



# Flight Desk

August/October 2006

The official newsletter of Chesham Model Flying Club Ltd

Volume 18

Issue 4/5



**The winner in the Bombing Competition was.....Frank**

## Editors Ramblings

It has been a bit of a mixed bag over the last couple of months. Some excellent flying weather to begin with, broken by holiday, followed by lots of work commitments and then miserable weather. All, or part of which makes this newsletter somewhat late. I missed August completely!!

We started with another excellent bombing competition with Dave Anderson playing the host. Mrs Anderson's tablecloth was not available (apparently) and a substitute rag was found in the back of the garage. I felt sure that whatever was laid on the patch would be safe, and so it proved to be.

For the record we had 10 competitors, Frank and Richard Dalby Smith, Ray and James Birdseye, Geoff Walker, Chris Delph, Tony Jackson-Wynch,



Jeremy Tabb, Dave Anderson and me. Competition was as fierce as before but with a better wind pattern which allowed for approaches from the railway end of the patch. It was soon obvious that we had all prepared meticulously for the day...not. There had been no practice sessions leading up to the day, and it showed. Ray was eagerly anticipated as a star turn, but even he had

struggled to prepare any great surprises. All he could produce was a scale

bomb complete with detonating smoke cartridge. What a poor effort we couldn't believe our eyes. It should have won first prize but, for the second year running, Ray missed the patch.



The rest of us were also pretty mediocre, but someone had to win and eventually Frank was judged to have been the closest. Jeremy came second but flew a rather dubious parasol arrangement that practically hovered over the spot (see piccy

above). Shame it was the wrong spot. Geoff came in a good third. And so to the prizes. Noted for their originality and lack of practicality, they were accepted in the spirit with which they were won.

Another good CMFC competition which must be included in next years calendar. The final word goes to Dave who reported that "At no time was injury caused to the tablecloth"! Thanks Dave.



As always, you can contact me (Colin Hooper) at:

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

## Committee Matters

The programme of events for the next few months is:

October 18th	Club Night WHC 20:00 CANCELLED
December 20th	Club Night and AGM @ WHC 20:00

We have been unable to organise an interesting speaker to liven up our October Club Night. We have, therefore, cancelled the evening social. As you probably appreciate, speakers are limited and a club can fairly quickly exhaust those that are available within the Chesham area. Your thoughts would be welcomed about what we should do for alternative social Club nights. Could we, for example, get someone to organise a club quiz, or a contest to indoor fly a rubber band model for the longest. Ideas are always welcome. Let us know.

Meanwhile, we have an important date in December which will require your attendance. Bob, our treasurer sends these words:

### Membership Fees for the New Season

I would like to remind members that the membership fees will be for a 16 month period as announced in the Chairman's Soapbox in the February 2006 edition of Flight Desk.

This period starts on 1<sup>st</sup> September 2006 and ends on 31<sup>st</sup> December 2007. This is to align subsequent membership periods with calendar years and BMFA membership years. It also means that the BMFA fees are known when our membership fees are proposed and approved at our AGM in December.

This change means that the CMFC fees for the new season will include an extra third. If our membership rates (per month) remain unchanged, they will be as follows:

	Last Membership Period (1/9/05 to 31/8/06)	New Membership Period (1/9/06 to 31/12/07)
Associate	£12	£16
Junior	£16	£20
Student	£24	£30
Senior	£45	£60
Veteran	£30	£40
BMFA Senior	£26	tbd by BFMA
BMFA Junior	£14	tbd by BFMA

The amounts shown in the last column are only provisional. The budget and club membership fees for the new season will be presented by the committee at the AGM for approval by the members present. This year's AGM is on Wednesday 20<sup>th</sup> December. Please make every effort to attend. As always, members are encouraged to pay the membership fees and BMFA subs on the night.

I love collecting the money!

Bob (Treasurer)

Thanks Bob. We will be keeping the AGM as short as possible to allow for maximum scoff and chat time. Why not take the time to collar a committee member and make a few suggestions, in the nicest possible way.

## **Chairman's Soapbox**

### **NEWGROUND - HABITAT SCHEME AND SET ASIDE**

The field is being 'topped' by our regular contractor Simon Mead in accordance with our land management agreements with DEFRA. Also a designated area north of our gangmown flying area will be baled, with the large round bales placed on top of the existing stack at the northern end of the field, 100 metres beyond the pine trees.

### **NEWGROUND SHELTER**

If you use the shelter to eat your lunch or to escape a rain shower, then please leave it as you found it, - tidy with the door firmly closed. It is nearly 2 years ago when this project got off the drawing board, - it doesn't seem like it.

### **SOLAR POWER**

In case you may not know, - our solar panel at Newground is working well along with the 2 battery installations to provide never ending power for anyone flying electric models at Newground, so as to be able to use their own charging equipment to re-charge battery packs. Wheel one of the portable trolleys from the container to the pits area for use and then after flying you must return to the container and plug in so as to remain on constant trickle charge. There was a suspected dead short on one of the rigs, which left wires burnt and fused together. The 'culprit' was unknown, - but all has been repaired by Al Spicer and Ray Birdseye. Ray has now wired in safety switches which will 'trip out' if there is a short, so there should be no further problems. If you do have a mishap with any club equipment, you do have a duty to report it as soon as possible to a committee member so that appropriate remedial action can be taken.

### **CLUB RULES**

All members, especially those who have recently joined the club are reminded to study the rules carefully and thoroughly so as not to

compromise site security and the safety of all. In addition to all rules, any 'informatives' posted at either site at any time should be complied with.

You are reminded of several of our most important rules: -

- 9) All pilots must use their own 'club issue' peg at all times. It must be the correct colour to represent current achievement level, - these are:

Trainee = RED - **'T'**

Solo, (power) = GREEN - **'S'**

Solo, (glider) = GREEN - **'SG'** Solo, (electric) = GREEN - **'SE'**

A Cert. = BLACK- **'A'**

B Cert., Examiner, Chief Examiner = BLUE - **'B', 'E', 'CE'**.

Pilots flying helicopters must use a dedicated peg showing their achievement level together with a final suffix **'H'**

- 3a) All aircraft (fixed wing and helicopters) should be prepared for flight on the aircraft park (pits area) as shown on the latest issue site map displayed at each site. Flying procedures should be in strict accordance with the safety codes set out in the B.M.F.A. handbook. All aircraft (fixed wing and helicopters) must fly circuits in the same direction, as dictated by the wind direction. The patch should only be over-flown 'into wind'. Prior warning of 'take-off' and 'landing' must be clearly called. No aircraft must ever be taxied toward the pit area.
- 3b) If helicopters are being hovered only, then this must take place on the patch and under no circumstances elsewhere on the flying area. When this takes place, no fixed wing aircraft are to be flown until the patch is clear. For helicopters flying circuits, - rule 3a above applies.
- 6) Only 3 (three) I/C powered models should be in the air at any one time. Actual flying should take place from the close mown patch, and the flight pattern should where practical be over our own field. Pilots when flying must stand together on the edge of the take off and landing patch. Do not over-fly designated 'Dead Airspace', and take care to keep powered aircraft away from any nearby dwellings and other sensitive areas.

## PEDNOR APPEAL

The hearing before a Government Inspector has taken place at the Council Offices in Amersham. A site visit followed the hearing, and there will be a 'flying demo' before the Inspector on Thursday October 19<sup>th</sup> at 10.00am. Al Spicer will perform the flying demonstration. Council representatives and several members of the public from Pednor bottom and Chartridge Lane will be in attendance. The club will receive the Inspectors decision in a letter before the end of October. Only club members already involved in the appeal process should visit the field on the day of the flying demonstration.

To remind you of the Councils concerns: -

## THE COUNCIL'S SCHEDULE OF REASONS FOR REFUSAL

01. The proposed extension to the number of days and times that powered aircraft can be flown would result in a significant increase in intrusive noise and disturbance which would be audible from nearby dwellings, particularly those along Pednor Road and Chartridge Lane. It is considered that the flying of powered model aircraft sporadically for four hours a day on each weekday, in addition to Saturday mornings, would result in serious detriment to the amenity and quiet enjoyment of the occupants of these nearby dwellings. As such the proposal fails to comply with policies GC3 and GC7 of the Adopted Chiltern District Local Plan - 1997 (including The Adopted Alterations May 2001 and July 2004)

## OUR FEATHERED FRIENDS

At Newground we have a bird-table and drinking water pots for the birds and any four-legged visitors. We are soon to buy some winter food for the birds, which will be kept in the blue tubs at the back of the container. If you do put any out when you visit, do not 'over do it', as we need to make supplies last. Also do your bit by filling the bowls with water from either of the two water butts at the back of the shelter.

## HEDGE CUTTING

The club has purchased a Stihl petrol hedge-cutter for maintaining the front hedge each side of our entrance to the Newground field. It is important that visibility in both directions is not obstructed when leaving the field, - even so, always exercise caution when driving on to the road. Some vehicles travelling too fast past our entrance could cause you a

problem if you are not alert. The hedge-cutter will of course be used at both sites as and when required.

#### CLUB AGM

As most of you will know, this is not going to be in October, but in December, - (see Colin's list of diary entries, and Bob Bennett's notes on the subject). The reason is that for the first time since 1988, our club subscription year is to be moved to run from Jan 1<sup>st</sup> through to December 31<sup>st</sup>. As a result your next subscriptions due will be for a 16 month period, - that is from September 1<sup>st</sup> 2006 through to December 31<sup>st</sup> 2007. From then on, all renewals will be for the calendar year with a payment deadline of January 31<sup>st</sup>. This is in line with the BMFA subscription year, and makes the job of Treasurer and Membership Secretary a whole lot more manageable.

#### NEWSLETTERS AT NEWGROUND

When the hardcopy newsletter is printed, the A4 'master' is spiral bound at a cost of around 30p and deposited at Newground as a reference copy. These should not be taken away, - nor should any other reference material. Someone has 'borrowed' the June 2006 copy, - it has been missing for several weeks. Whoever has taken it should contact Dave Anderson to be included on the list to receive an A5 hard copy through the post.

#### FIRE PRECAUTIONS

If you are flying petrol engine powered aircraft, there is now a Fire Extinguisher at Newground. This should be taken to the pits area for reasons of safety in case it is required. This will soon be fixed on to a bracket inside the container. In a couple of weeks we will have one at Pednor also. These extinguishers are being 'donated'.

## Members Ramblings



Trauma of a first Solo, by Ft.Lt. Trevor Brunt. M.O.T.F.F. (MEMBER OF THE FAMOUS FIVE) Or Biggles for short.

After 9 months of dedicated training I finally went solo on the 1<sup>st</sup>, July 2006. It was finally time for my own plane a lovely flair Pup to be dusted off and made ready for flight.

Eager to get going my friend Jeff and I headed for Pednor to meet our faithful Chief instructor Al Spicer.

It was a bright but breezy day so Al took off and trimmed the Pup for level flight. Having decided that some adjustment was needed to stop it from flying upside-down he landed and did the necessary technical stuff...

We were soon airborne again, after having a little play Al handed me the controls and made a run for it!! (No not really). What fun buzzing around the sky like a man obsessed I even managed to do loop" magic".

Too soon it was time to land, nice approach; touch down, followed by nose down, good landing remarks Al. Always the gentleman.

First flight over my friend Jeff and I headed for Newground eager to test my new skills at the clubs posh sight.

Great we had the field all to ourselves, no onlookers to make me feel and look a prat. It was still quite windy but Jeff said lets go for it, well he would he wasn't the one flying and it wasn't his plane. I had only just spent £80 after bending my Heli two weeks previously.

Windsock in place the engine started the Pup was pointed into the wind and ready to go, being a Pilot can be very lonely.

I asked Jeff if he thought the engine sounded ok, he said yes but neither of us really had a clue. Taking off I screamed, this was just to impress my friend, down the patch a little elevator and we are airborne, good climb out well not bad, and then a 180-degree turn down wind.

Steady clime to a safe height approximately 200 feet, reduce throttle, and time to trim for level flight, unfortunately this requires letting go of one stick, well Al hand done this earlier, so sod it.

A few figure of eights and some figure nines and I decided it was time to land, "landing" I shouted, club rules don't you know! Turn back down wind and

then it happened, the bloody engine stopped, "dead stick" I yelled, don't panic said Jeff, easy for him... Remember all the training, nose down to reduce height and maintain air speed, right turn cross wind to avoid the Virgin express heading north still trying to reduce height but the Pup wants to be a glider.

Right into wind now on finals nose down a little bit more approaching the patch but still to high, you have control "Al, Dave, Geoff, Frank" were are you when I need you.

Looking good said Jeff, who needs friends anyway. Half way up the patch and the rough grass was looming fast I could see my poor little scale pilot would soon be hanging from his straps" but no" a little up elevator or flare, must use the correct language and we were down rolling slowly to a stop in front on the windsock, perfect landing said Jeff, textbook.

Trevor

## For Sale

---

Three Gliders looking for a good home

1. Super Phoenix. 98" wingspan. Glass fibre fuselage. Built/covered - awaiting installation of radio gear.
2. Graupner HS 91 Clou. 96" wingspan. Balsa/ply construction. Fuselage part built.
3. Veron Big Eagle. 96" wingspan. Balsa/ply construction. Fuselage and wings part built.

All three models are sitting in my garden shed and are available, at no cost, to any interested member.

Contact David Turner 01494 864863

---

Logo Ten;

1) Fully loaded and ready to go just add crystal. JR servo's, CSM, Kontronic brushless, carbon blades fin sets etc including 1 battery pack to get you going. Only hovered never damaged. No time since I moved cost around £600. Yours for a pilfering £385.

Call 01494711365

Frank

# Instructors Corner

INSTRUCTORS CORNER with AL SPICER



Hi everyone

Not a lot to report on at the moment, things are all running smoothly at Pednor at the mo..... The club will be taking on some new novice flying members in the next few weeks which brings me to the following advert

**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. You also get free cups of coffee and sometimes a sarny from the members.....if you push it hard enough. And there is a bonus, you get a free issue of crash helmets and bicycle clips...

Talking of MOBILE PHONES\* .....I have caught a few people in the last few months with mobiles on their person WHILST FLYING and I only know this

because the dam things have rang whilst they have been flying, much to their embarrassment...

Please note:- IT IS A CLUB RULE.....

**NO MOBILE PHONES ON THE FLIGHT LINE.....PLEASE**

If you need to have your phone switched on please keep it in or near your flight box in the PITS AREA ONLY......THANKYOU “YOU KNOW IT MAKES SENSE”

On another 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....

I tems like parking your vehicle in the designated car park, (caught a member last week again) 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.**

Everything seems to be running smoothly at our wonderful Newground site too. I haven't had any reports of any mishaps and all the members (so I hear) are enjoying themselves this year..... fixed wing and heli.....I did say in a past issue that if you talk to each other and set a compromise then it does work flying together .... Just one small niggle, (and it is a rule of the club, and any other club come to that), people are STILL turning up at both fields without a frequency pennant.

If you do not have one or have lost it.  
your task for the weekend is:

MAKE OR BUY A PENNANT FOR YOUR TRANSMITTER.

And on a lighter note a little story someone sent me I thought was amusing

SEE YOU DOWN THE FIELD.....HAPPY FLYING .....AL SPICER

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.

## **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: -

August	8	Al
	15	Frank
	22	Dave
	29	Geoff
September	5	Al
	12	Frank
	19	Dave
	26	Geoff
	2	Al
October	9	Frank
	16	Dave
	23	Geoff
	30	Al
November	7	Frank
	14	Dave
	21	Geoff
	28	Al
December	2	Frank
	9	Dave
	16	Geoff
	23	Al
	30	Frank

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

### Committee

<b>Chairman</b>	Dave Humphrey	01494-791258	<a href="mailto:humphrey779@btinternet.com">humphrey779@btinternet.com</a>
<b>Vice Chairman</b>	Gordon Hancock	01494-783649	<a href="mailto:fred@aerostress.demon.co.uk">fred@aerostress.demon.co.uk</a>
<b>Secretary</b>	David Turner	01494-864863	<a href="mailto:turnerdm@btinternet.com">turnerdm@btinternet.com</a>
<b>Treasurer</b>	Bob Bennett	01494-864751	<a href="mailto:Bob.Bennett@wychwoodrise.co.uk">Bob.Bennett@wychwoodrise.co.uk</a>
<b>Membership Secretary</b>	Dave Anderson	01494-583127	<a href="mailto:david.anderson267@ntlworld.com">david.anderson267@ntlworld.com</a>
<b>Newsletter Editor</b>	Colin Hooper	01494-866387	<a href="mailto:colin.jayne@wychwoodrise.co.uk">colin.jayne@wychwoodrise.co.uk</a>
<b>Chief Club Instructor</b>	Alan Spicer	01494-783214	<a href="mailto:alan.spicer@onetel.net">alan.spicer@onetel.net</a>

### Instructors

Alan Spicer	01494 783214	Mobile 07860 843613
Geoff Walker	01494 864985	
Frank Dalby-Smith	01494 711365	
Dave Anderson	01494 583127	
Robin Thwaites	01494 758079	