



2021 Newsletter Issue 1 (May)

The front page will usually feature a photo of a club model or models so make sure you help by sending your photo's (and articles) to anthclif@googlemail.com if you want to be in line for a front page feature.



This time it seemed more appropriate to just show Arrowe park back in use (photo from the WhatsApp group)

CONTENTS

Editorial	2	Flying at Arrowe Park	3
The Business End	2	Out And About	4
Lever's	2	Future Events	4
Out In The Park	3	Flying Rules	5
Undercover	3		

Club Web Site:- www.wrcfs.bmfa.org

BMFA Web Site:- www.bmfa.org

The comments contained within this newsletter do not necessarily reflect the opinion or judgement of the committee or club members unless specifically stated. Neither the editor, nor the club shall take responsibility for the content of articles submitted or published in this newsletter.

Editorial

April 22nd and I have just been flying for the first time this year. I arrived at Arrowe Park on a glorious spring afternoon, meeting David B as an actual 3D person for the first time in months. You would think that we would have been instantly diving into our cars to grab our aircraft and get airborne as quickly as possible after this huge wait, but that wasn't what happened. In fact we were quite reticent, almost deliberately stalling for time. I hadn't flown since before Christmas and David had had one brief go, and to be honest we were just a little unsure about how rusty we would be. To be honest it turned out that neither of us were as rusty as we expected and had a very enjoyable afternoon of flying, but I guess that is the nature of our hobby. We do something that actually requires quite a high level of skill, training, and practice, and it is easy to forget that when you are doing it week in, week out. Stop for a while and all of a sudden the huge number of things we do without thinking actually require some thought. For example I have suddenly realised that none of my electric models say which size battery to use, because I normally put the right ones in without thinking, and now after a long break I am struggling to remember. Well, like most club members I am back in the saddle now, and I have got my new CAA number in all my models. I just need to find some free time to be able to get to the strip on a regular basis.

Ant

The Business End

With the Covid pandemic effectively stopping play, there was no AGM at the end of last year, and the committee rolled over into a second year.

Chairman	Andrew Lowthian
Secretary	Dave Buckingham
Treasurer	John Griffiths
Newsletter ed	Anthony Cliffe
Web Master	Billy Bennett
Safety Adviser.	Bill Bonner
Executive Member	Paul Rice
Executive Member	Andrew McNulty

We have been in regular contact with the council, who as our landlords were very much in control of what we could do at Arrowe park. Fortunately they have been very much on our side and have tried to keep us flying, but until the end of March this year that hasn't been possible. They are still in control as we move forward through the final lockdown stages, so we will keep you posted on how things pan out.

Lever's

No meeting at present. We will let you know when this changes.

Out In The Park

We have been back in action in the park for over a month now, abiding by the rule of 6. You would imagine that limiting to 6 flyers at any one time would be very restrictive, but so far it hasn't really doesn't seem to have



been an issue. Hopefully as the lockdown releases continue we will be back to normal running, and may even be able to have competitions and the summer BBQ. One thing that has changed this year is the fact that anybody in the park

that wanders up to where we are in the park now becomes an "involved person" in the new CAA rules (article 16). This can have an impact on taking off and landing as even involved people have to be at least 15m away from an aircraft taking off or landing (30m if the model is over 7.5kg). We also all have to have our CAA operator number on all aircraft, either clearly visible or accessible easily without the use of tools. These rules are national rules and no doubt will be added to the club flying rules at the next AGM.

The photos (bar Dave) are lifted from the WhatsApp group



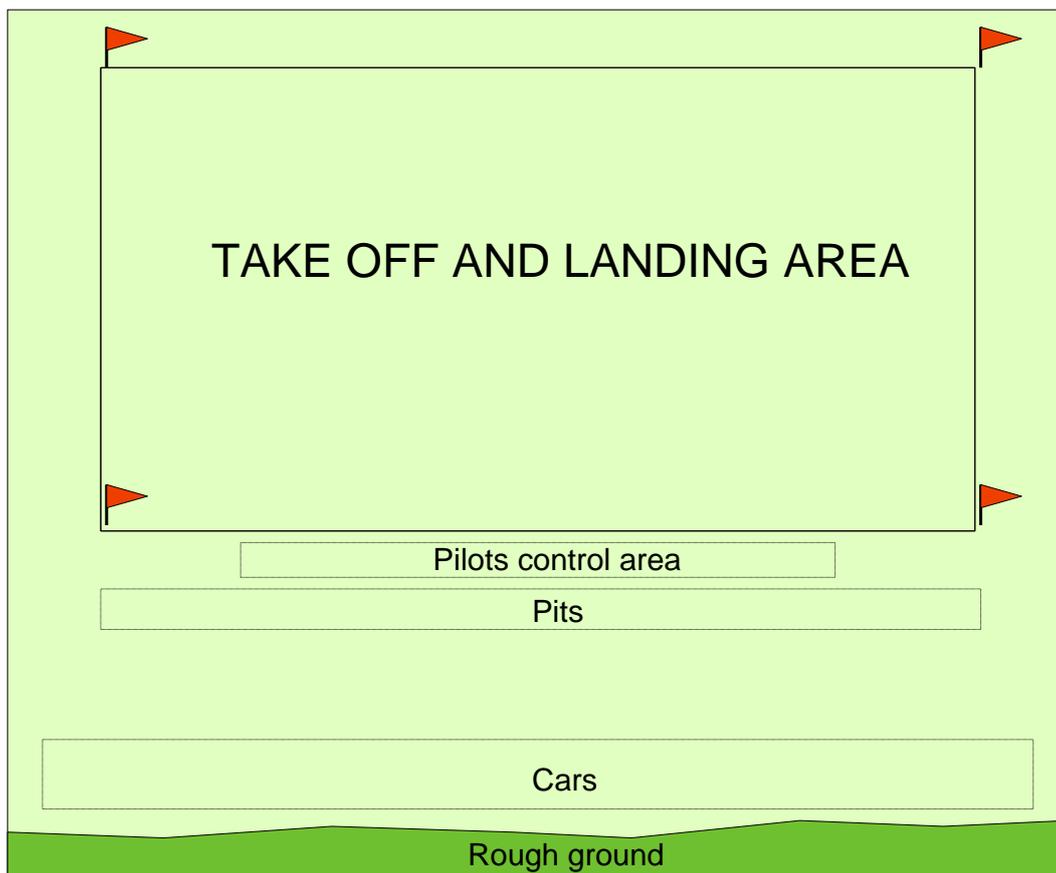
Undercover

Unfortunately the entire indoor season was cancelled this year.

Flying at Arrowe Park

It occurred to the committee that it may well be worth running through the way flying at Arrowe park is meant to run. We have quite a few members that have never even been to Arrowe under normal circumstances, and reminders never hurt even old lags like me. Not following the flying rules may make your insurance void as well, which is worth bearing in mind.

First is the layout of the field. It is not always obvious but we do have a set layout, and a requirement to put flags out. This is why all members are expected to carry a set of flags.



For safety reasons there is a gap between where we leave cars and the Pits (which also allows park users to bypass us). We don't have live models by the cars (engines on for IC or electric models with non-isolated batteries connected), this is done in the Pits where the models must be restrained. Models also have to be taken from the Pits to the flying area and mustn't travel there under their own power. Pilots should fly standing just outside the flagged area, and close enough to each other to be able to easily hear each other speak. We have a maximum of 4 aircraft in the air at any one time, but if anyone calls "deadstick" they take instant priority for landing.

At the moment our activities are under slightly different rules due to Covid restrictions, and that includes no guests flying at the field. When guests are allowed again it will return to being by pre-arrangement with the committee (Constitution rule 8).

If you haven't read the full flying rules for a while I have tagged them onto the end of the newsletter.

Out And About

Show dates have been published then cancelled again over the last few months, including the big Cosford show and the BMFA Nationals (the Nats). The only local show that seems to still be attempting to go ahead is Weston Park. They appear to be running a low numbers trial event from 18 -20 June (camping only, no day tickets), then a (near) full scale show from 3-5 September. More details are available at:

<http://www.westonparkmodelairshow.co.uk/>

Future Events

We have potential event dates in the pipeline and as soon as we have more confidence in events being allowed we will release the dates.

Wirral Radio Control Flying Society

Flying Rules

1. The Committee, Officers and Instructors, will be responsible for the running of the flying field at all times. Appointment to the position of Instructor or Examiner can only be made by a Committee decision.
2. All flying members must attain the minimum standards of flying required under the BMFA 'A' Certificate before being allowed to fly unsupervised. Supervision only by the Society's registered, approved and qualified instructors.
3. Any member whose flying standards drop below the minimum requirement solo standard will be required to rejoin the training scheme until the desired standards of flying are met.
4. WRCFS membership cards must be carried at all times when flying, and must be produced on request by police, park authorities, or members.
5. No model may be operated which gives a noise measurement above 82 dB (A) @ 7 mtrs or as per any subsequent rule laid down in the BMFA Handbook.
6. Members are expected to read and observe the BMFA Handbook and any subsequent amendments.
7. All radio equipment must be Type Approved, well maintained and operate on the 35mhz band between 34.950mhz (channel 55) and 35.300mhz (channel 90), the 2.4 ghz band or the allocated UHF band.
8. Except in an emergency, flying behind the flight line, or the extended flight line, is forbidden. Also, flying outside our designated airspace is forbidden.
9. Low flying in the vicinity of people, animals or property is expressly forbidden.
10. Never taxi directly towards any person or animal, and ensure that the engine or motor can be cut from the transmitter.
11. IC powered aircraft must be restrained at all times from commencement of engine starting until taxiing away from the flight line.
 - a) Engine start for IC powered models must be done in the pits with the model restrained.
 - b) Electric models (except helicopters and multirotors - see d) below) must be restrained in the pits from the moment that the battery is connected.
 - c) Engine start for turbines should take place with the model positioned close to and behind the flight line, facing the direction of take-off. A suitable fire extinguisher must be easily to hand. Again, the model must be restrained until taxiing commences.

d) Battery connection for electric powered helicopters and multirotors should take place on the flying strip, these models should NOT be carried out of the pits with the battery connected.

e) If fitted with a "Return to Home" device, battery connection must be at a safe distance out on the flying strip. This would mean carrying out the transmitter, contrary to Rule 13 and is ONLY acceptable if no other models are airborne at the time.

12. Never taxi in the pits or behind the flight line.

13. Pilots should stand together on the flight line, with the exception of helicopter pilots using the hovering area. Take offs and landings should be on the centreline and transmitters should not be taken on to the strip.

Lightweight electric models under 1 Kg may be hand-launched directly away from the flight line across the landing direction and then turned into wind. If this procedure is followed, the pilot or other person launching the model must stand at the upwind end of the flight line so that the model is turned away from other pilots.

14. A maximum of four aircraft to be airborne in the circuit at any one time.

15. Only one helicopter to operate on the hovering area at any one time.

16. Models over 7kg and all turbine powered models must be fitted with a failsafe.

17. Where any failsafe systems are installed, they must, at a minimum, pull the throttle to idle.

18. Models over 7kg and all turbine powered models may only be flown at the Society's sites by pilots holding the BMFA "B" certificate.

19. Prior to flying a model weighing more than 7kg, a Large Model Form must be completed and lodged with the committee.

20. No other transmitting device may be operated in the pits without consent.

21. Mobile phones must be switched off.

22. Any airframe or equipment may be subject to a safety check. Any aircraft that is suspect may be grounded until the problem has been rectified.

23. In accordance with CAA directives for model aircraft operated within an ATCZ (Air Traffic Control Zone), a maximum height restriction of 800 ft AGL must be observed. This is reduced to 400 ft AGL for aircraft over 7Kg.

24. The pit area must be no closer than 10 metres behind the flight line.

25. Frequency control is by the "peg on" system. No 35 mghz transmitter may be switched on unless the corresponding peg has been placed on the correct frequency number on the pegboard. 2.4 ghz radio sets do not require pegs to be used. 27 mghz radio sets are not permitted.

26.

i) In accordance with the terms of the lease granted by Wirral Borough Council, flying at Arrowe Park is permitted between the hours of 10:30 until Dusk or 21:00 (whichever is the earlier) at any time of the year.

ii) Additionally, during British Summer Time, gliders may be flown during the hours of 07:00 or Dawn (whichever is earlier) until 10:30, after which all types may be flown as in paragraph i).

iii) Also additionally, during British Summer Time, silent (electric powered) aircraft may be flown during the hours of 09:00 to 10:30, after which all types may be flown as in paragraph i). This paragraph excludes 'Drones'.

27. Each member must have a minimum of 4 high visibility flags of suitable size, mounted on flexible canes and his membership card.

Any member using 35 MHz must, in addition, have 1 clearly marked pegboard, a frequency peg printed with his name and channel number and an orange frequency Tx pennant with his channel number on it

28. A helicopter hovering and trimming area may be set up. This will be identified by the use of four high visibility flags at least 10 metres away from the right hand end of the pit area when facing the hospital.

29. Models over 20Kg are prohibited from flying at Arrowe Park.