



Flight Desk

April 2006

The official newsletter of Chesham Model Flying Club Ltd

Volume 18

Issue 2

Club Night

Wednesday 19th April
20:00 at The White Hill Centre

Mark Wood from Ripmax

A modelling story with a Ripmax twist.
Goodies to look at as well.

Editors Ramblings

Another couple of months have gone by and flying opportunities have been few. Those times that we have flown, the chill factor has kept the flights short. A glance at the log sheets suggests that most of you have felt the same way.

The hardiest flyers appear to have been the Helicopter boys, who seem to fly in all conditions. Their flying hours are certainly paying dividends though. I have been very impressed by the confidence of their flying with nearly all having progressed to circuits and mild aerobatics. Well done guys.

I have been putting another model together from a plan out of a magazine. This weekend should see its maiden flight, having done range tests the other weekend at Newground and then having bottled out in the face of a stiffening wind. This model "Piwakwaka" is designed to take on holiday to Corfu in September. A visit to the RC Hotel for a weeks flying. The model can be boxed and will go into those overhead lockers on the flight. It may be less trouble bringing it back as a bin bag may suffice!!!



I will try for some flying pictures to put into the gallery.

How was your winter? Did you undertake any build projects? We would love to read about them, and pictures are always welcome.

And finally, we have another interesting club night speaker this Wednesday. Mark Wood from Ripmax will be talking about modelling in general with a bit of Ripmax thrown in. He is also bringing some goodies to look at. Our last speaker, Andrew Stephenson, was extremely good and deserved more effort from the club to increase the audience. Your loss guys.

As always, you can contact me at:

webmaster@cheshammodelflyingclub.co.uk

Colin Hooper

Committee Matters

The programme of events for the next few months is:

April 19 th	Club Night at White Hill Centre 20:00
April 23 rd	AHA Team Trials @NG (Limited club flying)
May 10 th	Committee meeting WHC 20:00
June 11 th	Bombing Competition @ NG 11:00
June 21st	Silent Night at Pednor
July 12 th	Committee meeting WHC 20:00

"There are seven country members who have yet to send me their BMFA declaration for 2006. Please send them to me as soon as possible. This is an essential requirement for the clubs affiliation to BMFA insurance. If you are in doubt phone me, on 01494 583127, or email me. An emailed declaration is acceptable.

Thanks

Dave Anderson"

Chairman's Soapbox

CHAIRMAN'S SOAPBOX APR 2006

MORE NEW MEMBERS

A warm welcome to recent new members. The info' sent to you by our Membership Secretary Dave Anderson should explain all you need to know regarding your membership. If you are unsure of anything, in particular any of the club rules, whether general or site rules, simply ring anyone on the committee who will soon put you right. We pride ourselves in the excellent image we have established for ourselves, as being a friendly helpful club, operating responsibly and willing to co-operate with third party organisations in order to solve sensibly any problems should they arise. All the club rules have been well thought out and many put to the test during our 17 years existence. Time has proven them to be 'necessary' for a variety of reasons. Mainly, that compliance will ensure that each and every one of us can enjoy the benefits that the club has to offer, without adversely affecting our fellow members, the good name of the club or the sport of model flying. I'm pleased to say that the 'atmosphere' at either of our sites is hard to fault,

and this factor is important when we are all sharing a common aim, - not least to have a good time! There are no restrictions on the amount of enjoyment you can have, as long as you stick to the rules of course.

It's now your club too! - I hope you make many new friends - good luck and safe flying!

SITE SECURITY

For your immediate attention! Extremely important notice enclosed in this newsletter, - or for recipients of electronic version via website, refer to separate message sent to you by e-mail.

CLUBNIGHT WED. APRIL 19

Mark Wood from Ripmax will be giving a presentation. This promises to be good entertainment, - please make an effort and be there.

NEWGROUND ROAD - 'HIDDEN DANGER'

There have been several 'coming together' of vehicles in Newground Road. The reason of course is the relatively narrow road, and the canal and railway bridges where it is not always possible to see whether another vehicle is coming from the other direction. The message is clear, - be alert, slow your speed, and be prepared for the possibility that a vehicle may be 'arriving' at the bridge at the same time as you. CONTINUE TO DRIVE CAREFULLY!

A.H.A. TEAM TRIALS - SUN. 23 APRIL NEWGROUND

Your committee has approved the use of Newground by the Aerobatic Helicopter Association. Club members please note, - there will be no club flying either before or during the trial including any planned lunch break. Club flying can take place after the trial, when all A.H.A. participants and officials have vacated the field.

This may not be before 3.30pm, and of course depends on conditions at the time.

If anyone wants to visit to see precision aerobatics heli' style, then of course you are free to do so. Please respect the fact that this is 'serious stuff', - do nothing that might affect the concentration of both pilots and the officials in charge of proceedings. There will be an agreed safe viewing area designated on the day by the A.H.A., - and in the interests of safety you should, as always, be 'Alert at all times'!

CLUB COMPETITIONS

Don't forget the competitions coming up at Newground, especially if you have pledged to enter. There is a 'Bombing Competition' on June 11th , - Starts at 10.00am. The organiser is Dave Anderson.

SITE SECURITY

Following a break-in at Newground, we have purchased High Security padlocks and keys for the container at Newground and the club hut at Pednor.

This means that in addition to your standard key for site access, you will require one of these keys if you visit either site to fly, in order to gain access to the hut / container to log your flights.

The keys are numbered and registered to CMFC Ltd, and are expensive.

For this reason you must pay a deposit of £5 (five pounds) - cheques only please made out to C.M.F.C. Ltd. This payment is refundable if you terminate your membership. Full details of keys and freq. peg ownership / terms and conditions are listed on the receipt for payment that will be issued to you.

It is entirely your responsibility to apply for one of these keys.

They will be available at the forthcoming club night on April 19 from Dave Anderson our Membership Secretary.

The only other way to obtain one is to apply by post to Dave Anderson enclosing your cheque and your name and full postal address (block letters please)

IMPORTANT! - Please read carefully.

NEWGROUND, - The new padlock will be on the covered lock position only, - the existing padlocks will remain on the door. The key cannot be removed until the padlock is closed, - you should therefore temporarily secure it on either of the 2 padlock positions on the left hand door, to be removed and then secured in position by whoever vacates the field last and locks the container.

PEDNOR, - After removal of padlock from the door it should be secured on the large eyelet screwed to the wall just inside the door. There will be a standard padlock 'parked' alongside it.

Under no circumstances should the new padlocks be left 'unattached' - left on a table for instance.

The above procedures are to ensure that in the extremely rare event of the last person to leave not having a 'High Security key' - both facilities can still be secured using standard padlocks. Although highly unlikely, - if this situation occurred, - then a committee member should be informed immediately.

Members Ramblings

BREAN SANDS 1992

In October '92 the usual odd collection of CMFC members made the pilgrimage down the M4 to live, build, repair and fly models for a whole week at Pontins, Brean Sands (near Weston Supermare in Avon, or is it back to Somerset now) for their "affinity group week" aimed at the model making fraternity.

The facilities for aeromodellers consist of a number of nearby sites.

The Beach. Power flying is allowed from the wide sandy beach where you can take your car if you can put up with blown sand and an oftentimes lack of a distinguishable horizon when flying towards or over the sea. Advantages are a constant breeze without turbulence, often little competition for space and frequencies from other flyers, an awful lot of sky and acres of smooth, flat landing area. Landing in the sea is very unkind to engines and electronics - ask Al Spicer.

Field site. Usually one of several farm fields. Grass can be a bit rough on landing/take-off area but usually level. Some field divisions are near-invisible drainage ditches - not good when landing out.

Brean Down. The last lump of the Mendip hills as they plunge into the sea. Ideal site for slope soaring when the wind is north or south, but not east or due west. Involves a climb of several hundred feet (the peak is 97 metres), mostly up a set of steps to get up to the ridge. Flying is usually over the sea or sand, depending on tide, which is down steep cliffs so not a good idea to lose control.

Crook Peak. Another piece of Mendip for slope soaring, but much higher (176m. above the valley at 15M.) and wider than Brean down. A car ride from Pontins across the M5 and then a fairly long climb up to the top, but well worth it on a good day. Suits all wind directions from north though west to south. Mostly rounded top with grass and a few rocky outcrops.

Helicopters. Helis only can be flown on the field right next to the Brean camp.

The hi di hi aspects of Pontins can be avoided unless you want to use the bar in the evenings, but the ballroom can be used in the mornings for indoor flying models and the indoor swimming pool for electric boats in the evenings (swimming in the morning if you are keen). The model engineers workshop is useful if you need an U/C bending or a hole drilling in metal.

This little item came about because, while sorting some papers at home recently, I came across a hand written version of the accompanying table. This was constructed after the first couple of days since their had been so many flying accidents, I, as the then Newsletter editor, decided to keep a record of the accidents with a view to publishing it if the number of accidents kept up. With the help of everyone involved I managed to glean most of the facts (as often I was flying when some occurred so didn't always know the details personally), but for one reason or another, the article never got produced.

I hope some members, other than those involved, will be interested in the content of the table. I don't think any of the accidents were engineered - -
- but one can't be certain.

Gordon Hancock

BREAN 1992 ACCIDENT LOG

1	Sunday Beach	Bearcat	M. Collins	M, Collins	Unrecoverable spiral dive. Totalled
2		Ultima Biplane	D. Baverstock	D. Baverstock	Stalled on finals. Wing broken
3	Monday Diamond Farm	Moronic	M. Collins	M. Collins	Crashed doing low manoeuvres. Wing and fuselage broken.
4		Moronic	A. Spicer	A. Spicer	Wing broke doing violent manoeuvres.
5		O. D.	R. Thwaites	R. Thwaites	Stalled dead stick. Front fuselage damaged.
6		Blob	M. Collins	M, Collins	Dead stick landing in drainage ditch. No damage, just submersion.
7		Jester	G. Hancock	G. Hancock	Stalled on landing from ten feet. Rear fuselage broken.
8	Tuesday Crooks Peak	Lynx 140	T. Skedge	T. Skedge	Hit rocks on top of slope while doing low altitude rolls. Fuselage in three pieces.
9		Pussycat	G. Hancock	G. Hancock	Blind landing on downwind slope. Fin broken.
10		Condor	None	N. Searle	Fuselage bifurcated by landing Lynx 140 piloted by T. Skedge.
11		Caproni	D. Baverstock	D. Baverstock	Fuselage boom broken on downwind landing.
12		Pussycat	G. Hancock	G. Hancock	Gust under wing on landing turned model over. Fin broken off again.
13	Wed'day Diamond Farm	Diablo	T. Skedge	T, Skedge	Loss of elevator control due failure of elevator horn attachment during flutter. Resultant heavy landing removed u/c.
14	Thursday Diamond Farm	Tracer Vitesse	T. Skedge	T. Skedge	Dead stick landing. Aileron broken from torque rod.
15		Trainer 40H	N. Sear	N. Sear	Dead stick landing. U/C removed.
16		Wild Card	A.W.B. Hockey	G. Hancock	Dead stick landing, stall from ten feet. Bad crack in gfrp fuselage from wing dowel hole.
17		Trainer 40H	T. Skedge	N. Sear	Dead stick landing. u /c removed.
18	Brean Down	Spitfire	D. Hewitson	D. Hewitson	Heavy dead stick landing. Broken prop., wing bolts and mounting plate, crack in gfrp fuselage and broken rudder.
19		Lynx 140	T. Skedge	T, Skedge	Mid-air with Bavo's Caproni. Put into flatspin with insufficient altitude to recover. Nose into hillside up to canopy, wing broken at C/L – bin job.

Instructors Corner

Hi everyone, what's happened to the weather then, too windy too wet too cold.....its such a shame as we have had to cancel so many instructing days at Pednor. Whilst on the subject don't be alarmed at the ploughed up situation at Pednor at the mo, it will soon be rolled and clover planted (for a soft landing.)

So, not much to talk about this time on the instructing side as I have not been down there for a number of weeks, so instead here's a few safety pointers (and I'm sure you have heard them all before, but there's nothing like a little memory jog.....

1/ Always do a ground range check before flying a new/repared 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, poor visibility or bad weather

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/hobby 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.

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

There also seems to be a lot of members out there on my list as a trainee that I have never seen down at Pednor.

Is someone else teaching you to fly?

1/ Are you flying at any of our two sites solo without having taken a solo competence test with a member of the committee or a 'B' certificate holder
(club rule)

2/ Are you flying solo without a 'B' certificate pilot being present to stand with you and NOT fly at the same time as you so as to be 'in control'? (club rule)

3/ If you can answer yes to 2 and 3 then you should contact me with regard to taking your solo competence test as soon as possible.

Another bit of food for thought

You are better off down here wishing you were up there

Than being up there wishing you were down here

There's always another day.....don't risk your aircraft.....

Before I go you must read this E-mail that was sent to me a couple of days ago....

Dear receiver,

You have just received an Irish virus. Since we are not so technologically advanced in Ireland, this is a MANUEL virus. Please delete all files on your hard disk yourself and send this mail to everyone you know. Thank you very much for your help.

Paddy O'hacker.

HAPPY FLYINGAL

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: -

April	1	Dave
	8	Geoff
	15	Al
	22	Frank
	29	Dave
May	6	Geoff
	13	Al
	20	Frank
	27	Dave
June	3	Geoff
	10	Al
	17	Frank
	24	Dave
July	1	Geoff
	8	Al
	15	Frank
	22	Dave
	29	Geoff
August	5	Al
	12	Frank

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

Committee

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