



Flight Desk

February 2004

The official newsletter of Chesham Model Flying Club Ltd

Volume 16

Issue 1

White Hill Centre

Wednesday February 18th

A Talk by Stuart Mckay MBE

The history of De Havilland and the Tiger Moth

Fully Illustrated

CLUB NIGHT

8.00PM

Inside This Issue

Editors Ramblings	2
Committee Matters	2
Chairmans Soapbox	3
Members Ramblings	8
Instructors Corner	12
Adverts	15
Contact Details	16
Our Sponsors	18

Editors Ramblings

Well, it has been a very mixed period over the last two months. The weather has been the normal seasonal bag with everything from un-flyable to absolutely gorgeous. Looking at the log sheets it is obvious that some of us have had mixed fortunes with models that now need some care and attention.

Our pre Christmas bring and buy was enjoyed by more than a few. The mince pies and sausage rolls seemed to be edible despite the smells coming from the kitchen.



There were some interesting items on show as well although many of them failed to get you to put your hands into your pockets.

It is a bumper issue this month, thanks in part to your contributions. Thank you to those who did, to the others, take inspiration from your club mates efforts.

Good flying.

Committee Matters

Please add these important dates into your diaries.

February 18 th	Club Night, White Hill Centre	20:00
March 10 th	Committee meeting, White Hill Centre	20:00
April 4 th	AHA Sportsmans and F3C competition at Newground	
April 21 st	Club Night, White Hill Centre	20:00
May 12 th	Committee meeting, White Hill Centre	20:00
June 16 th	Silent Flight extravaganza Pednor	18:00 'til dark
July 14 th	Committee meeting, White Hill Centre	20:00
August 18 th	Silent Flight at Pednor	18:00 'til dark

September 5th	Allan Crook scale memorial trophy, Newground (provisional)	
September 8th	Committee meeting, White Hill Centre	20:00
September 26 th	AHA F3C Team Trials - 2005 world championship, Newground	
October 20th	AGM, White Hill Centre	20:00
November 10th	Committee meeting, White Hill Centre	20:00
December 15th	Club Night (mince pies etc), White Hill Centre	20:00
January 12th 2005	Committee meeting, White Hill Centre	20:00

Your committee is always keen to hear of any views/moans concerning the club from club members. We meet every 2 months at the Whitehill Centre. the dates are shown above, and on the CMFC Web site. If you do have anything you would like to be discussed, then contact the Secretary, - David Turner, at least 2 weeks before the meeting.

Chairmans Soapbox

NEWGROUND UPGRADE - LATEST

Our new agreement with Balfour Beatty expired on Friday 09 Jan 2004 (wk 2) for which we have received £870. I am soon to meet my BB 'contact' to firm up our agreed re-instatement of Newground, to make sure that all is done to plan.

Their new signals have been delivered and 'craned' into position on the new gantry. I need to make sure that as soon as possible the entrance and the track is surfaced, and at least part of the car park, to save the grassed car park area from being churned up. However, - there is now another proposal on its way to me (CMFC) in writing, from Balfour Beatty. This is to allow during late May / early June 2004 access to dismantle, cut up and remove off site the 'old' signal gantry (currently in use).

No more land will be dug up, - they will lay down steel matting adjacent to the boundary fence, for the crane to use. The actual removal of the gantry will take ONE DAY. This now puts their final exit date from our land forward to around week no. 26. (2004) Bad news for them, - as it means they will be paying us at least another £3480. All the work already negotiated must be completed within this period to my satisfaction, and then I have to 'sign it off' to release them from any further obligations, or not as the case may be if anything is not to my liking. The extended period might give me the chance to dream up something else they can pay for.

By the time of the removal of the old gantry, the new system involving 30 sites such as ours between Watford and Bletchley, will (should) be all wired up and fully

working. - Or will it? With £22.2 Billion to spend over the next 5 years (£711 million per week!), - does anyone really care?

HELICOPTER TEAM TRIALS AT NEWGROUND

Although it's a long way off, the second date requested by the AHA to use Newground this year has been changed from Saturday September 11 to Sunday September 26. It is for the second round of the F3C Team Trials to determine the British team for the 2005 World Championships. As stated previously, there will be no guarantee of any club flying on either day, only perhaps when the heli flying is concluded, the time of which is not known. Club flying is prohibited until this time. Anyone visiting to spectate, should observe all the usual club rules, and any rules imposed on the day in the interests of safety and the concentration of those taking part. See also diary dates in this newsletter, or visit our web site.

PEDNOR PLANNING APPLICATION - LATEST

Our application to Chiltern District Council to extend the hours for power flying on Monday, Thursday and Friday, - has been REFUSED! The officers under the delegated power procedure decided it, so it did not go to committee. I am not pleased with the outcome, and my first reaction was to appeal. However I have spoken to Roger Bellingham of the BMFA, who has offered his assistance. Your committee has therefore decided to wait for Roger's comments before we do anything. At present I am supplying Roger with copies of all the information in the council's file.

The likely strategy will be another slightly modified planning application and an appeal against the refusal. Any updates will be sent out to those of you on e-mail, and posted on the notice boards at both sites.

NOTICE BOARD AND 'MOD CONS' AT NEWGROUND

Content removed for security.

SAFETY AND SECURITY AT THE FIELD

All of the above has been sorted by your committee for the benefit of all. Our club is like a family, we are all part of it and all need to 'get on'. In view of this, if you are last to leave, take 30 seconds or so to check that all is OK before locking the container. Most important if YOU have used any of the above, do not assume someone still at the field will deal with it. YOU deal with it unless you pass on the responsibility to someone else, WITH HIS OR HER AGREEMENT! The safety of

yourself and your fellow members, followed by the security of club property is the responsibility of everyone. Do not assume anything whilst at the field, whether it be that your ni-cads are fully charged or someone else has done something for you. Always double-check everything that has a safety implication. Also, do not be complacent concerning the security of your vehicle, - someone passing by may not easily steal it from the site, but they could steal something from inside it. Make sure your vehicle is LOCKED while parked at either flying field! Most important, - still find time to enjoy yourself!

WELCOME - NEW MEMBERS

A big welcome to all new members, - I hope you all enjoy everything the club has to offer. If so, it will be money well spent, with the opportunity to make many new friends in a club where our permanent sites ensure that you are able to enjoy your sport for many years to come. I look forward, along with the rest of the committee to meeting you at our next club night on Wednesday 18 Feb. - 7.45 for 8.00 'start'.

HERE COMES THE SUN!

It has been said many times, but as we look forward to some suitable weather to resume flying, now is the time to check out all your equipment. This includes close checks on airframes for signs of possible failure. Check that all moving flying surfaces are secure, along with linkages, and servo and engine installations.

Check out all your ni-cad packs, - are they as good as they should be? If not, - then get rid of them and obtain some new ones, - don't take chances that could jeopardise your safety and that of others. Have you got all your frequency pennants sorted, and silly as it might seem, is your frequency peg in your flight box?

We all know, or should know the club's rules and the guidelines set out to minimise problems and maximise safety in our sport. Don't be the one to ignore them, as our aptly named Director of Flight Training and Safety, - Al Spicer, and his team of instructors are constantly monitoring all aspects of safety within the club. This helps maintain the high standards of safety awareness, and member to member respect that exists in the club, - vital in order to keep confidence and that most important ingredient, - enjoyment, at a high level. It's your club, - enjoy!

MEMBERS FREQUENCY PEGS / ACHIEVEMENT LEVELS ETC.

Will anyone who has not received their personal frequency peg, has an incorrect/outdated achievement level colour/rating, and/or does not have their own gate key, get in touch immediately with any committee member. Similarly, if you change your postal address, telephone number or e-mail address you need to contact Dave Anderson, our Membership Secretary, as soon as possible.

KNOW YOUR FREQUENCY

This again is linked to safety at the flying field. Members with several models that they fly frequently are urged to double-check their frequency before flying, if the models are on different frequencies. Some members will have all their models on one frequency, which is fine. Our general peg board discipline is excellent, but always be on your guard. Whilst always being sure of your own frequency, and displaying at all times the correct pennant on your transmitter, - **don't** be so sure you know someone else's! Any of us could change a model's frequency from one session to another, - so it's what's in use on the board that counts. If you have **not** claimed your frequency on the board, then you **cannot** switch on your transmitter, - **not** even for a moment, - **even** if there are **no** aircraft flying! To most of us this practice comes naturally, but it only takes a moment's lack of concentration to cause a problem, to oneself and / or others. Be aware - always!

DIARY DATES - CLUB NIGHTS & COMPETITIONS

Please study the list of Diary Dates that Colin has assembled in this newsletter, and mark them in your personal diary now. Too often members ask when is 'this and that', and its usually because they take little or no notice of the information that is printed especially for them.

NEWGROUND - EXPOSING THE MYTH!

This next little bit is mainly for the interest of new members who have joined the club during the last 2 years. Most members are familiar by now with the clubs unavoidable link with wildlife conservation through our land management set aside schemes with DEFRA, in particular the 'Habitat Scheme' ongoing at least until 2016. The grassland at our site has been free from any fertilisers or pesticides since 1988, when there was last a crop at the site. Consequently, mainly because of this, all kinds of wildlife, - birds, mammals, plants and insects are in abundance at the site, and the spread of plant species especially, continues to expand the insect population which in turn attracts more birds, and so on.

We are encouraged in our efforts to consider wildlife, by the enthusiasm shown by Ian Johnson, a dedicated wildlife specialist and conservationist working for DEFRA. He is responsible for the management plan we vary each year, in respect of the topping of the naturally regenerated grassland, which takes place usually in mid August. Several of us, including myself and Bill Hockey, have developed a serious interest in the amount of wildlife there is at Newground, and look forward each summer to Ian's visit, which never disappoints in terms of new 'finds'. Also it cannot be overlooked, that our compliance with Ian's recommendations, our agreements

with DEFRA, and all the relevant form filling each year, ensures a healthy financial reward currently in excess of £3000. - annually. The bulk of this payment is set to last at least until 2012.

While all the wildlife are enjoying what's on offer at Newground, all this is taking place alongside the flying of model aircraft, with the intrusion of man, albeit for a very limited time, in terms of attendance time when set against the total daylight hours throughout the year.

Ian has already written about our site and concluded, in consideration of species present, that the flying of model aircraft has little or no effect on the presence of wildlife at Newground. The recent 'Batten Report' funded by the BMFA was the most comprehensive study so far at Newground, and thought to be the first of its kind in the world. It too drew the same conclusions, - A copy of the report is at Newground for members to read. Please do not take it 'off site', - Thanks!

Members Ramblings

NEARLY A YEAR!

First of all let me wish you all a happy new year, (albeit a month late), and hope you all enjoyed your festivities over the Christmas holls'. Yes, it's almost a year since I joined CMFC, though to some it may seem like a lifetime, (no names mentioned). Once again I would like to thank everyone for their help and encouragement that has freely been given to both my sons, Christopher and James, since we joined early last year and myself.

There are many memorable moments from the last eleven months since joining CMFC. Indeed the very first time I turned up at Pednor, all nervous and apprehensive, is a feeling I will not forget, along with the very warm welcome that I received. Shortly after, when James, (ten years old at the time), had visited Pednor to see if he would like to join the club was also a memorable moment. Whilst driving home, amongst other things, James told me he particularly liked



the club because they treated him like a grown up. To me, if a ten-year-old child can see this, it is truly a reflection on a great club.

As some of you know the boys and I went through a bit of a....."how shall I put it"..... turbulent, (and costly), period. In the end it turned out to be a faulty radio, although it was brand new. I was indeed touched by the generosity of fellow club mates offers, from planes, to the loan of parts and equipment and the offer to help rebuild what little remained. The radio was eventually replaced by manufacturers whilst interim we got by on the generosity of our club mates.

Although, above all, it would be fair to say that the single most memorable moment for me since joining the club happened at the AGM. I attended the AGM just to see basically what was what and how things happened within this club that I was so pleased to be a member of. I listened with great attentiveness throughout the evening, taking it all in as an observer for the first time.

Then it was time for the trophies, I sat listening, again taking it all in. Soon it was to be the Diana Barber Trophy award, the history of which I was aware. I was not aware however, that it was destined for me. To say I was dumbstruck is an understatement. I assure you that on that evening upon returning home, no sooner was I through the front door, the trophy was out of the box and taking pride of place on the mantelpiece, whereupon I look at it daily, not as a reflection on me but as a reflection on Chesham Model Flying Club and all it's members that have bought so much to me and my children.

Kind regards to you all, from a somewhat "moved" Ray Birdseye.

AERO MODELLING - NOT

This is a story spawned from the many useful ideas such as, "How to make a jet turbine out of a BIC lighter and bits of brass tubing from the scrap box", which are eagerly read in the Hints & Tips column in your monthly modellers magazine.

In my case it was born out of necessity when I discovered that the damp patch on the front bedroom wall and ceiling was getting rapidly bigger and was definitely not simply condensation as first thought. On checking in the roof space above I could see that water was dripping through the roofing felt about 9 inches away from the side chimney at quite an alarming rate.

After trying several roofers I managed to get one to come and take a look. He lifted a few tiles and discovered that the lead flashing did not have an adequate spread under the tiles. We agreed a price to redo the flashing but he couldn't do the job for about three weeks.

So how could I stop more water soaking into the walls and ceiling each time it rained. The position of the leek was right down near the eaves and there wasn't

room for a bucket. In fact there was just about room to squeeze in a small ice cream tub, but this tub would fill up after only a couple of hours rain and I couldn't go scrambling around in the loft three times a day to empty it.

So I needed a solution. The ice cream tub fitted under the point of the leak but filled up too quickly. I needed a way of getting the water further across the loft area to where a big bucket could stand. So being a good modeller this is what I came up with.

I found an old electric fuel pump which I mounted on a piece of plywood and clipped this to the side of the ice cream tub. A short piece of tubing on the suction side dipped down to the bottom of the tub and a few feet of tubing on the outlet would reach to a bucket. Connect it to an 8-cell NiCAD pack and it shifted the water nicely up into the bucket. Now I needed a float switch so the pump didn't run continuously. A microswitch actuated by a piece of closed cell foam acting as a float did the trick.

I set this up in the loft and it worked just fine. In the three weeks before the flashing was repaired the bucket was almost filled twice. I estimated this to be equal to emptying the ice cream tub at least 20 or 30 times!

Only a modeller could come up with such an ingenious solution for this problem and make it work. You see this hobby does have other spin off benefits! Now that the wall has dried out all I have to do is redecorate the bedroom, - more interruptions to the winter model building programme. Will I get that Vulcan bomber finished by Easter, maybe.

Mike Martin

PITY THE HAPLESS INSTRUCTOR

(Courtesy of High Wycombe and District MAC)

Have you ever thought that club instructors were a useless lot? (Take that man's name!) Despite all you've been advised about not going it alone, but to wait for an instructor, you still return home with a re-kitted model!

Well just look at it from the Instructor's point of view.

You give him a model to fly; you didn't tell him that there is just a little warp in the wings, or one wing half is twice the weight of the other. Oh, and the wheels are binding a bit and the servo output to the elevator is not central because you didn't

have a strong enough pair of pliers and the wire just happened to be $\frac{1}{2}$ " too long - but it'll be alright, no-one will notice! Centre of gravity? There wasn't one of those in the box, but you did do a wonderful job of that last repair and stretched the covering beautifully across the gaps.

You eagerly thrust the transmitter into the hands of the Instructor and watch excitedly as in those first few seconds of flight he tries to unravel all the craftily skilled faults and attempts to trim the wayward model.

Once back under control and trimmed, it's time for you to have a go - now you can test the mettle of the instructor. First there are some ground rules that all would-be pilots have to agree to:

- don't tell the Instructor when you've become disoriented - he should know that instinctively.
- don't tell the Instructor that you are about to push down on the elevator when only 10 ft above the ground - if he's any good he will have lightning fast reactions
- don't tell the Instructor, when the model is nearly out of sight, that the next turn is going to be away from you - his eyesight can stretch round the curvature of the earth.
- always strive to time the above action for when the fuel is about to run out.
- don't tell the Instructor that you intend to do a roll just before flaring out.
- it is imperative that when all is going smoothly, you tread on the buddy lead and pull it out of the transmitter.
- on a bright day always aim for the centre of the Sun.
- if there is more than one model in the air, divert your attention to one of the others and try and fly it - don't tell the Instructor though that you're doing this.
- when asked to add a bit of left aileron trim, start fiddling with the throttle trim.
- the trim levers are beautifully crafted objects and when they need adjusting you should gaze lovingly at them for at least ten seconds.
- the Instructor will hand over control to you with about half throttle, but this is no fun, try and ensure that, with each turn, you advance the throttle 1 click until once more the model is screaming round the skies.
- when landing, it is best to imagine that another runway lies at 45 degrees to one the Instructor thinks you will use and turn sharply onto it - try and leave this manoeuvre to the very last second.
- never blame yourself - the reasons a model doesn't respond as expected are always due to either wind, model design, the BMFA, fuel, faulty buddy lead, full moon, the price of fish or you thought the Instructor had control, it has nothing to do with what you may have done.

- when the flight is nearly over, put the Instructor at ease by suddenly advancing the throttle and aiming straight at the pits.

Remember all of these points, as it is your duty to pass them on secretly to the next tyro. Our Instructors will thwart your best efforts at kamikaze intentions 99% of the time, but despite what you may think, they are not infallible and, on that one hundredth occasion, you will win!!

Instructors Corner

Hello everybody, unfortunately I do not seem to have seen many of you down at Pednor during the last two to three months, although this is probably due to the extremely cr** weather that we have been dogged with on many Saturday mornings recently! (and the rest of the week) Let's hope the weather is a bit more kind to us over the next few months.

I therefore do not have much to report this time, apart from mentioning that I am pleased to see that we have some new members who have joined our club/training programme. Good luck to them, and let's hope that you will all be 'solo' by the end of the year.

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.

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. Thankyou.

Just one other thing, I've noticed just recently that pilots are still turning up at both fields [fully competent or otherwise] and flying with NO FREQUENCY BADGE OR PENNANT on their transmitter. This is a breach of both CMFC and BMFA rules and we would be quite within our rights as committee members on the grounds of safety, to stop you flying. However, as we are such a nice bunch of guys we like to forewarn you so as to stop any embarrassing confrontation on the flying field [or as Dave Humphrey would say "Save someone getting their lights punched out!!!], only

joking. PLEASE adhere to this simple but important rule for safety's sake; thank you for your co-operation.

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 20% of each flight at full throttle?
4. Do you confine full throttle manoeuvres to the north western 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

On a lighter note.

Whilst on holiday in the states a few years ago I purchased an American magazine, 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 soldiers personal 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 Cox PeeWee .020 engine with a custom built muffler and throttle. It carries a video transmitting system with a colour camera, a piezo gyro stabilisation 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 Tom Barlow comes up with any ideas and beats them to it !!!!!)

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



Cheerio for now see you at the field happy flying..... AL Spicer

Flying Times

Pednor

Power Monday, Thursday and Friday: - 9am to 1pm

Power (79dB(A) max) Saturday: - 9am to 2pm

Gliders/Electric Any daylight hours

Newground

Power Monday to Saturday: - 9am to 7pm

Sunday & Bank Holidays: - 10am to 6pm

Electric Any daylight hours

Pilot Tuition

Flying tuition is available to any junior or new members who have yet to achieve their 'solo' wings. A flying instructor will be available to attend the Pednor field each Saturday morning from 10.30am to 2.00pm weather and pupil attendance permitting. To avoid the possibility of wasting instructor's time attending an empty field please **Telephone the appropriate instructor on the Wednesday or Thursday evening** to confirm that you would like tuition on the Saturday.

Contact Details

If you have an email address which is not shown, please send details to webmaster@cheshammodelflyingclub.co.uk

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

Committee

Chairman	Dave Humphrey
Vice Chairman	Gordon Hancock
Secretary	David Turner
Treasurer	Geoff Walker
Membership Secretary	Dave Anderson
Newsletter Editor	Colin Hooper
Chief Club Instructor	Alan Spicer

Instructors

Alan Spicer
Geoff Walker
Frank Dalby-Smith
Dave Anderson
Robin Thwaites

Members on the WWW

Alan Johnson
Alan Spicer
Andrew Fogg
Andrew Hawkes
Barry Loakes
Ben Firshman
Bill Hockey
Bob Bennett
Bob Inwood
Brian Knight
Brian Reeds
Bryan Ward
Christopher Birdseye
Colin Forsey
Colin Hooper
Daniel Newman
Dave Anderson
Dave Baverstock
Dave Humphrey
Dave Wallis
David Gordon
David Hewitson
David Stokes
David Turner
Dick Hawkes
Frank Dalby-Smith
Geoff Walker
Glenn King
Gordon Hancock
Ian Johnson
Ian Nichols

James Birdseye
Jeremy Tabb
John Kidley
John Stroud
Keith Vickers
Ken Sangster
Kenneth Walker
Kevin Hammond
Leon Coward
Mark Christy
Martin Barber
Michael Austin
Mike Cooper
Mike Humphrey
Mike Martin
Mike Smart
Paul Baker
Peter Christy
Peter Conway
Peter Murphy
Phil Camp
Ray Birdseye
Richard Dalby-Smith
Richard Ginger
Richard Johnson
Robin Thwaites
Roger Bellingham
Roger Mckee
Stewart Lindsey
Tom Barlow

Our Sponsors

We thank our sponsors for their support, in helping with the financial support of this newsletter

Motors & Rotors

13 Smith Street

Watford

Herts

WD1 8AA

01923 465712

motrot@AOL.com

<http://www.motorsandrotors.com/home.htm>

Stockist of aircraft kits from:-

Flair

Hanger 9

Ripmax

ModelTec

Biggest stock of JR Radio in the south.

X3810

New X378

Servos

ext leads,

OS,YS and Saito Four Strokes, Lots of Electric Stuff

Graupner Ultra Duo II Club special

£115.00

New **Graupner** ME108 Taifun inc Retracts and Flaps ARTF! 60-90

New **Graupner** Cap 232 Silver Breitling ARTF 60-90 New Range of Cz Scale Gliders ASW

27 & 28, Pik20, Mini Discus

H9 Edge 540 in stock

Mini IFO's plus accessories in stock