



Contents :-

- Chairman's News
- Crashes!!
- Info from the Secretaries desk
- Lost Models
- Flying Report
- Incidents & Mishaps

Chairman's News

Where has the time gone? The longest day has been and gone and the nights are drawing in. Ok life's not really that bleak but here we are at the end of June, the summer getting into full swing, yes you got it rain and wind!!! I apologise now for the lack of newsletters, a failure here on my part not like the good old days with Bernhart. Ok my groveling over; please find mine and the secretaries thoughts on the previous months at the field.

Unfortunately there haven't been any internationals training at our field, however with Russ Deakin or Ian Laurie flying you would be hard pushed to see better at any of the shows. Russ practicing his 3D aerobatics with his heli, really leaves you wondering how the heli even stays in the air, putting it through maneuvers that just wouldn't be possible with a full size machine. If you haven't seen either of these guys flying then you really have missed a treat. The show season is now well into its full swing, with "Sandown" & "Wings and Wheels" having already been and gone. I know a number of members have attended these events and come back with one or two new models. Hopefully we will see them down the field in the not to distant future.

As for the field it's self there have been one or two changes, mainly at the request of the farmer. This has seen mainly changes to the heli pads, due to need to leave a completely uncut border to comply with the set a side rules. The bright orange container has now been toned down with a couple of coats of green fence stain. Whilst not ideal it was cheap, and seems to be weathering quite well. It will obviously need doing again later in the year, but the good news is that only took a couple of hours and more



importantly the container now blends into the back ground.

Apologies, to all those members who ended up being locked out of the field. This happened when the broken padlock was changed. Although it was set with the correct combination, it was also very easy to accidentally change it when opening the gate. Unfortunately that is what must of happened. We have now swapped the padlock with the one on the container. Hopefully everyone should be able to get in. Incidentally, on the Sunday after I changed the padlock, the gates were lifted off their hinges and a bunch of ravers held an impromptu rave at the bottom of the field. They not only pinched our white chairs and tables but had the cheek to ask Russ on the Sunday morning to quieten his heli as it was making "too much noise". I won't print what Russ replied!!!



Hopefully many of you have managed to get down the field and get some stick time in. The weather to be fair hasn't been that bad with some fantastic almost clear blue skies with just a gentle breeze. I know the retired gentlemen of the club have been making regular use of the field through out the week, whilst us workers have been mainly restricted to weekend flying



CRASHES!!! Yes we all have them at some time or other. Some are minor whilst others can only be described as terminal. There is something that most crashes have in common, that is that most are avoidable. Bad luck or radio interference is often blamed, however with modern radio; interference is a lot less likely. It has been said that if you aren't prepared to have the occasional crash then you are in the wrong hobby!! So the question is how can we minimize the possibility of crashing our pride and joy? (This applies equally to heli's as to fixed wing planes)

1. **Maintenance** – Check your machine prior to each flight, especially at the end of each flying session and also when on the bench at home. Was that last landing a bit bumpy? Then check all flying services, servo fixings, undercarriage, blade/propeller etc. Are all ball links slop free, when did you last replace them? Look for signs of rust, when your model has been laid up the shed. Just because it was flying ok last time you used it (9 months ago !) give it a check over. The list of maintenance points goes on and on, but it is well worth spending the time and effort as it is essential for a safe days flying. The upside is you may find your model lasts a lot longer.
2. **Check your Controls** – make sure that everything is around the right way. That right does right and left does left (Ask the safety officer what happens if there not and that was after three people had checked the heli !!!!) I sure I am not alone in having also done this. A common mistake is to get the elevator controls around the wrong way, remember pulling back on the stick should make your elevator go up, and thus your aircraft the same. I realize that this might well be teaching granny to suck eggs, but I'm sure a reminder wouldn't go amiss.
3. **Check your Control Surfaces** – Having checked that they all operate in the correct direction, check that they have been glued and pinned in place. Check that all are free and don't bind.
4. **Check the center of gravity** – You would be amazed after carrying out a repair, how few people remember to check the CofG
5. **Check the blades/propellers** – Ensure they are free of nicks and damage. Preferably balance your propellers before and all ways balance your heli blades.

6. **Range check** – Ensure that you regularly check the correct operation of your radio. It is not unknown for aerial leads to become broken as they pass through the fuselage side, only showing up when the plane is in the air. A bit late in the day to find out.



**Even Full size pilots get it wrong sometimes -
Taken at Duxford 6th June 2004**

Engine Safety – The following list whilst not exhaustive does contain some very useful advice.

- Mount engine properly and securely in a test stand, or on proper engine mount. Follow the mounting recommendations on the airplane kit's plan or in the test stand manufacturer's instructions. **DO NOT** clamp the engine in a vice.
- Keep spectators, especially small children, who can be hurt when the engine is running, at least 20 feet away.
- Use the correct size and pitch of propeller for your engine. See the Propeller Chart



printed at the end of the newsletter, and always follow the instructions of the propeller manufacturer.

- Install the propeller with the curved side facing toward you. Tighten the propeller nut securely against the washer and the propeller. Use a propeller wrench to tighten or loosen the nut. Do not use pliers.
- Inspect your propeller regularly. If propeller has any nicks, scratches, cracks or any other sign of wear, discard it! Never alter, repair, bend or shave a propeller, as this will weaken it.
- Inspect the propeller nut between each run and tighten if necessary. Normal engine vibration can cause loosening.
- To stop engine, adjust throttle linkage to close and cut off air supply. Alternative method: cut off fuel supply by pinching the fuel line or disconnecting the fuel line from the carburettor. **NEVER** use hands, fingers or any part of your body to stop the propeller. **NEVER** throw anything into a running engine to stop it.
- Stand behind engine while performing any adjustments. Keep your face, body, and any objects away from the path of the propeller while starting and running your engine.
- Never lean your face over the engine while you are starting or running engine.
- If you carry your model while engine is running, be very cautious. Keep your eye of the propeller and keep it away from you and others.
- Do not have tight fitting cowlings or oversized spinners, as they will impede airflow to engine, causing overheating and damage to the engine.
- Do not fly your model under or near high tension electrical wires.
- Use safety glasses or a safety shield when starting or running your engine.
- Follow all warnings regarding engine fuel. Keep it in a safe place, away from the danger of sparks, cigarettes, excessive heat, and anything which could ignite the fuel. Engine fuel is extremely flammable and must be handled with great care.
- Do not run engine in an area containing loose gravel or sand, as these may be thrown in your face, and may also weaken the propeller, causing failure.
- If using spinner of any kind, ensure that its edges do not come in contact with the propeller blades.
- Do not allow loose clothing (shirts, ties, etc.) to come near the propeller. Keep loose objects (pencils, screwdrivers) out of pockets to prevent them from falling into propeller.
- Keep glow plug clip and its cord away from spinning propeller.

Information from the Secretary's desk.

Following up to the last report on the child welfare policy, James and I attended a south midlands area committee meeting in early May, in which the bulk of



the whole evening's topic of discussion was the BMFA child welfare policy. The general consensus on the evening was that it appeared to be over the top and not written by a person with any particular knowledge of our sport.



However there apparently has been a couple of road shows done by the BMFA on the subject and a person who had attended these confirmed that it seemed as though the BMFA would make it mandatory to either adhere to the policy produced, create an individual club policy in line with the BMFA policy, or cease to be an affiliated club. The above seems to be a rather heavy handed approach being taken by the BMFA, and your

committee will shortly be discussing our further approach to this matter.

Other matters arising at the meeting were general discussion points on decisions to be made at the next BMFA main meeting, and the south midlands view on proposals. The area representative was advised of our consensual views.

The annual Flight Challenge is taking place on 10 July 2004, at the NEC, in conjunction with the Model Expo Show 2004.

Keith Setchell is organising assistance and support for this from our Area. He would like some volunteers to assist with the event, if there are any out there.

Helpers will be given a **free pass** to the whole event, and will have time to look around it.

The timetable for the day starts at 10:00, and runs through to the prize giving at 14:30.

Could you please circulate this request within your club, asking for helpers.

Any volunteers should please contact Keith to offer their services. He can be found at:

Keith Setchell

13 Mallard Hill

Bedford MK41 7QR

or by telephone on: 01234 365455.

Lost Models

In recent weeks a number of models have disappeared into the "Bermuda triangle", better know as the rape seed field, on the top side of the flying site. The farmer has been advised and will keep a look out for them when he crops. (he could be very worried about those balsa models damaging his very delicate farm machinery). Seriously though if you are flying over that area, take care and if you are unfortunate to "go in", try to keep a bearing on it. Also keep an eye out for other models whilst there. . Unfortunately there have been a number of losses mainly in the oil seed rape field next to our field. It really is a jungle, with very dense foliage and almost impossible to walk through (yes we have tried, and failed!) Whilst every plane lost in the rape is unfortunate, the loss of Arnolds SE5A is partially upsetting.

Flying Report

The weather perked up recently and an increase in flyer's at the field was noticed. Some finally finished winter projects have graced the air and good flying has been enjoyed by all. The strip is in magnificent condition, and thanks and praise must go to Dennis and his helpers for the sterling work being done. We have recently had to alter part of the layout of the field at the farmers request, and the new areas are coming on nicely as is the strip width extension (stone pickers still required). Various new layout options have been proposed and discussed, but there is always a downside with every option, so no further alterations will take place at the moment.

Incidents, mishaps etc

Recently a member arrived at the field and before commencing to prepare checked the pegboard. A peg was on his number so he enquired all around and received negative replies as to the owner. Assuming that the peg had been left on from a previous day he placed his own peg on the board and commenced to set up. The other "peg



owner" then returned from his discussions with another person some way off, and commenced to fly. **Resulting in a crash.** I also attended the site recently to find a person flying with no peg on the board !.

In future pegs **MUST** be removed from the board between flights. **All members must have a named and numbered peg** (all spare pegs will be removed from the board). No peg, no flying it is for all your safety and model protection.

Various parts of the strip have been used recently for take off, flying and post flight checks. This is detrimental to the safety of yourselves and others. Please fly only from in the "box" and clear the runway as soon as possible.

Forthcoming Events

**SEE THE UK'S
"BEST OF THE BEST"**
DISPLAY PILOTS COMPETING FOR
THE NEW "TOP GUN" TROPHY
17th - 18th JULY



**COMMENTARY BY
COLIN 'AVIATOR' HAMMOND**

Camping £25 (pre-booked)
£30 at gate
Daily Entry £5
Concessions £4
Children £4 under 5 Free!
Seaplane Space £5

SWAP MEET
Sunday Only
TRADE STANDS
BEER TENT
FOOD STALLS

ROUGHAM AIRFIELD
3 MILES EAST OF BURY St EDMUNDS JUST OFF THE A14

Camping Enquiries to BMFA Office Tel: 01462 440020
Trade & Points Enquiries Stone Tel: 01753 852883
General Enquiries to Les Tel: 01474 819499

Sponsored by: **WOODS** **RCME** **SCALE**

British Model Flying Association
NATIONALS 2004
Aug 28-29-30
RAF BARKSTON HEATH
on the B5403, EMiles
North East of Grantham



Europe's premier model flying event featuring the UK's most outstanding pilots competing in R/C Scale, Aerobatics. Plus Control Line stunt and speed events making for 3 days of superb non-stop flying action, make sure you don't miss it!

Details From: BMFA
Doddfield House
31 St. Andrews Rd
Leicester
LE2 0PE
Tel: 0116 244 0308
Fax: 0116 244 0645
email: admin@bmfa.org
website: www.bmfa.org



Entry Adults - £7. With concessions for OAPs
Children 10 to 15yrs - £4.
Full on site camping facilities are available.
By kind permission of the controlling British FA Council

See you flying soon.

Barry

Check out the latest pictures from the field on our web site www.mkmaa.co.uk



Items For Sale

1	FunFly Plane & OS25LA	No Pic Available	£40.00	Ring Jeff Thompson on (01234)743817
2	OS 25FP Engine	No Pic Available	£10.00	Ring Jeff Thompson on (01234)743817
3	Shuttle ZTS Helicopter & OS32 inc all servos, giro and battery all Futaba gear just add fuel and receiver. Also includes Glass blades, Training u/c and starter extension.	No Pic Available	£170.00	Ring Jeff Thompson on (01234)743817
4	Irvine WildCard 3D plane & Irvine 53 No Radio. Flown only once	No Pic Available	£100.00	Ring Jeff Thompson on (01234)743817

Propeller Selection Guide				
Running in	Trainer & Sports Models	Scale Models	Four Strokes	
0.10	7x4, 7x6	7x5 - 6 8x4 - 5		
0.15	7x4 8x4 - 5	7x4 7x5		
0.21	8x6 8x4, 8x5	9x4, 9x6, 10x4	10x4	
0.25	8x6 9x5	8x5, 9x6, 10x5	10x4.5 9x6	
0.32	10x5	10x6	10x6 11x4	
0.40	8x6 10x6	10x6 10x6, 11x5	12x4.5 11x4-6 10x6-7	
0.45	10x6 11x5	10x6.5 10.5x6 11x7	13x4.5 12x6 11x6	
0.60	11x7 12x6	11x7 12x6 12x8	14x6 13x5-6 12x6 11x6-8	
0.75	12x6 13x6	12x8 13x6	17x5 16x5-6 14x6	
0.90	13x6 14x6	13x8 14x6	17x6 16x4-6 15x4-6	

Approximate guide only - see manufacturers instructions for recommended prop sizes

CONTACT NAMES: PLEASE CALL BETWEEN 11AM AND 9PM

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

Name	Phone	Comments
James Millward	01604 702556	Club Chairman, instructor jmillward@bigfoot.com
Neil Fuller	01908 210553	Club treasurer, instructor mkmaa@dial.pipex.com
Barry Stewart	01604 764480	Club Secretary, instructor barry@stewart123.freemove.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