



Flight Desk

June 2012

The official newsletter of Chesham Model Flying Club Ltd

Volume 24

Issue 3

June 20th Club Night

Silent Flight @ Pednor

Evening Flying 'til It's too dark!!

Bring your electric models for a pleasant evening.

Always someone to chat to!!

Editors Ramblings

Did someone say DROUGHT. My flying has been quite sparse since the last newsletter. Mind you, I have been to a couple of model shows, in company with Mike Martin and Ray Birdseye. It had been our practice to spend the weekend at some of the larger UK shows, but with this weather it hardly seemed worth booking ahead. We therefore took the last minute decision to visit Long Marston and Blackbushe on two consecutive weekend Saturdays. What a pleasant change it was to visit these smaller shows. They had the feel of a Club show whilst still attracting some big name flyers like Ali Machinchy.

Whilst at these shows, my eye was drawn to the limited trade presence. I was on the lookout for a model like a Wot 4. Unable to find what I was looking for I rummaged the more traditional web sites and came up with the new Acro-Wot Foamie which was being advertised on pre-order. Just what I was looking for so Kings Lynn Models got my order. On the box it says ready in 30 minutes. Well, if you



double that I might agree. The finished article looks and fly's extremely well and has already drawn admiring looks. Not bad for a foamie that has everything installed, except the receiver, out of the box. No glue required,



just a screwdriver and some patience, mainly putting the decals on!

It arrived on Tuesday and flew on Wednesday and yes, it is still undamaged.

Now for an apology. Mike Martin wrote a very good article for the last

newsletter and I omitted to credit him. So if you are wondering who else went to Florida Jets, it was Mike.

See you at the field.

If you wish to contact me (Colin Hooper) it's: colin@wychwoodrise.co.uk

Competition Reports

BALLOON BURSTING COMPETITION

SUNDAY 15 APRIL 2012

The day dawned bright, cold and windy. I arrived at NG just after 0900 hrs, complete with helium cylinder/golf trolley/balloons and the rest of the comp paraphernalia; plus, of course, the trusty Cougar. Helpers/pilots began drifting in, all commenting on the horrendous conditions - though thankfully no rain was forecast. Various suggestions were offered (including cancellation) and it was decided to run the event in the same basic format as in previous years. However, pilots were allowed to stand where they liked/move around provided that they faced away from the pits and did not fly behind themselves. Thus the flying would be safe but still give everyone a fair crack at the balloons. I would also be very lenient on taxiing/landing in the balloons. A couple of pilots decided not to fly but eventually we had eight entries willing to throw caution to the wind (literally). I was frankly surprised that so many people were prepared to perform and possibly risk their models. The wind was gusty and bitterly cold. Eventually twelve big 12" balloons were anchored to the patch and we kicked off just after 1100 hrs. Two rounds of four minutes each were flown. Model types ranged from a full blown YS powered F3A competition model (Doug Brittain) to a lightweight electric foamie (Steve Atherton). Six i/c and two electric models lined up.

Due to the strength of the wind most of the balloons were kept at very low level although the goodly volume of helium did the job. There were occasional lulls but this was a severe test of nerve/skill and, of course, luck. However, there's no point in flying at a constant 100 feet, the action is virtually on the ground! The results show that there is no such thing as the 'ideal' model and it is a tribute to all the pilots that no-one suffered terminal damage - although I gather that Steve Atherton's foam wings were badly sliced! The points scoring system (cut 5, burst 50) means that the "burststers" always come out on top; this year there were 9 bursts shared by four pilots and 25 assorted cuts. Only one person "blanked".

PILOT	MODEL	POINTS	POSITION
Doug Brittain	Inspire 60	225	1
Richard Ginger	Cougar	160	2
Steve Atherton	Extra 300 (E)	80	3

Mike Martin	Limbo Dancer	70	4
Steve Bull	Pulse	15	5=
Dave Anderson	Cougar	15	5=
Bob Bennett	Liberty 182 (E)	10	7
Phil Camp	Seagull Boomerang	0	8

Bottles of wine were awarded to the podium places; may I especially mention Doug Brittain's impeccable performance and Steve Atherton's achievement with an impossibly light model. Indeed sincere thanks to ALL competitors for producing a thoroughly enjoyable spectacle and to everyone who helped - pit crews, balloon blowers/replacers and spectators. My personal bouquet goes to Andrew Rimmer who worked his nuts off on the patch!!

Cheers,

Richard Ginger

Timed flight & spot landing comp'

I awoke on the morning of the competition with a slight attack of "Speckled Hen syndrome" otherwise known as a mild hangover! I turned over and looked at the clock which showed 9.20 and realized that I had forgotten to set the alarm and by now I should be on my second cup of coffee at Newground. A quick shower and vigorous application with the toothbrush and I felt much better!

I arrived at Newground a little after 10.00 and offered my apologies for my lateness, although the comp' was not scheduled to start till 11.00 I still felt I should have been the first to arrive. The weather was unbelievable, bright, still and dry and the field looked just perfect. Alas there were only 3 people who wanted to enter, those being Toby Newton, Mike Martin and Steve Bull. We had a democratic discussion and decided to have a casual day, sticking to the rules but no scoring and as many goes as you like.

Despite there being few entrants' fun was still to be had and the pilots were trying their hardest with some excellent attempts. There was one late comer, Phil (I'm always late) Camp, who had never done this comp' before. We soon explained the rules to Phil and he joined in enthusiastically. I've said this before and I'll say it again about Phil, this is a man who said he'd never do competitions yet now he's done three of the four comp's we have

run and even come away from one with a first prize. Well done Phil and keep up the good work, it's a pleasure to see you at the comp's!

Well that just about wraps it up, I would like to thank those who supported the comp' and it just goes to show you can still have some fun even with only 4 entrants!

Ray Birdseye.

The events for the rest of the year are:

June 20 th	First Silent Flight Evening@ Pednor, 6pm until dusk.
July 18 th	Committee Meeting @ WHC, 8pm.
July 22 nd	Competition @ Newground (Bombing the Tablecloth).
August 15 th	Second Silent Flight Evening@ Pednor, 6pm until dusk.
August 27 th	Newground Bank Holiday BBQ/Fun Fly
September 9th TBC	AHA Flying@Newground. No club flying.
September 19 th	Committee Meeting @ WHC, 8pm.
October 17 th	Club Night @ WHC, 8pm.
November 21 st	Committee Meeting @ WHC, 8pm.
December 19 th	Club Night & AGM @ WHC, 8pm.
December 26 th	Boxing Day Fun Fly @ Newground.

Chairman's Soapbox

JUNE 20th CLUB NIGHT - PEDNOR (WED. 6.00 TILL LATE)

This is our annual Silent Flight Extravaganza. Get your gliders and/or electric models sorted - now! This is the sixteenth year running we have held this as our June club night at the Pednor field. Even if you have not got a suitable aircraft, or you are a new member and have not been to the site, - DO NOT let this be an excuse for not showing up. This is an ideal opportunity to meet new friends, savour the atmosphere and have a good chat.

BOMBING COMPETITION - SUNDAY JULY 22 AT NEWGROUND

Now in its eighth year this competition, the brainchild of Dave Anderson, returns. Eagerly awaited by all those who have taken part previously, we are hoping for some new faces to make this - 'One not to miss' for competitors and spectators alike. Be there! See 'Events' on the club website, or contact Andy Rimmer if you need more details.

'FULL SIZE' AIRSHOWS, (AND MODELS)

Wings and Wheels Model Spectacular at **North Weald** on Sat 23 and Sun 24 June. Gas turbine powered models are once again included in the display. **Flying Legends** warbirds show at **Duxford** on June 30 / July 01 is a 'must see'.

No doubt 'breaking to land' procedures will be reviewed after last year's mid air between a Skyraider and the P51 Mustang 'Big Beautiful Doll'. The Skyraider recovered to land minus a section of its port wing. The Mustang looking as though it might be ok, then went into a dive due to its elevator control cables being severed and crashed a mile outside the airfield. Amazingly the pilot exited the aircraft at around 200 feet and parachuted to safety. The aircraft was completely destroyed.

The following weekend 07 / 08 July, if you like 'heavy metal' there is the 2 day **Royal International Air Tattoo** at **RAF Fairford** in Gloucestershire. All the usual stuff in abundance, - Eurofighter, B52, Red Arrows, Vulcan, Mig 29 etc. Also the 24 Hawk Trainers that took part in the Diamond Jubilee Flypast, plus an appearance of the Breitling Lockheed Super Constellation, performing a flypast flanked by seven L39C Albatross jet aircraft. Loads more to see and do, - plus over 200 aircraft on static. Check out full aircraft participation list on the RIAT website.

NEWGROUND

Thanks to Richard Johnson for organising a 'Weed and Feed' treatment applied to the patch by a specialist company. It has certainly reduced the weeds and significantly improved the grass and general condition of the patch.

AL'S BENCH SEAT

Seeing is believing! - A magnificent lasting tribute to remember Al, - superbly crafted by his closest CMFC pal - Ray Birdseye. More on this in these pages.

BIG AL'S TREE

This, - another lasting tribute to remember Al, - dedicated in a planting ceremony by Janet and son Jamie is now firmly established and looking good. A Brass Memorial Plaque has now been installed in front of the tree in the small circular flower garden that surrounds the tree. This small area of grass in the centre of the turn around 'circle' is now looking really nice, and will be permanently maintained to keep it looking its best.

JUST A SMALL MOAN

On Wednesday 13 June, the flying area outfield, taking in the walkway and the grass area of the car park was gang mown. At a guess, - around half a dozen vehicles were left parked on the grass, meaning that the particular area referred to did not get mown. In future, **please** move your vehicle to the hard standing part of the car park, if you have parked on the grass and gang mowing is being carried out.

CLUB RULES

There are instances of some Club Rules being ignored by some members. Whether these are the result of a lack of discipline, convenient self interest or mere forgetfulness, all members should be aware that until any existing club rules are changed as a result of a decision endorsed by the membership at a general meeting, - then all of the rules currently in force together with any published advisory notes approved by the committee should be upheld by all club members.

Areas of concern include, - Speed of vehicles along the track, Overflying the railway, Vehicle parked by container whilst flying, Track gate left open when no one is at the site, Pegboard discipline, Engine starts in pits with 'observers' dangerously positioned, Overflying the dead airspace, Padlocks left open when no one at site.

The club has always had a good record of sensible and thoughtful behaviour, - now is a good time to consider the above points and make sure that at all times our personal conduct is always within the rules and in the interests of all members and the good name of the club.

Humpy

Member's Ramblings

Al's Bench

At the end of 2011, shortly after the passing away of Al' Spicer I offered to make a memorial bench to be placed at Newground if the committee were in favor and asked only for the club to cover the cost of the materials and I would willingly make the bench free of charge. Back then I had no intention of writing on the subject for the newsletter but subsequent to making it I thought I would write a brief piece along with a couple of pictures for the benefit of those members who may not go to Newground so frequently.

For those of you who didn't know I operate out of a modest workshop of around 2000 sq ft complete with spray shop in Kings Langley, where I manufacture bespoke furniture and specialist Joinery. I thought it would be a simple enough task to make a bench seat, just gather some pictures and find out from Al's wife Jan what style she thought Al' would have liked, design it and then simply make the bench. I was to find out later this was not the case, it just hadn't sunk in what I was doing and who it was for!

The design was reasonably straight forward, after all bench seats have been made for many years and there are guidelines for height, angle and depth of seat and back etc, for it to be comfortable for the average person, so I aimed for around mid-way on all dimensions whilst maintaining pleasing proportions to the eye plus a few personal touches. Soon the timber was being cut and planed up and I soon had numerous pieces prepared awaiting marking out for mortising and tenoning. I did however change the size of the arms along the way as I just wasn't happy with the original dimensions arrived at, I think now it all looks in proportion.



As the pieces of timber became finished components and assembly progressed I was becoming more and more aware that this was not just another job, I was by now feeling quite emotional about the whole project. I have no shame in admitting that on several occasion I had to wipe a tear from my eye before being able to continue to craft the bench in memory of my "ol' mate" Al' Spicer!

Al' frequently visited my workshop, sometimes just for a cup of tea whilst passing by, others for a few hours modeling, but every time he would always show an interest in what I was making, looking in detail at the components and materials. I distinctly remember the first time he ever visited, he looked around, asked a few questions and then said "you know, if I ever wanted anything made this is the sort of place I'd like it to be made" and I took that as a compliment!

The inscription for the bench was arrived at by Jan and the carving of the Spitfire was a last minute decision as this was one of al's most loved planes and that to me just made it his bench!

The carving I might add was done by a specialist carver as this was out of my league and I was not prepared to even attempt it, every one to his own I



say. I contacted a wood carver, Mick Waterhouse, who was recommended to me by a friend and fellow craftsman.

Immediately upon meeting Mick I found him to be not only very professional but

most sympathetic to the task in hand and with his guidance and experience we were soon to arrive at what I feel to be a "just right" design! If any of you are interested in Mick's work then check out these links:

<http://mick-waterhouse.blogspot.co.uk/>

http://www.sculptureatbicester.org.uk/Mick_Waterhouse.html

He really is not only very talented but a great guy too!

Finally, during the entire time the bench was being made I did not sit on it, nor did anyone else who may have come to the workshop, I made sure of that with excuses such as "it's still wet" as I felt it would be fitting that the first person to sit on the bench should be Al's wife Jan once it was at Newground and that was the way it was to be! I presume by now many have sat on it and looked out towards the patch and perhaps spared a thought for a much loved person by so many!

If you are up there Al' looking over us, this one's for you mate!

Ray Birdseye.

Events



The Balloon Bursting Competition took place on Sunday 15 April. Given the very blustery conditions, the turn out was excellent and there was much spirited flying in evidence, with the inevitable mishap here and there! Although I did not fly, I thoroughly enjoyed

myself and feel that this type of activity really does show the Club at its best.

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 18 April. Ken Faux, GB FAI F1C (Powered Free Flight) was our guest speaker and he brought with him a number of his state of the art aircraft and engines, together with older models (of historical interest) and mechanical/electronic timers, tracking equipment etc.

Ken's talk was excellent; humorous, informative and thought provoking and deemed a great success by those who attended, much to the surprise of one or two members for whom free flight was not an obvious attraction. Ken's obvious enthusiasm for his hobby was infectious, so much so that a number of Club members plan to visit a F1C free flight competition/event over the summer to witness these remarkable models in action.

Ken 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 Hospice of St. Francis, Berkhamsted.

Worthy of note is that my introduction/referral to Ken was made courtesy of club member Adrian Jacks, who is Ken's work colleague and friend. I have said publicly on a number of occasions that the best guest speakers are often those suggested to me by members, this being a perfect example of the point. Many thanks to Adrian for this introduction and to the rest of you, get your thinking caps on for 2013 (and please see my request in AOB below).

Shahid Banglawala (3D expert and RCM&E correspondent) is confirmed for 17 October 2012.

The AHA conducted their GB team trials at Newground on Sunday 6 May and despite the less than ideal conditions, all went smoothly. Last year I reported on the increasing use of electric powered helicopters at F3C/Sportsmans competition level; continuing this trend in 2012, electric

dominated with only one or two flyers opting for I/C power. The AHA will be back at Newground on Sunday 09 September 2012.

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

Heavy winds and rain severely curtailed the festivities, but nevertheless five members turned out. Fingers crossed for better weather at our BBQ in August!

Forthcoming Events.

We have the first of our two silent flight evenings at Pednor on Wednesday 20 June from 6.00pm till dusk (around 9.05pm). This is for electric powered models or gliders only, no internal combustion engines please! For the new members who have not been to this event before, please do 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 and to enjoy a beautiful summers evening.

The third (and final) competition of the 2012 season is the ever-favourite Bombing the Tablecloth competition, which will take place at Newground on Sunday 22nd July.

This event is kindly organized by Dave Anderson, now for the eighth consecutive year (which must be some sort of club record) and much to the delight of all those who have enjoyed it in previous years.

Although this is primarily a "fun day" at the flying field, attention to safety, as always, is of paramount importance! Consequently, I have set out below an overview of the rules, but for further information please refer to the full rules on the CMFC website at www.cheshammodelflyingclub.co.uk or contact Dave Anderson.

The bombing competition is for fixed wing aircraft, either I/C or electric. The object is to over fly the patch at a predetermined height and drop a bomb. The bomb has to land as near as possible to a target (Mrs Anderson's tablecloth) in the centre of the patch. The distance the bomb lands from

the target will be measured as per the full rules. The aircraft therefore must be fitted with a "bomb release mechanism" (brm) that can be operated from an appropriate channel on the transmitter when required, in order to accurately drop the bomb. The pilot can either build a brm himself or one can be supplied by the Competition Director, (CD), on the day. The brm is easily attached to the plane with rubber bands. The servo lead from the brm is then plugged into the appropriate spare channel on the receiver, usually channel 5 on a Futaba radio. The bomb should be an M8 or M10 nut securely fixed to approximately 2 foot of ribbon to ensure a slow and safe descent to the target.

Any Other Business.

Although 2013 might seem a long way off, I am starting to think about potential guest speakers for next year, in anticipation of making first contact in late October.

At the moment, my enquires are focusing on persons associated with gliders, hot air ballons, microlights/ultralights/autogyros etc. In addition, I am also interested in First Person View (FPV) technology and Drones/UAV's (Unmanned Aerial Vehicles). If any member has personal experience of any of these areas of aeronautics, please let me know and I will follow through with any suitable contacts that you may have.

However, please do not restrict yourselves to these subject areas; I am happy to pursue any leads that you give me which might result in a guest speaker of interest/relevance to CMFC members.

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

Andrew Rimmer, CMFC Events Coordinator.

E-mail - events@cheshammodelflyingclub.co.uk

Phone - 07718 205480

For Sale

We have here for sale gents a brand new, un-started kit that belonged to Al' Spicer. It's a Phase 3 Squall complete with the vectored thrust unit and link kit. There are even 3 servos that Al' must have put in the box in readiness to start building it. Everything is there including, motor and ESC, all you will need is an Rx and Lipo'



and you're ready! If you want to see what it flies like then just search "Squall" on You Tube and there's lots to see, it looks like great fun! I have had a look on line and the kit, vectored thrust unit and link kit cost around £120 all together, (the 3 servos

are thrown in as they were in the box)! I am selling this on behalf of Jan and it's got to be worth over £75 so if anyone is interested please contact me either by email, ray3dfunfly@btinternet.com or phone me on 07703 768354 Thank you for looking!

Ray Birdseye.

Club Training

Remember that training currently takes place at Newground with either Dave Anderson, Richard Ginger or Toby Newton. 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. Please note that Toby is only available to train on Sunday due to work commitments. Schedule is on the website.

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Richard Ginger	01296 688030	randlginger@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@wychwoodrise.co.uk
Events	Andrew Rimmer	07718 205480	events@cheshammodelflyingclub.co.uk
Co-opted	Ray Birdseye	07703 768354	ray3dfunfly@btinternet.com

Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127
Toby Newton	07766 494224 (Training Sundays Only)