



PROPWASH



The Newsletter of the Bury Metro Model Flying Club May/June 2010

Edited by Warren Sherman Photos by: Rob Tomlin

Li'l Varmints!

Despite the changeable weather conditions we have managed a few good days down at the field and for those who regularly attend you will be aware of the various un-invited visitors we attract. Now we have all seen the giant molehills that sometimes appear before your very eyes, well now apparently they have been joined by the famous Aleksandr Orlov and his brave comrades at Compare The Meerkat .Com.

Anyone caught feeding the little critters or trying to buy car insurance from them will be struck off the club register!



Bigger Critters



In our quest to gain more members by offering free tuition I think Declan Connor has got the wrong end of the stick. Whilst he and new member Myles were entertaining the crowd with a bit of combat and spot landings with their flying wings, Declan decided to visit the next field and have a chat to his new pal Daisy!



After a lengthy discussion on the theory of flight as it pertains to model flying wings Daisy decided that Declan should either allow her to eat his model or MOOOv'it off her patch of grass! Discretion being the better part of valour Declan duly legged it!

Now it's Beavers!



OK this is the last animal reference of the issue!

We were delighted by the response to our visits to Rossendale Beaver Pack a month or two ago but we did not realise the impact we appear to have had on the organisers. Ian Watts recently has had a request that we put on a repeat performance for, get this, 150 of the little darlings some time in October. We are going to need a bit of help from you lot to get this sorted and look forward to being over run with offers of help.

We will need models of all descriptions for the static part of the demo and lots of indoor models both fixed and rotary wing (they luv helis, the poor deluded souls) to demonstrate on the night. Please get in touch with Rob Tomlin to get involved. That's an order!!



“A” Up!

A number of members have shown concern that non A Cert holders have been flying without assistance from an instructor which as I'm sure you are all aware is against Club rules. Whilst not invalidating your BMFA insurance it would, should a claim need to be made offer a valid excuse for the underwriters to try and wriggle out of the claim.

Now I understand completely the frustration of new members who find that they are not getting the airtime they need, but this impatience has already caused one member to lose his aircraft after going it alone and being unable to control it properly.

The committee are constantly looking at ways to improve this situation and have so far furnished the club with a brand new club trainer, complete with two transmitters and appropriate buddy lead. Kept in the clubhouse it is available for use by club instructors and new members upon request.

We obviously also need experienced members to offer their services to newbies and to re-iterate a past adjustment to the rules, any “A” certificate member who in the opinion of the committee are suitable to offer training are now permitted to do so. Please, if you want to help in this way, speak to a committee member who will put your name forward.

Don't Fail to be Safe!

It was pointed out at the last club meeting that Spektrum users should be aware that the automatic failsafe function of 2.4ghz sets does need to be set properly. It is a simple procedure ensure that upon binding your Tx that the throttle lever should be set at an appropriately low setting. Failure to do this may mean that on loss of signal the throttle may not go to idle but to a higher setting if not full throttle.

To test this, first restrain your model securely and set motor running at a medium speed. Then switch off your transmitter and observe the engine, it should immediately return to low/idle or off. If it goes to high setting, re-bind immediately as described above. The consequences of not setting the failsafe could be disastrous to your model and/or bystanders and it is a requirement of the Civil Aviation Authority to boot!

N.B. The committee willbb randomly be requesting members to verify that this has been done properly when you are down at the field. Please don't take offence if you are asked to do this as it could save your model!

Trouble at t'Pit

No not down the coal mines but our pit layout is causing some concern. As we have recently commented some safety issues have been raised by members regarding the layout of the pit area and despite having no serious accidents at our club we nevertheless must maintain vigilance. At the next committee meeting we will be discussing the way the pits are laid out in an effort to gain more space without compromising safety.

With over 100 members there will be times (though few and far between) when it will be a bit of a crush accommodating all the models and pilots, and it is on these occasions that a well laid out pit area will be most appreciated. If you have any suggestions please let us know as we need everyone to be on-board with the changes.

Didn't They Do Well

Regular readers of RCM&E magazine cannot fail to have been impressed by the THREE page article penned by our weather guru Rob Tomlin which appeared in the latest issue. I think I mentioned that this was on the cards some time ago but none of us realised just what prominence the article was to be given. Rob gave them chapter and verse on how the station came into being and how he adapted it to meet our needs. The article is littered with screen shots of the website as well as numerous photos of various members flying down at the field. Once again we lead the way at Bury Metro Model Flying Club!



RCM&E are also planning to cover our annual Fun-Day Fly-in for their Clubman feature later in the year and if its half as successful and well attended as last year we are sure to impress the editorial team and get another spread later in the year.

Make sure your there so we can get plenty of new photos, the ones in the current issue are a bit long in the tooth!

On last weekend of May the weather was perfect and many of us were down at the field, some flying, some munching burgers and some getting a great tan. Austin Ogden-Wild was noticeable by his absence as usually he is the first one down at the field. On this occasion however he had de-camped to the Greenfields site in the Midlands where the annual YT International Fly-In was taking place.

Despite not having actually entered any formal competition Austen walked away with an award for the "Best Aerobatic Display" of the day. I haven't got any photos but I believe he has a large trophy for the mantelpiece, so well done, again for flying the flag for BMMFC.

The Things Kids Can Do Nowadays!



On Sunday June the 6th 11 year old Tom Whitehead passed his "A" certificate with flying colours. Regular flyers will know that Tom has been flying for the past four years with his dad Mike and it was only a matter of time before he got his wings. I stand to be corrected but I believe Tom is the youngest member of our club to fly solo!

Not only is he exceptionally capable in the air, just watch him in the pits and you'll see just how your supposed to go about setting up and starting an IC plane. Old Timers watch out, he knows his onions and will be putting a few of us to shame with his knowledge of safety matters! That's Tom in the picture right, receiving his certificate from examiner Alan Cantwell.

For lots more photos visit the website and follow the link to Flying Photos then Bury Club.



The Legal Bit!

What with our visits to the beavers and cub scout packs and youngsters like Tom taking up the hobby we have had to take a serious look at our club rules where it pertains to children and vulnerable adults. The BMFA recently pointed out that it may affect insurance claims if an affiliated club does not have policy in place and so here it is. We will be including it in the club rules and constitution in due course but just to prove that we take our responsibilities seriously we felt it important to publish the policy in this edition of Propwash.

Policy for the Welfare and Care of Juniors and Vulnerable Adults

Definitions

A junior member or child is defined as a person under 18 years of age. A vulnerable adult is defined as a person of 18 years of age or over, but through mental or physical attributes requires a higher level of supervision than would normally be required.

CRB. Criminal Records Bureau BMFA. British Model Flying Association BMMFC. Bury Metro Model Club

Structure and Responsibilities

It is the policy of the BMMFC that the care of Juniors and vulnerable adults whilst using the club's facilities should be the concern of all members. The BMMFC will appoint a Club Welfare Officer who will oversee all matters concerning this policy.

CRB checking is recommended for instructors who are willing to instruct juniors. Until such time that this becomes a legal requirement, it shall be seen as a voluntary act, and if taken up, will be processed through the BMFA at no cost to the applicant. Members, who take it upon themselves to supervise juniors or vulnerable adults, should be minded not to allow situations to arise that would enable their good intentions to be misinterpreted.

The BMMFC will adopt the following principles

It will be the responsibility of the parent/guardian to ensure the safety and safe behaviour of those under their care at all times. They should acknowledge that they comprehend the dangers that exist on the flying site, including but not limited to, the starting and running of model engines, frequency control, designated flying areas, and movement of vehicles. The parent/guardian should be aware that any instructors may or may not be CRB ratified.

Any member under the age of 16 must be accompanied by a parent/guardian, or by a member that the parent/guardian has authorised to act in loco parentis at that time. If this arrangement is used, it must be cleared by a committee member before the event. Juniors of 16-17 are allowed unaccompanied access provided their parent/guardian has given written permission, or it has been cleared by a committee member.

Any instructor teaching a junior under 16 has to do so in conjunction with the parent/guardian, and explain the procedures to them throughout. Flight instruction of these members, shall only be undertaken with the use of a buddy lead. No junior member under the age of 14 years shall be permitted to start an engine or carry a model with a running engine, unless supervised by a qualified member/instructor and the parent/guardian present.

This is an active document that is kept under review