

Skyline



Sedgemoor RC Flying Club - Newsletter January 2010

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Editorial

A reminder that no member (full or associate) is insured or entitled to fly until he has renewed his membership subscription for 2010. Last year's membership and BMFA insurance have both now expired. Payments should be sent to the Andrew Moss, Membership Secretary, by the end of January. Cheques should be made payable to SRCFC. See P3 for subs. Contact: andrew.m.moss@btinternet.com

Basil to the rescue.



We have all done it – had a “dead stick” and landed in the crops. Sometimes it takes a while to find the model, especially if you failed to “fix” the point it went down, and especially if the crop is as high as it was this summer!

Usually it is eventually found, but when John Joy's Hi-Boy suffered a flame out, he searched every square inch and could not find it!

In desperation John fetched Basil, his Bernese/Leonberger, who had no previous experience of search and rescue – yet to John's utter amazement the dog went straight into the crops, located the model and barked for his master to come and retrieve it! Well done Basil...



Maintenance Day, November 22nd



I think this was a worthwhile effort, and has made for a super-smooth runway

with less risk of damage! Thanks to all who helped.

Diary, including “No Fly” dates due to the National Sprint Association using the runway:

Sat 13 th Feb	BMFA practice and test day
May 8 th / 9 th	No Flying – NSA
Sun 16 th May	BMFA practice and test day
July 3 rd / 4 th	No Flying – NSA
August 14 th / 15 th	No Flying – NSA
October 2 nd / 3 rd	No Flying – NSA

The AGM

Notes taken from the minutes of the AGM held on Wednesday 9th December.



Chairman’s Report

The Chairman, Ian Russell stated that the present committee was one of the best he had had the pleasure to chair and thanked Mike Clark for running the fun days.

He reported on the ‘clean up day’ held on site recently and thanked those concerned. He also reminded the meeting that a number of people had complained about the state of the site but had not attended to help. He talked about safety and in particular he reminded us all that when

recommendations are proposed and implemented by the committee we must comply with these recommendations and not flaunt the rules. He commented that the club could lose its excellent safety officer because of the intransigence of some members. Whilst on the subject of safety he reminded the meeting that the club would continue to drive for all members who fly solo to hold the BMFA’s ‘A’ certificate. He reported that the club was in discussion with the Micro Light flyers reference airspace encroachment.

General Secretary’s Report

Dave Wood thanked the Chairman for his kind remarks and reported on duties completed during year: -

Kept in touch with the landlords and local farmers, convened and minuted three committee meetings, responded to enquiries from potential new members, convened the AGM, and sent out notices. He thanked Andrew Moss for sending out agenda and minutes to all members.

As a club examiner he had taken just one ‘A’ test during the year. Communicated with the Micro Light Club regarding safety issues. He thanked Duncan MacGregor for continuing to run the Website. His help and support is much appreciated.

Treasurer’s Report

The treasurer Peter Ross distributed the yearly accounts to the members present, and will follow up on queries raised.

Club fuel.

The chairman explained the problems in both obtaining and storing large amounts of fuel and to help the situation he confirmed a 5% discount for items including fuel bought from the Hobby Hanger, Yeovil, in addition a further 5% (i.e. 10%) provided 4 gall or more are purchased at one time. The

fuel supplied comes from Perkins so special fuels supplied by them can be ordered, specials however may on occasion require a minimum of four gallons is purchased if the fuel mix is unusual.

2010 Fees

The Treasurer recommended that the club fees for 2010 remain the same as 2009 despite the fact that the BMFA had increased their portion of the fees by £1.00 for full senior members. This would result in a small deficit for the club in 2010 (assuming membership remained constant)

Full Senior	£71.00
Full Junior	£42.00
Full Family Junior	£34.00
Associate Senior	£43.00
Associate Junior	£27.00
Associate family Junior	£23.00

Communication Officer's Report

Jeff Cosford thanked all Skyline contributors and urged all members to contribute and said that any photographs would be particularly welcome. He said that the last edition for 2009 would be distributed after the AGM so that it could contain a report on the meeting.

Safety

The safety officer Steve Fish reported that in general terms it had been a good year with only a couple of 'incidents'. There had been one occasion when a club member had been reprimanded for flying between the pits and the pilots.

His main 'bone of contention' was members making silly mistakes like not standing together and communicating their actions, not standing in the correct place and taxiing in and out of the pits.

The general secretary addressed the meeting stating that he was very

concerned that the actions of a few people had caused the Safety officer to consider his position. He found it difficult to understand why operating in a safe manner as recommended by the committee was so difficult and he urged all members to stick to the recommendations and make everyone's life easier.

Chairman	Ian Russell
Vice Chairman	Phil Wilson
Gen Secretary	Dave Wood
Treasurer	Peter Ross
Membership Secretary	Andrew Moss
Safety Officer	Steve Fish
Communications Officer	Jeff Cosford

2010 Events

The committee thanked Mike Clark for organising the 2009 fun days and all agreed they had been super events.

It was agreed to hold the Craftsman cup. The Sedgemoor Open will not be held and SRCFC will not participate in the Wessex scale league.

Mike Clark, Jeff Cosford and Pete Ross agreed to organise 4 fun fly events with 2 categories, 'Fun Fly Special' and 'Sports'

Indoor flying was again requested, availability of Middlezoy Village Hall to be investigated.

Any Other Business

The Site:

The treasurer had raised the question of 'security of tenure' on the airfield. Following much discussion the general consensus was that the club should carry on as before with the committee keeping a watchful eye on the situation.

The location of the Pits:

A proposal had been received from Kevin Trott to revert back to flying from the North side of the runway in certain wind directions. The chairman outlined the reasons for change, namely that when operating from the North side the cars needed to be moved to comply with the rules: this caused argument because members were reluctant to comply. There is a tendency to over-fly the road or to fly around oneself and the pilots are facing towards the sun causing visibility problems. The main concern now, however, is the use of the land to the south of the runway for motor cycle training and the committee felt that it was unsafe to allow the club to over-fly this ground.

The Committee would be marking out 'pilot boxes' at either end of the pits. These would be used by pilots depending upon the wind direction and should allow landing and taking off to be completed safely upwind of the pits.

Voting: 5 For, 19 Against, No abstentions, Proposal Defeated

Presentation of Awards.

Certificates for individual elements of the fun days were awarded to John Bransgrove, Jeff Cosford, Steve Fish,

Kevin Trott and Dave Wood with John Bransgrove and Jeff Cosford winning multiple events.

ALSO:

Jason Ireland Memorial Cup
Dave Wood



Most Improved Flyer
Steve Fish



Lipo's in winter- by Jeff

Last winter you may recall BMFA News published an article about damage caused to fully charged Lipo's when the temperature falls. Yes, they fail! I found this to be true, but had not known the cause. (Why don't manufacturers warn us?)

Also, several of us found even sound batteries were giving poor performance on cold days.

This winter, we have flown electric at and below freezing with no problems. The answer? 1: During the week, store the lipo's indoors, and 2: Use a heated and insulated container to store and charge them when at the field.

*Warning: If you have a lipo strapped permanently inside your plane or helicopter and use this to power the receiver, and your model store is unheated, I think you are potentially in trouble! Any experience of this? Let me know. **That's all, Jeff***