



Flight Desk

August 2010

The official newsletter of Chesham Model Flying Club Ltd

Volume 22

Issue 4

August 18th Club Night

Come and enjoy an evening flying at Pednor. Electric only but a pleasant chat as the sun sets with the chance to fly. Who can resist?

Silent Flight @ Pednor

Starting at 18:00 until it gets too dark.

Editors Ramblings

I love this hobby. It always presents challenges to solve and rewards your efforts. The Fan Cat that I mentioned last issue has been through 4 iterations and is now a conventional prop driven variant of the Pushy Cat with ballistic performance. The ducted fan version flew but was not powerful enough to compete with the breeze. I modified the fuselage to



allow more air flow through the fan but there was no improvement. I then modified the fuselage to convert to a brushless inrunner driving a prop. Excellent performance but it all got too hot and the ESC gave up. The final version is fitted with a 2200kv brushless outrunner on the back end and a 6x4

prop. The air intakes have been reduced in size to allow some cooling to the ESC and they now add a pleasing whistle to the flight. It will leave the hand from an underhand lob and provides an exciting flight experience. I have to remind myself to breathe after the first couple of minutes. What more could you ask.

Further into the newsletter you will find the Event Co-Ordinator's report. Ray Birdseye has been in the role for the last 3 years and he has made a staggering contribution to the club. We have had some brilliant speakers at our club nights. We have had the impeccable Ali Machinsky at our Newground field doing a club visit. We have benefited from his efforts at our social events. Ray has had to acknowledge that he can no longer do the "business" for us and manage his own business which keeps him fed and watered. He has therefore indicated that he will stand down after our October club night.

There are not enough words to adequately thank Ray. We will miss his contribution but I hope we will not miss his flying and BBQ skills at the field. Thanks Ray.

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

webmaster@cheshammodelflyingclub.co.uk

Secretary's Notepad

Not much to report in the "official" category except to say that things get done, many people put in lots of time and effort and it is a privilege to belong.

The big Saito in the Meteor Monoplane is now purring along nicely again. I don't know what caused the earlier problems - the factory didn't say - but I notice that the crankcase gets much hotter and all five cylinders run better than ever. I'm convinced something has been changed; previously the case was relatively cool even after a flight and I don't think this is a good thing - transfer of heat throughout the whole engine is a major plus factor in resisting internal corrosion.

I've recently stripped and rebuilt the three cylinder Saito 170 (Morane Saulnier parasol) to replace the bearings which were getting sloppy. Retiming the valves required care but is not too difficult as all Saito camwheels are dot marked. Please read Brian Winch's excellent articles in the modelling press for guidance on most engine work, he covered this lovely motor shortly after it came on to the market. Now fitted with a Sonictronics on board glow system the engine sounds lovely and will idle at ridiculously low rpm with the glow "on". Should have fitted one years ago!

Someone has asked me to build them a scale biplane. There is a huge choice but I've chosen the Hawker Cygnet of which a modern replica is housed at Old Warden. This aircraft was designed by Sydney Camm for the Daily Mail 1924 competition for light planes. Only two were built and the sole survivor now lives in the RAF museum at Cosford. Thanks Al for taking the time and trouble to send me some great pics. The model is a 1990 design from the original factory drawings and is a little over 1/4 scale so that the OS flat twin used replicates exactly the scale of the full size Bristol Cherub powerplant. (The replica is fitted with a modern flat twin of about the same power - I gather that there is a second replica at OW which was run up early in July this year). I have a very old Mk 1 OS Gemini 120 in the DH 53 Hummingbird which still runs very well after many hours but I keep the revs down in deference to the fact that new parts are unobtainable. The con rods were prone to breakage and there is no big end bushing. Things have moved on! I'll probably go for an OS 160 or maybe el cheapo ASP copy which strangely uses a different bore and stroke so it's not an exact clone unlike many other singles. I don't think a four stroke single will sound right!

It's an interesting build and has folding wings which makes rigging relatively simple. The full size original had to pass through a gateway to meet one of the competition's entry criteria; it could be towed behind your family car - must have been the ultimate poseur's package.

Should keep me busy, however I'm going to cheat and get a commercial laser cutting company to do the wing ribs and basic formers. It sure won't be a bloody ARTF!

Cheers, RG

The events for the next few months are:

August 18th	Silent Night @ Pednor
August 30th	BBQ @ Newground
September 5th	Competition @ Newground
September 12th	AHA @ Newground (No club flying)
October 20th	Club Night @ White Hill Centre
December 15th	Club AGM @ White Hill Centre

Chairman's Report

NEWGROUND - HABITAT SCHEME AND SET ASIDE

The field will be 'topped' in about a month's time by our regular contractor Simon Mead in accordance with our land management agreements with DEFRA. This year a designated area north of our gangmown flying area will be baled, with the large round bales placed on top of the existing stack at the northern end of the field, 100 metres beyond the pine trees. If the dry weather continues, - any members who smoke whilst at the field are advised to do so well away from the long grass, and exercise great care at all times when extinguishing cigarettes.

NEWGROUND PATCH

There have been some repairs recently to the patch, following concerns from some members regarding damage caused by rabbits. It has been said before, but when we have had a fairly prolonged period of wet weather to soften the ground, there will be a 'Patch repair team' engaged to restore it

to top-notch condition. After this the patch and the track will be rolled by several designated competent members, - most likely on a weekday, using a hired ride-on vibrating roller, - sounds very exciting!

PEDNOR VANDALISM

Several weeks ago, 2 youths were 'interrupted' whilst carrying out an act of vandalism on our hut at Pednor. They were using bricks from the wall nearby and had smashed through 3 of the polycarbonate windowpanes, and damaged 2 more. Ex-member Barry Collins who was walking Herbert's Hole with his wife and friends caught them in the act. When challenged, a 'mouthy' one outside said he was alone, but his mate had been seen crawling through the window and was inside. So, - 'game up' he crawled back out, and the two of them left until out of sight, watched by Barry. There was slight damage inside, not least a dozen or more bricks littered around. A significant impact print of a brick was evident on the old sideboard, - this just missing the pegboard taking a direct hit by about 6 inches. The mess was cleaned up, dislodged bricks outside removed, and the windows replaced courtesy of Richard Johnson. So - all was put back to normal, - job done. The 'silly season' for a small minority (school holidays), is now upon us. Anyone able to just call in Pednor at any time to do a check on security will gain the appreciation of the committee, - anything unusual to report, - please contact any committee member, or if necessary phone the police.

NEWGROUND - THE FINAL FRONTIER?

Discussions at committee have resulted in an agreed action plan to investigate the possibility of a permanent building, sited between the container and shelter.

A small budget has been allocated, and after engaging the services of an architect with a track record of success in designing such buildings for sports clubs in the area, an outline plan has been drawn up and will be submitted to Dacorum Borough Council as a Pre-Application. This is where feedback will be gained from a planning officer of the viability of such a proposal. This does not guarantee that a subsequent full planning application would be successful, but it does provide meaningful information on its likelihood, or problems, or indeed dismissal of the idea. If a favourable response were the outcome, then a funding plan including possible grant aid would be prepared by the committee and set before the membership at an EGM (Extraordinary General Meeting). A plan showing the provisional design will be available to view in the container at NG. It

should be noted that the shape/ size is not necessarily how it would be if the project goes ahead. The following points were passed to the architect to consider in his submission to DBC on our behalf.

Club Background

1. The land bounded by Newground Road, Grand Union Canal and West Coast Mainline Railway was purchased by the club in 1992. All monies due on the purchase have been paid, and the club holds the deeds.
2. CMFC Ltd. is a non-profit making company, - limited by guarantee with no shareholders.
3. The club and it's members are affiliated to our national body, - BMFA (British Model Flying Association), and insured through them.
4. Planning permission for flying model aircraft was granted (temporary for one year) in 1992 by D.B.C., - extended to five years when an appeal to the D.O.E. was upheld, and later made permanent on a unanimous decision in the club's favour by D.B.C. Planning Committee.
5. The club operates the only 'controlled' model-flying site in Dacorum Borough.
6. All land on the site is entered into various agri-environmental schemes through Natural England (Habitat Scheme) and Rural Payments Agency (Single Payment Scheme) for the benefit of wildlife, flora and fauna. There have been no Fertilisers or Pesticides used on site since 1988.
7. There are no public rights of way on the land.

The need for proposed building

1. To provide necessary male / female toilets complete with water for hand washing facility and electricity.
This would also help to attract female model fliers interested in membership.
2. To also make possible and encourage family participation.
At present, - 'All day' events necessitate the expensive hiring of a 'Portaloo' - which many people are understandably reluctant to use.
3. To enable disabled persons access to the facilities.
4. To provide a kitchen area to prepare hot drinks and snacks.
5. To provide an area for meeting, - and as a facility for tutorial instruction in building, theory and safety, particularly to attract, encourage and support junior membership, a vital and major aim for all sports favoured by new Government initiatives. The club's instructors are all CRB checked through the BMFA.

6. To enhance and improve the club's facilities in its liaison with the BMFA to host national trials for the selection of individuals to represent the UK in National and World model flying competitions.

SILENT FLYING NIGHT AT PEDNOR

This was a glorious sunny evening with over a dozen members present. Several flew models, 'someone' crashed, and the rest just had a chat and a laugh. Anyway it was an enjoyable couple of hours.

'LEVEL OF USE' STATISTICS

A year ago, charts were produced to show the amount of use at our two sites, to indicate which members and how often they had made visits to fly in a 12-month period from August 2008 - August 2009. Laminated copies of these are displayed in the container at NG. It showed that Pednor was still a necessary facility, but there was a need to 'revitalise' the site. As a result, the standard of mowing was improved, due to the fact that mowing equipment was previously 'not fit for purpose' - a situation since remedied. In addition, scalplings will be laid on the track soon to improve conditions particularly at the drop off point by the patch. When ground conditions are right, the patch will be rolled.

At Newground, the Aug 2008 - Aug 2009 survey showed that 49 log sheets had been filled in; - this represented around 980 visits to fly. This year from Aug 2009 - Aug 2010 there are around 52 sheets filled in, showing an increase in visits of about 6%.

Taking an average of the number of flights per member, per visit; - approximately 3000 flights take place at Newground each year. Since flying began at Newground, I estimate that around 50,000 flights have been made, (around 5000 hours), - not bad for just 3 noise complaints; - all these being over 12 years ago. This clearly points to our activities being carried out in a responsible manner, - no reason though for complacency to creep in. We all have a responsibility when at the field to look out for one another with regard to noise, sensible flying and safety; - be aware at all times.

This approach will help to maintain our excellent record whereby our activities seemingly have no adverse impact on other users of the countryside, including the wildlife.

WILDLIFE STUDY AT NEWGROUND

Most of you will remember the study carried out at Newground in 2003 by Leo Batten titled, - 'The Effects of Model Flying on Wildlife at Newground'. This was sponsored by the BMFA, to gather data to support

what model flying clubs already believed; - that our activities have no real adverse effect. The report clearly supported this, and provided a useful tool for the BMFA's Flying Site Liaison Officer, and CMFC member Roger Bellingham when Planning Authorities suggest the opposite to oppose planning applications submitted by model flying clubs. Seven years on, Leo Batten has just completed a repeat study at Newground, again funded by the BMFA.

I look forward to seeing the new report, which hopefully will show 'business as usual' for the wildlife at Newground, and provide yet more valuable information for Roger to refer to in his support of clubs who need his help.

NEWGROUND ROAD

Whether it may be fishermen or narrow boat users, there is a noticeable increase recently in what I would describe as 'thoughtless random parking' in Newground Road. Some vehicles are 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 extra careful, - it is easy to get caught out!

MEMBERS FREQUENCY PEGS / ACHIEVEMENT LEVELS

Welcome to any new members reading this newsletter for the first time.

To enlighten you, - the following 'club issue' personal frequency pegs are the only ones permitted for use at the club's flying fields. These are:- (RED) TRAINEE T, (GREEN) SOLO S, (BLACK) BMFA A, (BLUE) BMFA B, INSTRUCTOR I, EXAMINER E, CHIEF EXAMINER CE. The colour coding is part of the club's safety strategy. If / when you upgrade to a higher achievement level, you should automatically receive for your peg a replacement Dymo label of the correct colour and rating, so that you can change it yourself. If you shouldn't receive a replacement label, or your current achievement level is incorrect - in the first instance contact Al Spicer, - his telephone number is printed in this newsletter.

If you lose your peg and require a replacement, you can contact me anytime on my mobile 07855 181230 or e-mail me, -- davedesign@btinternet.com

NEWGROUND FIELD - THE PITS LAYOUT

This is for the benefit of recently joined new members and anyone still not sure of the correct procedure. We have permanent marking of the patch and pits boundaries by dotted lines as per the layout plan displayed in the Club container, - Study this next time you visit if you've not done so

already! In addition, there are tubes in the ground and marked for our portable windsock, so that its position can be selected to aid take off and landing, yet not interfere with it. Also the requirement for some permanent 'dead airspace' in line with BMFA guidance is duly incorporated. This is a necessary safeguard for all members, (and guests), when moving between the loading / unloading point and the pits. It is very important that this is properly understood by all members. The pits themselves, whichever position is in use, should not be over-flown. As indicated on the layout plan, the siting of the pits should always be crosswind, - ie at 90 degrees, to the wind direction. Also, the direction of circuits is 'predictable' - if you are taking off from left to right then circuits will be anti-clockwise - if it's right to left then they will be clockwise, unless all agreed otherwise. The pilots should stand together on the edge of the patch, not on the pit line. This means that there should be no one in the area between the pits line and the patch, with the exception of anyone taking a model out to fly, bringing back to the pits a model which has finished its flight, or using the pegboard. Anyone taking off or landing should always make known their intentions; in particular to all pilots flying at the time, after first making sure it is safe to do so. The frequency pegboard must be used at all times and set up before any flying session commences. This can be placed a metre inside the pits line, with no models immediately in front of it.

Finally, - the frequency pegboard should always be stored on the brackets bolted to the container door. Please handle the board with care, - if you notice any damage to it, or any other club property, contact a committee member without delay.

CMFC LTD. - AGM

Although somewhat off, - it's not until December, - from now until then is the time to put your thinking caps on, and if there are any topics that you want discussed, forward the information to the club Secretary, Richard Ginger, as soon as possible. Remember, - this is your club, our club, - without question one of the best clubs around, - it needs the enthusiasm and efforts of all the membership to keep it so.

Where there's a will there's a way, - there will always be room for improvement!

TEN YEARS AGO

A lot of things happen in the club that are not necessarily flying related. The following items spring to mind from ten years ago.

1. Foot and Mouth Disease. This outbreak, although there were no areas affected in Bucks and Herts, saw both flying sites closed for several weeks. Newground returned to use first, but with footwear requiring to be

- dipped in a disinfectant inside the gate, and vehicles that had been on farmland banned from entry.
2. The canal boundary fence, after three years of exchanging correspondence with British Waterways, was finally replaced, - all 900 metres of it! - At an estimated cost of £6000 plus. This was a satisfactory solution to unauthorised access onto our land from the canal towpath, and since then has more than proved its worth.
 3. Around 40 out of a total of 60 mature Poplar trees were felled south of Tring Station by Railtrack's trackside management contractor ADAS. This resulted in vehicles entering our land without permission, at the very top of the field, demolishing the old fencing in the process. The reason given was 'Leaves on the line', but after our protests, which involved Aldbury Parish Council, all tree felling ceased. The remaining 20 or so Poplars are still there today.
 4. Club nights were increased to one per month following a request from some members to encourage greater social activity. Unfortunately the immediate response was less than poor, and the idea was scrapped.

HISTORY OF BOVINGDON AIRFIELD

Quite a few of you know that son Mike and myself have been engaged over the past 15 years in compiling the history of this base from 1942 when the USAAF 92nd Bomb Group arrived, through to 1968 when the RAF moved out and flying activities ceased. We have much information with over a dozen chapters in draft format and photos through the years for a forthcoming book. The time is fast approaching to close the search for any further information, - photographic, anecdotal etc.

So, - if any of you have any information you would like to share, or know someone who was there or who might have memories or possess photos, then kindly contact either Mike or myself, it would be most appreciated.

Mike Humphrey-Mob 07815 694252 or e-mail -

mike@chilternimageservice.co.uk

Dave Humphrey - Mob 07855 181230 or e-mail -

davedesign@btinternet.com

AT LAST SOME RAIN

Although not necessarily welcome for flying, it certainly is good to finally see some rain to green up our flying areas at both sites. In particular, - Trevor Mines has just mown the patch at Newground after a period of 8 weeks of near zero growth. I cannot remember such a long period of no patch mowing during any summers at Newground since we first started flying there in 1993.

Humpy

Treasurer's Report

We are still solvent, apparently.

Member's Ramblings Mid Season Repair Action

Redeeming the much flown and much loved Limbo Dancer

My most often flown model, which I scratch-built from the original Balsacraft plan (ie before Ripmax kitted it and then produced it in ARTF form), is the Limbo Dancer.



Whichever models I throw into the car for the regular run to Newground, I almost always take the Limbo. I love that model.

So after throwing the model around the sky for a few minutes, I was quite shocked when making a steady landing approach that something let go and

it nosed in quite steeply at about a 60 degree angle. On approaching the crash area things were not looking good, debris scattered around, the wing obviously damaged and lying about ten feet from the fuselage, chewed balsa and covering material fluttering gently in the breeze.



Closer inspection revealed that the fuselage was in quite good shape, engine mounting and undercarriage all in place but the tailplane had sheared off along its centre section where it is glued onto the top of the fuselage. I believe that during the flight the balsa had cracked around the joint and simply sheared off. It was a clean break and would easily glue right back in position. The main problem was the wing. When I built the model I had decided to fix it using dowels at the leading edge and nylon bolts at the back as opposed to the plan which showed rubber bands and dowels. Possibly because of this the damage was more severe but who knows. Anyway the centre section of the wing, comprising five ribs and fully sheeted over, was totally

mangled up and the rear mounting around the nylon bolts completely ripped out.



It was beyond repair. I was very disappointed with this and contemplated

a) bin the lot and look for a replacement model on eBay,
b) build a completely new wing, or

c) the closer I surveyed the damage, the fact that the left and right hand panels from the forth rib out were in quite good shape, the idea of building a new centre section and splicing it onto

the outer panels began to grow.

I dug out the old plans and even found a rib template and two spare ribs already cut. This had to be the way forward.

I decided where to cut off each panel between the third and forth rib, stripped the covering back and put it on the bandsaw and duly sawed off the outer panels.



The new centre section was built and lined up for a splice on to the outer panels. With the bits joined up it was on with the dowels, top sheeting and nylon bolts



I had to buy a new roll of Profilm to complete the covering, but overall the finished job looks OK and it flies just like she used to before the mishap.

It took about a week of spare time to complete but a satisfying conclusion in that the original model which I built from scratch is still flying.

Cheers, enjoy the rest of the summer,

Mike Martin

Events Report

Hi Folks, This is the penultimate column I will be writing as I have decided to resign from the position of Events Coordinator at CMFC! I am, unfortunately, unable to give the time the position deserves to adequately promote events!

.....
The first of the two summer silent flight evenings at Pednor was reasonably attended. For the first time in a long while we actually saw some sunshine which of course makes all the difference!

.....
Despite the absence of some of the regulars, (myself included), the bombing competition was well supported. There were 8 entrants and once again Mrs Anderson's tablecloth was subjected to abuse from the heights. I believe there were no "direct hits" so the tablecloth will once again don the table at the Anderson residence!

“FORTHCOMING EVENTS”

The new electric only, figure of eight competition scheduled for Sunday 15th August at Pednor is to be cancelled. The C/D for the event cannot make it due to circumstances beyond his control. The comp' may or may not be re-scheduled at this stage. Watch this space for further news on that one!

.....
Wednesday 18th August brings us the second silent flight evening at Pednor. As most of you know, (excepting the newer members), this is for electric powered aircraft and gliders only, no I/C powered! Let's hope the weather is kind to us once again!

.....
August is upon us and once again in true British tradition we are due for a wet bank holiday Monday on the 30th August. **Or are we?????????** Now with all the fine weather we've had this year I feel confident that one sunny day has been reserved for the Bank Holliday! As usual we will be hiring in a loo for the weekend. So do come along for the last scorching hot day of the summer and don't forget the sun cream! This event is of course at Newground!

.....
The Scale competition is scheduled for the first Sunday in September, that being Sunday 5th September 2010 at Newground. Judging starts at 10.00 am!

.....
The AHA will be using Newground for conducting their trials on Sunday 12th September and as always no club flying will be permitted whilst the trials are in progress!

*Ray Birdseye, CMFC events coordinator events@cheshammodelflyingclub.co.uk
Tel 07703 768354*

BALLOON BURSTING COMPETITION REPORT-SUNDAY 11 APRIL

The forecast contained good news and bad news; the good news – high pressure, fine and dry; the bad news – a cold northerly wind gusting to 15mph. This proved correct on both counts!

Nine pilots and a goodly band of supporters turned out. Several of the comp “regulars” were otherwise engaged and this level of attendance was still very encouraging. Two rounds of 4 minutes each would be flown.

We kicked off around eleven o'clock, first up was Oz Marsh with the Kyosho Calamoto, a largish low winger with a trike undercarriage. Oz had requested an early slot due to work commitments. One of our newer pilots, Oz flew sensibly and cut 3 cottons even though he decided to land and restart half way through! Ray (Events) was next up with his venerable U Can Do. No bursts, 2 cuts, safely down in tricky conditions for the big fun fly model. Steve Bull stepped up with his trusted Pulse and achieved 5 cuts in his slot despite an early landing. So far nobody had managed a burst (and 50 points) – but that changed with Dave Anderson who very quickly got in the groove, cutting 1 loose and bursting another. Dave ended his slot prematurely, taking the front bulkhead out of his Weston Cougar (again!). Phil Camp was next up with the only electric entry – a hybrid of (I think) a Limbo Dancer fuselage and a Wild Card wing. Phil flew commendably well and was rewarded with 1 burst and 1 cut thus equalling Dave Anderson with the best score so far. James Birdseye took off with his well seasoned Limbo Dancer but despite lots of low accurate passes managed 2 cuts only. Mark Welland then joined in with his Wot 4 but suffered a heavy arrival which removed both the front bulkhead and the wheels. No score, sadly. Eighth up was myself, another Cougar now OS 46 LA powered wearing an oversize Bolly prop. The Gods were smiling, 4 cuts and 1 burst. Pete Conway was last to fly with the second Wot 4 entry. In spite of a hairy start Pete got into a steady rhythm and achieved 1 burst plus 1 cut in a slot cut short by an early “dead stick”. Thus ended Round One; Oz Marsh had to depart for work and both Dave Anderson and Mark Welland were out of the action.

Ray Birdseye's second round managed another 4 cuts but still no bursts and Ray's wheels came off on landing (rabbit hole!). Steve Bull again flew to a consistent line and length but only scored 1 cut and a broken prop. Phil Camp was eager to repeat his first round success but managed to miss everything, nevertheless a good safe landing. James Birdseye again flew a tight and aggressive slot but Lady Luck was absent – James scored another

2 cuts. My second round was an improvement on the first with 2 bursts and 4 cuts. Pete Conway concluded the activity and he also upped the tempo scoring another burst and 5 cuts.

The final scores were:-

Richard G	190
Peter C	130
Dave A	55
Phil C	55
Ray B	30
Steve B	30
James B	20
Oz M	15
Mark W	0

The CD was faced with a problem in that we only had three prizes and two pilots had tied with 55 points each for third place! I decided to pass and awarded the gifts to Pete, Dave and Phil! This year each award was a really decent set of allen drivers; plus, of course, the podium positions all receive a keepsake plaque at the AGM.

Hopefully everyone enjoyed themselves even though the turbulent wind made accurate flying difficult - a big thank you to all who flew, especially those with models larger and heavier than the pukka fun fly types. Further thanks are due to the spectators who braved the chilly conditions and everyone who lent a hand blowing up balloons, helping pilots and making things run smoothly - including clearing the patch afterwards. Commiserations to those with models to repair; next year, God willing, we will get a fine day with NO WIND.

Once again, a good turnout which included some new faces and I'm sure we would have had between fifteen and twenty entries if the unavailable regulars had taken part.

Thank you all!!

RG (no cotton round the prop this year!)

BOMBING COMPETITION REPORT-July 25th

The day of the competition was fair but the turnout was low by previous standards. Some of the regulars were away on holiday but there were new

faces to compensate. Some came to watch, but were persuaded to take part. We were 8 in total.

The official tablecloth was pegged to the centre of the patch (although I was shocked to see a red cross had been painted in the centre, some strange dinner party game, probably. Best not to ask!)

The first round saw distances from the cloth ranging from 95' to 28'. The cloth was looking safe. The second round was equally random, but one lucky release was measured at only 4'6", almost touching the edge of the cloth. This proved to be unbeatable. However the second nearest at 18' was scored by Mike Kitchen, one of those who only came to watch! The score board says it all. Well done to all for taking part in one of the competition.

Name	Round 1	Round 2	Position
Al Spicer	31'5"	62'	3
Phil Camp	51'5"	67'	5
Colin Hooper	28'	4'6"	1
Matthew Jack	78'	69'	7
Adrian Jack	53'	53'	6
Mike Kitchen	95'	18'	2
Dave Anderson	64'7"	50'	4
David Jarman	63'	97'	8

CH

Instructor's Corner



With Al Spicer

Hi everyone

Hope you are all well and have been flying in between the showers. A big welcome to any new members that have joined in the past months....I do not think you will regret joining our great club as all our members always make you feel very welcome and are always willing to help you out in any way, you only have to ask.

A couple of congratulations are in hand....Trevor Whelton Helicopter 'A' Certificate and Andy Rimmer Fixed Wing 'A' Certificate Very well done chaps

Would be nice to see a few more of you out there taking your 'A' and 'B' Certs, not much of the summer left now so nows ya chance.....

June 13th was the Power timed flight and spot landing competition at Newground organised by me, what a great day that was we all had a good laugh as per usual....unfortunately (or fortunately) there were only seven entries. Out of a membership of almost 120 flying members a bit of a poor turnout, but that seems the norm these days, same faces every time supporting the club and I thank you all for that. Weather was pretty decent not too windy and no rain.

Everyone had some good flights and no damages were encountered. Thanks everyone for making it an interesting and fun day....Results are as follows (Lowest score wins)

1 st Uncle AL "The kiddies Pal" Spicer ...	56 points
2 nd Steve "I got a petrol engine" Bull	109
3 rd James "The Apprentice" Birdseye	151
4 th Ray "Captain" Birdseye	195.....
5 th Dave "OAP" Anderson	235.....
6 th Mike "Caravan" Martin	259.....
7 th Pete "Glider" Conway	285.....

Our beloved Instructor Andy Hawkes has informed us that he is unfortunately leaving the instructing rota on a Sat morning, his dear lady is expecting a baby, so all the best there you two and a very big congratulations.

That leaves me to try and find a replacement instructor to make it up to the four so we all instruct once a month. If there are any club member out there that hold a 'B' certificate fixed wing and would be willing to be a part of our training scheme/rota please would you contact me ASAP to arrange. It is a very fulfilling job helping others with the same interest in this wonderful hobby of ours.

A good friend of mine and an ex member of the club is selling up the rest of his 'gear' the list is on the door in the Newground container also below....so grab a bargain

F O R S A L E

2 CHANNEL HIGH WING MODEL WITH MILLS .75

2 FUTABA CHALLENGER TRANSMITTERS

1 SANYO TRANSMITTER

BOXED UNUSED OS 52 FOUR STROKE

FLIGHT BOX INC. ELEC STARTER & FUEL PUMP

VARIOUS ACCESSORIES

AUSTIN WHIPPET 1/5TH SCALE 90% FINISHED

NO REASONABLE OFFER REFUSED

CONTACT BARRY COLLINS ON 01494 758662

I know most of you out there are very familiar with Propellers and their function but there may be new members that will find the next article interesting and of some help. Maybe some of you veterans will find some interesting facts too.

Props come in a variety of sizes and styles and are made from five materials that I know of:

- Wood (Maple, Beech or balsa wood on lightweight rubber powered models)
- Nylon
- Fibreglass-reinforced Nylon
- Fibreglass

Wood, Fibreglass and Carbon Fibre props give the best performance. Nylon props are the least expensive, but they are flexible, cause vibration and are down on power. Do not use nylon props! With the exception of nylon props (not to be confused with glass-filled nylon which are fine), all commercially available props work well.

If you choose a prop that the engine can swing in its comfort zone then it is a matter of personal preference after that. Props are designated by two numbers: Diameter and Pitch. Thus a 12-6 prop is 12" in diameter and has 6" of pitch. Pitch is the distance a prop will move forward in one revolution in a perfect fluid (which air is not). Therefore, a 6" pitch will move forward 6" with each 360° revolution of the prop.

There are also a variety of styles. For example, there are wide and narrow blade props. Additionally there are scimitar props such as the APC grey propeller. The last time I came across numbers regarding propeller efficiency was over ten years ago. At that time the best props were about 80% efficient. Note that propeller efficiency is not the determining factor of overall flight efficiency.

The propeller should be chosen to match the aircraft — not the engine. For example, mounting a racing prop to a WWI aircraft will severely limit the model. An early war bird has so much airframe drag that the prop will never come close to living up to its potential and the model will be a sluggish flyer at best. By the same token, using too slow of a prop (one with low pitch) on a model intended to go fast may prevent the plane from gaining enough speed to fly at all. A lot of pilots make the mistake of finding a propeller that works great on a certain engine in a certain airplane. From then on they swear by that prop on the same engine regardless of the aircraft. If you were to experiment with other props when the engine is in a different model you would probably find that the current "best" prop isn't best any more.

Wood propellers are the lightest and present the smallest load to an engine assuming all else is equal (diameter, pitch and shape). They are capable of turning higher RPM than a heavier prop. Wooden propellers are also the most easily broken. My opinion is that wood props are the most efficient and best performing in the air, but if you nose over your planes often enough then wood props are probably a poor choice for you.

Fibreglass-filled nylon props are the heaviest props and also the most durable. These are a good choice for beginners because they hold up better than other types to propeller strikes. They are less efficient than wood or carbon fibre props.

Carbon Fibre Propellers are very rigid, but extremely expensive. Normally carbon fibre props are only available for larger engines.

All of the above propeller materials maintain their shape well under load. Fibreglass-filled nylon propellers are the most flexible of props that I would recommend. Heavier propellers have the advantage of flywheel action. Flywheel action will allow a lower, more reliable idle. Note that all properly designed engines idle reliably anyway, so this is really a moot point.

Another consideration is balancing the aircraft. Personally, I think the best prop should be chosen for flight qualities, not for weight, but if the aircraft is close to being in balance then changing to a propeller of different weight may put the CG on the money.

Low RPM engines, such as four-strokes, use wide blade props because four-strokes turn fewer RPM's. The lower RPM means the air that the trailing blade is entering is less disturbed. Additionally, four-strokes have more torque than two-strokes. Because of this, a four-stroke can swing a wider prop efficiently. High RPM engines, such as two-strokes are more efficient with narrow blade propellers due to the more disturbed air caused by the higher RPM. They are happiest running with a load.

An engine can over-rev and be destroyed in short time if it has too little of a prop load. If the engine has too much of a load it will be sluggish and tend to over-heat. Any engine can swing a wide range of props provided the load is within the engine's comfort zone

As a rule of thumb each inch subtracted from one property (pitch or diameter) allows one inch to be added to the other. This theory permits any of the following propellers to be used on the same generic .40 size engine: 8 x 8 9 x 7 10 x 6 (propeller recommended by manufacturer) 11 x 5 12 x 4 This rule breaks down as the propeller size moves farther from the centre of the range. For example the engine above may not be able to swing a 12" prop of any pitch without over-heating. Or it may have to drop additional pitch. The 12 x 4 prop may not work, but a 12 x 3 might if such a thing is actually available. Also note that the load presented by any given prop varies by manufacturer and material the propeller is made from. One manufacturer's 6" pitch propeller may be the same as a 7" pitch from another manufacturer.

So there you have it a few tips on props I hope you found interesting, might make you think about the 'right prop' next time at the model shop.....

Cheerio for now see you down the field sometime.....AL

WISDOM FROM TRAINING MANUALS

'If the enemy is in range, so are you.'
- Infantry Journal-

'It is generally inadvisable to eject directly over the area you just bombed.'
- US. Air Force Manual -

'Whoever said the pen is mightier than the sword, obviously never encountered automatic weapons.'
- General MacArthur -

'You, you, and you ... Panic. The rest of you, come with me.'
- Infantry Sgt.-

'Tracers work both ways.'
- Army Ordnance Manual-

'Five second fuses last about three seconds.'
- Infantry Journal -

The three most useless things in aviation are: Fuel in the bowser; Runway behind you; and Air above you.
-Basic Flight Training Manual-

'Any ship can be a minesweeper. Once.'
- Naval Ops Manual -

'Never tell the Platoon Sergeant you have nothing to do.'
- Unknown Infantry Recruit-

'If you see a bomb technician running, try to keep up to him.'
- Infantry Journal-

'Yea, Though I Fly Through the Valley of the Shadow of Death, I Shall Fear No Evil. For I am at 50,000 Feet and Climbing.'
- Sign over SR71 Wing Ops-

'You've never been lost until you've been lost at Mach 3.'
-Paul F. Crickmore (SR71 test pilot)-

'The only time you have too much fuel is when you're on fire.'
-Unknown Author-

'If the wings are traveling faster than the fuselage it has to be a helicopter -- and therefore, unsafe.'
- Fixed Wing Pilot-

'When one engine fails on a twin-engine airplane, you always have enough power left to get you to the scene of the crash.'
-Multi-Engine Training Manual-

'Without ammunition, the Air Force is just an expensive flying club.'

-Unknown Author-

'If you hear me yell; "Eject, Eject, Eject!", the last two will be echos.'

If you stop to ask "Why?", you'll be talking to yourself, because by then you'll be the pilot.'

-Pre-flight Briefing from a Canadian F104 Pilot-

'What is the similarity between air traffic controllers and pilots?

If a pilot screws up, the pilot dies; but If ATC screws up, the pilot dies.'

-Sign over Control Tower Door-

'Never trade luck for skill.'

-Author Unknown-

The three most common expressions (or famous last words) in military aviation are: 'Did you feel that?' 'What's that noise?' and 'Oh S...!'

-Authors Unknown-

'Airspeed, altitude and brains. Two are always needed to successfully complete the flight.'

-Basic Flight Training Manual-

'Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it.'

- Emergency Checklist-

'The Piper Cub is the safest airplane in the world; it can just barely kill you.'

- Attributed to Max Stanley (Northrop test pilot) -

'There is no reason to fly through a thunderstorm in peacetime.'

-Sign over Squadron Ops Desk at Davis-Montham AFB, AZ-

'You know that your landing gear is up and locked when it takes full power to taxi to the terminal.'

- Lead-in Fighter Training Manual -

As the test pilot climbs out of the experimental aircraft, having torn off the wings and tail in the crash landing, the crash truck arrives.

The rescuer sees the bloodied pilot and asks, 'What happened?'

The pilot's reply: 'I don't know, I just got here myself!'

Two Models For Sale, both ready to fly.

Please contact Mike Martin
07900 905 229
mike@mmartin.fsworld.co.uk

Goldberg Anniversary Cub with OS 48 Surpass

Complete and Ready to fly. Wing span 76" Length 48"
Fitted with 5x standard servos, 35MHz receiver. and battery pack. Dubro cub wheels.



Covered in Cub Yellow Solartex with semi matt clearcoat fuel proofer. Original Instruction book and sheet plans.

I built this model over 10 years ago. It has not flown for several years until I resurrected it last year and installed the

OS48 which flies it quite adequately in a very scale like fashion. However I haven't flown it this year and I need the space for new projects.

The model is not pristine but is in fair condition for its age and in full flying order.

I am asking £125 complete

Extra 330S freestyle aerobatic model by Fliton.

Ready to fly.

60" span Designed for 60 size 2str or 70 to 90 size 4str engines.
Fitted with ASP91 4stroke engine with original box and instructions.
All Futaba standard servos, Futaba 35MHz receiver and battery pack
Instruction book and lots of original decals still unused.
Purchased from Al's Hobbies



Wing span 60" Length 57"
Plug-in wings with carbon tube joiner.
Covered with Profilm
Condition is very good, looks virtually new and flies very nicely.
It is about 3 years old but had only about a dozen flights overall, Never crashed, no repairs.
Space is needed for new projects so it has to go.

I am asking £250 complete and ready to fly.

Club Training

Remember that training can take place at either Pednor (Dave Anderson, Andy Hawkes, 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>

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