



Flight Desk

February 2014

The official newsletter of Chesham Model Flying Club Ltd

Volume 26

Issue 1

February 19th Club Night

White Hill Centre @ 20:00

Winter Projects Evening

Come and see what other members have been up to.

Better still, Come and show them yours.

Editors Ramblings



Well, here we are again. Another year older and yet more models in the hanger. What a year 2013 was. A petrol powered Yak joined the petrol powered Edge 540 to be followed over the winter by a petrol powered Sea Fury. Those observant ones may see a trend developing. But you might be wrong because my principal winter project was a scratch built Dawn Flyer from a Lindsey Todd plan.

This is an electric powered old timer style monoplane which I have ambitions to fly at the "Greenacres fly-in" this June. Of course, to do that requires an A certificate which I was long overdue to take. It was a great feeling of satisfaction to finally take it and pass. I commend it to those who are still solo rated only. Dawn Flyer was maiden during a brief respite from the weather in January. It needed a few clicks of right trim and a couple of rudder clicks to fly beautifully hands off. The weather has prevented any more flights so it should still be in one piece on the club night! Let me know what you think on the night.



My other winter project has been the building of a webcam to install at Newground. It has long been a desire of quite a few members to know if there is anyone at the field before they set off from home. I am satisfied that it is possible to install a battery powered camera capable of uploading images to a web site every 5 minutes throughout the day. With luck and a following wind we should be in business not long after the club night. When it is up and running I will send you the link.

There is always room in the newsletter for your stories. Just drop me an email!!

As always, you can contact me, Colin Hooper

colin@wychwoodrise.co.uk

Secretary's Notepad



Our Club Night and AGM on 18th December 2013 was exceptionally well attended and gave rise to much good-humoured banter. As was to be expected, there was a lively and thought-provoking debate regarding the future direction of the Club, both in relation to our Pednor field, but more generally as well. The Committee has taken on board all that was said, much of it clearly heart felt and personal. Watch this space for notification of changes & improvements in 2014.

It was good to see so many familiar faces and a few not so familiar. I loved the sausage rolls and the warm mince pies.

Boxing Day flying @ Newground provided a welcome respite from the excesses of the Christmas festivities with some relaxed flying. The weather was uncharacteristically mild for this time of year, almost Spring like in fact and consequently the day was very well attended and the flying good.

Forthcoming Events

Repeating a very successful event in 2013, our first Club Night of 2014 on Wednesday 19 February commencing at 8pm at the White Hill Centre, Chesham, is to be an informal 'member's night'.

You are encouraged to bring along your current projects or builds or perhaps a recently completed model not yet seen down at Pednor or Newground. In fact, any piece of kit that you think will be of general interest to the membership (e.g. a new radio/telemetry set up, an unusual engine or piece of electronics), however big or small and in relation to a project, at whatever stage of construction/assembly.

There is a huge wealth of knowledge and experience within the Club and I hope that the evening will be a good opportunity for us all to share in our building & assembly experiences, discuss construction methods, new or unusual techniques and any problems encountered & overcome.

Not being a 'proper' modeller and relying very much on ARTF to get me into the air, I will be bringing along some of my indoor models (mainly

heli/quadcopters with the odd 'shockie') for your amusement. There may be time and space on the night for members new to the indoor flying scene to test fly one of my micro quadcopter.

At the time of writing, a number of our experienced scale modellers have agreed to bring their latest creations, including some truly large scale aircraft.

In a note for your diaries, further Club Nights in 2014 may take place on 16 April, 15 October and 17 December (AGM). The dates for flying field based activities in 2014 (e.g. competitions, BBQ's/fun fly's etc.) will be decided in the Spring of 2014 and publicised in the usual way.

The WLMAC invitational indoor flying season at Vyners School, Uxbridge is well underway (first Friday of each month, 7 - 9 pm, £10 per visit, capped at £30 maximum) and the confirmed remaining 2014 dates are 7 March and 4 April, with the season recommencing in October.

The indoor flying guys are a very friendly bunch (one or two ex-CMFC members) and any CMFC attendees will receive a warm welcome. There will be a huge range of different styles of models on display, with something for everyone, providing guidance and inspiration for those yet to take the plunge. I will be attending on all of the above dates if anyone is a bit shy!

Following on from our AGM, Toby Newton has very kindly offered to organize and promote a Scale flying day in 2014. This fun event will be informal and relaxed in style (i.e. with no or minimal competitive element) so as to encourage the more inexperienced amongst you to participate and Toby will be circulating more information in due course. Please direct any offer of help and/or suggestions to Toby, but in relation to the latter, please keep in mind our wish to keep the event user friendly and relaxed, leaving a more formal Scale Competition for 2015 and beyond, if there is suitable demand.

Finally, as this is the first Newsletter of 2014, I take this opportunity to remind club members to periodically check the Events/Diary Dates 2014 and Rota/Calendar 2014 pages on the CMFC website located at <http://www.cheshammodelflyingclub.co.uk/> These pages are full of very useful information not just in relation to activities at the Club, but covering

modelling events more widely and are regularly reviewed by the Committee and updated by Colin Hooper.

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

Summary of Club Events in the next quarter

February 19 th	Club Night @ WHC, 8pm.
March 19 th	Committee Meeting
April 16 th	Club Night @ WHC, 8pm.

Chairman's Soapbox

NETWORK RAIL FENCING

Those of you who have visited Newground recently will have noticed the palisade fencing being erected by Network Rail's contractors QTS. As at 19th January, the entire new fence has been erected with some just some rabbit netting to be completed. At our northern boundary the fence continues in bright galvanised finish. Our boundary fence is powder coated black at our request which seems to have been a wise choice. Now for some 'Anorak' type statistics: -

The contract for the fencing is for both sides of the track from Euston to Rugby at a cost of £25 million. Distance between both stations is 121.202 kilometres, (121,202 metres). For both sides that's 242,404 metres. This works out at £103.13 per metre. The length of our boundary with the railway is 740 metres, which puts the cost at £76,318.87p. Good job we weren't paying!

On a more serious note you should ensure that at all times your aircraft does not overfly the boundary fence. It has been said before; - Depth perception is difficult especially if you fly models of varying size particularly in the same flying session.

For your peace of mind to make sure you are compliant, it could be useful to ask another member to stand on the boundary and advise you that all is well, or **not** as the case may be. Suggested signal from helper could be one arm

raised if all is Ok, and both arms raised should your model be beyond the boundary.

GOODBYE TO WINTER - GET READY FOR SPRING!

The weather lately has truly been the 'Pits'. We all look forward to some suitable weather to resume flying in earnest. Now is the time for 'Fair Weather' members to check out all your equipment. The first sign of warmer weather may tempt you to get back in the swing of things. This means you should make 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. Our Flight Safety Liaison Officer, Steve Bull and our team of instructors are on hand to monitor all aspects of safety within the club, and are there to assist you should you have any problems. 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 you 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: - be sure to take the utmost care of your CMFC keys. If you think you may have lost them during a visit to the field, as happened to one member recently (but thankfully found), you should contact a committee member without delay.

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.

FREQUENCY PEGS ETC - NEW MEMBERS PLEASE TAKE NOTE

A personal frequency peg is issued to new 'active' members (Senior and Junior). These are only to be used in conjunction with the pegboard if you

arrive at the field to fly using the 35MHz frequency. You should also display a correct frequency pennant on your transmitter. If you are using 2.4GHz then use of the pegboard is not required.

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 publishes in the newsletter, and mark them in your personal diary now. Your committee is dedicated to organising events and club nights to promote as much interest in the club as possible. In return you should try to give your support as often as is possible. If you can think of anything to 'up' the interest within the club, then put the idea to Colin, he is always keen to hear of any new ideas or indeed 'moans' concerning the club from club members. Your committee meets 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 our Secretary Andy Rimmer, - at least 2 weeks before the meeting.

GANG MOWING AT NEWGROUND

In about 8 - 10 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 to the hard standing part to allow the grassed car park area to be mown.

SET ASIDE INCOME AT NEWGROUND - CHANGES COMING

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 who manage the claims. The A1 sized laminated map

on the notice board at Newground, shows the status of the individual 'parcels' and the extent of land in our ownership.

This year is the final payment year of the 'TOP END' entered into the Habitat Scheme. This area will then qualify for entry into ELS (Entry Level Stewardship). Depending on how 'valuable' the area is seen to be in environmental terms when assessed by Natural England, it could qualify for HLS (Higher Level Stewardship) which generates a higher annual income. It is doubtful if either of these schemes will match the payment level of the Habitat Scheme, but we are soon to find out.

The 'WEST SIDE' also in the Habitat Scheme has three payment years remaining, being 2014 / 15 and 16. In 2016 however there is a change coming, and it is not known at this time what further incentives will be available; - should there be, the start date will be January 2017. It could be that the 'WEST SIDE' agreement might be terminated early and the whole field be considered for HLS, something we will know in due course. We will still be receiving additional payments annually for all our set-aside land 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.

BIRD NESTING BOXES

Club member Jeff Denty, who along with Trevor Brunt mows the patch at Newground is also doing his bit for the nesting birds. He has recently installed five bird nesting boxes in various locations at Newground. These are in addition to five more that were positioned previously which have been used successfully by Blue tits and Great Tits. One of these, suspected not to have been used, was to be moved by Jeff but indeed that too had been occupied last year and contained a Wren's nest.

Thanks go to Pete Hodge who 'knocked up' all of them. Pete and Jeff are planning an Owl nesting box next, - should be interesting! I recall seeing a Barn Owl on two occasions at Newground. The first time was when one flew out of the shelter, and the second time policing the field and dropping down on its prey in the long grass. I was driving back down the track as it rose up with a mouse dangling from its beak as it flew across the front of my vehicle, - a close encounter !

Members Ramblings

BRISTOL M1C "BULLET"

Most of you will know that I love largish scale models and I have several in my hangar, all get flown regularly at NG and at the more informal events and fly-ins several Clubs stage during the season.

Next year is the 100th anniversary of the outbreak of WW1 and most scale events will cater for WW1 warbirds – normally they are inundated with WW2 types. After a bit of head scratching I decided on the Bristol M1C as my "winter" project. This was the only monoplane British fighter of WW1, plus there is a lovely flying replica at Old Warden in the Shuttleworth Collection. It does, however, have an original rotary engine and sounds wonderful in the flying videos.

The build is well on the way and is made much easier by using Belair's laser cut parts kit for the Jerry Bates ¼ scale plan. This is very accurate apart from the fin profile. The OW example was constructed from the works drawings, I believe, and I have tweaked things here and there to get the correct outlines. However, all my stuff



has to be practical, reliable and fairly easy to rig and fly so I have made some compromises with the ailerons and rigging. The whole structure aft of the wing leading edge is built up, much like my Morane A1. Span is 92" and quoted weight is 15lbs. I have chosen a Laser 180 engine running an SM Services on board glow for starting convenience and tickover. There is no doubt that the Laser is the BEST four stroke



single or v twin for scale use, so reliable, so easy to set up plus a very adaptable and unobtrusive exhaust system. A major feature of the "Bullet" is the massive spinner and this is a real challenge. Fibreglass mouldings attached to a metal spider are possible but very difficult to obtain outside of the USA. After scouring the internet and local shops for suitable woks, saucepans and mixing bowls I came across a thin stainless steel colander which is currently being converted to fit. The engine mounting and clearances are critical and mine (if it works!) won't have a "scale" propeller location but only the purists would complain. I think I

can balance the whole contraption on a rig comprising a ground steel point, in any event the OW example flew minus spinner for all the initial flights! A bit of fine glass cloth and lightweight filler will disguise the holes although there is plenty of cooling air entering the propeller slots, rear of the spinner and round the engine cylinder.

The full size has proper ailerons (not wing warping like the Morane N and Eindecker) and good sized surfaces except perhaps the rudder. The real thing is stated to have the ground handling of a bar of soap – the tail skid is fixed and the huge fuselage section tends to blanket the tail (as does my own Morane A1), plus the rotary engine produces a “ torsional procession” (posh words for a violent swing). When originally introduced in



1916 the Bristol was criticised for its relatively high take off and landing speed and the lack of downwards visibility for the pilot. My plan shows a complicated glazed affair but the pragmatic solution was simply to cut away the fabric covering and leave a large rectangular hole, fortunately the OW example has this! I have decided to do the wing in one piece complete with pylon and landing wires, making the rigging a simple matter of connecting the flying wires. The latter will be 1/16” lengths of stainless strip from Mick Reeves. The wires are fully functional, i.e. without them your wings will fold either up or down. The wing will go in the Mondeo, although it’s big it’s 2” shorter than the TA152 (now fully rebuilt and flying again!) and a similar chord to the Eindecker. A two piece wing would have been possible but the span and cutaway areas might make the structure dodgy and not worth the risk. If you land a 15lb model less than perfectly the landing loads are huge – equal to dropping about four times the weight from a two foot bounce. No wonder ARTF undercarriages are simply not up to the job. There is no doubt that a proper plan/kit or scratch build leaves an ARTF standing and gives so much pleasure, plus you can build in strength where required, plan your radio installation and cater for differing powerplants. Above all, you can make the important bits accessible for maintenance. It also helps keep the wood suppliers in business and/or your local model shop. Santa will need to send me a 10 metre roll of linen Solartex as well!

I hope to have this finished by early Spring, the attached pics show progress to date....

Cheers

RG

Safety Officer's Corner



The 2014 flying season has started with much milder weather than the previous few years. This has led to a few more pilots turning out than is usual. We definitely need to keep the numbers up so it's good to see you at the 'Patch'.

This time of the year when flying days can be missed gives us the opportunity to service our planes. It really is good practice to remove the cowling to check engine mounts, fuel lines and exhaust connections, you'd be surprised what you'll find if the cowl hasn't been removed for some time. Moving through the plane check servo mountings, clevis and horns for looseness and just tug the moveable surfaces to see if any hinges are loose. Another check worth making is wheel security, those pesky collets have a habit of working loose. Any of you who attended our August Bank Holiday bash will probably have witnessed my large Pawnee shed a wheel whilst Toby was piloting it, skilfully I might add as he landed it using full flaps to slow it down and judicious use of aileron to put it down very gently on one wheel. Happily no damage was incurred at all, however we never managed to find the wheel and axle despite it being 6" in diameter!



Lastly, one check I've never thought of making before are the tyres. The reason for mentioning this is just recently I suffered an unusual experience. I was preparing to take off with my Sbach, full throttle and at the point of rotation the plane stopped dead and nosed over with an almighty thump. First thoughts were I'd dropped a

wheel in a rabbit hole, however when we retrieved the plane no holes were in evidence. On inspection back at the pits we noticed that the tyre seemed to be misshapen. With a bit of fiddling the tyre fell out in two pieces

leaving the hub still on the axle. Obviously the tyre, when in two pieces, got locked up in the spat effectively putting full brakes on!

That's all for this month, 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.

Month	Date	Trainer
February	8	Dave Anderson
	15	Toby Newton
	22	No training
March	1	Richard Ginger
	8	Dave Anderson
	15	Toby Newton
	22	No training
	29	Richard Ginger
April	5	Dave Anderson
	12	Toby Newton
	19	No training
	26	Richard Ginger

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Andrew Rimmer	07718 205480	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	07749 891465	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