



Flight Desk

February 2009

The official newsletter of Chesham Model Flying Club Ltd

Volume 21

Issue 1

February Club Night

Chesham White Hill Centre

Wednesday February 18th

20:00

Sir George Cayley.

Pioneer of Gliding

Ian Tunstall is our speaker this evening and he will explore the early pioneers of gliding and the RC models that have followed.

Editors Ramblings

If you can't fly, build. At least that has been my way to get an occasional fix. I have created a building zone at the back of my garage complete with 4kW of fan heating, lighting and a television. With the garage door closed I can build up a very pleasant environment which makes the time really fly.

So, what's on my building board. Well, some considerable time ago I reported the purchase of a Sopwith Camel kit from the USA. I started it and after building 1½ wings I became distracted by something else and there it stayed. The lack of flying prompted a revisit and I became hooked on finishing it. I am still many hours away from flying it but the woodwork is complete. Only covering and final fit out to do. Perhaps a calm summers day will see it on the first flight. Here is a picture of the



finished article, if only mine could look so good!!.

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

webmaster@cheshammodelflyingclub.co.uk

Secretary's Notepad

Special Resolution

62 Members (including the Chairman and Committee) attended the AGM, a superb effort, sincere thanks to you all. The Special Resolution was passed unanimously. This has now been filed at Companies House in the form of an Addendum to the Club's Memorandum & Articles of Association.

Items for Discussion

Your Committee meets every other month. If you have any issues you want aired let me know by phone or email.

Latest Scale Project

All will be revealed shortly. Some of you know already and someone else is building a similar model from the same plans but a different engine from mine! Project RG is now at the covering/radio/engine fitting stage. Target date for test run and lift off is the end of Feb/early March.

Jets

Good to see John Barber on the log sheet at Newground with "Fluff", Wren MW 54 (all British) powered. Is this an OD model? I look forward to some more Jet days when we are granted somewhat better weather.

RG

February 18th	Club Night WHC @ 20:00 Ian Tunstall
April 15th	Club Night WHC @ 20:00
April 19th	Competition Newground "Balloon Harassing"
April 26th	AHA Flying @ Newground (No club flying)
May 4th	BBQ @ Newground
June 14th	Competition Newground "Timed Flight"

June 17th	Silent Night Pednor 18:00
June 20th/21st	Weston Park Model Air Show
June 27th/28th	Wings and Wheels @ North Weald
July 12th	Competition Newground "Bombing the Tablecloth"
July 11th/12th	Flying Legends Airshow @ Duxford
August 19th	Silent Flight @ Newground 18:00
August 31st	Newground Bank Holiday BBQ
September 6th	Competition Newground "Scale"
October 4th	AHA Flying @ Newground (No club flying)
October 21st	Club Night @ WHC 20:00
December 16th	Club Night and AGM @ WHC 20:00
December 26th	Boxing Day Flying @ Newground

CHAIRMAN'S SOAPBOX

IT WILL SOON BE SPRING (OR, WILL IT STILL BE WINTER?)

As we look forward to some suitable weather to resume flying, now is the time for 'Fair Weather' members to check out all your equipment. This includes close checks on airframes for signs of possible failure. Check that all moving flying surfaces are secure, along with linkages, and servo and engine installations.

Check out all your battery packs; - are they as good as they should be? If not, - then get rid of them and obtain some new ones, - don't take chances that could jeopardise your safety and that of others. Have you got all your frequency pennants sorted, and silly as it might seem, is your frequency peg in your flight box?

Watch out! - Our Director of Flight Training and Safety, - Al Spicer, and his team of instructors are constantly monitoring all aspects of safety within the club. This helps maintain the high standards of safety awareness, and 'member to member' respect that exists in the club, - something that we should all be proud of.

CLUB RULES

There are not many incidents these days of infringements as we all seem to have got the rules licked. For new members especially, - At Newground we have engraved aluminium notices on most of the gateposts. Please read them carefully, - they are 'user friendly' and serve to make aware that gates are locked, and padlocks secured on gates that are open while flying is in progress. Site security is of the utmost importance.

LOG YOUR FLIGHT!

You must unlock the Hut at Pednor, or the Container at Newground and log your flight(s) at all times, - Yes even if you are the only member flying!

MEMBERS FREQUENCY PEGS / ACHIEVEMENT LEVELS ETC.

Will anyone who has not received his or her personal frequency peg, (or has lost it), has an incorrect/outdated achievement level colour/rating, and/or does not have his or her own gate key, get in touch immediately with any committee member. If you arrive at the field to fly, you must display a correct frequency pennant on your transmitter. Club rules will never be a problem to you, unless you attempt to disregard them.

If you change your postal address, telephone number or e-mail address you must advise Dave Anderson, our Membership Secretary, as soon as possible.

DIARY DATES – CLUB NIGHTS & COMPETITIONS

Please study the list of Diary Dates that Colin has assembled in this newsletter, and mark them in your personal diary now. Your committee is always keen to hear of any views/moans concerning the club from club members. We meet every 2 months at the Whitehill Centre; the dates are in this newsletter, and on the CMFC Web Site. If you do have anything you would like to be discussed, then contact the Secretary, - Richard Ginger, at least 2 weeks before the meeting.

GANG MOWING AT NEWGROUND

In about 8 weeks time gang mowing of the flying area, pedestrian walkway and grassed car-parking area will commence. If you have a vehicle parked at Newground while mowing is in progress, please make sure that it is parked well away from the edge of the grassed car park area. That is, -

please move your vehicle if necessary to allow the grassed car park area to be mown.

SET ASIDE INCOME AT NEWGROUND

Most of you will know that we receive income from the RPA (Rural Payments Agency) for land that is 'set aside' at Newground. These payments are received as part of the Common Agricultural Policy (CAP), some paid by the UK and part funded by the EU. Most of our land generates income from these sources in return for managing the land in strict accordance with rules laid down. Our land, with the exception of the 2 copses, is sub divided into 4 land 'parcels', each assigned unique field numbers and registered, along with a digital map, on the computer system at DEFRA, - formerly MAFF, and with NATURAL ENGLAND manage the claims.

To understand the history of our land, and its sub divisions, there is an A1 sized laminated map on the notice board at Newground, along with an aerial photograph. The map explains the status of the individual 'parcels' and shows the extent of land in our ownership. The 2 land parcels entered into the Habitat Scheme generate income until 2016. The remaining 2 areas are also receiving payments annually through the Single Payment Scheme (SPS). We are fortunate to be the owners and keepers of prime agricultural land at Newground, taken out of production and managed to benefit the environment and in particular our diverse and abundant wildlife at the site. The best thing of course is that we are paid money for it.

CMFC – IT'S OUR 21st BIRTHDAY THIS COMING AUGUST.

In 2008 we completed our loan payments for the purchase of Newground. We celebrated this in the summer of 2008 with a Bank Holiday Barbecue. Many members / models were there for a fun day's flying. So - is being 21 a good excuse for another celebration at Newground? - Minus the fireworks of course.

If you like the idea, - mention your interest to Ray Birdseye - he may be persuaded to put such an event on the calendar.

“EVENTS”

Hi Folks! Well I have finally put together the events calendar for 2009 although a little late, for which I apologise, you'll find it at the end of the newsletter, please read it and put the dates in your diary or on your calendar. Note the two “no club flying” dates, when once again we have permitted the AHA the use of our Newground field!

As you will see the line up is not too dissimilar to last year with four competitions, (some of which are really fun days), two bbq's and the usual club nights etc! There may be a few late dates thrown in as I'm constantly looking for ideas for events etc, any suggestions?

Unfortunately I must now break the bad news. I have recently heard from Ali Machinchy who as a result of an ever-increasing schedule of events abroad has decided he will not be able to do any club events in 2009. Disappointing I know but we have had the pleasure of his attendance for a club night at the white hill centre and a flying day at Newground, which were both top rate!

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Although I was not at Newground for the Boxing Day flying I heard that there was a good turn out and a good time was had by all. Thanks go to John Barbour for his usual supply of Boxing Day fair, which as always, went down well.

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“FORTHCOMING EVENTS”

Wednesday 18th February is our first club night of 2009 and looks to be an interesting one too. Ian Tunstall who may be known to some of you will be giving a presentation entitled “Sir George Cayley, pioneers of gliding”. Ian is experienced with both model gliders and full size as well as having a great knowledge of their history. So come along to the white hill centre and enjoy what looks like being a very informative presentation. 8.00pm sharp!

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April has three dates to remember; Club night on Wednesday 15th, Balloon Bursting competition on Sunday 19th and the AHA on Sunday 26th when of course there will be no club flying! More about these nearer the time!

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

Members Ramblings

Roll on Summer

Flt Lieutenant Trevor Brunt

Hi chaps, yes it's me again, bet you've missed my banter. Well what a bloody rotten summer 2008 was, thank god for Spain that's all I can say, the only place you can get wet and sunburned at the same time.



Still some of us more hardy fellows did manage to get some flying in. You may remember the old chipmunk, put together with help of my co-pilot flight Sergeant Jeff Denty and kindly tested by Wing commander Dave Anderson. The fitted Thunder tiger

75FS started first time and she flew like a dream, then I had a go and she flew like... nothing you've ever seen before but still looked good.

Here she is on short finals. This has become a very popular model there are now four in our squadron, I'm hoping to take my 'A' this year and be promoted to Wing commander and display leader?



For those of you who may be considering purchasing this model Jeff and I were interested to know what flight time we could get as the tank took a lot of fuel, so on landing after a 9 mins flight we kept the engine running and set the flight timer with the engine running on half throttle. We thought it would never stop; total running time including the initial flight was 36 mins.

Well that's all for now chaps, and if I can persuade she who must be obeyed to release me from bondage I'll see you at the field.

Man. Doctor I'm having trouble going to the toilet.

Doctor. You will need an operation, and require general anaesthetic; you will have to fast for 24 hours.

24 hours later man goes to hospital.

Nurse. Yes sir.

Man. I've come for an operation and I have to have a general anaesthetic.

Nurse. Have you fasted?

Man. No I haven't it must have been the old lady in front of me!

Now for the exciting stuff, yes I'm going supersonic, well faster. Father Christmas brought me a Jet. I know what you're thinking, but if you're going to crash, do it quick and get it over with, any way it's Warrant officer Ray Birdseye's fault, he invited Dave Wiltshire to Club night. E-Flights F16-400 DF



that's the baby can't wait, of course I'll be looking for the usual helpful advice from all you Jet experts, like Wing Commander Richard Ginger. Go on you know you want to.

Happy New Year to you all.
Biggles.

Rocket Man

The rocket section is alive and going strong. John Barber supplied some photos from his last 2008 outing when the scale V2 was very successfully launched and recovered. Well done John.



Instructors Corner

Hi everyone

Hope you all had a great Christmas (seems miles away now!) and by the way, a very Happy New year to you all. The New Year has not started off very well so far what with all this snow, wind and rain.

I did pop over to Newground very briefly a few weeks ago but did not stay very long, it was bitterly cold and after I had roughly six minutes in



the air with my electric Phantom I'd had enough. I could not feel my fingers, so off I went home to warm myself up and wait for kinder weather.

As there is not much really to report on instructing, I thought I would do a little bit on the noise problem we have from time to time with model aircraft.

NOISE TESTING!

Noise testing and keeping noise under control is important because we are not just trying to reduce noise emissions, we are trying to reduce noise complaints. Measuring noise emission on the ground is a somewhat artificial way of assessing the nuisance noise of an aircraft, but for most aircraft / engine combinations on a club field, it goes quite well with nuisance value.

The club owns a very nice and may I add expensive decibel meter which I keep under lock and key at home, In the early days of CMFC we used to test every members aircraft and apply a sticker to the inside of the fuselage before they were able to take to the air, please bare in mind this was very time consuming and also in the days when silencers and props were nowhere near as efficient as they are today (if used correctly).

The important thing to remember is that the noise meter is only a tool. Reducing the decibel reading on the meter is not the end goal of noise reduction, but is a useful step along the way.

Why not just listen to the noise produced in the air? I would argue that this should also be done because if a model sounds offensively loud to other pilots, think how much more offensive it will sound to a potential complainant. However, the noise meter is useful in deciding whether various combinations (e.g. props, silencers) are effective in reducing noise emissions. Equally reasons for measuring noise are that the Department of the Environment guidelines are given in measured dBA values, and that planning permission and appeals are subject to noise values.

HOW TO MEASURE NOISE

The procedure for measuring noise is outlined in the BMFA handbook it entails measuring noise at maximum RPM at a 7metre distance, with the model held at 1 metre above the ground (away from the body) The max Db readings from any one side of the model should not exceed 82 decibels

Measurements should be taken with the propeller facing towards, away, and at both 90 degree points to the noise meter.

Measurements on a club field are useful and consistent if a few rules are followed:

1. The meter should be regularly calibrated preferably before each flying session
2. The temperature of the meter should be kept reasonably constant, i.e. it should not be left out in the baking sun all day. (Yeah right.....chance would be a bloody fine thing eh!??)
3. The RPM of the engine should be adjusted and measured at the time of the test to ensure that the maximum RPM is being achieved.
4. Measurements should take place in winds below 5 knots if possible. Measurements in winds of above 10 knots will tend to produce false increases in noise, as wind blowing onto the back of the propeller causes the prop to flex and resonate, increasing the emitted noise. This does not occur in the air, because a head wind will always exist and it is not representative of in-flight noise emission.
5. One person should be responsible for taking the noise measurements one to hold the model and one to jot down all the measurements

With this information, a responsible impression is created and comparisons are easily made, e.g. when different props or silencers are used. A further point is that the maximum of the four values recorded is the one that determines whether the aircraft passes the noise test. It is completely incorrect to try and average the four figures; this is of no useful information at all.

As I said near the beginning about us (the club) sound testing all aircraft.....we now believe that with the arrival of excellent props, silencers, rubber engine mounts etc on the market, also internet info on set ups, and not to mention the manufacturers recommendations, we think that the normal club flyer can sort out a pretty good setup from day one. If you do need any help on this subject or you need a sound test carried out, do not hesitate to contact me.

This year as in the passed, I will be turning up at either of our fields on occasions and carrying out spot checks with the meter if

1. A model deems to be too noisy
2. There has been an outside complaint, or
3. Another member has contacted me with reference to a particular model within the club that appears to be noisy.

Please do not feel put out if I do approach you on this matter as we are only trying to help in any way we can to preserve our flying sites, not only that, if you do have a 'wrong' set up, changing it will probably improve the performance of your model and make it easier and smoother to fly. You know it makes sense.

Lets hope this year we will get an absolutely cracking summer and get loads of flying in.....I certainly will.....

Happy flying, see you down the field sometime.....All the best.....AL

The Instructor Rota

The instructor rota has been combined with the year planner that Ray puts out. Please contact the duty instructor on the Wednesday before the training day. If you do not call he will assume that no training is required and will make other arrangements to have a social life.

In the event that the weather makes training dubious, it is a good idea to check with the instructor before leaving for the field.

Committee

Chairman	Dave Humphrey	01494 791258	davedesign@btconnect.com
Secretary	Richard Ginger	01296 688030	randlginger@btinternet.com
Treasurer	Bob Bennett	01494 864751	bob.bennett@wychwoodrise.co.uk
Membership	Dave Anderson	01494 583127	david.anderson267@ntlworld.com
Newsletter	Colin Hooper	01494 866387	colin.jayne@wychwoodrise.co.uk
Instructors	Al Spicer	01494 783214	alan.spicer@onetel.net
Events	Ray Birdseye	07703 768354	events@cheshammodelflyingclub.co.uk

Instructors

Alan Spicer	01494 783214	07860 843613
Andy Hawkes	01494 772854	07855 146945
Richard Ginger	01296 688030	
Dave Anderson	01494 583127	
Robin Thwaites	01494 758079	

2009 Year Planner

2009	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T						
January				1	2	3 D A	4	5	6	7	8	9	10 A H	11	12	13	14 C O M	15	16	17	18 A S	19	20	21	22	23	24 R G	25	26	27	28	29	30	31 D A		
February						1	2	3	4	5	6	7 A H	8	9	10	11	12	13	14	15 A S	16	17	18 W H C	19	20	21 R G	22	23	24	25	26	27	28 D A			
March						1	2	3	4	5	6	7 A H	8	9	10	11 C O M	12	13	14	15 A S	16	17	18	19	20	21 R G	22	23	24	25	26	27	28 D A	29	30	31
April			1	2	3	4 A H	5	6	7	8	9	10	11 A S	12	13	14	15 W H C	16	17	18	19 R G	20	21	22	23	24	25 D A	26	27	28	29	30				
May					1	2 A H	3	4 H E C	5	6	7	8	9 A S	10	11	12	13 C O M	14	15	16	17 R G	18	19	20	21	22	23 D A	24	25	26	27	28	29	30 A H	31	
June	1	2	3	4	5	6 A S	7	8	9	10	11	12	13 R G	14 C M P	15	16	17 S F E	18	19	20	21 D A	22	23	24	25	26	27 A H	28	29	30						
July			1	2	3	4 A S	5	6	7	8 C O M	9	10	11 R G	12 C M P	13	14	15	16	17	18	19 D A	20	21	22	23	24	25 A H	26	27	28	29	30	31			
August					1	2 A S	3	4	5	6	7	8 R G	9	10	11	12	13	14	15	16	17	18	19	20	21	22 S F E	23	24	25	26	27	28	29	30 A S	31 B B Q	
September		1	2	3	4	5 R G	6 C M P	7	8	9 C O M	10	11	12 D A	13	14	15	16	17	18	19	20 A H	21	22	23	24	25	26 A S	27	28	29	30					
October			1	2	3 R G	4 A H A	5	6	7	8	9	10	11 D A	12	13	14	15	16	17	18 A H	19	20	21	22 W H C	23	24 A S	25	26	27	28	29	30	31 R G			
November						1	2	3	4	5	6	7 D A	8	9	10	11 C O M	12	13	14	15 A H	16	17	18	19	20	21 A S	22	23	24	25	26	27	28 R G	29	30	
December		1	2	3	4	5 D A	6	7	8	9	10	11	12 A H	13	14	15	16 W H C	17	18	19	20 A S	21	22	23	24	25	26 H E C	27	28	29	30	31				

C O M	Committee Meeting		Club Night WHC = White Hill Centre		Pednor Event SFE = Silent Flight Evening		Newground Event CMP = Competition BBQ = Bank Holiday Barbeque BOX = Boxing Day Flying		Newground No Club Flying AHA = Aerobatic Helicopter Association
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