



Flight Desk

February 2018

The official newsletter of Chesham Model Flying Club Ltd

Volume 30

Issue 1

February 21st Club Night

White Hill Centre @ 20:00

The Winter Projects

See what's been happening in the shed.

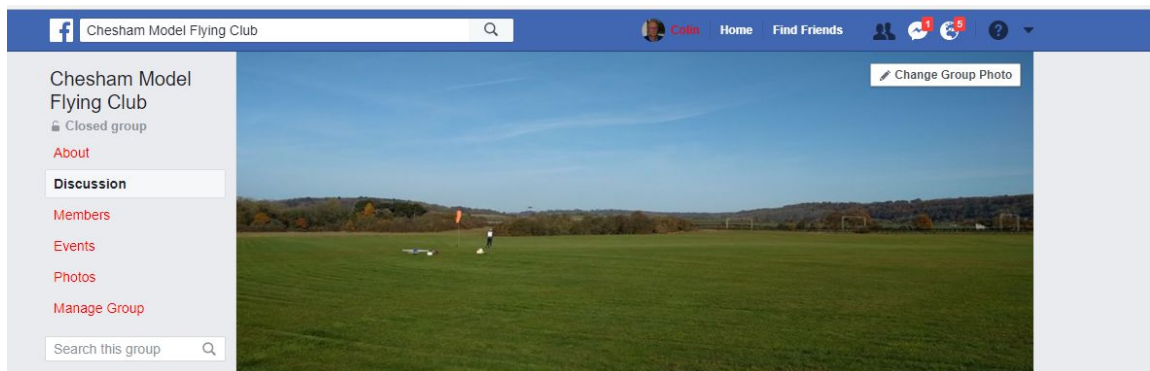
Bring your project and show it off!

Editors Ramblings



2018, is this the year that you take your modelling and flying to another level? I hope it is for me and that the weather doesn't get in the way.

Now, are you a Facebook user and more importantly, do you prefer not to fly alone? The club now have their own Facebook group which we hope will be a useful medium for communication with other members. I have been posting when I plan to go flying so that others will know to come and join me. I also see it as another way to remind members about club events. I even hope that it will be seen by other flyers who are on the lookout for a new club and will want to join us.



If you want to join the 22 club members who are in the group, drop me a request via your Facebook account. Search Chesham Model Flying Club. If you do join us, please make the site interesting by posting. There is nothing worse than a dead Facebook page.

We are indebted again to Leon who has updated the flying stats for Newground. I have run a similar exercise on the Pednor stats and have combined the results into one table so we can see how we stack up as a flying club (see the last page). I think they make for interesting reading (but then, I may be biased). What doesn't come through in the stats is the number of times flying takes place as a solo flyer. Not a practice that is condoned by the BMFA on the grounds of safety. Another good reason to use the Facebook page to alert others that company at the field would be welcomed.

Finally, it is "Winter Projects" club night on the 21st. This is always well

attended but does need projects to be on view. We don't only want to see the finished article as work in progress is just as interesting. So, please make the effort to carry them up the stairs to the top floor. You won't be disappointed in the attention they get.

As always, you can contact me, Colin Hooper.
cmfc.colin@gmail.com

Summary of Club Events in the next quarter

February 21 st	Winter Projects @ White Hill Centre.
March 21 st	Committee meeting @WHC

Membership Secretary

I am pleased to report that since the AGM, we have had a good response from members who have re-joined for another season. They obviously appreciate a well run Club with excellent facilities and TWO flying fields all on offer for a very reasonable annual fee!

I have read in the press more Clubs are advertising for new members, which is becoming the fashion. Model shops are also struggling to get customers, as rents and rates continue to rise and modellers tend to use large distributors for their on line purchases.

Perhaps more and more youngsters are not taking up the hobby due to other interests which are available and the increasing costs to buy models, building equipment, tools and the necessary radio gear. The youngsters, also need their parents support, encouragement, and to take them to and from the flying fields.

We have lost a total of: 7 Members.

This is the breakdown of our current membership for the new season:

ASSOCIATES:	15
VETERANS:	39
SENIORS:	40
JUNIORS:	4
<u>TOTAL</u>	98

We are pleased to report we have gained 3 New members for this season, may we welcome them to CMFC. These are included in the above totals:

1 Senior 'A' f/w. 1Senior 'B' f/w.& 1 Junior

There is ONE prospective member on the waiting list, a Senior 'B' f/w

Once Spring arrives this will be your chance to get flying again and test fly your new Winter Projects at Pednor /Newground.

May I remind any Member who has re-joined the Club, paid their monies, but **HAS NOT RETURNED THEIR SIGNED FORMS, PLEASE POST THEM TO ME ASAP.**

I look forward to having a fly once the weather warms up!

HAPPY FLYING TO ALL

Richard J.

Chairman's Soapbox

REVISED SAFETY LAYOUT AT NEWGROUND – PLEASE TAKE NOTE

You will remember that following a discussion at the Newground field, reported in Flightdesk, a revised safety layout was agreed concerning pilot / spectator safety. The result was an informative A3 photo/map showing the changes.

One was displayed in the container and another in the shelter. The one in the shelter 'disappeared' but was returned. The reason I'm told was that it didn't show the preferred 'park position' of aircraft not left out in the pits area. Your Safety Officer Steve Bull has said that the agreed (preferred) area is in front of the central hedge from the end of the hedge back to the first bench seat.

His concern is that some aircraft are parked in front of the shelter, deemed by him to be a safety issue with people moving between the container and the shelter, and from the shelter out to the patch. We clearly do not want models parked all 'over the place'. We had lengthy discussions to agree a plan to improve pilot and spectator safety by designating an area to park aircraft during flying sessions, for those pilots not wishing to leave their models in the pits area, which is still permissible.

So - for the avoidance of doubt, - I have produced 2 new photo maps which clearly define this aircraft park position, and they have now replaced the previous ones.

I have also positioned 'markers' that show the extremities of this area.

So the message is: If you are a regular flyer or an occasional one it makes no difference. - **Please** comply with these instructions; - there is no good reason not to.

NEW MEMBERS FOR CMFC

This can prove difficult, as seen regularly in BMFA News by clubs wishing to add to their numbers. One club looking for more has seen their numbers drop from around 60 members, down to 23! Reasons could be mixed, - not enough flyers generally to engage with those finding time to make frequent visits. Also ageing membership leading to a dip in appearances due to reduced enthusiasm, family commitments etc. Add to this the fact that many members are in full time employment so their trips to the field may be limited

to weekends with the weather and other commitments having an effect. 30 years ago in the club when many current 60-70 year olds were 30-40, there was a compulsive urge to build models and be at the field above most other considerations, - a seemingly selfish attitude when weighed against the priorities of partners / wives etc. It saw many members making family visits to the field with wives / children in tow. Also I remember a big mid-week turnout at Pednor for the maiden flight of John Barber's Vulcan. Most there had skived off work just to be there. Competitions were something never to be missed, as seen in the Chesham vs. Aylesbury Fun Fly and Glider competitions. As we all know for youngsters today, much entertainment is ready made with gaming and social media taking over their free time. For established flyers, there has to be a good reason for them to leave their club and join another. If such a member moves to a different area, they will join a club that suits their needs, often influenced by members they already know / like or indeed dislike. With CMFC, the truth is that unless numbers drastically reduce, we remain a healthy club financially and so you could ask: - why do we need new members? The last few weeks have been pretty miserable weather wise, seeing only determined 'diehards' venturing out to fly. The arrival in due course of better warmer weather should see numbers at each field increase, but given all of the above, the club is always open to new members joining. Colin has moved to include Facebook as a platform to engage current members and to possibly attract new members. Your committee is well aware of all 'situations' that prevail and fully support Richard Johnson's efforts in providing all prospective new members with all the information they need to join the club from which point few actually join.

On an 'Up' note – I have persuaded fellow founder member and 'B' cert' Dave Baverstock (Bavo) to rejoin the club. In the last few years he has been busy building up his thriving Wycombe based business and flying full size in his Piper PA28 aircraft kept at Wycombe Air Park (Booker). He has now paid all the necessary fees, and in a matter of a couple of weeks has built a new model – proper building, not an ARTF. He has splashed out on a new engine and radio gear from Dave Wilshere at Motors and Rotors and is now ready to go. I collected all his paperwork and keys from Richard to deliver to Dave (Dave's factory is only around 400 metres from where I work on Wycombe's Cressex Estate) and while at Richard's I met fully paid up long time member Andy Hawkes, who after several years absence with a new son, (who is now Seven!), is digging out his models to make a determined return to flying, and on getting his son to take an interest.

Dave Bav' has thoughts of getting a 3.5 metre span tug aircraft with 120cc engine to do some glider towing, which hasn't happened since the early days at Pednor.

Rules to comply with, - mean that both pilots must be 'B' certificate and both tug and glider must be fitted with release mechanisms.

AGM 2017

Thanks to all of you who attended and those of you who sent apologies of absence.

Events were fast moving with virtually no concerns over how the club functions and the outgoing committee being given a vote of confidence to continue. With Secretary Rebecca Newton standing down and leaving the club, committee member Geoff Wyrill's wife Karen has stepped into the post. We welcome Karen who will attend our bi-monthly committee meetings. Surprisingly there were members present who just picked up someone else's form and filled it in, or took it away with them. If you were a 'culprit, next year look closer – yours will be the one with your name and address on it! As always, if anyone has concerns / moans / likes or dislikes about the club, you can voice those through our Flightdesk Newsletter by contacting our Editor / Producer Colin Hooper. Colin does have Editorial licence to have the final say on the content of

anything submitted. With his recent addition of Facebook being a vehicle for club members interacting, he will though act as Moderator, casting a casual eye over content that is posted. Here's looking forward to an enjoyable trouble free year ahead!

Humpy

Member's Ramblings

WINTER PROJECT

The Junkers 88 is steaming ahead and I have spent many hours on the airframe. This is by far my most ambitious project! The wing is now in one piece complete with engine nacelles and I have trial fitted the engines, retracts, flaps and ailerons. The wing obviously carries all this gear plus the aileron and flap servos and the retract operating valve and its servo. I've installed three paper tubes in the wing to carry the servo leads, air tubing and wires for the on board glow system (a Sonictronics pukka twin engine unit). Wingspan is 100" which is actually 1.5" more than declared on the plan – must be my wingtips... I have loads of washout and decent flaps (no flaps on John Ranson's model). I rate flaps as a must on any largish warbird. Used correctly they enable a steep approach, slow the model down and give an effective washout to the wings which is further enhanced by what is already built in.



The fuselage, tailplane, fin and rudder are finished and I have installed dummy servos for the elevator and rudder, the latter is driven via closed loop wires through small tubes inside the structure – I use the outers of small SLEC snakes. A horn on the bottom of the rudder will be linked by a pair of small springs to the steerable tailwheel mechanism. It's all very simple but has worked on all my warbirds and it is very useful to be able to taxi out to the start position. The elevator uses a 5mm carbon tube pushrod, light and strong.

Retracts are Sierra (specially made for the Me110, a very similar type) with a 100 degree forward angle which should ensure that any tendency to nose over is reduced. Fuel tanks are a pair of orange SLEC items which will give a comfortable duration – they are also the only tanks that would fit in the rather cramped nacelles!

Unlike any single engined warbird the completed wing is a good deal heavier than the fuselage so it is just as well that I have beefed up the wing joiners, spars and sheeting. John Ranson's TOTAL weight including 4lbs of batteries for the electric motors was 12.5lbs, way too flimsy for a pair of Laser 100's. I reckon mine will come out around 18 to 20lbs. If I need any noseweight I have the luxury of a convenient location right up front, although the on board glow battery – a four cell sub C Nimh is also housed on a panel under the cockpit floor.

Everything is located and planned for ease of maintenance and serviceability. Like my other scale models (with the possible exception of the Hawker Cygnet which was designed from the works drawings) I have made huge concessions to authenticity. It has to fly and be a practical example. I must admit that I am slightly apprehensive as I have not seen a Ju88 i/c twin anywhere and biggish i/c twins of any make are rare sights at any of the shows or fly-

ins. However I am hopeful that the two Lasers will behave themselves, especially as I have a decent on board glow for absolute peace of mind.

I'm right now on the sanding sealer/tissue/dope stage. The final finish will be based on a plastic kit review colour scheme and I'm definitely not using an airbrush and mixed paint again! – I much prefer Spectrum out of the can on top of Halfords grey primer; I'll settle for olive drab/dark green with light grey underside and a yellow fuselage stripe/under wingtips plus any markings that don't look too out of place! At Newground any camouflage does just that – I do find that the yellow leading edges on the Zero and Spitfire really help.

I hope to bring this project to the Feb. Club meeting provided the weather is goodish, I don't really fancy strong wind/rain whilst transporting this lot inside...!

RG

Safety Corner

No Steve this time as he has not been too well so asked to pass. I have, therefore, asked Mike Kitchen to write on the subject of failsafes.

A big effort has been made recently at Newground (and hopefully at Pednor?) to ask people to demonstrate that the failsafe has been set properly on their models. The BMFA guidance is that the throttle should shut within 1 to 2 seconds of the transmitter being turned off. But what quickly became apparent was that many modern sets were taking 5 to 10 seconds for the failsafe to kick in. Why?

After much research, including building a 2.4GHz monitor and speaking to technical support at Spektrum and Futaba it turns out that any transmitter that has a SD or microSD card to store model memories and/or telemetry data has to shut down like a desktop PC, so that it does not corrupt the data on the card. And most of the manufacturers have decided to continue transmitting while the transmitter is shutting down for a few seconds. This applies to nearly all modern transmitters made in the last few years by most of the big manufacturers, including Spektrum, Futaba, JR, Jeti, FrSky and Multiplex (sorry if I've left out your set).

We contacted the BMFA who were aware of the issue, but maybe weren't fully aware of the reason. After explaining our issues to them, they confirmed that this behaviour is normal for modern transmitters and will be acceptable to the BMFA as long as the failsafe shuts the throttle, even if it takes a few seconds longer than the guidance. In view of this, they will be rewriting the failsafe guidance for the next edition of the BMFA handbook and advising the CAA regarding the relevant CAP documents. For those of you who have already read the latest BMFA newsletter, you will have seen that Manny Williamson covers this very subject using some of the information we discussed.

So where does that leave us testing the failsafe on our models until the new guidance has been published? The important thing is that when the receiver goes into failsafe the throttle shuts, not so importantly how quickly it operates.

What we are trying to demonstrate with the test is that the receiver goes into failsafe within one or two seconds of losing a valid signal, not how quickly the transmitter turns off and stops transmitting. For a transmitter without a SD or microSD card, it will stop transmitting immediately it is turned off, so the receiver should go into failsafe within 1 to 2 seconds and the existing BMFA guidance can be followed.

But for modern transmitters with a SD or microSD card, the existing test is not valid and another approach has to be taken. Depending on the brand, it can be one of the following:

- For Spektrum and JR sets with ModelMatch, choosing a different model will activate the receiver failsafe within one second. This is because Spektrum and JR receivers are bound to a model memory, not just the transmitter and the receiver sees a different model memory as an invalid signal.
- I assume the same applies to Jeti, Multiplex and FrSky transmitters, as they have a similar feature to ModelMatch, but I don't have access to one to try. If you own one of these sets could you try it out please?
- Some transmitters, (like my JR DSX11) have a multi coloured LED that indicate when they are transmitting. The failsafe should activate within 2 seconds of the LED changing colour when turning off or selecting another model.
- If your transmitter doesn't have ModelMatch or a similar feature and it does not have a LED to indicate when it is transmitting, then you will need to demonstrate that the throttle shuts within 5 to 10 seconds of turning the transmitter off or within a few seconds of the LCD display going off.

Manny Williamson has confirmed that if we test the failsafe of our models in this manner, we will be meeting the BMFA requirements and our insurance will be valid, even though it is not what the current BMFA guidance recommends.

MK

Instructors' Corner



in the family!

Very little change here - except that we welcome Charles Parkins (Alfie's grandfather) as a full flying Member. Charles has had a couple of goes on the buddy box with an i/c trainer on one of the truly "good weather" days recently and I am confident of future success - which obviously runs

I firmly believe that it is in the interests of the Club to attract new, keen flying Members; only a quarter of the club are regular fliers, those who fly more than once a month, as evidenced from Leon's Club Log Sheet analyses.

At Newground we now make full use of the shelter and this encourages social interaction. The new layout, especially the increased separation distances and "no fly" zone is a great safety improvement.

The days are getting longer, the signs of Spring are all around - get out and fly!!

RG

Club Training

Remember that training currently takes place at Newground with either Dave Anderson, Simon Adams Austen Pearce 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	3	Richard Ginger
	10	Dave Anderson
	17	Simon Adams
	24	Austen Pearce
March	3	Richard Ginger
	10	Dave Anderson
	17	Simon Adams
	24	Austen Pearce
	31	Richard Ginger
April	7	Dave Anderson
	14	Simon Adams
	21	Austen Pearce
	28	Richard Ginger

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Karen Wyrill	01494 785143	ka.wyrill@gmail.com
Treasurer/Members	Richard Johnson	01494 725669	treasurer@cheshammodelflyingclub.co.uk
NG Groundsman	Pete Hodge	01494 785143	brendahodge@talktalk.net
Pednor Groundsman	Geoff Wyrill	01494 785143	g.wyrill@gmail.com
Safety	Steve Bull	07801 966612	flysteve12@gmail.com

Instructors

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

Newsletter Editor

Colin Hooper	07749 891465	cmfc.colin@gmail.com
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1st Jan to 31st Dec 2017 CMFC Flight Data							
NAME	TOTAL SITE VISITS	NG VISITS	NG FLIGHT MINUTES	PEDNOR VISITS	PEDNOR FLIGHT MINUTES	Total Flight Hours	AVERAGE FLIGHT TIME (Mins/Visit)
Richard Ginger	131	131	4955	0	0	82.6	37.8
Colin Hooper	115	112	2914	3	74	49.8	26.0
Steve Bull	79	79	1497	0	0	25.0	18.9
Austen Pearce	76	76	2310	0	0	38.5	30.4
Steve Langbridge	61	12	294	49	1866	36.0	35.4
Trevor Brunt	38	38	657	0	0	11.0	17.3
Robert George	37	36	727	1	12	12.3	20.0
John Barber	37	0	0	37	569	9.5	15.4
Geoff Wyrill	36	8	269	28	1086	22.6	37.6
Jon Sandler	35	35	813	0	0	13.6	23.2
Robert Clark	33	33	716	0	0	11.9	21.7
Andrew Rimmer	28	28	897	0	0	15.0	32.0
P J Hodge	26	26	408	0	0	6.8	15.7
Robin Hodge	25	25	592	0	0	9.9	23.7
Steve Triggs	24	24	897	0	0	15.0	37.4
Simon Adams	22	22	702	0	0	11.7	31.9
Mike Kitchen	22	22	534	0	0	8.9	24.3
Steve Edwards	21	0	0	21	483	8.1	23.0
Paul Baker	20	20	947	0	0	15.8	47.4
Dave Anderson	19	19	515	0	0	8.6	27.1
Dempster Hamilton	16	16	547	0	0	9.1	34.2
Trevor Mines	16	16	382	0	0	6.4	23.9
Steven Atherton	14	14	212	0	0	3.5	15.1
Mike Martin	14	13	132	1	12	2.4	10.3
Jeff Denty	11	11	339	0	0	5.7	30.8
Michael O'Neill	11	11	278	0	0	4.6	25.3
Robin Thwaites	10	10	346	0	0	5.8	34.6
Emil Smit	10	10	297	0	0	5.0	29.7
Doug Brittain	10	10	234	0	0	3.9	23.4
Malcolm Saville	10	10	149	0	0	2.5	14.9
Phil Camp	9	9	138	0	0	2.3	15.3
Gar Atte	8	8	170	0	0	2.8	21.3
Adrian Jack	6	6	348	0	0	5.8	58.0
Liam Kirkham	6	6	97	0	0	1.6	16.2
John Kichenside	6	0	0	6	88	1.5	14.7
Leon Coward	5	5	241	0	0	4.0	48.2
Con Lehane	5	3	140	2	48	3.1	37.6
Diego Hamilton	5	5	164	0	0	2.7	32.8
Keith Vickers	5	5	157	0	0	2.6	31.4
Mall Emms	5	5	101	0	0	1.7	20.2
Pete LeBlond	5	5	92	0	0	1.5	18.4

Richard Johnson	4	3	41	1	21	1.0	15.5
John Cole	4	4	33	0	0	0.6	8.3
Toby Newton	4	4	28	0	0	0.5	7.0
Rob Crawford	3	3	77	0	0	1.3	25.7
Simon Vickers	3	3	54	0	0	0.9	18.0
John Wilkins	3	3	35	0	0	0.6	11.7
Pete Horsted	2	2	90	0	0	1.5	45.0
Jason Spicer	2	2	62	0	0	1.0	31.0
Alfie Williams	2	2	60	0	0	1.0	30.0
Les Pilcher	2	2	10	0	0	0.2	5.0
Alan Shayler	2	2	2	0	0	0.0	1.0
Gary King	1	0	0	1	35	0.6	35.0
Frank Dalby-Smith	1	1	25	0	0	0.4	25.0
Nick Hartgroves (G)	1	1	12	0	0	0.2	12.0
Keith Brown (G)	1	1	8	0	0	0.1	8.0
GRAND TOTALS	1107	957	25,745	150	4,294	500.7	