



NEWSLETTER



Wishing all members a Happy New Year.

Once again I am asking member to let me know if they have any objection to be included, either by name or photograph, in the Newsletter. If you do not wish to be in the Newsletter please let me know !

The list of the 2020 Committee Members their roles and contact details is at the end of the newsletter.

Chairman's New Year Message 2020 – Jack Lumley

A Happy New Decade to all our members, and especially those new to the club, welcome to another year with Hale Hall MAC. Let's hope we get lots of good flying weather this year for a change.

For those of you who don't already know, our landlords have procured the materials required for improving the access track and are waiting for some decent weather to enable the work to be done.

As usual, we are planning to have a series of social events during the year, similar to previous years (why change a winning formula!). These will include a Show and Tell evening in March where we hope to have a talk by the BMFA (awaiting confirmation). We hope to have our Warbird's Day sometime in March/April. This will be followed by the Fun Day sometime around end of August, which will again include the usual Spot Landing Competition, Relay Race, Buggy Race and Combat Flying as well as plenty of time to fly whatever you have available. The BBQ will also be running at full capacity to keep us all fed.

Midsummers Day will once again be marked with our usual Druids Evening Fly-In where there is competition to be the last person flying before dark (after missing it last year, this year I hope to regain the title of last to fly before dark!).

We may even manage a Control Line event this year – watch this space...

As I'm sure you all know by now, the legislation covering our sport has recently changed and, as is usually the way with legislation, it has become more onerous. However, with support from the BMFA (and the Azolve BMFA membership website), we now have a workable regime and we will just have to live with it for the near future.

Remember that we still have the two Whatsapp groups set up for Flying at the field, and for Slope soaring. If you wish to be added to either or both of these groups, then just email me with your mobile phone number and I'll add you to the relevant lists.

My last year's hopes for good weather were not fulfilled but I'm still hoping that we get a good share of fantastic flying weather this year. However, my weather control skills are sadly lacking!

Safe take-offs and happy landings!

Summer

The answer to Jack's question 'What happened to Summer 2019?'



Mince Pie Meet -27th December 2019

The HHMAC Mince Pie Meet took place at the flying site on 27th December with 10 members and 2 guests attending. As is the custom hot tomato soup was on offer (courtesy of Jack and Ken) together with bread rolls. Members brought a range of goodies from sausage rolls to Mrs. Cartmell's home made cake. The weather was reasonably kind remaining dull but dry with a steady south east to north west crosswind. Six intrepid aviators flying a variety of models took to the sky.

'Tojo' (Member wishes to remain anonymous as he is hard core IC) flew his Cambrian Models Electric Powered Zero. The flight was very brief as the Zero suffered an in-flight structural failure (the Fin fell off!) which resulted in a Kamikaze spiral into the ground and a total loss. The only evidence it actually flew is my rather shaky photo.



Around 14.30 with the light fading the Mince Pie meet came to a close.



**Mince Pie Meet
27th December
2019**



Model Aircraft & Drone Flying – Be Lawful – Be Safe – Be Responsible

Below is an extract from the BMFA's information: Model Aircraft & Drone Flying – Be Lawful – Be Safe – Be Responsible.

From 30th November 2019, the law requires that anyone operating an unmanned aircraft outdoors which weighs more than 250g is registered as an Operator with the CAA and able to provide evidence of their competency. BMFA members are exempted from the requirement to register as an Operator until the start of 2020 when they renew their membership. For members registering via the BMFA, the CAA will email them their Operator I.D. in early February which they should then display in an easily accessible location on or within their aircraft. **Members are exempted from the requirement to display an Operator number until 23rd February 2020**

From the 30th November, those without a recognised BMFA Achievement should take the BMFA's Registration Competency Certificate or the CAA's online test before they fly.

More detailed information can be found on the BMFA website <https://rcc.bmfa.uk/quick-start-guide-to-model-flying-operation-of-unmanned-aircraft>

Snippets

18th December 1919 Sir John Alcock, who made the first non-stop transatlantic flight on 14th- 15th June, was flying a Vickers Viking amphibian aircraft when he crashed at low altitude near Rouen on his way to the Paris Air Show.



6th December 1959 a US Navy F4 (Phantom) piloted by Commander L.E. Flint set a new world record when he climbed his aircraft to a height of 94,561 feet. The official communication read: 'Commander Lawrence E. Flint, Jr., USN accelerated his aircraft to Mach 2.5 (1,650 m.p.h.) at 47,000 feet and climbed to 90,000 feet at a 45° angle. He then shutdown the engines and glided to the peak altitude. As the aircraft fell through 70,000 feet, Flint restarted the engines and resumed normal flight. The current altitude record is held by Russian pilot, set on August 31, 1977, when his MiG E-266M 123,523 feet. The X-15 which reached 314,668 feet apparently does not count as it did not take-off under its own power it was air launched from a B52.



Funny

Could this be the reason Santa didn't deliver the present I asked for?



A Question of Safety – Airworthiness – John Cartmell

What goes up must come down so the saying goes. Those of us who fly model aircraft hope that what goes up does come down but hopefully under our control and in one piece. Unfortunately this is not always the case as I recently found out when a large span electric glider I had recently completed wrecked itself in fairly comprehensive fashion!



There was no mistaking the fact that it was definitely Not airworthy and it's flying was off the agenda for the foreseeable future.

The thing is though that all of us from time to time might have a hard landing ,or run off the end of the strip, maybe land a bit short and have the aircraft come to a sudden stop possibly overturning in the process.

What we do next is the point of this piece.. do we just carry on ,turn the model right side up and then blast off into the wild blue yonder. Well lots of us do just that .I have done it myself and have seen lots of evidence that I am not the only one.

But you know we shouldn't just carry on regardless. We need to give the model a good check round when safely back in the pits area .

Check the airframe for damage ,check control surfaces and connections And check the engine mountings and pay particular attention to the prop for cracks or nicks.

If there is anything you are not sure about.....DONT FLY!

Better to check everything thoroughly at home rather than risk losing the model.

Fly safe and remember
Safety is no Accident.

