



# Flight Desk

April 2014

The official newsletter of Chesham Model Flying Club Ltd

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## **April 16th Club Night**

White Hill Centre @ 20:00

**Ken Sheppard**

Editor of RC Model Flyer.

One not to miss!!

## Editors Ramblings



The Newground webcam is up and running with remarkably few problems. I know, from many conversations, that it has been a big hit with you members, even if it only shows what you are missing whilst at work! Like many things that happen in the club, it has been a team effort to realise and a few thanks are in order. Peter Hodge was instrumental in building the bird box housing. Ray Birdseye contributed the materials. Richard Johnson and Peter completed the erection phase with me. Thanks guys.

The other product of team effort has been the maintenance day at Newground when the patch was cut, rolled and re-marked. It is currently looking splendid and it involved Richard Johnson, Richard Ginger, Steve Bull, Trevor Brunt and myself. An enjoyable day with a great outcome.

The next maintenance day will be at Pednor where another team are about to swing into action to give the patch its spring treat.

Having mentioned bird boxes, a new box is about to be erected at Newground after a collaboration between Jeff Denty and Peter. An owl box is just a tad bigger than most bird boxes. It is the high rise version. The webcam has, we believe, shown owls sitting on the fence, and it is why we are hoping to get them nesting in our box. The webcam has also shown buzzards perching on our fence but there are no plans for a bigger box for them!!

The other "features" that we currently have at Newground are the lakes and ponds which have appeared as the water table has risen. The wildlife have been quick to move in with swans, coots, mallards and canada geese being seen. The levels are slowly falling but it is conceivable that we will have some water still present into the summer. Particularly in the copse. You are, therefore, well advised to avoid any flying incidents in that direction. Humpy, do we need a club rescue boat yet?

As always, you can contact me, Colin Hooper

[colin@wychwoodrise.co.uk](mailto:colin@wychwoodrise.co.uk)

## Secretary's Notepad



Our first Club Night of 2014 took place on Wednesday 15 February, in the form of a 'bring your latest project' event. The turnout was very good and the wide range of models on display was excellent, aptly demonstrating the depth of experience within the Club. Well done to all those members who participated.

### Forthcoming Events

Our second Club Night of 2014 takes place on **Wednesday 16 April 2014** (at the White Hill Centre, starting at 8pm). Our guest speaker for the evening is **Ken Sheppard**, the well-respected and charismatic Editor of RC Model Flyer magazine. In addition to being a writer and a journalist, Ken is the organiser of the very popular ModelAir events at Old Warden and a model aircraft designer of some skill. I am sure that Ken will have much to say that will be of interest to our members and you are all encouraged to attend.

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We will be having our first competition of 2014 (well more of a fun day really) on **Sunday 27 April @ Newground**, starting promptly at 10.00am. This is to be a balloon bursting competition kindly organised by Richard Ginger and 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 a height of around 5 to 10 feet and watch the balloons burst. Easy! Rules are on the website 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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Spring is definitely in the air as I type this report, which reminds me that on **Monday 5 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.

The dates (and events) for the Summer 2014 tri- club competition have now been finalised, full details as set out below. Chesham’s contribution to the series in 2013 was seriously good fun and the West London and Wycombe guys are a good bunch. Everyone is encouraged to participate, particularly in the ‘away’ fixtures.

## 2014 Tri-Club Competition

This year we plan to hold the Tri-Club competition consisting of six rounds spread over three days, one day at each club i.e. Wycombe, West London and Chesham.

Competition start time will be 12 noon, so please arrive by 11:30am or earlier to get your models ready and have some practise flights. There will be a BBQ , so bring your own food to burn.

The competitions will be as follows –

**Wycombe** – Timed “Touch & Goes” and “Cut the Streamer”

**West London** – Egg race and Triple Thrash

**Chesham** – “Timed flight & spot landing” (timed and target circle at standstill) and “Bombing the tablecloth”

The Dates are –

<b>Wycombe</b>	<b>Sunday June 8th (June 15<sup>th</sup> as reserve if bad weather)</b>
<b>West London</b>	<b>Sunday September 7<sup>th</sup> (Sept 14<sup>th</sup> as reserve if bad weather)</b>
<b>Chesham</b>	<b>Sunday 20<sup>th</sup> July (July 27<sup>th</sup> as reserve if bad weather)</b>

The rules and scoring will be explained on the day of the competition, however brief guidelines are below.

### **Timed “Touch & Goes”**

5 touch & goes will be attempted. A target circle will be drawn on the field, a touch & go within the target will score 5 points, land outside of the target and it will be minus 5 points. The exercise will also be timed such that if there is someone equal on points, the fastest to complete the exercise will win or be better placed.

### **“Cut the Streamer”**

You will have 5 minutes from take-off to attempt to cut the streamer. Your success will be timed, so the faster you achieve it, the better placed you will be.

### **Egg race**

This is a simple race around one circuit of the field - from take-off to landing, fastest time wins. But, with an egg carton attached to the top of the plane with one egg sitting in it, the egg must still be in place at the end of the circuit. Eggs and cartons will be provided.

### **Triple Thrash**

From the minute your wheels leave the ground, you will be timed to complete 3 rolls, 3 spins and 3 rolls. They can be done in any particular order. The winner will be the one who touches down on the strip in the fastest time.

### **Timed Flight & Dead Stick Spot Landing**

This competition is suitable for any kind of aircraft capable of flying under its own power. The objective of the competition is simple. Entrants will be given 30 seconds to take off and climb to a comfortable height at which point the engine must be cut, (throttle fully back in the case of electric aircraft).

The pilot then has to land his/her aircraft as close as possible to a target in the centre of the patch. The time allocated for the glide/landing is 60 seconds. The pilot will be notified at 15-second intervals of remaining time, i.e. 45 seconds left, and 30 seconds left, 15 seconds left, time up!

Points will be allocated as soon as the aircraft comes to rest. One point will be given for every second either under or over the 60-second period, (to the nearest second). One point will be given for every foot that the aircraft comes to rest from the target, (to the nearest foot).

For example, if an aircraft were to come to rest after exactly 60 seconds and precisely on the target then 0 points would be scored, (the best possible score). Another example could be that the aircraft comes to rest after 48 seconds, (scores 12 points), at 16 feet from target, (scores 16 points). This would give a total of 28 points for that round. The competition will consist of three rounds. The winner will be the one who scores the “least” cumulative points at the end of three rounds.

### **Bombing the Tablecloth**

The bombing competition is for fixed wing aircraft, either I/C or electric. The object is to over fly the patch at a predetermined height and drop a bomb. The bomb has to land as near as possible to a target in the centre of the patch. The distance the bomb lands from the target will be measured as per the rules. The aircraft therefore must be fitted with a “bomb release mechanism” (brm) that can be operated from an appropriate channel on the transmitter when required, in order to accurately drop the bomb. The pilot can either build a brm himself/herself or one can be supplied by the Competition Director, (CD), on the day. The brm is easily attached to the plane with rubber bands. The servo lead from the brm is then plugged into the appropriate spare channel on the receiver, usually channel 5 on a Futaba radio. The bomb should be an M8 or M10 nut securely fixed to approximately 2 foot of ribbon to ensure a slow and safe descent to the target.

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Finally, I take this opportunity to remind club members to periodically check the Events/Diary Dates 2014 and Rota/Calendar 2014 pages on the CMFC website located at <http://www.cheshammodelflyingclub.co.uk/> These pages are full of very useful information not just in relation to activities at the Club, but covering modelling events more widely and are regularly reviewed by the Committee and updated by Colin Hooper.

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

Andrew Rimmer, CMFC Club Secretary

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## Summary of Club Events in the next quarter

April 16 <sup>th</sup>	Club Night @ WHC, 8pm.
April 27 <sup>th</sup>	Balloon Bursting @ Newground
May 5 <sup>th</sup>	BBQ Fun Fly @ Newground
May 14 <sup>th</sup>	Committee meeting @ WHC
June 8 <sup>th</sup>	Tri-Club comp @ Wycombe
June 18 <sup>th</sup>	1 <sup>st</sup> Silent Night @ Pednor, 6pm.

## Chairman's Soapbox

### **NEWGROUND - HABITAT SCHEME AND SET ASIDE**

Claim forms have been submitted to Natural England for the Habitat Scheme payment year 2014. In the next few weeks we should receive payment from the Rural Payments Agency. This will be the last payment for the 'Top End' of our field as it reaches the end of its 20 year term. The 'West Side' still has 2 payment years before it too reaches the end of the 20 year term. These 2 land areas together with the 'South East Corner' are being considered by Natural England for entry into a follow-up agri-environmental scheme, namely Higher Level Stewardship (HLS). This would leave only the close mown area not being eligible for the scheme. I have signed the application form and Natural England is preparing a Farm Environmental Plan (FEP). In addition our land parcels also qualify for the Single Payment Scheme (SPS). There will be an update on this in due course.

### **NEWGROUND PATCH + FIELD UPGRADE**

Richard Johnson ably assisted by Richard Ginger, Colin Hooper, Trevor Brunt and Steve Bull have completed several jobs at Newground as well as their main task, - that of rolling the patch. Using a hired roller, this is now carried out annually around this time of year to improve the quality of the surface. Other jobs completed on the day included a coat of preservative on the new post and rail fence erected by QTS, - Network Rail's contractors, and the re-defining of the patch and pits lines. Well done to all those mentioned for their efforts.

### **NEWGROUND ROAD**

Just a reminder now the better weather is upon us regarding the possibility of 'thoughtless random parking' in Newground Road. Some vehicles will park too close to the canal bridge, and sometimes are parked immediately opposite our entrance. With many 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!

### **NEW MEMBERS**

If you are one of them, - Welcome! I hope you enjoy every minute of your time at either of our fields and embrace the atmosphere and the friendly attitude of

fellow members. If you have any concerns about anything when you fly, you can always approach anyone on the flight line to help, or contact any committee member; contact details are in this newsletter.

## Members Ramblings

### BRISTOL BULLET



The M1C has now been test flown. AUW is a shade over 16lbs which includes 3lbs of lead up front - either in a plate/box above the engine mount or in the sides of the cowl. I build light and strong and my C of G at 33% is considered safe. The model uses an under cambered wing section. My thanks to Jim Reeves who quickly confirmed the C of G on his 1/3 scale example. Trevor Mines and I visited Old Warden last December and we were allowed free access behind the barriers to photo and inspect their Bullet close up. I took several pieces of red/brown paper/book covers and got a pretty fair match to the PC12 basic colour scheme. They are very proud of the accuracy of their replica, both colourwise and outline -

including the distinctive spinner, which is supposed to be spherical in profile, i.e. a "slice" off a perfect sphere.

The Laser 180 is lovely - dead reliable, slow tickover and loads of power on a Master Classic 18" x 8" prop. I am extremely pleased with my spinner which is based on a stainless steel colander and looks reasonably accurate; above all, it runs true and the engine seems to run smoother with it fitted. I took care, however, to balance the thing as best I could using a rig comprising a ground steel point centring in a modified 10mm bolt/neoprene tubing through the prop hole. Balance weights are small self tappers in the ply reinforcing ring. I have now added more epoxy/glass/thin ply on the inside. The main problem with large single cylinder engines is vibration, although



the big Laser is a good deal better than most. Multis simply don't suffer the same - much less stress on the airframe and rigging. I have had to make a few mods to the flying and landing wires - certainly the former are functional as the wing is quite flimsy, there is no "D" box although I did fit shear webs on the front spars. The wires are adjustable for tension on initial set up but ordinary clevises simply flap around and elongate holes in the rigging plates, so I have fitted caphead bolts and Nyloc nuts in place of the existing pins. This entailed annealing the clevises and drilling out the pins, then re-tempering the clevises. At the rear end I have used Mick Reeve's special fork end fittings on top plus steel cable and alloy rod underneath. All the solder joints are silver solder (Silverflo 55 Cad free 1.5mm wire and Easiflo No 2 powder flux, Butane/Propane gas torch). The

sprung undercarriage works well with 1/8" bungee. I have now beefed up the u/c cross braces, ditching the stranded steel wire for 22swg piano wire and a centre clamp.

Flying demands care at all times and use of the rudder in turns - the ailerons are quite sluggish. Aileron differential of 3:1 is used. She will handle a stiff breeze and side slips well but take-off and landing must be into wind if at all possible. The wing loading is low - much lower than my Morane - and the landing speed can be very slow, it is possible and desirable to do a "three pointer" with the model just off the stall. This is a powerful fighter and, whilst lacking the manoeuvrability of the favoured biplane types, has a much higher top speed and steep climb rates are "scale". I have flown loops and stall turns, mainly to test the rigging! Details include rib tapes, pilot, machine gun/windscreen and gunsight. A feature of the OW machine is the wooden plank on the port wing root to help the pilot climb in the cockpit without putting his feet through the wing fabric! Access requires "the skills of a Houdini", the same applies to inserting the scale pilot....

I am indebted to Steve Bull for the copy of "Pilot" March 2014 which includes several pages of Andy Sephton's test review of the OW replica - some super pics too - this stuff is very hard to come by. I hope to fly this creation at some of the smaller shows in 2014 (a special year for WW1 models) and I have also been given an invite to fly with the Laser team at Wings & Wheels in June.

So far, so good!

RG

## Safety Officer's Corner



When we build or assemble a new model one of the final tasks is to set the travel of the ailerons, elevator etc. As most pilots are now using 2.4 GHz this involves binding the transmitter to the receiver. The initial bind is done to make sure all of the servo's are moving in the right direction, obviously some will move in the wrong direction which will mean they need reversing using the software in the transmitter.

Once you are satisfied that the setup is correct it is imperative that you then rebind making sure that the throttle stick is in the tick over position and the other controls are in their neutral positions. This should ensure that the failsafe defaults the throttle to tick over should the signal be lost between the transmitter and receiver. This can be checked by switching on the transmitter and the receiver, once bound check the travel on the

throttle servo noting which direction closes the carburettor then open the throttle and switch off the transmitter, the throttle servo should shut down immediately. Hopefully you should now have a fully working failsafe!

One aspect of flying model aircraft that can be frustrating is the dreaded “deadstick”. The causes can be many and varied but one I have noticed recently concerns petrol engines.

Plumbing fuel tanks for petrol rather than nitro requires Tygon rather than silicone tubing as petrol attacks silicone. Tygon is supposed to be resistant to petrol and remain flexible (it doesn't). I have found over a period of time that the clunk line can stiffen making it less likely to remain in the fuel usually when inverted as the clunk spends more time in the bottom of the tank especially during storage. Not hard to fix but one that's often tricky to detect.

That's all for this month.

Safe flying.

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.

Month	Date	Trainer
April	5	Dave Anderson
	12	Toby Newton
	19	No training
	26	Richard Ginger
May	3	Dave Anderson
	10	Toby Newton
	17	No training
	24	Richard Ginger
	31	Dave Anderson
June	7	Toby Newton
	14	No training
	21	Richard Ginger
	28	Dave Anderson

**Committee**

Chairman	Dave Humphrey	07855 181230	<a href="mailto:davedesign@btinternet.com">davedesign@btinternet.com</a>
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