



Flight Desk

February 2016

The official newsletter of Chesham Model Flying Club Ltd

Volume 28

Issue 1

February 17th Club Night

White Hill Centre @ 20:00

The Winter Build

Bring your project along to share.

See what will be flying in 2016

Editors Ramblings



Another year begins with the usual wind and rain but with occasional flyable days thrown in. When it's fine I make every effort to get to the field working on the principal that if I'm cold I am wearing the wrong clothes!

On the subject of being cold, I had an interesting problem when our second car refused to start. It was cranking over very slowly so I put the battery on charge and within a couple of minutes the charger showed the battery to be charged. Obviously it wasn't and I diagnosed some dropped cells. A replacement battery from Halfords was in order as they will fit and dispose of the failed unit, but how to get it to them. I had no jump leads so some lateral thinking was required. I remembered seeing a YouTube video of an American car being started from a lipo battery. They were trying to see how many times they could start a 5 litre muscle car. I only needed to start a 1.4 litre car once!



. This is what I came up with. A 3 cell 2.2Ahr lipo battery and crocodile clips. The engine span like a dervish and fired instantly. Once running I removed the lipo and drove off to Halfords. The lipo came with me in case I stalled the car. The young fitter who changed the duff battery couldn't believe that I had started the car from such a small battery.

On more mundane matters. Wednesday 17th is our first club night and is traditionally a chance to show of the winter projects. They can be scratch builds, ARTF's

or just hobby related. It is not essential that they are finished items as there is just as much interest in seeing the progress so far. Previous events have been very well received so bring something along or just bring yourself.

As always, you can contact me, Colin Hooper.

colin@wychwoodrise.co.uk

Treasurers Report



RICHARD JOHNSON - NEW TREASURER

I decided to return to the Committee after about fifteen year break as no other member had volunteered to take up the position. Your Club cannot function without a Treasurer.....perhaps I'm the mug!!

I joined CMFC soon after it had been formed with the Pednor field and it wasn't long before we acquired Newground.

As many of you know I am a very keen model builder, particularly with World War II aircraft. I really enjoy a challenge and I am particularly interested building models using laser cut parts with plenty of strip and sheet balsa...more the better!!

I am currently building the Meister Scale Mitsubishi 'ZERO' 1/5th Scale 108" Span powered by a Zenoah GT80 Twin petrol motor. I ordered the Zero from the USA and I have to say the quality of the laser cutting is superb. Also the strip and sheet balsa is first class, like it was when you bought balsa in England 30 years ago!

It takes me 1- 2 years to complete most of my builds, as I spray using cellulose paints, safer than and easier to use than two pack paints, with decals/paint masks supplied by Taylormade Decals in Germany.

About 10 years ago (when I retired) I was introduced into gas turbine jets, over the years I have made many new friends. I have built a D.H.Vampire, Hawker Hunter and a D.H.Venom mainly using laser cut parts.

I also have assembled RTF kits mainly, sports jets. These models can be rather large and require a fair amount of travelling to airfields to fly them. I also build and fly petrol models and some electric.

I have only been Treasurer since January so I am still learning the Clubs accounting systems which were developed and used by Bob Bennett over the last ten years.

Bob's systems are extensive and hold a wealth of information on the Club and judging by what I have seen so far it will be a hard act to follow, but I am sure the accountants Seymour Taylor will keep me and the Clubs accounts in order.

I would like to wish Bob a happy retirement from the Committee, this will now allow him to concentrate on his garden railway, the flying of his electric fleet of aircraft and his other passion, playing bridge.

Let's hope this season's weather will be more settled and not so windy.

I look forward to seeing members old and new at Newground, which as we all know offers 7 day flying at a superb venue.

See you soon.

Richard

Membership Secretary

Anyone who has not yet renewed their membership is faced with the prospect of needing to repay the club joining fee. If you fit the bill then contact Dave immediately.

Dave is still determined to stand down this year and a replacement membership secretary is being actively sought. You have the opportunity to join the clubs outstanding committee and to inherit a well oiled membership database. Full training will be given if you need it along with moral support.

Dave Anderson

Summary of Club Events in the next quarter

February 17 th	Club Night @ WHC, 8pm. "Winter Projects"
March 16 th	Committee meeting @ WHC, 8pm.
April 20 th	Club Night @ WHC, 8pm. TBC

Member's Ramblings

Leon has been analysing the Newground log sheets for 2015 and has provided a spread sheet of the data. It always makes for fascinating reading and serves to reinforce the usage that the flying field gets through the year. See how you compare and determine to do better!

Newground Flight Data 1st Jan to 31st Dec 2015

NAME	TOTAL VISITS	TOTAL FLIGHT MINUTES	<i>Total Flight Hours</i>	AVERAGE FLIGHT TIME (Minutes) PER VISIT
Richard Ginger	80	3084	51.4	38.6
Colin Hooper	66	1854	30.9	28.1
Steve Bull	58	1096	18.3	18.9
Trevor Mines	55	1609	26.8	29.3
Austen Pearce	47	1845	30.8	39.3
Robert George	44	813	13.6	18.5
P J Hodge	33	1236	20.6	37.5
Doug Brittain	31	698	11.6	22.5
Mike Martin	27	402	6.7	14.9
Trevor Whelton	26	839	14.0	32.3
Steven Atherton	26	787	13.1	30.3
Simon Adams	24	796	13.3	33.2
Nigel Beaney	23	924	15.4	40.2
Ian Nichols	21	723	12.1	34.4
Jeff Denty	20	559	9.3	28.0
Trevor Brunt	20	405	6.8	20.3
Robin Hodge	18	402	6.7	22.3
David Jarman	17	289	4.8	17.0
Paul Baker	16	508	8.5	31.8
Rob Crawford	15	466	7.8	31.1
Andrew Rimmer	15	431	7.2	28.7
Toby Newton	15	174	2.9	11.6
Steve Triggs	13	326	5.4	25.1
Robin Thwaites	12	452	7.5	37.7
Dave Anderson	12	371	6.2	30.9
Leon Coward	11	688	11.5	62.5
Francois Van der Tang	11	282	4.7	25.6
Matt How	10	461	7.7	46.1
Rob McMurdie	10	261	4.4	26.1
Keith Vickers	9	347	5.8	38.6
Mike Kitchen	9	290	4.8	32.2
Phil Camp	9	142	2.4	15.8
Steve Langbridge	7	253	4.2	36.1
Richard Johnson	7	154	2.6	22.0
Bob How	7	102	1.7	14.6
Adrian Jack	6	243	4.1	40.5
Michael O'Neill	6	94	1.6	15.7
Jeremy Stephens	5	107	1.8	21.4
Pete Horsted	4	118	2.0	29.5

John Cole	4	42	0.7	10.5
Con Lehane	3	130	2.2	43.3
Dave Hobbins	3	122	2.0	40.7
Simon Vickers	3	35	0.6	11.7
Rebecca Newton	3	25	0.4	8.3
Ron Stephens	2	80	1.3	40.0
Dave Candavan	2	58	1.0	29.0
Pete LeBlond	2	56	0.9	28.0
John Smith	2	26	0.4	13.0
John Stroud	1	45	0.8	45.0
Dave Woodnutt	1	30	0.5	30.0
Ben Fowler (Guest)	1	24	0.4	24.0
Frank Dalby-Smith	1	24	0.4	24.0
Peter Dorow	1	10	0.2	10.0
Peter Tilbury	1	4	0.1	4.0
John Kitchenside	1	0	0.0	0.0
Totals =	876	25,342	422	29

Safety Officer's Corner



Is this the worst start to a flying season in living memory? We seem to have had rain, wind or both together. As such there isn't much to write about concerning safety related issues.

However, as a club we have had quite a number of new members join us in the last few months. These newbies are all active fliers which is nice to see as our number of regular fliers at NG was dwindling, weekends are now resembling the time when I first joined and the flight line numbered 20 at least.

The reason I have mentioned this is that the flight line can become quite a busy place. As you know we are only allowed 3 planes in the air at any one time if they are ic powered, but unlimited if they are electric. This has led to at times say 2 ic planes and 3 electric all trying to share the same piece of sky. Needless to say vigilance is key to safe flying. The importance of all pilots to stand together as a group so that their intentions can be passed to each other is paramount, nothing is more distracting if pilots are wandering up and down the flight line.

The same applies to taxiing from the pit area to the flight line, if there is already someone flying then your plane has to be pushed or carried to the patch.

I have to confess that I'm not sure what the club ruling is concerning heli's and planes flying together but think it's good practice to let heli's have their own slot as the two really don't mix. Having said that when Austen is flying his heli's I'm so mesmerised that I wouldn't want to be in the air at the same time anyway.

Finally, let's hope the weather cheers up and we can return to our normal flying routine.

Steve Bull

Instructors Corner

Welcome to 2016 and to what will hopefully be a rewarding year.

The BMFA have announced major changes to the Achievement Schemes. These will cater for the new technologies which enable models to fly with electronic assistance, including multi rotors. Many of these are lightweight and under the current 1 kg threshold for an "A" test. There will be Basic Certificates of Competence for any model under 1 Kg or with any form of flight assistance. Furthermore, ALL tests will include a compulsory set of questions covering the legal controls over model flying.

These changes come into effect from 31 March 2016. A new booklet dedicated to the Achievement Schemes will be issued in due course. It is obvious that the easy availability of "drones" and the associated publicity (mostly bad and some of it thoroughly deserved) has prompted this action. There is also an increasing market place for RTF stuff fitted with multi axis flight aids, most are electric and also light in weight. The BMFA is anxious that modellers should be fully aware of their responsibilities. We cannot of course cater for those outside the Club/BMFA scene. These people may be blissfully unaware of the legal controls over drones most of which are sold as techno toys on the internet and require little or no skill let alone common sense. If you know of anyone who is "beyond the pale" in this respect then I would ask you as a responsible modeller to at least point out the existence of CAA/Air Navigation Order LEGAL restrictions on these activities.

I have acquired a new Trainer to replace the Irvine Tutor (don't ask!) – a Seagull Arising Star. This design has been around for nearly twenty years and is truly a "trad" trainer with a flat bottomed wing. On reflection it is a far more suitable platform than the Mk 11 tutor which was fully aerobatic and would fly inverted all day long. Nevertheless the AS will handle a decent wind and is not short of power with the trusty OS 46LA.... I've already given the new package extensive road testing and spent the best part of an hour with Austen Pearce (thanks, mate!) assessing and trimming out; it has also been used in

one “live” session when conditions were very marginal. If you can fly in a wind you will be able to get in so much more air time BUT you must have a suitable model and this really does rule out virtually all of the foam stuff.

The winter project is nearing completion. Indeed, the Ziroli Zero has been extremely



rewarding. At 92” span and slightly larger than 1/5 scale it’s a large model. The tailplane spans 38” which means it will only just go in the Mondeo. I still have some minor fettling to do but I now have two large lumps, i.e. the fuselage complete with rear surfaces plus the wing which is one piece. As most of you know, all my stuff has to be practical, I see no point in making things inaccessible; this also means that crucial safety checks can be carried out. The rudder is detachable, the elevator linkage has inspection plugs and the tailwheel assembly can be readily serviced. All the wing servos are mounted on separate hatches. My target weight was around 25lbs and so far I’m well within this, even allowing 2lbs for primer and finishing! Remember that I’ve lengthened the nose to avoid massive nose lead and all the pilots who have done this mod. highly recommend it – the plane also flies much smoother aerobatics. The Tempest at 21lbs has a smaller fuselage/tail though a similar wing area. This model appeared in a couple of magazines last year and I was flattered to be filmed at the October event at Baldock. (Checkout Richard Ginger Hawker Tempest/YouTube). The Laser 50cc glow twin sounds really on song. The Zero will have the Saito 60cc 3 cyl. four stroke petrol and I have become a fan of Aspen synthetic



petrol (no ethanol, very “pure” and above all no smell!). I look forward to a “Pacific Duo” with Austen’s lovely big Corsair!

Don’t hide it, FLY IT!!

RG

Club Training

Remember that training currently takes place at Newground with either Dave Anderson, Simon Adams 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. On those days which have NO designated trainer, call Toby Newton who may be able to train if he has no show flying duties.

Month	Date	Trainer
February	6	Dave Anderson
	13	Simon Adams
	20	No Training
	27	Richard Ginger
March	5	Dave Anderson
	12	Richard Ginger
	19	Simon Adams
	26	Richard Ginger
April	2	Dave Anderson
	9	No Training
	16	No Training
	23	Richard Ginger
	30	Dave Anderson

Committee

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

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