

June 2006  
Volume 1, Issue 1

# KENDAL FLYER



*The Newsletter of Kendal Model Aero Club*

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Free KMAC sticker with this issue!

Would you like more?

An A4 sheet of 22 stickers (4 large, 6 medium and 12 small) is available, just send a cheque for £5, payable to KMAC to: -

Duncan Brown  
Chairman KMAC

All profits go to KMAC.

## Special thanks, Bill Shaw

It is always a sad occasion when somebody who has given so much to the club feels it is time to hand over the reins and let someone else take responsibility for the things you have done in the past. So I am sorry to have to let you all know that Bill Shaw, our club President and examiner has decided that it is time to step down from these roles. Bill has been involved in the running of

KMAC for over 45 years and has earned a rest from the day to day club activities and examinations and is looking forward to just enjoying his flying 'as a member'. As he always has been I am sure he will continue to help anyone who asks for his exceptional knowledge of modelling, engines and radio equipment.

I am sure you will join me in thanking Bill for all his

selfless efforts on behalf of the club and the members over the past years and wish him well for the future.

Andy McClure and Martin Armistead have qualified as club examiners and will be taking on Bill's duties as examiners for both fixed wing and helicopters, our thanks to them both for stepping in and their continued support to the club.

## Flying Solo

Last year there were some changes to who was allowed to fly at the field without supervision and indeed to how supervision was given. With all the best of intentions the result of the changes were to actually make it more difficult for inexperienced flyers to gain the necessary flight time and practice needed to pass the required 'A' test. It also placed some undue pressure on the club's instructors, which became too restrictive both for them and people wishing to learn to fly. So with immediate effect the following changes are

being made, firstly club planes are only to be used for experience flights, anyone wishing to proceed beyond this and learn to fly must provide their own suitable model, which must be a recognised trainer fitted with suitable radio equipment. If powered then it should either be fitted for electric flight or with an IC engine that is no larger than a 40 class. Every new member must show to either an instructor or committee member that they are 'competent' to fly unaided after which you will be allowed to fly your trainer

aircraft provided you do so with supervision of a member who holds at least an 'A' certificate appropriate to the type of trainer you are flying. If you can not show you are competent to fly unaided then you must arrange some lessons from one of the club instructors or another KMAC member who is happy to act as your training 'buddy'. Your training 'buddy' must hold at least an 'A' certificate for the class of aircraft you wish to fly. These changes are to encourage people to fly, gain the experience needed to pass the 'A'



certificate and to promote the sharing of experience between members. The restriction on engine size is to help you select a suitable model and to promote safety at the flying field, once you have achieved your 'A' rating then you will be free to choose whatever size IC engine you wish, subject of course to the suitability of the flying field.

All new members to the

club will be required to undertake an introduction and induction to the club before being allowed to fly.

At Cark the same limitations will apply, if you do not hold an 'A' rating then you may fly at Cark but you must be under the close supervision of an 'A' certificate holder who will accept responsibility for your flying conduct.

These changes should benefit the majority of members, if you still need formal training then the club instructors will be happy to help you or if all you need is advice and encouragement then you will find plenty of this available too!

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*"...a chance to show off your skills, chat with friends or even just to take in the scenery."*

## Summertime is coming!

Well it is almost the time of year when the weather is at its best for flying, warm summer days followed by long cool evenings, the buzz of an IC engine or the hum of an out runner over head, what could be better? Well how about a little competition and some hot roast beef sandwiches?

As it is often difficult to accommodate several summer events due to

shows and exhibitions the club will be holding a day long flying event on the 16th July. This year will be a summer event day incorporating all your favourites such as vintage, scale, longest flight and a few more. On the day there will be cold drinks available and the BBQ will be serving up hot roast beef or pork sandwiches, all for a modest charge.

So dust off the models and come and have some fun at the 'KMAC Day Long Event', a chance to show off your skills, chat with friends or just to take in the scenery, whatever your choice this really is the event of the year.



## Did you know?

The BMFA website has an incredible amount of information on it to help you achieve the most benefit from your membership. From help and advice for first time flyers to tips on safety and how to use the latest

technology or you can browse through the list of events to plan a day out; you could even find a local club that's close to your holiday site. Well worth a visit at [www.bmfa.org.uk](http://www.bmfa.org.uk)

## Entering the safety zone

You all know that our flying field has very few restrictions as regards its use by members, probably the fewest of any BMFA affiliated club and that's the way we want to keep it.

Of the most important, as everyone knows, is no flying before 10am, no flying over the pits and no flying over the road. So if anyone had forgotten then this can be a timely

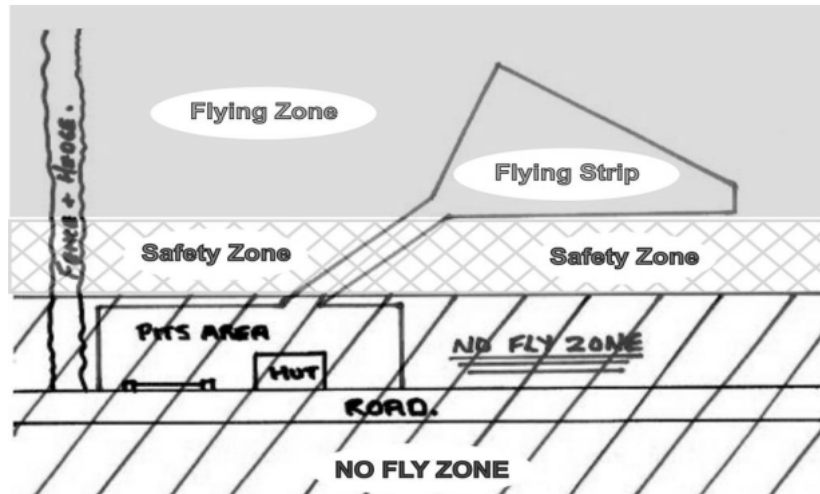
reminder. Unfortunately, with the latter, judging the limitation regarding the road, is sometimes difficult. So to try to make things a little easier a 'Safety Zone' is being introduced, this is an area that extends from pits to the edge of the runway area (see diagram). This 'Safety Zone' is only to be flown in for take off and landing manoeuvres and should be avoided during all other flying.

The safety zone is also there to encourage a good flying practice of flying in front of you rather than letting the plane get behind you or around you, all flying manoeuvres should be in front of the pilot, it's easier to control as well as helping others to see where your plane is.

The new area shouldn't cause anyone any problems whilst they are flying, if it does then get

some help from a club instructor to adjust to this change.

Finally let's remember we are all responsible for safety, if you see someone or something that is wrong then tell people before it becomes a problem!



The Safety Zone.

## And finally

Even though we are just entering summer it is time to plan some events to guide us through the dark months of winter.

Whilst the hardy amongst us are willing to face the bitter cold of a crisp clear morning it isn't something that appeals to everyone. So what would you like to do for the winter months?

How about indoor flying, swap evenings, a quiz night, a talk on the history of flight or even the future of model aviation?

Basically it's over to you we would love to arrange some events that get members together during the off season, other than the AGM that is, but we would like to do things that you are really interested

in. So go on, have a chat, drop a line or make a phone call to any of the committee members and we will see what can be done

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*"...the bitter cold of a crisp clear morning it isn't something that appeals to everyone"*