



# Flight Desk

April 2015

The official newsletter of Chesham Model Flying Club Ltd

Volume 27

Issue 2

## **April 15th Club Night**

White Hill Centre @ 20:00

### **de Havilland Aircraft Museum**

Alistair Hodgson talks about the museum and their restoration work. An illustrated presentation.

*An interesting evening in prospect.*

## Editors Ramblings



So, I have been maidenning some of the winter projects as well as repairing and remaking an old friend. It has been a busy period.

The Cambrian Hurricane proved to be a beast on first launch with a torque roll into the ground which I was slow to catch. Serves me right for attempting my own first launch. The damage was just a snapped fin and rudder which was easy to fix back home. The next launch was care of Richard Ginger and allowed me to correct the trim and, after a short flight, land to reduce the elevator throws. It is now a satisfying end to a winter build.

The repairs were to the Nigel Hawes Tucano which suffered a canopy detach on launch which changed the flying characteristics. A quick return to the patch showed that it was not turning with authority and heading toward the pits so I took the decision to put it in. It is always interesting to pick up the bits, and there were a few! However back at home the repairs required just cyano and reinforcement of the break in the fuselage. New covering and you would never know. I have also fitted a foolproof canopy retention system!!



The old friend rebuild was to the Nigel Hawes (him again) Whizzza which



met an unfortunate end. It was a mystery but after an earlier flight the next launch was met by a full bore impact with mother earth. Investigation revealed a reversed elevator? Now I had cloned this Tx channel for the Hurricane, which did need the elevator reversing. Somehow this had also affected the Whizzza. I

can't explain it. Suffice to say that I had grown to love the model and looking at the bits it was obvious it was beyond repair. A trawl through the plans file and an order for the laser cut parts later and we had a replacement. Although you could argue that, because I had reused some parts, under restoration rules it qualifies as a restoration!

The third maiden was a Hobbyking Spitfire which is practically, but not actually, a replica of the old Ripmax Spit. I had purchased the Hobbyking ARTF quite some time ago because it was designed to accept retracts. I had extensively modified the Ripmax version to have retracts with some success but assumed that eventually it would bite the dust and I wanted to keep one in the fleet.

The maiden was very successful after a bit of work to take off on the grass. It needed next to no trimming and looked superb on those low passes. The cowl profile is the biggest difference between the two models and it shows as you pass at head height. Anyway, I followed up with a second flight which managed to take off very nicely. Climbing out through the gap in the canal side trees we lost all forward motion and it was obvious there was a problem. With enough height to glide back for a landing, investigation revealed a motor mount arrangement which had used cuckoo spit for glue. I had to remake the ply mount and insert grammes of epoxy to get a firm support. I anticipate a more successful resumption of flying soon.

Which leaves the Elf DLG and the Seagull P47 to maiden in the near future. If only the weather would warm up a bit.....

As always, you can contact me, Colin Hooper.

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

## Site Maintenance

No, nothing to do with the web site.

There are planned maintenance days at Newground which will impact on flying activities. Richard Johnson is co-ordinating the effort and will welcome you volunteering. ([familyjohnson@talktalk.net](mailto:familyjohnson@talktalk.net))

Saturday April 18th - Scalpings are being laid up the track. Delivery will be

about 08:30 and the track is out of action until they are spread. Obviously volunteers will be required. So if you plan to fly, bring a rake!! A shovel, wheelbarrow, gloves, sandwiches and waterproofs are also recommended.

Monday May 18th - Newground is being rolled with a vibrating twin drum roller. This is a tedious (slow) process and will take many hours. Drivers are in place but any volunteers to tackle maintenance to the site facilities will be welcome. Flying is unlikely to be possible until late in the day.

## Secretary's Notepad



Nothing to report from Becca but we can confirm that Toby Newton (significant other) has joined the committee. There are hopes that he will contribute to the scale scene as well as assisting with reducing our age profile at meetings.

### Summary of Club Events in the next quarter

April 15 <sup>th</sup>	Club Night @ WHC, 8pm. "Salisbury Hall - The de Havilland Museum"
May 4 <sup>th</sup>	Competition @ Newground "Balloon Bursting"
May 20 <sup>th</sup>	Committee Meeting @ WHC, 8pm.
June 17 <sup>th</sup>	Club Night @ Pednor - Silent Flight Evening
July 15 <sup>th</sup>	Committee Meeting @ WHC, 8pm.
July 19 <sup>th</sup>	Competition @ Newground "Bombing the Tablecloth"

## Chairman's Soapbox

### DOGS RUNNING FREE AT NEWGROUND

This is a polite request to the member who on 2 occasions that I am aware of, has had five dogs off the lead running free at Newground. Unfortunately there are issues concerning this that I would like to discuss. Therefore, - please contact me on my mobile 07855 181230 so that I can voice these

concerns. Ideally call me after 7.00pm, since I am at work from 6.00am until 6.00pm. You can of course leave a message at any time, or e-mail me your contact details and I will phone you.

My e-mail is: - [davedesign@btinternet.com](mailto:davedesign@btinternet.com)

## **SOME YOU KNOW, - SOME YOU DON'T**

As a limited company by guarantee it means that there are no shares that can be assigned. However committee members are registered with Companies House as Directors of Chesham Model Flying Club Limited. For your interest, - below is the listing of those who have served, - present and past.

<b>Current Directors</b>	<b>Date Appointed</b>
Mr David John Humphrey	20-04-1993 --- Chairman
Mr David Thomas Anderson	10-07-2002
Mr Colin Hooper	12-11-2003
Mr Robert David Bennett	19-10-2005 --- Treasurer
Miss Rebecca Jackson	31-12-2014 --- Secretary

<b>Previous Directors</b>	<b>Date Appointed</b>	<b>Dissolved</b>
Mr Gordon Frederick Hancock	20-04-1993	18-10-2001
Mr Brian Jesse Tompkins	20-04-1993	13-03-1996
Mr David Gary Baverstock	20-04-1993	12-10-1994
Mr Richard Edward Johnson	20-04-1993	18-10-2001
Mr Robin John Thwaites	20-04-1993	18-10-2001
Mr David James Hewitson	12-10-1994	18-10-2001
Mr Martin John Barber	21-06-1996	28-07-1997
Mr Alan John Spicer	10-09-1997	29-12-2011
Mr Colin Bryan Forsey	20-10-1999	15-10-2003
Mr Geoffrey Roy Walker	18-10-2001	19-10-2005
Mr Raymond Douglas Birdseye	14-03-2007	31-12-2014
Mr David Andrew Rimmer	20-07-2011	31-12-2014

<b>Previous Secretaries</b>	<b>Date Appointed</b>
Mr Richard Edward Johnson	20-04-1993
Mr Albert William Bramley Hockey	21-10-1998
Dr David Martin Turner	18-10-2001
Mr Richard John Ginger	10-09-2008
Mr David Andrew Rimmer	01-01-2013

## **NEW MEMBERS**

Since those mentioned in the February Newsletter, - eight more members, all seniors / veterans have joined. As mentioned on the introductory note sent out with the peg and keys, it is important that your first visit is a 'check' flight with a club instructor. Richard Ginger, our Chief Instructor is the most readily available and will endeavour to be available especially

during the week. The main purpose is a familiarisation exercise to get you acquainted with the flying patterns, dead airspace and any do's or don'ts. Also it gives you the opportunity to ask any questions about the site from someone well qualified to give you answers.

A reminder too about guest flyers; - It goes without saying, your keys are not transferrable, so any guest must accompany you to the field and compliance with club rules is mandatory, as follows: -

- 10) 'Guests' are permitted in the flying field. Their safety is the sole responsibility of the member accompanying them.
- 11) In addition to rule 10, 'Flying Guests' must be BMFA insured and hold a minimum of a BMFA 'A' Certificate. They must only fly under the supervision of a BMFA 'B' Certificate club member and must provide proof of current BMFA insurance cover. They must use an official club issue 'GUEST' frequency peg, - (applies to 35MHz only)

“Please note that “Flying Guests” are restricted to an absolute maximum of three visits in any one twelve month period.”

## **CLUB NIGHT – WEDNESDAY 15 APRIL**

This is a copy of Andy Rimmer's e-mail message of several weeks ago: -  
“Our guest speaker for the evening is **Alistair Hodgson**, a long serving volunteer with the **de Havilland Aircraft Museum** and Team Leader of the restoration of the museum's Sea Venom.

The de Havilland Aircraft Museum's mission is to preserve and communicate the de Havilland Heritage to ensure that current and future generations of all ages will understand de Havilland's contribution to innovative British Aviation technology.

The museum is the oldest aviation museum in the UK, the only one in the world dedicated to one make of aircraft. It is also the only museum in the world to display three of the iconic Mosquito's together with other rare de Havilland aircraft including a Comet 1a (the first jet airliner) and the fuselage of a Horsa Glider, typical of those used during the Normandy and Rhine crossing campaigns of WW2.

2015 is the 75th Anniversary of the first flight of the de Havilland Mosquito prototype on 25th October 1940 and museum volunteers will be reassembling the aircraft to commemorate this important event.

Alistair's talk is normally in two parts - firstly he will discuss the history of Salisbury Hall, the work done there by de Havilland during the War and how it became the UK's first aviation museum in the late 1950's. This part includes a brief introduction to some of their exhibits. In the second part, Alistair will go into more detail about his own particular project - restoring the DH Sea Venom, a naval jet fighter built in 1957 but which still used the plywood / balsawood construction developed for the Mosquito. The whole talk fits neatly into a 2-hour timescale with a short break in the middle and time for any questions at the end.

This is clearly an event not to be missed and you are all encouraged to attend.”

Humpy

## Members Ramblings

### HAWKER TEMPEST MK 11

I test flew this last Saturday 14 March in rather less than favourable conditions. It weighs exactly 20 lbs dry (wing 7 ½ lbs, fuselage 12 ½ lbs including 1 ½ lbs in cowl nose weight). A couple of flights showed two things – the Laser 300v has ample power and the flaps at full deflection have a massive impact on the final approach and landing speed.

I later checked everything over carefully and reset the throttle linkage, the laser twins have two carbs and they need accurate synchronisation, particularly at the bottom end, to run cleanly. Nothing had come loose; all engines vibrate but multis are so much smoother and therefore kinder to the airframe and servos.

The following Friday was a glorious day, the best for ages – bright sunshine and hardly any wind. Several of the regulars had turned out. I got down to NG by 10:00 and did some more ground runs. I have now bought a large geared electric starter to spin up the Laser which makes priming and starting a doddle; these engines will start readily by hand when “wet”.

The flying bit is very enjoyable, it sits well in the air and the colour scheme is great against trees/grass/blue skies. So much better than RAF camo when coming in from the left at NG! The engine sounds wonderful, it beats any single cylinder two stroke. More flying required, this pic was taken on our lawn prior to pilot installation.



Four flights without incident but the Tempest needs care on takeoff to juggle elevator/throttle before rotation plus correction to counter a slight left swing. Landings are OK but great care is required at the end of rollout to avoid a nose over, anything less than short grass is a problem. More practice is needed! I use a very safe C of G (slightly nose heavy) and the scale u/c location does not help. I may “tweak” this for practical reasons and do some minor surgery to allow more elevator movement.

Details again:

Belair laser pack using the Jerry Bates plan at 87” span from decent scale drawings/Sierra large scale retracts/Futaba 617FS RX/Savox mg servos on elevator/rudder/2 x Futaba3010 on flaps/2 x Hitec HS225mg on ailerons/SD 200 on air valve/Futaba 3010 on throttle. 5 cell sub C 3600 nimh pack for RX/UPS air control valve/Flightline air non return filling valve, Robart connectors, 20 x 8 Master Classic prop (have a XOAR wooden to try) and a decent 5” alloy spinner ( not scale but engine needs cooling!). Wheels are DUBRO treaded lightweight 5”.

RG

## Safety Officer's Corner



As reported before, we as a club enjoy an excellent safety record, this is really down to the membership adhering to our rules. However the occasional incident can arise and this was highlighted recently when one of our pilots managed to catch his finger in the prop of his ‘plane whilst starting its

engine. He sustained a nasty cut which was dressed by another member, enabling him to make his way to seek further treatment at a local A&E

This made me realise that a many of fliers at NG don't live in the local area and are unaware of Hemel Hempstead's Urgent Care Centre. This facility deals with minor injuries and is a walk-in service ideal for such situations. As such I've arranged that a note of the address and postcode of the unit be placed in a laminated folder next to the medical box in the Container, hopefully we won't need to use it too often!

Recently we have been fortunate in attracting quite a few new members. Having had the pleasure of meeting several of them over the past couple of weeks at NG it was pleasing to find that they are all keen fliers and will boost our dropping regular flying numbers.

It can be quite daunting joining a new club (I remember it well), especially with the local rules, ie: no fly zones, pit areas etc. so if you notice anyone who seems unsure where to set up etc, please give them a helping hand, it makes such a difference and helps them settle in.

On a personal level, I recently made an impulse bid on 'Fleabay'. The 'plane in question looked very pretty with a superb spray job and was only one metre wingspan with an Os .35AX engine. Those of you who fly with me know that I usually favour slightly larger planes, but I thought this would be a nice alternative. Having won the auction, I contacted the seller to arrange collection. He said he hoped I was a good flier. When asked why he told me that it was a fully composite pylon racer with no rudder, making take offs rather exciting. He also said that it was so fast that he only ever managed 2 circuits because his nerves were shattered. Talk about undermining your confidence!

The test flight took place last weekend. I have to confess that Richard Ginger kindly made that flight for me and was extremely helpful with the pre-flight set up, many thanks Richard. I'm pleased to report that all went well and I've since had several flights myself. Yes it's fast, but very stable, and not quite like nature's very own laxative as first suspected.

Looking forward to better weather and safe flying.

Steve Bull.

## Instructors Corner

A warm welcome to our recent influx of new members, many of whom I have now met at Newground. I am passionate about model flying and keen to see that we all enjoy this fabulous hobby.

After many seasons we have replaced the old trainer which I inherited (I think it was over twenty years old) with a new Irvine Tutor MK 11. This lives at NG and is shared by myself and Simon Adams. Dave Anderson and Toby Newton have their own Trainers. All this kit is paid for by the Club as is fuel and any necessary bits. All our Training is FREE and Instructors give their time without reward other than the pleasure of teaching others to fly (!). We all use "Buddy Box" systems on 2.4Ghz.

The Tutor MK 11 is considerably more agile than the MK 1 and light years ahead of the old flat bottomed wing Trainer. It is powered by a reconditioned OS 46LA which turns a  $10 \frac{1}{2} \times 6$  Graupner prop. It will fly all the basic manoeuvres except a proper spin (it does a spiral dive), the ground handling is excellent and it sits tight on landing and rollout. Inverted flight is no problem. In recent weeks it has been thoroughly flight tested - mainly giving Pete Hodge some "stick time" whilst confined to his "straight leg" wheelchair. All this has shown that a properly set up model with a reliable engine allows us to concentrate on actually FLYING. If you have total faith in your engine, knowing it will idle slowly, throttle up cleanly and only stop on demand, life becomes a whole lot easier. My motto, always and for any size of model, is: keep it simple, set it up properly, FLY IT and only fiddle if absolutely necessary. Computer radios these days have so many options and features that it is all too easy to be obsessed with "bling" at the expense of what is basically required. No radio will fly the model for you, there is no substitute for the basic skills. In this context, whilst we all admit to looking at the various "forums" and websites it is all too easy to lose sight of the wood for the trees.

Simon and I can, between us, do "A" and "B" tests for both fixed wing and heli. The BMFA are again running Examiner/Instructor Workshops and I am attending on 25 April at Milton Keynes MAA. These events involve actual flying of the various test components plus test safety guidelines, the aim is to try to promote a "level playing field" of assessment for what are supposed to be National Standards (i.e. like the Driving Test). As with all judgemental tests the Examiner's discretion is crucial.

The prerequisite of decent flying is the ability to maintain an accurate straight and level line and unless you can do this you will have great difficulty with any aerobatics and tackling the "B" test manoeuvres. I am more than willing to offer basic coaching, read the BMFA Guidance Notes first. No one is perfect, mistakes will be made, I enjoy new challenges - it's that or take up knitting!

Above all, enjoy whatever you fly and enjoy our facilities.

RG

## Club Training

Remember that training currently takes place at Newground with either Dave Anderson, Simon Adams or 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.

Month	Date	Trainer
April	4	Dave Anderson
	11	No Training
	18	No Training
	25	Richard Ginger
May	2	Dave Anderson
	9	No Training
	16	No Training
	23	Richard Ginger
	30	Dave Anderson
June	6	Simon Adams
	13	No Training
	20	Richard Ginger
	27	Dave Anderson

### Committee

Chairman	Dave Humphrey	07855 181230	<a href="mailto:davedesign@btinternet.com">davedesign@btinternet.com</a>
Secretary	Becca Jackson		<a href="mailto:rebecca-jackson@hotmail.co.uk">rebecca-jackson@hotmail.co.uk</a>
Treasurer	Bob Bennett	01494 864751	<a href="mailto:bob.bennett@wychwoodrise.co.uk">bob.bennett@wychwoodrise.co.uk</a>
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Co-Opted	Toby Newton		<a href="mailto:tkracing@hotmail.co.uk">tkracing@hotmail.co.uk</a>

### Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127
Simon Adams	07970 409831