



Flight Desk

February 2015

The official newsletter of Chesham Model Flying Club Ltd

Volume 27

Issue 1

February 18th Club Night

White Hill Centre @ 20:00

Show & Tell

Winter projects and other interesting things.

Back by popular demand

Editors Ramblings



Another season underway and more fun to be had. Winter is always time for other projects as well as flying whenever the weather is suitable.

My other projects have been a Cambrian fun Fighter electric Hurricane which is being built in support of the Model Flying forum. It will be flown with many others at the Greenacres fly-in in July. I have also assembled an Elf glider to partake, along with other members, in some summer evening competitions. Both of these will be on view at the club night.

Mike Smart of the Aylesbury Club published some information which is important to all RC equipment user and whilst it doesn't affect your current radio equipment, there are some implications if you update it. The regulation change is EN 300 328 (v1.8.1) and is to do with the requirement for our new rc transmission equipment to listen before it speaks.

This month new regulations come into force regarding the use of 2.4GHz r/c transmitters and receivers in the EU, titled EN 300 328 (v1.8.1). Two things you really need to know

- 1) all your existing kit remains fully legal to use because of the grandfathering rules*
- 2) all the different brands (and in some cases protocols within brands) are affected differently, or in many cases not at all.*

Here is a summary of how it is affecting the major brands and their protocols:

Spektrum DSM2 - New Spektrum TXs sold from now on will not transmit DSM2, which is not compliant with the new regulations. Since all Spektrum RXs sold have been DSMX for some time, this should not have any effect on current users unless you have a stack of old DSM2 only RXs and want a new TX. Workaround - buy a Taranis and an Orange RX DSM2/X module from Hobbyking.

Futaba FASST & FHSS - FASST definitely was not compliant; opinions vary on whether the S/T-FHSS protocols were or not. Either way, Futaba have released firmware updates for the two current FASST sets on sale in the UK (14SG and 18MZ), and documentation indicates changes were made to the RF firmware for all three protocols. These changes seem to work ok with genuine Futaba RXs, but the reverse engineered FASST RXs from FrSky and others now do not work with the upgraded TXs. FrSky have

stated updated firmware will be released for their RXs very soon to address the issue.

FrSky ACCST - new firmware has been released for the X-series RXs, XJT module and Taranis TX. Existing X series will not work with an upgraded TX, and new X-series RXs will not work with a Taranis that has not been upgraded to the new firmware. D series and V8 (non telemetry) RXs seem unaffected and work with an upgraded TX without any changes; no D/V8 RX firmware updates released as yet.

Hitec AFHSS, Jeti Duplex, JR DMSS, Spektrum DSMX - already compliant with new regulations.

Graupner HoTT - Initially believed to be compliant, but now there are some question marks.

Multiplex M-Link - Unknown, but there seems to be little buzz online about non-compliance and Multiplex were deliberately late to launch their 2.4 offering due to uncertainty about the regulations, so likely to already comply.

The regulation changes mean that great care is required before updating your Tx to the latest software as it may make your Rx's unusable overnight!

With thanks to Mike for summarising the current situation.

As always, you can contact me, Colin Hooper.

colin@wychwoodrise.co.uk

Secretary's Notepad



Those of you who attended the Club AGM will be aware that Rebecca Jackson volunteered to assume the role of Club Secretary. She is a welcome breath of fresh air and has single handedly reduced the committee age profile by several decades. Welcome Becca. When she has found her feet I am sure she will have occasional contributions to the newsletter to keep us up to speed.

Summary of Club Events in the next quarter

February 18 th	Club Night @ WHC, 8pm. "The Winter Projects"
March 18 th	Committee Meeting @ WHC, 8pm.
April 15 th	Club Night @ WHC, 8pm. "Salisbury Hall - The de Havilland Museum"
May 4 th	Balloon Bursting comp @ Newground and BBQ

Chairman's Soapbox

NEW MEMBERS – WELCOME !

As you read this, several members have left the club, around a dozen have not yet declared their intentions (i.e. not yet paid – so could very soon become ex members!). The good news is that three new members have joined the club, having been invited to do so, by our membership secretary Dave Anderson, with perhaps more on the way. New members are: - Simon Adams, John Cole and Christopher Payne.

Guys, - be sure to introduce yourselves at the field to others present; - you have the opportunity to make many new friends, and embrace everything that our well organised friendly club has to offer.

CLUB RULES

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. Also if you visit the field to fly, 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! **All** members must observe **all** the current rules, as written, **all** of the time. If you are unsure as to what this means to you, then you should refer to the rules on the website.

MEMBERS FREQUENCY PEGS / KEYS ETC.

Anyone who loses their personal frequency peg, (35Mhz use only), or loses a gate key or HS key, - **get in touch immediately with any committee member**. If you change your postal address, telephone number or e-mail address **you must** advise Dave Anderson, our Membership Secretary, as soon as possible.

NEW CLUB SECRETARY

We welcome Becca to the CMFC committee. With no-one looking willing to fill the vacancy left by outgoing Secretary Andy Rimmer, Becca stepped up to the challenge at the AGM and volunteered to take on the role. She is well known to regular flyers at Newground, accompanying her 'other half' Toby Newton. She becomes a full member of the club and the BMFA and a Director of CMFC Ltd. With her first committee meeting 'done and dusted' she will be making a valuable contribution to the smooth running of the club. Our Memorandum and

Articles of Association state that the Committee should consist of Chairman, Secretary, Treasurer plus four committee members. This was mentioned at our January meeting and that we were only five in total. As a consequence Toby has agreed to join the committee; - we look forward to his input. So there is still one vacancy, - anyone out there who thinks they have the credentials (common sense) and commitment, - please step forward!

DIARY DATES – CLUB NIGHTS & COMPETITIONS

Please study the list of Diary Dates that Colin assembles in the newsletter, and mark them in your personal diary. All the dates including instruction at NG are also shown on the 2015 calendar on our web site. Your committee is always keen to hear from you of any views/ideas concerning the club. We meet every 2 months at the Whitehill Centre on the dates shown on the CMFC Web Site. If you do have anything you would like to be discussed, then please contact our Secretary, - Rebecca Jackson 'Becca'. E-mail rebecca-jackson@hotmail.co.uk 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. I say this every year, but please - 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 means, - please move your vehicle if necessary to allow the grassed car park area to be mown.

Patch mowing at both sites will commence as soon as is deemed necessary.

THIS IS NO ORDINARY QUADCOPTER

I met new member Simon Adams late afternoon on Friday 6th Feb and was fortunate to see his newly acquired quadcopter. This is no ordinary quadcopter, - (no it's not from M&S); - it's fitted with its own camera and is a truly mind-blowing piece of equipment regarding its operation / capabilities. Forget cheap, - this is the real deal! Simon is looking forward to warm sunny days at Newground and if he happens to be putting it through its paces and you are there, - then you will, as I was, be amazed!

IS IT A NEW MODEL?

If you have a new model making it's first appearance soon, (built or bought) and it's worthy of note, then consider a write up for the newsletter. If you are stuck for words, - then simply contact Colin and supply him with a few pictures, he may well upload them on to our club website.

WHEELBARROW AT NEWGROUND

This is now back in use for those of you who might use it to transport items to the pits. The wheel suffered a puncture several weeks ago and a new inner tube has been fitted.

IT'S 10MPH FOR A REASON

In case your enthusiasm gets the better of you on arrival at NG in your quest to start flying as quickly as possible, - please remember the 10MPH speed limit on

the track, displayed on several of the fence posts. This is designed to 'save' the surface of the track. These common sense advisory signs are often ignored by some members causing unnecessary wear and tear to the surface.

Humpy

Members Ramblings

LATEST SCALE PROJECT

Work on the Hawker Tempest is cracking on. The airframe is virtually complete - I now have a one piece wing (87" span) and it's now an ARTC (almost ready to cover) awaiting finishing and painting plus a few details. I'm using the pilot from my DB Spitfire - just the right scale.

A potential problem with split flaps is getting the trailing edge to lie flat/in line with upper wing trailing edge. This is not an issue with non split flaps where the whole flap is constructed like an aileron but only moves downwards (e.g. Mustang, Aichi Val). Like many warbirds the Tempest has two flaps on each wing half and there is a break at the outer section dihedral. I picked several scale "brains" and the answer is to use a piece of thin piano wire moving in alloy/brass tubing inside the end of each flap half. This allows the flaps to go up and down in unison but also move apart and



back together. On the plan the linkage to drive this lot comes from a set of bellcranks and pushrods. I've never tried this - looks a nightmare to set up, so I have one full size Futaba 3010 servo driving the outboard end of each pair of flaps via a short external pushrod. These servos are Y leaded and

set up on a side lever on my FF9 which means I can raise or lower as fast or slow as I like. Plus, everything is accessible for service/adjustment... it all comes back to simplicity!

Back to the trailing edge... I decided to cheat here; in general, the real trailing edges of warbird wings are very sharp, thin affairs due to their metal construction. Unless you have a GRP/composite airframe or use stuff like "Proskin" your edge will be balsa and the thickness of the covering

sheet. On my Tempest I have reinforced the inside of the upper rear wing at the flap bays using sheet with the grain running the opposite way plus glued a thin (1/8") strip along the underside of the trailing edge. Having trimmed a corresponding bit off the trailing edge of the flaps they now close up inside this; the rear of the wing is also much stronger and any minor misalignment of the trailing edges is hidden. I actually pinched this idea from my TA 152. OK, it's not exact scale but provides a relatively simple solution.



It's now a question of sanding sealer/filler prior to tissue and dope. I use the ultra lightweight white filler sold in DIY stores. With a bit of care during building it is possible to hide where the wing sheeting is butt joined. I've never been successful with trying to join sheets together prior to

gluing to the structure. Instead, I make sure that each sheet piece is joined over a spar, or fit dummy spars of soft balsa where necessary. Not perfect but it seems to work. The main drawback with a one piece wing of this size, once permanently joined, is waving the thing around to do the final finishing; just possible in my long, narrow workshop. Most of my sanding/final assembly is done outside on our patio where I can do the "walk round" essential when lining up the wing/tail assemblies.

Most largish warbirds have some sort of hatch or flap concealing radio charging points, etc. In the past I have used various catches including home made bits. Micro magnets are now a fairly common solution. The best hatches don't need a screwdriver/Allen driver to fit/remove. (The latest radio switches are magnetically operated but I think this may be a bridge too far?) However I discovered that DUBRO manufacture a super little hatch latch which is small, light and easy to fit - so the Tempest wears one! So far, so good!

I'll bring the Tempest to the next Club meeting.

Cheers, RG

Safety Officer's Corner



All quiet from Steve so we must be doing something right!

Steve Bull.

Instructors Corner

It's snowing as I start to write this (0700 Sat Jan 31) so flying today is "off" unless you have something which can be hand launched.....

For the coming season I am hoping we shall be able to offer training on more than the current two Saturdays per month. Toby Newton has signalled his intention to return to the Rota; furthermore, I am delighted to welcome Simon Adams - a new member. Simon has top drawer credentials; he is a BMFA Examiner (Heli) and an accomplished pilot in both heli and fixed wing disciplines. He also has a CAA licence for aerial photography using a very high tech multi rotor carrier vehicle. Simon has indicated that he is willing to join the training team, although his work often takes him away for weeks at a time. I will, therefore, be sorting out some sort of programme / equipment which will, happily, mean more flying for existing and future trainees. Many thanks, Gents!

A word (or two) regarding prospective flying members/trainees:- you **MUST** join the Club if you wish to enjoy our flying facilities and you **MUST** have BMFA insurance. The only exceptions to this are:

- a) Novice pilots looking to join may have up to three "flight experience" sessions on a buddy box under the supervision of a Club Registered/Qualified Instructor; and
- b) "Guests" may fly but they **MUST** have BMFA insurance, hold a minimum of a BMFA "A" certificate and be signed in by a "B" certificated Club member who is to be responsible for his/her Guest during their visit. "Guests" are occasional visitors **ONLY**.

These rules are in place firstly to prevent uninsured/unqualified flying and secondly to ensure that our Club flying facilities are only used by those who have "paid and displayed".

Non flying guests/visitors/prospective members are, of course, welcome when invited/accompanied by a Club member.

We are a friendly bunch, our facilities are excellent, please help us to keep it that way!

RG

Club Training

Remember that training currently takes place at Newground with either Dave Anderson 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
February	7	Dave Anderson
	14	No Training
	21	No Training
	28	Richard Ginger
March	7	Dave Anderson
	14	No Training
	21	No Training
	28	Richard Ginger
April	4	Dave Anderson
	11	No Training
	18	No Training
	25	Richard Ginger
May	2	Dave Anderson

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Becca Jackson		rebecca-jackson@hotmail.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
Events	vacant		

Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127

And finally. Leon Coward has been number crunching the log sheets again. Here is a snapshot of the top Newground flyers for your consumption. Should you be trying harder or do you need to get a life? Only you will know.

NAME	TOTAL VISITS	TOTAL FLIGHT MINUTES	AVERAGE FLIGHT TIME (Minutes) PER VISIT
Richard Ginger	98	3558	36.3
Colin Hooper	77	2083	27.1
Robert George	74	1435	19.4
Steve Bull	65	1653	25.4
Trevor Mines	59	1491	25.3
P J Hodge	53	1328	25.1
Nigel Beaney	47	1726	36.7
Paul Baker	39	1105	28.3
Doug Brittain	34	611	18.0
Dave Anderson	32	900	28.1
Trevor Brunt	30	808	26.9
Steven Atherton	30	715	23.8
Mike Martin	29	518	17.9
Leon Coward	28	1312	46.9
Richard Johnson	28	861	30.8
Jeff Denty	27	671	24.9
Toby Newton	25	656	26.2
Oswald Marsh	19	1344	70.7
David Jarman	18	658	36.6
Francois Van der Tang	17	349	20.5
Andrew Rimmer	15	472	31.5
Jeremy Stephens	15	366	24.4
Mike Kitchen	15	365	24.3
Steve Langbridge	15	287	19.1
Richard Dawson	13	539	41.5
Keith Vickers	12	321	26.8
Phil Camp	11	241	21.9
Adrian Jack	10	551	55.1
Robin Thwaites	10	408	40.8
Steve Triggs	10	262	26.2
Robin Hodge	10	261	26.1
Dave Hobbins	6	216	36.0
Ben Martin	6	94	15.7
Derek Russell	5	103	20.6
John Stroud	5	84	16.8
Simon Adams	4	70	17.5
Michael O'Neill	3	96	32.0
Trevor Whelton	3	96	32.0
Peter Tilbury	3	83	27.7
Simon Vickers	3	82	27.3

Con Lehane	2	54	27.0
Ian Nichols	2	40	20.0
Bob Bennett	2	36	18.0
David Farrel	2	30	15.0
David Gubbay	2	22	11.0
John Owens	1	40	40.0
Denis Whelton	1	32	32.0
Marc Plummer	1	23	23.0
John Barber	1	10	10.0