

# HALE HALL MODEL CLUB NEWSLETTER



## MAY 2022



Club website link - <https://hhmac.bmfa.org/>

Hale Hall YouTube channel - [HH YouTube](#)

Welcome to the May newsletter. This month we have a report on the BMFA world record attempt plus some flying site and achievement scheme news. Finally a few dates for your diary.

## Mobile Phones

In this month's BMFA news there is an article highlighting potential radio problems caused by mobile phones. In summary – having a mobile phone in close proximity to your transmitter may result in a crash! So probably best to leave your phone in the car.

For the full story see page 28 of the June edition of the BMFA magazine.

## BMFA world record attempt Sunday 15th May

On Saturday evening the weather forecast for Sunday the 15<sup>th</sup> May at the Hale Hall flying site was 70% chance of rain at 12:00 noon. The prospects for the record attempt weren't good. So I went to bed with a bad feeling, imagining us all huddled together in the hut with Bob outside with some soggy burgers, battling to keep the gazebo on the ground.

The BMFA must have worked some magic with the weather gods and Sunday morning was greeted by sunshine and a dry forecast for the day. The only slight problem was a brisk wind, but at least it was forecast to be straight down the runway.

By 11:00 the car park was filling up nicely. There was a sense of anticipation in the air and some nervous faces! The last time we had more than 4 models in the air at one time must have been the combat flying at our fun day. We weren't that worried about mid airs or crashes with those expendable models!

At 11:30 we held a pilot briefing to ensure the event went as smoothly as possible, John (Mr Safety) Cartmell gave strict instructions to fly left hand circuits only!!! Andrew O'Neill looked confused and nervous!

Drones were allocated the south east corner of the patch, chuck gliders were near the pits.

I had managed to borrow a top of the range DJI Mavic drone to get some footage for a YouTube video. As I wanted to fly my glider I needed a volunteer to pilot the Mavic, step up Harry Wiggall

who kindly agreed to fly it ( he didn't need much persuasion ! ) I think he liked it, could be bad news for dad Jon's wallet!

Clive had decided not to fly so he was designated time keeper for the day. He was tasked with giving us 10, 5, 2 & 1 minute warnings.

Most people had brought along models with a long flight duration so the first take offs started around 11:50. I had a stressful moment when my radio shouted a 'low flight battery' warning almost as soon as I got airborne, very strange as I had checked it was fully charged before launch. With about 8 minutes to go until 12:00 noon I quickly decided to land and replace the battery. After an undignified sprint back to the pits I discovered that the battery connectors were loose! There followed 'an ecstasy of fumbling' while I fitted a new battery and attached the telemetry sensor. With 2 minutes to spare I managed to get back in the air, which certainly didn't help my stress levels!



Back in the air with 2 minutes to spare!

At 12:00 noon we had 22 models successfully (and safely) in the air, 4 drones, 2 chuck gliders and 16 fixed wing. There were a few dry mouths and a lot of concentration but we all managed to land in an orderly fashion with no mid air collisions!

We did have a couple of unfortunate incidents. John Butcher's drone was not man enough for the strong wind and proceeded to fly off downwind across the dyke. Luckily Jon had seen it disappear so managed to walk almost straight to it! Dave Ringland was not as lucky as he lost sight of his glider after being distracted by stepping on something on the ground. The glider has not been seen since!

Dave, being an upstanding member of the club, registered the 'occurrence' with the CAA and the AAIB (Air Accident Investigation Branch). A long and detailed form has to be completed according to Dave. He did receive a phone call from the AAIB but was let off for good behaviour!





12:00 Noon Sunday 15<sup>th</sup> May. Chuck gliders in the air!!



The Hale Hall record breakers!



After a few photos were taken to record the achievement Bob (the burger) Welton fired up the Barbeque and we settled into what we do best – having a pleasant social afternoon at the field. Not much more flying took place, a result of the increasing wind strength and all the adrenaline!!

I uploaded the Hale Hall results onto the BMFA website that evening. The BMFA have announced that the total number of models in the air at 12:00 noon was 3109 at 263 sites across the UK. That is an average of approximately 11 per site, so we did well with twice that number! We now must wait to see if it will be accepted as a Guinness world record.

I plan to produce a video of the day for our YouTube channel, I expect it will take some time so don't hold your breath. Thanks to Harry, Jon and Steve for providing video footage of the day.



John Butcher with his appropriately decorated chuck glider.  
Roger looking for Dave's model? and a horizontal wind sock!



Lots of concentration!



A busy flying site!



## BMFA Achievement scheme

After last month's training session we have had another achievement scheme success. Well done to Dave Sewell who passed his A certificate on May 3rd with Dave Ringland as his examiner.



Dave's route to his A certificate has not been an easy one. Over to Dave:

*My A Test (s)*

*I have been flying RC for many years but have had a bit of a chequered career so far as the BMFA A Test is concerned.....*

*Attempt 1.*

*About 20 years ago I was a member at Chingle Model Club, where we had no qualified examiners. One Saturday we invited an examiner from a local club to come down and conduct tests for us and I was keen to have a go. A short initial flight to calm the nerves ended up being shorter than expected*

*– I was on 35mhz in those days and forgot to put the aerial up! As friends shouted “aerial!!” my lovely Weston Jazz flew high into a big tree about 100 yards away and stayed there. There were various attempts to get it down – including trying to shoot it down with an airgun! In the end it was dislodged, but came down in several large pieces. No A Test took place. (At least it was not a failure because officially the test never started!).*

#### *Attempt 2 (and 3?)*

*Sometime later we had another visiting examiner and I planned to fly the same plane – now repaired. The test started and I diligently checked all the control surfaces – only to find that one of the elevators was loose! ... so the pre-flight checks are worth it!*

*I could not repair it at the field but I had another plane with me and was invited to take the test with that. Pre-flight checks looked ok and it was a great take-off, but as I completed the figure of 8 one of the wheels fell off, bounced, and landed somewhere in a hedge. This left me with just the single wheel and in fact I managed a decent one-wheel landing. However I could not then do a take-off to complete the test, so I had to elect not to continue.*

*I have never had a wheel fall off a model before or since, and I began to think that after years of apparently safe and trouble-free flying the A Test was simply not for me!*

*Fast forward many years to the 2020s with the new CAA Competency requirements and a whole raft of Mandatory and other Test Questions. The club was rightly encouraging us to take the A test and there was no reason to put it off any longer.....*

*I read up on all the Article 16 rules and BMFA guidance and passed the (on line multiple-choice) RCC Test in April 2022 – not as hard as I had imagined. That month the Club organised a Training Day and I went along, intending simply to get familiar with the flying elements of the test. John Murdy was very helpful and talked me through it, but I felt my flying (still with the old Weston Jazz in a stiff breeze) was rather ragged. I realised how little, over the years, I had flown tidy manoeuvres at a constant speed and height, rather than just flying round having fun.*

#### *Attempt 3 (4?)*

*On Tuesday May 3rd the wind was blowing 90 degrees to the runway. I ran through the pre-flight checks (nothing loose!) and Dave Ringland kindly talked me through the flying sequence again. I landed and reduced the rates on rudder and elevators and added a bit more expo - much better; with the plane feeling less twitchy. Dave had his file out as I flew what he deemed to be a satisfactory A Test flight. No Mandatory Questions because I had passed the RCC Test, but Dave asked some sensible supplementary questions to which I found I knew the answers! I had at last passed the “A”!*

*The Club is very fortunate to have John Murdy and Dave Ringland as BMFA examiners. They both take the role seriously and are highly professional whilst being practical, helpful and encouraging. I am grateful to them both and would recommend anyone thinking about any BMFA Test to have a word with them. They have buddy equipment if you fancy trying out the Club Trainer....*

*Passing my A has been quite a journey but I’m glad to have done it at last.*

*Another 20 years and I’ll be ready for the B .....!*

*Dave Sewell*

*If at first you don’t succeed .....*

## Hints and tips

Over some coffee and cake a few members of the club were discussing solutions to their modelling problems. This made us ponder on the wealth of experience that must exist across the club and agreed that it would be a good idea to share that knowledge.

So - do you have any hints and tips to share with the members? It could be anything; saving money, building tips, radio set up etc. Please send me your pearls of wisdom.

To start the ball rolling:

Electric powered models can lure you into a false sense of security, no motor to start and no noise therefore no danger? We all know that an electric powered prop can do some serious damage! To keep all our digits intact we should be careful carrying a 'live' electric model to the runway, always pointing the prop away from us just in case the throttle stick is moved by mistake.

To reduce the risk further I have a throttle inhibit/kill function programmed for all of my electric models, operated by a transmitter switch. This should be possible with all makes of transmitter. With the switch in the inhibit position the motor will not start if the throttle is moved. I only enable the motor when the model is on the runway.

My FrSky transmitter has a clever function which checks that all the switches are in a predetermined position when the transmitter is turned on or a new model is selected. This forces you to set the switch to the inhibit position before the model will respond. I am sure this has saved my fingers many times over the years.

## The grass is greener!

Site coordinator Andrew O'Neill and willing helper Roger Milne have applied some weed and feed to the runway. After plenty of rain in the last week the grass is looking much healthier.



Roger and Andy walking the green mile!



## What's on

Summer is on the way (well almost!) so it is time to plan some days out.

### Hale Hall Events

The club have the following events planned this year, exact dates may be weather dependent!

**Warbirds Meet –date TBD.**

**Summer Solstice –June – around the 21<sup>st</sup>.**

**Fun day – Late July/Early August**

**Mince pie meet – Late December**

### BMFA - In the air tonight

The BMFA continue to host webinars that cover a wide range of modelling activities.

<https://itat.bmfa.uk/>

### Full size and model shows

Full Size – Duxford – Flying day – D Day Sunday 5th June

Full Size – Cosford Air Show – Sunday 12th June

Full Size – Duxford – Summer Air show – 18th, 19th June

Model show - Weston Park. 17, 18,19th June.

Model show – LMA - Cosford 2<sup>nd</sup>, 3<sup>rd</sup> July.

Full Size - Shuttleworth – Old Warden, Fly Navy, Sunday 3rd July

Full Size – Duxford – Flying Legends 11,12th July

Full Size – RIAT – Fairford 17, 18,19th July

Model show – Beer & Warbirds – Buckminster 15, 16, 17th July.

Full Size – Southport Air Show – 9, 10th July

Full Size - Royal International Air Tattoo - 15-17th July

Full Size – Farnborough International – 18th – 22nd July

Full Size – Duxford – Flying day – The Americans Saturday 23rd July

Full Size – Duxford – Flying day – Young Aviators Monday 1st August

Full Size - Shuttleworth – Old Warden - Family Airshow, Sunday 7th August

Full Size – Blackpool air show – 13,14th August

Model show – LMA - Elvington 13,14th August.

Model Show - LMA – Much Marcle - 3rd , 4th September.

Full Size – Duxford – Battle of Britain Air Show - 10, 11th September

Full Size – Duxford – Flying Finale Saturday 8th October

Full Size – Duxford – Flying day – BMFA model aircraft centenary Sunday 9th October

## Parting shot

So that is the end of another newsletter, I hope you found it interesting. For future newsletters I would like to include as many of your projects and especially first flights as possible. So please document the occasion with a few photos or contact me and I will try to come down with my camera. I do have some ideas for future articles, but the success of the newsletter will only continue if you, the members, provide me with some copy. Anything aircraft related will be more than welcome, days out, trips, build logs, full size or something for the Curiosity Corner.

Don't be shy; if you don't fancy writing a full article, just send me a few notes and I will do the rest.

If you have any suggestions on subjects to be included in the Newsletter, drop me a line.

In these days of data protection we need to ask members 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.

Cheers,

Andy Holden.

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