



Flight Desk

April 2004

The official newsletter of Chesham Model Flying Club Ltd

Volume 16

Issue 2

White Hill Centre

Wednesday April 21st

To be confirmed

CLUB NIGHT

8.00PM

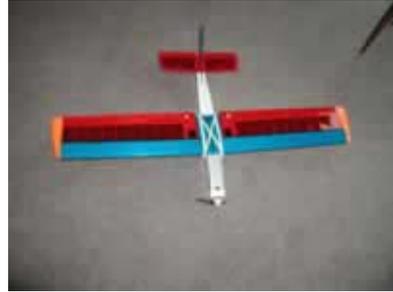
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Editors Ramblings

I have been suffering from withdrawal symptoms since our last Flight Desk. This has been a period of particularly bad weather, cold, wet and too windy (for electric flight). Mind you, we have been blessed with some excellent flying on a couple of Saturdays at Pednor. One notable morning found Tony Jackson-Wynch and Dave Anderson accompanied by yours truly, having brilliant flights in calm conditions expecting a flood of frustrated flyers. Where were you all?

Dave was impressive making 20 minute helicopter flights with a look of grim concentration. I can't manage a heli for more than two minutes on the simulator! I did manage to frighten myself on more than one occasion throwing my electric Ironic around. Why doesn't RC flying qualify as a sport with Sport England when they are handing out funding. It certainly exercises my heart rate and sphincter muscles.



As I write this it is approaching Easter and I am keenly watching the forecasts. If there is any justice we will get some flying in. I hope to see you there. Good flying.

Committee Matters

Please add these important dates into your diaries.

April 21st	Club Night, White Hill Centre	20:00
May 12th	Committee meeting, White Hill Centre	20:00
June 16th	Silent Flight extravaganza Pednor	18:00 'til dark
July 14th	Committee meeting, White Hill Centre	20:00
August 18th	Silent Flight at Pednor	18:00 'til dark
September 5th	Allan Crook scale memorial trophy, Newground (provisional)	
September 8th	Committee meeting, White Hill Centre	20:00
September 26 th	AHA F3C Team Trials - 2005 world championship, Newground	
October 20th	AGM, White Hill Centre	20:00
November 10th	Committee meeting, White Hill Centre	20:00
December 15th	Club Night (mince pies etc), White Hill Centre	20:00
January 12th 2005	Committee meeting, White Hill Centre	20:00

As always. your committee is always keen to hear of any views/moans concerning the club from club members. We meet every 2 months at the Whitehill Centre. the dates are shown above, and on the CMFC Web site. If you do have anything you

would like to be discussed, then contact the Secretary, - David Turner, at least 2 weeks before the meeting.

Chairmans Soapbox

PEDNOR PLANNING APPLICATION - UPDATE

Following the refusal of our planning application, your committee have considered their options and, following expert opinion, have decided to proceed with a new application. The covering letter from Chairman Dave in support of the application is included in full.

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05. 04. 2004

Chiltern District Council
Planning Department
Council Offices
King George V Road
AMERSHAM, Bucks HP6 5AW

F.a.o. **Chief Planning Officer**

INFORMATION SPECIFIC TO AND IN SUPPORT OF THIS APPLICATION

Dear Sir,

In consideration of the refusal of our application 2003/2089CH

This new application is to permit the flying of model aircraft, powered by internal combustion engines.

No model shall be operated which produces a noise measurement in excess of 79dB(A) at seven metres.

No more than 2 model aircraft powered by internal combustion engines shall be flown at any time.

This to take place between the hours of 0900 hours and 1800 hours on Monday through to Friday, - (i.e. weekdays), and Saturday as under the current permission, - i.e. between 0900 hours and 1400 hours.

The application requires therefore that the existing conditions be changed to the following

1. The use hereby permitted, in so far as it relates to the flying of powered model aircraft by means of internal combustion engines shall not take place from the site at any time or on any day except between **0900 hours and 1800 hours on Monday through to Friday (weekdays)** and between 0900 hours and 1400 hours on Saturdays.

At all other times the only model aircraft to be flown shall be those powered by other means.

2. Between the hours of **0900 hours and 1800 hours on Monday through to Friday**, and 0900 hours and 1400 hours on Saturdays, no more than 2 model aircraft powered by internal combustion engines shall be flown at any time, - and no model shall be operated which produces a noise measurement in excess of 79dB(A) at seven metres.

The method of noise measurement shall be in accordance with that specified in the Appendix to the Operating Guidelines of the Code of Practice entitled "Noise from Model Aircraft 1982" published by the Department of the Environment (DoE).

Our Saturday flying, 93/0443/CH was awarded on appeal dated 28 October 1993.

It permits the flying of aircraft powered by internal combustion engines between the hours of 0900 hours and 1400 hours and is controlled by existing condition No. 2 to limit noise output to 79 dB(A) and a maximum of 2 aircraft in the air at one time.

On Mondays, Thursdays and Fridays between the hours of 0900 hours and 1300 hours under the terms of our existing permission, (91/0750/CH).

We have no limits on noise or the maximum aircraft permitted in the air at any time, in terms of being enforced through planning consent / conditions.

This was made clear by the Inspector in his decision letter, reference, - T / APP / X0415 / A / 93 / 225860 / P4.

However DoE guidelines and existing self imposed CMFC rules limit maximum noise output to 82dB(A) at 7m with a maximum of 3 aircraft in the air together at any time.

The comparison is that on noise output per aircraft alone, there is a halving of noise output on Saturdays due to the reduction down to 79dB(A).

This can be otherwise described as being equivalent to the listener being 40% further away in terms of perceived noise reduction relative to 82dB(A).

REFUSAL OF PLANNING APPLICATION 2003/2089/CH

Regarding this previous application, refused under the Delegated Powers procedure, we were extremely dismayed and disillusioned by the decision, which we believe was wrong.

The planning report took no account of the current level of use regarding power flying at the site, relying heavily on the flawed and misleading submissions from the Health and Housing Department.

Their conclusion was subjective with no evidence to justify refusal on the first three points. However it provided factual evidence on the final two points in the club's favour.

We have been flying model aircraft at the site with planning permission for over 15 years and for at least 10 years without a single complaint. The Health and Housing Department's random noise monitoring of our aircraft over this period has caused no concerns. This record speaks for itself.

Our activities have drawn little support from Chiltern District Council. Councillors should be supporting our efforts to provide a venue for model flying that might otherwise take place in an uncontrolled manner in parks and public open spaces within the District.

Because of our commitment to planning permission and the acceptance of conditions, the Council has 'control' over our activities. We should be supported in our efforts to organise model flying in the District. Bylaws do not exist as far as we know to prohibit flying in parks and open spaces. Our existence means individuals are unlikely to do this, or to expect the Council to provide 'shared use' facilities, as is the case in some Districts/Boroughs.

We have fought tirelessly to expose the myths and dispel the fears expressed towards properly organised model flying, aimed at us as a club at this location, and the sport of model flying in general.

When we first began flying at Pednor we were branded "*A danger to all those using the bridleway*".

Then according to some we made the bridleway "*Un - rideable for any horseriders*". From day one we adopted a policy of respect for other users of the Bridleway, which runs past the site, and soon gained the respect of others. This is clearly demonstrated in the letter attached from Mrs. V. Edgcombe, which is supplied in support of this application.

We have been accused of being "*A danger to sheep in nearby fields*", despite at the time sharing our field with over one hundred such animals belonging to Great Hundridge Manor Estate, not at all bothered by our presence even during the lambing season!

We have allegedly flown models *"Continuously seven days a week from 9.00 in the morning until 9.00 at night"*, - a ridiculous claim!

We have supposedly *"Damaged the flora and fauna at the site"*.
Some people even now consider us to be *"A threat to the wildlife"*.

It was also considered for some time that *" The use was not appropriate at this location in the Green Belt and in an AONB"*. Interestingly, the report on 2003/2089/CH states it would be unreasonable to object on these grounds, - not surprising to us as the club has been at the site with planning permission for over 15 years. However it is stated in the planning report that to reach such a conclusion, is only possible subject to the recreational facility not being harmful to the amenities of neighbours and achieving compliance with all other relevant Development Plan Policies. **The application according to this, - satisfied these policies and therefore should have been granted.**

The report on 2003/2089/CH draws heavily on references made by the Inspector when he dismissed the first appeal against the refusal of planning application 90/1323/CH. Powered aircraft at the time were silenced to 82dBA at seven metres.

The report on 2003/2089/CH makes note of application 93/0443/CH, thus - *"Refused, - use would cause disturbance to local residents by reason of level of noise"*.

These reasons are stated again for the refusal of 2003/2089/CH. However on appeal against the refusal of 93/0443/CH, this Inspector allowed the appeal, imposing conditions that were an integral part of our planning application, to safeguard the amenity of 'neighbours'.

These conditions were again an integral part of application 2003/2089/CH. However the report on 2003/2089/CH states in paragraph 7: -

"Although there may be some reduction in noise with the operation of fewer and quieter aircraft this is not considered to carry great weight as the aircraft would still undoubtedly be audible, well above background noise levels, from nearby residential properties to which comments of objectors attest".

This 'consideration' is unreasonable and can only be wrong in planning terms since we already have planning permission under such conditions.

This statement above has taken no account of the Inspector's findings, when he allowed the appeal against refusal of application 93/0443/CH.

Quite amazingly his findings are included by the case officer in the same report on 2003/2089/CH in paragraph 6, - quote: - *" The Inspector considered the noise attenuation provided by the restriction of noise levels and the number of planes, was sufficient in order not to significantly harm neighbours amenity"*.

This Inspector also said many other things, - complimenting the club's self-imposed and amenity based regulations. He also said that the Council urged that stricter controls were required for Saturdays, which they said is a day during which more residents are likely to be in their gardens. It therefore follows that based on this assertion, if noise levels are currently acceptable for Saturdays, then the same noise output 79dB(A) should be even

more acceptable on weekdays, given that 82dB(A) with no conditions attached is at present acceptable for weekdays under the current planning permission.

In my first letter accompanying application 2003/2089/CH, I pointed out that our log sheets kept at the site proved that the actual level of use on weekdays, concerning powered models operating at 82dBA, was extremely low. Just to add weight to this, it was even acknowledged by an objector to application 2003/2089/CH. He has been a key objector to all of our planning applications, and in 1988 prior to any planning consent, warned the club to "*Take your toy planes to some other playground in the Chilterns*".

We considered this low use to be a key factor in justifying the granting of the application, together with the fact that usage of our other site would further protect the application site from over-use, - and we still hold that view.

However when I spoke to the case officer he told me this was not a materiel consideration as the application was judged on a 'worse case scenario', - i.e. if flying took place continually over all the hours where aircraft were operated at 82dBA.

This does not seem reasonable, as it is a consideration that is alien to all other planning strategy, - when planning 'the way forward' has to be predicted based on currently available and reliable 'Historical' data. Indeed the Code of Practice acknowledges that the use of a second site will serve to further protect the amenities of those living nearby.

This application is designed to strengthen our commitment to operate responsibly. It will further safeguard the amenities of the area by prohibiting all those aircraft with a noise energy output above 79dBA.

We believe this application complies with all current planning policy guidance to be considered for model flying at the application site, and we ask that the following points also be taken into account.

1. Because of our proposed significant noise reduction at all times, any adverse comments regarding power flying from the site made by the Inspector judging the refusal of application 90/1323/CH no longer apply, and therefore are not relevant to this application.
2. Reduced noise energy output means that the noise level at 500 metres from our point of launch will be equivalent to 82dBA at approximately 700 metres.
3. The report on our previous application stated that we do operate to the DOE Code of Practice. At the figures quoted in 2 above, we will therefore be operating at a noise level from Point of Launch (POL) to Noise Sensitive Premises (NSP) way beyond the 'reasonable' levels set out in the Code of Practice.
4. The Code states that such figures (82dB(A) at 7m) allow the uncontrolled flying of powered aircraft to take place Monday to Saturday, 0900 - 1900 hours and Sunday- 1000 - 1900 hours. Longer hours may be possible in the evening if control can be exercised, e.g. by a club or site owner, and disturbance would not be caused.

5. The flying of powered models at this location in the Green Belt and in an AONB is appropriate. The last Inspector said this, and the report on refused application 2003/2089/CH stated so.
6. There is no evidence of any complaints against our activities over the past 10 years. We will be even less likely to cause nuisance to third parties, although nil to date over 10 years will be hard to beat.
7. The Health and Housing officer's report to the Planning Dept concerning application 2003/2089/CH was in our judgement flawed and misleading. This is commented on in a letter from the BMFA by Roger Bellingham, their Flying Site Adviser. This is also outlined in detail in a report by Peter Bird, a Consultant on Acoustics and Noise. His five-page report is included, and its entire content is to be considered in support of this application. Some 'key' points are mentioned below: -

The Health and Housing officer's report mentions the World Health Organisation's Guidelines for Community Noise 1999, and states ***"This guidance represents a consensus view on the effects of noise and set guideline levels below which the effects are not detected or are unimportant"***.

This statement omitted to include what these levels are in the committee report. For residential buildings the daytime guidance level outside is 50 to 55 dB, that is the average noise level over the 16 hours from 7 a.m. to 11 p.m. should not exceed 50 to 55dB(A).

From the measurements provided in the health and Housing Officer's report, the most noise the models can make at the nearest dwelling is 40dBA over 2 1/2 minutes. It should be clear also that this noise is not only due to models but includes noise from all other sources as well, however even this figure is significantly less than the level ***"below which effects are not detected or are unimportant"***.

The officer's report failed to state residual noise levels, that is the measurement of the noise level without the model noise occurring. For instance, - if the total noise was less than 6 dB above the residual noise, then the level of the model(s) cannot be accurately determined. Other noises are noted as being present but it is not noted how these interfered with the measurement of model noise.

The figures stated do not give a reliable or representative measurement of the noise, which was due to the models alone and is consequently completely misleading. It also states that the daytime background levels ***"are likely to be in the low 30's dB (A)"***.

If this is meant to put the model noise into some sort of context, then the figures should be measured and not guessed. Simply because a model is audible does not mean that it is possible to make a reliable measurement of it's noise level - it can remain audible when the model noise is less than the background level.

Also stated was that the noise was out of charter (character?) with typical country acoustic environments, - however we have already been granted planning consent for the use, and so consequently this point cannot be correct.

Finally as stated in the DOE Code of Practice, - close to the model at 7 metres, - this measured noise level is all that is required to know how 'noisy' a model is. There is no guidance given on noise levels at distance, merely separation distance based on 82dBA.

8. There is no evidence that our activities have any adverse effect on those using the bridleway, in particular horse riders. Indeed both Inspectors stated so, and this seems to be finally acknowledged by the Council. Our club rules enclosed with this application, clearly state our procedures to respect the rights of others sharing the use of the Bridleway and the surrounding countryside.
9. There is no evidence that our activities have an adverse effect on wildlife at the site. For your interest we have enclosed a copy of the 'Batten Report', - a study carried out at our Newground site, believed to be the first such study in the world of the effects of model flying on wildlife, in particular birds. Although copyrighted, you have my permission to circulate it to any interested parties such as the Chiltern Society.

Yours Sincerely

Encl.: - This letter	x 4
TCP 1	x 4
Cert B	x 2
Site Map	x 4
T/APP/X0415/A/93/225860/P4 Letter	x 4
Club Rules	x 4
Letter - British Model Flying Association	x 4
Report by Peter Bird of Bird Acoustics	x 4
Letter - Mrs. V. Edgcombe	x 4
Memorandum and Articles of Association	x 1
Report by Leo Batten	x 1

Members Ramblings

KEVS CASSUTT

Hi all, this is the story of my enlarged, plan built, "Airmark Cassutt".

The Cassutt was first designed in 1954 by Colonel Thomas Cassutt for pylon racing.

I decided to build one as I do like the look of the F1 racers. Cambrian models do a 1/4 scale version with a wingspan of 45", but I wanted a larger one, so I bought the plan from them and had it



enlarged to 38% scale, giving a wingspan of 70" .



The motor is a Quadra 35, with Futaba radio and with an all up weight of 17.5 lbs. I have built many kits but, never from a plan, so my first attempt at it was a worrying one. Building it was quite straight forward but I needed to get a cowl and canopy for it but found it too expensive to have it made.

I have made the canopy myself using plastiglaze and a heatgun. The cowl is under construction at the moment, I am building a plug /mould as a friend of mine can pull an ABS one for me at a very reasonable price. It took me 7 weeks to construct it, which is rather slow for me but I have had a family bereavement.



I test flew it at Vauxhall flying club as I am a member there also, They have a huge patch, so if it got into trouble I had plenty of space to put it down in !! (ha ha).

The test day was not windy and the visibility was good , better than expected for the time of year. The Cassutt tracked well on the ground and rose up a little



sluggish, but I had expected that. It got to a good height and went straight into a circuit. The rolls are quick , inverted was fine , c/g was good. but mushy on the turns as the model is underpowered with the Quadra 35. Landings are a breeze, greases in no problems. Ii have had a think about it and have decided to use a larger motor. I have a Zenoah 38 cc from a model which I have taken out and replaced with a Zenoah 45cc. So the 38 is now going into the Cassutt which will give it the



power it needs.

So I will be back next time with an update of how it flies with the Zenoah and, hopefully, the cowl will be finished and fitted.

So stay tuned, to the same channel, for the next instalment.

Happy and safe flying

Kev Hammond

Pilots say

- Fly Through the Valley of Death ..I Shall Fear No Evil ... For I am at 80,000 Feet and Climbing.
(sign over the entrance to the SR-71 operating location Kadena, Japan).
- You've never been lost until you've been lost at Mach 3.
(Paul F.Crickmore test pilot)
- There are more planes in the ocean than submarines in the sky.
(From an old carrier sailor - Blue water Navy truism)
- If the wings are travelling faster than the fuselage, it's probably a helicopter -- and therefore, unsafe.
- Navy carrier pilots to Air Force pilots: Flaring is like squatting to pee.
- When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.
- Without ammunition, the USAF would be just another expensive flying club.
- What is the similarity between air traffic controllers and pilots?
- If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies.
- Never trade luck for skill.

- The three most common expressions (or famous last words) in aviation are:
 "Why is it doing that?",
 "Where are we?" and
 "Oh Shit!"
- Weather forecasts are horoscopes with numbers.
- Progress in airline flying; now a flight attendant can get a pilot pregnant.
- Airspeed, altitude, and brains. Two are always needed to successfully complete the flight.
- A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.
- I remember when sex was safe and flying was dangerous.
- Mankind has a perfect record in aviation; we never left one up there!
- Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.
- Flying the airplane is more important than radioing your plight to a person on the ground, incapable of understanding or doing anything about it.
- When a flight is proceeding incredibly well, something was forgotten.
- Just remember, if you crash because of weather, your funeral will be held on a sunny day.
- Advice given to RAF pilots during W.W. II. When a plane (crash) seems inevitable, endeavour to strike the softest, cheapest object in the vicinity as slowly and gently as possible.
- The Piper Cub is the safest airplane in the world; it can just barely kill you. (Attributed to Max Stanley, Northrop test pilot)
- A pilot who doesn't have any fear probably isn't flying his plane to its maximum. (Jon McBride, astronaut)

- If you're faced with a forced landing, fly the thing as far into the crash as possible.
(Bob Hoover - renowned aerobatic and test pilot)
- If an airplane is still in one piece, don't cheat on it; ride the bastard down.
(Ernest K. Gann, author & aviator)
- Never fly in the same cockpit with someone braver than you.
- There is no reason to fly through a thunderstorm in peacetime.
(Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970.)
- The three best things in life are:
a good landing,
a good orgasm, and
a good bowel movement.
The night carrier landing is one of the few opportunities in life where you get to experience all three at the same time. (Author unknown, but someone who's been there)
- "Now I know what a dog feels like watching TV."
(A DC-9 captain trainee, attempting to check out on the 'glass cockpit' of an A-320.)
- If something hasn't broken on your helicopter, it's about to.
- Basic Flying Rules:
Try to stay in the middle of the air.
Do not go near the edges of it.
The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.
- You know that your landing gear is up and locked when it takes full power to taxi to the terminal.

Its still safe to fly - - - "IF YOU ARE AT THE CONTROLS" !

Martin Barber

So how many of those apply to model flying? Answers on a postcard to (ed)

Oops!



Giving it 'Wot 4'

The Dad of one of our software engineer's had decided that he was getting too old to play aeroplanes and wanted to dispose of all his bits and pieces to a sympathetic soul. The engineer in question, not realising that I was older than his father asked if I would be interested.

So next time his Dad journeyed down south from bonny Scotland to see his son the car was loaded with a large collection of goodies: an old 'Wot 4' airframe with a very wrinkled covering on the outside and a fine collection of mouse droppings on the inside; another airframe, tail-less, but similarly loaded with mouse excretion; various plans, again all well chewed by the same mice; an old Badger airbrush set; various bits of balsa and ply, and last but by no means least, a very old Svenson kit for a 1/6 scale Fieseler Storch. Whilst the box was rotted away by the damp and great chunks of the plans chewed by the recalcitrant mice, this was certainly the gem of a bunch.

How much did his Dad want for all these goodies you ask, just give fifty quit to the RAF benevolent fund, was the answer, so this I did.

I started off by giving everything a very thorough cleaning, repaired all the boxes with tape, and set about reclaiming the plans by taping in sheets of A4 to make up for the mouse eaten parts and then extending the drawing over the new sheets. Then down to the copy shop to have them photocopied. A really good job done and a blind man couldn't tell the difference.

As everyone had been telling me what an excellent plane the 'Wot 4' had turned out to be I decided to make this the next project, leaving the much more complicated building of the Storch for the winter building programme. With the judicious use of the Heat gun on the covering most of the wrinkles on the wings and fuselage were gradually removed and soon the plane was again resplendent in its black, red and yellow covering. An OS 46 L.A. was the engine selected and this together with Hitech receiver and servos were soon fitted.

Bob Inwood dropped into the workshop, gave it all a good going over and declared it fit to fly. With all that good weather in the summer, a suitable day soon presented itself and the first flight of the recovered 'Wot 4' was planned. Bob again came to the rescue and agreed to carry out the test flight. Off it went into the clear blue

sky, and with a little trimming of both rudder and elevator it flew hands-off and certainly bore out the high reputation of this particular plane. Once back on the ground, the controls were adjusted to bring the Tx trims back to neutral, and we enjoyed a few flights before giving up for the day.

Since that day I've broken the propeller, and bent the undercarriage but not withstanding have enjoyed some excellent flying. All was going well until I lost control flying off towards the canal and put it into the ground at high-speed. What a mess. The engine was pushed back through the firewall, prop shattered, part of the tail missing, foam wing broken from the aileron to the root, with a bits of foam scattered far and wide. Not worth repairing was the general verdict, better bin it.

So into a black sack it all went and I had a disconsolate drive back to the workshop. Before actually putting it all into the bin I decided to sleep on it, well I didn't actually sleep, and in those early hours decided that no builder worth his salt would just give up and chuck what was undoubtedly a good plane in the bin. There and then I decided to repair it and dropped happily off to sleep.



Over the following weeks, I made a new firewall and replaced all the front section of the fuselage; made a new wing seat; a new elevator, and finally got it all back together looking as good as new, before tackling the worst job: the wing.

As the wings were such a mess I laid out all the bits and pieces in their respective positions on a board with the dihedral built-in. Once this was done it was quite easy to see which parts of the damaged foam had to be trimmed back and replaced with new pieces scarfed in. The new bits were glued in place before I cut slots along the wing through the new bits and into the original parts. Into these slots, I glued 1/16 inch thick ply strips before replacing the damaged balsa and covering the whole of the damaged area with glass fibre tape epoxied into position. The whole thing looked as good as new and I'm sure was even stronger than the original.

Once all the gear was reinstalled we took it down to the field for a test flight. Alas alack all was not well: when we did an extended range check the control surfaces began to flutter. Common sense took over and we decided it was too risky to attempt a flight. The general consensus of the team present was that the receiver crystal had been damaged in the crash and should have been replaced. Indeed it was Peter who said that he always replaced the receiver crystal after a major 'coming together'. He should know! So, back to the workshop once again. And there it has stayed over the winter with the crystal replaced and the next test flight eagerly awaited.

Not wishing to be idle over the winter period I have started on the Storch, the fuselage virtually finished and I'm currently working on the tail assembly. But that's a different and longer story so more on that later.

Currently flyable in the hangar are the ever faithful Junior 60; the 'Wot 4' (hopefully); the Piper Cub I finished off in October last year and the larger version of the Junior 60 - whatever it is called.

Hopefully I can get Alan to test fly the Piper Cub quite soon so should have enough planes to fly during the next few months.

Casey W 

Instructors Corner

And a very big hello to all members and non flyers out there (and that must be most of you.....) what an incredible mix of bad weather we have had for the last month or so, mainly rain I know but high winds and sleet as well definitely no good for instruction on a Saturday morning as you novices well know by the continuing cancellations that we are very sorry about but alas can do nothing about.

I have only met two new members recently and they are Bryan Ward and 'Knobby'. They are two very keen members that want to "get on with it" but keep getting put off by the weather. I have taken them a couple times for tuition and they are both getting to grips with it. They always ring to confirm they need tuition on a Saturday as early as Wednesday evening (thank you) which is great as then we know how many members will be there in good time so as to double up with another instructor, this obviously happens more in the summer months when the sun worshippers come out to play.....I would be one of those if I had my way.....I do hate the cold.....!!

For any new members that do not know, the club has its own trainer complete with transmitter and 'buddy box'. For those of you that do not know what a 'buddy box' is, it's a second 'slave' transmitter operated by the student pilot which is linked to the instructor's transmitter by a six core training cable. The instructor's transmitter is the 'master' and he has control until he operates a sprung loaded switch on his transmitter which then gives the student control with his or her transmitter. When the instructor releases the switch he then has control again, this way it gives more confidence to the student knowing that when the aircraft is totally out of control and hurtling towards the ground at 150 MPH, the good old instructor will

casually take over again and pull her out nice and gently. PHEW!!!! (that didn't do my underpants a lot of good thinking about that !!)

Although the following request is aimed particularly at pilots under tuition, it also applies to any member who would like assistance in checking out their new or refitted models e.g. radio security, engine, tank, C of G etc. Please contact any of the instructors on the list before you bring the model to the flying field. They will be only too pleased to give assistance and it should ensure that your model will be safe to fly with more chance of it taking off and landing again in one piece. It will also save valuable flying time down at the field if the instructor doesn't have to spend time fiddling around rectifying problems with cold fingers and a limited supply of spares, when it could be carried out in the comfort of an instructors workshop/garage at home [it probably would only take half as long as well]. Please help us to help you.....you know it makes sense.

Everything seems to be running smoothly at both sites at the moment, I haven't had any reports of any mishaps and all the pilots under training when the weather is kind are doing very well. Just one small niggle, (and it is a rule of the club, and any other club come to that), people are STILL turning up at both fields without a frequency pennant.

If you do not have one or have lost it,
your task for the weekend is:

MAKE OR BUY A PENNANT FOR YOUR TRANSMITTER.

Does your aircraft, or how it's flown cause annoyance?

It may do, unless, you can answer yes to all the following:

- Is your aircraft silenced to 82dBA (or 79dBA on Sats at Pednor)
 - Do you never overfly the railway at Newground
 - Do you fly less than 20% of each flight at full throttle?
- Do you confine full throttle for climbing and aerobatic maneuvers only i.e. not flying around full throttle continuously
 - Do you always throttle back in the circuit
- Is your aircraft best configured to eliminate unnecessary rpm?
(i.e. prop size)

Don't get your aircraft grounded

GET IT SORTED!!

See me, or any of my team of instructors if you need any help..

AI Spicer - Chief Instructor - CMFC

To end with. I thought I would offer five small but worthwhile things to remember, not only to solo or 'A' certificate holders but also to 'S' standard and upwards. [You can never be too safe)

1. Always do a ground range check before flying a new or *repaired* model or using repaired radio equipment.
2. Before each flight, check all controls and model surfaces for movement (under full power if applicable and obviously with the model well restrained while you observe).
3. If you have any doubts about anything DO NOT FLY, ask someone for help and a second opinion.
4. Never fly in bad light or poor visibility.
5. Always 'ditch' your model rather than risk hitting someone. I know this one would seem a bit of a bummer but it would just have to be done I'm afraid

The best publicity this sport can receive is through you and your responsible attitude to model flying. If you follow these general safety pointers you will be off to a good start, and remember.....

MODEL FLYING MUST NOT ONLY BE SAFE, BUT BE SEEN TO BE SAFE.

If any club member needing any help or advice please do not hesitate to ring either myself or any other instructor or committee member. After all that's what we're here for.

Hope to meet more of you new members soon

Happy Flying. AL Spicer.

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

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: -

March	27	Frank
April	3	Dave
April	10	No Instruction
April	17	AL
April	24	Frank
May	1	Dave
May	8	Geoff
May	15	AL
May	22	Frank
May	29	Dave
June	5	Geoff
June	12	AL
June	19	Frank
June	26	Dave
July	3	Geoff
July	10	AL
July	17	Frank
July	24	Dave
July	31	Geoff

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

Adverts

Got something to sell OR want to find that certain something from another club member. Place an add in the newsletter (or on the web site !!)

FOR SALE

Roof Bars, 'Halfords No. 3', to suit car or estate with factory fitted roof rails. Only used for 6 months so in excellent condition. Cost £60 new. Change of vehicle forces sale.

£35.00 o.n.o.

Geoff Walker

01494 864985 or 07766 758006

FLYING INSTRUCTOR

Applications are invited for the post of Flying Instructor to work on a rota system at the Pednor flying field on Saturday mornings along with the four existing instructors.

You will be qualified to B.M.F.A. 'B' certificate standard and possess a general willingness to assist both junior and senior members in achieving solo pilot status.

If you feel you would like to partake in this rewarding work on behalf of the club then please telephone the Chief Club Instructor, Alan Spicer on:-



01494 783214



Contact Details

In the interests of security we have removed members email details from Flight Desk. If you have an email address modification, please send details to Dave Anderson, the membership secretary. We can only contact you by email if you keep our records up to date.

You will receive your Flight Desk much quicker and save the club money on postage if we can email it to you. If you are using a web mail account (Hotmail) remember there will be limits to the amount of mail it can hold. Keep those mailboxes clean.

Committee

Chairman	Dave Humphrey 01494-791258	davehump@gofree.co.uk
Vice Chairman	Gordon Hancock 01494-783649	fred@aerostress.demon.co.uk
Secretary	David Turner 01494-864863	turnerdm@btinternet.com
Treasurer	Geoff Walker 01494-864985	geoff.super7@virgin.net
Membership Secretary	Dave Anderson 01494-583127	david.anderson267@ntlworld.com
Newsletter Editor	Colin Hooper 01494-866387	colin.hooper@arjowiggins.com
Chief Club Instructor	Alan Spicer 01494-783214	alanspicer@tesco.net

Instructors

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Dave Anderson	01494 583127	david.anderson267@ntlworld.com	
Robin Thwaites	01494 758079	thwaitesrobin@aol.com	

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