



Flight Desk

April 2013

The official newsletter of Chesham Model Flying Club Ltd

Volume 25

Issue 2

April 21st Competition

Newground @ 10:00

Balloon Bursting

Always good fun.

Come along to compete or just enjoy the spectacle.

Editors Ramblings



It is getting warmer, at least that is what I keep telling myself. There have been some notable flying sessions recently when I have been pleasantly surprised by how good the flying has been. Mainly because I was wearing really warm clothing. And that is the secret. Don't be put off by the temperature, you can beat that with the right clothing. It is the wind that is your enemy.

Notable events at Newground recently include the very sad demise of Richard's TA152 which suffered engine failure and was lost 60 feet up a tall tree. It was eventually recovered with the aid of the aero loop, both plane and retrieval device suffering damage. Richard declares that the TA152 will be repaired despite the level of damage. The knowledge you gain as a builder will always be your ally when it comes to fixing the awful damage we sometimes inflict on the models. Richard had some joy, though. His Val flew beautifully, as he tells you later in the newsletter.

Steve Bull's supersized Pawnee has appeared at Newground for engine runs and taxiing. He will have it in the air as soon as his bicycle clips arrive from ebay.

The committee have agreed to some field maintenance which is scheduled for April 16th. Richard Johnson and Peter Hodge (with help from other members) will be rolling the patch before grass weed and feed application by a contractor. This is part of the ongoing improvements to facilities at Newground.

Field batteries have been replaced and are currently being re-engineered onto the trollies by Mike Martin and Ray Birdseye. There will be further developments to report on the power front later in the year.

The mower has had a complete service in preparation for the growing season. Trevor Brunt and Jeff Denty are the principal mowers (with assistance from other members always welcome)

So, no excuses. Come on down to Newground and enjoy the Club's facilities. See you there.

As always, you can contact me,
Colin Hooper via colin@wychwoodrise.co.uk

Secretary's Notepad



As those of you who attended our AGM in December 2012 will be aware, I took over as Club Secretary (and Company Secretary for CMFC Limited) from Richard Ginger at the beginning of 2013. I hope to be able to maintain the very high standard of stewardship set by Richard and any enquiries or observations regarding the formal running and administration of the Club should now be directed to me.

In the absence of a volunteer for the position, the events role is being shared amongst the existing Committee members, although all relevant communications should at first instance be sent to me.

Wearing my events hat, it is with some regret that I announce that our second Club Night of 2013 on Wednesday 17 April is cancelled. We have been unable to neither secure a guest speaker nor organise a suitable replacement event. The Committee is endeavouring to rectify this problem in good time for our October 2013 Club Night and I have entered into an information sharing arrangement with a number of local RC clubs in an attempt to widen the search for a suitable speaker. Any realistic and practical alternative suggestions with sufficient support from within the membership will be seriously considered.

Our first Club Night of 2013 took place on Wednesday 15 February, in the form of an 'informal members night – bring your latest project'. The turnout was truly excellent, in fact we struggled to accommodate all those who wished to contribute and the wide range of models on display was magnificent, aptly demonstrating the depth of experience within the Club. Well done to all those members who participated.

Forthcoming Events

We will be having our first competition of 2013 (well more of a fun day really) on Sunday 21 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 three times as a helper. 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.

Your Committee has again approved the use of Newground by the Aerobatic Helicopter Association (AHA) for team trials/competition on two dates in 2012, the first of which takes place on Sunday 12 May 2013. 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 have done so for the last year or two and the display of precision aerobatics 'heli' style that I have witnessed has been 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'!

Spring is definitely in the air as I type this report (although rain and snow are forecast for next week), which reminds me that on Monday 6 May 2013 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. Proper toilet facilities are 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'!

Any other business.

I am reviewing our summer competition schedule, which despite the hard work and dedication of those involved has perhaps become a little stale in

recent years. I am in consultation with two local Clubs regarding the possibility of running a short series of shared events, introducing informal fun-fly style competitions suitable for flyers of all levels of confidence and ability. Nothing has yet been finalised, but please watch this space!

Well that's about all for now. Cheers and good flying.

Andrew Rimmer, CMFC Club Secretary
E-mail – events@cheshammodelflyingclub.co.uk
Phone – 07718 205480

Summary of Club Events in the next quarter

April 17th	Club Night Cancelled
April 21st	Balloon Bursting at Newground 10:00
May 6th	Bank Holiday BBQ and Fun Fly
June 19th	Silent Flight early evening at Pednor
July 14th	Bombing Competition at Newground

Instructor's Corner

We have very few "active" trainees although there are several people on the flying membership list who are officially "trainees" because they have never been cleared to fly solo. Some of these members have only appeared once or twice per annum. Really, if you want to learn to fly you simply have to put in the effort/appearances.

"SOLO"

I am often asked, as are the other Instructors, what do I have to do to be cleared to fly on my own? Quite simply, you must be SAFE - be able to prepare/start/run/check your aircraft correctly and unaided or, if you are a Junior, with a minimum of assistance on the ground. You must be able to take off and land with reasonable accuracy and demonstrate that you can fly your model in a controlled manner. Above all, you must show a consistent, safe and responsible approach plus a sound knowledge of the BMFA safety codes and our local Club Rules. Your safety and the safety of your flying colleagues is paramount. We are looking at the whole package, not simply your flying skills!

"A" TEST

Once you have attained SOLO status you should, ideally, set yourself the perfectly reasonable target of passing your "A" test. It's not difficult for a competent pilot and is not a test of aerobatics or any ability beyond the capability to fly a simple set of manoeuvres. All the information is readily available on the BMFA website and I again urge all candidates to look at the leaflet (not just the BMFA Handbook) covering the "A" test. This details exactly what is required - be aware, however, that the figure 8 now has to be flown as a pair of spectacles and should not be "stretched". You must, of course, have practised the manoeuvres, including "dead stick", preferably in varying wind strengths and directions. With the increased availability of lightweight "park" flyers the BMFA have sensibly imposed a minimum weight limit of 1Kg and you must be able to take off in the normal manner (I will not allow hand launches). You will also be required to answer a minimum of five questions based on the more basic parts of the BMFA Handbook/local Club Rules. The overriding purpose of this lot is to ensure, as far as possible, that you are safe, confident and ready for your BMFA "wings". I am more than happy to offer coaching/"dummy" runs and show you what is required.

We are here to help you! RG

NB The Instructor's Rota for the next quarter are at the end of the newsletter along with contact details.

Members Ramblings

VAL - DEFINITELY A LOVE STORY!

The VAL (AICHI D3A, Japanese Navy WW2 dive bomber) has flown and I am absolutely chuffed!

I went down to Newground on Monday 18 March intending to run the new engine, range check, etc. Colin Hooper arrived shortly after I began to screw things together. The forecast was not brilliant, however, as the day went on the weather proved ideal for a test flight - virtually no wind, clearing skies and, mercifully, reasonably warm.

The Laser 150 uses an early Just Engines on board glow and started readily after two or three flicks. I ran a couple of tanks through and checked full throttle for 30secs running slightly rich, also the throttle failsafe. These engines are truly magnificent, are all carefully assembled by people who know what they are doing and tick all the boxes for use in scale models; they are RELIABLE, throttle smoothly and tick over unfailingly. The new 150 has a slightly bigger carb and shedloads of poke. Mounted inverted (most are) the Laser will idle for ages and still open up without faltering, this is due to the head/carb position which is almost unique in model engines.

Whilst OS and Saito are good, the Laser leaves other makes standing for the ability to deliver smooth power without excessive vibration - not as powerful as the Saito, agreed, but far less vibration and therefore less stress on the airframe/radio gear. Another bonus is the compact overall height and the unobtrusive muffler - often a problem on conventional four strokes.



Everything worked and the first flight was event free. I found the Japanese "carrier scheme" finish with large red roundels really helped visibility and orientation, as does the fixed u/c. In all I completed 5 flights, using flaps for the final landing. Apart from one complete nose over, no problems. I cannot praise this design enough, It's an honest piece of work from an acknowledged warbird modeller, Chris Willis. The c of g is SAFE, the massive washout does not adversely affect loops and inverted flight and the model feels "locked in". All up weight is just under 15lbs which is a good 2lbs less than the fairly anodyne YT ARTF and the Willis design is a whole lot better, using balsa and ply throughout. I am extremely suspicious of many ARTF quoted weights which in YT's case do not include necessary nose weight and are for the minimum engine size! This is plain bonkers, misleading and likely to shorten the life of the model to one flight.

I have been re-reading a book by Gordon Whitehead published in 1980 (!) "RC Scale Aircraft for Everyday Flying" which contains unending words of wisdom, as true today because they are based on sound aerodynamics and the experience of a thoroughly accomplished model pilot. For instance:

- a) There is no possible compromise between total model weight and a safe flyable c of g, i.e if it needs weight up front you **MUST** add it;

- b) True scale tailplanes may make things difficult. Basically, a long tail moment may use a relatively small tail but the converse is true (Study the FW TA152H, for example);
- c) Flat bottomed wings have a lower stalling speed than semi symmetrical (Chris Willis' plan, as do the Meister range and the PICA/Dave Platt Spitfire, use flattish bottomed sections);
- d) High wing loadings (around 40 oz /sq ft, e.g. DB Spit) need plenty of power, have a far higher stalling speed, need extreme care when flown slowly - even at the top of loops- especially when a "scale" wing section is used, and demand to be "flown off and flown in" .

My VAL has a total of $2\frac{1}{4}$ lbs of lead up front, some of which is built into the cowl, the rest is epoxied into a ply box bolted on top of the engine and a further 8oz by way of a HUGE spinner nut machined by Just Engines from a lump of EN12 steel which I sent them. Thus I have $2\frac{3}{4}$ lbs additional ballast and every bit is as far forward as possible! The spinner nut also assists with the ultra steady idle.

Another bonus is the fact that the fuselage fits lengthways behind the folded seats in my Mondeo and the wing, although 83" and one piece with the u/c dangling underneath, is not a problem. Also, no retracts, but the sprung oleos work well, thanks to Nigel of the TJD display team for this suggestion (1/4" piano wire is not really on for a model of this size and weight). Chris Willis is enlarging this design by 50%, this will make a LARGE model, see the Willis Warbirds website for details of all his stuff.

Finally, my sincere thanks to Colin for taking the static photos - brilliant ! - and for his moral support, thanks mate!!

Result!

RG

Safety Corner



As some of you know, at our AGM, I was asked by the committee to take on the role of Safety Officer. The position was previously held by Al Spicer who had a profound affect on my training, I was always impressed by his firm but very friendly approach to safety issues. Certainly his leadership has left a legacy of a very disciplined club, so much so that when visiting other sites or shows I'm sometimes surprised at the lack of discipline that they have. With your help we can carry on his tradition.

Our first of two family / BBQ days takes place on the May Bank holiday, weather permitting, when hopefully members will bring along friends and family to see what we actually get up to!

It goes with out saying that we should be vigilant if there are guests present as they will be unaware of the safety issues involved. Remember that you are responsible for the safety of your guests at all times. Just take a minute or two to explain to them where they shouldn't walk etc. Also remind them that dogs must be kept on leads, although that didn't stop Al's dog taking a chunk out of the elevator of my Pulse a few years ago!!

Hopefully we'll get a good crowd you and your friends and family can enjoy some great flying, see you there.

Steve Bull

Club Training

Remember that training currently takes place at Newground with either Dave Anderson, Richard Ginger or Toby Newton. 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. Please note that Toby is only available to train on Sunday due to work commitments.

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Andrew Rimmer	07718205480	events@cheshammodelflyingclub.co.uk
Treasurer	Bob Bennett	01494 864751	bob.bennett@wychwoodrise.co.uk
Membership	Dave Anderson	01494 583127	david.anderson267@ntlworld.com
Communications	Colin Hooper	07747 869465	colin@wychwoodrise.co.uk
Co-opted	Ray Birdseye	07703 768354	ray3dfunfly@btinternet.com

Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127
Toby Newton	07766 494224

April	20	No Training
	27	Richard Ginger
May	4	Dave Anderson
	12	Toby Newton
	18	No Training
	25	Richard Ginger
June	1	Dave Anderson
	9	Toby Newton
	15	No Training
	22	Richard Ginger
	29	Dave Anderson
July	7	Toby Newton