



Flight Desk

June 2011

The official newsletter of Chesham Model Flying Club Ltd

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July 24th Club Competition

Bombing the Tablecloth

Mrs Anderson's best cloth gets another outing. From 10:00 ish

No skill required - We prove it every time!

Editors Ramblings

I can't believe this weather. It went from cold to summer and back to spring in the space of 3 weeks. It then started to blow and hasn't really stopped since. When it did moderate it was raining. It makes you appreciate the nice days though.

If I can't fly my thoughts turn to building. I had a moment, not so long ago, when I lost my Bigawaka. This was my largish (electric remember) fun flyer and it needed replacing. A bit of web research, over quite a few weeks, resulted in an overwhelming urge to press the buy button. I had seen the Evolution models e-Fusion which was a kit featuring depron wing ribs. Very light, quite large and with nice lines. The clincher was the claimed performance on a 3 cell 2200mAh lipo, which is my standard battery size. The kit proved to be an extremely nice build with no issues. The covering was implemented in Solarfilm and I was pleased with the finish. The flying performance has proved to be all that was claimed and I hope to hang on to it for a good time.



Now for an apology, I have been very late getting this newsletter out. I have suffered from a computer hard disc corruption which has involved a complete reformat and reinstall of the operating system and software. The reformat was the last thing I wanted to do because it means losing so much stuff that you never seem to have backed up. I had only just got my pc back when I went down with a virus which really knocked me for six. The sum of these tribulations is that I failed to remind you about the Timed Flight competition or the Silent Night evening. The inverse is that both events had to be cancelled because the weather was so bad. However, there is a knock on. I have had to edit some of the newsletter contributions to reflect this later timing.

Now for a few words about what is going on around the club. Those of you that regularly go to Newground will have seen some of the improvements that are being made by a small, but highly effective, band of members. It is always difficult to name them without the fear that some may have been overlooked but the organiser is Richard Johnson. He has been assisted by

Trevor Brunt, Richard Ginger, Steve Bull, Jeff Denty, Toby Newton, Dave Anderson and Pete Hodge. (Apologies to any I have missed!!) As a consequence you will see that we have new facilities, a fenced screen and a newly painted container. Add to that the patch cutting by Trevor Mines and the outfield gang mowing by our contractor and it all makes for an excellent flying field. Indeed, I heard the comment only recently that our outfield is better than some clubs flying patch.....

The rechargeable batteries that we use at the field are coming in for some maintenance. One of the trollies has a busted wheel which Ray Birdseye and Chairman Dave are rectifying. The battery capacities are also a bit sad which needs a drop test (not what you might be thinking) to see if either of them might need replacing.

Finally, those of you that would like training on a Saturday morning will have noticed that we are currently down to only two instructors. A combination of ill health and family commitments has severely compromised our capabilities. Unless we can find other willing members to offer their services, this may well become the normal state of affairs. I had input from both Dave Anderson and Al Spicer on this but have allowed Al to make the plea for someone else to step into the breach. If we can get some additional assistance, we can rota the effort to suit the instructors availability.

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

webmaster@cheshammodelflyingclub.co.uk

Secretary's Notepad

I'm writing this on return from our annual Norfolk Broads sailing holiday which was the windiest ever and indeed it's still windy today Sunday 29 May! Coincidentally, one of the boatyard team is an R/C flier and his Club uses a site in the middle of marshland near the river Bure. Smallish models only, however, and certain electric planes are considered too noisy (e.g. screaming ducted fans!). They have an 80db i/c noise limit but still use common sense if perceived levels are unacceptable. The Broads are internationally recognised as a special wetland area for wildlife, and in recent years have enjoyed vastly improved water quality and conservation management. Nevertheless, huge conflicts of interest have always existed

between the diverse users of this beautiful environment, which also provides employment and tourist income for the local economy. Throw in the politicians, seriously rich landowners, boatyards, naturalists, anglers, etc., and you have a permanent battle raging!

On the local flying scene the addition of a couple of very keen junior members has revitalised my instruction sessions. We need new blood in this hobby, people who will ultimately take over the reins and put something back into the Club! Tempting though the world of Nintendo/Xbox might be, we seem to have lost the plot somewhere in terms of actual creative activity. (Indeed some of the luxury hire cruisers feature Playstation 3 to keep the youngsters amused!!) Get flying!

Cheers,

RG

The events for the immediate future are:

July 20th	Committee Meeting WHC 20:00
July 24th	Competition @ Newground (Bombing)
August 14th	Competition @ Newground (Figure of Eight)
August 17th	Silent Flight @ Pednor
August 29th	Newground Bank Holiday BBQ

Chairmans Soapbox

'FULL SIZE' AIRSHOWS OF NOTE

9th-10th July - [Flying Legends 2011](#) - IWM Duxford

Europe's, if not the World's, premier warbird airshow which year on year attracts aircraft from across Europe and sometimes from the US too.

This year the Horsemen, the world's only P-51 Mustang formation aerobatic team will be performing at Flying Legends - complete with their own aircraft shipped over from the USA. The Flying Bulls will also be performing at Flying Legends. This much-anticipated display will be the only UK visit by The Flying Bulls in 2011, with their Lockheed P-38 Lightning reg. N25Y and Chance Vought F4U-4 Corsair.

It is 15 years since a P-38 last flew in the UK, only to be destroyed in a crash at the 1996 Flying Legends show with the loss of the pilot Michael Proudfoot.

16th-17th July [Royal International Air Tattoo 2011](#) RAF Fairford,

The world's biggest military airshow attracting participants from all corners of the globe for over eight hours of flying and extensive static displays.

BOMBING COMPETITION AT NEWGROUND – JULY 24TH

Here is another fun day in the guise of Dave Anderson's bombing competition. Once again Mrs Anderson's innocent tablecloth will be subjected to all manner of abuse from the skies. If you've not taken part in this comp' before, now is your chance.

FIRE PRECAUTIONS

If you are flying petrol engine powered aircraft, there are Fire Extinguishers at Newground. One should be taken to the pits area for reasons of safety in case it is required. Ok - the wet weather has returned, but when the sun returns and especially when the set aside grassland dries out, please remember that the fire extinguishers are there to be used in an emergency.

OUR FEATHERED FRIENDS

As you know at Newground we have a bird-table and drinking water pot and bird bath for the birds and any four-legged visitors. We are soon to replenish the wild bird food and peanuts kept in the blue tubs at the back of the container. If you do put any out when you visit, do not 'over do it', as we need to make supplies last. Do not put seed in the clear plastic feeder, - this is only suitable for the small black niger seeds which we do not have at the moment. Also do your bit by filling the bowl with water from either of the two water butts at the back of the shelter.

Member's Ramblings

Hello fellow members,

My name is Steven Atherton and recently I put forward a suggestion we should take the already successful website and give it a little make-over. My background is in Advertising and I was Art Director for one of the largest Agencies in London and Reykjavik, now semi-retired! So with those skills in mind and a general enthusiasm for modelling it seemed a good opportunity to offer my services.

However, with all projects such as this a good consultation period is essential and it would be great to hear what fellow members feel about this, what improvements and what features they would like to see included. It would also be good to hear of any members who maybe have programming experience... just in case we need to do some tricky stuff that is beyond me!

The structure I believe has already been established in what what we have already, with the essential areas such as home page, events calendar, gallery, and public and member information. Forums have become very popular, not just for points of view but for sharing projects, pictures and announcements. With current software they have become easy to use and can be created 'just for members' if required.

Naturally any website is a good advertisement for the club and the presence it has within the local areas and beyond. I won't suggest too much at this stage as I hope what I have said will get everybody thinking and please feel free to contact me through smjatherton@ntlworld.com with anything you feel could make our site an even greater experience for us all.

Steven Atherton

Events



The Balloon Bursting Competition took place on Sunday 10 April. Regrettably, I was unable to attend, but I understand that the weather was excellent and the turn out correspondingly good. This event was kindly organized by Richard Ginger, who has reported in detail on the proceedings elsewhere in this newsletter. Well done to all those who took part.

Our second Club Night of 2011 took place on Wednesday 20 April. Brian Lecomber, retired international aerobatic pilot, was our guest speaker.

Brian's talk was excellent; humorous, informative and thought provoking and generally deemed a success by those who attended. Brian has a depth of knowledge and range of full-size flying experience that is hard to match and although he is of advancing years and not in the best of health, Brian's mind is razor sharp, which made for a very entertaining evening! The pictures on display and the film clips of aerobatic flying that were shown were also of the highest quality.

Brian very kindly offered to talk to us for no payment or expenses and at his suggestion, the Club has made a charitable contribution of £50 to the Thames Valley & Chiltern Air Ambulance Service. Taking into account a £30 contribution made by Brian, being 50% of the value of the sales of his DVD made at Club Night and the effect of the Gift Aid scheme, the total value of the donation to TVACAA was a generous £102.40.

The AHA conducted their trials at Newground on Sunday 1 May and despite the blustery conditions causing concern for one or two of the less confident competitors, all went smoothly. Last year I reported on the increasing use of electric powered helicopters at F3C/Sportsmans competition level; the trend has clearly continued and this year electric dominated with only two flyers opting for I/C power. The AHA will be back at Newground on Sunday 11 September.

For the third year in succession, our May Day BBQ/Fun Fly (on Monday 2 May) fell victim to the disappointing weather.

Heavy winds (18 knots, gusting 28 knots) severely curtailed the festivities, but nevertheless half a dozen or more members 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 (Richard Ginger and Toby Newton), the brave (or the foolhardy) each sustained a couple of flights before yielding to the weather. Thanks guys! My plane stayed firmly on the ground!

Obviously, Richard Dawson's Robinson R44 helicopter flight did not take place and will be rescheduled for later in the summer; watch this space.

Well that's about all for now. Cheers and good flying.

Andrew Rimmer, CMFC Events Coordinator.

Events@cheshammodelflyingclub.co.uk

07718205480

Report : BALLOON BURSTING COMPETITION 10 APRIL

This, the first of our four scheduled competitions, took place in excellent conditions - certainly the best for years. We were blessed with light winds, plenty of sunshine and temperatures up to 22 deg. C.

It was therefore a delight to see thirteen entries and a goodly turnout of spectators and helpers. Some of our "regulars" were unable to attend but numbers were strengthened by several "maiden" pilots. The total presence at Newground comprised a very respectable percentage of the total membership.

Balloon bursting events require a high level of back up assistance and I am indebted to all those who lent a hand - one or two of you turned up specifically to do so. We were thus able to keep things moving along with the prompt replacement of balloons. This year due to the low windspeed there were no premature bangs or balloon departures!

For the pilots, the objective is simple but the execution more difficult. If you've never tried this before I urge you to have a go. Most of the action needs to be over the patch at relatively low level, however there is also a considerable element of luck Boring it is not! You do not need to be a 3D hotshot and the entries reflected an eclectic mix of models and abilities. I will concede, nevertheless, that a well flown lightly loaded model has an advantage and indeed the first three places went to the Weston Cougar. (This ARTF came out in 2000 and I have had mine since that date -it's had a hard life!!) No one scored zero, even though three models sustained minor damage and Ray B managed to break his U Can Do on landing. I will make no further comment on the flying - the results are listed below - except to mention Doug Brittain's superb performance with an F3A pattern ship, posting an excellent score for the one round that his time constraints permitted.

Small prizes were presented to the first four places and we closed with a vote of thanks to everyone for making this event such a success in the best traditions of CMFC. God willing we'll do it again next year!

PILOT	POINTS	POSITION
Dave Anderson	280	1
Brick Dubourg	240	2
Richard Ginger	225	3
Mike Martin	145	4
Toby Newton	135	5
Doug Brittain	120	6
Steve Bull	95	7
Ray Birdseye	90	8 =
Trevor Whelton	90	8 =
Pete Conway	75	10
Phil Camp	65	11
David Jarman	10	12
Colin Hooper	5	13

RG

Instructor's Corner

Hi all



Not much to report at the moment other than I am otherwise unable to instruct until further notice and the same with driving my car unfortunately which makes things rather difficult. I would also just like to say a very big thank you to all my kind friends / members on offering me collection to and from our flying sites, very very much appreciated thank you sooooo much.

YOUR CLUB NEEDS YOU!

The club is currently down to just two instructors for training new pilots. The other two instructors are currently not available for teaching duties for very good reasons.

If you have a B pilot BMFA certificate and would like to give something back to the club please contact any member of the committee who will point you in the right direction.

In the meantime the Saturday instructor rota remains as it is but there will be no instructors available unless it is Dave Anderson or Richard Ginger's duties.

I have been contacted by a few members reporting to me the vastly over flying of the railway by members, by a good fifty odd metres at times....please please be aware of this as this is a club rule NOT to overfly the railway for safety's sake, thank you for your co-operation.

How much do you know about propellers????
Read on.....

All propellers are inherently dangerous. Model airplane propellers are especially dangerous. Model airplane engines designed and modified to achieve maximum operating capabilities create unpredictable and potentially severe loads, leading to

various forms of potential propeller failure. Ignoring reasonable safeguards will be catastrophic. This concern is the motivation for the following item.

Warnings included with propellers are intended to protect consumers. They also protect manufactures against claims resulting from misuse of the product. Most products with potential for causing injury contain ample warnings about misuse. Advertisements for products now contain warnings, even before the product is sold! There are strong warnings in most products having potential for creating injury or damage. This inundation of warnings may cause consumers to become inured to product warnings.

The warnings about propeller use must be taken very seriously,

Vibration causes additional loads from cyclic motions. These motions occur when resonant frequencies are excited or when cyclic load variations exist on the blade. The magnitude of these variations depends on how close the driving frequency is to the resonant frequency and the level of damping in the propeller material. Engine combustion frequency is an obvious excitation. Obstructions in front of or behind the blade can cause cyclic variations in thrust load. Once a blade starts to flutter, those motions alter the flow, causing variations in loading. High performance engines have caused propeller tips to break, presumably due to fatigue failure from vibration.

Aero-elastic flutter is speculated to be a dominant mechanism causing rapid fatigue failure near a tip when insufficient or destabilizing tip stiffness exists. The interaction between variable loading and deflection induces a high frequency vibration with unpredictable magnitude.

Efficient propeller design practice utilizes analytical/computational models to predict propeller performance and stresses. However, the uncertainty in impressed and inertial loading from complex phenomena requires testing to assure safe performance. Unfortunately, it is not possible to assure testing that convincingly replicates worst case conditions. The large combinations of engines, fuels, temperature, humidity, propeller selection, aircraft performance and pilot practices creates an endless variety of conditions. If the origins of severe loads were well understood, quantified, and measurable, structured testing might be feasible that focuses on worst case stack up of adverse conditions. However, since the origins of severe loads are really not well understood, it is essential to provide sufficient margins in material properties and design to assure safe performance. Propellers that are used in fairly routine and widespread applications (sport and pattern) lend themselves reasonably well to test procedures that provide reasonable confidence. In time, a sufficient data base develops that can be used to empirically quantify performance and "anchor" or "tune" assumptions used in analytical models.

However, propellers that are used for increasingly extreme performance applications do not benefit from the large empirical data base sport and pattern propellers enjoy. Assumptions and design practices developed for current generations of engines may not be valid for emerging engines whose technologies continue to push engine performance to greater extremes. Consequently, propellers that are used in applications where performance is already relatively high (and expanding) must be used with great caution. An adverse cascading effect occurs when propellers are permitted to absorb moisture in high humidity environments. Composite strength, stiffness and fatigue endurance all reduce with increased moisture content. Reduction in stiffness typically causes resonant frequencies to move toward the driving frequency (increasing torsional loads) and, the reduction in strength reduces fatigue endurance. Composite propellers should be kept dry.

In summary, please abide by the safety practices recommended by propeller manufactures. This is especially important for high performance propellers. Assume

that propellers can fail at any time, especially during full power adjustments on the ground. Never stand in or expose others to the plane of the propeller arc.

Happy flying and enjoy the great weather they say is on it's way.....AL

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.

The rota is always on the club web site

<http://cheshammodelflyingclub.co.uk/flyingsite/rota.htm>

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Richard Ginger	01296 688030	randginger@btinternet.com
Treasurer	Bob Bennett	01494 864751	bob.bennett@wychwoodrise.co.uk
Membership	Dave Anderson	01494 583127	david.anderson267@ntlworld.com
Newsletter	Colin Hooper	01494 866387	colin.jayne@wychwoodrise.co.uk
Instructors	Al Spicer	01494 783214	alan.spicer@onetel.net
Events	Andrew Rimmer	07718 205480	events@cheshammodelflyingclub.co.uk

Instructors

Alan Spicer	01494 783214	07860 843613
Richard Ginger	01296 688030	
Dave Anderson	01494 583127	