

MSA Newsletter

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



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Number 100

We have to announce the very sad news of the recent deaths of two MSA members.

Basil Best recently passed away, after a short illness. He was diagnosed with cancer, just after Christmas, and unfortunately it was in an advanced stage, and not treatable. He succumbed quite quickly, and eventually left us in his sleep on 23rd February.

Basil took up aero modelling in the last 4 years. He soon became an active member of the MSA, and his flying antics often put smiles on our faces, and although he really enjoyed learning to fly, he never quite managed to go solo! We will all miss Basil, for his friendliness, his offer of coffee, and his off beat stories and chat.

Alfred William Wiggin, always known as Jerry, died in his sleep on 12 March 2015 at his home in Malvern, aged 78. He was born in Worcester on February 24 1937. He was educated at Eton and Trinity College, Cambridge, and became a farmer in Worcestershire.

He became the Member of Parliament for Weston-super-Mare in the 1969 by-election. He served for 28 years until he retired at the 1997 general election.

Jerry was a junior Armed Forces minister from 1981 to 1983 and he was knighted for services to his country.

ADVANCED FAILSAFE OPTIONS FOR ROTOCRAFT

Following on from the work put in by the BMFA technology special interest group, we now have approval from the CAA for the use of advanced failsafe options on rotorcraft. Previously the requirement to use throttle closed or idle on loss or corruption of signal has applied to all model aircraft, however it has been clear for some time that this requirement does not suit all aircraft, particularly multicopters, and the ability to utilise the functionality that many of these aircraft now have as standard presents the opportunity for a number of more desirable outcomes in the event of a loss of controlling signal. The new wording provides three options that can be chosen to reflect the systems available, these are outlined below, ultimately these will feature in the CAA document CAP 658 but in the interim there will be the opportunity to refine the wording as necessary to reflect the practical application.

Level 1: Rotorcraft with no electronic stability or programmable flight control capability.

Failsafe to be programmed to move throttle to idle or closed position on loss or corruption of the

controlling signal, as per current requirements set out in CAP658.

Level 2: Rotorcraft with electronic stability capability but no programmable flight control capability.

Failsafe to be programmed to initiate an immediate hover followed by a controlled descent on loss or corruption of the controlling signal.

Level 3: Rotorcraft with electronic stability and programmable flight control capability.

Failsafe to be programmed to initiate a "loiter" at the point of signal loss or corruption, followed by a return to launch position on continued loss or corruption of the controlling signal after a predetermined time period, at a set altitude above launch position, followed by a controlled descent. This level requires careful consideration and robust practices to ensure a lawful and safe return to the launch position on the triggering of the failsafe function. level 3 rotorcraft must only be made "live" once out on the flight line and this location must be confirmed as the RTH point prior to the commencement of any flight.

Clearly the most significant benefit is the opportunity to programme a controlled descent or a return to home as a lawful option, whilst we are aware that many flyers have been using this option for sometime, it is now recognized by the CAA as lawful alternative to the previous failsafe requirements.

Please be aware that for fixed wing aircraft the requirements are unchanged and failsafe activation should bring the throttle to idle or off.

THE BMFA POSITION ON RECENT DEVELOPMENTS

There is no doubt that we are in a changing environment in terms of what is possible with model aircraft, and the ready availability of equipment capable of capturing high quality stills and film footage in easy to operate and often ready to fly packages.

Many of the latest developments present the opportunity for pilots to operate outside of the recognised definitions for Sport and Recreational model flying, and also present a number of additional considerations and challenges when compared with more "traditional" model flying activity. However there is no reason that the newer disciplines should not co-exist with more established model flying provided that all activity is carried out lawfully.

We are regularly asked what the BMFA "stance" is in relation to the many unlawful flights that regularly appear on the internet and in the national news.

The BMFA stance is to always support model flying activity that is lawful and recognised, which includes recreational aerial photography and First Person View, and to distance the organisation from activity that is not lawful.

What is acceptable and lawful in terms of model aircraft operation, including those fitted with cameras is very clear. The legalities are established within the CAA Air Navigation Order, and we are keen to maintain the current definitions that apply to Sport and Recreational model flying.

The BMFA has a very positive working relationship with the CAA who, like the BMFA are very clear on the distinction between what our model flying members do as lawful activity, and what takes place as unlawful activity, the CAA are also keen to prosecute where there is a strong case and have already prosecuted a small number of individuals proven to be in breach of the Air Navigation Order.

Additionally we have jointly worked toward a further definition that bridges the existing gap between Sport and Recreational model flying and Aerial Work (which is not recognised as model flying), as there is currently a grey area between the two existing definitions, the new definition will be classed as Data, Development and Display activity.

The BMFA continues to provide the best possible package for it's members, with appropriate levels of insurance protection for sport and recreational flying as standard (£25 million), the cover has now been broadened and a policy extension can be triggered (for an additional premium) to cover activity that falls into the new definition of Data, Development and Display flights.

The UK is currently in a strong position regarding model flying permissions and we enjoy significant freedom of activity when compared to other countries, this position is maintained through a positive working relationship with the CAA along with proactive management from the governing bodies.

This position will only be maintained if we continue to demonstrate that model flyers can continue to conduct their activities within the current legal framework.

The message is clear: If you are involved in lawful model flying activity, the BMFA is here to support you.

CALENDAR 2015.

Note that dates may change at short notice due to weather considerations so always check the website before setting out.

May

Sunday 17th	E-Soaring 3 [AULD]	Fish Meadow
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June

Thursday 4th	Fun - Touch and Go [start at 17:45]	Fish Meadow
Sunday 7th	Slope 2 - Limbo	Table Hill Area
Saturday 13th	Hand Launched F3K [national event]	Fish Meadow No MSA flying
Thursday 18th	Fun - Loops [start at 17:45]	Fish Meadow
Sunday 21st	E Soaring 4 [AULD]	Fish Meadow
Thursday 25th	}	
Friday 26th	} Jazz Festival	Fish Meadow No MSA Flying
Saturday 27 th	}	
Sunday 28th	}	

July

Sunday 5th	Thermal 2 - Regressive Times	Fish Meadow
Thursday 9th	Fun - Limbo [start at 17:45]	Fish Meadow
Saturday 11th	British Triathlon	Fish Meadow No MSA Flying
Sunday 12th	E Soaring 5 [AULD]	Fish Meadow
Friday 17th	}	
Saturday 18th	} Blues Festival	Fish Meadow No MSA Flying
Sunday 19 th	}	
Thursday 23rd	Fun - Balloon bursting [start at 17:45]	Fish Meadow
Sunday 26th	Thermal 3 - Progressive times	Fish Meadow

August

Thursday 13th	Fun - Bomb dropping [start at 17:45]	Fish Meadow
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Sunday 16th	Slope 3 - Speed [Foamy models only]	Table Hill Area
Thursday 27th	Fun - Slalom [start at 17:45]	Fish Meadow
Friday 28 th	}	
Saturday 29th	} Music Festival	Fish Meadow No MSA Flying
Sunday 30th	}	

September

Sunday 6th	E Soaring 6 [3 flight aggregate]	Fish Meadow
Sunday 20th	Thermal 4 - RES models only	Fish Meadow
Saturday 5th	}	
Sunday 6th	} Large Model Association Show	Much Marcle

October

Sunday 4th	Slope 4 - Slalom or Speed	Table Hill Area
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MSA FUN COMPETITIONS

The idea is to try and get more members to join in novelty events as suggested below:-

The Model

- 1) The model can have any wing span.
- 2) Any motor providing its electric.
- 3) An undercarriage for take offs and landings.
- 4) A fuselage that is capable of having a plastic cup fixed to it.
- 5) The model can be made from any materials - balsa, foam etc, one such model is the Bixler 1500mm span as the model has a pusher prop which will keep the motor out of the way.

Suggested competitions:

- 1) Balloon bursting;
- 2) Touch and go's;
- 3) Limbo;
- 4) Bomb dropping using a small cup on top of the model, closest to the target wins.
- 5) Slalom events between poles;
- 6) 30 seconds to gain height and then as many loops as possible not under power.
- 7) Transporting weights from A to B. using a cup on top of the wing.

The type of model envisaged is one that doesn't cost a lot of money. Detailed below are some links to models considered suitable. There are various options available on these models from RTF to install your own equipment. These are just suggestions.

http://www.hobbyking.com/hobbyking/store/_27169_HobbyKing_Bixler_2_EPO_1500mm_w_Optional_Flaps_KIT_.html

http://www.hobbyking.com/hobbyking/store/_29303_Red_Swan_Laser_Cut_Balsa_KIT_1250mm_Kit_.html

http://www.hobbyking.com/hobbyking/store/_37912_HobbyKing_Mini_Breeze_Glider_EPO_900mm_w_Motor_ARF_.html

FILM REVIEW - *Gallant Journey*

In Edition 99 of this newsletter I wrote an article about early aviation pioneers and discussing where the 'Birthplace of Aviation' might be. Since then I have come across another pioneer with some strong claims to have pioneered manned gliders in California. The following is taken largely from

Wikipedia.

John Joseph Montgomery (February 15, 1858 – October 31, 1911) was an American inventor, physicist, engineer, and professor at Santa Clara College in Santa Clara, California who is best known for his invention of controlled heavier-than-air flying machines.

In the 1880s Montgomery, a native of Yuba City, California made manned flight experiments in a series of gliders in the United States in Otay Mesa near San Diego, California. Although not publicized in the 1880s, these early flights were first described by Montgomery as part of a lecture delivered at the International Conference on Aerial Navigation at Chicago, 1893. These independent advances came after flights by European pioneers such as George Cayley's coachman in England (1853) and Jean-Marie Le Bris in France (1856).[15] While Montgomery himself never claimed firsts, his flight experiments of the 1880s are considered by some historians and organizations to have been the first controlled flights of a heavier-than-air flying machine in America, or in the Western Hemisphere depending on source.



A film was made in 1946 about his life called "Gallant Journey". Gallant Journey is an American historical film directed by William A. Wellman and starring Glenn Ford, Janet Blair and Charles Ruggles. The film is a biopic of John Joseph Montgomery. It depicts his efforts to build and fly gliders, from his childhood through to his death in 1911. The Columbia Pictures movie debuted in San Diego, California on September 4, 1946. The chief stunt pilot for the film was Paul Mantz. It is also known as The Great Highway.

The story picks up as Father Dick Ball in San Diego, California, tells the story of his childhood friend, John Joseph Montgomery, who was the first American to ever fly a glider in 1883. As early as 1879, John told his girlfriend Regina Cleary about his dreams of flying, although his family was very much opposed to this idea and considered him a fool. Regina believed in him, and secretly supported his work, until the first test flight in 1883, which was successful. John named his flying machine "aeroplane".

When John's prominent father, Zachary Montgomery, who had become Assistant Attorney General of the United States, and was keen on keeping his reputation intact, got news of his son's endeavors, he told him to stop his foolishness and continue his clergy studies instead.

Father Ball became interested in John's work and supported his invention ambitions. Another priest, Father Kenton, turned out to be an aviation enthusiast, and helped John with his work, arranging a job at a Santa Clara workshop.

John continued his work for a few years, and built several model planes, preparing for a full scale test flight. The only thing standing in his way is a medical condition making him dizzy and causing him to collapse. He is told by a doctor that he will never be able to fly safely suffering from this illness. John is disappointed, but his confidence is renewed when he encounters the parachute enthusiast and performer Dan Mahoney, who offers to pull the glider plane up in the air with his hot air balloon. The two fathers help John to complete a successful test flight with his new glider.

Unfortunately his poor finances prevent him from pursuing his passion for flying any longer, even though many people show their interest in his work.

A series of misfortunes and unfortunate events serve as additional discouragement for John, when Dan crashes and dies during a test flight, and an earthquake destroys his glider. Still John manages to scrape together \$25,000 by selling his belongings. He marries Regina, but is later dragged to court by a man who claims to be the rightful owner of an object John sold to get his money. The lengthy trial consumes all of John's money, but the judge rules in his favor at the end.

John decides to give flying one more go and builds his own new glider. He decides to fly it himself. In mid-air he gets a dizzy spell, loses control over the plane and crashes. He dies from his injuries a few hours later.

EDITORIAL ENDNOTE

This is the 100th edition of the MSA Newsletter. I intend to retire as editor at this milestone as over 95 percent of all our members are either on email or have access to the internet and I believe that this newsletter has been overtaken by these more modern means of communication. If however there is any member who disagrees and would like to takeover from me, then now is the time to volunteer. Let me know by email please (address on the masthead). I hope to continue as editor of the website for a while yet, despite spending a lot of time in the warmth of the Arizona desert.

MAGAZINE SECTION.



Ladies and gentlemen, this is your captain speaking.
There is a minor malfunction in the pressurization system, but no problem, an oxygen mask will come out of the unit above your seat automatically

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The new commander in Afghanistan hears that a Scottish regiment has a specialized field hospital that's doing fantastic things with the troops. He wants to know what is so special about the place, so he arranges a tour. When he gets to the ward, it's full of patients with no obvious sign of injury or illness. He's perplexed, so goes up to the first bed and greets the soldier there.

The patient replies:

*"Fair fa your honest sonsie face,
Great chieftain o the puddin race,
Aboon them a ye take yer place,*

*Painch, tripe or thairm,
As lang's my airm."*

The general is confused, so he just grins and moves on to the next patient.

That soldier responds:

*"Some hae meat an canna eat,
And some wad eat that want it,
But we hae meat an we can eat,
So let the Lord be thankit."*

Even more confused, and his grin now rictus-like, the commander moves on to the next patient, who immediately begins to chant:

*"Wee sleekit, cowerin, timorous beasty,
O the panic in thy breasty,
Thou needna start awa sae hastie,
Wi bickering brattle."*

Now seriously troubled, the general turns to the accompanying doctor and asks, "Is this a psychiatric ward?"

"No, not at all," replies the doctor. "This is the Serious Burns unit."

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Remember please fly safely at all times and be **S.M.A.R.T.** with your transmitter.

S... Switch on

M... Model selected is correct

A... Aerial secure **A**nd extended

R... Rate switches all in correct positions

T... Transmitter voltage good and **T**rim's all in their correct positions.

Nick Neve.