



# Flight Desk

April 2011

The official newsletter of Chesham Model Flying Club Ltd

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## April 20th Club Night

Our speaker is Brian Lecomber

### An Illustrated Talk on His Aerobatic Career

Brian is a local celebrity with a wealth of real size aerobatic experience.

One not to miss!

## Editors Ramblings

Finally, we are beginning to see some pleasant flying weather. The wind sock has been replaced. The grass is in superb condition following anti-rabbit treatment and hole filling (did you know what a punner was? I didn't. Apparently it is a tool to firm top soil into rabbit holes!!) It has also received a second vibrating roller treatment and is now as flat as a pancake. The shelter has been re-coated and the container is about to change colour. We should all be grateful to the volunteers who have been giving so much of their time to improve Newground.

I have finally maiden'd the Mustang with two good flights of 6 minutes duration. It was a very calm day and I struggled to slow up for a good landing, but at least it was one you could walk away from. On recharging the 4S 3000mAh batteries I had only used a third of their capacity so I can expect to fly for longer next time.

I also have to confess to having lost a model. I had largish "Wot" style model that was scratch built and which always had a bad sit in the air. In my wisdom, I decided to change the main wing inclination to make it neutral to the tail. It was a handful to fly and I struggled to re-trim it whilst all the time loosing it down wind. It finally went into a series of horizontal fast spins culminating in a terminal vertical spin. Contact was made with the fence between Newground and the canal and I was left with that long walk back carrying bits. Fortunately all the electrics survived and they will all fly again in a new model. Now I wonder what it will be???

Finally, let me say how nice it was to fly with Steve Bull recently. He gave us all some cause for concern and it was good to see him looking well.

As always, you can contact me (Colin Hooper) at:

[webmaster@cheshammodelflyingclub.co.uk](mailto:webmaster@cheshammodelflyingclub.co.uk)

## Secretary's Notepad

As I write this it really does seem that Spring has arrived - although it took its time this year!

There are several reminders elsewhere, however PLEASE DON'T FORGET OUR BALLOON BURSTING COMP. ON 10th APRIL!! This is a FUN event, all you need is a fixed wing prop driven plane. I've run this for several years and we generally have a good turnout; HELPERS ARE REQUIRED, this is labour intensive - we get through loads of balloons. Unless the weather is very bad - i.e. continuous rain IT WILL BE RUN. Turn up and enjoy!

The Hawker Cygnet is finished (just) and has been successfully test flown. A lot of work and I've even done rib tapes which set it off nicely - I followed Don Coe's method which has been widely published in the modelling press.

As with all my models, I'll add the final detailing (lettering, pilot, dashboards) when I know it flies OK. Had to add about 8oz of lead buried in the top cowl block which was slightly surprising as this model has a fairly long nose - but I favour a safe, forward c of g at least for initial flights. However, not a heavy model for nearly 8 feet span (under 12lbs) and being a biplane the wing loading is light (unlike my DB Spit which is over 40 ozs/sq ft). Goes in the car complete with wings folded back and rigging is a doddle. Fit the four wing pins, connect the lower ailerons, fit the drag wires and detachable rear centre section and it's ready. Ready to go it stands me in at several hundred pounds and it's for sale at over a thousand including my labour - five months' of steady graft.

Several people have taken static and flying shots of my scale stuff and I should particularly like to thank Trevor Brunt who recently gave me a DVD showing Spitfire and Meteor plus the test flight of Trevor Mine's lovely DB Pup. The latter is a cracking model with great "presence" in the air..

I'm looking forward to Robin Hodge's piston Provost from the Jerry Bates plan - loads of hours have gone into this. Good luck Robin.

You will conclude from this that actual model building is alive and kicking! There really is nothing to touch a scratch /kit built aeroplane, even though the ARTFs are getting better. Strangely, some of the more passable offerings appear to be the very small foamies! There are plenty of decent kits and I have found the goods supplied by Leon Cole at Belair to be of excellent quality from a genuine enthusiast.

The Newground field is looking good and is now even better following another vibrating roller session!!

See you at the field!

Cheers,

RG

The events for the immediate future are:

April 10th	Competition @ Newground (Balloon Bursting)
April 20th	Club Night WHC 20:00
May 1st	AHA Flying @ Newground ( Limited club flying )
May 2nd	Newground Bank Holiday BBQ
May 18th	Committee Meeting WHC 20:00
June 12th	Competition @ Newground (Spot Landing)
June 15th	Silent Night @ Pednor

## Chairmans Soapbox

### NEWGROUND - HABITAT SCHEME AND SET ASIDE

Claim forms have been submitted to Natural England for 2011 Habitat Scheme payment, and also to the Rural Payments Agency for the Single Payment Scheme year 2011. In the next few weeks we should receive payment for the SPS year 2010 and the Habitat Scheme 2011. These agri - environmental schemes are joint funded by the UK government and the European Union. They reward us for managing our ex 5 year set-aside land for the benefit of wildlife.

## NEWGROUND - PATCH + FIELD UPGRADE

Richard Johnson ably assisted by Richard Ginger and Peter Hodge spent April Fools Day, Friday 01 April, rolling the patch. Yes, this is not a 'wind up' they actually did. Using a hired vibrating roller, this is the second time recently that the team have performed this task to improve the quality of the surface. Some small holes were also filled in, but the culprits for causing them, namely rabbits, have drastically curtailed their acts of vandalism. This is good news, as numbers seem to be well down in all parts of the field. The track was also rolled, and Pete has also started giving the shelter another coat of preservative. Other further improvements are being made which will be completed by the end of April.

## NEWGROUND - THE FINAL FRONTIER?

This was our proposal for a permanent building at Newground, discussed in detail at the AGM in December. Richard Ginger obtained quotes for services, namely supply of electricity and water. The results of his efforts were simply no where near what we might have expected. To lay on the electricity supply, an estimated figure of £150,000 was given. Apparently, and completely unknown to us, the supply cannot cross the canal, so has to come underground across fields between the railway and the canal all the way from the Cow Roast ! Forgetting all other costs, this has forced the project to be shelved indefinitely.

## NEWGROUND ROAD

Just another reminder regarding the 'thoughtless random parking' in Newground Road. Some vehicles are still parked really too close to the canal bridge, and some are parked immediately opposite our entrance. With some vehicles travelling way too fast along the road, the parking provides an additional danger when you are leaving Newground Field. Please be careful, - it is easy to get caught out!

## AHA AT NEWGROUND

The AHA (Aerobatic Helicopter Association) is using our Newground field for Competition on Sunday 01 May. As with previous years, there will be no flying possible for our members until they have ceased flying.

Humpy

## Member's Ramblings



Another year another model by Flt Lt Trevor Brunt.

Hi Chaps, Well the weather is slowly improving and the muddy fields are drying out so we can now all get those new and some old models out and



dusted off. You may remember that my poor YT Spitfire still hasn't had the joy of me flying it due to damage incurred during a couple of test flights last year, not pilot error, but due to engine problems, i.e. the exhaust falling off on finals causing the engine to stall and then a heavy landing on loose undercarriage. The repairs are now almost finished so fingers crossed that she can go into battle this year. I've also built yet another ARFT again with the willing help of Warrant officer Jeff Denty. This little baby is the electric version of the AT6 Harvard by Graupner; the power train is a 500W motor, with a 60amp ESD and 4S 3200 NiCad



Flt Lt. Trevor Mines has also been adding to his vast collection of models and recently brought his latest masterpiece to new ground, a ¼ scale Sopwith pup. She took her first flight courtesy of Wing commander Richard Ginger and flew first time without a hitch, and looked fantastic.



Trevor's models always look great with real attention to detail.

Biggles

## Events



Our first Club Night of 2011 (and the first organized by me) took place on Wednesday 16 February. Manny Williamson, BMFA Development Officer was our guest speaker. The attendance at this Club Night was encouraging; I counted thirty members at the half time break (and there were a good few more in the bar!), which I thought was a good effort given the somewhat dry nature of the subject matter of the talk

- "The BMFA and You (Or What You Get For Your £29)".

To his credit, Manny's talk was excellent; humorous, informative and thought provoking and generally deemed a success by those who attended. I think that Manny made many of us realise that, for all its faults, the BMFA is nonetheless a valuable resource to be used rather than just the provider of compulsory insurance!

### Forthcoming Events

We will be having our first competition of 2011 (well more of a fun day really) on Sunday 10 April @ Newground, starting promptly at 10.00am. This is to be a balloon bursting competition kindly organised by Richard Ginger and although I've not taken part before I have seen it done twice. Believe me, it's fun! All you need is any type of propeller driven fixed wing plane. A trainer has as much chance as a 3D plane, so no excuse for anyone not taking part. New members and beginners please note, so long as you are solo then you can enter. All you have to do is take off and over fly the patch at around 10ft and watch the balloons burst. Easy! Rules are on the website, in this issue of the Newsletter and posted at both our flying sites.

Even if you are not planning to fly, helpers are always required for this labour-intensive competition.

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On Wednesday 20 April we have our second Club Night of 2011 at the usual venue, the White Hill Centre, starting at 8pm. Our guest speaker on the night is Brian Lecomber, a full size aircraft aerobatic pilot of international standing, who is known by reputation to many of you.

I am advised that Brian's normal format is a slide show lasting about forty-five minutes, then a beer-break followed by a short DVD film then questions, which can go on for as long as they go on.

Brian is quite a character and an excellent speaker so this is definitely a night not to be missed. We are lucky to get him as he does not generally do this sort of thing anymore, despite the obvious demand. Please arrive early as I am expecting a full house.

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Your Committee has again approved the use of Newground by the Aerobatic Helicopter Association (AHA) for team trials/competition on two dates in 2011, the first of which takes place on Sunday 1 May. Club members should kindly note that there will be no club flying either before or during the trials/competition, including during any planned lunch break. Club flying can take place afterwards, when all AHA participants and officials have vacated the flying area. This may not be before 3.30pm, and of course depends on conditions at the time.

Club members are welcome to attend and spectate if they wish. I did so last year and the display of precision aerobatics 'heli' style that I witnessed was outstanding, as was the quality and technical sophistication of the hardware in use. Despite the obvious stresses/tensions associated with the team trial process, the pilots are all very friendly and easy going and in common with serious enthusiasts, are happy to talk at length about anything that catches your interest. Nonetheless, if visiting please respect the fact that this is 'serious stuff' and 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 AHA and in the interests of safety you should, as always, be 'alert at all times'!

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Spring is definitely in the air as I type this report, which reminds me that on Monday 2 May our annual May Bank Holiday BBQ/Fun Day takes place at Newground. So if you want a nice relaxing picnic with the family or to try out the BBQ come along to Newground and chill out. We will have family friendly toilet facilities in place for this event. There will be the usual club flying as well as a club trainer on hand if any family members would like to 'give it a go'!

We are planning all the usual May Day festivities, plus for this year only, one or two special events. Courtesy of Richard Dawson, two very lucky club members will get, weather permitting, a forty-five minute flight around the Chilterns/London heli-lanes in Richard's Robinson R44 helicopter. For those not so lucky to secure a seat on the helicopter, the aircraft will be on the ground for half an hour or so before the courtesy flight, to enable everyone to have a look round and ask any questions.

Further details of this wonderful opportunity born out of Richard's kindness and generosity will be circulated by e-mail nearer the return date and an announcement will be made at the Club Night on 20 April. However, it is worth mentioning at this point that during Richard's visit, safety will be of paramount importance; a Safety Marshal will be appointed and a strict plan of action will be put in place. It goes without saying that no club flying will take place whilst the helicopter is on site.

The Committee is also hoping that we may have a seriously good 3D aerobatic pilot as a guest, flying a ten minute or so display slot and we are in the process of finalizing this, further information to follow!

Well that's about all for now.

Cheers and good flying.

Andrew Rimmer, Events Coordinator.

[Events@cheshammodelflyingclub.co.uk](mailto:Events@cheshammodelflyingclub.co.uk)

07718205480

# Instructor's Corner

WITH AL SPICER



We have no contribution from Al this newsletter. He has been back in hospital and separated from his pc. Al is doing ok though and is now back at home. We should be seeing him back at the field soon. His disposition means he is not training for the near future, so you can only contact Richard or Dave at the moment.

## Club Training

Remember that training can take place at either Pednor (Dave Anderson and Al Spicer) or at Newground (Richard Ginger). You will need to contact the designated trainer by the Thursday to confirm your interest. If the weather is looking poor for the Saturday, a call will save you travelling to find training has been cancelled.

The rota is always on the club web site

<http://cheshammodelflyingclub.co.uk/flyingsite/rota.htm>

### Committee

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### Instructors

Alan Spicer	01494 783214	07860 843613
Richard Ginger	01296 688030	
Dave Anderson	01494 583127	

# Balloon Bursting Competition

## Overview

This competition is simple in principle but difficult in practice, either way it's fun! The objective is to fly over the patch at the appropriate altitude in an attempt to burst helium filled balloons that are randomly spaced and anchored to the ground by cotton tethers approximately 10 foot in length. Bursting the balloons, or releasing them by cutting their tether, will both score points, (see rules below for scoring). If you are good enough, any "loose balloons" i.e. ones that have had their tethers cut, can be burst whilst they ascend.

## Rules

1. Any propeller driven fixed wing model may enter, including electric.
2. All models will be scrutinised by the Competition Director ("CD"). No special or unsafe modifications are allowed.
3. The object of the competition is to burst balloons and/or cut the cotton balloon tether.
4. Several helium filled balloons are fixed to cotton lines and attached by small skewers to the patch.
5. Each pilot is permitted one helper.
6. Pilots must stand on a small mat placed by the CD at the side of the patch and no movement from this mat is allowed.
7. All flying will be carried out in front of the pilot in accordance with normal club rules regarding "dead" airspace.
8. Pilots will fly individual slots of up to four minutes depending on the number of entries. Two rounds will normally be flown.
9. Timing starts on the CD's whistle the moment the model leaves the ground or hand in the case of a hand launch. No crafty taxiing amongst the balloons is allowed. Restarts are permitted provided the model is still safe to fly.
10. Scoring.
  - a. Each cotton tether cut scores 5 points.
  - b. Each Balloon Burst scores 50 points.
  - c. Anyone who bursts an ascending balloon (cut free or otherwise airborne) will score 500 points.
11. The competition will start promptly on the arranged date and time.
12. All club rules and attention to safety will apply.
13. At all times the CD's decision will be final.

