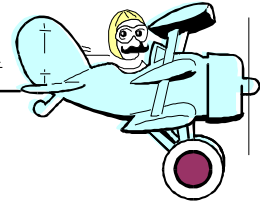




Newsletter  
**THE EYE IN THE SKY**  
June 2006



Newsletter of the MKMAA



## Chairman's News June 2006



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*Niko's latest Model - Black Horse Cap 232 ARTF*

**Well** here we are 1<sup>st</sup> of Flaming June as opposed to the "drought" that was May. All I can say is I don't reckon much to this global warming!!

Barry was down the field yesterday and couldn't get over how much the grass has grown!! Thanks to the guys who are doing a sterling job keeping the strip mown. At least when its not raining, blowing a gale or even both we can at least fly. Hopefully June will see some better flying weather.



Well it can't get any worse, can it?

Just a quick update on my emigration plans, the house is now sold (Subject to exchange of contracts) and I have handed in my notice at work. So if all goes to plan I should be jetting off

down under early September, just in time for the start of the summer. Hopefully I should be down and around the field for the next couple of months.





## Info from the Secretaries Desk

On the 2<sup>nd</sup> May 2006 the South Midlands Area committee meeting took place at the London Gliding Club near Dunstable. Below are some of the salient points from the meeting.

- 19 members attended along with 2 chief examiners.
- BMFA have issued funds to the South Midlands area for this year in total of £1452.56.
- A small discussion took place regarding insurance. It was confirmed that several claims were paid out last year all around the one thousand pound mark. The biggest payout last year (£ not given) was for a chuck glider striking someone in the eye.
- The hovering "M" versus the new alternative the pilots pirouette (flying over shoulder) was discussed. Both elements have merit for and against, but as they do not appear until the heli "B" test, and have still to go before committee, no further confirmation of which will appear in the test can be given.

- Within the new licensing act which came in, in September last year is a section which means that any event held on public or private land which results in an injury to a third party could result in the event organiser and/or the landowner being held liable, and acclaim made against them. This means that separate event insurance is required.

the 8<sup>th</sup> July 2006, anyone who can help, organise, time keep etc, please contact Keith Setchell in the evenings on 01234 365455 or e-mail

- [keithsetchell@yahoo.com](mailto:keithsetchell@yahoo.com)
- The area balance sheet stands at £1993.12.
- Date of next meeting is 2<sup>nd</sup> September 2006.



- An examiner from the Hatfield Club (Peter ?, name to be advised) has offered to undertake helicopter examinations wherever required.
- The second hangar at Cardington is due for re-cladding, and can then also possibly be used for free flight. However the current owner is looking to sell the hangars and this may then end free flight on a large scale in Bedford.
- The BMFA Dart challenge is due to take place at the Top Gun event on the 8<sup>th</sup> July 2006. Help is required to organise and coordinate. Contact via myself to area.
- The Old Warden schools day will happen on the 14<sup>th</sup> June 2006, and again help will be needed if you can.
- BMFA Schools flight challenge takes place on

### Pertinent notes from the BMFA Club Bulletin issued on 19<sup>th</sup> May 2006

- Hovering "M", pilots pirouette, and the "B" test in general will be discussed in depth, and the revised "B" test will be confirmed.
- Chris Bromley FSMAE wishes to make numerous minor changes on behalf of the achievement scheme review committee. None seem onerous, but if you wish to read any of these, please ask for a copy of the bulletin if you need to know more.
- Areas and disciplines will be asked to provide written reports on their activities for the 10<sup>th</sup> June 2006 main meeting. These will be reported back later.



- Reduced fees for membership apply from 1<sup>st</sup> July 2006.
- F3C European Championships 2006 will be held at Blandford Forum on August 10<sup>th</sup>, 11<sup>th</sup> & 12<sup>th</sup>. The organisers are seeking enthusiasts with scale or vintage R/C helicopters who would be prepared to give flying or static displays. Contact Adrian Richmond on 07751 941592 or [ady.rich@virgin.net](mailto:ady.rich@virgin.net)

Please contact Darryl Campling on 01235 531170, 07754 035872 or [darrylcampling@hotmail.com](mailto:darrylcampling@hotmail.com)



clothing away from the rotating prop and never wear loose clothes or ties.

7. To stop the engine either close the throttle or disconnect the fuel line, never put your hand or anything else into a moving prop.
8. If you carry your model with the engine running, make sure it is held securely and the engine and prop are as far away from you as possible. Do not run the engine in an area containing loose sand or gravel. Never run the engine in an enclosed space or indoors. Under no circumstances should the model be flown in a built up area, near children, high tension cabling or telephone wiring.
9. Store fuel in a safe place and keep well away from heat sources, sparks or cigarettes.
10. Model engines generate considerable heat as they run. Do not touch any part of your engine until it has cooled.
11. Model flying should only take places approved for such activities. This is usually the local model flying field.
12. Newcomers to model engines must read all instructions and safety warnings before running an engine. If you have any doubts about operating your engine properly and safely then you must seek advice.
13. Never disassemble your model engine. Disassembly will void any warranty.

## Other News

### MAPLE MODELS

Dave has changed his opening times. He is now closed on Wednesdays but is open on Sunday from 10.00am till 4.00pm. So if you break it or lose it you can replace it all weekend. He can be contacted on 01908 367588 or [www.maplemodels.com](http://www.maplemodels.com)

### West End United Church, Wolverton, Milton Keynes

Are looking for exhibitors to attend their centenary year Model Exhibition, which will be held on Saturday 14<sup>th</sup> July 2007 from 10.00am till 4.00pm. All types of modelling activities are welcome. They are particularly interested in hearing from demonstrators, builders and/or local modellers. Contact for further information is Paul Swannell on 01908 314880 or [theswannells@yahoo.co.uk](mailto:theswannells@yahoo.co.uk)

### North Berks Radio Model Aircraft Society

NBRMAS are holding a scale day on Sunday the 18<sup>th</sup> June 2006, and all are invited to join them. Informal competitions will be held and sponsorship is by "RC Model Flyer". The entry fee is only £3.00 and a barbeque or fish & chips will be available. Fliers without an A or B certificate will be allowed to fly under supervision.

## ENGINE SAFETY; THE THIRTEEN COMMANDMENTS

1. Keep onlookers, especially children and animals at a distance of at least 5 metres when operating your engine.
2. During initial running, mount your engine securely in an engine test stand or into a model making sure that the engine is secured firmly. **WARNING, FAILURE TO FIRMLY SECURE YOUR ENGINE CAN LEAD TO SERIOUS PERSONAL INJURY.**
3. Use only a good quality, balanced propeller of the correct size and pitch.
4. Check your propeller before installation for any cracks, chips or defects. Fit a new prop if you have any doubts or detect any damage.
5. Keep your face and body well clear of the propeller when starting the engine. Never use an unprotected finger to start an engine.
6. Make all engine adjustments from behind the motor. Keep body and



## Hints & Tips

### Threading Servo Wires in wings

Use kite string or fishing line to thread servo wires through a wing. Place a vacuum cleaner near the servo bay and drop the string or line into the exit hole. Be sure to hold onto the end of the string and to turn on the vacuum cleaner. This should work for both built-up or foam wings.

### Holes for wing dowels

A standard scenario for installing holding dowels in the leading edge of the wing is to put the wing in place on the fuselage, mark it through the pre-drilled holes, remove it, and drill for the dowels. The problem is when you drill, the drill bit "wanders" slightly and the alignment is off.

Solution? Use a piece of brass tubing as a hole saw. Cut teeth in one end and glue into a piece of hardwood for a handle. Now you can start the hold with the wing in place. Pushing and twisting the tubing allows you to cut right through balsa and even light plywood with little effort. Put a small piece of dowel in your first hole so the alignment stays accurate for the second hole. Note: A longer piece of brass tubing, with teeth on the end, can cut nice holes in the aft fuselage for nyrod exits



*Raptor Hovering*

### **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 <a href="mailto:chairman@mkmaa.co.uk">chairman@mkmaa.co.uk</a>
David Shaw	01908 221884	Club treasurer, <a href="mailto:treasurer@mkmaa.co.uk">treasurer@mkmaa.co.uk</a>
Barry Stewart	01604 764480	Club Secretary, instructor <a href="mailto:secretary@mkmaa.co.uk">secretary@mkmaa.co.uk</a>
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



*And Finally*

**Don't forget if you have any Articles for  
The Eye In The Sky – Please send them to the Secretary**

