



# Flight Desk

## April 2003

The official newsletter of Chesham Model Flying Club Ltd

Volume 15

Issue 2

### **CLUB NIGHT**

**Wednesday April 16<sup>th</sup>, 8pm White Hill Centre**

**Chris Delph Model Maker Extraordinaire**

Full time job..... AA patrolman.

Hobby..... Building robots, appearing on TV's Robot Wars. (And winning the middle weight class).

Has also appeared on Techno games in the last two years with his electric R/C motorbikes Wizz Bang and Mini Wizz. Some of you may remember these prize winning imaginative models. Chris is also into model boats and just recently got back into electric R/C aircraft.

**DO NOT miss this interesting talk by a very keen model maker**

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## Editors Ramblings

### So spring is here and summer is on the way!

Back in January, I joined John Barber and a few others down at Newground, well the canal next door actually, to test out Johns latest project and I'm glad to say it went beautifully and **did not** take off! Johns model of Bluebird is, of course, turbine powered and looks, goes and sounds like the real thing as you can see from the picture below.



Picture by Luke Forsey

A number of diary date events have been confirmed:-

- The Allan Crook scale competition will be on Sunday the 25<sup>th</sup> May at Newground starting at 10am, for more details contact Alan Spicer.
- 2 extra Silent Flying sessions will be held in July, allowing all members a good opportunity to take part in these excellent, relaxing evenings.
- The Vintage Fly-in is also back this year and is being organised once again by John Barber, the provisional date is the 29<sup>th</sup> June. The date will be confirmed by the next newsletter

### Members off to Pontins!

It has come to my attention that once again this year a number of members are off to “Brean Sands” for a week of non stop modelling, (the balsa type!), and the occasional orange juice and tomato sandwich!!! I have heard nothing but excellent reports of these weeks of fun. This years modelling week is once again to be held at Pontins Brean Sands complex, (near Weston super Mare), from Friday 19<sup>th</sup> to the 26<sup>th</sup> September. Any one interested in going should have a chat with Dave Hewitson, Al Spicer or Geoff Walker, as I know these guys go regularly. The number for booking at Pontins is 01278 – 751627.

### Flight Desk Input

The deadline for your next issue of ‘Flight Desk’ is the 6th June 2003 so please send your contributions by E-mail to: - colin.forsey@btinternet.com or post, hand written, typed or 3 ½” floppy disk to:

**COLIN FORSEY,  
57, DISRAELI CRESCENT,  
HUGHENDEN PARK,  
HIGH WYCOMBE,  
BUCKS  
HP13 5EW**

Photos, pictures or cartoons are very welcome. Please remember that any article copied from another publication should have the original author’s permission. Paper copy can be Faxed to me 01494 558464

I need your input, as this is your newsletter - please help to make it a success.

## Letters to the Editor

### No letters this time.

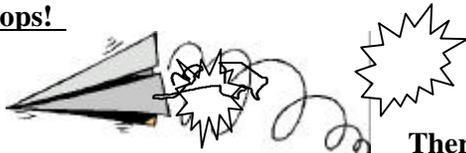
So why not send me a letter, any comments/ideas for flight desk, ideas for flying competitions etc.

## Committee Matters

### Chairman's Soapbox - Nothing from the Chairman this time

## Members Pages

### Oops!



**There goes another one.**

Could it be that some of my aircraft have developed a certain affinity for trees and bushes. Perhaps it could be a chemical in the glue I use that is particularly attracted to trees. May be its just that the wooden parts in the plane are anxious to return to their roots. There is of course a remote possibility that my spacial awareness is deteriorating with the passing of the years – no surely not!

The first flight of the year was on Wednesday 19<sup>th</sup> February, a cold, breezy but beautiful day – blue sky, bright sunshine. It was good to be flying again and the old Junior 60 with its OS 40 LA performed impeccably. I was a bit nervous but managed to take off and land safely a couple of times and enjoyed a few trouble free circuits. As the wind continued to increase common sense dictated that it was time to pack up whilst still on a winning streak.

The following Friday, dawned bright and clear, much warmer and wonder of wonders, no wind. Time to fly another of the fleet. This one was an ARTF Excel 2000 Trainer assembled from a kit purchased from our friends at Slough Models. Wingspan 60’’and (over) powered by an Irvine 53 two-stroke. As it had not been flown for almost a year I asked Bob to give it the once over. After curing a problem created by the fact that I still had the transmitter set up for another model he declared all was well and off we went.

A little bit of hassle was experienced starting the engine due to a partially blocked fuel pipe but it was soon running sweetly. A couple of tweaks on the needle valve and Bob had it in the air to trim it out before (reluctantly) handing the transmitter over to me. The Excel flies really well, if a little on the fast side, and I greatly enjoyed a few circuits of the field before lining up for a low pass over the centre of the patch.

As the wind had increased and now blowing from the direction of our container it was necessary to approach from over the copse. It was almost a rerun of my first encounter with a tree. I really did think the ‘plane was above and in front of the copse. Sadly not so!

When I arrived at the crash site I was amazed at the damage: the fuselage had broken in two just behind the wing. The tail half was only attached to the rest of the plane by the control rods and the aerial – what a mess. The wing tip hardly had a scratch on it but the whole wing was pushed sideways, breaking the forward location dowel and pushing the aileron servos

through the side of the fuselage. The whole structure of the fuselage seemed to be very brittle and had broken up with surprising ferocity.

So back to the workshop where the pieces will rest until I can face up to a major repair job.

Should I make my next aircraft from fibreglass in the hope that it too wouldn't be so attracted to tree wood? Or perhaps I should seriously consider getting some new glasses and practicing more often!

Casey W 

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### **The funny side**

At a recent computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated, "If GM had kept up with the technology like the computer industry has, we would all be driving \$25.00 cars that got 1,000 miles to the gallon".

In response to Bill's comments, General Motors issued a press release stating: "If GM had developed technology like Microsoft we would all be driving cars with the following characteristics":

1. For no reason whatsoever, your car would crash twice a day.
2. Every time they repainted the lines in the road, you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason. You would have to pull over to the side of the road, close all of the windows, shut off the car, restart it, and reopen the windows before you could continue. For some reason you would simply accept this.
4. Occasionally, executing a manoeuvre such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.
5. Macintosh would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive-but would run on only five percent of the roads.
6. The oil, water temperature, and alternator warning lights would all be replaced by a single "This Car Has Performed An Illegal Operation" warning light.
7. The airbag system would ask "Are you sure?" before deploying.
8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
9. Every time a new car was introduced car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
10. You'd have to press the "Start" button to turn the engine off.

# What's Going On!

## Forthcoming Events

### Electric Indoor RC Flying (I.F.O.'S & Similar)

This is organised by the Aylesbury & District M.F.C. It's on every Tuesday evening from 7.30 to 9.30pm. At the Cottesloe School, Church Street, Wing.

Limited places are available, if you are interested contact GEOFF WALKER on 01494 864985

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## Event Reports

No Reports this time

## Diary Dates

### *\* Proposed Dates / Events*

<b>April</b>	<b>16<sup>th</sup></b>	Club Night, 8.00pm at The White Hill Centre, Chesham
<b>May</b>	<b>3-4<sup>th</sup></b> <b>25<sup>th</sup></b>	Sandown Model Show Allan Crook Scale Competition – Details from Alan Spicer
<b>June</b>	<b>18<sup>th</sup></b> <b>21<sup>st</sup></b> <b>29<sup>th</sup></b>	Club Night, Silent Night Flying @ Pednor, 6.00 onwards Summer Picnic @ Newground from noon till Late <b>Vintage Fly-In @ Newground 10.00am*</b>
<b>July</b>	<b>2<sup>nd</sup></b> <b>16<sup>th</sup></b>	Club Night, Silent Flying @ Pednor, 6.00 onwards Club Night, Silent Flying @ Pednor, 6.00 onwards
<b>September</b>	<b>17<sup>th</sup></b>	Club Night, 8.00pm at The White Hill Centre, Chesham
<b>October</b>	<b>5<sup>th</sup></b> <b>15<sup>th</sup></b>	Halton Show, 25 <sup>th</sup> Anniversary Show AGM, 8.00pm at The White Hill Centre, Chesham
<b>December</b>	<b>17<sup>th</sup></b> <b>26<sup>th</sup></b>	Club Night, 8.00pm at The White Hill Centre, Chesham Boxing Day flying at Pednor, Late morning /Early afternoon



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## Flying Times

### Pednor

Power Monday, Thursday and Friday: - 9am to 1pm  
Power (79dB(A) max) Saturday: - 9am to 2pm  
Gliders/Electric Any daylight hours

### Newground

Power Monday to Saturday: - 9am to 7pm  
Sunday & Bank Holidays: - 10am to 6pm  
Electric Any daylight hours

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## Pilot Tuition

Flying tuition is available to any junior or new members who have yet to achieve their 'solo' wings. A flying instructor will be available to attend the Pednor field each Saturday morning from 10.30am to 2.00pm weather and pupil attendance permitting. To avoid the possibility of wasting instructor's time attending an empty field please **Telephone the appropriate instructor on the Wednesday or Thursday evening** to confirm that you would like tuition on the Saturday.

## The Instructor Rota

The rota for the next few months is as follows: -

April	5	Frank Dalby-Smith
	12	Dave Anderson
	19	Geoff Walker
	26	Alan Spicer
May	3	Frank Dalby-Smith
	10	Dave Anderson
	17	Geoff Walker
	24	Alan Spicer
	31	Frank Dalby-Smith
June	7	Dave Anderson
	14	Geoff Walker
	21	Alan Spicer
	28	Frank Dalby-Smith
July	5	Dave Anderson
	12	Geoff Walker
	19	Alan Spicer
	26	Frank Dalby-Smith

Additional instruction is available at Newground on Saturday or Sunday afternoons with Robin Thwaites. Please telephone to arrange a mutually convenient time.



## Our Sponsors

We thank our sponsors for their support, in helping with the financial support of this newsletter

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