



# **WINGTIPS**

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**The official (new) BMAC Newsletter**

**Issue # 4**

**January 2006**



## **President's bit**

Hi All

I hope you had a great Xmas and the New Year brings you lots of aeroplanes.

As you all now know the new field is operational and will hopefully be the BMAC flying site for the next 28+ years.

Please adhere to all BMAC and MAAA rules when you are at the field to make it a safe and successful hobby.

I would like to thank all who have participated in working bees to get the field to the standard it is today. There is still a lot to do, but with many things in life, it all takes time.

I would like to especially thank Wayne and Grant for their efforts in finding the field and all the work involved to get us here.

As you know your model has to be noise and structurally certified by a Committee member before you can fly it at the new BMAC field. So far all models have passes and the response to this new policy has been fantastic. You will also notice that there are some pilots barriers thanks to Vito. These will be finished and operational once the runway has been better established.

In addition, BMAC also requires you to have your transmitter certified. This is to comply with the BMAC Risk Assessment submitted last year.

I ask that you all have your transmitters tweaked by George ASAP. It only needs to be done once providing you don't play rough with it.

## **Smoking!!!**

If you look around it is not hard to understand that smoking at the field has the potential to start a grass fire which could (and more likely would) be the start of a greater fire. It has been proposed that ALL smoking at the field must be done at the club house ONLY!!!! **Not in the pit area, not as you are flying, not as you are filling your model with fuel!** Club house only!! There will be smoking bins/trays provided.

## **Key Board and Nap Sack**

Can we make it a procedure that when the key board is taken out to the flight line of a morning please take the nap sack out to the same location. Please make sure the Nap Sack is full of water and have a go of it so you are familiar with how it works and to make sure it does work. Remember, if there is a grass fire aim the water to the base of the fire!

## **400 feet!**

Wayne and myself will be having a meeting with Air Services Australia to discuss the proposed height that we can fly at. Please note that we can only fly to **400 feet until further notice**. Also, if there is a light plane in the area and he looks low....get out of the way!!!

## **Club meeting**

I would like to see EVERYONE at the next club meeting as we have a lot to discuss. I DON'T want to hear any bitching and moaning that you didn't get a say and you don't like the way something was done if you weren't there!

Over and Out

Anthony

## **Mike's bit**

We have been flying at the new field for over a month now and thanks to all the many people who made the move possible in particular to Wayne Harris and Grant Manwaring for their effort and ongoing efforts to get us there. Thanks to all the members who gave up their time and assisted with the move. Everything is falling into place so we now get to enjoy the aspect that the new field affords us.

Since the move there has been several 'write offs' with members crashing good models, also incidents where models have been extensively damaged whether it be pilot error or equipment failure. It is always sad to see nice models turned to matchsticks.

John Webster flying his small electric park flyer 'lost' his model and was unable to direct it back to the field. It was last seen flying away in the direction of the showground. John headed off in the direction the model was last seen eventually arriving at the race course where he enquired to someone if they had spotted a wayward model plane. "I think I have" was the reply. "I'm sure it landed on the grandstand roof". John investigated and was surprised to find his model unscathed!!!! The model is now flying again.....a truly remarkable story. (...even though this story is a good laugh, please make sure you fly to the conditions, your ability and check your equipment...Ed)

The 'Tuesday Gang' continues to get together and enjoys a morning fly and tea and coffee. Remember that if you have a free Tuesday morning you are welcome to join us. We meet whether it is rain, hail or shine.

With the start of the New Year we are faced with the challenge of getting the new field into shipshape condition for us all to enjoy. There are many tasks left to do which will keep us busy though out the year. I am certain that by the end of the year most of the landscaping will have been done and we will have a flying field we can be proud of. In addition, we need to be continually aware and mindful of potential noise problems we have and let's create a first class flying field.

Enjoy the year, happy flying

Mike

### **Warwick's word**

For your information BMAC's Annual Return has been lodged with the Registrar-General's Office - within the time limit. Thanks go to Jane Harris for her help in meeting this deadline.

It shows that the loss for 2004-2005 was \$5,029.07. This loss is more than fully explained by the fact that substantial income which belonged to 2004-2005 was taken into account for 2003-2004, incorrectly inflating the profit for that year. When the two years considered together, BMAC is clearly in healthy condition.

BMAC Net Assets at 30 June 1005 were \$24,822.72.

Regards

Warwick

## **Safety Officers bit**

A reminder on Safety at the field

I have noticed that the new ground at the new field is quite hard but this is no excuse for NOT using a model restraint. I also ask you to be very careful when taking your models from the pit area to the runway as it is a long walk and the rough ground may cause you to trip. I can't see falling onto a spinning prop being a good thing.

As an alternative, maybe you could put a restraint at the edge of the runway and start your model closer to the field.

If you do start your model in the pit area, use the help of another person to carry your model or transmitter. This is common sense stuff, but I have seen a lot of modellers not adhering to safety.....

Ciao for now

Vito

# **Next Club Meeting** **Sunday 5 February 2006** **10:00am at the field**

Be there or be in BIG trouble!!!!

## **P.S From the President**

If you are not a financial member of a club, you are NOT permitted to fly at BMAC!!!! If you show up to fly you WILL be asked to leave.....Pay your fees!!!

## **Meeting minutes**

Start: 10:00am 04/12/05

Apologies: Simon Trotter, Ron Hamilton, Allan Laycock

New field update: Grant is happy with progress so far. Thanks to all who have helped out. Grant wants to get the club together at the new site to get opinions of the new layout.

Roger will have key board for the next couple of weeks until new field is opened to all. Anthony added that the licence for the new field is for 2 ½ years.

Ian put forward that there should be a personal thanks to Grant and Wayne from the club. Anthony mentioned he has an idea.

Roy and Grant proposed that the club house etc, be named in honour of passed members.

Noise: Anthony briefed on the noise situation so far. Everything is working well and most are under the required limit.

Website: Gerrie and roger have updated the website and intend to keep it updated at least monthly.

TX certify: Anthony asked that everyone get the transmitters certified asap by George. This is to comply with the BMAC risk assessment.

Grant asked that everyone bring appropriate tools for working bee.

Next years proposed activities:

Mike will be running a 2m 2ch glider event in March next year.

Anthony mentioned Grants proposed dinner for club members February next year.

Closed 10:25

Meeting closed