



Flight Desk

December 2002

The official newsletter of Chesham Model Flying Club Ltd

Volume 14

Issue 6



Third scale Spitfire displaying at Halton this year. Picture Courtesy of Glenn King

Inside This Issue

Editors Ramblings	3
Welcome to the new layout of our club newsletter.....	3
Letters to the Editor.....	3
No letters this time.....	3
Committee Matters.....	3
Highlights of the AGM 2002.....	3
Members Pages	5
The shed, A bargain? Well no! <i>by Casey W</i>	5
What's Going On!	7
Forthcoming Events.....	7
Electric Indoor RC Flying (I.F.O.'S & Similar).....	7
Event Reports.....	7
Halton 2002.....	7
Diary Dates	8
Instructors Corner	9
News from Alan Spicer, <i>Director of flight training & safety</i>	9
Flying Times.....	11
Pilot Tuition.....	11
The Instructor Rota.....	11
Adverts	12
For Sale.....	12
Wanted.....	12
Contact Details	13
Committee.....	13
Instructors.....	13
Members.....	13
Our Sponsors.....	14

Editors Ramblings

Welcome to the new layout of our club newsletter.

The newsletter has taken on a new email friendly form so that it can be emailed to members. The February issue will be distributed by mail to those with accounts and for those who do not have email access I shall be posting black and white copies of this format.

Producing the newsletter in this format will allow me to add more pictures etc and so add to the detail of reports etc. I shall aim to keep the file size of the document as small as possible and will send out in a zipped format. If you have not received an electronic copy via email – I do not have your email address! Please send Dave Anderson and myself a mail and we will get you on the list.

The content of the magazine will also now focus more on the members 'goings on' in the club and less 'club business', so your input is really needed now. This new format also means that I can now add pictures and even video clips to the newsletter!

Using email will also allow the committee to keep the membership right up to date with news and events, this may even allow us to organise meetings and competitions at short notice.

The deadline for your next issue of 'Flight Desk' is the 1st February 2003 so please send your contributions by E-mail to: - colin.forsey@btinternet.com or post hand written, typed or 3½" 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

Well the AGM has come and gone and a shortend version of the minutes is given below. If you had an action from the meeting can I ask that you complete ASAP and report back to a committee member.

Highlights of the AGM 2002

- Thanks to all those members, not forgetting their wives/partners, who so ably helped to make the 24th International Model Exhibition at Halton such a success. Next year's event will be on 5th October.
- Thanks to John Barber for organising Boxing Day Flying. John is now recovering after major surgery and the Club records its wish that he is able to make a speedy return to good flying health.
- Peg boards have been modified at both flying sites to reflect the extended frequency options (55-90 kcs).
- Instruction continues successfully at Pednor thanks to the efforts of Al Spicer and his colleagues.

- After much discussion it was agreed that club membership should be allowed to increase AT THE DISCRETION OF THE COMMITTEE taking note specifically of advice from the Membership Secretary and Chief Flight Instructor.
- It was agreed after much debate that the Club should consider a number of options:
 1. More silent flight evenings at Pendor during the months of June/July.
 2. Indoor Flying evenings at venues such as Tring or more local to Chesham if equally suitable places could be identified. John Stroud undertook to explore possibilities at Tring.
 3. There was little enthusiasm for increasing Club meetings at White Hill beyond the 5 currently arranged (June being customarily kept as a Pednor flying evening). Dave Wilshire offered to identify and arrange some speakers. A video evening (of the model flying type!) was also suggested. Other local meeting venues should also be explored.
 4. Dave Baverstock offered to coordinate a social programme – at least for a short period.
 5. The Club Web site, which is relatively old and not particularly useful, should be updated and regularly maintained. Colin Hooper has offered to be webmaster.

Election of Officers:

There being no other nominations from the membership, it was then proposed that all members of the out-going committee be elected en bloc. The committee for 2003/2003 will therefore be:

Chairman:	Dave Humphrey
Vice-chairman	Gordon Hancock
Secretary:	David Turner
Treasurer	Geoff Walker
Membership Secretary	Dave Anderson
Newsletter Editor	Colin Forsey
Chief Flying Instructor	Alan Spicer

Trophies:

‘Solo’ passes went to:-

Colin Hooper, Tony Jackson-Wynch, Barry Loakes & Ken Sangster.

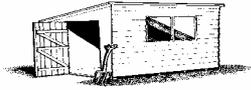
The Diane Barber Memorial Trophy for Overall Achievement was presented to Tony Jackson-Wynch.

PLEASE NOTE:

CMFC membership cards will be issued when BMFA insurance and membership are also available, to minimise club postage costs. This should be sometime around late January - early February.

Country members will receive their CMFC cards at the same time.

Members Pages



The shed, A bargain? Well no! *by Casey W*

It was a mistake to try and do it on the cheap. Building a new shed that is.

When I took up aeromodelling again I scratch built a mid wing monoplane on a building board in the conservatory. Trouble was every time we had visitors I had to move outside. I decided to clear a space at the back of the garage and work there wedged between the freezer and an archive of work-related papers. This worked fine until my next model which was just too large to fit on the bench.

When my old Mate John came on a visit from the IOM he saw the problem and suggested I build myself another shed. To my surprise an idea heartily endorsed by my wife. 'No room' say I. 'Come with us' said friend and wife as they hurriedly lead me the down the garden to a patio hidden from the house by a large magnolia. No room' says I 'and where would I store my sailing dinghy'. 'You haven't used in years so why not give it away' they say. They were right! I decided to give it to the Sea cadets.

That's how it all started; a few phone calls soon determined that the High Wycombe sea cadets would love to get their hands on another sailing dingy. They collected it a week later and I was then committed to erect yet another shed, this time devoted to aeromodelling.

A 13' by 7'6" shed would just fit in between the fence and the low wall edging the patio. A few phone calls later found that prices ranged from about £520 to £850 and the only manufacturer willing to make and supply the size I wanted turned out to be the cheapest. I asked them to specify a precise delivery date and time - yes to both: date given and delivery mid-morning. After gleaning a few more details of the construction in particular of the floor so I could design the supports, the order was confirmed and the detailed planning began.

What was required? Floor bearers mounted on short columns to get airspace underneath, insulation for the walls, ceiling and the floor (no cold feet for me!); some material for a bench, shelves, a means of storing wings and fuselages; and oh yes some electricity. Wow! How much is all that going to cost? Decide what's wanted and get it all on order: the bricks, the timber for the floor bearers, the bench legs. Then start thinking about storing the airframes. Wandering around B&Q looking for inspiration I spotted some very simple adjustable shelf supports: long and thin and adjustable in two inch steps. Some cylindrical foam pipe-lagging could slide over the supports to protect wings and allow for quite a few of them to be stored. The fuselages could be hung by their tail feathers from the back wall.

When the bricks, timber and installation board were delivered courtesy of our local builders' supply I got started. Foundation columns and timber floor joists first, bench legs a close second. Still thinking about what to use for the bench top I was reminded by my wife that way back when we had the kitchen extended the builder had miscalculated and had a 3 meter length of 600 mm kitchen top over. We still had it stored in the shed number two: the machine-shop – problem solved!

The cost was mounting up, over £200 already spent so far and still the internal lining material to buy. Delivery day soon arrived; being a cautious sort of bloke I had asked our part-time gardener to reserve the day of the delivery to help the erection of the shed – more money!

We decided that when the shed did eventually arrive we'd put it on the lawn, Terry and his mate would creosote the underside of the floor and felt the back and side of the shed whilst I would cut and fit the two inch thick polyurethane foam to go in between the floor joists. It was well after one when it did arrive. The shed seemed enormous and weighed a ton. and there was no way the driver would have the strength to unload his lorry. Thank heavens Terry and his mate were there to help. The roof and floor were both in two pieces and very heavily constructed with one inch thick ply on three by two bearers. It was no mean feat to unload it all and get it through to the back garden.

Then the work started in earnest and of course by this time the sky was clouding over and there was rain in the air. When the underneath of the floor sections had been creosoted. I soon had the installation fitted and started to get the floor sections fixed in place. Unfortunately the fence in the corner was out of square and the sections just didn't fit between the fence and the low wall next to the patio. So down came the little wall and the floor sections were put in place and secured to the bearers.

We fitted the gutter to the back of the shed and gently lifted it into position, then the first side. This is when we discovered that the only fixings supplied were very large nails, no bolts! Off went my long-suffering wife to purchase some coach bolt and washers. By this time it was nearly six o'clock and spitting with rain. We just had to get the roof on before dark and the onset of the brewing storm. The roof sections were extremely heavy and divided from side to side rather than in the much stronger direction: from back to front. This meant that the roof joists spanned the 13'6" rather than the 7'6". Then the real blow struck: When we levered the sections in place there was a 4" gap between the two sections running the whole length of the shed. Someone had made a serious miscalculation! By now the erection of the garden shed was fast turning into a nightmare. And then, yes you guessed it, it started to bucket down. We quickly covered the roof with a polythene sheet and gave up for the day.

I persuaded Terry and his mate to change their work schedule and return the next day and promised them that by then I would have a solution to the gap in the roof problem. Later that night I decided that the easy method would be in to insert a 4" by 2" timber to bridge the gap. On to Travis Perkins at 8 o'clock the next morning I sweet talked them into delivering the required timber on their first delivery. This arrived just after nine o'clock. Bless them! How's that for service?

Being determined to get the roof problems sorted before Terry and his mate arrived I elicited the help of my wife once again to assist me in fitting and securing the timber in place between the two roof sections. By ten o'clock when the lads arrived, the roof was already secure and ready for them to fit the roofing felt. They worked like demons and had it all done by 3 PM. That left me to fit the glass and ensure that all was waterproof.

When checking the remaining bits and pieces delivered by the shed company I realised that there were no sash bars so would have to make yet another visit to the Timber yard before starting the tedious job of fitting the glazing bars and then the glass. Instead of putty I used transparent polyurethane, much easier and it looks good - well you can't see it! Next thing was to lay some super hardboard on the floor, shiny side up to make it easy to clear up the dust that seems to accumulate when your aeromodelling.

The next couple of weeks were spent filling the gaps between the 2" by 1.5" verticals on the back and sides of the shed and between each roof joist with one inch thick insulating foam. Only then could I begin to line the inside of the walls and underside of the ceiling with the 12 sheets of 8' by 4' 4 mm ply stored in the conservatory. Incidentally a good tip that I picked up from an aeromodelling magazine: an easy way to cut the polyurethane foam was to use an electric carving knife - it worked a treat, went through it like butter.

The walls were easy to line; a nail gun and a few adjustments soon had it all done. The roof was entirely another matter. Have you ever tried to manhandle at 8 by 4 sheet of plywood above your head whilst attempting to fit and secure it? Even with my wife's help we couldn't manage it. So brains instead of brawn were called for. After a lot of thought I decided to fit 1" x 1.5" bearers all around the walls of the shed just a quarter and inch below the ceiling. Once this was done it was easy, clip on one end of the sheet between the bearers on the ceiling prop up the middle slide it all in place and secure it. It was a piece of cake really and I could manage it all on my own.

That's about it: just a matter of connecting up the electrics for double plugs and the four 5 foot fluorescent tubes to switch two at a time. Oh I did think I'd be clever and use some old double glazing panels on the inside of the windows; one panel fitted perfectly, the other too narrow and needed to an inch wide batten to fill the gap. It should keep at least some of the cold out and be quite snug in the winter. Together with an oil-filled radiator and a bit of carpet on the floor in front of the bench - luxury what more could a man want!

Lessons learned - yes a few: Don't choose to buy a shed from a Company with 'fencing' in their title. It is better to spend a few extra quid and buy from shed specialist (even if he makes fencing as a

sideline). Don't underestimate the cost – calculate it all very carefully and then add about a third. How much did all cost? Let's just say it was over £1000 (just in case the household God picks up and reads our journal!)

Was it all worth the effort and expense? Yes it's great to have an unobstructed bench and plenty of storage places. As a bonus if ever I get banned from the house I could always live down there!

Casey W 

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

Event Reports

Halton 2002

Thanks to Glenn King for supplying these great photos from Halton, which I'm sure all those that attended will agree – was brilliant!!



Diary Dates

** Proposed Dates / Events*

December	18th	Club Night, 8.00pm at The White Hill Centre, Chesham Mince Pies and Sausage Rolls Bring and Buy Sale
	26th	Boxing Day flying at Pednor, Late morning /Early afternoon
	29-31	The Model Engineer Exhibition, Sandown Park

January 2003

February **19th** Club Night, 8.00pm at The White Hill Centre, Chesham

March

April **16th** Club Night, 8.00pm at The White Hill Centre, Chesham

May

June **19th** Club Night, Silent Night Flying @ Pednor, 6.30 start

July **16th** ** Club Night, Silent Flying @ Pednor*

August **20th** ** Club Night, Silent Flying @ Pednor*

September **17th** ** Club Night, Silent Flying @ Pednor*

October **5th** Halton Show, 25th Anniversary Show
15th AGM, 8.00pm at The White Hill Centre, Chesham

November

December **17th** Club Night, 8.00pm at The White Hill Centre, Chesham
26th Boxing Day flying at Pednor, Late morning /Early afternoon

Instructors Corner

News from Alan Spicer, *Director of flight training & safety*

Hi everyone, do you think we have had enough rain yet? I have not flown for around three weeks now due to bad weather, and that was at Pednor instructing, and not flying one of my own planes, and now the nights have really drawn in, that's put paid to you late afternoon flyers, serves you right for leaving work early, I never do things like that!!!

I did do some indoor rubber free flight at the Watford Sunday fly in, a few weeks back, I shared a table with my 'ole mate Geoff Walker with his all singing, dancing, own design, clever b****r, electric free flight models, and very nicely they did fly as well. In front of us on the next table (that I incidentally saved for them, because they couldn't get up early enough!) was the daring duo of Bill (Mr Slim) Hockey and the original John (Halton Brat) Stroud, again with some very nice electric models, that flew extremely well. We had a chap who was the editor of a couple of electric flight mags, his name escapes me, but he was doing a write up on the meeting, to cut a long story short, almost everything Bill told him about electric power, he didn't seem to know about and to top it all Geoff had his photo taken and will be in a future issue of some kind, proudly holding one of his models, so don't forget folks, buy every electric mag you can to find the article, read it, then you can cut the photo out and throw darts at it.....(Only joking Geoff me 'ole mate...) Anyway it was a really enjoyable day with a lot of joking about thrown in.

Everything seems to be running smoothly at the moment with the instructing rota, I haven't had any reports of any mishaps, and all the p.u.t.s. (pilots under training) are doing really well. Please make sure you have a frequency badge and pennant on your transmitter by the way **(CLUB RULE)**

Obviously at this time of year after the AGM we have a few members that leave the club for various reasons (moving out of the area, other commitments pressure of work. (what's that...?) Etc. etc.) And we have new members join, and as we are now opening the membership up a little at a time, we should see some fresh faces down the flying fields.

A very big welcome to any new members that have joined this wonderful friendly club of ours and although this next request is aimed particularly at new Members / it also applies to any member who would like assistance in checking out their new or refitted models e.g. radio security and operation, engine, tank and fittings, C of G etc etc. Please contact any of the instructors on the instructing rota to arrange a suitable time to check your model out before you bring it to the flying field. They will be only too pleased to give assistance, and it will ensure that your model will be safe to fly with more chance of it taking off and coming back down onto terra firma 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 yours, or the instructors workshop / garage at home (it would probably take only half as long as well) Please help us to help you...you know it makes sense.

Before you fly your own model, it is normal procedure to teach you the basics on our "buddy box" trainer first, for those members that are not familiar with this system it's basically two transmitters (a master and a slave tranny) joined together 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 of the model with his or her 'slave' 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 model is totally out of control and hurtling toward the ground at one hundred MPH, the good 'ole instructor will casually take over again and pull her out nice and gently. (I actually started sweating then as I was typing this, and it didn't do my underpants a lot of good either.....!!!!)

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



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 'B' standard and upward. (You can never be too safe...)

- 1/ Always carry out a ground range check before flying a new / repaired model or using repaired radio equipment.
- 2/ Before each flight, check all controls and model surfaces for the correct movement (under full power if applicable and obviously with the model well restrained while you observe)
- 3/ If you have any doubts about anything you are not sure about, 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 I am afraid it would just have to be done.)

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, and remember.....

**“MODEL FLYING MUST NOT ONLY BE SAFE
BUT BE SEEN TO BE SAFE”**

I will sign off now, and I wish you all a very Merry Christmas and a great New Year. I hope Santa brings you all those lovely modelling goodies that you couldn't afford during the year.

DON'T FORGET

**THE CHRISTMAS CLUB NIGHT
18TH DEC**

**BOXING DAY FLY IN AT PEDNOR
(You guess the date of this one)**



CHEERS ALL THE BEST.....AL

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: -

December	7	Alan Spicer
	14	Frank Dalby-Smith
	21	Dave Anderson
	28	Geoff Walker
January	4	Alan Spicer
	11	Frank Dalby-Smith
	18	Dave Anderson
	25	Geoff Walker
February	1	Alan Spicer
	8	Frank Dalby-Smith
	15	Dave Anderson
	22	Geoff Walker
March	1	Alan Spicer

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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