



Flight Desk

August 2012

The official newsletter of Chesham Model Flying Club Ltd

Volume 24

Issue 4

August 15th Club Night

Silent Flight @ Pednor

Evening Flying 'til It's too dark!!

Bring your electric models for a pleasant evening.

Always someone there to chat with!!.

Editors Ramblings

Well, I have been at it again. Another model has been added to my fleet, but this one has some defining additional feature that are very new to me. Perhaps you can spot them.



OK, it is a small picture. The difference is a 17cc petrol engine up the front of an ARTF Acro Wot. We had our maiden flight a few weeks ago and I have managed to get eight flights in to date. My first impressions of ic flying are that the additional weight adds a certain inertia to the manoeuvres although the roll rate is still extremely quick. There is a certain noise element which has been interesting. The whole paraphernalia thing is taking some getting used to. Fuelling, restraining the model, starting the engine; each one requires something additional to take to the field. My flight box now resembles a small house on wheels!

There is a compensation in the excitement of flying a petrol powered model, not that I have suffered from the nerves that you usually have before flying a new model. Perhaps it is the distraction of all the new steps required to get the model into the air and the concentration those steps demand.

Do I like it? Yes I think I do. It may never fully replace my electric flying as my first love but it certainly makes flying in wind a whole lot easier.

And now the question of why? I have enjoyed quite a few sessions flying my electric models with Steve Bull and Mike Martin, both petrol flyers. In the course of those sessions I have assisted them with model handling and had noticed how clean the models were. No "slimy" layers which need hand wipes. That set me thinking that petrol may be the way to go. So far, it is!!

Colin (webmaster) Hooper

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Secretary's Notepad

I'm writing this (24 June) after a blazing hot day at NG flying the TA152, not a cloud in the sky. My very good mate Trevor Mines had been down early to mow the patch - which he has done virtually unaided for the last three years- and he will be hanging up his ignition keys at the end of this season. We all owe this man big time for the professional way the patch has been neatly tended. Remember, no decent patch = no flying, at least if you value your undercarriage!

On the active modelling front I have attended several events and model fly-ins so far this year and, in spite of the generally horrendous weather, only one (Baldock Scale) was totally washed out. People travel miles (hundreds!) to fly at these gatherings and the Clubs who stage them put in terrific efforts to make them a success. They are usually pitched at the competent Club pilot/modeller, although many of the bigger names on the established show circuits also turn up. It's a bit like Vintage or Classic motorcycle racing compared to the "parc ferme" attitude prevalent at some of the multi million Grands Prix meetings. The social side at these events is a credit to the hobby - read Graham Ashby's write up of the RCM&E 2012 fly-in, for example. There is an increasing number of Warbirds meets - check out the BMFA website or the modelling press for details. I guarantee a good day out!

The current BMFA Newsletter contains an excellent article by Manny Williamson on the subject of failsafes; in particular it covers 2.4GHz where the newcomer or occasional flyer may not be aware of the implications. Whilst I know that our regular Club pilots will already be up to speed, please, if you are a "don't know", take some time to read this article in conjunction with your radio manual. If you don't have a manual, access this info from the 'net or ask a fellow Club member who has identical gear. Ignorance may certainly not, in this case, be bliss. 2.4 systems have revolutionised this hobby and the pace of technological change is mind boggling. Check out the new Futaba S-Bus hardware or the staggering FPV stuff which makes it possible to accurately simulate flying our models from the cockpit!

You will doubtless have heard of the tragic death of Trevor Roche, one of the Shuttleworth pilots, in the DH53 Hummingbird on 1 July prior to the scheduled Military Pageant Air Display. My own model of this type, based on this very machine, has flown many times at Old Warden, every future flight will now have a particular poignancy.

Cheers,

Richard Ginger

The events for the rest of the year are:

August 15 th	Second Silent Flight Evening@ Pednor, 6pm until dusk.
August 27 th	Newground Bank Holiday BBQ/Fun Fly
September 9th TBC	<i>AHA Flying@Newground. No club flying.</i>
September 19 th	Committee Meeting @ WHC, 8pm.
October 17 th	Club Night @ WHC, 8pm.
November 21 st	Committee Meeting @ WHC, 8pm.
December 19 th	Club Night & AGM @ WHC, 8pm.
December 26 th	Boxing Day Fun Fly @ Newground.

Chairman's Soapbox

COMMITTEE MATTERS - FREQUENCY PEGBOARD USE AND 2.4GHz

Pegboard use for members using 2.4MHz was again a topic for discussion at the recent committee meeting. After a lengthy discussion with divided views, an agreement was reached regarding pegboard use for members operating on 2.4GHz.

This resulted in a new notice, shown below, which is now displayed on the desk at Newground. It replaces the previous one, and refers in particular to members name peg procedure of those using 2.4MHz. It must be made clear that this is not at present a rule change, but an informative concession recognising that although 2.4MHz needs no frequency control, there is a need for all pilots on the flight line to display their colour coded name peg to identify themselves and their achievement level rating. This concession is driven by the majority of the committee linked to the support from regular fliers, all operating on 2.4MHz.

For obvious reasons, it does not apply to anyone operating on 35MHz.

For anyone used to identifying those members actually flying or about to fly, - by looking to see whose peg is on the board, - the board will not now always confirm this, since on a busy flight line there will now be more pegs on the board than those who are actually 'active'. This however is not seen as a problem, as long as there is a mutual respect for the needs and expectations of all pilots of different achievement levels who may be

present, - i.e. use a bit of extra care and common sense, when checking who is active and making known your intentions to fly.

So what happens next ? Whether this informative leads to a rule change, (or the rules remain unchanged), - this must be an agenda item at the AGM in December in accordance with AGM procedure to consider any proposal for changes to general or field rules. Also for any 'alternative' to be considered, - this should take the form of a written proposal by any member, or members, detailing such proposal for consideration. It should, along with any proposal which might affect club rules, infrastructure, competitions etc., - be forwarded to the Hon. Secretary before the end of November for inclusion in the December newsletter as an AGM agenda item - ahead of the AGM.

IMPORTANT NOTICE

FREQUENCY PEGBOARD USE

REVISED INSTRUCTIONS 18.07.2012

2.4GHz

AT THE START OF YOUR FLYING SESSION YOU SHOULD PLACE YOUR NAME PEG ON THE PEGBOARD USING SLOTS PROVIDED.

YOUR PEG CAN NOW REMAIN ON THE BOARD UNTIL YOU COMPLETE YOUR STAY ON THE FLIGHTLINE. THE 'W' WAITING SLOTS ARE NOW REDUNDANT AND WILL IN DUE COURSE REPRESENT ADDITIONAL 2.4GHz SPACES

35MHz

THERE IS NO CHANGE TO PEGBOARD USE - ONCE YOU HAVE COMPLETED YOUR FLIGHT YOU **MUST** REMOVE YOUR NAME PEG FROM THE SLOT YOU HAVE CLAIMED ON THE BOARD.

THE PEGBOARD MUST BE USED

AT ALL TIMES

FIELD MAINTENANCE AT NEWGROUND

1. As reported by our Hon. Secretary - RG, Trevor Mines who has mown the patch at Newground for the past 5 years, has decided that this calendar year will be his last.

Many thanks to Trevor on behalf of the Committee and the membership for the excellent job he has done and for the care he has taken with the mower in order to keep it in tip top condition. We will of course be seeking someone to carry on with the job, - starting sometime in March 2013. It is a job that calls for a regular, - often weekly commitment and currently pays £25 per cut. All petrol purchases are reimbursed by the club. If anyone is seriously interested please contact me by phone or e-mail (contact details as in this newsletter), or you can contact any member of the committee who will pass on the information to me, for consideration by the committee.

2. As well as patch cutting, there are other regular field maintenance tasks that are carried out. The road hedge is trimmed back as and when required to ensure adequate vision when exiting the field onto New Ground Road. The track hedge is cut also, and was carried out just recently so that vehicles can keep to the tracks. Other 'in house' mowing tasks include the track, the turn-around circle, and the areas around the container and the shelter. Al's tree, his circular garden, and memorial plaque also receive special attention. The patch and pits lines are redefined from time to time, and the patch is rolled annually. The patch also benefited recently from a 'weed and feed' treatment, which has sees it looking its best for a very long time.

Other jobs 'contracted out' are the gang mowing of main flying area, the topping of all other areas of land in set-aside at the end of August, and the cutting of our roadside boundary hedge in late February prior to the bird nesting season.

If you should be aware of anything at Newground overdue for attention then please voice your concerns to me or any member of the committee.

Humpy

Competition Report

BOMBERS FAIL TO HIT TARGET TABLECLOTH AGAIN!

For the 8th year running a group of dedicated flyers tried to obliterate Mrs Anderson's best tablecloth and succeeded in failing miserably.

Last Sunday 22nd July the annual bombing competition was held at Newground. This competition run by Dave Anderson enjoyed glorious sunny weather which has been the exception rather than the rule this Summer. Eight intrepid pilots braved heatstroke in having a go. Two rounds were flown and the best individual bomb run was scored to win the alcoholic prizes.

The scores are shown below, suffice to say that Bomber Bob Bennett just pipped Mighty Mike Martin to first place with that young Toby Newton coming third.

At no stage was anyone's models damaged or indeed the target! Better luck next year.

Results

Bob Bennett	8.3m
Mike Martin	8.6m
Toby Newton	13.7m
Dave Anderson	16.4m
Colin Hooper	20.4m
Phil Camp	21.2m
Robin Thwaites	23.2m
Steve Bull	27.1m

Dave Anderson (I really must try harder).

Events



The second competition of the 2012 season, that is the Timed Flight/Spot Landing event, took place at Newground on Sunday 10 June. Given the favourable weather conditions, attendance was disappointing, but those who were able to participate had an enjoyable time. A more detailed report appears elsewhere in this Newsletter.

Given the somewhat variable weather conditions over the summer so far, happily the first of our two silent flight evenings at Pednor on Wednesday 20 June was a great success. Despite a less than promising start (blustery on arrival), the turnout was good with about 15 or more club members (6 or so actively flying) and a few guests/passing visitors dropping by over the course of the evening. Mercifully, the wind subsided as the evening progressed thereafter the faithful were rewarded with clear skies and little wind and we all enjoyed a beautiful summers evening.

I was slightly apprehensive as this was the first time that I had flown solo at Pednor, but fortunately my trusty Multiplex Fun Cub did not let me down.

As in 2011, the highlight of the event was Mike Martin's LED-festooned foam flying wing, although being the night of the Summer Solstice, it didn't really get dark enough for the full effect of the LED's to show.

The third (and final) competition of the 2012 season was the ever-favourite Bombing the Tablecloth competition, which took place at Newground on Sunday 22nd July. Dave Anderson organized this event for the eighth consecutive year, which must be some sort of club record. The weather was good and the competition was well supported; Dave's full report appears elsewhere in this Newsletter.

Forthcoming Events.

We have the second of our two silent flight evenings at Pednor on **Wednesday 15 August from 6.00pm till dusk (around 9.00pm)**. This is for

electric powered models or gliders only, no internal combustion engines please!

For the new members who have not been to this event before, please do come down to Pednor to see what it's all about. Even if you don't have any electric models, just come along for a chat and to enjoy a beautiful summers evening.

Our first silent flight evening back in late June was a sell out (see brief report above), so arrive early if you want a parking space!

On **Monday 27 August** our annual August 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. Our new permanent 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'!

Please note that the AHA will be back at Newground on **Sunday 09 September** (GB F3C team trials) and as a consequence there will be no club flying on that day, although spectators are always very welcome.

Later in the Autumn, Shahid Banglawala (3D expert and RCM&E correspondent) is confirmed for our **17 October 2012** Club Night.

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

Andrew Rimmer, CMFC Events Coordinator.

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Phone - 07718 205480

Club Training

Remember that training currently takes place at Newground with either Dave Anderson, Richard Ginger or Toby Newton. You will need to contact the designated trainer by the Thursday to confirm your interest. If the weather is looking poor for the Saturday, a call will save you travelling to find training has been cancelled. Please note that Toby is only available to train on Sunday due to work commitments. Schedule is on the website.

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
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Membership	Dave Anderson	01494 583127	david.anderson267@ntlworld.com
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Co-opted	Ray Birdseye	07703 768354	ray3dfunfly@btinternet.com

Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127
Toby Newton	07766 494224 (Training Sundays Only)