



Flight Desk

August 2017

The official newsletter of Chesham Model Flying Club Ltd

Volume 29

Issue 4

August 16th Club Night

Newground Silent Flight

Any Electric model or Glider.

Flying and Chatting from 6 'til Dusk

Editors Ramblings



Another interesting couple of months have passed since the last newsletter. We had possibly our most successful ever Silent Night at Newground in June. Over 30 people in attendance, nearly two thirds of whom were flying. The weather was sublime which may have been a contributory factor to the large turnout. The BBQ was in action cooking burgers and sausages courtesy of the club. We saw flying until the light got bad and then some illuminated models flew. A great evening

Our second Silent Night is on August 16th at Newground. The format will be the same but there are no guarantees the weather will be the same. We will just have to hope it plays ball. If you are free, why not come along. We plan to have the BBQ fired up with sausages and burgers provided by the club from the social fund established by the wife of the late Nigel Beaney. As before, you are welcome to bring your own food to cook on the BBQ (vegetarians and fish lovers). Just don't forget to bring something to fly. We will probably be able to put a club trainer up as well if you want to come along and have a go.

I personally had another session at the Greenacres fly-in during June. Along with Richard Ginger we both enjoyed the flying and had mixed fortunes with engines. The Acro Wot broke a con rod whilst I was pulling a large loop. It is always strange when you exit a loop, power up and nothing happens. Fortunately I had enough height for a dead stick landing so it was drama free. Richard was kind enough to rebuild it with bits I purchased from Just engines. As you will read later, his problems were not so easily cured.

We continue to see the same old faces at Newground but have welcomed some trainees recently who have become members. We have also shared in the down side of learning to fly with 2 models lost to trainees on consecutive days. All flyers have been there, losing models during the early days. Mostly from pilot error. Indeed, we can still do it after many years of flying. So when it happens to you, don't lose heart and feel embarrassed. We have all done it.

We have 4 regular instructors who all have their own style when it comes to training. I know that some trainees gel better with one instructor over another. However, all of the instructors have the same objective, to get

the trainee to solo status with their own model just as soon as they can. From the trainees side, they need practice to achieve their solo. Sometimes, we flyers see too big a gap between sessions which holds the trainee back. However, when they finally get that clearance to go solo, the flyers are amongst the first to cheer.

One of those new solo flyers has become a regular Pednor habitué. He has also become very active in the maintenance of their flying patch and has ambitions to improve its general health with mowing and grass treatments. Excellent news and well done Geoff Wyrill. You were a real asset on our Newground maintenance day. We hope to see the results of their labours in due course. Pednor goes from strength to strength with a regular, but small, number of flyers. Various infrastructure improvements have been achieved and they have plans to continue the improvements. If you want to join them their field is very suitable to electric and small ic planes and they are a friendly bunch who would welcome you.

Remember, the club will be holding their traditional August Bank Holiday BBQ and Fun Fly on the 28th of August. There will be regular flying along with some of the larger warbirds putting on a show. The BBQ will be available for your own food as well as the club sausages and burgers. I might just bring a steak for myself. We don't plan to make it as formal as last year but your guests are more than welcome to come along and enjoy the day. Fingers crossed for good weather.

Finally, an appeal to ALL members of this club. This newsletter is your newsletter and it only works if it has content. This requires that YOU let me know what is going on in your modelling and flying life so that others can share in your triumphs and tribulations. I am always pleased to receive stuff and can almost guarantee you will be published. Over to YOU.

As always, you can contact me, Colin Hooper.
cmfc.colin@gmail.com

Summary of Club Events in the next quarter

August 16 th	2nd Silent Night @ NG
August 28 th	Bank Holiday BBQ Fun Fly @ NG
September 20 th	Committee meeting @WHC

Leon Coward has been number crunching the log sheets at Newground again. The results are always fascinating to see and show that some flyers get more than their fair share of value from the club. Thanks Leon.

NEWGROUND VISITS 1ST JANUARY TO 25TH JULY '17

NAME	TOTAL VISITS	TOTAL FLIGHT MINUTES	<i>Total Flight Hours</i>	AVERAGE FLIGHT TIME (Minutes) PER VISIT	
Richard Ginger	69	2491	41.5	36	
Colin Hooper	64	1618	27.0	25	
Steve Bull	51	1081	18.0	21	*
Austen Pearce	49	1463	24.4	30	
Jon Sandler	25	606	10.1	24	
Trevor Brunt	24	380	6.3	16	*
P J Hodge	21	318	5.3	15	*
Robert George	21	267	4.5	13	
Robin Hodge	20	498	8.3	25	*
Andrew Rimmer	19	619	10.3	33	
Robert Clark	18	452	7.5	25	*
Steve Triggs	16	598	10.0	37	
Simon Adams	13	478	8.0	37	*
Paul Baker	12	424	7.1	35	
Dave Anderson	12	365	6.1	30	
Mike Kitchen	12	329	5.5	27	*
Dempster Hamilton	11	354	5.9	32	
Trevor Mines	10	206	3.4	21	
Steven Atherton	9	153	2.6	17	
Geoff Wyrill	8	269	4.5	34	*
Michael O'Neill	8	195	3.3	24	
Doug Brittain	8	187	3.1	23	
Mike Martin	8	82	1.4	10	
Robin Thwaites	7	252	4.2	36	
Emil Smit	7	170	2.8	24	*
Steve Langbridge	6	205	3.4	34	
Jeff Denty	6	197	3.3	33	
Pete LeBlond	5	92	1.5	18	
Phil Camp	5	89	1.5	18	
Liam Kirkham	5	77	1.3	15	
Keith Vickers	4	133	2.2	33	
Toby Newton	4	28	0.5	7	*
Adrian Jack	3	185	3.1	62	
Diego Hamilton	3	84	1.4	28	
Mall Emms	3	50	0.8	17	
Con Lehane	2	100	1.7	50	

Jason Spicer	2	62	1.0	31
Simon Vickers	2	39	0.7	20
John Cole	2	33	0.6	17
Rob Crawford	2	29	0.5	15
Les Pilcher	2	10	0.2	5
Alan Shayler	2	2	0.0	1
Pete Horsted	1	50	0.8	50
John Wilkins	1	15	0.3	15
Leon Coward	1	10	0.2	10
Keith Brown (Guest)	1	8	0.1	8
GRAND TOTALS	584	15,353	256	

* = NOT ALL FLIGHT TIMES RECORDED

Chairman's Soapbox

BANK HOL. MON. 28 AUGUST - BBQ / FUN FLY

This coming August Bank Holiday Monday sees our Newground Field host an all day treat for club members, family and friends, - Please do try to come along. As usual you can bring your own food if you want to use the BBQ or simply enjoy a picnic.

CMFC LTD. - AGM

Although some way 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 / ideas that you want discussed, to be added to the Agenda, please forward the information to our club Secretary, Rebecca (Becca) Newton, as soon as possible. Remember, - this is your club, our club, - without question one of the best (and cheapest) clubs around, - it relies on the enthusiasm and efforts of all the membership to keep it so. The lifeblood of the club is and always will be – Money! As a fee paying member you are entitled to have your say, - non appearance at either or both club flying fields does not in any way limit that entitlement.

TIME FLIES

Next August is the 30th anniversary of the club. Should we organise something special for club members? Perhaps another topic for ideas at the AGM.

NEWGROUND ROAD

Once again there is a noticeable increase in 'thoughtless random parking' in Newground Road. Some vehicles park immediately opposite our entrance and many vehicles travel 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!

IN THE YEAR 2000

A lot of things happen in the club that are not necessarily flying related. The following items spring to mind from what only seems like yesterday.

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.

(Now they are at risk of happening at all; Anyone have any ideas?)

DH

Member's Ramblings

SCALE STUFF

I've had a spot (!!) of bother with the Saito engines in my two newish warbirds. The 3 cylinder 60cc in the Zero blew up spectacularly at Greenacres on the Sunday afternoon of the July event. A massive bang, the spinner shot off – the model was directly in front of me on a low pass. I rapidly hit the retract switch (six seconds to fully drop the gear) and the wheels locked down just before touchdown. Luckily I steered the model on to short grass at the end of the runway and rolled out between two of the steel stakes marking the safety line. Absolutely no damage!

Nobody realised my motor had blown until I showed them the damage. The same cylinder had blown off the crankcase earlier last year. All that was holding the remains of the barrel in the airframe was the Keleo collector ring. Piston and conrod broken, bits of barrel plus the pushrods lying in the bottom of the cowl. The Greenacres marshals found my spinner complete with 5mm caphead, also undamaged.

I've sent the bits back to MacGregor – the engine is now back in Japan. Meanwhile I have bought a brand new engine (from Steve Webb, MacGregor had none in stock), briefly ran it in and flown it. The new motor has a separate inserted plaque on the crankcase and the barrels look a different colour from the blown engine – Austen and I are convinced that Saito have revised their metallurgy. It runs much sweeter, sounds more throaty and throttles better. Fingers crossed! I'm hoping for a replacement engine from Saito. These are not cheap - £1000, plus I had to fork out for a new collector ring which snapped when I attempted to straighten it out, even with a hot air paint stripper applied. Frankly I wasn't prepared to wait ages for a replacement engine when the airframe is such a delight to fly.

Prior to Greenacres the Saito 40cc in the new PICA spitfire (88" span, 21lbs) also went back for repair having developed a horrendous rattle. New piston, conrod and gudgeon pin. Now runs fine and sounds like a decent four stroke. Again, this is a sweet flying warbird. I also have a sensible cowl cutaway so cooling is not a problem – always an

issue with in line engine installations. I always use decent oil at 18:1 in both Saitos and fly with decent throttle management.

My next project is the John Ranson Junkers 88 twin bomber. This is a fairly old design but the configuration ticks all the boxes for a twin warbird – engines close together, big wing area, good tail moment and a single fin/rudder. It was built for two Speed 700 electric motors with 3.7:1 gearboxes and a massive total of 28 sub C nicads. It was incredibly light for a full 2.5 metre span model and the AUW was 12.5 lbs of which FOUR lbs was the batteries – i.e. the airframe weighed 8.5 lbs. You have to read the (reprinted) magazine article to realize that every possible weight saving technique was used or the model would simply have been too heavy to fly decently. Obviously I am building in more strength and I have just collected two Laser 100 engines from Jon Harper who has test run them to check they are identical in power delivery right through the throttle range. A tribute to sound design, CNC machining and good materials. I have only had two dead sticks with Laser engines, once when a throttle cam screw came loose (at Old Warden) and once when I ran out of fuel. I am hoping for the same reliability with a twin engined set up!

Colin and I fly again at Greenacres in mid August and I have an acceptance for the Southern Model Show at Headcorn in September. If you've never been to the Baldock Club scale/large model events I recommend you have a look – next one is on October 1st.

Don't forget our Cub BBQ at NG on 28 August Bank Holiday Monday when we hope to include a bit of warbird flying – if possible, Austen and I will do a “double” slot as last year. As with all of our activities decent weather is a must!

May your flying be smooth, accurate and your landings safely controlled!

Enjoy your flying!

RG

Safety Officer's Corner



There are, fortunately, very rare occasions when we have an out of field excursion, by which I mean we crash outside of our flying area. At Newground particularly we are, as you know, bounded by the railway, and behind the flying line the canal (yes I've been in there too).

It has long been a requirement that these incidents must be logged, this is for any possible repercussions that may arise. If there were to be any claims against us and we couldn't produce any evidence it would not look very professional and could prejudice any legal actions.

Therefore we are going to replace the accident book in the container with one where we can log both accidents and incidents. The same will be applied

at Pednor. We would also like fliers to record any incidents or major crashes within the field, perhaps describing briefly what happened so that we can all learn from it. I want to reiterate that this book is **NOT** a blame and shame record but merely an insurance for ourselves.

Whilst on the subject of out of field crashes, may I remind you that attempted retrieval from the railway bordering Newground is completely forbidden, especially using the aero-loop that is kept in the container. As you will have seen it is made of carbon fibre and has a metal hook on the end. I have been assured by Austen who has extensive knowledge of working trackside and has had many Health and Safety meetings with Railtrack that you don't have to be that close to get an arc with dire consequences. Failure to comply could lead to death or worse, dismissal from the club!

Finally, a lesson I learnt recently. I was flying my Edge 540 with a DLE35 up front and had just performed a violent flick/tumble and was very pleased with myself when the plane came out of the manoeuvre flying straight and level, more luck than judgement I suspect. I found that I didn't seem to have the same throttle control as I had, then the tickover seemed to stay way too high. I reasoned that the exhaust must have come loose again, losing backpressure and increasing tickover, I decided to do another circuit but things didn't improve. There was no other option but to cut the ignition and deadstick in.

Back at the pits I tried a restart, all that happened was a pop to indicate it had fired but it wouldn't run. Further investigation once the canopy had been removed solved the problem. One of the self-adhesive cable restrainers that I use had come unstuck and allowed the throttle cable from the servo to get caught in the oversized rudder arm. Obviously after the flick, which used full rudder, the servo arm pulled the connector out of the receiver. An easy fix, but it could have been the elevator with dire consequences.

That's all for this month safe flying.

SB

Instructors' Corner



Battery Monitors

There are many multi purpose monitors available, generally around £20, most are designed to cater primarily for Lipo packs. The instructions with some of these actually state “Important – results with Nimh packs give a guide voltage only”.

Most ic trainers or sport aircraft use 4/5 standard servos with 4/5 cell Nimh AA packs of around 2000-2500 mah capacity. It is important that a checker imposes a load on the RX pack at least equal to the servo drain – crucially so in the case of 2.4 radio which may suddenly “brown out”. Unless you have one of the HITEC Powermate analogue meters (sadly no longer produced) I can currently find only two commercially available options; either “on board” or hand held remote. Both use multiple LEDs.

An on board unit has the advantage of showing the actual performance of the RX pack under working servo load (a “stick wiggle”) since it plugs into a spare RX channel.

The hand held units put on a typical load of 500/600 ma when the red button is depressed, depending on 4/5 cell selection.

HOWEVER, there are some really cheap (under £5) on board checkers on the web and I have found some of these highly dubious! Most decent units are around £10 for either type and my advice is to buy from a reputable UK retailer; the FUSION brand does both types. It is a real advantage if someone in your Club has a unit which they know and trust for comparison purposes.....

Obviously the proper charging – to capacity – of your RX pack is essential and there are loads of mains/12v chargers which offer peak detection, along with cycling. We seem to have lost this ethos with the advance of Lipo packs.

Naturally, when you move on to large airframes with high drain servos our whole battery/receiver system must be capable of handling the increased loads, but the same principles apply.

Club Training

Remember that training currently takes place at Newground with either Dave Anderson, Simon Adams, Austen Pearce or Richard Ginger. You will need to contact the designated trainer by the Thursday to confirm your interest. If the weather is looking poor for the Saturday, a call will save you travelling to find training has been cancelled.

Month	Date	Trainer
August	5	Simon Adams
	12	Austen Pearce
	19	Richard Ginger
	26	Dave Anderson
September	2	Simon Adams
	9	Austen Pearce
	16	Richard Ginger
	23	Dave Anderson
	30	Simon Adams
October	7	Austen Pearce
	14	Richard Ginger
	21	Dave Anderson
	28	Simon Adams
November	4	Austen Pearce

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Becca Newton		rebecca-jackson@hotmail.co.uk
Treasurer/Members	Richard Johnson	01494 725669	treasurer@cheshammodelflyingclub.co.uk
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Instructors

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