



# Flight Desk

October 2004

The official newsletter of Chesham Model Flying Club Ltd

Volume 16

Issue 5

**White Hill Centre**

**Wednesday October 20th**

**CLUB AGM**

**8.00PM**

## Editors Ramblings

Not much to talk about this issue. I have been unable to be at the flying field for many weeks following a combination of weather, family commitments, a very bad back and a hand operation. Lets just say that I'm glad it's all over. However, we are now into the autumn and opportunities are going to be few and far between. I thought I might as well start another construction.

I had been thinking about an ARTF and had been quite taken by a model at the Sandown show. It was available in an electric version so first chance I got, I placed an order. None available until October I was told. Oh well, anticipation makes the result only sweeter. Monday it arrived and I got the chance to check it out. What is it?

Well, here is a picture of my winter project, the Vmar Easy 3D. The only difference is that mine is red and yellow and is still in the box. This is not a model for the beginner to assemble as it needs the motor mount and battery tray details inventing. But then I am no beginner having built my last two models from plans. All I hope is that I can do it justice (and keep it in one piece for long enough to enjoy it.)



So what's your winter project? The story bank is now empty and if you don't contribute something, it will only be the Chairman's Soapbox and the Instructor's Corner to look forward to. Let's see if we can't have a bumper Christmas edition for our entertainment.

Colin Hooper

## Committee Matters

The programme of events for the rest of the year is:

October 20th	AGM, White Hill Centre 20:00
November 10th	Committee meeting, White Hill Centre 20:00
December 15th	Club Night (mince pies etc), White Hill Centre 20:00

## VERY IMPORTANT!

I will hand out next year's membership forms at the AGM, please be prepared to renew your membership at the meeting. Non attendees at the AGM will receive the forms in the post a few days after the 20<sup>th</sup> October.

1. Your membership will cease if I do not receive your cheque for payment together with your completed membership renewal form(s) by Friday 19th November 2004.
2. Failure to comply will mean your place being offered to those persons on the waiting list, currently 15 eager potential members.
3. **You will be asked for a £100 joining fee if you do not respond, but then wish to resume your membership - subject to a place being available**

NO REMINDER NOTICES WILL BE ISSUED - I URGE YOU TO MAKE PAYMENT WITHOUT DELAY!

DAVE ANDERSON --- CMFC MEMBERSHIP SECRETARY

# Chairman's Soapbox

## NEWGROUND - HABITAT SCHEME

The field was 'topped' by our regular contractor Simon Mead on Friday 7<sup>th</sup> October, in accordance with our land management agreements with DEFRA. Also a designated area north of our gangmown flying area has been baled, with the large round bales placed on top of the existing stack at the northern end of the field. As always Simon has done a good job.

## NEWGROUND SHELTER

This project is now well under way with the full framework of the structure completed. The next stages will be the installation of the 2 windows, the green steel roof, and the boarding of the shiplap sides. Guttering along the back with water butts, and painting all the woodwork with a spirit based brown preservative will complete the job. Thanks to all who have helped out to date on this project, not least club member Ray Birdseye has supplied the detailed drawings and is managing all the building work.



## NEWGROUND UPGRADE

After some 16 months of 'occupation' by contractors working for Balfour Beatty, all the agreed works to provide 'all weather' car parking areas, gates and fencing together with some landscaping, has been completed. Everything has turned out exactly to the detailed sketches that I supplied to Balfour Beatty, and in view of this I will be 'signing off' the work on behalf of the club.



There will be a final settlement cheque to be handed over to us, which I calculate to be £2175.- This brings the total amount of money received since work began in June 2003, to around £10,800

On top of this, the cost of all the work carried out, which now benefits the club, exceeds £45,000.- If you have not been to Newground in a while, - go take a look, - you will be pleasantly surprised!

## NEWGROUND SECURITY

As a result of the upgrade of facilities, our site may have an increased appeal to those who may be curious as to what lies within. There will soon be padlocks fitted on the internal gates, which will add to the security in general terms. This will affect members only to the extent of dealing with the lock on the gate at the front of the track. This will be unlocked and opened by the first to arrive during any visit, and closed and locked if you are the last member to leave the flying area.

The main gate has had the padlocks removed belonging to the Railway Contractors, and to Thames Water. No railway contractors have any rights of entry as of now, and I will be informing Thames Water that in future they must phone a nominated key holder in order to gain entry, should they need to do so in order to service their pumped foul water main on our land.

## AGM - WEDNESDAY 20<sup>TH</sup> OCTOBER

Please make an effort to attend, in order to give your support for the club and to help debate any issues that are bound to arise. Any further news that I may have about the club, I will bring to your attention on the evening.

## Members Ramblings

Scale Competition Held at Newground on 5<sup>th</sup> Sept 2004.  
Report by Gordon Hancock

I went to the competition as a spectator in my ongoing ambition to gain enthusiasm to get back into modelling. I arrived at the site at 10:30 (half an hour after the posted start time) as I knew of old that CMFC competitions never start on time. It was a beautiful morning with an almost cloudless sky and gentle breeze, perfect for scale models and Newground had never looked better. A number of bodies and models were already present including, surprise, surprise, our revered leader, the Hump himself. Shortly after I was co-opted into becoming the third of three judges for the competition, the others being Tony Jackson-Winch and Cliff Vincent.

Without going into detail of why, the competition eventually got going at about 11:30 with six pilots and nine models. The three extra models belong to Brian Ward and Nobby Clark, two newish members who haven't passed their solo test yet, but brought their prides and joy along to add to the atmosphere, so they were allowed to enter the static part of the competition.

Eventually a flying order was drawn for, the static judging of the first four models done, Dave Baverstock and Kevin Hammond turned up (the last of our six pilots), and the flying got under way. However, a note on the static judging. Two of the models were ARTF, John Stewart's Yak 54S and Dave Baverstock's PT-19, and, although nicely finished and well detailed, it was hard to score them very highly in view of the lack of manhours involved in the build except possibly model pilots and nicely detailed cockpits.

This year, the standard of flying from all entrants appropriate to the full size aircraft was thought to be very good by all the judges leading to the very close high scores in the two flying rounds. There were several maximums for 'Flight Realism' awarded.

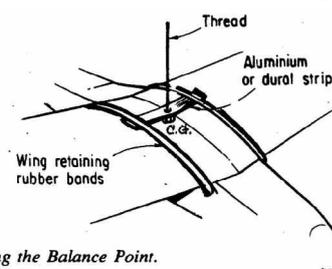
## RESULTS

Position	Pilot	Model	Static	Round 1	Round 2	Total
1	Richard Ginger	Eindekker	78	96	98	272
2	Trevor Miner	PT 17	85	89	95	269
3	Richard Johnson	Piper Cub	83	89	95	267
4	Kevin Hammond	Cassutt Racer	66	85	85	236
5	John Stewart	Yak 54S	45	92	75	212
6	Dave Baverstock	PT 19	45	76	-	121
7	Brian Ward	Russel Henderson	88	-	-	88
8	Nobby Clark	Puppeteer	70	-	-	70
9	Nobby Clark	Fokker DVII	68	-	-	68

### Centre of Gravity Determinator

This simple, yet extremely effective means of establishing the balance point of most model aircraft was devised by David Boddington and is featured in his excellent book on aeromodeling.

The aluminium strip is approximately  $4\frac{1}{2}$ inch long by  $\frac{1}{2}$ inch wide by  $\frac{1}{8}$ inch thick has slightly upturned ends to keep it centralised. A hole through the centre allows a length of fishing line, strong enough to support the model, and knotted to a small nut or similar to prevent the line pulling through the hole when suspended. The upper end of the line can be tied securely round a  $\frac{1}{2}$ inch hardwood dowel.



This dowel can be hand held or suspended around a beam or hook securely fastened. The wing retaining bands should be several in number to prevent sagging when suspended. Lead weights can be added to the nose or wing as required after marking the c of g on the top of the wing and sliding the aluminium strip into position fore or aft until the desired location is achieved. Remember slightly forward of the designed balance point is acceptable whilst further aft could spell disaster with the model becoming virtually uncontrollable.

Bryan Ward

## Instructors Corner

Hi everyone, can anybody tell me where the year has gone....?? I cannot believe how this year has seemed to vanish so quickly. Probably due to the extremely awful weather we

have had to put up with over the last few months, higher than normal winds and so much rain, pretty chilly evenings as well, I started the year off quite good with a lot of evening flying at Pednor with Mr Jeremy "electric" Tab and a few other members.....I often received sneaky text messages from Jeremy, like.... "Looks like a nice flying evening to me AL, what you reckon" or "Looks like a nice evening for test flying my new model".....Oh..... I wish he would just say "AL, get yer arse down that field and give me a hand".....!!!!

On the instructing side of things the die hards always turn up regularly on a Sat morning (well on my turn anyhow) namely the daring duo of "Knobby" Clark and Brian Ward, and when he isn't at home doing chores or having an arguing match with his son Andy, my 'ole mate Dicky Hawkes turns up (we go back quite a few years when we both used to race 1/10 off road cars) of course we have both grown up since then.....NOT.....! I must say that all three of these gentlemen (I can't believe I just called them that) have come a long way, and well on their way to flying solo, well done chaps keep it up. Stuart Lindsey turns up when he feels like a spot of flying, a bit of a chin wag and a coffee, well that's what it's all about eh..?

Last Saturday I changed Instructing to Newground for the simple reason that after training finished I helped with the erection of our new shelter. Dave Hump Ray Birdseye and Geoff Walker were busy building away when I arrived (oh sorry actually Humpo was late, I remember Ray taking the p\*\*s out of him when he got there) Any how we all beaver'd away and to cut a long story short we managed to get all the base down and decked just as it started raining late p.m. could not have timed it right if we had tried. Any of you that have seen it must agree it's looking fantastic already (Ground Force eat yer heart out.....!!!) Apparently I am at N.G. this Friday to receive the delivery of the next load of wood for the next stage that we will be carrying out this Sat, weather permitting.

Just a Quick word about the Brean Sands Model makers week, the members who went were

Chalet 1. Geoff "nice guy" Walker.. Mike "even nicer guy" Martin.. and Mick "say no more" Collins.

Chalet 2. Bill "grumpy" Hockey.. Dave "is it hot" Hewitson.. (private joke) and Uncle AL "the kiddies pal"

Chalet 3. Dave "put it in there" Baverstock.. Aaron "no fear gliding" Baverstock.. and Lee "where's me dinner" Baverstock.

We all had a great time and a good laugh but unfortunately the weather was absolute CRAP....we flew only two times all week, one time was on a cliff top over the sea in a thirty mile an hour wind, and the second time was in a thirty five mile an hour wind next to a grave yard....YES we were all mad. The first time we flew we all took four models between us and came back with one still intact and that was Mike Martins, who was the only one who had any bloody brains not to fly in such ludicrous conditions. By the way Bill Hockey did not come with us as we could not rely on air sea rescue being available to air lift him back down from Brean down.....!!!!

Anyway enough of all that joviality stuff just a few notes on safety to keep you on your toes.....

1/ Are you still flying different models on different frequencies with different transmitters if so try to put them all on one frequency as there is less chance of a mix up and a potential crash.

2/ Do not forget after transporting your model to the flying site, to give it a thorough check over (pre flight check) BEFORE flying for any damage in transit, loose surfaces wheels engine etc... AND don't forget your post flight checks as well.

3/ DO NOT forget to use your frequency peg on the CORRECT frequency, and ALWAYS put your peg on the board before you EVER switch on, and can we all get into the habit of ONLY taking your OWN peg off the board and nobody else's please make THEM take THEIR OWN peg off the board so they remember that they have done so.

Well that's all for now, lets hope we get some good autumn weather for flying.

DO NOT FORGET THE A.G.M. on Oct 20<sup>th</sup>

WE NEED YOUR SUPPORT AND YOUR INPUT

BUT ABOVE ALL WE NEED YOUR MONEY

## **Flying Times**

Pednor

Power Monday, Thursday and Friday: - 9am to 1pm

Power (79dB(A) max) Saturday: - 9am to 2pm

Gliders/Electric Any daylight hours

Newground

Power Monday to Saturday: - 9am to 7pm

Sunday & Bank Holidays: - 10am to 6pm

Electric Any daylight hours

## **Pilot Tuition**

Flying tuition is available to any junior or new members who have yet to achieve their 'solo' wings. A flying instructor will be available to attend the Pednor field each Saturday morning from 10.30am to 2.00pm weather and pupil attendance permitting. To avoid the possibility of wasting instructor's time attending an empty field please Telephone the appropriate instructor on the Wednesday or Thursday evening to confirm that you would like tuition on the Saturday.

## **The Instructor Rota**

The rota for the next few months is as follows: -

Month	Saturday	Instructor
	23	Geoff
	30	Al
November	6	Frank
	13	Dave

	20	Geoff
	27	Al
December	4	Frank
	11	Dave
	18	Geoff
	25	Santa Clause

Additional instruction is available at Newground on Saturday or Sunday afternoons with Robin Thwaites. Please telephone to arrange a mutually convenient time.

## Adverts

Got something to sell OR want to find that certain something from another club member. Place an add in the newsletter (or on the web site !!)

### FOR SALE

LASER 75

EX RICHARD JOHNSON ENGINE

VERY GOOD CONDITION

VERY NICE RUNNER

CAN BE SEEN RUNNING IF YOU WISH

£110

NEW THUNDER TIGER 42GP

BRAND NEW

RAN ONLY ONCE IN MODEL AND REPLACED FOR LARGER ENGINE

£35

Alan Spicer

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