



Flight Desk

April 2005

The official newsletter of Chesham Model Flying Club Ltd

Volume 17

Issue 2

White Hill Centre

Wednesday April 20th

7.30 for 8.00

Flying Around

Peter Jackson, Paul Winter and John Benzing present a talk and video presentation on the challenging art of control line aerobatics.

Editors Ramblings

I need to start this issue of the Newsletter with an apology. The February issue went out without Al's "Instructor Corner". Not because he didn't send it, but because I forgot to put it in. Sorry Al.

However, all's not lost. Al took himself off to America on holiday and did not send his April contribution, so I have put the missing bit into this issue. There, I probably had no need to own up, you wouldn't have noticed, would you?

A big slap on the back for all those contributors who took the time to put proverbial pen to paper. I know the rest of you will be kicking yourselves for not having done so this time. The contributions are first class and make entertaining, and painful, reading. Thanks guys.

Whilst we are handing out the bouquets, a big thanks to Bob Randall who was the speaker at our February Club Night. Bob gave a thoroughly enjoyable presentation on the Horsa Glider and their guiders during their wartime exploits. This is the stuff that makes it worth turning out on a Wednesday evening. Well done Bob.

We have another Club Night for you this month, Wednesday 20th. The speakers will have models, video footage and a wealth of anecdotes on an aspect of flying which we don't see much of, control line flying. I have only seen it at the exhibitions such as Sandown, where the ability to loop on a control line has my attention. There is more detail at the end of the Flight Desk, which will hopefully wet your appetite. See you there.

As always, you can contact me at:

webmaster@cheshammodelflyingclub.co.uk

Colin Hooper

Committee Matters

The programme of events for the next few months is:

April 20 th	Club Night WHC 20:00
April 24 th	AHA Team Trials LIMITED CMFC FLYING
May 11 th	Committee meeting WHC 20:00
May 22 nd	Bombing Competition @ NG 10:00
June 4 th	Balloon Bursting competition @ NG 15:30
June 15 th	Silent Flight @ Pednor 18:00

July 13 th	Committee meeting WHC 20:00
August 17 th	Silent Flight @ Pednor 18:00
September 11 th	AHA Team Trials LIMITED CMFC FLYING
September 14 th	Committee meeting WHC 20:00
September 18 th	Allan Crook scale competition @ NG
October 19 th	AGM @ WHC 20:00
November 9 th	Committee meeting WHC 20:00
December 21 st	Club Night @ WHC 20:00

Chairman's Soapbox

MORE NEW MEMBERS

A warm welcome to all new members. The info' sent to you by our Membership Secretary Dave Anderson should explain all you need to know regarding your membership. If you are unsure of anything, in particular any of the club rules, whether general or site rules, simply ring anyone on the committee who will soon put you right. We pride ourselves in the excellent image we have established for ourselves, as being a friendly helpful club, operating responsibly and willing to co-operate with third party organisations in order to solve sensibly any problems should they arise. All the club rules have been well thought out and many put to the test during our 16 years existence. Time has proven them to be 'necessary' for a variety of reasons. Mainly, that compliance will ensure that each and every one of us can enjoy the benefits that the club has to offer, without adversely affecting our fellow members, the good name of the club or the sport of model flying. I'm pleased to say that the 'atmosphere' at either of our sites is hard to fault, and this factor is important when we are all sharing a common aim, - not least to have a good time! There are no restrictions on the amount of enjoyment you can have, as long as you stick to the rules of course. It's now your club too! - I hope you make many new friends - good luck and safe flying!

FLYING SITE SAFETY - PLEASE READ THIS - CAREFULLY!

Each year at about this time, more of us will meet together at the flying field. Many will have dusted off that model that last flew several months ago, and 'carry on from where they left off'. This is of course fine, but we

all know how easy it is to become complacent. Check your radio gear, check the airframe, check your ni-cads, switches etc. in order to minimise the chances of something silly or dangerous happening before you have got back in the swing of things. A receiver battery pack failure, in flight, is everyone's worst nightmare. If the resultant crash is well away from persons or property, it may become the joke of the month. If it's not, then no-one will be smiling. The fact that the battery pack might be brand new, or that it's been on charge for 'x' number of hours, is not guaranteed to deliver your expected number of flights, so you need equipment which tells you the pack is fully charged. It's a good idea also to have some means to check the state of the battery pack before making each flight, as there is always a chance, however slim, that it could be the feared 'last flight'. Invest in a simple battery checker, either installed in the aircraft, or kept in your flight box, for that added 'peace of mind'. Most importantly - Check your crystals, - are they the channel you think they are, or was that your other model? Also remember to display your frequency pennant, - the correct one! Also check to see you have your own personal frequency peg in your flight box before you leave home. The Golden Rule is - NEVER, EVER SWITCH ON YOUR TRANSMITTER UNTIL YOU HAVE CLAIMED YOUR FREQUENCY ON THE PEGBOARD! ASSUME ALL 'CLAIMED' FREQUENCIES TO BE IN USE, UNLESS INFORMED OTHERWISE. IN ANY EVENT, DO NOT REMOVE ANOTHER MEMBER'S PEG, - THE OWNER WILL OBLIGE WHEN HE/SHE HAS SWITCHED OFF, - YES REMEMBER TO SWITCH OFF AND CHECK! DO NOT PERMIT OTHERS TO USE YOUR PEG.

It's not a crime to lose your peg. If this should occur, phone any committee member as soon as it is 'lost' and you will be sent another.

CLUBNIGHT WED. APRIL 20

Three control line fliers will be giving a presentation. Get rid of any ideas you may have on control line flying. You will find that these guys are the best in the U.K. and their enthusiasm is amazing. Believe you me, any memories or experiences you may have will be blown away. With their presentation of control line aerobatics with what was known as 'Stunt' years ago, this goes totally into another league. All three are international standard and when you see the video they have you will be amazed.

On display will be several models also, all of different design. This promises to be good entertainment, - please make an effort and be there!

NEWGROUND ROAD - 'HIDDEN DANGER'

It may seem obvious to most members to proceed with caution along Newground Road. The reason of course is the relatively narrow road, and the canal and railway bridges where it is not always possible to see whether another vehicle is coming from the other direction. The message is clear, - be alert, slow your speed, and be prepared for the possibility that a vehicle may be 'arriving' at the bridge at the same time as you. DRIVE CAREFULLY!

A.H.A. TEAM TRIALS - SUN. 26 APR NEWGROUND

Your committee has approved the use of Newground by the Aerobatic Helicopter Association. Club members please note, - there will be no club flying either before or during the trial including any planned lunch break. Club flying can take place after the trial, when all A.H.A. participants and officials have vacated the field.

This may not be before 3.30pm, and of course depends on conditions at the time.

If anyone wants to visit to see precision aerobatics heli' style, then of course you are free to do so. Please respect the fact that this is 'serious stuff', - do nothing that might affect the concentration of both pilots and the officials in charge of proceedings. There will be an agreed safe viewing area designated on the day by the A.H.A., - and in the interests of safety you should, as always, be 'Alert at all times'!

CLUB COMPETITIONS

Don't forget the competitions coming up at Newground, especially if you have pledged to enter. The first is a 'Bombing Competition' on May 22, - starts at 10.00am. The organiser is Dave Anderson.

The second is a 'Balloon Bursting Competition' on June 04, - starts at 3.30pm. The organiser is Richard Ginger. Even if you are not taking part, - be there!

Members Ramblings

Thanks to the Trainers

Having recently passed my solo, can I just say a big thanks to all the trainers for the time and commitment that they make in order to help others learn and enjoy the art of flying. Especially since the introduction of the extra trainer planes, as it really has made a big difference, in my opinion "money

well spent". I'd also like thank all the other ordinary members that give that extra little bit to make myself and all the other novice flyers so welcome. Nobody in the club ever makes you feel inferior when you get it wrong yet again, (they just crack up with laughter), and they are all prepared to talk and encourage the newcomer. So once again, thanks guys, it's very much appreciated.

Dick Hawkes

SPOT THE MISTAKE

It was Good Friday and I did not go to church. Instead I went to Newground to fly. There I met up with Tony Jackson-Wynch and later more and more sinners joined us as the sun began to burn off the morning mist. We all had some good flying, both electric and IC. I tested out some bomb aiming devices with a fair amount of humour, limited success and lousy aiming. The pocket-handkerchief was a little ambitious as:

- a) hitting the patch was only achieved once and
- b) finding the bombs was only achieved once!

I then volunteered to test fly Tony's new Kite plane. (Nice model Tony). But we had some problems getting the engine to run correctly. I said to Tony let me have a go at the engine and once I got it running decided to remove the glowclip by taking a short cut through the propeller.

This stopped the motor and took a chunk of flesh out of my finger.

I swore and blasphemed profoundly.

After patching my finger, comments such as "Are you sure he is an Instructor?" and "Anyone got a camera?" were overheard from unnamed sources.

Tony wisely decided to test fly the***** Kite another day.

Did I do something wrong????????? Answers on a postcard please.

Dave Anderson

(Some serious "on reflection" thoughts on page 14)

Kev's Cassutt - part 2

Hi all, I never did get round to ending the story on the red 37% scale Airmark Cassutt. Well, I changed the engine again to a Zenoah 45cc and it flies it well. I still have not built the cowl for it as yet. Here is a piccy of the Cassutt alongside a new one I have just built and flown, which is at 50 % scale.



The new Cassutt weighs in at 28lbs and has a Zenoah 80 cc twin cylinder boxer motor. This was built using the same plan that I built the red one from. It actually started as a 1/4 scale plan which I enlarged for both the Cassutts. The build time for the larger Cassutt was approx 6 weeks. I am at present building the cowl for it, having had to make a mould using a hard foam and I

am at present fibreglassing it, not a nice job I can tell you!

A friend of mine wanted to do the first flight of it, so I let him as he is a much better flier than me. Everything went well, better than expected, it just needed some up trim. He passed me the tx whilst still doing the first flight and I found the plane to be very stable and easy to see and fly.

But the weight of it is something I am still getting used to. I landed it and broke a wheel because I couldn't get any 6" wheels, so I nicked them off the barbie in the garden and they were not up to the job!

It has twin rx and twin batts, a throttle failsafe, 1/4 scale servos for the ailerons, digital servos for the tailplane and a Futaba 9206 for the rudder. The throttle is just a standard Futaba 3001. It used 7 rolls of profilm, and the decals came from my friend at sigma signwriting.

The plane is a copy of a racer in America called quadnickel. I have been in touch with them and they are putting the plane and story on their website. (<http://www.quadnickel.com> - ed)

This plane is a real head turner at the field of another club which I am a member of, and the sound is just awesome, whilst not too loud. The only problem with the plane is I have to ask Tish, my other half, to help me get it out of the back yard. She is always helping do something on a model.

But if she knew how much it cost!! So no blackmail threats please (Al Spicer, thank you).

Ha Ha

Kev

ps Another project is in the pipeline .

(You're a star Kev - the other piccy's are on the web site - ed)

Confessions of a Joiner!

Hi everyone, I trust you are all well. Not the best first quarter of the year for flying, I could count the good days on one hand. So like many of you no doubt I have been finding other things to catch up on whilst waiting for the good weather to arrive. I have caught up on some modelling of course but one of the priorities for this year was to upgrade the pc. My existing one was nearly due to be eligible for the museum and was certainly not adequate for a decent simulator I had intended getting for me and the boys. So eBay here I come!

Now armed with a half descent pc came the task of loading up the operating system etc. Not being terribly up on that sort of thing our good friend Jeremy came to the rescue, who got us up and running in no time at all, thanks mate! Now that just left me the laborious task of sifting through years of accumulated files, letters downloads and photos etc, etc from the old pc, a task I was not looking forward to but it had to be done.

It was whilst looking through the photos I had on the pc that I came across a couple from the flying club, Newground in fact, they were of the speed camera. The new members will not know of it of course but it bought back many a memory, particularly of the time I saw a couple on a tandem ride pass the gate. The man on the front nearly lost it as he glanced in the field and immediately turned to his wife whilst pointing in the field, presumably to show her.



I also remember hearing a rumour that there were even some fines sent out with the offender's car in shot! I know there was a lot of finger pointing as to the person or persons responsible but did the committee ever get to the bottom of the matter? Does anyone have any information as to who it may have been? Well I think I can help here folks as I have absolute concrete proof as to the name of the persons in the form of a confession.

Sit yourselves down as I am about to reveal one of the names and some of you may find it a bit of a shock and no doubt be in total disbelief, yes it was.....ME! I just couldn't resist it after reading in one of the newsletters a piece from Humpy complaining about members going too fast and scattering the scalplings.

Well everybody I have done the honourable thing and confessed. However I will not under any circumstances divulge the name of my accomplice, he must at all costs remain anonymous. In fact wild horses would not drag his name from me. Besides I promised Al' I wouldn't say. Oooooops!

Oh, yes of course, who am I? Did you guess right? It is indeed Ray Birdseye!

I'll be back!

It seems ages since I was club secretary and, just after I relinquished that position, I did intend to provide the then current newsletter editor with an occasional series of articles based on one of my favourite radio programmes, 'The Countryside in Winter,' 'The Countryside in Spring' etc. I managed the first one and then 'foot and mouth' intervened and we never got past that.

Well, last weekend spring arrived - just for 2 days - so you are now getting 'The Countryside in Spring' - Hock's version.

Having effectively had a break from flying for the last 18 months due to work, open garden days and house redecoration, I have now basically caught up. This year I intend to come flying a lot more and not as Mr Stroud describes me - a FOP (Flies Other People's). Actually, I have done some flying but this has mainly been indoor free flight, both rubber and electric powered. Doing this has brought me into touch with |John and Pauline Hook

who run a little niche modelling business called Flitehook. They have supplied me with all my indoor modelling needs and over the last 18 months have been supplying miniature radio gear and the extremely attractive Depron kits and three-phase electric motors and speed controllers made by Mr Potenski who resides in the Czech Republic. I can thoroughly recommend the Hook family to you and people like John Stroud and John Wilkins will back me up in this as they supply some of the best balsa wood in the country. (Not too many suppliers weigh every individual piece of balsa so you know exactly what you are getting.) You will not see them advertise in any of the magazines as they do not believe in it but they do put themselves about a fair bit at indoor meetings and places like Old Warden, Middle Wallop, The Nationals etc. That's enough of the advertising bit!

My children bought me several of the Potenski outrunners and the some servos for Christmas and I am busily fitting these to some of my existing models together with a new 36" E-Flight 3-D 12 oz Ultimate biplane which I shall have ready in a couple of weeks time. This will be for flying on those wonderful calm summer evenings - I hope. As some of you know, I purchased the club T240 which became surplus to requirements and am now busily fettling this as a glider tug. As everybody appears to have jumped into the 3-D scene my OS 32 powered JAZZ is also more or less ready to fly, so I should have enough to keep me out of mischief this summer (assuming we have a summer and my beloved lets me loose after I have mowed the lawns etc!)

I have not seen the field at New Ground since last October and am waiting with awe to view the new 'wildlife shelter' which we are not going to be allowed to set light to with the barbecues and not be allowed to store our dirty, oily models in while we fly our pristine electric ones.

As you all know, I do not even know how to switch a computer on - but I do know somebody who can. She hit the website the other night in response to a request from me to find out what the frequency usage and distribution was among the members to make sure some of my new models will be flown on one of the least used frequencies. I did however notice that this information was not fully up to date and Colin would probably appreciate communications from you all as to your current frequency usage. I shall probably go down to New Ground and find there are 20 other members flying on Channel 56 just to annoy me!

We also viewed the photos of the progress being made on the shelter and the looks on the faces of some of the knackered club members who were putting the thing up. We also saw lots of photos of members and their models. This was all a bit of a revelation to me as I did not realise how comprehensive Colin's efforts have been in providing all this information. Well done Colin.

I saw Dave Hewitson at Christmas when he and Catherine came round to sample my Scotch (half a bottle Hewitson) and he was most insistent that we should go flying this year at least once a month. What with my kitchen and his extensive house alterations, we have not yet managed anything. But, both these projects are now more or less complete. Like 'Arni', we'll be back! - for the remaining three-quarters of the year.

Bill Hockey

Spring 2005

Instructors Corner

And a very big hello to all members and non flyers out there (and that must be most of you.....) what an incredible mix of bad weather we have had for the last month or so, mainly rain I know but high winds as well definitely no good for instruction on a Saturday morning as you novice pilots well know by the continuing cancellations that we are very sorry about but alas can do nothing about.

Did you hear:-

NOBBY CLARK WENT SOLO

Well done Nobby and a big congratulations to you mate, well deserved

You flew well on the day, keep it up.

According to my records you started training last April 04....10 months...not bad by my reckoning considering you only flew mainly on a Saturday and the odd day in the week.

Another member who is doing extremely well my 'ole mate Dick Hawkes last time I took him for a lesson he even surprised himself with how well he flew.....carry on the good work Dick.....

For any new members that do not know, the club has its own trainer complete with transmitter and 'buddy box'. For those of you that do not know what a 'buddy box' is, it's a second 'slave' transmitter operated by the student pilot which is linked to the instructor's transmitter by a six core training cable. The instructor's transmitter is the 'master' and he has control until he operates a sprung loaded switch on his transmitter which then gives the student control with his or her transmitter. When the instructor releases the switch he then has control again, this way it gives more confidence to the student knowing that the nice bloke standing next to him will get him or her out of the s**t.....!!

Although the following request is aimed particularly at pilots under tuition, it also applies to any member who would like assistance in checking out their new or refitted models e.g. radio security, engine, tank, C of G etc. Please contact any of the instructors on the list before you bring the model to the flying field. They will be only too pleased to give assistance and it should ensure that your model will be safe to fly with more chance of it taking off and landing again in one piece. It will also save valuable flying time down at the field if the instructor doesn't have to spend time fiddling around rectifying problems with cold fingers and a limited supply of spares, when it could be carried out in the comfort of an instructors workshop/garage at home [it probably would only take half as long as well]. Please help us to help you.....you know it makes sense.

Just a few quick questions, and PLEASE read carefully
Does your aircraft, or how it's flown cause annoyance?

It may do, unless, you can answer yes to all the following:

1. Is your aircraft silenced to 82dBA (or 79dBA on Sats at Pednor)
2. Do you never over fly the railway at Newground
3. Do you fly less than 20% of each flight at full throttle?
4. Do you confine full throttle for climbing and aerobatic maneuvers only i.e.

not flying around full throttle continuously

5. Do you always throttle back in the circuit.

6. Is your aircraft best configured to eliminate unnecessary rpm?
(i.e. prop size)

Don't get your aircraft grounded

GET IT SORTED!!

See me, or any of my team of instructors if you need any help.

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



To end with, I thought I would offer five small but worthwhile things to remember, not only to solo or 'A' certificate holders but also to 'S' standard and upwards. [You can never be too safe)

- 1/ Always do a ground range check before flying a new or repaired model or using repaired radio equipment.
- 2/ Before each flight, check all controls and model surfaces for movement (under full power if applicable and obviously with the model well restrained while you observe).
- 3/ If you have any doubts about anything DO NOT FLY, ask someone for help and a second opinion.

- 4/ Never fly in bad light or poor visibility.
- 5/ Always 'ditch' your model rather than risk hitting someone. I know this one would seem a bit of a bummer but it would just have to be done I'm afraid.....

The best publicity this sport can receive is through you and your responsible attitude to model flying. If you follow these general safety pointers you will be off to a good start, and remember.....

MODEL FLYING MUST NOT ONLY BE SAFE, BUT BE SEEN TO BE SAFE.

If any club member needing any help or advice please do not hesitate to ring either myself or any other instructor or committee member.
After all that's what we're here for.

Happy Flying. AL Spicer.

SPOT THE MISTAKE - continued.

Where did I go wrong

1. I was overconfident and not thinking carefully, after all I have been flying for 15 years without any accidents- what could possibly go wrong!!!!!!!!!!!!
2. Tony's set up geometry is his layout and not mine - As an instructor I always tried to instil into trainees to get their own layout for starting engines and then keep to it.
3. I was talking and not thinking about the different layout and had not adjusted my procedures accordingly.

Luckily the engine was on tick over and I must have caught the side of my finger as only! 1/16th of an inch of skin was removed over an area of 1 inch by ½ an inch but it brought on a sharp intake of breath, I can tell you. (Still I did get out of the washing up that night)

MODEL FLYING CAN BE DANGEROUS - KEEP THINKING ALL THE TIME, EVERY TIME.

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: -

April	2	Dave
	9	Geoff
	16	Al
	23	Frank
	30	Dave
May	7	Geoff
	14	Al
	21	Frank
	28	Dave
June	4	Geoff
	11	Al
	18	Frank
	25	Dave
July	2	Geoff
	9	Al
	16	Frank
	23	Dave
	30	Geoff
August	6	Al

	13	Frank
	20	Dave
	27	Geoff
September	3	Al
	10	Frank
	17	Dave
	24	Geoff
October	1	Al
	8	Frank
	15	Dave
	22	Geoff
	29	Al
November	5	Frank
	12	Dave
	19	Geoff

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

Club Night Details

Flying Around

Peter Jackson, Paul Winter and John Benzing present a talk and video presentation on the challenging art of control line aerobatics.

“Bricks on strings”, that’s what many modellers perceive as a typical control line model, and unfortunately it often happens to be true! The hard facts are that many of the so called “trainer” models that most of us have tried our hand at often turn out to be a challenge even for an experienced control line flyer.

If only we had known then what we know now, we could have had those basic trainers flying, by just making a few simple adjustments on the field. Compare those trainers with the four high-tech stunters that are in front of you tonight and you can see immediately that things have moved on apace in the last 20 or so years.

Main change has been in model size, with wingspan up from 50” a few years ago to 60” or more today. Motive power has seen some changes too, with the traditional two strokes now being challenged by the new breed of reliable four strokes appearing on the market.

Even today things are not at a standstill, as within the last year or so electric motors have emerged as a potential new power source, with cost being the only constraining factor at the moment. And for those with little time or inclination to build, then the new ARTF models offer an alternative route to the flying field – and yes, they are even made in control line form.

For those of you who may be tempted to venture into the world of control line flying after our little talk this evening, you are fortunate that in front of you is Paul Winter, who trading as PS Aeroproducts, is the official European dealer for the US based Brodak concern – the largest dedicated control line business in the world. Paul can help you with virtually all your control line needs.

We hope you enjoy our little talk and video presentation., and if at some future date you would like to discuss any aspects of control line flying in more detail, then feel free to contact any one of us.