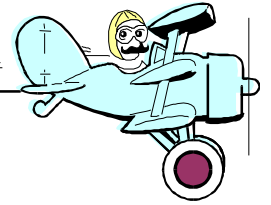




Newsletter
THE EYE IN THE SKY
August 2005

Newsletter of the MKMAA



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Chairman's News



Here we go again, August already time seems to be flying past. Hopefully this newsletter finds you all well either getting ready for your summer holidays or having just got back. I'm afraid we haven't had any offers of writing for the

newsletter so it's just mine and Barry's thoughts again. As you may all appreciate whilst we don't mind putting this news letter together it does come low on the priorities after work, flying, building, oh and of course our lovely families ! But it does

mean that it is all rather biased towards our thoughts and views. After saying that my good lady wife has offered to write a bit about being a model wife; I think that's what she meant it might have been a model widow!!



Duncan Osbourn 2005 3D World helicopter champion

First of all big congratulations to Duncan Osbourn, the new 3D Helicopter World Masters champion which he took on Sunday 24th July 2005. So great was his victory in the master's class that Chip HYDE the former champion who managed only 2nd Place announced his retirement from competitive flying.....

Once again, well done, Duncan a world champion and only 17 years old. It was nice to see that both National and regional TV companies covered the event. For those with internet access why not visit <http://www.3dmasters.org.uk> for details and picture gallery.

Secondly a big thank you to our retiring Treasurer, Neil Fuller who has persistently kept the clubs finances on an even keel for more years than I can remember. A combination of work and other leisure interests meant that Neil was unable to continue. Both myself, and the Secretary offer our sincere thanks on behalf of the club. We hope that we may see Neil flying down at the site some time in the near future. As a consequence David Shaw has kindly agreed to step into the position and will be acting as treasurer for the remainder of the year. Whilst David is relatively new to the club his professional qualifications with regard to finance should put us in safe hands. Hopefully we can persuade him to stand for the post the next year.



Club Membership

Were FULL!!! Yes even though we increased the number of members to 70 we are now once again full. Welcome to Roy Marks the last new member for 2005; we now have people on a waiting list who are keen to join. So for those that have joined since the last newsletter a very warm welcome, I know some of you have been members in the past and its great to have you back again and also for those joining for the

first time. It's good to encourage new members and a privilege to help them get to grips with flying. So far all those new to flying have been getting some stick time in and are progressing well. Darrin has managed to go from complete beginner to flying solo in just over a month. It's really down to practice now, hopefully leading towards taking his 'A' certificate at some point.

Just a reminder that membership will be available for renewal at this years AGM. No date or details at the moment but likely to be early December 2005. We will let you know as soon as possible, any suggestions for a venue most welcome. As per usual the posts for the committee will be available, whilst I am sure that most will be willing to stand again (There that's putting them on the spot!!)

Crashes

Unfortunately it goes with the territory, unless you are prepared to crash your model you're in the wrong hobby. It's not something we plan on happening but it is the nature of the beast, and sure as eggs are eggs you will crash at some point in your model flying. Since the last newsletter there has been a few, just for the record I will list a few.



Crashed and Burned ...

- Dennis's large Pitts Bi-plane crashed twice in one weekend, first time when the trees jumped out and ensnared it as he was coming in on a final approach. Fortunately after Dennis resorted to a ladder it was recovered mostly undamaged. The next day however was not so lucky. After Dennis's transmitter went flat, another club member offered to programme his so that he could have a go at flying it. All was going well until on take off the plane rolled to the left, the opposite aileron was applied and yes you guessed it the model continued to roll to the left resulting in the model being destroyed. What a shame, and yet it's something a lot of us have done. So remember before each flight, check your controls and then check again even getting another member to help. Remember it's so much easier when right does right and left does left!
- My trusty WOT 4 (1 set of second hand wings and three fuselages) had a mid-air right over the centre of the main runway with one of Jeff's tailless fun-flies. Jeff wasn't even flying it at the time. After the impact Jeff's plane continued flying and landed safely, with only a dent in the leading edge following the collision. I was memorized by the impact as my wings, undamaged sheared the nylon wing bolts and fluttered undamaged to the ground. The fuselage continued flat out straight and level for another two or three seconds until I cut the throttle, at which point it transformed from a plane in to a dart "landing" somewhere in the field of corn next door. So far after a number of searches it hasn't been found, so it's still in there somewhere, I'll have to wait until the field is harvested.
- Two electric foam fun-fly's hovering, torque rolling and with incredibly low passes were flying on the main strip when not only did they have a mid air crash but it was a full on head on

crash. Both planes locked together head on and crashed to the ground. That was both out of action for the rest of the day.

The tragic part of all this was that it all happened on a single day, with the demise of Dennis's bi-plane on the following day. Anyone reading this for the first time would surmise that we are either very unlucky or a bunch of incompetent and dangerous fliers. I would like to think that it was more bad luck than anything, but do remember that this can be a dangerous sport.

SAFETY



Following on from the above it only seems right to remind everyone to fly safely. I have put the following picture on the peg board as a reminder of what can happen if your model isn't restrained at ALL time. It only takes a lapse of concentration and accidents can happen. A good reason for not flying on your own, at least if other people are present they can assist if an accident happens. We have already had a nasty propeller incident this year, fortunately not as severe as this but still bad enough to put the member out of action for a considerable time.

We now have a new diagonal strip, thanks to Dennis. It will need mowing a few more times until it's as good as the main strip, but should enable safer cross wind take offs and landings. Just a reminder that the two helicopter areas are primarily meant for hovering and setting up and aren't really suitable for main helicopter flying, in which case the main runway should be used. You have as much right to fly from the strip as those flying fixed wing, all we ask is that we don't do both at the same time! We are club and a bit of give and take from all members would be appreciated. Let the helicopter pilots among us have the opportunity to fly on the strip, whilst the fixed wing fliers can watch and wonder! A helicopter accident last week was partly due to a fixed wing plane distracting the helicopter pilot whilst flying. Please be careful.



DANGER



Propellers Bite!

Ensure your model is restrained at all times

Caption Competition

Well that was a resounding success....NOT. Not one suggestion, well were not going to give up, this newsletters picture title is 'Name the club member?' A prize will be made available for the first one to identify him and secondly for the most humorous suggestion.



Name the club member

Memorable times from the field

Dean flying inches from the runway with his Hype 3D plane, inverted and very slow, and you've guessed it putting in the wrong elevator, up instead of down. Luckily there was absolutely no damage.

Get Well Soon

All the best, to Arnold Smith, who is at home recovering from his second knee operation. We hope everything is ok and we will see you down the field soon.

Web Site update

Just a quick update and reminder about the club web site <http://www.mkmaa.co.uk> the gallery page has been updated with some new photos from the field along with a new page with pictures of full size aircraft. The pictures currently being supplied by Dave THOMLINSON photographed at the imperial war museum at Duxford. If you have any pictures that you think others might appreciate, then email them to me chairman@mkmaa.co.uk and I will try and include them in the site.



Photo by Dave Thomlinson taken at Duxford 2005 Pair of P52 Mustangs

If you are after stickers for your latest model then why not have a look at [PYRAMID MODELS](#) They do an online order service and seem very helpful. If you have any suggestions to links to useful modeling sites, then please forward them on to me as well. I have spoken with Als models in Wolverton, Milton Keynes and tried to negotiate some club discount but was informed that this wasn't Als policy, however he did say that all orders from their website are 5% less than their shops.



Fun Bit !



Even Santa needs to watch were he's flying !



Signs that you have grown up

From the Jayhawk Squadron, Johnson County KS
Contributed by Jim Kennedy

- 6:00 A.M. is when you get up, not go to bed.
- You hear your favorite song in the elevator.
- You watch the Weather Channel.
- You go from 130 days of holiday to 20.
- Jeans and a sweater no longer qualify as dressed up.
- You're the one calling the police because the kids next door won't turn down their music.
- Your car insurance payment goes down, but your car payment goes up.
- A £2 bottle of wine is no longer pretty good stuff.

Other Stuff

If you are going off on holiday, and unable to sneak in a model plane, then can I recommend the following book. I have found it a fantastic read written by a second world war pilot Pierre Clostermann, who flew spitfires. The book is written with much honesty and is taken from his wartime diaries. It's very readable and is written in such a way that you could almost imagine being there. I realise that some of more mature members will be able to remember it first hand. I really must get round to building that spitfire.



*The Big Show written by Pierre Clostermann
and Published by Cassell in the UK and
priced at £7.99*

A Model Wife Tale

Have you ever entered the kitchen to find part of a model engine boiling contently in your best saucepan? or an engine slowly drying out in the middle of the oven? Maybe it was the dinning table taken over by balsawood and sheets of brightly coloured plastic covering, because its so cold in the shed. Does your new iron suddenly disappear whilst he covers his latest plane? Do you enter the garage with trepidation; does it look more like a miniature aircraft hanger? Do you have to tip toe through to get to freezer without treading on his latest pride and joy? Does he come home with a black bin liner containing bits and pieces of plane after another mid-air or an argument with the ground, vowing that's it he's giving it all up? Has he climbed any trees lately, or hunted through fields of rape seed trying to find his long lost plane? If you answered yes to any of these then you must be a model aircraft widow!

So what do you do? Find a hobby, clean the house, look after the kids, bake a cake etc Why not join him occasionally whilst the weather is good. It's actually quite nice with deckchair, a drink and magazine and not forgetting chatting to other women who have been widowed by the "hobby" and have braved the field. In the autumn there's plenty of Blackberries for jam making. You might even like to try an air show, they are quite fun, especially with the 'Real' planes. Old Warden is my favorite, especially the twilight flying displays, sharing smoked salmon sandwiches, strawberries & cream and champagne. Yes lads Champagne, come on she's worth it.

Of course we could really surprise them, take them on at their own game and learn to fly!

Helen Millward

Secretaries Desk

August already, where has the summer gone, the longest day is past and the night's are drawing in, time to think of building, and passing darkened hours, in a lonely freezing garage where epoxy never dries, the latest new creation will appear sometime next spring, like a butterfly emerging to test fly in light winds, lest we forget to do so, the plane will not at all, if all's not right, you'll soon find out, a bin bag says it all.
(Anonymous)



Ian Lawrie prop hangs his electric bi-plane

The BMFA are looking for new members of council. The following posts are available and anyone interested should in the first instance contact myself.

CHAIRMAN
HONORARY TREASURER
TECHNICAL SECRETARY
PUBLIC RELATIONS OFFICER
FAI DELEGATE

Nominations are to be with the BMFA before the 5th of September 2005, so Is anybody out there wanting to have a go?

As the Chairman alluded to earlier, the committee has to offer themselves for re-election on a yearly basis if they still wish to hold the position, an alternative candidate can be nominated and voting then takes place at the AGM to choose who will be the committee member for the following year. Rule 1.7 confirms that a minimum of forty five days notice in writing to the secretary is require for nominations. We look forward to the flurry of nominations.

I would at this point confirm that I am prepared to stand again as secretary.

Any club member wishing to present a motion to be voted on at the AGM, must have the motion, in writing, with the club secretary sixty days prior to the AGM, all as per rule 1.8, so that it may be circulated to all the members with the agenda. This rule does not apply to late safety motions.

Have you had a good summer's flying ? (yes, I hear you cry), where are you all then?. All of the committee try to get down to the flying site on a reasonably regular basis to fly and to keep in touch with the members. But we only ever see a small nucleus of the membership when we are down there. Can anyone who does not see us on a regular basis, or maybe does not even know us at all, please e-mail to say when and what time you usually fly. This is two fold, one to see a pattern of how and when the field is used, and two so that we could sometimes change our pattern and get down to see people we would not normally bump into.

Have a nice Autumn flying, and we look forward to seeing you all at the AGM.



CONTACT NAMES: PLEASE CALL BETWEEN 11AM AND 9PM

If you need a training session or discuss matters of modelling, please call or e-mail

Name	Phone	Comments
James Millward	01604 702556	Club Chairman, instructor chairman@mkmaa.co.uk
David Shaw	01908 221884	Club Treasurer, treasurer@mkmaa.co.uk
Barry Stewart	01604 764480	Club Secretary, instructor secretary@mkmaa.co.uk
Dean Bleser	01604 642432	Safety officer, instructor
Dennis Owen	01908 322944	Instructor, (helis & planes) and club examiner

That's its then guys, remember to keep it safe whilst flying!!

Happy landings James Millward

