



Flight Desk

June 2014

The official newsletter of Chesham Model Flying Club Ltd

Volume 26

Issue 3

June 18th Club Night

Pednor Field 'til Dusk

Silent Night

Any electric model.

Leisure flying at its best!!

Editors Ramblings



Here we are, the middle of the year (almost) and it feels like the flying opportunities this year have been very limited. I still have a winter project to maiden in my Sea Fury although the Extra 260 has been flown several times. I have also managed to fly the Dawn Flyer a few times this year, which is just as well, because I am committed to fly it at Greenacres along with others at the fly-in at the end of the month.

We have had the first of the club competitions, Balloon Bursting, delayed because of bad weather. It was then held, successfully, in quite bad weather (windy) over the bank holiday Monday. I was on holiday and unable to take part but I have been told the attrition rate was quite high. Well done to all who took part. I hope you enjoyed the challenge. There is a report on the event further in.

The holiday was a break in Ireland which kicked off with a train ride to catch the ferry from Holyhead. It was an interesting experience to pass the Newground field on the Virgin train. I have to say that the field looks much smaller from the train than from the container! Unfortunately it was too early on a Friday morning for any flyers to be present.

Since my return I have managed a couple of outings to Newground. It's amazing how rusty you can feel after a couple of weeks non flying. My approach is to use an old hack with which I am most familiar and the petrol Wot is rapidly becoming the model I choose. It also has the power to fly in quite windy conditions and we have seen some of them recently.

I used The Acro Wot for the A test and now I am contemplating the manoeuvres required for the B test. I still find the outside loop daunting but hope that with enough repetitions they can be flown a bit lower down!

Finally, a quick nag to my fellow Newground visitors. Please remember that when the outfield is being cut by the contractor we need to shift our cars so that he can finish the job.

As always, you can contact me, Colin Hooper

colin@wychwoodrise.co.uk

Secretary's Notepad



future of the sport.

Our second Club Night of 2014 took place on Wednesday 16 April 2014. Our guest speaker for the evening was Ken Sheppard, the well-respected and charismatic Editor of RC Model Flyer magazine. Attendance was only moderate, but Ken's knowledge of and enthusiasm for his chosen profession was very impressive and he had much to say that was of interest to those members (myself included) curious about the world of journalism and publishing. In addition, we all gained some useful insights into the politics of aeromodelling and agreed (or disagreed) with Ken's views on the

Due to adverse weather, our balloon bursting competition (originally listed to take place on Sunday 27 April) was run on the morning of our annual May Bank Holiday BBQ/Fun Day on Monday 5 May 2014. The weather was acceptable, membership attendance was correspondingly good and both events were a great success. A separate report on the balloon bursting competition appears elsewhere in this Newsletter.

It was noted by a number of attendees that the concurrence of the two events enabled far more members (and their guests) to enjoy the highly entertaining spectacle of the balloon bursting competition than would have been the case had the balloon bursting competition taken place as originally planned (i.e. as a stand alone competition on a separate date) and perhaps this arrangement could be repeated in future years and/or applied to other competitions? Your thoughts please.

Forthcoming Events

The first of the Summer 2014 tri- club competitions takes place at Wycombe's Flackwell Heath field on Sunday **June 8th (June 15th as reserve if bad weather)**.

Competition (Timed "Touch & Goes" and "Cut the Streamer") start time will be 12 noon, so please arrive by 11:30am or earlier to get your models ready and have some practise flights. There will be a BBQ lit - bring your own food to burn.

Timed "Touch & Goes"

5 touch & goes will be attempted. A target circle will be drawn on the field, a touch & go within the target will score 5 points, land outside of the target and it will be minus 5 points. The exercise will also be timed such that if there is someone equal on points, the fastest to complete the exercise will win or be better placed.

"Cut the Streamer"

You will have 5 minutes from take-off to attempt to cut the streamer. Your success will be timed; so the faster you achieve it, the better placed you will be.

The field directions are shown below and a BBQ will be available should you wish to bring your own food to grill.

The Field is located in **Hard to Find Farm, Heath End Road, Flackwell Heath, High Wycombe, Bucks HP10 9QH**

The entrance to the farm is directly opposite the junction of Heath End Road and Abbey Barn Road.

Once off the main road, drive up the lane to the farm until you come to a gate, which should be unlocked. Let yourself in and please follow the track around the right of the barn in front of you where you will find the parking area and will be able to see the patch.

Cars are not permitted onto the field.



An wider overview of the location can be found here

<http://www.streetmap.co.uk/map.srf?X=487482&Y=190430&A=Y&Z=120>

I would be grateful if members could let me know in advance if they are planning to attend, either as a competitor or as a spectator, so that I have some idea of numbers in advance of return date. I do however appreciate that some of you may decide on the Sunday morning, having regard to the weather and personal circumstances etc.

In a note for your diaries, our own contribution to the tri-club series takes place at Newground on **Sunday 20 July 2014** (“Timed flight & spot landing” and “Bombing the

tablecloth”). Please refer back to our April 2014 Newsletter for more comprehensive details or contact me, as below.

We have the first of our two silent flight evenings at Pednor on **Wednesday 18 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 20 August**. In relation to this August evening, the Committee is considering any ideas for improvements to the event (e.g. format changes) so as to encourage wider participation. It has been suggested by a number of previous attendees that an informal competition may be beneficial and, amongst other things, I will be canvassing the opinions of flyers attending the June event, for possible implementation at the August event. In addition, any thoughts or suggestions can be communicated directly to any member of the Committee.

In a further note for your diaries (and please note that all events dates are set out in the relevant section of our website) our **Scale Day** (as kindly organized by Toby Newton) will take place on **Saturday 9 August 2014** (see the poster at the end of the newsletter).

Finally, the AHA will be conducting team trials and competition training at Newground on **Sunday 17 August 2014**. Consequently, there will be no Club flying on that day, although all members are encouraged to go and watch what will undoubtedly be a display of precision helicopter flying at the very highest level.

Any other business.

It has come to the attention of the Committee that our Aeroloop model plane retriever was recently damaged beyond repair and therefore unusable. Disappointingly, this damage to the Aeroloop was not reported to the Committee and only became apparent when a club member was in dire need of its use, which is somewhat annoying. The Aeroloop has now been replaced. We do appreciate that, through no fault of any member, Club equipment can occasionally sustain damage, even when used carefully. However, it is essential that such damage is recorded and reported at the time it happens, so that repairs can be made wherever possible or a replacement promptly obtained. It is very much hoped that this apparent lack of respect for Club property is an isolated incident.

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

Andrew Rimmer, CMFC Club Secretary

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Summary of Club Events in the next quarter

June 18 th	1 st Silent Night @ Pednor, 6pm.
July 16 th	Committee meeting @ WHC
July 20 th	Tri-Club comp @ Newground
August 9 th	Scale Fly In @ Newground
August 20 th	2 nd Silent Night @ Pednor, 6pm.

Chairman's Soapbox

WEDNESDAY JUNE 18th - PEDNOR (6.00 TILL DUSK)

This is our first annual Silent Flight Extravaganza. Get your gliders and/or electric models sorted - now! This is the eighteenth 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.

CANADIAN LANCASTER – VISIT TO UK

In 2007 I was fortunate to see this aircraft display at the 4 day 'Gathering of Mustangs & Legends' Air show at Rickenbacker Airbase in Columbus Ohio. The main attraction though was the 80 Mustangs on show together with 49 Legends, - the men that flew them in combat during WW2.

This Lancaster's unique one and only visit to the UK begins with its arrival on August 8th at the BBMF home station at Coningsby. The aircraft will undergo a complete maintenance check with the crew taking part in training before taking to the skies alongside our own BBMF Lancaster.

The UK Air Display Schedule featuring both Lancaster Bombers for August is:

August 14-17 Airborne: Eastbourne International Air Show

August 16-17 Combined Ops Show

August 17 Sywell Great War Air Show

August 21-22 Clacton Air Show

August 23-24 Dunsfold Wings & Wheels

August 23 Dawlish Air Show

August 24 Little Gransden Air & Car Show
August 30-31 Bournemouth Air Festival
August 30-31 Shoreham Air Show

NEWGROUND FIELD – UPGRADES and MAINTENANCE

As you all know from visits to Newground or Pednor there is regular work carried out to keep each site in good order. John Barber and his team of regular flyers look after Pednor. At Newground we have contractors dealing with gang mowing, major hedge cutting and annual field topping of grassland. A two man team (Jeff and Trevor) take care of patch cutting and several other members give up their time to carry out patch rolling, line marking, painting etc. as required. In general these are the same reliable faces, who all do a fantastic job. BUT from time to time more help is required. I have been assigned the overall responsibility for co-ordinating site maintenance, ably assisted by the dependable Richard Johnson and Peter Hodge who organise most of the voluntary tasks to be carried out. **SO, - If you have time to spare and are willing / able to be involved, - I need to know!** Contact me by e-mail davedesign@btinternet.com or phone me on 07855 181230, and your name will be added to the list. The more the better, - it means that we have options when the need arises for a task to be undertaken.

RAILWAY FENCING AT NEWGROUND

As you know, the much admired palisade style boundary fence erected by contractors QTS for Network Rail was completed several weeks ago. We negotiated a fee for entry and occupancy of our Newground Field to carry out the works. We have recently received the agreed amount of £1000. In addition QTS erected the post and rail fencing beyond the container. As well as this 'gesture' they are about to finish several 'snagging' issues to complete all work in our field. Another mission accomplished!

NEWGROUND SET-ASIDE LAND

Payment has been received from the Rural Payments Agency for Habitat Scheme payments for 2014. This included the final payment for the 'TOP END' which has now run its 20 year term (agreement end is September 30th 2014). The 'WESTERN SIDE' still has 2 years to run, but as I reported earlier we have made an application for both areas together with the 'SOUTH EAST CORNER' to be entered into the HLS scheme (Higher Level

Stewardship). This application is being processed by Natural England. I have been informed that the application has been passed on to N.E. Leeds office for completion and is proceeding to a 'live offer'. More on this as soon as I receive another update.

HARD COPY NEWSLETTER

Thanks to all those members who responded with regard to the need to continue to receive the hard copy newsletter. The question was aimed at those members who do have e-mail accounts registered with the club, yet still received the printed hard copy version by post. Some 20 of you decided that from now on you would access the on-line version, meaning that the hard copy version will now only be sent to 8 members who it must be assumed do not have a functioning email address and cannot access the CMFC website. This represents a considerable annual cost saving to the club and a saving on the time taken to prepare them for posting.

Humpy

Members Ramblings

BALLOON BURSTING COMPETITION - BANK HOLIDAY MONDAY 5th MAY

Rescheduled from Sunday 27 April this event took place in fine, dry conditions. However, an increasingly strong southerly wind made things difficult for the brave fliers. Eleven pilots took part and models ranged from foam electric to largish low wing glow.

The object of the exercise is to burst helium filled balloons, twelve of which are anchored to the patch by cotton tethers. 50 points for a burst and 5 points for cutting a balloon loose. This is not as easy as it looks – there is an element of luck but you have to be able to fly reasonably accurately at low level, particularly challenging when the balloons are bobbling near the ground!

Normally you will need at least two bursts to be in with a chance of a bottle of wine.

A low mass fun fly machine is ideal but it is a tribute to the attitude of the Club fliers that they are prepared to have a go with just about anything provided it has a prop up front.

We started at around 10.45, finishing around 13.15. The fun packed two and a half hours provided for some very hairy but entertaining flying which wrote one model off, with a couple damaged and one parked in the copse.... Inter round repairs kept others flyable.

By popular request the second round was shortened to three minutes – several people wanted to fly other stuff after the lunch break.

This event relies on a good deal of efficient and active assistance and I am indebted to Leon Coward and Robert George for their sterling work with the balloons, gas and cotton. We got through loads of balloons and these gents ensured things kept flowing. My thanks also to all the spectators, pit helpers and others without whom the day would not happen, above all the commitment of our pilots for performing in conditions more suited to kite flying.

Top of the tree this year was Dave Anderson, followed by Steve Bull (top of the copse!) and Trevor

Brunt. Trevor flew Mike Martin's Limbo Dancer (a very generous loan) and he gets my vote as "man of the meeting" – Trevor has never before flown this type of model, plus he had mown the patch ready for this occasion.

An excellent day, this really is an event for everyone!

Maybe the move to a BBQ Monday could be repeated next year – at least we are assured a reasonable turnout if the weather obliges.

Thank you all.

RG

**FORGET ADDITIONAL RUNWAYS FOR HEATHROW OR
GATWICK WE NOW HAVE A PORTABLE RUNWAY FOR
NEWGROUND**

CMFC are now the owners of a portable runway for use at Newground.

Some of us have tried with varying degrees of success to fly small wheeled models from the grass patch at Newground. To say the least it is a hazardous affair with suspect take-offs the best outcome if we are lucky. Most of us eventually resort to hand launches and all the difficulties and dangers to a model that involves, or give up flying small models.

It seemed a shame that there was a whole area of small electric powered models, particularly EDFs with or without retracts that could not be flown at Newground due to a lack of suitable take off area.

I tried some experiments with a piece of old pond liner that I had and it proved quite successful. My small Cessna twin EDF model with retracts and very small wheels managed to take off reasonably well.

What was required had to be relatively light so it could be carried by one person. Long and wide enough to allow small models to take off satisfactorily but unobtrusive enough not to discourage other pilots flying large models.

Eventually, after further tests and comments by other pilots, I decided on a reinforced pond liner 15metres by 3 metres with eyelets along all sides for tent pegs to hold the sheet down. The committee agreed to me purchasing and preparing the specified runway and we now have one which will be kept in the container for use as and when required. It is early days but I propose the following rules to get the system up and running.

1. The runway should be sited parallel with the wind and pilot's line with its near edge 3 metres from the line. - With it this near to the flight line it will not interfere with normal flying as anyone flying this close is flying dangerously close.
2. It is only used for launching small electric models. NO LANDINGS, NO TOUCH AND GOS, NO LARGE MODELS THAT CAN TAKE OFF FROM THE GRASS. - See 1. above and although the lining is reinforced it is not capable of sustaining powerful propeller strikes.
3. The last people using the runway will roll it up and replace it in the container. It is not to be left out overnight or for non-users to put away.

I hope this makes sense to all; we can adjust usage rules as we get more experience.

Please pass your views and comments to me or other members of the committee.

Happy Take offs and Landings

Dave Anderson

Have you ever wondered how Newground was being used and by whom. Well Leon Coward has analysed the data from the log sheets and displayed the results in the container. For those who don't use or visit Newground here is one of the result sheets.

NAME	TOTAL VISITS	TOTAL FLIGHT MINUTES	AVERAGE FLIGHT TIME (Minutes) PER VISIT
Richard Ginger	67	2,271	33.9
Colin Hooper	58	1,317	22.7
Steve Bull	55	1,716	31.2
Trevor Mines	49	1,062	21.7
P J Hodge	33	1,053	31.9
Nigel Beaney	28	878	31.4
Richard Johnson	26	688	26.5
Paul Baker	25	969	38.8
Steven Atherton	25	642	25.7

Dave Anderson	22	807	36.7
Toby Newton	20	655	32.8
Doug Brittain	19	326	17.2
David Jarman	18	576	32.0
Phil Camp	17	343	20.2
Andrew Rimmer	16	524	32.8
Robert George	14	446	31.9
Jeff Denty	12	214	17.8
Trevor Brunt	12	165	13.8
Mike Kitchen	11	338	30.7
Steve Triggs	10	471	47.1
Leon Coward	10	349	34.9
Dave Hobbins	9	416	46.2
Mike Martin	9	98	10.9
Francois Van der Tang	9	80	8.9
Robin Thwaites	8	302	37.8
Richard Dawson	7	353	50.4
Dave Foster	7	350	50.0
Derek Russell	7	291	41.6
Peter Hodge	6	164	27.3
John Stroud	6	134	22.3
Adrian Jack	5	239	47.8
Robin Hodge	4	30	7.5
Jeremy Stephens	3	88	29.3
Michael O'Neill	3	64	21.3
Ben Martin	3	60	20.0
Keith Vickers	3	60	20.0
Con Lehane	2	48	24.0
Bill Hocky	2	40	20.0
Steve Langbridge	2	30	15.0
Ray Birdseye	2	26	13.0
Ken Walker	2	12	6.0
Jeremy Tabb	1	50	50.0
Peter Cornick	1	48	48.0
Bob Bennett	1	30	30.0
Trevor Whelton	1	30	30.0
John Kichenside	1	16	16.0
Pete Christy	1	15	15.0
Brick du Bourg	1	0	0.0
Oswald Marsh	1	0	0.0
GRAND TOTALS	654	18,884	

This data is a summary of 2013 and it makes for interesting viewing. Thanks Leon.

Safety Officer's Corner



I recently had to replace my Sbach after its much documented demise at the top of a 60ft tree, depth of perception troubles again!!

My criteria for the new model was for a 50cc size aerobatic plane. Surprisingly the choice isn't that great, most manufacturers seem to be gearing up to e*****c models these days. However I settled on a Carden Extra from Hangar 9. My aim was to use as much as I could salvage from the Sbach. The engine and receiver were completely undamaged but 3 of the servos were burnt out as they were on full deflection until the batteries ran down.

During the assembly I decided to replace all the servos with the exception of 2 which I used for the elevators. When the model was finally finished I checked the C of G with the help of my mentor Ken Walker. We were amazed to find that it was absolutely perfect with no weight needed at either end.

So to the test flight Slightly apprehensive I asked Paul Baker if he would check it out for me which he kindly did. It proved to be ok so I had a couple of flights myself and was relieved to find that it was very nice indeed. One thing we did notice though was that one of the elevator servos was twitching ever so slightly. Not happy about that and not wishing to risk the plane or anybody else should it pack up completely I decided that I would replace them.

When the new ones arrived I removed the old ones which are located in the tailplanes and fitted the new ones, they were the same make but were of a much better spec, so job sorted.

Next flight Took off and as I climbed away I was very aware of the plane being woefully out of trim, it needed loads of down trim and was extremely pitchy. After porpoising around a circuit I rolled inverted and the plane just climbed confirming my suspicion that it was tail heavy.

After landing we checked the C of G again and found that it was in fact quite tail heavy. The new servos were obviously heavier than the original ones, just an ounce or two that far back makes a huge difference.

With hindsight I should have weighed the new ones and compared with the old and not just assumed that they fitted so they must be the same.

Moral: Never assume, check and recheck.

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.

Month	Date	Trainer
June	7	Toby Newton
	14	No training
	21	Richard Ginger
	28	Dave Anderson
July	5	Toby Newton
	12	No training
	19	Richard Ginger
	26	Dave Anderson
August	2	Toby Newton
	9	No training
	16	Richard Ginger
	23	Dave Anderson
	30	Toby Newton

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Andrew Rimmer	07718 205480	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	07749 891465	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



Scale Day 2014

Saturday 9th August 2014



All scale models welcome

Foamies-Helicopters-Warbirds-Jets-Old timers

Come and enjoy a day of scale aircraft with BBQ

(Bring your own food)

Flying to commence from 10am