



Flight Desk

August 2013

The official newsletter of Chesham Model Flying Club Ltd

Volume 25

Issue 4

August 21st Club Night

Pednor Evening 'til Dusk

Silent Night

Always good fun.

Electric only or just come and enjoy the chat.

Editors Ramblings



We have managed quite a bit of flying with this spell of warm weather. I can't bring myself to call it summer as it keeps interrupting itself with torrential rain and thunderstorms! Of course, sunny weather is often accompanied by winds (or thermals as Pete Conway calls them).

Whatever they are, they can add enormously to the whole experience of flying. Remember that you only really learn to fly in a wind (especially the landing bit).

In the last newsletter I recounted the lesson learned by trying to fly a model with the wrong transmitter setting. Well, that was such a nice electric model that I scurried off to Slough Models to buy the same one again. After all, I had all the running gear salvaged from the destroyed plane. It took me a day to rebuild from opening the box and I am pleased to report that Sputnik 2 flies just as well as the original. Not exactly the same which was a slight surprise, but after trimming I am happy with it.

Whilst at Slough I took the time to browse the shop, as you do, and found a Seagull model of an Edge 540 which was just the right size to take a 17cc petrol engine. The price was, I thought, extremely reasonable for a 60 sized model and it was the last one on the shelf. So that moved to the counter along with a petrol bung for the fuel tank. I took my time putting this one together as it is the biggest model I have tried so far. It was a doddle as even the engine dropped into the mounting beams without modification. Cutting the cowl is always a tense time but it went in with the minimum amount of obvious holes, just the spark plug cap peaking through. I used an engine which was already run in so when I got to the field it was range check, fuel up and test fly.

I do not get quite so tense these days when doing that first flight and the Edge soon had me grinning from ear to ear. It needed virtually no trimming and was rock solid in the air. I was so happy that I threw in a few loops and rolls. The landing was also a non event as it slowed right down and allowed me to pick my spot to touch down. Subsequent flights have seen confidence levels grow and I love it.

And that's why we fly!!

Some of this confidence was translated into passing the A test recently. A quite windy day saw Richard putting me through the routine and posing the questions. Not particularly hard but a rewarding experience which now means that I can fly at some of the "fly ins" organised by other clubs.

Wearing my Committee hat, some of you may be aware that we recently had a break in and vandalism of the clubs' loo. Replacing the stolen pump was just a paid chore for the loo cleaning company. Repairing the damage to the door and replacing the lock fell to Humpy (locksmith) and Richard Johnson who displayed all of his modelling talents by filling the holes and paint finishing the filler. Thanks gents.

As always, you can contact me,
Colin Hooper via colin@wychwoodrise.co.uk

Secretary's Notepad



Arriving slightly too late for inclusion in our last Newsletter (June 2013), what follows below is Gareth Hatcher's report of our first tri-club event at Wycombe's Flackwell Field site. Gareth is Competition Secretary at High Wycombe & District MAC.

It is worth noting that our own Mike Kitchen achieved a well-deserved third place in the touch & go competition, flying in difficult conditions at an unfamiliar field – well done Mike!

Round 1 of the Tri Club competition, Sunday 9th June 2013

On Sunday 9th June, the first two rounds of the 2013 Tri Club competitions were completed at Wycombe's Flackwell field. The weather was blustery, but at least there was no rain for a change.

I was pleased to see that we had a good turnout despite the wind, with over twenty people from Wycombe, West London and Chesham clubs, there were a good amount of spectators and some were even seen charring food on the BBQ! Eight pilots took part, with others assessing the wind to be a little strong for their models. It was pleasing to see a healthy mix of airframe types and power plants. There was a fairly even split of glow to electric and I was keen to see which would be better considering the conditions.

Following a pilots briefing, round one commenced. This was the spot landing competition and required six circuits to be flown with a touch and go on the strip on each pass. The aim being to get the lowest time

If a pilot failed to touch on a pass they had an extra 20 seconds added to their time, so accuracy was important. I marked a section in the centre of the runway as an extra

scoring zone, which deducted 10 seconds off the time if the aircraft wheels touched in the zone.

The key to this round was fly quick in the circuit, touch in the zone by having a good landing approach and avoid missing a touch by flying too quickly. All of the contenders did remarkably well and there was some comedy when Mat Dawson ripped his wheels off on a touch, only to then grab his aircraft and hand launch it to continue.

Jon Harper won this round with his big Wot 4 with an exceedingly powerful Laser glow engine up front. He balanced high speed in the circuit, with accuracy and hit the bonus zone on each pass that was the clincher.

Round 2 then started and consisted of Stuart Whitehouse piloting a drone aircraft around the sky trailing a streamer about 15 feet long. The aim was take off, intercept the drone and use your prop to cut the streamer, and the person with the shortest time won.

I was surprised how difficult this looked and I would like to say well done to all that flew, as it was very entertaining. I am also pleased and a little surprised that we did not have any mid air incidents.

Mat Dawson won this round with a time of 1 minute 30 seconds from take off to the cut; He also managed to “attach” the streamer to his own aircraft that then was chased by Stuarts drone and caused much amusement to the people watching.

I would like to thank Stuart Whitehouse for his assistance in doing the drone flying and all of the pilots for turning up and having a go. Reece Smith deserves a mention as the youngest pilot by far and having passed his A not too long ago, exhibited some great flying.

It was enjoyable from my perspective, and I would like to reiterate that it is fun and not taken too seriously.

We have two further dates to go, Chesham on Sunday 14th July and West London on Sunday 1st September. Come along and see what it is all about. I’m sure you will enjoy the atmosphere even if you don’t compete.

Gareth Hatcher- Competition secretary HWDMAC

Results

ROUND 1, Touch and Go

1st Jonathan Harper	Wyc	1min 18secs
2nd Stuart Whitehouse	Wyc & W/L	1min 25secs
3rd Mike Kitchen	Chesh	1min 45secs
4th Simon Hilson	W/L	2mins
5th Reece Smith	WYC	2mins 51 secs
6th Mat Dawson	W/L	3min 38secs
7th Graham Stone	Wyc & W/L	4mins 20 secs
8th Glenn King	Wyc	2 x dead sticks then retired

ROUND 2, Streamer cutting

1st Mat Dawson	W/L	1 min 30 secs
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2nd Jon Harper	Wyc	2 mins 32 secs
3rd Simon Hilson	W/L	2 mins 35 secs

The second of our tri-club events took place at Newground on Sunday 14 July 2013 and was blessed with glorious weather. The attendance for the two competitions (bombing the tablecloth/timed flight & spot landing) was excellent, with fifteen competitors (and a similar number of spectators).

Reviews of the two competitions appear elsewhere in this Newsletter, but I would like to take this opportunity to say thank you to both Dave Anderson and Ray Birdseye for each acting as Competition Director's and to all those who took part, including our valued guests from the Wycombe and West London clubs, whose attendance at our site at Newground made the day so enjoyable.

Given the somewhat variable weather conditions over the summer so far, happily the first of our two silent flight evenings at Pednor on Wednesday 19 June was a great success. The weather was favourable, clear skies and a moderate wind and the turnout was correspondingly good with about ten or more club members (six or so actively flying) and a few guests/passing visitors dropping by. We all enjoyed a beautiful summer's evening, with some excellent flying taking place.

Forthcoming Events

We have the second of our two silent flight evenings at Pednor on **Wednesday 21 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 summer's evening.

On **Monday 26 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 recently repaired 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'!

The third and final of our tri-club competitions is to be held at West London's Harefield site on **Sunday 1 September 2013**, commencing at 1pm (practice from around 12.00 pm onwards). There will be a combination lock (**2363**) on the gate from mid/late morning. As usual there will be a BBQ - bring your own food.

The afternoon will consist of two separate rounds, one relatively easy and one more challenging - (1) skittles and (2) timed limbo. Competitors may enter one or both of the competitions, as they wish.

This is an informal, fun event, which is aimed at flyers of all levels of ability from "solo" upwards. I am told that it is always a lively and enjoyable occasion and everyone is encouraged to attend. Provisional rules for the competitions are as below.

1:Skittles.

A number of nearly empty plastic bottles will be arranged in the middle of the strip. A tennis ball will be tied to the model with 2-3 metres of string (this will all be provided). The objective is to use the tennis ball to knock over the bottles. Each pilot will have 3 minutes to knock over as many bottles as possible with the time starting as soon as the plane takes off. Every bottle knocked down scores a point. If a pilot has knocked down most of the skittles he is entitled to land the plane, and put them upright again for another go for extra points - the clock is running the whole time. The pilot can stand closer to the skittles than the normal flight line - it's quite tricky to judge if standing too far away. The attached photo shows the test run. We will use more bottles for the competition.

2:Limbo

The objective is to fly the plane under the limbo tape strung between 2 poles. However rather than progressively lowering the tape, it will be set at a fixed height - not especially low - and the objective is to make as many passes under the tape within 2 minutes. All passes must be in the same direction, but any circuit - as small as you like - can be flown between passes.

The West London MAC Harefield site is reached down Drayton Ford/Springwell Lane. This is just a couple of minutes from M25 J17. The entrance to Springwell Lane off Uxbridge road is on a slight bend, and can be recognised as it goes downhill for just 10 yards or so. It is labelled "Drayton Ford (leading to Springwell Lane)". Springwell Lane goes over a small narrow bridge, and then some quarter of a mile later bends right by a block of flats and runs parallel to the canal for 100 yards. It then turns sharp left over the canal over a steep, white humpback bridge. The entrance to the WLMAC field is immediately on the left after crossing the bridge. It is not the track marked on the map above further south along Springwell lane - this is the old access road.

You can come down Springwell Lane from the other, Harefield, end but it is very narrow - it is much easier to approach from the M25 end.

The gate most easily opens outwards. Please ensure you lock the gate (combination number 2363) behind you both when arriving and leaving. Once through the gate just follow the track all the way to the top. Follow the hairpin right up the hill, and bear left at the top where the old road joins on the right. It is obvious which bit is used - everything else is quite overgrown. At the top just park anywhere sensible. If flying, you can reverse up to the edge of the pits in front of you - there is a line of logs and piping marking the car park/pits boundary.

This is a good opportunity to meet with like-minded flyers from the West London and High Wycombe clubs and from my own personal experience, they are a friendly bunch of guys.

I would be grateful if members could let me know in advance if they are planning to attend, either as a competitor or as a spectator, so that I have some idea of numbers in advance of return date. I do however appreciate that some of you may decide on the Sunday morning, having regard to the weather and personal circumstances etc.

I will circulate further directions to Harefield/maps/photographs etc. nearer to the event, but in the meantime, for any further information or advice, please do not hesitate to contact me as below.

Please note that the AHA will be back at Newground on **Sunday 23 September** (GB F3C team trials) and as a consequence there will be no club flying on that day, although spectators are always very welcome.

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

Andrew Rimmer, CMFC Club Secretary
E-mail – events@cheshammodelflyingclub.co.uk
Phone – 07718 205480

Summary of Club Events in the next quarter

August 21 st	Silent Flight early evening at Pednor
August 26 th	BBQ @ Newground
September 1 st	Tri Club Competition at West London Club
September 18 th	Newground Competition
October 16 th	Club Night @ White Hill Centre

Instructor's Corner

The instructors have seen a falling off in demand at the field. Probably caused by the holiday period being taken up with holidays! For those who do want to meet the instructors for training a quick reminder. It is important that you let the instructor know by Thursday evening that you are interested. Otherwise, the instructor may well make alternative arrangements which will make him unavailable!

The club have a vacancy for an additional instructor if you are interested. We have the training setup available and the 4th Saturday is free. The rewards are many and you can't discount the cardiac workout that a novice trainee can give you! So if you have a pleasant disposition and want to become one of our treasured instructors, have a word with either Richard, Dave or Toby. And if that doesn't put you off, let us know!!

Remember that instructors do not only instruct. The A test examiner for the club is Richard Ginger who is always keen to see members progress their proficiency. Instructors can also be approached for assistance with advancing your flying skills. Maybe you would like to improve your Knife Edge skills on a buddy lead? Or perhaps to master the outside loop in preparation for the B test. Instructors can help!

Competitions

Bombing Competition

Bastille Day, Sunday 14th July was the 10th annual bombing competition at the Newground site. Weather was fine, sunny and hot and it got even hotter during the day. This year members of the High Wycombe and the West London clubs joined us for a fun day of friendly competition coordinated by Dave Anderson (Bombing) and Ray Birdseye (Timed glide and spot landing) with able assistance from Andy Rimmer and Steve Bull.

15 pilots started the bombing competition and due to the high numbers entering (great!) we elected to fly one round only so we could get in the next competition, a BBQ and still get home before nightfall.

Some pilots had their bombs hang up on release by various parts of their models, but most managed to drop the bomb on the patch and then land on the same patch.

The results are shown below but as in all the previous competitions at no time was Mrs Anderson's best tablecloth in any danger of being damaged! It would be perfectly OK for that evening's dinner party (But see later).

RESULTS

Toby Newton	Bomb hung on tail	
Colin Hooper	140 metres	
Mike Martin	28.12m	
Frank Dalby-Smith	15.90	
Graham Stone	3.85	1st
Stuart Whitehouse	11.80	
Glen King	5.60	2nd
Dave Anderson	6.20	3rd
Richard Ginger	16.00	
Ken Beachus	100.15	
Mike Winston	11.40	
Gareth Hatcher	7.85	

Phil Camp	Wrong switch - bombed outfield
Steve Atherton	17.30
Matt	140

One last thing - guess who left the prized tablecloth at Newground after the competition???

A good day with good people in good weather.

Dave Anderson

Safety Corner



Following our recent bout of good weather we have been able to get quite a bit of flying done. This has meant that quite a few fliers have been present at any one time. One of the things that we need to be aware of is flight line discipline especially during these busy periods.

- Firstly, when flying make sure you stand next to each other so that communications are easily heard, and always stand on the dotted flight line. Obtain permission to take off from any pilots already flying as they may be preparing to land etc. Also announce your intention to land or in the worst case shout deadstick if your engine quits!
- Ideally position yourself about halfway along the flight line parallel to the line of flight, this enables you to judge the speed of the plane prior to rotation.
- After landing either on or off the patch don't retrieve your plane until you've cleared it with the other pilots, and when retrieved call 'clear of the patch' so that they know it's safe for them to land.
- Lastly if any of the newer members need help with set up procedures in the pit area, or in fact on the flight line please ask me or any other member present, we are only too pleased to give advice and we don't bite!

Our next family day is on the Bank Holiday weekend, hopefully we'll get as good a turn out as we did in May. Please try and bring some guests along as it makes the day.

Safe flying. Steve Bull

Club Training

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

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Andrew Rimmer	07718205480	events@cheshammodelflyingclub.co.uk
Treasurer	Bob Bennett	01494 864751	bob.bennett@wychwoodrise.co.uk
Membership	Dave Anderson	01494 583127	david.anderson267@ntlworld.com
Communications	Colin Hooper	07747 869465	colin@wychwoodrise.co.uk
Co-opted	Ray Birdseye	07703 768354	ray3dfunfly@btinternet.com

Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127
Toby Newton	07766 494224

August	4	Toby (Sunday)
	10	No Training
	17	Richard Ginger
	24	Dave Anderson
September	1	Toby (Sunday)
	7	No Training
	14	Richard Ginger
	21	Dave Anderson
	29	Toby (Sunday)
	27	Dave Anderson
October	5	No Training
	12	Richard Ginger
	19	Dave Anderson