



Flight Desk

June 2003

The official newsletter of Chesham Model Flying Club Ltd

Volume 15

Issue 3

CLUB NIGHT

Wednesday June 18th

SILENT NIGHT FLYING

At Pednor

Anything Electric, Gliders
From about 6pm onwards

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Editors Ramblings

Time to stand down.

As some of you know I shall be standing down as newsletter editor at the AGM, so I shall be producing only two more newsletters. I agreed to carry on for one more year at last years AGM in the hope that work etc would ease off and I may be able to continue, however the opposite is more the case and as far as flying goes I have only had 3 flights this year! So, if you are interested in taking over the role please contact any member of the committee.

I shall be staying a member of CMFC and you never know in the future my circumstances will change and I'll be back!! But at this moment in time I can not give the job the commitment and time that it requires.

I am however going to try hard and make the Silent Flight night on the 18th, so hopefully see you there

All the best

Colin

Welcome to new members:-

Christopher, James and Ray Birdseye

Flight Desk Input

The deadline for your next issue of 'Flight Desk' is the 8th August 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,
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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

Understanding Engineers –

Take One

Two engineering students were walking across campus when one said, "Where did you get such a great bike?" The second engineer replied, "Well, I was walking along yesterday minding my own business when a beautiful woman rode up on this bike. She threw the bike to the ground, took off all her clothes and said, "Take what you want." The second engineer nodded approvingly, "Good choice; the clothes probably wouldn't have fit you."

Understanding Engineers - Take Two

To the optimist, the glass is half full. To the pessimist, the glass is Half empty. To the engineer, the glass is twice as big as it needs to be.

Understanding Engineers - Take Three

A pastor, a doctor and an engineer were waiting one morning for a particularly slow group of golfers. The engineer fumed, "What's with these guys? We must have been waiting for 15 minutes!" The doctor chimed in, "I don't know, but I've never seen such ineptitude! " The pastor said, "Hey, here

comes the greens keeper. Let's have a word with him." [dramatic pause] "Hi George, say, what's with that group ahead of us? They're rather slow, aren't they?" The greens keeper replied, "Oh, yes, that's a group of blind fire-fighters. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free anytime. " The group was silent for a moment. The pastor said, "That's so sad. I think I will say a special prayer for them tonight." The doctor said, "Good idea. And I'm going to contact my ophthalmologist buddy and see if there's anything he can do for them." The engineer said, "Why can't these guys play at night?"

Understanding Engineers - Take Four

What is the difference between Mechanical Engineers and Civil Engineers? Mechanical Engineers build weapons. Civil Engineers build targets.

Understanding Engineers - Take Five

"Normal people ... believe that if it ain't broke, don't fix it. Engineers believe that if it ain't broke, it doesn't have enough features yet."

Understanding Engineers - Take Six

An architect, an artist and an engineer were discussing whether it was better to spend time with the wife or a mistress. The architect said he enjoyed time with his wife, building a solid foundation for an enduring relationship. The artist said he enjoyed time with his mistress, because of the passion and mystery he found there.# The engineer said, "I like both." "Both?" Engineer: "Yeah. If you have a wife and a mistress, they will each assume you are spending time with the other woman, and you can go to the office and get some work done."

Understanding Engineers - Take Seven

An engineer was crossing a road one day when a frog called out to Him and said, "If you kiss me, I'll turn into a beautiful princess". He bent over, picked up the frog and put it in his pocket. The frog spoke up again and said, "If you kiss me and turn me back into a beautiful princess, I will stay with you for one week." The engineer took the frog out of his pocket, smiled at it and returned it to the pocket. the frog then cried out, "If you kiss me and turn me back into a princess, I'll stay with you and do ANYTHING you want." Again the engineer took the frog out, smiled at it and put it back into his pocket. Finally, the frog asked, "What is the mater? I've told you I'm a beautiful princess, that I'll stay with you for a week and do anything you want. Why won't you kiss me?" The engineer said, "Look I'm an engineer. I don't have time for a girlfriend, but a talking frog, now that's cool."

Robin

HELLO CMFC

Hi guys, (and of course gals, if there are any). As you may have gathered from Al Spicer's column in the last newsletter I have recently joined the club. So let's clear up a few points straight away. YES! That really is my name and NO! I do not have any free fish fingers to give away. No confusion there then!!!

But seriously folks I would just like to say a big thank you to everyone for the warm welcome and support that I have received since joining the club earlier this year. I had been toying with the idea of getting involved with R/C for a couple of years and using my two young sons as an excuse for fulfilling a childhood ambition of my own, I finally took the plunge a few months ago. I had no idea of clubs locally, so I contacted the B.M.F.A who supplied me with three contacts, Chesham being the first on the list. I contacted the club and after seeing the two flying sites I immediately accepted the offer of membership, (you don't have to be able to fly to realise what great flying sites they are).

Well I had finally joined a model flying club, easy, just fill out a form and send a cheque, anyone can do it. But now I had to learn to fly and in front of all those people who have been doing it for years, surely they would all be looking at me, pointing, whispering, "he's the new bloke". By the time of my first appearance at Pednor I was a nervous wreck, nearly turning round and going home. How wrong could I have been? From day one absolutely everybody has been fantastic. OK, the first few flights on the club trainer were nerve-racking, but the encouragement from all was enormous. I was hooked, not

just on flying but also with the camaraderie of the members. This truly is a great club, (that reminds me, I must see you about that tenner Al).

By now a plane was a “must have” and with a donation from my two boys, (purely voluntary, honest!) and hitting the plastic, we were soon airborne. I have most certainly “caught the bug” and look forward to lots of flying with a really great bunch of guys. Once again, thanks to all of you

Ray (captain) Birdseye

Committee Matters

Hi to All! Just a few things worthy of note;-

A week ago at Newground, - half a dozen members turned out to contest the Allan Crook Memorial Scale Trophy, as reported by Geoff Walker. Same old faces though, - let's have a better turn out for next year!

The club mower at Pednor was 'torched' by vandals 2 weeks ago. It is currently being restored to use by Al Spicer using spares from the redundant Newground mower now stored at Pednor. The arsonists, thought to be youngsters, also attempted without success to break into the club hut. Damage was to the padlock fixing. There is evidence of 'off road dirt bikes' using the track. If you spot any, get some details if possible, and in any event if you spot anything suspicious at either site, then contact any member of the committee as soon as possible.

On Thursday 29th or Friday 30th May at Newground someone did the unthinkable, contrary to club rules. They drove a vehicle off the end of the track by the container, out to the pits area presumably to drop off models. Whoever it was, - (there are only 4 members recorded as flying on these 2 days) - should not even think of repeating this. It could of course be someone who has visited the site to fly and not filled in the flight log, although this would mean breaking another club rule. If you are unsure of the club rules, - then read them. If you have lost them, - contact Dave Anderson who will send you 'replacements'.

Newground outfield (the flying area + walkway + car park) is now being gang mown. If you are parked whilst this is in progress, make sure you move your vehicle to allow all parts of the car park area to be mown.

Some vehicles are exceeding the 10 mph speed limit on the track at Newground. Please spare a thought for those members who have spent time spreading the scalpings for the benefit of all, - they do not want to be doing it all again.

Don't forget the June Clubnight at Pednor on Wed June 18th, - It's the ever popular Silent Flight Extravaganza. Be there from 6 pm till late, - bring your own eats and drinks!

Best Regards! ----- ***'HUMPY'***

Members Pages

A Cautionary Tale.....

Which could also be titled "I am an Idiot", "I wish the Ground Would Open Up and Swallow Me", and various others.

I shot a fellow flier down at Newground today due to a frequency clash. Nobody's fault but mine, and it doesn't feel good. Anyone reading this who has done this themselves will know how I feel. Those of you who haven't....trust me you don't want to.

The circumstances were this. When I started learning I needed a buddy box. It was obvious that I would also need some more airborne gear sooner rather than later so rather than just get a transmitter I bought a second radio set, so last summer I got a Skysport six. The retailer said "what frequency do you want, I've got 64 or 71?" As my existing set was 62, I opted for 71. I used the transmitter for training minus crystal (obviously). This spring I had another plane ready to go.

Today I flew the aircraft with the airborne Skysport gear for the first time, and so also changed the transmitter crystal. Range check was fine, as were two flights. Starting up for the third flight.... and then a new member had his model crash. You already know what's coming next. My 71 was a 76.

You can speculate all you like on this. I KNOW the dealer said it was a 71, or at least I THINK I know that (because after an accident the seeds of doubt grow rapidly). He may have said he had a 71 but handed me a 76. My memory may be failing. I may be completely wrong. The bottom line is that speculation re any of that is absolutely and utterly irrelevant.....because if I'd actually looked at the nos on the crystal to make sure that I knew what it was (as opposed to just thinking I knew that what it was) then there would have been no problem.

No-one was hurt, and I was in a position to replace the trashed trainer almost immediately with a similar plane in good condition. Don't get me wrong - this does not mean that I count myself lucky. Rather, I am thankful that the outcome was one of the lesser worst of a no of bad scenarios.

I had thought until today that I was careful in most respects, including frequency control. In my relatively short time so far with the club I have witnessed two occurrences which I had thought I had learnt from. On the first occasion I saw the wrong transmitter switched on by a helper. On the second, my peg was removed inadvertently by someone who then, realising his mistake, replaced it - in the wrong slot....aaaagh. "I'll learn from that" I thought on each occasion, "I won't make that mistake myself". Sure enough, I didn't - I made a different one.

Ian

The lighter side

According to today's regulators and bureaucrats, those of us who were kids in the 40's, 50's, 60's, 70's or even the early 80's, probably shouldn't have survived.

- ? Our baby cots were covered with bright coloured lead-based paint.
- ? We had no childproof lids on medicine bottles, doors or cabinets, and when we rode our bikes, we had no helmets. Not to mention the risks we took hitchhiking.
- ? As children, we would ride in cars with no seat belts or air bags. Riding in the back of a pickup truck on a warm day was always a special treat.
- ? We drank water from the garden hose and not from a bottle. Horrors! We ate cakes, bread and butter, and drank lemonade with sugar in it, but we were never overweight because we were always outside playing.
- ? We shared one soft drink with four friends, from one bottle, and no one actually died from this.
- ? We would spend hours building our go-carts out of scraps and then ride down the hill, only to find out we forgot the brakes. After running into the bushes a few times, we learned to solve the problem.

- ? We would leave home in the morning and play all day, as long as we were back when the streetlights came on.
- ? No one was able to reach us all day. No cell phones. Unthinkable!
- ? We did not have Playstations, Nintendo 64, X-Boxes, no video games at all, no 99 channels on cable, video tape movies, surround sound, personal cell phones, personal computers, or Internet chat rooms. We had friends! We went outside and found them.
- ? We played football, cricket, rounders and sometimes, the ball would really hurt.
- ? We fell out of trees, got cut and broke bones and teeth, and there were no lawsuits from these accidents. They were accidents. No one was to blame but us. Remember accidents?
- ? We had fights and punched each other and got black and blue and learned to get over it!
- ? We made up games with sticks and tennis balls and ate worms, and although we were told it would happen, we did not put out very many eyes, nor did the worms live inside us forever.
- ? We rode bikes or walked to a friend's home and knocked on the door, or rang the bell or just walked in and talked to them.
- ? Football teams had tryouts and not everyone made the team. Those who didn't had to learn to deal with disappointment. Some students weren't as smart as others, so they failed a grade and were held back to repeat the same grade. Horrors! Tests were not adjusted for any reason.
- ? Our actions were our own. Consequences were expected. The idea of a parent bailing us out if we broke a law was unheard of. They actually sided with the law. Imagine that!
- ? We had the luck to grow up as kids, before lawyers and government regulated our lives, for our own good. This generation has produced some of the best risk-takers and problem solvers and inventors, ever.

The past 50 years have been an explosion of innovation and new ideas. We had freedom, failure, success and responsibility, and we learned how to deal with it all. And you're one of them!

Congratulations !!

Oops!



B&H come to the rescue once again.

Those most friendly tree surgeons B&H, sprang promptly into action when Tony Jackson-Wynch, 'phoned them on the 17th of April in order for them to arrange the recovery of both his and Dave Wiltshire's models lodged in the trees adjacent to the canal down at Newground. Tony was flying on the morning of our Club night 16th April when an unexpected gust of wind during the cross wind leg of his approach landed the model quite gently at the very top of that ivy covered monster. Apparently Dave's had been up amongst the branches for over a week and had suffered through the various rescue attempts and ravages of the weather.

The 'Tree Boys and Girls' of B&H recovered both planes late afternoon on Thursday 17th. Tony's had only a small tear in the covering of one wing but Dave was not so fortunate.

The B&H team are most helpful. Not only are they excellent tree surgeons, they actually clean up after them. If it wasn't for the beautifully manicured trees you'd never known that they had called. It is very much to our benefit that model recovery has now become an established part of their portfolio.

From my own bitter experience I have identified about five sorts of damage that can occur to your model when you land in a tree. First there is the damage caused by the actual collision – by the time you realise where you are going it's too late to arrange a soft landing! Next there is the wind and weather damage – the wind dislodges the model and starts it on a downward path through the branches taking bits off on the journey. This is followed closely by the damage caused by our own well-intentioned rescue efforts. Damage not just to the planes but also to the trees and everything else within stone throwing distance. Then of course there is the damage to the electrics. With the receiver

left on, as indeed it must be spurious radio signals, together with the input from anyone in the field using the same channel can wreak havoc with servos and control linkages. Last of all there is the actual damage caused by the B&H rescue team. In my experience so far this has been the least – these guys treat your plane like it was their very own.

So my friends if you are unfortunate enough to land in a tree call B&H promptly, they will respond normally within 24 hours, and their charges are very reasonable. To date they have been between £15 and £20 but of course it will vary according to the time it takes them to recover the model. So don't hang about whilst the damage accumulates, do yourself and the environment a favour and pick up the phone: dial (01442 252339) and speak to Barrow and Holding. I guarantee you'll get a friendly reception.



Casey W

Trying to be clever. Part 2



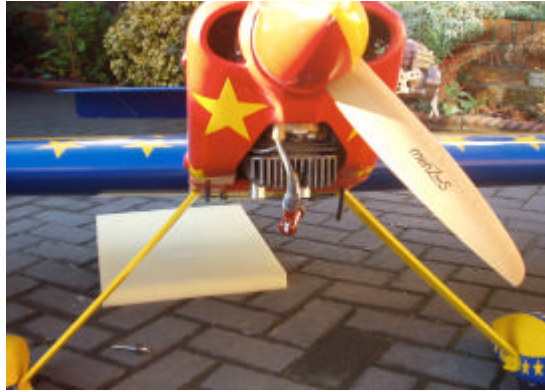
As you can see the engine is now installed in my 120" Eurobat. Originally with 80cc boxer the model weighed 35lbs. Approx, now with the 120cc it only weighs 36.5lbs and it hasn't got the 4lb of nose weight that it had before, things are looking very promising, I digress.

Anyway initial runs at home showed large vibration problems and the motor would only run for 30/40 seconds. This was with the 30x12 prop. A phone call to Dave Brown and some new tailor made props were delivered 28x12 28x11 28x10 (Dave makes these props by hand and there shape is different, I was very sceptical about these props. Dave said trust me, so I did). The day arrived, to the field, bright sunshine little wind the perfect day, Where was everyone?

Changed the prop 28x12. Fuel up, third flick the engine roared into life, lots of vibration, little bit of retuning and bingo 54lbs thrust at 4700rpm but a lot of vibration bottom end. Not happy. Change prop to a lighter beech one 28x11. Restart vibration better, 56lbs of thrust at 4900. still not right. Whilst doing this rpm count, I put the tachometer right into the prop, bits flew every-where, but it held together. Good props Dave. Change prop to the last one 28x10. Restart WOW.57lbs of thrust at 4800.

Time to fly, refuelled, started, To the strip, opened the throttle. It leapt into the air, throttled back to 60% pulled vertical to do 7 vertical rolls, stall turned throttled back and down she came, absolutely beautiful levelled out, opened throttle. Nothing *****. Suddenly after what seemed ages the engine came back on line, I carried on flying and testing the engine, all the usual flicks bunts, rolls etc, everything perfect except for the time lapse, between slow and fast running. Anyone, any Idea's? Finally for its last trick, I have a model that prop hangs on 50% power can fly backwards and pull vertical as there was no tomorrow and that's a 120" 36lb model.

If anyone is interested in one of these engines I have a couple ready and waiting.



Nigel Pickering

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

Allan Crook Scale Competition

For those of you that missed it (most of you it would seem!!), the Allan Crook Scale competition went ahead at Newground with initially six entrants viz.

Alan Spicer - Waco

Andrew Fogg - ME109

David Anderson - SE5A

Frank Dalby-Smith - Extra 230 (Sorry Frank if this is wrong, but it looked similar!!)

Richard Johnson - Fly Baby

Luke Barnett - Reno Racer (or similar. I only caught a glimpse of it as Luke was just leaving as I arrivedsomewhat late)

Unfortunately there were three forced retirements before the final round. Frank ripped off his U/C, Andrew had a problem with his retracts and Luke had to leave early, as having not realised it was a competition day (lesson:- must read newsletter more thoroughly!!!!) was only on a short duration 'pass-out'.

The weather held up, in as much it did not rain, but it was fairly windy and Dave Anderson did well to fly his very light SE5A and get it done in one piece. In the final analysis Dave made Third place, with a very tight finish for the top two places, where Alan was just marginally beaten to the trophy by Richard (his 4th win in this competition).

Well done to everybody who braved the rather erratic weather to take part and especially to Richard on his victory. Photo of trophy presentation below (sorry none of the planes due to me missing most of the competition!!)



Kind regards

Geoff

Diary Dates

** Proposed Dates / Events*

June	18 th	Club Night, Silent Night Flying @ Pednor, 6.00 onwards
	21 st	Summer Picnic @ Newground from noon till Late
	29 th	Vintage Fly-In @ Newground 10.00am* (Contact John Barber)
July	2 nd	Club Night, Silent Flying @ Pednor, 6.00 onwards
	16 th	Club Night, Silent Flying @ Pednor, 6.00 onwards
September	17 th	Club Night, 8.00pm at The White Hill Centre, Chesham
October	5 th	Halton Show, 25 th Anniversary Show
	15 th	AGM, 8.00pm at The White Hill Centre, Chesham
December	17 th	Club Night, 8.00pm at The White Hill Centre, Chesham
	26 th	Boxing Day flying at Pednor, Late morning /Early afternoon

Instructors Corner

Nothing from Big Al this time round

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: -

June	7	Dave Anderson
	14	Geoff Walker
	21	Alan Spicer
	28	Frank Dalby-Smith
July	5	Dave Anderson
	12	Geoff Walker
	19	Alan Spicer
	26	Frank Dalby-Smith
August	2	Dave Anderson
	9	Geoff Walker
	16	Alan Spicer
	23	Frank Dalby-Smith
	30	Dave Anderson
September	6	Alan Spicer
	13	Geoff Walker
	20	Frank Dalby-Smith
	27	Dave Anderson

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

Adverts

Do you have anything "modelling orientated" for sale or do you want to find something, then let me know and I'll put an advert in for you.

For Sale

FOR SALE

30 SIZE IC HELICOPTER RAPTER 30,
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SALE PRICE £ 450 ONO
CONTACT ANDY ON 01494 772854

Wanted

NEWSLETTER EDITOR

At the AGM I shall be standing down as the editor of our newsletter. Any budding Editors please contact the committee for more information or to express an interest

*Many Thanks
Colin*

Our Sponsors

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

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