



Flight Desk

June 2010

The official newsletter of Chesham Model Flying Club Ltd

Volume 22

Issue 3

July Club Competition

Come and try to hit Mrs Andersons Tablecloth.

A perennial favourite otherwise known as the "Bombing Comp"

July 25th at Newground

Starting at 10:00 (or sometime later!)

Editors Ramblings

Well, the scratch built twin EDF flew at Newground and argued with a wire fence on the same day. Damage to the model was minimal and it is all fixed now. The pride might take a little longer to repair. As I had hoped, there



was enough power to allow an ROG even without wheels. It unstuck too early (my fault) and climbed vertically. No shortage of power but an excess of adrenalin. It was all downhill after that as the knees started knocking 3 minutes in and I was too hasty in trying to

bring it in. Can I hear you saying "been there, done that".

Anyway, the urge to build is ever strong and when Trevor donated the fan and motor from his now defunct F16, I fancied that it might fit into a version of the Pushy-Cat designed by Ron Laden. Duly built and modified, I call it a Fan-Cat and have hopes that it will maiden soon.



One last piece of news from me. I have been persuaded to run a new competition at Pednor to showcase the revitalised patch. After trawling the web for ideas, I found the "Figure of Eight Comp". Based on the basic manoeuvre featured in the A test it calls for the flying of two figure of eights of equal flying time. More details will follow BUT this competition is achievable by any solo flyer and above. So no excuses!!

As always, you can contact me (Colin Hooper) at:

webmaster@cheshammodelflyingclub.co.uk

Secretary's Notepad

The Old Warden "Mayfly" held on 8th / 9th May was turned into a David Boddington Memorial Weekend – you will doubtless know that the Great Man passed away recently. Al and myself plus Steve Bull supported this occasion together with one or two other CMFC members – nice to see Andrew Rimmer, one of our newer recruits, thanks for your help, Andy.

Al flew two DB models – Kenneth Walker's huge MMB (Mighty Mighty Barnstormer) and the "normal" size Barnstormer acquired ex Tony Jackson-Wynch and repaired by Kenneth. The weather eventually closed in and flying was suspended from about 1330 hrs. On the Sunday I took my DH53 Hummingbird (which knows its own way round the OW circuit!) and the Fokker Eindecker with the Saito 15cc baby radial. A much better day, very well attended, loads of models. Of particular note was Dave Toyer's new Ripmax ARTF DH60 Gipsy Moth which retails at around £700, powered by an OS 1L300 in line four together with the special scale exhaust. Tragically, the model went in vertically at full throttle following an obvious problem during an inside loop. A write off, sadly, plus the engine suffered damage to the carb/inlet manifold.

My Saito 53cc 5 cyl. radial has now been repaired following a sudden mechanical "lock up" whilst preparing to start. MacGregor sent the motor back to Japan with a copy of my notes. A complete strip down revealed a damaged master con rod and mixture impeller. I await its return – I have been promised a copy of the factory's report. Apparently they were very interested!! This work was done under warranty even though the engine was purchased over twelve months earlier. Interesting point – if you keep your motor "new in box" pending a model it may be well past the warranty deadline before you actually run the thing. I raised this with MacGregor and they were very sympathetic –good PR!!

I'm gradually mastering the DB Spitfire and have discovered that full flap is essential for a decent landing. Take-offs demand care – the model swings sharply left and will roll left after rotation. The narrow track and scale legs position do not help. These characteristics are, apparently, like the full size Mk 1. Anything less than a perfect landing will punish the pilot and the model. "Dead stick" is not an option (don't ask!). However, in the air the model is a delight and its 20lbs plus weight gives a really solid feel. The OS 200 Surpass has to work hard.

Chris Vaughan appeared at NG recently with his huge CardenYak, DL 55 petrol powered. Brilliant flying, this young man ticks all the boxes. Chris kindly let me have a go – an awesome piece of kit, many thanks!

Cheers, RG
Safe and happy flying!!



**Congratulations Al Spicer, on passing your Heli 'A' Test Saturday
12th, June 2010**

The events for the next few months are:

June 13th	Competition @ Newground
June 16th	Silent Night @ Pednor
July 25th	Competition @ Newground
August 15th	Competition @ Pednor
August 18th	Silent Night @ Pednor
August 30th	BBQ @ Newground
September 5th	Competition @ Newground
September 12th	AHA @ Newground (No club flying)
October 20th	Club Night @ White Hill Centre
December 15th	Club AGM @ White Hill Centre

Chairman's Report

Following the last committee meeting, our Chairman has been actively pursuing some Club Improvement ideas which we hope he will be able to report on in the next FlightDesk.

Treasurer's Report

Still all quiet on the money front.
Bob

Member's Ramblings

Let Battle Commence
By Flt, Lft. Trevor Brunt.

Hello chaps, well the weather is improving and the flying is now more fun,



at least we can feel the sticks. The building of the new spitfire is now complete, so it's now time to start the engine and run her in ready for the first test flight.

Doesn't she look great, and look at Warrant officer Jeff Denty, looking very pleased and

so he should be, without his help she wouldn't look like this, thanks very much Jeff.

Sqd Leader Al Spicer has kindly offered to carry out the first test flight and show me how it should be done. I can't wait to get into the cock-pit and try some of those famous low passes and victory rolls, by all accounts she great to fly and can be landed quite slow on flaps without the usual



problem of tip stalling a common problem with both the real thing and models of all sizes.

I've been watching Wing Commander Richard Ginger flying his latest model which is looking good, but I noticed that even he has some close shaves and a dead stick is not something that I'll be looking forward to. Sqd Leader Spicer flies a mean Spit too, but then he makes all flying look easy, anyway I'm looking to them to give me the right air combat training to insure that my first flight ends with a smile.

Below Jeff on last minute detail.



I see that we also now have some additional models, which must have been constructed by club spies; these appear to have enemy markings and will need destroying.

I can't reveal the name of this traitor but his first name is Steve, he cuts hair and I've heard is good with shampoo...



The Lysander picture was sent to me by our undercover agent Sqd Leader Spicer, call sign spicy due to the time spent on the club BBQ. Al did say that she flew very well so I think he may be a club double agent. Oh and by the way nice

pictures on the hanger wall Al.

Biggles

Events Report

Our first competition of the year was the balloon bursting comp' run by the infamous Richard Ginger! As per usual for our club entries were in single figures but nevertheless a good time was had by all that turned up. The weather was once again not particularly favourable for this kind of event but we were not deterred. For more info see Richards write up on the event!

Now to our second club night of the season which was hosted by Alan Cardash and what an excellent night that proved to be. Alan must surely rank amongst the major "ground breaking" people of our hobby with the enormous success of the "boomerang Jet" amongst other designs. It's refreshing to find that such a

success story originated from a very humble club flyer like Alan, who still finds the time in-between business to keep in touch with clubs like ours and give such presentations. Alan was convinced the honour was his to give us this presentation, I however feel the honour was most definitely ours. A great evening from a great guy! Thanks Alan and thanks to those who turned out for the evening. As for those who didn't make it, well that was your loss!

The AHA conducted their trials at our Newground site on Sunday 25th April 2010 and I have been informed all went well. Newground is one of the AHA's favourite venues and we were pleased to offer our facilities to them once again. As always they left the site as clean and tidy as they found it!

Now we come to the Bank holiday Monday, or "May Day" as it's traditionally known. The weather was a little inclement to say the least but nevertheless a dozen or more turned out. To say it was windy would be a bit of an understatement, even the bbq struggled to stay alight! Against all odds two members took to the air, the brave, (or the stupid), sustained a couple of flights each before yielding to the weather Thanks guys!

The second competition of the season was the timed flight/spot landing comp' and for once the weather was favourable. This turned out to be an excellent day and Al' Spicer, the competition director, will be doing an in detail write up of the event!

“FORTHCOMING EVENTS”

We have the first of our two silent flight evenings at Pednor on Wednesday 16th June 2010 from 6.00pm till dusk. This is for electric only models, no I/C powered! For the new members who have not been to this event before then come down to Pednor to see what it's all about. If you don't have any electric models then just come along for a chat!

July 25th sees another fun day in the guise of Dave Andersons bombing competition. Once again Mrs Anderson's innocent tablecloth will be subjected to all manner of abuse from the skies. Having said that I feel it's pretty save as I do not recall it ever getting a direct hit! If you've not taken part in this comp' before, now is your chance. Dave Anderson will once again have high quality bomb release mechanisms to hand which can be loaned for the day! All you need is a spare channel on your radio to operate the bomb release mechanism!

*Ray Birdseye, CMFC events coordinator events@cheshammodelflyingclub.co.uk
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Instructor's Corner



With Al Spicer

Hi Everyone

Well we have had a good few days weather wise recently for flying, hope you all got in a few hours, I certainly did.

Some of you may or may not know that one of our long standing members and ex secretary David Turner very kindly gave me his almost built 81"span Lysander that he himself built from a kit quite a while ago and wished me to sort, finish off and test fly, of which I carried out late one afternoon at Newground.

The weather was perfect clear sky sunny and a nice eight to ten mph wind coming from the west. All went fantastically well, powered by a Laser 75 four stroke it looked and sounded brilliant, the landing flaps were very powerful too and worked a treat. I won't go into any more detail, as David Turner will be writing an article in the next issue complete with photos of the build and the test flight. I will look forward to that, as I'm sure you all will too.

Another Test flight that took place the following Saturday was Steve Bull's big 86" Stuka dive-bomber. Again all went well, looked great in the air although it did have a slight rear Cof G which needs around six to eight ounces of lead up front, and also around three degrees of left thrust on the engine to stop it yawing right on power (It nearly knife edged on take off...) Come on Steve hope you've sorted them things out.... can't wait to fly it again.....

Haven't seen many new members recently that need instruction, probably busy mowing the lawn or shopping with the other half...

Just a reminder if any of you wish to take your 'A' or 'B' certificates this summer do not hesitate to ring either myself or Richard Ginger to make arrangements.

Just recently I have a few members and non-members for that matter ring me up asking advice on what to buy as a beginner, below I have mapped out a few hints and tips of which I hope will be helpful to you, the novice.....

Many beginners in this hobby buy entirely the wrong model, wrong engine and very often the wrong radio control system. They are often only advised, and sometimes ill advised at that, by the sales person in the shop.

A much better idea initially, is to come down to the club field or ring one of the committee members & have a chat about it. You will soon get a "feel" for what you really need to buy.

Here is a very common typical scenario:

New aero modeller arrives at the flying field brings out his shiny new model from his car. Usually it is of the A.R.T.F. type - (Almost Ready To Fly)

It usually is supplied with a "budget end of the market" engine.

More often than not, there is some problem with the beginner's attempt at the basic assembly & radio installation.

Fuel tanks & "plumbing" seem to confuse the beginner too.

The above problems are slowly sorted out, then the cheap engine, will not run properly at all.

After much fiddling about with the engine, everyone's patience is wearing thin, and although the engine is running erratically, the model is test flown by an instructor, whereupon the engine soon cuts out & a subsequent short flight and sometimes a heavy landing commences.

I have witnessed the above sequence of events too many times.

The Engine:

Engines bought with trainers are usually one of the cheaper ones that are available.

Ask flyers at the club which engines are good or bad then investigate maybe with the use of the internet and draw your own conclusions before buying one. Experienced flyers will soon put you right anyway!

One school of thought on this from the beginner's point of view is:

" I am just learning, so I don't want to spend too much money on an expensive engine in case I crash the model"

The fact is you are more likely to smash your model if the engine unexpectedly cuts out at the wrong time, either during take off & "climb out", or at any time while the model is in the air. Take off is a critical stage in the process. The instructor would do this for you initially, but however experienced the instructor is, an engine cut on "climb out" means that the model can only continue straight ahead & downwards with no height to 'pull out'. Attempting to turn the model in this "dead stick" mode could cause a serious stall & subsequent heavy impact with the ground. Trees and rough grass are a problem, not forgetting the canal and the railway (if you are at Newground) If the model is heading towards obstacles of any kind, with a "dead stick" engine, you can guess what might happen!

Four worthwhile things to remember

- 1 You will notice that the majority of experienced competent model flyers just fly their models, without any "fiddling about" with the engine.
- 2 You will be very disappointed & disillusioned with the hobby if you take your model home in a bin bag on your first day!
- 3 You will be disappointed & very frustrated if you cannot get the engine to run properly in the first place.
- 4 If the model crashes owing to engine failure, you risk your plane, radio and damage to other members and their property as well.

Solution: Buy a quality engine in the first place - pay that little bit more!

The Radio System:

Decide before you buy the radio which mode you want to use. The most common being mode two. Make sure that the transmitter has a "buddy" facility, this allows you to connect together two transmitters, one for you & one for your instructor if need be (although we do supply club trainers buddy box system and fuel) The instructor holds down a button or switch, which gives you control of the model, if you get into trouble, the instructor can release the switch & take over control quickly before the model hits

the ground (in theory!!!) It is a very good idea, if you can stretch your budget a bit, to consider buying a second transmitter & "buddy" lead, so that you are self contained & not relying to learn on the club trainer to fly, when you can fly your own model which may be more satisfying.

Your choice of Model

As mentioned above, scale models, a Spitfire or similar type of model is most definitely not for a beginner to learn to fly with!

There are quite a few A.R.T.F. trainer models available, the high, flat-bottomed wing section (with a nice wide wing chord, and tricycle undercarriage type is usually the accepted norm. Take your pick relative to your budget. A wingspan of 60 inches or more is desirable; avoid small "twitchy" trainers. From my experience, the front nose legs usually break quickly, so maybe buying a spare nose leg, anticipating this common failure is a good idea, also forget the "steering" part of the nose wheel, just lock it in the strait ahead position as they can be a pain in the ar** It is best to avoid the cheap electric "park flier" type of model too as they are not really suitable and depending on set up may not have a very long battery duration.

Do not, under any circumstances buy or build a "vintage" type. These are wholly unsuitable for learning to fly. They are rudder & elevator only controlled, so at low speed i.e.: take off & landing, can be difficult to control accurately from a beginner's point of view as you are not in control of the main wings i.e. no ailerons, another reason is that the wings are generally very weak & can often break, if sharply pulled out of even a shallow dive. Not wishing to be funny but this situation occurs often with beginners being a tad "ham fisted" with the controls! The model, with only half a wing left, then hits the ground from a great height! I have seen this happen many, many times. Golden rule....always learn to fly with an aileron model.

Computer Flight Simulators

There are several computer flight simulators available. These are all very useful to the beginner, as you can connect your transmitter directly to your PC and fly model aircraft of various types, safely on your PC monitor. The "flight physics" are more accurate on some than on others. This method has a couple of distinct advantages: It teaches you flight controls & model orientation, also the models automatically "reset" after a crash! If you do not have a PC capable of running a flight simulator, have a word

round with other club members; I'm sure someone would be only too pleased to show you, if they own one.

The Weather

Before packing your model into the car for a trip to the flying field or instruction on the club trainer, consider the weather. If it is quite a windy day, it is not advisable to fly, because as a beginner, the wind will blow the trainer all over the place & confuse you. In the early stages of learning, select days when the weather is on your side. Ideal days are either "flat calm" or with a gentle breeze in one direction. The wind itself is not the problem, but the turbulent air it creates, blows models all over the place. Once you can fly well, the wind is still annoying, but you will be able to cope with it, mainly owing to the fact that, by then you probably will have bought a model that is capable of flying in strong wind anyway!

Well that's about it from me for now.

Best Regards Al

All the best 'SAFE FLYING' AL