

Flying ***in-formation***

The official journal of the Northampton Model Aero Club



Issue 07-1 February 2007

The Newsletter

Like it says on the web site, a slight change to the method of presentation. From now on, you can get to the latest and older issues from the web site. Each issue will be provided as an Adobe PDF file that can be viewed on line or printed off if preferred. The Secretary will have a few copies to hand out.

Chairman's Chatter

Thought we would have some Secretary's scribble for a change. Having recently finished the Wot-4, and thanks Dave J and Rob for help with the test flights, I wonder what to build next. Not that I have a lot of time for it, what with bein' secy. and all. However, since resurrecting the picture of the Hawker Hart (above) and seeing the one at Old Warden (ex Afghan Airforce) I have decided that my next project will be a CO2 version, using the Hawker Hart kit from Great Planes. Brian Baker is also building one, and he has shown me pictures of it, covered. Mine is still in the box. I still have the OS52 powered SE5 to finish, but what's the rush, I've been at that one since the year nought. Model making, I have just been informed, comes after painting the bathroom.

Apologies

Your editor is catching up with some of the articles submitted over recent months, so if some of this seems a bit old, you can always volunteer to be Editor.

AGM

At the AGM held on 8th December, Brian Hammon stood down from the Committee after about 20 years service to the Club. He continues to be the main mover in the Marburg twinning trips, slope soaring expeditions and nights out. The rest of the Committee was returned unopposed, Roy Bricknell was confirmed as a member of the Committee and Mick Lamb was elected as a Committee member. He has since taken on the post of Public Relations Officer, and has already made his mark with an article in the local Business Times. Unfortunately, for Copyright reasons, it can't be published on our website, but see Mick for copies.

Christmas Social

Seemed that a lot enjoyed it, and some thought the music was too loud. Well, you can't please everyone.

Slope Soaring Eastbourne

Being a novice member of the NMAC, I was delighted to be invited to the annual trip to Eastbourne. As I knew nothing about this particular aspect of flying, I decided to do some

homework. The half pipe seems to be the plane of the moment, but was judged to be too technical for me. I therefore chose the "Wild Thing".

The trip started well and I passed the initiation test by finding the A22 instead of Brian's instructions to take the A23. We arrived in Eastbourne to a wet afternoon, flying was out so it was agreed that an excursion to the Sussex Model Shop at Worthing would be a good idea. Brian decided to entertain us with his new "Sat Nav", vocals courtesy of Ossie Osbourne announcing "800 yards to r r r roundabout, 2nd f f.....g exit, plus numerous cookoo noises each time we passed a speed camera.

That evening we had a very enjoyable Indian meal, with too much wine and double scotches back at the hotel.

Saturday dawned cloudy and windy. We were joined by members of the Nene Valley Flying Club, so numbered about ten of us. It was decided to try "Long Man" - 214metres - 702ft, although from sea level we were unable to see the tops because of the mist. After parking and climbing what seemed like 500ft loaded with models, tranni box and essential food and drink, we arrived at the rim of the flying area. The wind was steady at 30 miles per hour and gusting to over 50 mph.

Brian and Dave, plus the lads from Nene Valley, did some flying. My "Wild Thing" lasted about one minute before crashing! The wind chill factor, plus incoming fog and 50 mph winds made me wonder why this sport was so popular, although everyone agreed these were not normal conditions. On the way down we met Phil who had arrived for the weekend.

That evening we had an enjoyable Chinese meal and returned to the hotel. I decided on an early night, 11pm and the rest adjourned to Brian's room for a "wine tasting" session. Unfortunately the Hotel Management found the noise levels a trifle high and requested they lower the noise level in fairness to the other guests.

Sunday, the weather looked great, blue skies and a steady wind. After breakfast we again headed out to "Long Man". After parking and collecting all the essential equipment we started our walk to the flying area. On reaching this point, it was obvious that there was insufficient wind, so it was to the top we all went. What a view! There were several local flyers with numerous types and makes of plane, soarers, wings etc. Also we had our collection of half pipes, wings and gliders. As for me I managed some tuition from Dave and Brian, accompanied by shouts of "nose down, nose down, turn away, turn away, I think you've got it".

The way I see it with slope soaring you keep the plane in front of you, you turn away from the edge and you NEVER, NEVER, let it get behind you.

What of the weekend, did I enjoy it? Yes. Was it easy? No! Will I go again? If they will have me, definitely. A big thanks to Brian, Dave, John, John and Phil for a most enjoyable weekend.

Mick Lamb

Honest, Guv

Firstly, thanks to the committee for organising the Christmas/January dinner dance. (that was in Jan 06 !!!!! – Ed)

Ann & I both had a good time. It was a real surprise to receive the certificate proclaiming I can fly solo. The way I have been flying makes you all seem very generous!!

I had initially thought the Super 60 was a write off, but on a cold, boring day after Christmas, I looked at it again and decided the fuselage was worth a front end rebuild. And so it was, but the wings, which I had thought to be "not too bad", ended up as a pile of match wood after taking the Solartex off. Fortunately, I had bought a Cessna-a-like from e-bay, & the wing, although a foam veneered affair, was a close enough substitute. So, it's now a Super 56 - see the photo.



Here's a photo of some of the control line planes I'm waiting to fly. For those who want the details, there are three D.C. Sabres, two P.A.W. 19s, A Frog 500 & a Mvvs 1cc in a Champ, Two Firebird-a-likes, a Chihuahua, two unnamed trainers & a combat wing bought at the auction.

As you might know I retired last year, so, of course, I have even less time now! - Consequently I didn't fly C/L at all in 2005. If anyone is interested, perhaps we could set up a day for something a little bit different, and if you haven't tried it, take my word for it, it can be quite exciting. I'll probably need someone to help me get those little diesels going!



(I never thought I'd say that way back in 1963, when all I had was D.C Merlins and the summer holidays went on for ever!)

See you on the field when it gets a bit warmer.
(We are talking 06 here – Ed)

Mike (The Horse) Edgecombe

Demo at St Lukes School

Wednesday 23rd January. Bill Harding had asked for assistance with a talk he was giving to St Luke's school in Duston. Bill Baker, Vince Henderson, Pete Crumby and Mike Brisland went along, with their own and one of my models (Schleuchter Ace, CO2 120 Twin Gasparin). A good time was had by all apparently, and the kids seemed to appreciate it as well. Now, how is this for a chapter of accidents? Brian sets out the pole and fishing line, Schleuchter Ace on the end of it ready to ROG and impress everyone. Bill steps neatly backwards, gets his feet caught in the fishing line and drags the model into his legs. Minor damage, one of two tissue punctures and a cracked stringer, but nothing serious. Still flew OK. I get it back home. Place fus and wing on the modelling table, then stoop, to pick up something from the floor. Mi braces get stretched too far, and come adrift at the back, flinging the cleat complete with straps over mi 'ead, hitting the wing and putting another ding in it. Phil

Hints and Tips

Some will have noticed the new feature on the web site. Suggested by John Gibbins, this is your chance to share your infinite wisdom with the rest of us. Not that any of us need an excuse for that. Now you can see your idea published for the world to see.

That's all, Folks.