



Flight Desk

February 2017

The official newsletter of Chesham Model Flying Club Ltd

Volume 29

Issue 1

February 15th Club Night

White Hill Centre @ 20:00

The Winter Projects

See what's been happening in the shed.

Bring your project and show it off!

Editors Ramblings



Another year done and dusted. I always feared that retirement would be hard to fill but the converse is true!

I am pleased to be able to thank all of those members who purchased items from Nigel's modelling estate. With the exception of the radio, all of the models and bits were sold to club members. Some of the models have subsequently been flown. I am sad to report that one of them has met its end up the big tree (slapped wrist Hooper) The Club treasurer transferred a significant amount of money to Nigel's wife who subsequently donated towards Club social events in Nigel's memory. The Newground flyers will be meeting for a winter lunch to remember Nigel with a drink. There will also be a more general celebration at one of the club BBQ events with catered food.

Planning has started for the annual maintenance of the flying field. A moss kill will be applied on 16th February with NO FLYING on the day. Weed and feed will happen in April (date to be confirmed) The mowers have been serviced by Taylors Tools ready for the mowing season. Materials to fix the various benches in position are on order (this will make them immovable) Barbed wire for fence repair is stored at the back of the container (care needed) The chain saw has been readied for removal of some winter felled trees. Closer to the date there will be a call for volunteers to assist with the work.

The February Club night on the 15th will be "Winter Projects" This has been one of the best evenings for interest that we have had in previous years. The projects to be seen this year promise to maintain the standards. If you have been grafting in the shed please bring it along and share your workmanship.

This is the only club night that we have at the White Hill Centre in 2017 (AGM aside) We would like to hold the April night as well but can't find volunteers to own it. Could it be you along with one or two others?

As always, you can contact me, Colin Hooper.

Summary of Club Events in the next quarter

February 15 th	Winter Projects @ White Hill Centre.
March 15 th	Committee meeting @WHC

Member's Ramblings



WINTER PROJECT

Yes, it's definitely WINTER! The Pica Spitfire is nearing completion and I will soon have an airframe ready for covering. The trickiest bit of all the WW2 warbirds I have built is the wing root fairing and the Spitfire is possibly the most demanding - it is not a simple curve and has to be reasonably accurate or the whole plane can look decidedly odd. Pica solved most of the angst by

providing an excellent pair of ABS mouldings which actually fit; furthermore they do not leave a huge ridge or step where they meet the wing - on the full

size, of course, the fairings were riveted to the wing skin as a "one piece" fitting which we modellers strive to replicate. The wing chord is 20" so the mouldings are BIG, all that is left is to fit and sand some soft block in the narrow section where the fairing blends in to the leading edge. As indicated in the last Newsletter I managed to complete this part of the work before the wing outer panels were joined to the centre section - so much easier.....

A "dummy fit" with the wing, tailplane and fin/rudder had shown a slight misalignment which I was able to correct prior to finishing the fairings/fuselage but I don't think this is noticeable. Although I am very careful to build an accurate fuselage I have always had to make slight compromises on final assembly. Wing incidence is crucial and whilst most WW2 warbirds have a couple of degrees of positive incidence on both wing and tail the Pica example has none, all surfaces are set at zero/zero. I have no reason to doubt that my very old and tatty example was built this way - the fuselage crutch should set the correct datum and the Pica crutch is fairly substantial even before sheeting



over. Unlike the DB Spit where everything tends to wave around unsupported! We live in hope! Certainly, my "old" Spit flies beautifully and is the reason I decided to build a new one!

Covering will (as always) be lightweight tissue. After a final sanding I use ultra lightweight filler (WILCO or Homebase, the type that feels as if the tub is empty) then two or three coats of non shrinking dope mixed with talcum powder to seal the grain. More sanding then tissue is applied with wallpaper paste. When this has thoroughly dried, more coats of ordinary dope thinned up to 50% with cellulose thinners. More sanding, then grey car primer.



Paint will be bog standard Spectrum/Spectra straight from the spray can and this is conveniently available in Olive Drab/Dark Earth/Duck Egg Blue to suit the Spit scheme. Strictly speaking the MK1X should have Dark Green/Dark Grey camo and I am determined to find one example that had the "old" colours!! Purists please note - all my stuff has to look reasonable and the Spit will not be a "static exhibit". I am, however, tempted to add D Day stripes mainly for the increased aid to flight visibility.

Pilot will be a 1/5 latex head/shoulders with acrylic paint; I've done a few of these!. I've added a radio mast /cannon/recoil chambers and Pica supply a load of ABS mouldings for the cannon blisters and other minor fuselage protrusions. Certainly, the cowl, exhaust mouldings and canopy are of high quality and fit perfectly. I will say again that I have been totally impressed with the quality of this kit and the comprehensive instruction manual. Yes, it's very old technology - the ribs/formers are DIE CUT but it has gone together in a most satisfying manner.

Above all it is relatively easy to modify to take the Saito 40cc engine which does not stick out overmuch - I am confident that there will be sufficient cooling, often the bane of in line engine warbirds - and the manufacturer's exhaust tucks away nicely. The kit includes a full set of decals right down to the finely detailed lettering for various places on the airframe although I do have doubts about using these - the adhesive may have deteriorated since 1991...it will probably be Pyramid Models to the rescue again!

I've taken a few pics to show progress to date.

RG

Safety Officer's Corner



The miserable weather of late has enabled me to check over my fleet of aircraft. It's a good idea this time of the year to have a look at linkages, wiring connections, switches etc. It doesn't take long but could save you a lot of time and misery later in the year!

I tend to run mainly petrol engines and whilst they are extremely reliable when correctly set up there are 2 areas that tend to give trouble. The first is the exhaust. The difficulty here is keeping the damn thing on. The vibration caused by the engine seems to be able to shake loose even the tightest bolt, lock tight doesn't help as it softens with the extreme heat. Having tried everything at my disposal I turned to the internet. I came up with some special washers called Nord Lock. These washers come as pairs and have to be used properly by which I mean the serrated edges face the exhaust and the bolt head. The inner surfaces have wedged ramps which ride over each other during tightening. I've used these on a couple of planes and so far they have worked beautifully. I've been reminded of this as last weekend I flew my Edge with a DLE 35 engine that hadn't been fitted with them, I'd only been airborne for a few minutes when the exhaust note changed, knowing instantly what had happened I called a landing, cutting the ignition on the approach as the lack of backpressure stops the engine idling meaning a too speedy landing.

The second problem doesn't seem so serious but can cause deadstick landings. It concerns the clunk line. We are told to use petrol friendly tubing ie: Tygon as this is supposed not to shrink or harden. Well I can assure you that it does harden, I opened an old petrol tank recently and whilst the clunk line hadn't been kept in petrol it was as stiff as a poker. The implications of this are obvious. There is now a new product from Sullivan in the States called Proflex, it's guaranteed not to harden or shrink.

I've ordered 2 packs of different bore size to try it out and hope to give you and update later in the year after I've tested it out.

Well that's it for this month, hope to see some of you at the next meeting at White Hill.

Instructors' Corner



Not much happening here, the current WINTER weather puts many people off although we have had some spectacularly good flying days supported by the usual band of keen outdoor types. We make full use of all our Club facilities, particularly the NG shelter and take particular care to look after the "inner man"!

There is a dearth of pilots under training and this seems to be widespread throughout the hobby. I'm afraid that very few youngsters seem interested in anything more demanding than an iPad. If you find "Big Brother" intellectually challenging it's probably not the hobby for you either.

However, we continue to attract a small number of people of more mature years who now have the time to develop something they "always wanted to do" or maybe are returning to skills they obtained in their youth. This at least brings in new faces.

If you want to learn to fly you must have, at the very least, a modicum of APTITUDE and, for sure, COMMITMENT.

I have personally volunteered to act as "First Point of Contact" for ALL prospective members and there is no substitute for a visit to New Ground so you can see what is involved. We are a friendly, well disciplined bunch and that is the only way forward.

Tear yourself away from the telly/computer and get some fresh air under your wings!

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 or Austen Pearce who may be able to train if they have no other commitments.

Month	Date	Trainer
February	4	Richard Ginger
	11	Dave Anderson
	18	Simon Adams
	25	Austen/Toby
March	4	Richard Ginger
	11	Dave Anderson
	18	Simon Adams
	25	Austen/Toby
April	1	Richard Ginger
	8	Dave Anderson
	15	Simon Adams
	22	Austen/Toby
	29	Richard Ginger

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Becca Newton		rebecca-jackson@hotmail.co.uk
Treasurer/Members	Richard Johnson	01494 725669	treasurer@cheshamodelflyingclub.co.uk
Groundsman	Pete Hodge	01494 785143	brendahodge@talktalk.net
Safety	Steve Bull	07801 966612	flysteve12@gmail.com
Communications	Colin Hooper	07749 891465	cmfc.colin@gmail.com
Co-Opted	Toby Newton	07766 494224	tkracing@hotmail.co.uk

Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127
Simon Adams	07970 409831
Toby Newton	07766 494224
Austen Pearce	07842 149855

Many thanks to Leon Coward for the 2016 breakdown of the NG flying log.

NAME	TOTAL VISITS	TOTAL FLIGHT MINUTES	Total Flight Hours	AVERAGE FLIGHT TIME (Minutes) PER VISIT
Richard Ginger	112	4045	67.4	36
Colin Hooper	101	2302	38.4	23
Austen Pearce	90	3292	54.9	37
Steve Bull	64	1259	21.0	20
Robert George	63	1004	16.7	16
Trevor Mines	51	1420	23.7	28
P J Hodge	48	968	16.1	20
Andrew Rimmer	41	1239	20.7	30
Steven Atherton	40	974	16.2	24
Robin Hodge	35	804	13.4	23
Paul Baker	34	1060	17.7	31
Mike Martin	33	531	8.9	16
Jon Sandler	31	604	10.1	19
Trevor Brunt	29	701	11.7	24
Steve Triggs	24	877	14.6	37
Simon Adams	24	638	10.6	27
Pete LeBlond	23	397	6.6	17
Dave Anderson	21	627	10.5	30
Mike Kitchen	18	434	7.2	24
Dempster Hamilton	14	625	10.4	45
Rob McMurdie	13	314	5.2	24
Toby Newton	13	231	3.9	18
Jeff Denty	12	331	5.5	28
Phil Camp	12	194	3.2	16
Robin Thwaites	11	392	6.5	36
Nigel Beaney	11	347	5.8	32
Matt How	10	454	7.6	45
Rob Crawford	10	271	4.5	27
Steve Langbridge	10	218	3.6	22
Malc Emms	9	151	2.5	17
Doug Brittain	8	160	2.7	20
Pete Horsted	8	159	2.7	20
Geoff Wyrill	7	205	3.4	29
Max Cruickshank	7	99	1.7	14
Emil Smit	6	172	2.9	29
Leon Coward	5	275	4.6	55
Adrian Jack	5	237	4.0	47
Michael O'Neill	5	151	2.5	30
Richard Johnson	5	85	1.4	17
Bob How	5	71	1.2	14
Francois Van der Tang	4	51	0.9	13
Con Lehane	3	58	1.0	19
Simon Vickers	3	54	0.9	18
John Cole	3	52	0.9	17
Keith Vickers	2	78	1.3	39
Ben Fowler	2	40	0.7	20
John Stroud	2	30	0.5	15
Bob Bennett	1	24	0.4	24
Ben Martin	1	8	0.1	8
Frank Dalby-Smith	1	6	0.1	6
Les Pilcher	1	0	0.0	0
Robert Clark	1	0	0.0	0