



Flight Desk

June 2013

The official newsletter of Chesham Model Flying Club Ltd

Volume 25

Issue 3

June 19th Club Night

Pednor Evening 'til Dusk

Silent Night

Always good fun.

Electric only or just come and enjoy the chat.

Editors Ramblings



sheet it should have a column for gassing time!

Not a tremendous amount of flying of late. The windy conditions and cold weather have been the principal reason for staying away. When it has been conducive I have inevitably found the usual suspects at Newground. When you fill in the log

The first of the years competitions has come and gone, balloon bursting. I had a modicum of success at this as you will see in Richard Ginger's report further in. We had a good turnout and it was an enjoyable competition despite the high rate of attrition. Doug Brittain paid the highest price in round two.

I had some bad luck earlier this month when I lost a model to the most rookie of mistakes. I am in the (bad) habit of taking two or more models to the field and alternating flights with them. I therefore needed to change the model in my Futaba radio. When the Black Horse Sputnik rolled right on take off instead of left as my stick movements dictated I was at a loss to know what to do. For a few seconds I had it back under control but then my brain faded and I flew it over the railway and crashed. A glance at the transmitter showed the "Ironic" model selected, not "Sputnik". Yes I checked movements before take off but not accurately enough. A painful lesson.

Another mishap saw Richard Ginger caught out by another members radio. Whilst trimming the model he accidentally nudged the power switch off. The inevitable model "landing" triggered a discussion on the poor design of the transmitter with the power switch positioned so close to the throttle and elevator trims. That is one feature that I would never have anticipated when selecting which radio gear to buy!

Finally, we have the first of our Club Silent Night evening on June 19th. If the weather is good I can thoroughly recommend the whole experience. The wind calms down and there is always a good crowd. It does need an electric model though, no ic allowed. Try and come along.

As always, you can contact me,
Colin Hooper via colin@wychwoodrise.co.uk

Secretary's Notepad



We have been relatively lucky with the weather in the last month or so and both our balloon bursting competition on 21 April and our May Bank Holiday BBQ/Fun Day on 6 May were each blessed with excellent weather and a correspondingly good turn out. In particular, the BBQ/Fun Day showed the Club at its very best.

Regrettably, high winds and rain led to the cancellation of the first of our two AHA team trials/competition at Newground on Sunday 12 May, but we are hopeful that the AHA will return to Newground for the second of their two scheduled events on 29 September.

Forthcoming Events

The first of our tri-club competitions was held at Wycombe's Flackwell Field site on **Sunday 9 June**, commencing at 2pm (practice from around 1.30pm onwards).

The afternoon consisted of two separate rounds, one relatively easy and one more challenging - (1) timed touch & go and (2) cutting the streamer. Competitors could enter one or both of the competitions, as they wished.

It was an informal, fun event, aimed at flyers of all levels of ability from "solo" upwards. I was told that it is always a lively and enjoyable occasion and everyone is encouraged to attend. A barbecue was set up for the afternoon, flyers and guests to bring their own food and the aim was to finish by 4pm.

This was a good opportunity to meet with like-minded flyers from the West London and High Wycombe clubs and from my own limited personal experience, they are a friendly bunch of guys. More in the next newsletter.

By way of a note for your diaries, the two other inter-club events are:

Sunday 14 July - CMFC /Newground - bombing the tablecloth/timed flight & spot landing.

Sunday 01 September - WLMAC/Harefield site - skittles/speed limbo.

For any further information or advice, please do not hesitate to contact me as below.

We have the first of our two silent flight evenings at Pednor on **Wednesday 19 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. In a note for your diaries, our second silent flight evening at Pednor is on **Wednesday 21 August**.

Any other business.

With the rising popularity of electric powered aircraft, we have upgraded our two field batteries as the first phase of our exciting plans for 'electrification' at Newground. Our aim is to provide a cost effective, reliable and consistent 12V electricity supply at the field that may then provide, in addition to full recharging facilities for our electric flyers, a platform for a number of potentially interesting projects (did anyone say weather station/webcam?). There are a number of bothersome engineering difficulties to be overcome, but please watch this space for future developments!

Please let any member of the Committee know how you get on with the new higher capacity leisure batteries.

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

Andrew Rimmer, CMFC Club Secretary
E-mail – events@cheshammodelflyingclub.co.uk
Phone – 07718 205480

Summary of Club Events in the next quarter

June 19th Silent Flight early evening at Pednor
July 14th Bombing Competition at Newground
August 21st Second Silent Flight @Pednor
August 26th BBQ @ Newground

Instructor's Corner

BALLOON BURSTING SUNDAY 21 APRIL

The weather predictions were favourable and, fortunately, we were blessed with good conditions, i.e. fine, dry and very little wind. As usual I made an early start to Newground to set things up; an encouraging number of entrants and helpers soon began to arrive. All of the pilots had flown in previous years although I was hoping for some "maiden" entries. However, a field of eight quickly materialised which makes this event perfectly viable. It is a credit to the Club that not everyone campaigns a "funfly" type of model (e.g. Cougar, Limbo Dancer)! There is no doubt that a suitable vehicle helps - something that turns on a sixpence (five p piece?!) and is lightly loaded is a real advantage. However, the statement "you still have to fly it" certainly applies here! Also, of course, there is an element of luck - always a great leveller.

This year's event featured several unscheduled "arrivals" and there seemed to be a patch of very bad air just to the right of the flying area which caught people out. Steve Bull took the wheels off his trusty Pulse and Doug Brittain (last year's winner) wrote off his lovely Inspire pattern ship. Further casualties were Mike Martin who also removed his wheels in round one and Phil Camp who damaged his WOT 4 in round two. Mike flew the second round with his electric WOT 4. The second round was therefore somewhat truncated!

In this competition a balloon burst scores 50 points compared to 5 for a cotton cut and with twelve balloons to aim at the "burststers" invariably come out on top. This year bursts proved hard to come by although in several slots the balloons sat up nicely. Not as easy as it looks! At the end of round one only Mike, Colin and myself had gained bursts, Colin and I with two apiece and equal on points. Round two saw Steve Atherton managing EIGHT cuts and one burst with his electric Sukhoi. Steve, Colin and Mike

(in round 2) all flew electric models and ably demonstrated the ability to restart at will from the pilot's position. Several people suffered the dreaded cotton wrap around engine/motor shaft. My efforts were terminated due to a broken throttle arm after a good start in loads of time but Colin's lead was safe. Steve Bull did well prior to losing his wheels!
Final scores were:-

COLIN HOOPER	FUSION (E)	185
RICHARD GINGER	COUGAR	170
STEVE ATHERTON	SUKHOI (E)	110
MIKE MARTIN	LIMBO DANCER/WOT 4	85
STEVE BULL	PULSE	80
BRICK DU BOURG	COUGAR	50
DOUG BRITAIN	INSPIRE 60	45
PHIL CAMP	WOT 4	0

Bottles of wine to the Podium places....



My sincere thanks to everyone who turned out - without you it's a non event - and in particular to Ray Birdseye, Leon Coward and Andrew Rimmer who so ably kept the balloons flowing out on the patch.

Next year maybe we will have a few more entries - I know some of you were unable to make it this time.

Thanks!

RG

Members Ramblings

My method of Silver Soldering

At our recent club evening one or two folk enquired about my method of silver soldering so I thought a few words about my approach to a technique that is often found difficult would be helpful. Even if you don't do a lot of soldering, soft or silver, it is good to have a Soldering Hearth.

I built myself a little Soldering Hearth from a biscuit tin and a few fire bricks as it helps to have a safe and portable place to carry out the work - see the picture below.



Next on the list is a decent blow torch. A good Torch to use is one with self ignition and that uses a canister of Butane Propane mix - this gas produces a high temperature clean flame.

Then comes the solder - for our sort of work a medium melting temperature is fine and if you source this from eastweld@paston.co.uk they will send you some flux as well. About £15.00 for five 500mm lengths and some flux.



A few other items will help the job go smoothly; A pair of tongs; some wire cutters to cut the solder wire to length; a small paint brush to apply the flux and pick up and place the little cut lengths of solder and a small container in which to mix the flux.

Now with all this in place you can begin the preparation of the parts you wish to connect. Don't regard the solder as a filler to hide the fact that the parts you wish to join don't fit together too well.

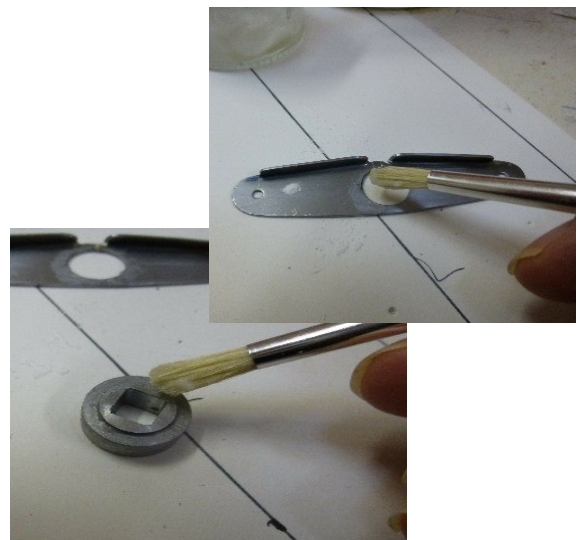
To get a good clean, strong joint the faces should match together - a fit the old engineers referred to as 'a good running fit' The sort of fit you would expect to get when fitting a shaft to a bearing.

The key to producing a perfect silver soldered joint is absolute cleanliness: no scale; no rust; no paint; no grease or oil certainly no finger marks - just a perfectly finely abraded degreased surface. A good test of cleanliness is to dip the part in water - if it leaves an unbroken film of water on the part as you withdraw it - then it's clean. If the water forms little puddles on the surface - then it's not clean.

This cleanliness applies to both the flux used (JM Tenacity powder, or Brazetec d-21 supplied with the solder, mixed in clean water to form a thin cream) and the actual solder, be it in wire or pellet form. Next in importance is the application of the flux paste: using a clean brush apply the paste to the surfaces to be joined. Then cut off a small section of solder wire and apply it with the same brush adjacent to the joint but where it will be out of the direct flame of the torch.



A trial assembly to check fit



Coat the mating surfaces of each component with flux paste



Pick up the two pieces with the fluxed brush and place in the crevice behind the greater component – where they will be out of the way of the flame when heat is applied.

Set up the prepared components in the Soldering hearth surrounded by fire bricks to contain the heat.



Concentrate the flame on the component with the greatest mass

Play the flame on the thickest of the components, keeping the flame well away from the actual solder.

The thick component will soon transfer the heat to the other components and very quickly the solder will flow throughout the joint. Remove the flame and allow the joint to cool off before cleaning the joint.

Immersing the joined components in a mild acid pickling salts will soon remove any solidified flux and clean up the actual joint. A solution of warm water and dry pickling salts can be prepared in a plastic or glass vessel and the component suspended within it. Immersion for about 10-15 minutes is usually enough to break down the deposits to a stage where they are easily

removable with a light wire brushing. Rinse the parts and dry thoroughly. If you are going to leave them for a while before finally finishing them a light coating of oil will prevent rusting.

The Salts are readily obtainable from a variety of sources - I get mine by mail from Chronos in Dunstable (telephone: 01582 471900).

A fine satin finish can be produced by buffing with a light abrasive flap wheel, also obtainable from Chronos.

Where the parts will not stay in close contact during the soldering process they may be wired together or temporarily attached mechanically as was the Fulcrum arm in the following illustration.



Three pieces of different thicknesses - two of steel one of phosphors bronze, cleaned; soldered; pickled and satin finished.

The Fulcrum was made a tight fit in a slot cut in the collar to which it is attached.

And finally my favourite finishing tools:

- A narrow steel wire hand brush for removing the scale loosened by the pickling operation.
- A small abrasive flap wheel for pre-finishing.
- A light abrasive fine finishing mop.

The two latter items have a 1/4" spindle that will fit both hand drill and drilling machine



Casey W

Safety Corner



Following Colin's piece on my 1/3 scale Pawnee in the last newsletter and having since taken delivery of some bicycle clips it at last enabled me to give the Pawnee it's maiden flight.

The first day that offered reasonable weather was Monday 22nd April, a few club mates gathered to watch whilst I was hoping that they weren't going to see a very expensive accident.

The Zenoah 80 started easily and after a brief warm up I had run out of excuses! Taxiing out revealed that the springs on the tailwheel weren't really strong enough and turning on the ground proved difficult. However having turned into wind I opened the throttle and went for it, the tailwheel lifted very quickly and after a reasonable run and with a gentle pull on the elevator she lifted off. Realising that there was too much movement on the elevator which made it quite sensitive I completed a couple of circuits and called a landing. After removing some of the elevator travel I took off again. Sighs of relief as it felt much better so a few more circuits another good landing, then had some much needed coffee.

Thanks to all who helped and supported me that day.



Petrol engines are becoming more popular now due to the reduced running costs and the advent of smaller engines. They require a slightly different approach to installation especially in the plumbing of the tank and the ignition system. There are two switches on petrol models, one for the receiver as usual and one for the ignition. However I feel very strongly

that an opto-isolater switch should be fitted as well. These are fitted in line with the ignition switch so that the ignition can be cut using a switch on your transmitter as well as the one on the plane. The safety aspect speaks for itself and the cost for one of these switches is about £15, *it could save your life!*

Now all we need is some decent weather.

Steve Bull

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.

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Andrew Rimmer	07718205480	events@cheshammodelflyingclub.co.uk
Treasurer	Bob Bennett	01494 864751	bob.bennett@wychwoodrise.co.uk
Membership	Dave Anderson	01494 583127	david.anderson267@ntlworld.com
Communications	Colin Hooper	07747 869465	colin@wychwoodrise.co.uk
Co-opted	Ray Birdseye	07703 768354	ray3dfunfly@btinternet.com

Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127
Toby Newton	07766 494224

June	15	No Training
	22	Richard Ginger
	29	Dave Anderson
July	7	Toby Newton
	13	No Training
	20	Richard Ginger
	27	Dave Anderson
Aug	4	Toby Newton
	10	No Training
Aug	17	Richard Ginger