



# Flight Desk

August 2004

The official newsletter of Chesham Model Flying Club Ltd

Volume 16

Issue 4

**Pednor Field**  
Wednesday August 18th  
**Silent Night**  
**Extravaganza**  
6.00PM 'til Dark

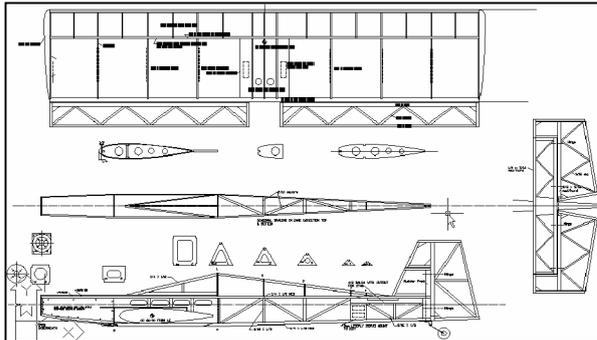
## Editors Ramblings

How I came to fly a 3D

We were down at Pednor on the last Silent Night, back in June, and were having an excellent evening of chat interspersed with flying. Now, as many will know, I and my flying mate Bob, are confirmed electric flyers. Not for us the rigours and mess off peculiar fuels. We like

to turn up and fly, not spend time trying to start the engine. Or as Ray once said, we are the gas barbecue boys, not for us the mystery of the charcoal bbq. Anyway, back to the story. Jeremy turned up with his crop of electric models and because he has always been an entertaining flyer, we stopped to watch. What a cracking performance of up close 3D flying we were privileged to watch. So good that a number of us applauded. I would love to fly as well and said so. Tony chipped in with the offer of a plan for an electric 3D which he had purchased but had not, so far, built. Offer duly accepted and with plan in hand, I set out to create another model with just a drawing to work from.

The problem with a borrowed drawing is that you only have one copy. You are obliged to return it in good condition and not with bits of model stuck to it. Xerox can create small parts of the drawing for the build phase, but you have to stitch the bits together to get back to the full plan. What to do? I am fortunate in having access to AutoCAD and some large plotters, through my work. A few night later, about 5, I had an electronic version which allowed me to plot copies as required. It also gave me some pretty good ideas about how the model should be built and what problems were to be solved. There were no build instructions with the original plan so a degree of experience was required.



Off to various local model shops for the wood, after making a shopping list. Part of the fun is selecting the right sort of wood for the parts to be built. Next was a new supply of glue and sharp blades for the scalpel. I always start my build with the wing and the first requirement was for 10 ribs, all the same size with lightening holes. This is where plotters really count. I plotted out all the shapes needed for the build and stuck them to the balsa with 3M spray mounting adhesive. Carefully cut round the template, assembled them as a sandwich and sanded to the finished shape. The lightening holes were done with a flat wood bit, not totally successful but acceptable.

In no time at all the cyano was flowing and a wing was taking shape. Some careful sanding to profile gave me the symmetrical naca0015 shape shown on the plan. The other flying surfaces were next followed by that fuselage. An absolute delight to build and very light in construction behind the wing. The most time was inevitably spent shaping the hole for the wing to fit through.



All the time you are building there is the question of what covering and colour scheme to adopt. The finished airframe was so attractive, it just had to be a transparent covering. The colour scheme is that which I have adopted for my other flyers. Red, white and blue. I love covering. In no time at all

the hot air gun was out and it all shrunk without warping. Fitting out took another couple of evenings and then it was waiting for the right conditions for that first test flight.

We didn't have to wait too long. A good Saturday morning with light winds and a clear sky was all it took to have us over at Newground with our regular stable and this new model. I put a couple of flights in with the regular flyers and tried to settle the nerves. I couldn't put it off any longer. With the range check completed and a final check that control surface movements were correct, I lined her up into wind and throttled up. I needed rudder corrections to counter the rotation of the prop but she scurried across the patch and climbed gracefully away. A turn back into wind and a first chance to see how she was trimmed. Unbelievably, no trimming was required, she was hands off and steady. After what seemed an age, but was only 3 minutes, the knees started to tremble and I called for a landing. Talk about a doddle, she came into wind and landed, a perfect three pointer.



I had just three flights that Saturday and felt confident enough to roll and loop and try out the slow flying characteristics. Was I chuffed.

The next Saturday it was back to Newground. I had been waiting all week for this. Tony was there to see the 3D fly. Two false starts and away she went, very enjoyable. It was flight number three when I lost the plot. A low, slow fly through, lost the concentration and cart wheeled her into the deck. Absolutely stunned.

I am back on the building table, replacing the front of the fuselage and repairing the wing tip. I guess there will be no 3D this weekend, but I plan to have her back in the air for the Silent Night on the 18<sup>th</sup>. Wish me luck.

## Committee Matters

The programme of events for the rest of the year is:

|                |  |
|----------------|--|
| August 18th    | Silent Flight at Pednor 18:00 'til dark                  |
| September 8th  | Committee meeting, White Hill Centre 20:00               |
| September 5th  | Allan Crook scale memorial trophy, Newground             |
| September 26th | AHA F3C Team Trials - 2005 world championship, Newground |
| October 20th   | AGM, White Hill Centre 20:00                             |
| November 10th  | Committee meeting, White Hill Centre 20:00               |
| December 15th  | Club Night (mince pies etc), White Hill Centre 20:00     |

# Chairmans Soapbox

## FLYING SITE SAFETY

We have since almost day one in 1989, had the pegboard system which operates today at both sites. We then introduced in 1990 a method of 'flagging' members personal frequency pegs with a green achievement level. Five years ago we changed to the present system of colour coded pegs with achievement levels denoted as follows: - TRAINEE T - SOLO S - BMFA A - BMFA B - INSTRUCTOR I - EXAMINER E - CHIEF EXAMINER CE. The rules quite clearly state that trainee pilots should not fly solo unless supervised by at least a B pilot. This rule must be strictly adhered to - It is to maximise the safety of anyone flying, and to any third party - persons or property, at the same time not jeopardising members insurance.

Now it could be that if the Membership Secretary Dave Anderson presently lists you as a trainee, particularly if you are a new member, this might not in your opinion properly represent your flying ability. So - It is up to you to contact the club's Chief Instructor Al Spicer, for him to arrange to assess your flying ability, and hopefully move you up to S - solo. Similarly, to progress further your achievement level, A, B etc., you must ask to be assessed, although if you take regular instruction it's likely to be the instructor who will suggest it.

Back now to all members listed as trainees, remember, you must not fly solo unless you are supervised, and this does not mean your B pilot friend flying at the same time! The member so qualified to supervise your flight, will be responsible for the safety of your flight from proper pre-flight checks through to 'switch off' after landing.

## PEDNOR RAVE

Several weeks ago on a Friday night / Saturday morning there was an illegal rave held at Pednor. Charles Mullins, our landlord, was alerted by the guy who lives at the top of Drydell Lane who had been kept awake by vehicles passing his house through the night. Charles phoned me at 7.00am on the Saturday and I drove down there to find the bridgeway blocked part way along by a green Transit Van which had veered off the track and crashed through the fence. I reversed back out and dialled 999 for the police who arrived some 30 minutes later. Music was still being played, which I stopped, and there were about 14 people and 5 vehicles in our car park. The police adopted a 'softly softly' approach which was surprising since all those present were under the influence of alcohol or drugs ( or both ). I enquired as to how the vehicles would be driven off the site, given the 'state' of their drivers. I was told there was a traffic unit on standby. When I left, the vehicles were still there and I saw no such traffic unit. The chain and padlocks from the gate were nowhere to be seen, and have been replaced, - please ensure that if you lock the gates, the chain is passed around the angled pieces of wood, with the landlord's padlock facing the road.

## NEWGROUND SET-ASIDE WARNING

The set-aside at Newground is soon to be topped, and there is an abundance of grass roasting in the sun. If you are a smoker, please be extra careful with those discarded cigarette ends. If you spot a fire, - phone 999 straightaway.

#### MEMBERS IN A HURRY - SLOW DOWN!

The condition of the track at Newground is again under threat from vehicles being driven much too fast. This is madness and totally unnecessary resulting in the surface layer of scalplings being dislodged. Similar treatment then removes them completely, and so it goes on until we get low spots for puddles, - then it's mud! The next step is another work party to put it all right again. Will everyone please stick to the speed limit of 10 mph. At Pednor it is even more important to drive slowly and carefully, since it is a public right of way. Our use for vehicles is privileged, being part of our permanent planning permission. We should not abuse the permission.

#### BRITISH HELI TEAM TRIALS AT NEWGROUND - SUN 26th SEPTEMBER

The committee has responded to a request to make available Newground Field for the team trials to select the British team to compete in next year's World Championships. Club member Pete Christy will be in charge on the day.

There will be no guarantee of any club flying on the day, only perhaps when the sessions have concluded, the time of which is not known. Club flying is prohibited until this time. Anyone visiting to spectate, should observe all the usual club rules, and any rules imposed on the day by Pete Christy in the interests of safety and the concentration of those taking part.

#### JUNE CLUBNIGHT

There was a reasonable turnout at Pednor for the now annual 'Silent Flight Extravaganza'. It was a sunny evening with members flying all sorts of gliders and electric models till dusk.

#### COMPETITION - SUNDAY 5<sup>TH</sup> SEPTEMBER

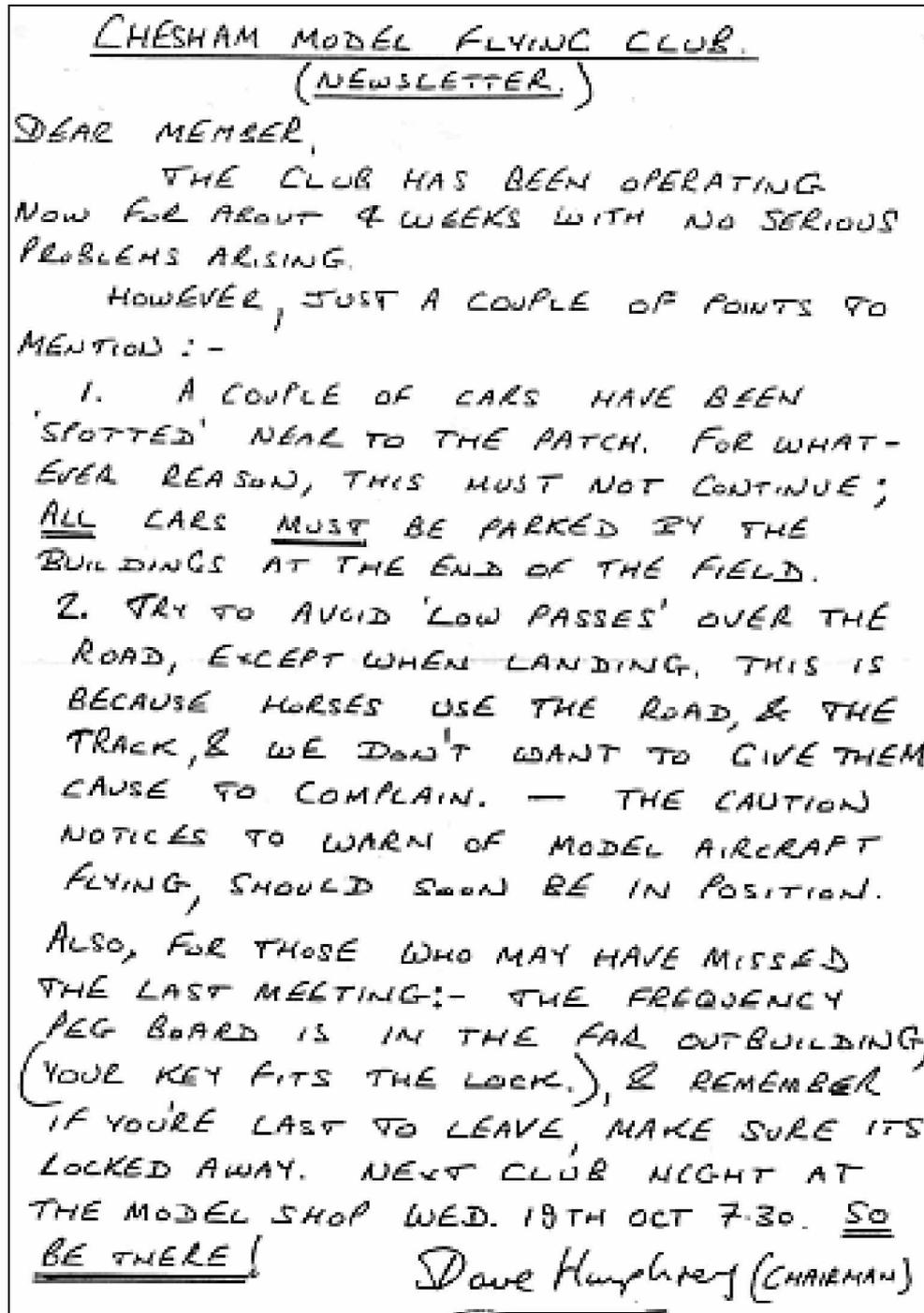
Don't forget the Alan Crook Memorial Scale Trophy event to be held at Newground, now re-scheduled for the above date, BE THERE!

#### OTHER COMPETITIONS

Club member Dave Baverstock is to revive some of the 'forgotten' club competitions. He will be contacting members on e-mail, and you should look for notices on the club notice boards at both sites.

## Nostalgia Corner

Humpy mentions the early days of the club so here we have "Vintage Humpy" in the form of the very first newsletter ever produced by the club.



Thanks Geoff.

# Members Ramblings

Club Trainers - a short story

If you read Alan's "Instructor's Corner" in the last issue of Flight Desk (if not....why not?) then you will know that the club recently purchased four new trainer kits complete with engine, Tx, buddy box etc., so that each of the instructors could become self sufficient. We had the kits delivered to us and in what seemed a matter of days, Dave Anderson and Frank Dalby-Smith had successfully built and test flown their models (well done lads). Alan is not building his until the original club trainer completely gives up the ghost, so he had a good excuse. But I didn't, except.....

Having been bogged down in the evenings with paperwork, quotes etc since my transformation into 'Mr Self Employed', I have done very little modelling over the last year. Oh, and then there's my bathroom.....it's nearly finished now. Well I only started it at the end of January!!! With this coming to an end and a promise to myself that I would get back into some serious 'building' I was determined to get stuck into the new club trainer. Well it didn't happen; more snags with the bathroom, a rush of enquiries and the associated quotations, and then I was going on holiday for two weeks. In fact it looked as though it was never going to happen!

It was the weekend before my holiday and I was down at Pednor in my instructor role. During a break in training I was chatting to Tony Jackson-Wynch about 'this and that', well more 'that' than 'this' actually (probably due to my age!!), when the subject of the new club trainers drifted into the conversation (or was it actually intentionally dropped into the conversation from a great height by yours truly?). Now Tony, as most of you know, is a very experienced and meticulous builder of model aircraft, mainly from plans, (proper building!) so why on earth would he be interested in putting together an ARTF kit? Perhaps he was curious to find out if he was missing out on something. The truth is he is a kindly gent and was more than happy to help me, and the club out, by getting me into the air with my own trainer, this year rather than next year!



Well I delivered all the parts to Tony before I went on holiday, then phoned him back the next evening to discuss a few modifications I had forgotten to mention, and hey presto, he had joined the wings together already. I knew then, that by

the time I got back off holiday my new toy would be waiting for me. And sure enough it was, so I rushed round to Tony's to take delivery.

I was due to be on instructor duty that weekend, so I was dead keen to give it a test fly. Unfortunately, as has happened only too often this summer, the day turned out to be more like April than July. To be fair it wasn't raining, but the wind strength (assessed from my garden) appeared to be flyable but far from ideal for training. I decided to go for it, Stewart Lindsey had cried off and I didn't blame him either, but Nobby Clark was keen to get down the field even though it would be unlikely that he would get a twiddle on the

sticks. Well, windy or what? Anyway I decided to give the engine a bit of 'ground running-in' and put off making a decision whether to fly until later. Well you know what it's like.....you have this new model to test fly, you are down the field. I eventually decided that the wind had abated a little (if I am honest it was more wishful thinking than an accurate evaluation!!) so I went for it. Well, five seconds into the flight I wished I hadn't!!! God, it was awful. Not only was it gale force but extremely turbulent to boot. I can confirm however that the new trainer does hover quite well!! No significant trim changes were required so I could concentrate from the start on keeping it in the air and flying forward instead of backwards. However a couple of circuits was enough for me, and not knowing quite how, I managed to get it back on the patch unscathed. For proof, see the photograph, which was taken after the event!

The main reason for writing this story (all events and characters are real, although some may dispute that!), was a rather contrived way to say a really BIG THANK YOU to Tony for giving up his time to 'build?' (perhaps that should be assemble) a model, which I am sure he will admit, was probably not his 'favourite building project of all time'.

**Geoff Walker**

## Instructors Corner

We have no words from AI this time as he has been on holiday in far flung Greece. However, a protégé has stepped in with an article which could have been written by the master himself:

### I BET YOU.....!!!

You are probably curious if not intrigued as to the contents of this article and specifically its title, so here goes!

"I bet you" that most, if not all, of you who read the newsletter have started to read this article. Good start! I read with great interest AI' Spicers article in the last newsletter regarding the safety aspects of model aircraft flying and "our" responsibility to ensure their implementation.

"I bet you" about half of you will read no further! I don't need to read this you may well be thinking! I'm a safe flyer you may well say, never had an accident in 30 years you may add! To be perfectly honest I indeed consider myself to be very safety conscious, but it happens to the best of us! Yes the dreaded error we could have done without!

"I bet you" even less will read pass this paragraph! However I shall continue. I have recently built an electric plane so I can sneak in some evening flying and partake in our silent night evenings instead of just supply the coffee and chips. Well at last the model was complete and ready to go, good ol' AI' was, as always, there to test fly said model. Boy! Was this a nifty little bird or what? Well it was in the hands of the right pilot. So now it was my turn.

Change the battery and away we go. Bit jittery with me at the controls. Just a minute, that wasn't my input! Oh no she's in!

"I bet you" those of you left reading want to know what went wrong. Well I forgot to extend the aerial! The plane had gathered quite some interest whilst in the hands of Al' so by the time I "put her in" just about everyone was watching. A club member came over and said to me, "I bet your pride has been dented"? I could not believe my ears! I replied, "it is not a matter of pride I made a mistake, why"?

The plane repaired ok, minimal damage but why could someone so safety conscious make a simple mistake? I spent the rest of the evening thinking it through. Where had I gone wrong?

"I bet you" you don't know the answer! Seriously, take a few moments to think about it before reading on!

My immediate concern was what if I had been flying an I/C plane? I knew it would not have happened though! Ok, what do I do normally do, (bearing in mind I am new to electric)? I arrive at the site. Check plane over for transport damage, check battery condition, (although it has been charged) and if ok fit wings etc. Nothing-different here if I was flying electric!

Open tranny box, take out peg and look at pegboard. Check freq' and if ok place peg on board. Call turning on and freq' number and turn on, checking no adverse affect on airborne aircraft despite freq' spacing. Check model number, (computer set), and turn on model and check controls, if all ok turn off and fuel up. No difference here for electric except of course the fuelling up. Could there be a clue here?

"I bet you" you still haven't got the answer yet! Once again check freq' board, (peg still on but check for nearest channels). Call turning on, check no adverse effect on air bourn aircraft despite freq' spacing. Once again check controls, throttle down, trim up, (ensure everyone behind prop), start engine. From behind aircraft run and check engine, checking controls at same time, when all ok and mixture checked in vertical position, set off for the patch.

"I bet you" there's probably enough of you left reading this to count on one hand. So the rest will miss the conclusion. Yes the answer is about to be revealed. Aircraft considered safe, engine running and set, approach the patch. Verify with other pilots ok to take off, place aircraft on ground, aircraft restrained, extend aerial, clear engine whilst checking controls once again under full throttle conditions, all ok and take off!

THAT'S IT!!!! Aircraft restrained, aerial extended, clear engine.....when I was flying electric there was no need to do ground running when on the patch! Once the controls are checked in the pits you just go! SO HENCE I FORGOT TO EXTEND THE AERIAL!!!!

The lesson here then is however safe we may consider ourselves to be, we may well be complacent! Personally I feel I was so absorbed in my methods, albeit with total concern for safety, it wasn't until I changed my routine did I encounter a mishap.

## CONCLUSION.

My opinion is, as safe as you may think you are, you may well be complacent! A contradiction in terms you may ask yourself? Well I ask "you" is it?

"I BET YOU" there are few that have read this to the end and those that have, is it just because they like a bet? Don't gamble at the flying field! There is room for improvement in all of us however small!

Safe flying, Ray Birdseye.

## 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: -

| Month     | Saturday | Instructor |
|-----------|----------|------------|
| August    | 7        | Al         |
|           | 14       | Frank      |
|           | 21       | Dave       |
|           | 28       | Geoff      |
| September | 4        | Al         |
|           | 11       | Frank      |

|          |    |              |
|----------|----|--------------|
|          | 18 | Dave         |
|          | 25 | Geoff        |
| October  | 2  | Al           |
|          | 9  | Frank        |
|          | 16 | Dave         |
|          | 23 | Geoff        |
|          | 30 | Al           |
| November | 6  | Frank        |
|          | 13 | Dave         |
|          | 20 | Geoff        |
|          | 27 | Al           |
| December | 4  | Frank        |
|          | 11 | Dave         |
|          | 18 | Geoff        |
|          | 25 | Santa Clause |

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

## Adverts

Got something to sell OR want to find that certain something from another club member. Place an add in the newsletter (or on the web site !!)

## Contact Details

### Committee

|                              |                |              |  |
|------------------------------|----------------|--------------|--|
| <b>Chairman</b>              | Dave Humphrey  | 01494-791258 | <a href="mailto:davehump@gofree.co.uk">davehump@gofree.co.uk</a>                   |
| <b>Vice Chairman</b>         | Gordon Hancock | 01494-783649 | <a href="mailto:fred@aerostress.demon.co.uk">fred@aerostress.demon.co.uk</a>       |
| <b>Secretary</b>             | David Turner   | 01494-864863 | <a href="mailto:turnerdm@btinternet.com">turnerdm@btinternet.com</a>               |
| <b>Treasurer</b>             | Geoff Walker   | 01494-864985 | <a href="mailto:geoff.super7@virgin.net">geoff.super7@virgin.net</a>               |
| <b>Membership Secretary</b>  | Dave Anderson  | 01494-583127 | <a href="mailto:david.anderson267@ntlworld.com">david.anderson267@ntlworld.com</a> |
| <b>Newsletter Editor</b>     | Colin Hooper   | 01494-866387 | <a href="mailto:colin.hooper@arjowiggins.com">colin.hooper@arjowiggins.com</a>     |
| <b>Chief Club Instructor</b> | Alan Spicer    | 01494-783214 | <a href="mailto:alanspicer@tesco.net">alanspicer@tesco.net</a>                     |

### Instructors

|                   |              |  |                     |
|-------------------|--------------|--|---------------------|
| Alan Spicer       | 01494 783214 | <a href="mailto:alanspicer@tesco.net">alanspicer@tesco.net</a>                     | Mobile 07860 843613 |
| Geoff Walker      | 01494 864985 | <a href="mailto:geoff.super7@virgin.net">geoff.super7@virgin.net</a>               |                     |
| Frank Dalby-Smith | 01494 875179 | <a href="mailto:liz@tarra.freeserve.co.uk">liz@tarra.freeserve.co.uk</a>           |                     |
| Dave Anderson     | 01494 583127 | <a href="mailto:david.anderson267@ntlworld.com">david.anderson267@ntlworld.com</a> |                     |
| Robin Thwaites    | 01494 758079 | <a href="mailto:thwaitesrobin@aol.com">thwaitesrobin@aol.com</a>                   |                     |