



Flight Desk

October 2011

The official newsletter of Chesham Model Flying Club Ltd

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Wednesday 19th October Club Night

White Hill Centre @ 8pm

Alan Reed of the Shuttleworth Collection

Alan will be giving an illustrated talk about some of the famous Shuttleworth aircraft as well as bringing some interesting artifacts to titillate your interest.

Editor's Ramblings

This has been an interesting end to the flying season with a late "Indian Summer" spell. I have enjoyed the excellent flying even though the last few days have drawn a little colder. The temperature has a significant effect on my flying as the colder it gets, the harder my flight batteries find it to give me their electrons. Enjoy it while you can is my motto.

Have you been reading any of the modelling magazines recently. I am always pleased to see that Richard Ginger attends quite a few of the gathering that they report on and he has recently enjoyed some success campaigning his Hawker Cygnet. He even managed to appear on the front cover of RCM&E's September issue with his magnificent Saito radial equipped Meteor Monoplane. Well done, Richard. It is always a pleasure to see you flying at the field and we all appreciate your efforts within the club.

We have had some problems at the Pednor field just recently. Some morons took it into their mind to force an entry into the locked room where we keep the windsock and log sheets. They broke in though the windows by pushing out the tough plastic panes (without breaking them!) and proceeded to rifle the place for anything of interest. Of course, there is nothing of value there so we lost nothing. They did, however, spray some graffiti. Chairman Dave was on the case pretty sharpish and has done some tidying up, replacing the glazing and instigating a more secure fixing to prevent them being removed so easily in the future.

Dave Humphrey does a lot of work for the club behind the scenes. He keeps Newground looking respectable by hedge and weed reduction as well as looking after the club's interests with land management agencies. He is a determined chairman and has been tireless in seeking the very best for the club. I, for one, appreciate his efforts very much. Thanks Humpy.

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

webmaster@cheshammodelflyingclub.co.uk

Secretary's Notepad

Today at Newground was absolutely fabulous - one of those beautiful October days, clear blue sky, light winds and a good turnout of pilots.

Congratulations to Dave Hobbins who went "Solo" with his own electric model, taking off with ease and flying very safely. Well deserved, a new Green peg will be on its way to you shortly.

Toby Newton will be formally rostered in place of Andy Hawkes on the Instructors' Rota, please note that Toby will be instructing at Newground; the usual etiquette for booking instruction will apply - Toby's mobile number is: 07766 494224, many thanks Toby, and welcome to the team!

The "Summer" weather has been disappointing but I have nevertheless attended several of the more informal meetings - mainly scale - highly recommended; a good opportunity to get up close to some magnificent models and learn from their pilots, also to accept the challenge of flying at different venues.

A definite "low" was the loss of my DB Spitfire a few weeks back. Pilot error on take off, never fully recovered from the tip stall although I did manage to turn and stay within the field. I have now acquired a 1/5 scale PICA Spit designed by Dave Platt which has a big 30cc Super Tigre up front. Flies beautifully and only weighs 10 ounces more than the DB MK1A for an 88" span compared to 81"; lighter wing loading and a flatter bottomed wing section definitely helps. The model is rather old and was flown on the show circuit some years ago. Even at this size, it's small by current standards. The longer nose of the MK1X is a win/win feature - I don't think this has any added nose weight (3lbs 6oz in the DB!!). Retracts are ancient air up spring down items and the starboard leg is prone to unlock which can lead to an interesting landing. I've had one go at an overhaul which seemed to have sorted things but a further strip down and Loctite on the relevant threads will hopefully cure this problem. The engine is inverted and fitted with a Taylor "idle bar" plug. Once running it performs well on an 18 x 10 prop but it is prone to wetting the plug if left fuelled up. Must remember to clamp or remove and plug the feed line!

Next project is a Focke wulf TA152 H-1 which was the fastest German piston engined fighter of WW2. It is a development of the long nose Dora D9 and was designed by Kurt Tank (hence the "TA") as a high altitude machine. It's 1/6 scale but still big at 94" span with fairly narrow wings

and a long fuselage. Designed by David Andersen, the plans, laser cut ribs/formers and all the accessories are available from Belair. The plans are a work of art, some of the best



I've seen, and all the bits consequently fit to perfection. The wings incorporate washout and each of the ribs from way down the panel has a slight angle at the nose, so that the washout is built in from the leading edge; this method results in the wing holding its "set". Retracts are by Sierra. Engine choice is limited because of the short cowl and slim nose. The model was designed for the now obsolete but excellent OS 108 FSR - conventional four strokes simply will not fit. I have chosen the OS 120 AX plus BCM Pitts muffler. The OS develops max power at 9000 rpm and can swing large props, producing more growl than howl. I was pleasantly surprised how decent the big ST sounds when sufficiently well propped - much like the big Mokis or larger petrol motors.

I plan to cover the model in tissue and dope, primer and enamel (probably Spectrum). The OS will run on Contest 10 so some fuel proofing underneath will be required - I use gloss Flexicote. You can't beat a two part chemical hardening product - I don't think single part/air drying stuff works very well.

Stay safe, fly safely and here's to many more excellent days during the Autumn and Winter.

If anyone wants to take their "A" test please let me know and I will try to offer some coaching/instruction. The BMFA leaflet (available via their website) is highly recommended and I personally regard it as essential reading for the well prepared candidate.

Cheers, RG

The events for the immediate future are:

October 19th	Club Night @ WHC 20:00
November 16th	Committee Meeting @ WHC 20:00
December 21st	Club Night and AGM @ WHC 20:00
December 26th	Boxing Day Flying @ Newground

Member's Ramblings

It was coming up to midday and all model flying had stopped in anticipation of Richard Dawson landing his R44 helicopter at Newground. Then almost to the minute that distinctive sound of rotor blades was heard and all heads turned to the south to see Richard flying low over the hedges and shortly after land safely. All this was originally planned by Andrew Rimmer (our events officer) to occur in May, but



poor weather (high winds 18 knots, gusting to 28 knots) put a stop to it. But the weather today was looking a lot better, slight variable winds at ground level with a dull overcast sky.

A small crowd soon gathered around Richard and his helicopter (G-NSEW) a 4 seat Robinson R44 'Astro', powered by a 6 cylinder Lycoming engine developing around 240bhp. It looked like new, not surprising really as Richard explained it had recently had its 12 year inspection / service. Along with many parts replaced, it came back with a full paint re-spray and re-leathered cabin.

The three lucky winners for a flight in G-NSEW were supposed to be picked 'out of the hat'. But I understand from Humpy, there were only three



people available to fly! myself, Paul and Becky (her lucky day because she also won a bottle of wine in the Richard Ginger's numbers competition). When we were all on board and strapped in Richard explained the controls etc, set-up the Sat Nav, gave a safety brief finishing with "if you feel sick the bags are behind the front seats" ... The engine was

started and after a warm up sequence and other checks completed we were airborne with a left hand climb out, on a heading of around 215' soon at

2000ft heading towards Wycombe Air Park (Booker). The visibility all around was superb, 30+ miles with no haze or sun glare. With the radio tuned to Wycombe Tower lots of activity could be heard, and as we got closer Richard pointed out his house and the field where he lands G-NSEW. About a mile from entering Wycombe's circuit at the 'Golden Ball', we did a right turn onto a heading of about 340' towards Silverstone, (with the Sat Nav pointing the way, giving speed, heading, time to destination and other info). Passing Aylesbury on our right quickly followed by Westcott airfield on our left, now disused other than it has a functioning Non Directional Radio Beacon (NDB). Richard's call to Silverstone radio was greeted by silence, and another call a minute later still silence, ok so no one's at home today.. Approaching Silverstone and keeping a good 'look out' for other aircraft, initially it looked like nothing was happening on the ground, then like little black ant's 'chasing each other around' quite a few cars could be seen on the track. Now overhead Silverstone, another right turn onto about 090' put us on a heading towards Cranfield. 'Pass your message' was Cranfield's reply to Richards radio call, where upon Richard told them; who we were, where we were, our routing, and that we wanted to overfly their overhead then return to Tring.

"Nothing happening here at the moment, you are cleared to enter our overhead, report overhead" came the reply.. Keeping away from and to the left of the restricted helicopter airspace (care of HM Prison), we flew over the north of Milton Keynes then the M1 motorway and a minute later we were overhead Cranfield. A radio call to report 'G-NSEW overhead' was followed by another right hand turn to about 220', we soon picked up the main railway line (South of Milton Keynes) and following and keeping to the right of it we were on our way back to Tring, landing safely at Newground less than 10 minutes later. The overall flight time was 45 minutes, thank you Andrew for organising this, and a bigger thank you to Richard for the experience which was thoroughly enjoyed by all, (oh, and if you are wondering no sick bags were used :-)).

Leon Coward

Well I finally done it today, I achieved my solo pass out. I would like to thank Dave Anderson and Al Spicer for their help with my training.

I would also like to thank the regular club members on Saturdays and in the week for their help, advice and encouragement.

My biggest thank you is to Richard Ginger who has been my main mentor for the last 9 months, without Richard I don't think that I would have passed.

Richard has shown a great deal of patience and commitment and has given up his time to help me, even when he was not on the rota.

So once again thanks to every one who has helped me,

PS I apologise to Richard for the over excitable hug we nearly had.

Dave Hobbins

Events



Given the somewhat variable weather conditions over the summer, happily we had the second of our two silent flight evenings at Pednor on Wednesday 17th August from 6.00pm till dusk. Despite a less than promising start, the turnout was good with about 10 members and a few guests/pasting

visitors dropping by over the course of the evening. Mercifully, the rain stopped at about 6.40pm, thereafter the faithful were rewarded with clear skies and little wind and we all enjoyed a beautiful summers evening.

For me, the highlight of the event was Mike Martin's LED-festooned foam flying wing, looking very UFO like in the sunset/failing light.

On Monday 29 August our annual August Bank Holiday BBQ/Fun Day took place at Newground. The weather was moderate to fair, as was the attendance. The barbecue was put to good use (although it was on fire at one stage) and I enjoyed my steak. There was a generous amount of good-hearted banter and some excellent aerobatic flying took place.

Richard Dawson was finally be able to bring his Robinson R44 helicopter to Newground for a members only courtesy flight and after some precise payload -v- passenger weight calculations (being a gentleman, I guessed Becky's weight), Leon, Paul and Becky (and Richard of course) took to the

skies for a very enlightening 45 minute flight over London and the SE. Many thanks to Richard for his kind and generous contribution to this event.

Sadly, this year the Alan Crook Memorial Scale Competition scheduled for Sunday 4th September 2011 at Newground fell victim to a combination of disappointing weather and a lack of available competitors/judges and was therefore postponed. We will need to review issues of timing and format if we are to breath new life into this important competition. Watch this space!

The AHA team trials took place on Sunday 11th September in less than ideal flying conditions and I was privileged to watch a generally impressive display of precision aerobatics 'heli' style.

Forthcoming Events

Our next Club Night takes place on Wednesday 19th October 2011 at the White Hill Centre, starting at 8pm.

Our last guest speaker of 2011 is Alan Reed, a volunteer with the Shuttleworth Collection - the prestigious 'living' aeronautical museum located at the Old Warden airfield in Bedfordshire. This flying Collection, which is very familiar to many of you, depicts the history of flight from the early 1900's to the 1950's (please go to www.shuttleworth.org for further information) and Alan's film/slide presentation may cover twenty or so of the most interesting aircraft in the Collection and he is planning to bring a variety of interesting artefacts with him. This promises to be an evening not to be missed.

Finally, it is worth mentioning now that our Christmas Club Night & AGM takes place on Wednesday 21st December 2011; for those of you (myself included) who like to escape from the mayhem and excess that now passes

for Christmas, please note that this event takes place a week later than in previous years.

Any Other Business.

I am reliably informed that our newly acquired 'Aeroloop' model plane retriever has seen active service in the last month or so; I won't name names, but I'm relieved that I'm not the first person to use it!

It's around this time of year that my thoughts turn to potential guest speakers for 2012. The pool of available guest speakers seems to get smaller each passing year (a sad reflection on the age profile of our hobby?) and frankly we've invited most of the best ones! So perhaps it's time for some lateral thinking, enlarging the pool to include those not directly connected with RC modelling and/or flying. In the past, many of the best suggestions have come from CMFC members based on their personal experiences, so come on guys, get your thinking caps on!

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

Andrew Rimmer, CMFC Events Coordinator.

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Instructor's Corner



*Hi all.... Well I haven't been flying for a fare while at either site due to my ongoing cancer issues but I feel absolutely fine and it's all under control. I have no voice still due to my vocal chords being affected but they are being sorted in a few weeks time. So you will all have to bare with me at the club night whispering to you. I will probably have my electronic voice box with me (the Dalek box) so you can all take the p*ss out of that, I'm not bothered.....*

I'm not instructing at the moment either as you may all well know, Toby Newton is filling in for myself and Andy Hawkes when he can.... His number is 07766494224.

Meanwhile I have left this very useful trimming chart, you may have seen it before but it's always good to go over it a second time, you might have missed something. Happy flying hope to see you all at the club night, don't miss it as it will be a good talk.

HAPPY FLYING ALL.....AL

This trim chart has been published in many publications, internet sites, and newsletters. I am sorry I cannot give the proper credit to the original author.

Notes:

- 1. Trim in calm conditions.**
- 2. Make multiple tests before making adjustments.**
- 3. If changes are made, go over previous steps and verify or readjust as necessary.**

To Test For	Test Procedure	Observations	Adjustment
1. Control neutrals	Fly model straight and level	Adjust the transmitter trims for hands off straight and level flight	Adjust clevises to centre transmitter trims
2. Control throws	Fly model and apply full deflection of each control in turn	Check the response of each control	*Aileron Hi-rate: 3 rolls in 4 seconds. *Lo-rate: 3 rolls in 6 seconds. *Elevator Hi-rate: to give smooth square corner. *Lo-rate: to give a loop of approx. 130' dia.. *Rudder Hi-rate: approx. 30-35 degrees for stall turns. *Lo-rate to maintain knife edge flight.
3. Decalage	Power off vertical dive. Release controls when model is vertical (elevator must be neutral).	A. Does the model continue straight down? B. Does the model start to pull out (nose up) ? C. Does the model start to tuck in (nose down)?	A. No adjustment B. Reduce incidence C. Increase incidence
4. Centre of gravity	Method 1: Roll model into near vertically	A. Nose drops B. Tail drops	A. Add weight to tail B. Add weight to nose

	banked turn. Method 2: Roll model inverted.	C. Lots of down elevator required to maintain level flight D. No down elevator required to maintain level flight, or model climbs	C. Add weight to tail D. Add weight to nose
Tip Weight (course adjustment)	Fly model straight and level upright. Check that aileron trim maintains wings level. Roll model inverted, wings level. Release aileron stick	A. Model does not drop a wing B. Left wing drops C. Right wing drops	A. No adjustment required B. Add weight to right tip C. Add weight to left tip
Side Thrust	Fly model away from you into any wind. Pull it into a vertical climb (watch for deviations as it slows down).	A. Model continues straight up B. Model veers left C. Model veers right	A. No adjustment needed B. Add right thrust C. Reduce right thrust (move thrust line left)
Up/Down Thrust	Fly model on a normal path into any wind. Parallel to strip, at a distance of around 100m from you (elevator trim should be neutral as per test No.3). Pull into a vertical climb & neutralize elevator.	A. Model continues straight up B. Model pitches up (goes towards top of model) C. Model pitches down (goes towards bottom of model)	A. No adjustment needed B. Add down thrust C. Reduce down thrust
Tip Weight (fine adjustment)	Method 1: Fly model as per test #6 and pull it into a reasonably small dia. inside loop (1 loop only). Method 2: Fly the model as per test #6 and push it down into an outside loop (1 loop only & fairly tight).	A. Model comes out with wings level B. Model comes out right wing low C. Model comes out left wing low	A. No adjustment needed B. Add weight to left tip C. Add weight to right tip
Aileron Differential	Method 1: Fly the model towards you, before it reaches you, pull it up into a vertical climb. Neutralize controls, then half roll the model Method 2: Fly the model on a normal pass and do 3 or more rolls	A. No heading changes B. Heading change opposite to direction of roll commands (ie. heading veers to models & your left after right roll). C. Heading changes in direction of roll command	A. Differential OK B. Increase differential C. Reduce differential A. Differential OK B. Increase differential C. Reduce differential

		<p>A. Roll axis on model centre line</p> <p>B. Roll axis off to same side as roll command (ie. right roll, roll axis off right wing tip)</p> <p>C. Roll axis off to opposite side of model as roll command</p>	
Dihedral	<p>Fly model on normal pass and roll into knife-edge flight, maintain altitude with top rudder (do this test in both left & right knife-edge flight)</p>	<p>A. Model has no tendency to roll out of knife-edge flight</p> <p>B. Model rolls in direction of applied rudder</p> <p>C. Model rolls in opposite direction in both tests</p>	<p>A. Dihedral OK</p> <p>B. Reduce dihedral</p> <p>C. Increase dihedral</p>
Elevator alignment (for models with independent elevator halves)	<p>Fly model as in test #6 and pull it up into an inside loop. Roll inverted and repeat the above by pushing it up into an outside loop</p>	<p>A. No rolling tendency when elevator applied</p> <p>B. Model rolls in same direction in both tests</p> <p>C. Model rolls in opposite direction in both tests</p>	<p>A. Elevators are in correct alignment</p> <p>B. Elevator halves misaligned. Either raise one half or lower the other half</p> <p>C. One elevator half has more throw than the other (model rolls to the side with the most throw). Reduce throw on one side or increase throw on the other</p>
Pitching in knife-edge flight	<p>Fly model as per test no. 10</p>	<p>A. There is no pitching up or down</p> <p>B. The nose pitches up (the model climbs laterally)</p> <p>C. Nose pitches down (model dives laterally)</p>	<p>A. No adjustment needed</p> <p>B. Alternate cures:</p> <ol style="list-style-type: none"> 1. Move the CG aft 2. Increase wing incidence 3. Add down trim to ailerons <p>C. Reverse the above</p>



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.

The rota is always on the club web site

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

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