



# Flight Desk

December 2005

The official newsletter of Chesham Model Flying Club Ltd

Volume 17

Issue 6

## **Pednor**

Monday December 26th  
10.00 onwards

Boxing Day Flying

Shake off the Christmas Day over-indulgence and get some fresh air flying at Pednor.

## Editors Ramblings

This is my last newsletter of the year and, for a change, there is not much to ramble about. Flying has been intermittent as the vagaries of the winter weather dictate. Too much wind,, mist or rain to give even the slight off chance that a flight may be possible. Mind, it does make those times when we can fly even more pleasurable.

We had such a day last Saturday. Quite glorious weather with a wind which progressively dropped in strength as the morning passed. There were a couple of helicopter flyers just finishing as we arrived. I still don't understand how you can hover them inverted, but it is interesting to watch. Tony was there and we were joined by Robin. We were having an excellent flying session with natters in between when Robin took his Sukhoi up and ran it through its paces. Distracted by our conversation we missed seeing Robin loose contact with his plane, but we heard the thunk as it buried itself into the soft ground. The engine needed digging out as it was below ground level. It was one of those complete loss of control moments, no matter what input was sent it was into a vertical dive.

We have all had those moments (some more than others) and you learn to be pretty philosophical about them. Sometimes it was your fault, sometimes the models!. But the really interesting thing is, we all fly our lovingly crafted models knowing that they will not always come home in one piece. I don't know if that makes us better people, the fact that we can accept their demise so well, but I do think that modellers are a breed apart and I am glad we have so many good ones in our club.

That said, I and your Committee look forward to sharing some festive time together over Christmas. We start on the 22<sup>nd</sup> with our Club Night, and then we commit even more aviation on Boxing Day at Pednor. I hope to see you there.

Merry Christmas one and all.

As always, you can contact me at:

[webmaster@cheshammodelflyingclub.co.uk](mailto:webmaster@cheshammodelflyingclub.co.uk)

Colin Hooper

# Chairman's Soapbox

DECEMBER 2005

XMAS CLUBNIGHT - WED. DEC. 21st 8.00pm

This is our traditional mince pie and sausage roll 'Bash' where everyone fills their face and has a good natter at the same time. There will also be a 'Table Top Sale'. Bring along any items for sale, with a clearly marked label noting seller and asking price, - what happens next could depend on the price, - be prepared for some hard bargaining, or a severe lack of interest!

Wives, girlfriends, partners, etc. are welcome, as are any personal 'modelling friends' who might belong to another club. As well as the mince pies and sausage rolls, there will of course be tea, coffee and soft drinks provided, and all being well the bar should be open if you need something alcoholic. Don't miss it!

NEWGROUND - LATEST

Looking good for this time of year! - The grass on the flying area has now been gang-mown for the last time this season. As we approach the New Year, - sorry I have missed out Christmas, (or should I say the Winter Festivities), - This is the best the flying area has looked at this time of year. There is some damage to the far side of the patch as has been stated before, - I will be calling for volunteers after the holiday when the weather is suitable to carry out necessary repairs, which should take only a couple of hours on a Sunday morning.

PEDNOR - LATEST

The track is soon to get a 'makeover' especially by the drop off point when we organise for an 11-ton load of scalps to be delivered. Some of you have assisted with this before, and as previously we will need around 10 volunteers to spread these.

Again, volunteers required armed with their own shovel/spade to assist on a date to be announced. It will be a Saturday starting at around 8.30am and work - (believe me), should take just about an hour.

Also delayed by 4 years is the promised upgrade of the building which will take place early in the new year and is as follows: -

Replace all feather edge boarding. Restore windows to original, - i.e. replace missing panes with polycarbonate where currently 'boarded up', and improve security of hut entrance door. The right hand end of the building needs securing, with regard to the storage of any 'new' mower. The plan for this has been agreed with our landlord Charles Mullins. It involves the removal of the 2 old stable type doors in the front, and brick the gaps up to the current level of the brickwork, - also brick up completely the back door entry which is exposed due to boarding having been removed. The window apertures in the front will be framed up and boarded over. The current entry for the mower will be widened slightly, by knocking out a bit more brickwork at low level, - and then chain-sawing the current timber overhang back to match. This would not affect the structural safety of the building. Then introduce some substantial timber framing in the opening to accommodate a wooden door reinforced with steel straps, finished off with a heavy-duty padlock. Add to this a cosmetic makeover to include removal of all old electrics, switches, nails and remnants of guttering etc, and the fitting of new guttering, the painting of the roof terracotta red and the inside of our club hut in white.

#### NEWGROUND - THE ONE AND ONLY DEFINITIVE PITS LAYOUT

Again, for new members, and some of you who are still not sure, read the following carefully. This has already been published FIVE times previously, but there are still a few who could do with a reminder. There is - the permanent marking of the patch and pits boundaries by dotted lines as per the layout plan displayed in the Club container, - Study this next time you visit if you've not done so already! In addition, there are tubes in the ground and marked for our portable windsock, so that its position can be selected to aid take off and landing, yet not interfere with it. Also the requirement for some permanent 'dead airspace' in line with BMFA guidance is duly incorporated. This is a necessary safeguard for all members, (and guests), when moving between the loading / unloading point and the pits. The pits themselves, whichever position is in use, should not be over-flown. As indicated on the layout plan, the siting of the pits should always be crosswind, - i.e. at 90 degrees, to the wind direction. Also, the direction of circuits is 'predictable' - if you are taking off from left to right then circuits will be anti-clockwise - if it's right to left then they will be clockwise, unless all agreed otherwise. The pilots should stand together on the edge of the patch, not on the pit line! This means that there should be no one in the area between the pits line and the patch,

with the exception of anyone taking a model out to fly, bringing back to the pits a model which has finished its flight, or using the pegboard. Anyone taking off or landing should always make known their intentions, in particular to all pilots flying at the time, after first making sure it is safe to do so. The pegboard can be placed just inside the pits line, ideally with no models immediately in front of it. Finally, all low passes over the patch must always be into wind, or if no wind - the same agreed direction regarding take-off and landing, - which normally should only be changed during a flying session, due to a significant change in wind direction, resulting in the likely re-positioning of the pits.

#### DISCIPLINE AT NEWGROUND

There have been several reported incidents of 3 members flying with the pegboard left in the container. For whatever reason, this is not clever, and only serves to indicate a bad and complacent attitude. Don't let someone else arrive to do a job that you should have done yourself! Also a couple of times the portable battery has been returned to the container with the wheels caked in grass and then not connected to the charge lead. Well now, thanks to Ray Birdseye assisted by Al Spicer, there is a matching pair of portable batteries for field use. Al has put a suitable notice to remind us all of their use, and has tidied and swept out the container. Please do use your initiative when at the site especially if you are a regular user. By this I mean take it upon yourself to wield the broom if you think the container is in need of a sweep out, and if you have room in your vehicle, - dispose of any full rubbish sack, replacing it with a new one from the roll on the desk. Lets all work together to keep our facilities the envy of others.

THAT'S IT! ----- MERRY CHRISTMAS TO ALL!

## Members Ramblings

A few words from your new Treasurer

Well I'm still here. So far I've resisted the temptation to run off with the club's money.

The handover from Geoff Walker has taken several weeks. During this time, I've had to prove my identity to our bank and our accountants. Also new

passwords for internet access to our savings have been set up. I've had several practical lessons from Geoff on how to manage the accounts, pay bills including his expenses, record transactions on the computer, deposit your membership fees, etc. And I've seen where all the money goes! The accounts reflect many of activities that go on to maintain the facilities we all enjoy. And of much of that I hadn't appreciated before.

I have been very impressed by the meticulous way in which Geoff ran the accounts. He assures me that it is very easy once you know what you are doing. I hope this is the case and that I can maintain the same high standards.

I also need to find space to keep the files (past and present) and store the stationary. Geoff seemed to enjoy clearing his cupboard by passing me all the files. Does anyone want to buy club stickers? I have hundreds to sell! Keeping things organised is not one of my strong points. If you saw my desk at work you would see a spread of papers. They show what I have been working on today, earlier this week, last week etc like artefacts in different layers of soil in an archaeological dig.

In our home office, the layers are even deeper as the work area is shared with my daughter's homework projects, my son's cheat sheets for computers games and telephone messages that would have been important if they were passed on.

I hope to persuade my wife that I need our spare bedroom as a dedicated room for the club's important papers and files. If successful, I will sneak my models back into the house and get started on those repairs. The Dornier 228 electric twin that had its maiden crash in the Summer is still in pieces and the Ironic II fuselage needs to be re-built from the new kit I ordered in the Summer. So many things to do - so little time to fly!

Bob B (the new Bean Counter)

## **Instructors Corner**

with AL Spicer

Hi everyone, well the winter's closing in fast now, so don't forget to wrap up warm and make sure you don't forget those fingerless gloves to keep the non important parts of your hands warm (it's the fingers that need the warmth you know so you can feel the sticks.....!!!! Why wear fingerless bloody gloves....must admit though I wear them as well.....

Training has been going well at Pednor .....the usual faces are always there weather permitting especially Stuart " Diana Barber Trophy award winner" Lindsey, Les "aerobatic" Pilcher, Rod "nearly solo" Jarvis and a fairly new member Trevor "heli" Brunt from Aylesbury who is learning to fly fixed wing as well as helicopters. They are all getting on very well with their training and I am sure some of them will be solo in the not too distance future.

A few congrats are on the cards namely **Ray and James Birdseye** for passing their fixed wing 'A' certificates and our REALLY beloved wonderful and efficient membership sec. **Dave Anderson** (that's a fiver you owe me Dave....) for passing his Helicopter or should I say rotary wing 'A' certificate. Well-done chaps keep up the good safe flying.

A quick reminder to all new members and old PLEASE PLEASE read your CLUB and FIELD rules and try to remember at least some of them....virtually every time I visit Newground, one of the members is in breach of the rules weather it be pitting in the wrong place, no frequency pennant, taking other members pegs off the board.....etc etc the list sometimes goes on and on and especially safety common sense things as well like all pointing your models the same way when starting so as no-one is in the prop arc, keeping your aerial down in the pits so as not to 'swamp' any other users signals, this can sometimes be very dangerous not only with i.c. but more so with high powered electric models. If a member has an electric model that has been switched on and armed i.e. the motor is live...it is possible if he has his aerial down and the person next to him aerial up and on a close frequency, it could 'swamp' his signal and the electric motor could start up at full speed, so just remember keep your aerial down in the pits if you value your fingers and ankles (but obviously do not forget to put your aerial up before you fly.

As you read earlier on, Stuart Lindsey is this years Diana Barber Trophy award, he could not be at the AGM to receive it, so I phoned the next day to tell him the good news. He received it at Pednor that weekend. Please find below the very nice letter that the committee received from Stuart a few days later....

Tel. no. 01753 642775

Yew Tree House,  
Beaconsfield Rd,  
Farnham Royal,  
Slough, Berks.,  
SL2 3BY

Tuesday, 01 November 2005

*Dear odh,*

---

Just a brief note to say how honoured I was to be awarded the Diana Barber Trophy for the coming year. It was of course totally unexpected and not really deserved, but please accept my sincere thanks both to you personally and to all other members of the committee for the award and their kind words.

My membership of the Club and regular attempts over the past few years has given me no end of pleasure, and my thanks are due also to my fellow members for being so helpful, welcoming and patient.

I promise to try hard to earn my "wings" over the next few months and lose my title of "the most experienced learner"!!

With all good wishes to you and all members of CMAC and again with my grateful thanks,

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Yours very sincerely,

  
Stewart Lindsey

As per usual you will find below the advert I put in every time for new instructors, if there is anyone out there that would be willing to join us friendly bunch of instructors to teach on a rota basis for only once every five weeks then please ring me.

## 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

Instruction: - Just a reminder, would any members that need tuition on a Saturday morning at Pednor PLEASE ring the appropriate instructor list dates and telephone numbers are all in the club newsletter, so there's no excuse, well before the day, possibly Wednesday evening, so the instructor in question can double up on the help if needed. PLEASE NOTE: - An instructor WILL NOT attend the flying field if no one has phoned, so it's your responsibility to ring during the week. Thank you.

This year I hope to see more of you ace pilots out there taking your A and B certificates, it's not as hard as it seems you know, just refer to your BMFA rule/handbook to find out, and if you are not sure about any particular item, then just give me a ring, and I will put you straight on any points you are not sure of.

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

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

1. Is your aircraft silenced to 82dBA or below?
2. Do you never overfly the railway?
3. Do you fly less than 100% of each flight at full throttle?
4. Do you confine full throttle maneuvers to the northwestern end of the field?
5. Do you always throttle back in the circuit at the road end of the field?
6. 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..

Al Spicer - Chief Instructor - CMFC

I was looking through some old magazines the other day and came across a mag I bought in the U S of A a few years ago called Model Airplane News. I was particularly interested in an article called 6 inch RIC Spy Plane. Basically it is called an M.A.V. a micro air vehicle. Its intended to be the soldier's personnel spy plane. These tiny aircraft would be able to perform close surveillance missions in urban settings, designate targets on city streets or behind windows, dispense "smart dust" nano sensors and jam enemy radar. The Trochoid is powered by a modified CoxPee Wee .020 engine with a custom built muffler and throttle. It carries a video transmitting system with a colour camera, a piezo gyro stabilization

system, and enough fuel and batteries for 10 minutes of duration. A special version without video has flown for over 18 minutes on a single flight. The entire aircraft weighs 7 ounces ready to fly, which gives it a wing loading of about 16 ounces per square foot. Apparently it can be flown at a high angle: of attack (45 degrees) that allows it to "hang" from its propeller and crawl along at 10 mph. If you put the nose down you can get up to 60 mph. Knowing the Americans I'm sure that the notion of tiny operational aircraft will be possible in the next few years (that is of course unless Ray Birdseye comes up with any ideas and beats them to it!

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.

That's all from me this time DO NOT forget the Christmas get together (mince pie and sausage roll bash AND table top sale) bring any modeling goodies you wish to sell (date else ware in this issue) just one other thing....my next instruction date falls on the 24<sup>th</sup> Dec, as its Christmas eve I will cancel it now as I would think most people will be busy on that day and not only that, I DO NOT want to fall out with the missus and have no one to talk to on Christmas day (she's also bought me some model goodies....say no more. Have a great Christmas everyone; see you on Boxing Day Pednor or in the New Year..... All the very best 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: -

January	7	Dave
	14	Geoff
	21	Al
	28	Frank
February	4	Dave
	11	Geoff
	18	Al
	25	Frank
March	4	Dave
	11	Geoff
	18	Al
	25	Frank
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

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	<a href="mailto:davehump@gofree.co.uk">davehump@gofree.co.uk</a>
Vice Chairman	Gordon Hancock	01494 783649	<a href="mailto:fred@aerostress.demon.co.uk">fred@aerostress.demon.co.uk</a>
Secretary	David Turner	01494 864863	<a href="mailto:tumerdm@btinternet.com">tumerdm@btinternet.com</a>
Treasurer	Bob Bennett	01494 864751	<a href="mailto:bob.bennett@wychwoodrise.co.uk">bob.bennett@wychwoodrise.co.uk</a>
Membership Sec.	Dave Anderson	01494 583127	<a href="mailto:davidanderson267@ntlworld.com">davidanderson267@ntlworld.com</a>
Newsletter Ed.	Colin Hooper	01494 866387	<a href="mailto:colin.jayne@wychwoodrise.co.uk">colin.jayne@wychwoodrise.co.uk</a>
Chief Instructor	Al Spicer	01494 783214	<a href="mailto:alan.spicer@onetel.net">alan.spicer@onetel.net</a>

**Instructors**

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