



Flight Desk

Feb/April 2007

The official newsletter of Chesham Model Flying Club Ltd

Volume 19

Issue 1

April Club Night

White Hill Centre, Chesham

Wednesday April 18th

20:00

Come and see Richard Ginger strip.....and rebuild an engine.

Do you have rusty balls....in your engine? Richard can help
on the night if you have the spares.

Editors Ramblings

Not a lot to ramble about, this time. I had nothing of interest to put into the February Newsletter which is why you didn't receive it. I need your contributions and stories to keep the "Flight Desk" alive.

I have another model waiting for a suitable opportunity to flight test. This



one is the "Pushy Cat" designed by Ron Laden and published as a free plan in QEFI. I saw it and liked it, but had no room to store the finished model. I have rectified that by destroying some of the fleet whilst flying. It was very simple to build having a flat sheet

wing. I took the liberty of scaling it up by 10% though, as it is a pusher jet style and reputedly very fast. I thought it best to have something slightly bigger to watch fading into the distance.

This is not my one flying, it is the original built by Ron. Looks good, doesn't it. I hope my flying ability is up to it.

As always, you can contact me (Colin Hooper) at:

webmaster@cheshammodelflyingclub.co.uk

Committee Matters

The programme of events for the next few months is:

| | |
|------------|--|
| April 18th | Club Night WHC 20:00 "Richard Ginger Strips a motor" |
| April 29th | AHA Flying @ Newground (Limited club flying) |
| May 9th | Committee Meeting WHC 20:00 |
| June 20th | Silent Flight @ Pednor 18:00 |
| July 1st | Bombing Competition @ Newground |

The April club night should be some compensation for the poor effort that we made in February. Richard Ginger has undertaken to strip.....and rebuild an engine in front of your very eyes. There will be no camera trickery or mirrors involved nor sleight of hand. In addition, Richard will be happy to answer questions and even assist with your own engine problems. If you have the parts available, he may even be able to perform miracles on the night. Please come and support this daring member who holds out great promise of entertainment a plenty.

At the last committee meeting, there was a discussion about the new 2.4GHz flying frequencies and how this should be managed at our flying fields. For the few who may not yet be aware of this technology, the 2.4GHz frequencies have been approved for use in RC flying by the government following approaches made by the BMFA. The new frequency is much higher than our current 35MHz and is in a region which is unaffected by the sort of noise which can plague 35Mhz. Furthermore, it uses technology which claims available free channels when you switch on and should mean an end to current problems of flyers using the same frequency being blocked and unable to fly.

Now, you may be asking, if this new frequency is automatic and can be used without conflicting with other flyers, why does it need to be managed. The reasoning goes that we, as a club, use a peg on system that allows you to see that your frequency is available. If you fly with a flyer who has no peg on the board you have no way of being sure that he is a 2.4GHz flyer. Furthermore, during the transition phase between 35 and 2.4, there will be flyers who have yet to convert their entire fleet. They need to maintain

the discipline of the peg on system for the 35Mhz models and enforcing the habit with 2.4GHz as well will help with that.

We propose, therefore, that flyers with 2.4GHz sets continue to peg on using the current slots on the peg board reserved for waiting flyers. These slots will be renamed 2.4GHz and, as usage increases, the peg boards will be modified to enable more slots to be available for the pegs. Additionally, the BMFA recommendation is that flyers of 2.4GHz adopt the black frequency flag on their transmitters which we also endorse. This is not quite so easy to see at a distance as the new sets have short stubby rubber type aerials, hence the additional peg on the board.

Another discussion at a recent committee meeting was instigated in response to another letter from The BMFA concerning the Child Protection Policy. In effect, the club are required to confirm that they have a policy in place as a pr-requisite to being covered by the BMFA insurance. There are obvious concerns that any club which has no policy adopted will be wide open to claims of abuse which the insurers will be expected to meet. In these days of risk management, the insurers have made the policy adoption virtually mandatory.

As you may remember, the club have always had as a rule the requirement that any junior or "vulnerable" person is only accepted for training in the presence of their parent or guardian. This would also translate to the flying field when solo rating has been achieved. However, the committee would like to comply more completely with the BMFA requirements and nominate a club member who will act as the contact person in the event that any circumstances arise which puts another club member in risk of a any accusations. This position is entirely voluntary and, in all probability, will be entirely without obligation. The only condition will be that the member will have passed a CRB clearance.

In the first instance, the committee would like to hear from any member who can volunteer their name for this position. In the absence of volunteers, we will have further discussions in committee to determine our best solution. Eventually, our insurance cover may be dependant upon this person so please think carefully. It is a sad reflection on our society today!

Chairman's Soapbox

CMFC - THE FUTURE

From our troubled beginnings in August 1988 to date, the club has progressed to be one of the best in the UK in terms of facilities available to the membership for the purpose of flying model aircraft. All of our progress along the way has been documented and is well known to most of the members. It is accepted that we have reached our limit in terms of site development and equipment, - unless we buy another site, - no I don't think so! Those of you who attended the AGM would have heard our Treasurer Bob Bennett express slight concern for perhaps this year ahead only, in respect of keeping expenditure to match his projected budget forecast, or to spend even less if this is possible!

Our continued lifeblood of course is the Habitat Scheme payments and Single Payment Scheme payments for our set-aside land at Newground. The Habitat Scheme payments are set to continue until 2016, with the SPS payments at least for several years ahead unless there are drastic changes in the EU Common Agricultural Policy.

However, our fortunes change for the better in August 2008 when we make the final payment on our land purchase at Newground, coinciding nicely with our 20th anniversary, - a time for Celebration?

While the facilities can hardly be faulted, attendances at the flying sites have dropped steadily over the past 4 - 5 years. Also, especially in the past 2 years, our club nights have almost died a death, due in part to a lack of worthwhile topics, failure to organise speakers, and sometimes the membership not being notified in good time through our contact medium Flightdesk, the club newsletter. Add to this the apathy of some members who are never seen at club nights or either field for that matter. OK, it is not a club rule to partake in anything throughout the year, but none the less 'numbers' do much to re-ignite interest and add to boost the general atmosphere in the club, which to be fair has never been low. Lack of interest in club competitions has also reached an all time low, with the Allan Crook Memorial Scale Trophy being the most recent victim of non-attendance, with only one member turning up in 2005, and the competition sadly suspended in

2006. There are signs of a revival though with last seasons Bombing Competition organised by Dave Anderson being fairly well attended, albeit the same faithful few turning out.

You may wonder where all this is leading to, - Well, your committee although responsible for the running of the club, has felt unable to find a cure to bring back some of the magic from bygone years. For this reason, a solution was needed fast!

Enter club member Ray Birdseye, a man full of enthusiasm, who has been co-opted on to the committee, - his title being Events Co-ordinator. Ray's job with the backing of the committee and hopefully willing members will be to come up with ideas and gain ample support, to make being a club member an even more pleasurable experience. It is early days, as he has only just accepted the challenge, but he will be sounding you out at the field, by e-mail and through the newsletter to find out what YOU want from YOUR club.

Remember, - if you pledge help or participation in any project or competition etc. - then you must be serious about it, - 'commitment' is the name of the game!

Get involved, - Let's up the 'Fun Factor' - GOOD LUCK RAY!

AHA AT NEWGROUND

The AHA (Aerobatic Helicopter Association) is using our Newground field for Competition on Sunday 29th April and for team trials on Saturday 8th September. As with previous years, there will be no flying possible for our members until they have ceased flying.

PEDNOR

Vandalism has occurred at Pednor. Those responsible, believed to be youths, set fire and burnt out our old mower, and damaged the other one used for patch mowing.

Surprisingly, the building itself was not damaged. Moves are afoot to replace the polycarbonate windows and cover with a protective mesh, - and to remove all the surplus wood on site.

If you spot anyone behaving in a suspicious manner, at either site, or suspicious vehicles, - dial 999 and report it.

GORDON HANCOCK

Gordon as many of you will know has left the club, resigning his position as Vice Chairman, and has moved away to Suffolk. Unfortunately I didn't get to visit him before he left, but I must get in touch to see how he is doing.

Through this newsletter, and on behalf of the club, I would like to thank him for the important part he played in assisting me and the club with our early planning applications, appeals and our land purchase at Newground.

If you read this Gordon, - then e-mail Colin and tell us all about your new life without Chesham and CMFC.

Take care Gordon, - and good luck for the future!

Events Co-ordinators bit

Hi Folks,

I have finally been persuaded to join the committee as events coordinator. In the past events have been organised and arranged by various people, mainly committee members, who already have their own responsibilities. From now on all events will be coordinated by one person. So does this now mean that everything from club nights to competitions and the such like will be organised by me? Well actually, No!

What it does mean is this; I will of course organise some events that I feel may be of interest to members. My primary function however will be to take your ideas and suggestions and bring them to fruition. After all it is the members who make the club and therefore it should be the members who say what they would like to be happening.

I will be looking for input from the members to find out just what you want. So those of you who have any ideas or suggestions of what you think may be of interest then please forward them to me. I want to hear what you want! Everyone must have something to say, surely!

My task will be, for example, to take a members idea, of say a competition or a particular topic for a speaker at a club night. I will contact other organisations and/or the people necessary formally on behalf of the club to implement the idea. I will ensure it is advertised via the newsletter, email to

all who are on email and post it on notice boards at the flying sites. This will ensure everyone is aware of the event!

Additionally I hope to set up an events calendar on the website and regularly update it so people can keep track of what's coming up through the season.

Perhaps it would be a good idea to put some of the show dates on the calendar? Yes/no? What do you think? Well let me know!!!!!!!

You can contact me by email, the address is

events@cheshammodelflyingclub.co.uk

or by phone, 07703 768354 (preferably evenings), or see me at the flying field.

I look forward to being inundated with emails and all your suggestions!!!!!!!!!!!!

Ray Birdseye, CMFC events coordinator.

Members Ramblings

AI was sent this by mike smart of AYLESBURY & DISTRICT MFC

READ ON AND PLEASE BE EXTRA CAREFUL WITH YOUR ELECTRIC MODELS. (THEY CAN 'BI TE' WITHOUT ANY WARNING...!!!!)

I had an "encounter" with a model the other afternoon that while I'm embarrassed to share, I figured it would be for the best.

Heading off to the field to sneak a couple of flights in, I chose a model I haven't flown much lately - the Inspire Mini. I grabbed my DX7, a stack of batteries, and the Mini and headed for the park. What I had forgotten was that the Inspire Mini was programmed in my beta test DX7, not the production version I'm flying now. No big deal, right? Just bind it up, program the changes and control direction, and I'd be off and running. That would take no more than 5 minutes in all, so plenty of time for a pack or

two...

Now, let me preface this by saying that I take safety seriously. When programming my ESC's and setting up the model, I always remove the propeller. Why I didn't do so today? I have no excuse. Overconfidence, I guess. After doing this stuff for the last 25 years, it is pretty easy to honestly believe it can't happen to you, or that you are too good to make this mistake or that. Boy was I wrong...

So, long story short, I made some basic programming changes, bound up the receiver, all with the model sitting on the bed of my truck with me standing next to it. The final check was control direction, and I needed to make some changes. Entering the program function, I remember selecting channel 2 (ailerons), but clearly didn't because when I reversed what I thought was the ailerons, the motor started abruptly and the model lurched into my hand. I wasn't quick enough to either reverse the throttle, or get out of the way. Below is the final result.

Initially, it really, really bled. I basically threw everything into the back of the truck (unplugged, I might add) and sped off towards the house. I actually stuck my hand into the garbage bag in my truck on the drive home to avoid bleeding all over the place. Made a huge mess. Cleaning out the cuts, two of the 6 were really deep.



Not one to go to the doctors, I cleaned the cuts thoroughly, and Zap'd them with some medium CA. So far, the glue is holding up quite well, with no bleeding, and just moderate pain.



Moral of the story? Even 200 watts and a 12x6 slowflyer prop will do severe damage if you're not paying attention or make a mistake. I definitely have a dramatically renewed respect for the model aircraft we fly. Y'all be careful out there!!

De Havilland DH53 - "Humming Bird"

I seem to have become hooked on two facets of this superb hobby; firstly, multi cylinder four stroke engines and secondly, suitable scale models to accommodate them. Thus I decided to build a ¼ scale DH53 based on the actual aircraft housed at Old Warden in the Shuttleworth Collection. The model is therefore 90" span and I could only find one set of plans for this 1923 plane at that scale.



After much research and visits to Old Warden plus valuable assistance from several members of the Aylesbury Club, I modified the plans to achieve what seemed like a reasonable rendition of the full size. Miraculously I had also found a brand new unrun MK1 OS 120 Gemini flat twin which must be at least 20 years old! I test ran this and found it to be easy to start and handle and, above all, reliable. The Shuttleworth example is fitted with an ABC Scorpion flat twin giving a top speed a shade under 80mph. This is not a powerful aeroplane!



I started work in July 2006. The DH53 looks very simple; fuselage construction was, indeed, relatively straight forward but major modifications to the plans entailed much head scratching. Finally, I ended up with a reasonable replica except for a certain amount of leeway at the front end where the nose profile will offend the purists.

The wing was even harder going - it incorporates 3 degrees of washout and varies in thickness.

All controls are by closed loop and I think most of these look right. However, the trickiest part of the whole project was a proper working undercarriage which took me three days of metal work and silver soldering.

The model is finished in silver Solartex with a dark blue fuselage covered in dark blue Supershink Polyester. The cowl - all balsa and ply - was covered in tissue and dope then brush painted with dark blue Solarlac. I had to mix some black Solarlac with this to get a decent match. The same paint was used on the undercarriage and elevator bellcrank. A topcoat of gloss clearcoat was then applied. I decided to cheat with the registration markings and go for self adhesive vinyl. Tony at Hemel Models (01442 241362) supplied me with a set at very reasonable cost. He took a lot of time and trouble looking at the model / photos of the full size and I am extremely grateful to him. Highly recommended!



Scalish touches include decent strut fastenings, pilot, dashboard, windscreen, filler caps and wing tip skids. All up weight is around 10 pounds which gives a light wing loading (like the full size!).



All the radio gear (except a mini throttle servo) is Futaba. I use a Dual Conversion PCM receiver - failsafe set to BMFA / CAA recommendations - and a 2000 mah Nickel Metal Hydride four cell receiver pack. The model was first flown on Saturday 3rd February at New Ground in ideal conditions. Chris Vaughan

(member in waiting) took some photos and I've given the Editor a few - hope they come out OK. Everything went according to plan. The model is slightly nose heavy (I prefer this!) and a delight to fly. Power is more than adequate but the light wing loading is a handful in the air on a windy day. However, the ground handling is fine - none of the wing tip dancing which plagues my big Morane Saulnier in a crosswind.

Was it worth it? Definitely, yes. If you build from a plan you know the model intimately and can incorporate your own modifications to achieve a really practical result. I know it's not everybody's cup of tea to spend hours

bashing balsa but I've yet to see an ARTF scale model which gets really close to a "proper job".

Finally, a big thank you to my ever loving wife Lynn who supports me wholeheartedly, and does my typing. (She also bought me the 28cc Saito three-cylinder radial which sits in the Morane.) Lucky or what!!

Richard Ginger.

Instructors Corner

INSTRUCTORS CORNER WITH AL SPICER



Me with my beloved Postman Pat mug at Pednor (courtesy of Ray Birdseye)



Hi everyone

Hope you all had a good Xmas and new year....(probably forgot all about it by now....I have...!) Now all we need is some decent weather for flying (I wish..!) The weather man tells me that this year is going to be the hottest on record, yeah right, he also said it was going to be an Indian summer end of last year, yeah right again in bl***y India...!!!

So, I want to see all these new 'goodies' flying at the fields that you all had for Chrimbo, you MUST have had some. I had a Picco Z electric heli (smallest electric not radio but infrared operated) you may have caught Richard Ginger flying his in the kitchen at the AGM, in actual fact I remember it quite clearly as he nearly had my eye out with it (not really, only joking Richard it was a joy to watch mate.) I have had hours of fun with mine, over the Christmas period I took my heli over to my old mate (and I

mean old) Ray Birdseye's workshop and had a fly round in there, great fun also another time myself and James Birdseye done some synchronized air to air crashing, quite easy really when you are both 'out of control'.

Now to some sad news, OH NO I hear you cry....well calm down and I will explain. The one and only Mr. Geoff Walker your friend and mine, B certificate super cool BMFA Club Instructor and all round good guy is leaving the Instructor training scheme on Sat mornings through pressure of his new found work commitments, of which I personally hope he has great success with. I am sure that along with myself and the committee you would all like to thank Geoff for all his hard work and commitment, not to mention his excellent approach and patience to teaching model flying, so thanks a lot Geoff, and good luck in the future. And remember mate there is always a space for you on the instructing rota if you ever wish to return.

That brings me to Mr. Andy Hawkes another good ole mate of mine and possibly yours, who knows.....? He has very kindly offered to step in and take Geoff's place of which we are all very pleased about. He is a B cert fixed wing flyer, who is very confident and may I say a very smooth and precise flyer (I won't mention I taught him to fly a long time ago ok.....!! He is also a very competent Heli flyer as well. So welcome to the instructing rota Andy, you will be much appreciated mate. Later in the newsletter is the new rota.

**PLEASE NOTE YOU CAN CONTACT ANDY FOR INSTRUCTION
ON**

HOME NUMBER:- 01494 772854. MOBILE:- 07855146945

I actually instructed the other Saturday, first time since last October due to weather conditions and trainees wanting to or failing to fly, and it was a great morning after a cloudy start the sun peeped through and was quite warm, the wind was rather keen but all three trainees coped really well.

Another good piece of news is that last Wednesday at the club committee meeting Ray Birdseye was co-opted onto the committee as events co-ordinator. Thanks a lot Ray for 'volunteering' to join, I'm sure you will be a very valuable asset, and it is also peace of mind that you will not only be taking the p*ss out of me at the flying site but also at the committee meets as well.....cheers.....!!!!

Well that's all from me, happy flying and please enjoy the blurb below
....AL

(Extract from an American mag)

WD-40

I had a neighbor who had bought a new pickup. I got up very early one Sunday morning and saw that someone had spray painted red all around the sides of this beige truck (for some unknown reason). I went over, woke him up, and told him the bad news. He was very upset and was trying to figure out what to do - probably nothing until Monday morning, since nothing was open. Another neighbor came out and told him to get his WD-40 and clean it off. It removed the unwanted paint beautifully and did not harm his paint job that was on the truck. I'm impressed! WD-40 who knew? Water Displacement #40.

The product began from a search for a rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to Find a "water displacement" compound. They were successful with the fortieth formulation, thus WD-40. The Corvair Company bought it in bulk to protect their atlas missile parts. Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you..

When you read the "shower door" part, try it. It's the first thing that has ever cleaned that spotty shower door. If yours is plastic, it works just as well as glass. It's a miracle! Then try it on your stovetop... Voila! It's now shinier than it's ever been. You'll be amazed. Here are some of the uses:

- 1) Protects silver from tarnishing.
- 2) Removes road tar and grime from cars.
- 3) Cleans and lubricates guitar strings.
- 4) Gives floors that 'just-waxed' sheen without making it slippery.
- 5) Keeps flies off cows.
- 6) Restores and cleans chalkboards.
- 7) Removes lipstick stains.
- 8) Loosens stubborn zippers.
- 9) Untangles jewelry chains.
- 10) Removes stains from stainless steel sinks.
- 11) Removes dirt and grime from the barbecue grill.
- 12) Keeps ceramic/terra cotta garden pots from oxidizing.

- 13) Removes tomato stains from clothing.
- 14) Keeps glass shower doors free of water spots.
- 15) Camouflages scratches in ceramic and marble floors.
- 16) Keeps scissors working smoothly.
- 17) Lubricates noisy door hinges on vehicles and doors in homes
- 18) It removes black scuff marks from the kitchen floor! (Use WD-40
- 19) Removes Bug guts, which will eat away the finish on your car.
- 20) Gives a children's play gym slide a shine for a super fast slide.
- 21) Lubricates gear shift and mower deck lever on riding mowers.
- 22) Rids kids rocking chairs and swings of squeaky noises.
- 23) Lubricates tracks in sticking home windows.
- 24) Spraying an umbrella stem makes it easier to open and close.
- 25) Restores 'n cleans padded leather dashboards as well as vinyl bumpers.
- 26) Restores and cleans roof racks on vehicles.
- 27) Lubricates and stops squeaks in electric fans.
- 28) Lubricates wheel sprockets on bicycles.
- 29) Lubricates fan belts on washers and dryers and keeps them quiet.
- 30) Keeps rust from forming on saws and saw blades, and other tools.
- 31) Removes splattered grease on stove.
- 32) Keeps bathroom mirror from fogging.
- 33) Lubricates prosthetic limbs.
- 34) Keeps pigeons off the balcony (they hate the smell).
- 35) Removes all traces of duct tape.
- 36) Folks even spray it on to relieve arthritis pain.
- 37) Florida uses it to: "clean and removes love bugs from grills and bumpers."
- 38) The state of New York uses WD-40 to protect the Statue of Liberty.
- 39) WD-40 attracts fish. Spray a LITTLE on live bait or lures
- 40) Use it for fire ant bites. Takes the sting away and stops the itch.
- 41) WD-40 is great for removing crayon from walls.
- 42) Sprayed on the distributor cap, it displaces the moisture for better starting
- 43) If your teenage daughter has washed and dried a tube of lipstick with a load of laundry, saturate the lipstick spots with WD-40 and re-wash. Presto! Lipstick is gone!

P. S. The basic ingredient is FISH OIL.

P. P. S. I keep a can of WD-40 in my kitchen cabinet over the stove. It is good for oven burns or any other type of burn. It takes the burned feeling away and heals with NO scarring.

After an Air Canada flight reached its cruising altitude, the captain announced: "Ladies and gentlemen, this is your captain.

Welcome to Flight 293, non-stop from Newfoundland to Toronto Ontario . The weather ahead is good, so we should have a smooth, uneventful flight. So sit back, relax and OH, MY GOD!"

Silence followed!

Some moments later the captain came back on the intercom.

"Ladies and gentlemen, I'm sorry if I scared you. While I was talking to you, a flight attendant accidentally spilled a cup of hot coffee in my lap. You should see the front of my pants!"

One passenger yelled out, "Yeah, well you should see the bloody back of mine!"



WHOOOPS.....(NOT PEDNOR BY THE WAY...!!)

The Instructor Rota

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

| Month | Date | Instructor | Month | Date | Instructor |
|----------|------|------------|-----------|------|------------|
| January | 6 | Dave | July | 7 | Al |
| | 13 | Geoff | | 14 | Frank |
| | 20 | Al | | 21 | Dave |
| | 27 | Frank | | 28 | Andy |
| February | 3 | Dave | August | 4 | Al |
| | 10 | Geoff | | 11 | Frank |
| | 17 | Al | | 18 | Dave |
| | 24 | Frank | | 25 | Andy |
| March | 3 | Dave | September | 1 | Al |
| | 10 | Geoff | | 8 | Frank |
| | 17 | Al | | 15 | Dave |
| | 24 | Frank | | 22 | Andy |
| | 31 | Dave | | 29 | Al |
| April | 7 | Andy | October | 6 | Frank |
| | 14 | Al | | 13 | Dave |
| | 21 | Frank | | 20 | Andy |
| | 28 | Dave | | 27 | Al |
| May | 5 | Andy | November | 3 | Frank |
| | 12 | Al | | 10 | Dave |
| | 19 | Frank | | 17 | Andy |
| | 26 | Dave | | 24 | Al |
| June | 2 | Andy | December | 1 | Frank |
| | 9 | Al | | 8 | Dave |
| | 16 | Frank | | 15 | Andy |
| | 23 | Dave | | 22 | Al |
| | 30 | Andy | | 29 | Frank |

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

Committee

| | | | |
|------------------------------|---------------|--------------|--|
| Chairman | Dave Humphrey | 01494-791258 | davedesign@btconnect.com |
| Secretary | David Turner | 01494-864863 | turnerdm@btinternet.com |
| Treasurer | Bob Bennett | 01494-864751 | Bob.Bennett@wychwoodrise.co.uk |
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| Events Coordinator | Ray Birdseye | 07703 768354 | events@cheshammodellflyingclub.co.uk |

Instructors

| | | |
|-------------------|--------------|---------------------|
| Alan Spicer | 01494 783214 | Mobile 07860 843613 |
| Andy Hawkes | 01494 772854 | Mobile 07855 146945 |
| Frank Dalby-Smith | 01494 711365 | |
| Dave Anderson | 01494 583127 | |
| Robin Thwaites | 01494 758079 | |

For Sale

JR XP 652

6 Channel Computer Transmitter
with nicad, channel 61 crystal and
manual, excellent condition.
£40.00



SM Services Battery Master Cycler.

1-10 Cells, four digit display, mains power unit and instruction sheet. £35.00

Sullivan Hi-Torque 12 volt Starter. £12.00

R/C Flight Simulator CSM (V10) 3in1. with JR lead. £20.00

Contact Richard Johnson on 01494 725669

FOR SALE
SEALEY MODELLING LATHE



A FRIEND OF MINE IS SELLING THIS
LATHE
HE REBUILDS MOTORBIKES AS A HOBBY
MADE A MISTAKE AS HE NEEDED A
MUCH LARGER ONE FOR THE TYPE OF
WORK HE IS CARRYING OUT. IT HAS
ONLY BEEN USED A FEW TIMES
COST £800
SELLING IT FOR £200
IF YOU ARE AT ALL INTERESTED PLEASE
PHONE HIM (DARREN) DIRECT ON
07973101531

IF ANSWERPHONE KICKS IN LEAVE A MESSAGE AND HE WILL RING YOU
STRAIGHT BACK
CHEERS. ALAN SPICER

