you had while working. Perhaps it is that you are slower. OK Chris, stop waffling.

### DECEMBER 2017 AGM

Members were informed that Dec 13th would be the AGM. This matched closely to all previous years. Invites for agenda items had been given in an earlier newsletter as is required in our constitution. Other than a request to make some cosmetic adjustment to our constitution and the voting propositions, there had been no further proposals for the agenda. These had been forwarded to the secretary in advance.

Unfortunately, our current chairman Richie Pulman had tendered his resignation earlier in the year following various disagreements. As a result, our committee recommended that for the remaining months of the year chairing their meetings would be carried out on a rotary basis to keep an overall balance to meetings.

Chris Bashford, (the President) welcomed the members for the evening and Roy Rogers gave an introduction to proceedings. In respect of not having an elected Chairman, Roy continued with proceedings until new voting took

Certain 'tidying up' of the constitution had been requested to cover outdated and confusing items. These were detailed by Roy at the meeting and were accepted unanimously by the floor as being a sensible and safe development. It was stated that in future Club Rules and Club Constitution should be covered by two separate booklets. The Constitution with its amendments, would be circulated to the members early January as soon as we had the wherewithal sorted. Distribution started at the next indoor flying meet.

The treasurer had had the accounts audited by an independent member (Len Jackson) and reported a good financial situation. Other than absorbing a small nominal increase from the BMFA it was requested that our club membership fees remain for the current year. This was approved and voted unanimously. The treasurer started collecting 2018 fees from members at the end of the evening.

Twenty members had attended the AGM and the meeting closed at approximately 21:00 hrs.

## THE WEB SITE

This is being run by Roy Rogers. We now have acquired three Club Name extensions - .club, .co.uk and .com. A would like to say, that if you have not visited the site, do so. It is interesting and informative and easy to use. If you do have any questions or constructive ideas on the site, do have a word with Roy.

## ANNUAL PRIZE AWARDS



There were four awards this year but due to problems with timing and the engraving it was decided that these could not be given at the dinner. Rather the AGM seemed appropriate. This was done at conclusion of the meeting.

The prizes were issued to:

**Lysander Cup** to Pete Coleman  
Best Senior Improver



**Ivel Trophy** to Frank Brown  
Clubman of the Year — and of course a professional  
tea maker at the Indoor Meets



**Wheatsheaf Cup** to Tim Oakley  
For enthusiasm and effort

**110% Trophy** to Pete Harries

“Club Good Works” Pete has supplied a host of modelling items which have swelled the club funds by several hundreds of pounds. Pete’s award was taken to him personally as he was not present at the meeting.

## EASA REGULATIONS

Here is a quick update regarding the latest from EASA and how it WILL affect us and what we may well need to do. However, nothing as yet is set in stone and discussions are still on-going.

Paul Goodwin

### EASA REGULATION

The European Aviation Safety Agency (EASA) has now published the Technical Opinion and Draft Regulations for Unmanned Aircraft.

Model aircraft remain within the scope of these regulations, but thanks to the lobbying carried out on behalf of the model flying community by Europe Air Sports, the basic regulation (which underpins these regulations and specifies what they should regulate) does include an article which offers our established activities some protection.

**(20C)** Model aircraft are considered as unmanned aircraft within the meaning of this regulation and are used primarily for leisure activities. The deregulated and implementing acts adopted under this on the basis of Regulations and concerning aircraft should take into account that such model aircraft have so far had a good safety record, especially those operated by members of model aircraft associations or clubs which developed specific codes of conduct for such activities. In addition, when adopting those delegated and implementing acts, the Commission should take into account of the need for a seamless transition from the different national systems to the new Union regulatory framework so that model aircraft can continue to operate as they do today, also by taking into account existing best practices in the Member States.

The other important changes agreed to the Basic Regulation is that it ***no longer mandates the registration of each individual aircraft – just the pilot.*** (I am guessing/hoping that the BMFA will register all of their the members on our behalf and issue a registration number on the BMFA membership card)

The Basic Regulation gained political agreement on 22<sup>nd</sup> December 2017 and is expected to come into force in Summer 2018. It is anticipated that the EASA Opinion and Draft Regulation for Unmanned Aircraft will be adopted by the European Commission in the final quarter of 2018 with the final Decision scheduled for the first quarter on 2019.

### CONCLUSION

From the onset, we argued to exclude model flying from the scope of these regulations but could not gain political support for this. However, a compromise was reached with recognition being given to model flying within the Basic Regulation. The result of this was that EASA was then compelled to incorporate more favourable provisions for model flying within their regulation for unmanned aircraft.

Whilst not an ideal outcome, the draft regulations are a little more proportionate than those originally proposed. The provisions within the ‘Specific Category’ provide the majority of Member States with sufficient flexibility to allow model flying to continue largely as it does today, but this will ultimately depend on the interpretation and implementation within individual Member States and the level of co-operation from governments and national regulators.

As such, representatives from the UK Model Flying Associations are working in co-ordination to negotiate with the Department of Transport and the Civil Aviation Authority to try and ensure that any changes to UK regulations are fair, proportionate and based on a genuine assessment of the level of risk. These negotiations remain ongoing at the present time.

Paul Goodwin

## YOUR NEW COMMITTEE

Chairman	Paul Goodwin
Secretary	Neil Goodwin
Treasurer	Richard Warner
Safety Officer	Paul Goodwin
Committee	Steve Simpkins
Committee	Paul Jones
Committee	Roy Rogers
President	Chris Bashford

**Safety first** — Well it is getting close to that time again!

We are all hoping that the weather is on the change and that calm winds are soon to follow, so what better time to grab those models that have been stored all winter, chuck them in the car and get up the field for a days flying! - But hold on. Before you start doing all that, I urge you to take each one of those models, check that everything is as it should be, ie all surfaces are free from warps and control surfaces and linkages are securely fastened, undercarriage in good order and secure and that motors and servos are thoroughly fixed and working as they should with no binding. Of course, I know that as responsible individuals you would do all this once you get to the field anyway as part of your pre flight checks, but it doesn't hurt to make sure everything is as good as it was when you put it away, now does it?

When you arrive at the field, don't forget the basics ie model restraint, fully charged batteries that you've checked, fresh fuel for you glow boys, nothing in front of the prop that doesn't need to be, transmitter on, correct model selected, receiver on, failsafe and range checks, etc, etc. All easy stuff but also easy to forget when you're excited about the first flight of the year.

And when you do get the model in the air, don't forget - relax and enjoy the flying. you are after all, doing this for fun!

Last of all. Don't worry about me. Yes, I am your Safety Officer, but that doesn't mean that I'll be watching over you wielding a big stick just waiting to jump on any mistakes. I'm here to offer friendly advice and to ensure that avoidable accidents don't happen.

We all make mistakes, but I'm sure a quiet word in the ear is enough of a reminder most of the time.

We have a very good safety record at Ivel MAC and I know that by working together we can all keep it that way. Here's to a happy and safe 2018 season!

Paul Goodwin

## WHATSAPP ~ A Revolution

I'd like to introduce you all to an evolution of the text message system that a few of us are using and one which if possible, I encourage you to adopt.

As you all know, the normal way that we make members aware that someone is going flying is to send out a global text message to all members and although this is great, it is also limited. I don't know about you, but when I used to get this message, I would routinely message or call other members to see if they were flying as well.

We now have an alternative way of doing this that runs alongside the global messaging system.

If you have a smartphone, I would like to make you aware of a free app called 'whatsapp'. It is basically a messaging app, but allows you to form closed groups, send photos, videos and even make phone calls over the internet. But unlike traditional text messaging apps. It also provides 'live' chat between members of a closed group. This means that when someone sends a message from within the group, it is seen by the whole group. In other words, you never have to wonder if you will be flying alone. This 'chat' part of the app is what a few of us have been using for some time.

If this is something that you would like to be part of then please download and install Whatsapp. It is a free app available from both android and IOS app stores. Whatsapp uses industry leading encryption to ensure that messages are secure.

Our group name is administrated by Ken. Once you have installed Whatsapp, send a message to Ken and he will add you to the list For those members that either don't yet have or don't want a smart phone - Don't worry nothing will change for you. Last year Roy kindly took on the responsibility of sending out the global messages and he will continue to do so. Roy is also a member of the whatsapp group and as soon as he sees that someone **is definitely going flying within the group**, he will send out a global text to all members in the normal manner to ensure that nobody is left out.

## A COMP TO COME

Finally, looking towards those finer days to come, Roy Rogers has developed a "Racing Delta" that the club will offer for comps. There will be 4 of these made and fully equipped ready to go. I have had a look at one of these in it early stages and it looks just right for a bit of excitement.