



Flight Desk

June 2005

The official newsletter of Chesham Model Flying Club Ltd

Volume 17

Issue 3

Pednor

Wednesday June 15th

6.00 'til Late

Silent Night

Dig out those electric models and come for an evening of flying and gossip. Got nothing electric.....Come anyway and be sociable

Editors Ramblings

Since our last Flight Desk newsletter we have had two new club competitions, the first such that I have experienced since joining the club. This is a (biased) report on both events as nobody else could be conned into doing it....thanks guys.

On a fairly bright and reasonable day a group of intrepid flyers gathered to bomb the living daylights out of an innocent piece of white cloth loosely known as Dave Andersons dining table cover. He knew he was onto a safe bet and that Mrs Anderson would never know it had been off the table. In all some 12 aircraft were equipped with the mechanisms necessary to drop a nut and streamer from a height of 50 feet onto said target. Dave had been beavering away, perfecting the ultimate bomb release and manufacturing the quantities required to fit the expected hordes....only to have everyone turn up with their own, improved (some said gilded) versions already in place.

Following the essential "pilots briefing" about not dropping the load whilst overflying the spectators, a running order was imposed and competition duly commenced. Al was nominated first bomber and he impressed the rest of us by actually hitting the patch.

Others were not so lucky. Bomb after bomb shied clear of the target by many tens of feet until, up to the plate stepped our visiting pilot from Aylesbury. Now his club have run many such events and we were anticipating being given a lesson in neat bombing. Away went the bomb, pilot intent on where it might land. Forgetting that the plane does not fly itself, the bomb landed 61 feet away, the plane spiralled in and was only a dozen feet from the target. We felt for you Glenn.



No time for sentiment, there was a competition to win. Ray was next to fly and his approach to the target looked good. All eyes were on his trainer when, with a call of "bombs gone" we were amazed to see a dozen streamered bombs falling from beneath his plane. Stunned silence was followed by hoots of joy as they all fell in the far corner of the patch. This was carpet bombing worthy of the heavy boys without the accuracy thrown in. Inspection of his precision engineered (and painted) release mechanism revealed a hidden container with a releasing lid. Nice one Ray.

At the end of the first round, the closest was Bob Bennett at 22½ft. Still plenty to aim at. Round two and we were, mostly, getting our eye in. John Barber was third to fly in his modified free flight with enough dihedral to

show the models origins. A cunning, into wind, approach saw the bomb falling straight at the target. When measured it was only 28½ inches away. This was truly precision bombing (or luck as we later called it). The



opposition were rattled and no other flyer managed to better this stunning feat. Ray tried, but his round two bomb, only one this time, was created in super scale and looked as large as a tennis ball as it fell. On closer inspection it was as large as a tennis ball....another super attempt Ray.

The final positions saw John in first place, Al in second and Bob in third. The rest of us were also rans, but thoroughly chuffed to have taken part. Well done Dave for organising a superb event, one to repeat next year.

The next competition was the balloon bursting organised by Richard Ginger. This was not blessed with the same weather, indeed there was a howling gale (slight exaggeration). There were six competitors present but Ray and I chickened out as our models (and skill) was not up to the conditions.

The competition was to see who could burst the most tethered balloons in four minutes. Each balloon was helium filled on a 6 foot thread. In the wind they were only a couple of feet off the ground and whilst there may have been 6 balloons at the start, several were burst by the wind bouncing them on the ground!!

First to fly was Geoff who gave it his all and with a stunning flying display, scared the living daylights out of himself and burst two balloons. With some releases as well, this set a good target for the next flyer, Al. How unlucky can you get, Al's balloons kept ducking and diving in the wind and we lost count of the number of passes through the forest of balloons without contact. This trend continued with Richard G who gave a very economic display of how to achieve maximum passes in the time available. Shame about the balloons, though, he missed nearly all of them. Mike Martin gave it his best shot but only managed some releases, no bursts.



And so to round two. With a short break for a passing rain cloud (the shelter came in handy), competition was rejoined. Another good performance from Geoff increased his lead. Al flew his socks off and got several balloons before catching a tethering stake with his elevator. This was ripped off on the starboard side and some excellent flying saw the "Wild Card" down in one (broken) piece with main wing damage. Richard

improved his score significantly on his round and even worried two of his releases in an attempt to gain maximum points. (Mid air bursts count for 1000 points to reflect the sheer impossibility of doing it). Mike finished the competition with another game try that saw us all relieved that his Wot 4 got back to earth in one piece.

The final placings had Geoff as winner, Richard in second and Al in third. The final scores being close enough to show how keen the competition had been.

An excellent competition, effected by poor weather and low numbers. We all felt that we must do it again and well done Richard for superb organisation.

As always, you can contact me at:

webmaster@cheshammodelflyingclub.co.uk

Colin Hooper

Committee Matters

The programme of events for the next few months is:

June 15 th	Silent Flight @ Pednor 18:00
July 13 th	Committee meeting WHC 20:00
August 17 th	Silent Flight @ Pednor 18:00
September 11 th	AHA Team Trials LIMITED CMFC FLYING
September 14 th	Committee meeting WHC 20:00
September 18 th	Allan Crook scale competition @ NG
October 19 th	AGM @ WHC 20:00
November 9 th	Committee meeting WHC 20:00
December 21 st	Club Night @ WHC 20:00

Chairman's Soapbox

JUNE 15TH CLUB NIGHT - PEDNOR (WED. 6.00 TILL LATE)

Just another reminder for members to be there, and make it a worthwhile gathering. Get your gliders and/or electric models sorted -now. This is the ninth year running we have held this club night at the Pednor field. Even if you have not got a suitable aircraft, or you are a new member and have not been to the site, - DO NOT let this be an excuse for not showing up. This is an ideal opportunity to meet new friends, savour the atmosphere and have a good natter. It may be a good idea to bring along your own fold-up chair for ultimate relaxation.

BADGERS AT NEWGROUND

After 13 years of waiting, I finally had a close encounter with a Badger a couple of weeks ago at Newground. I was on 'Dog Patrol' with Willem my Newfoundland and it was around 9.30pm when I decided it was time to go. In the semi darkness I could see a shape weaving to and fro in the middle of the flying area. I thought it must be the resident Fox but as I reached the container, this 'shape' started running straight towards me. At the last minute it veered off down the walkway and then into the centre hedge. It was a large fine specimen, most certainly a male.

FILMING AT HALTON

World War 1 aircraft are assembled at RAF Halton for the filming of a 60 million dollar film - titled FLYBOYS. I'm not sure when filming finishes, but might be worth a look.

BOMBING COMPETITION

Held recently at Newground, this event organised by Dave Anderson was a huge success. Well done to Dave and all those who took part, - see elsewhere for full report.

CAR PARKING AT NEWGROUND

For the avoidance of doubt, - when arriving, cars may be driven up the track to unload your model(s) and equipment at the turn around circle. The vehicle should then be driven to the car parking area where it must remain until you have finished flying and removed your gear from the flying area. Only then should it be driven back up the track to collect your models etc.

The message is clear, - No vehicles should be parked anywhere except in our designated car parking area. Not only is this a club rule, but it is a condition of our permanent planning permission.

SPEEDING AT NEWGROUND

There is evidence of some vehicles still exceeding the 10mph speed limit when driving along the track. Please drive sensibly to preserve the hard surface laid down on the track.

'NEW' MODELS

Several new models have been spotted. Richard Johnson has another Galaxy Mustang, this one has retracts. Al Spicer has an even bigger Mustang. It's an impressive 88 inch wingspan version, also with retracts and petrol engine powered.

We look forward to seeing this one in the air.

CLUB BARBECUE

If you choose to use this at Newground, make sure you read the instructions properly.

In particular, - after use burn off at full heat for 5 minutes, then switch off and allow to cool down before putting it away. Also if the rubbish bag is full it would be helpful if someone could take it home to dispose of, at the same time putting a new black bag in the bin.

LOG YOUR FLIGHT

Before you leave either site, - you must log your flights, - yes even if no one else is there .

Members Ramblings

Nobby`s 10 Point Plan To Get Your Tranny To Look Like New

1. After fuel proofing your model, clean your brush in industrial strength gun cleaner.
2. Then accidentally knock the whole bottle over the tranny.
3. After a few seconds, plastic case will start to bubble and dissolve.
4. Shut your eyes and ask yourself, "How much spare cash have I got?"

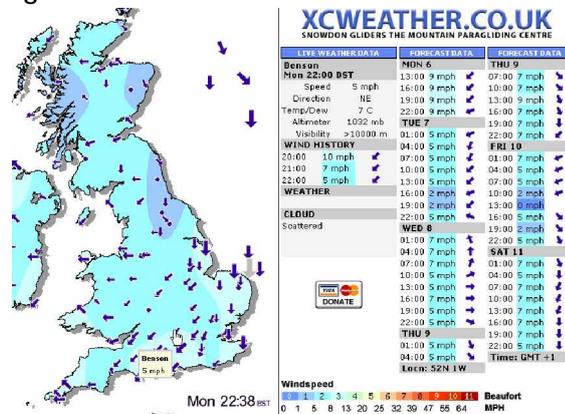
5. Open eyes and come back to reality (panic and curse) rub tranny to watch what different shapes you can make it.
6. Listen to the funny crackling noises coming from inside the plastic while the computer screen shows you all the characters it can produce in a random sequence.
7. Now that you know the circuitry has gone doolally tap pick up the molten plastic mass and chuck it into the bin.
8. Next is the hardest bit, ponce the council tax money off her indoors, this may take a bit of gentle persuasion.
9. Go out for a drive with the Mrs to Windsor to see the river or castle making the route go past Slough Models .
10. Mention as you get near the shop that you would like to pop into it just to look and then, when in there, go for the sale of a new Field Force 7 to replace that old well used FF6

Hence A Brand new shiny looking tranny (Try to look after this one better until it becomes out of date)

Mike Martins wind forecast

Here is the link to XCWeather which gives an excellent wind forecast.

<http://www.xcweather.co.uk/>



Instructors Corner

Hi everyone

Well thank goodness the 'ole weather is picking up now, hasn't it been awful, high winds and rain, definitely no good for training or any recreational flying for that matter.....before I go any further must not forget to mention that my old mate...(and not so much of the old, I hear him say) Dick Hawkes has

gone solo, he flew his solo test with the club trainer faultlessly well done Dicky, congratulations and happy flying mate.

On the safety note would you all please find your club and field rules out, and read them please from front to back....as there are a few of you that either have never read them or are just oblivious to all the rules in general... full stop.

Items like parking your vehicle in the designated car park, Newground in particular, as per the BMFA rules regarding the size of our field, you MUST park in the car park so as to be a sufficient number of metres away from the pits/flight line...parking by the container IS NOT FAR ENOUGH AWAY..... if a model were to hit your vehicle you will NOT BE COVERED BY INSURANCE. I understand Dave Humphrey is writing an article on this elsewhere in this issue.

The other main discrepancy is frequency pennants (there is a reminder on the inside of the container door) you MUST have a pennant with your frequency on your transmitter to fly at both sites, it is a club AND BMFA RULE.....please adhere to it.

One last gripe I STILL have to tell members about starting engines and then revving the props off them whilst standing in front of the prop.....a very big NO NO...!!!!!! If you were to see one come off (or a few like I have) you would not do it.

Also when starting your engines PLEASE make sure everyone's model is facing the same way on the pit line, i.e. towards the patch, so onlookers should know where to stand and that is behind the plane when anyone is starting their engines. It is YOUR responsibility to tell flyers that you are 'starting up' and please stand behind.

The club will be taking on some new novice flying members in the next few weeks which brings me to the following advert "I'll be right back after these few words....."

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



Like it says above if anyone is at all interested and wants to chat about it please ring me on the above number or my mobile which is on, pretty much all of the time on 07860 843 613.

I can promise you it is very rewarding sharing the same hobby and teaching people your skills/knowledge and it's also a jolly good laugh but of course ALWAYS with safety in mind.

Last Sunday saw around ten of us take part in Dave Anderson's 'bombing competition' and what a laugh that was, everyone really enjoyed it. Dave you done us all proud well done mate for organising it, it was a great morning. Ray Birdseye had a couple of 'secret weapons' up his sleeve..... (report elsewhere in this issue.....)

Below is a selection of 'funnies' someone emailed to me, hope you all like them as much as I did.....

.....if you think you are having a bad day sometimes then read these below...they will make you think twice....

The average cost of rehabilitating a seal after the Exxon Valdez oil spill in Alaska was \$80,000. At a special ceremony, two of the most expensively saved animals were released back into the wild amid cheers and applause from onlookers. A minute later, in full view, a killer whale ate them both.

A woman came home to find her husband in the kitchen, shaking frantically with what looked like a wire running from his waist towards the electric kettle. Intending to jolt him away from the deadly current she whacked him with a handy plank of wood by the back door, breaking his arm in two places. Until that moment he had been happily listening to his Walkman.

Two animal rights protesters were protesting at the cruelty of sending pigs to a slaughterhouse in Bonn Germany. Suddenly the pigs, all two thousand of them, escaped through a broken fence and stampeded, trampling the two hapless protesters to death.

And finally.... I raqi terrorist, Khay Rahnajet, didn't pay enough postage on a letter bomb.

It came back with "return to sender" stamped on it. Forgetting it was the bomb, he opened it and was blown to bits.

Now, your day doesn't seem too bad doe's it.....until I arrive at the field and catch you in a breach of the rules.....!!!!

Happy FlyingAL 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: -

June	11	Al
	18	Frank
	25	Dave
July	2	Geoff
	9	Al
	16	Frank
	23	Dave
	30	Geoff
August	6	Al
	13	Frank
	20	Dave
	27	Geoff
September	3	Al
	10	Frank
	17	Dave
	24	Geoff
October	1	Al
	8	Frank
	15	Dave
	22	Geoff
	29	Al
November	5	Frank
	12	Dave
	19	Geoff

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