



# Flight Desk

October 2012

The official newsletter of Chesham Model Flying Club Ltd

Volume 24

Issue 5

## October 17th Club Night

White Hill Centre

### Chuck Glider Competition

We supply the wood, you supply the design and build it.

Longest flight wins the best prizel!

## Editors Ramblings



Another two months have flown by with very little actual flying time. It has also been holidays for me which is always a welcome break. How was yours?

I have continued with the petrol flying Acro Wot. Gradually learning what this new power and weight means to my style of flying. I think I am getting the hang of it but it is still a relief to put an electric model back in the air. At least I know what I am doing with that.

I have not stood still for long, though. I am already thinking about the "next" model as I have yet to experience the use of flaps. Discussions with various flyers at the field have continued to pique my interest, to the point that I think I have identified the model. All I will say is that it is a warbird, it is a 60 size but it will be petrol. The rest can wait for another newsletter when I can tell you how it's going.

Elsewhere in the newsletter you will see our erstwhile Secretary is standing down and a replacement will be sought from among the members. Not a particularly onerous task but essential to the smooth running of the club. We are also looking at the possibility of a Safety Officer (a role previously filled by Al). Again, not a particularly onerous task, but one that has an important place in any well run club. Both positions bring fringe benefits, not least the chance to be on committee with some other fine members. I hope to sit down with you soon!!

Finally, Chairman Dave refers in his Soapbox to an AGM proposal for a rule change relative to the use of 2.4GHz radios. Whilst this is a discussion item for the AGM it was felt that the members should have advanced sight of it. The proposal is featured at the end of the newsletter. This may help you in deciding how you would like to vote, or may even bring forward additional proposals. Remember, this is your Club, we the committee only act with your approval. Over to you.

As always, you can contact me, Colin Hooper @ [colin@wychwoodrise.co.uk](mailto:colin@wychwoodrise.co.uk)

## Secretary's Notepad

This will, regrettably, be one of my last "Notepads" - increasing holiday commitments mean that I am unable to attend sufficient Committee meetings!

A replacement Secretary is therefore required and hopefully a volunteer will step forward; this position is an elected post and would be ratified at the AGM. The main duties are:

- a) Submit Annual Return to Companies House. Notify changes, inform Accountants
- b) Attend Committee Meetings and AGM ( 7 scheduled), currently 3<sup>rd</sup> Wednesday at Whitehill Centre; prepare Agenda and take Minutes
- c) Book meeting dates
- d) Deal with miscellaneous correspondence
- e) Compile Notepad for Newsletter

I shall be continuing as Chief Flying Instructor and my flying activities will press on with unabated enthusiasm, of course - supported as ever by Mrs Lynn G who herself looks forward to retirement.

The "Winter" project has already started - another Warbird, this time a Japanese Navy dive bomber which featured in the attack on Pearl Harbour, the Aichi "Val".



This is a Chris Willis design, 84 inch span and has a fixed u/c. Definitely a "builder's" project, I have seen Chris's own model (at the Bickley scale meet) and picked up a few tips. His flew on a 90 two stroke, unfortunately I can't get a four stroke in the short cowl so have bought another 120AX, the same motor as fitted to the big FWTA152 so I will certainly have bags of power!

Early stages as yet but I have already prepared the main formers, basic cowl and wing halves/centre section. The wings have MASSIVE washout - 15 to 20mm under each wing tip and this is clearly visible if you go to the gallery on Chris's website (Willis Warbirds). Apparently the full size prototype suffered the dreaded tip stall and took similar action. The model's wings are virtually flat bottomed which helps enormously. (If you look at the Meister range of scale stuff you will see that their designs all use flattish bottoms rather than scale sections; my PICA Spit is similar, makes the model much more "floaty").

If anyone wants to take their "A" test I am more than willing to run you through the requirements but I urge you to read the BMFA "Notes" which are on their website - these give much more detail than the short piece in the BMFA Handbook. Be aware that we now look for a better "figure of eight"! You know you can do it!!

Enjoy your flying, see you at NG.

Cheers,

**Richard Ginger**

The events for the rest of the year are:

October 17 <sup>th</sup>	Club Night @ WHC, 8pm.
November 21 <sup>st</sup>	Committee Meeting @ WHC, 8pm.
December 19 <sup>th</sup>	Club Night & AGM @ WHC, 8pm.
December 26 <sup>th</sup>	Boxing Day Fun Fly @ Newground.

## Chairman's Soapbox

### **CMFC LTD. - AGM ( PLUS MINCE PIES & MORE ) - DECEMBER**

This is fast approaching, so if you have any issues regarding the club, or topics that you want discussed, then put them forward to the club Secretary, Richard Ginger, as soon as possible. Remember, - this is your club, our club, - it is without question one of the best clubs around, - it needs the enthusiasm and efforts of all the membership to keep it so. Time has simply flown by since the club was formed back in September 1988. Next year will be the club's 25th anniversary. Each year has been eventful

in some way or another. Next year could see some change to procedures out on the flight line.

( See Richard Johnson's proposal to be considered at the AGM in December ). Against this is our current 'Peg on' system, operated from Day One, but recently changed by concession where all members display their colour coded pegs on the pegboard. These as you all know are:- (RED) TRAINEE T, (GREEN) SOLO S, (BLACK) BMFA A, (BLUE) BMFA B, INSTRUCTOR I, EXAMINER E, CHIEF EXAMINER CE. The colour coding was designed as part of the club's safety strategy. The recent concession was for the pegs of those using 2.4GHz to remain on the board for the duration of their flying session. If you have a view on this or any other topic and want it to count, - then you need to attend the AGM, - don't leave it to others to shape the future of the club, - YOUR CLUB.

### **RICHARD GINGER - ( CMFC SEEKS NEW HONORARY SECRETARY )**

Richard, - The club's Honorary Secretary recently announced to the committee his decision not to stand for re-election for 2013. His reason, which is not a secret, is that due to other commitments in 2013 he stated that he would miss the May, July and September committee meetings. This, he said was - "Clearly unacceptable and contrary to the requirements of our Articles of Association." He added that this is not, unfortunately, a negotiable issue. However, he also stated - "My other flying commitments will continue undiminished."

Richard has been a willing and enthusiastic member of the Committee. He was co-opted by your committee in 2008 replacing David Turner. Thanks go to Richard for his contribution to club matters and his very professional approach to the task he undertook.

So ! ---- The club needs someone to take up the post of Hon. Secretary. If there is anyone willing and able to take up the challenge, - in the first instance contact me on my mobile - 07855 181230 or e-mail me at [davedesign@btconnect.com](mailto:davedesign@btconnect.com)

I will then inform Richard and the rest of the committee. If we do have someone before the AGM, then that person will be formally proposed at the AGM to take over the post. Richard, will then complete the handover of all relevant club documents and duties. If anyone is concerned as to what the duties are, - then by all means speak to Richard, who I'm sure will be happy to explain.

### **CMFC LTD. CLUB RULES**

In 2008, committee discussions over a 5 month period, ended with the club rules being re-vamped for the purpose of better clarity and understanding. The result did not alter the basic meaning of any existing rules, but the order of some was changed to reflect the degree of importance. Dave

Anderson distributed new A5 rulebooks at the 2008AGM, and laminated copies were posted on the notice boards at both flying sites. One way or another, this is set to change in some way, when the future of flight-line protocol linked to pegboard use is decided.

### **NEWGROUND FIELD - THE PITS LAYOUT**

This is a gentle reminder to help combat any misunderstanding or complacency, which can show up from time to time. We have, as you know, permanent marking of the patch and pits boundaries by dotted lines as per the layout plan displayed in the Club container, - Study this next time you visit if you've not done so already! In addition, the tubes in the ground are marked for our portable windsock, - its position should be selected to aid take off and landing, yet not interfere with it. Also note the permanent 'dead airspace' shown on the layout plan in line with BMFA guidance. This is a necessary safeguard for all members, (and guests), when moving between the loading / unloading point and the pits. It is very important that this is properly understood by all members.

The pits themselves, whichever position is in use, should not be over-flown. As indicated on the layout plan, the siting of the pits should always be crosswind, - ie at 90 degrees, to the wind direction. Also, the direction of circuits should be agreed and complied with by all pilots present. All pilots should stand together on the edge of the patch, not on the pit line. This means that there should be no one in the area between the pits line and the patch, with the exception of anyone taking a model out to fly, bringing back to the pits a model which has finished its flight, or using the pegboard. Anyone taking off or landing should always make known loud and clear their intentions; in particular to all pilots flying at the time, after first making sure it is safe to do so. The pegboard can be placed a metre inside the pits line, ideally with no models immediately in front of it.

Finally, - the frequency pegboard still has a necessary use. Please handle the board with care, - if you notice any damage to it, or any other club property, contact a committee member without delay.

# Members Ramblings

## Luton Minor 4a

### A Pictorial Progress Report

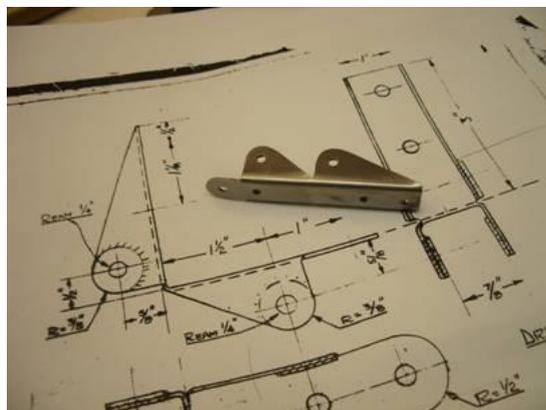
Back in November last year I wrote a bit about the history behind my decision to build a half size Luton Minor and described the initial building of the wing components. As explained I spent so much time making gussets, gluing the many components I really needed a rest from woodwork so decided to make some of the metal fittings for a change.

One of the first tasks was to make up a small accurate Bending machine with a micrometer adjustment in order to get the bending allowances just right.. The machine can be held in my Bench vice and can fold steel sheet up to 1.50 mm thick and 275.00 mm long.

I tried it out on one of the undercarriage fittings as seen in the following two pictures.



Having punched the holes and set up the bend allowance the first bend was made



One bend to go and then it's already for electro-plating



**Hinges; tailplane attachment plates cleaned up and ready for plating**



**One of the more complex pieces – the elevator control horn and central elevator hinge. sandwich construction for stiffness**



**Yes it will fit**

After making most of the fittings I once again felt in need of a change of pace and decided to go back to woodwork and start preparing the wood for the fuselage. Once again Cypris was selected as the forward end of the fuselage had some pretty tight bends to be manipulated.

The bench was cleared, nice clean sheets of white lining paper applied and the plan of the sides set out. Having done this the locating blocks were nailed in position thus forming an accurate jig suitable to make two identical sides. I made a note to remind myself that the gussets would need to be on opposite sides!



**All the components in place for a final check on the fit before the gluing was started.**

The glue used was Aerolite 306 and as for the wing construction test samples for each mix were made in case the Inspector appointed by the CAA appointed LMA inspector required to test.

Both sides were made up and over the course of the next few weeks at least some of the gussets applied



**Lots of pressure to ensure that every thing was perfectly square and equidistant about the centre line**

I decided to carry out a dry run of the boxing up of the fuselage and cut and dry fit all the cross members before taking it all apart and sheeting up the sides. Unable to get 0.80 mm Birch ply of the correct length the skins for the sides had to be made up in three sections exactly as on the full size. To achieve the required strength and stiffness the orientation of the grain was vertical on the end sections and horizontal in the middle.

The prospect of making twelve to one scarf's on the 0.80 mm ply was one that filled me with dread. Each scarf had to be three times longer than the ones made for the wing main spars and they were more difficult than expected.



**All squared up, symmetrical and ready to be taken apart**



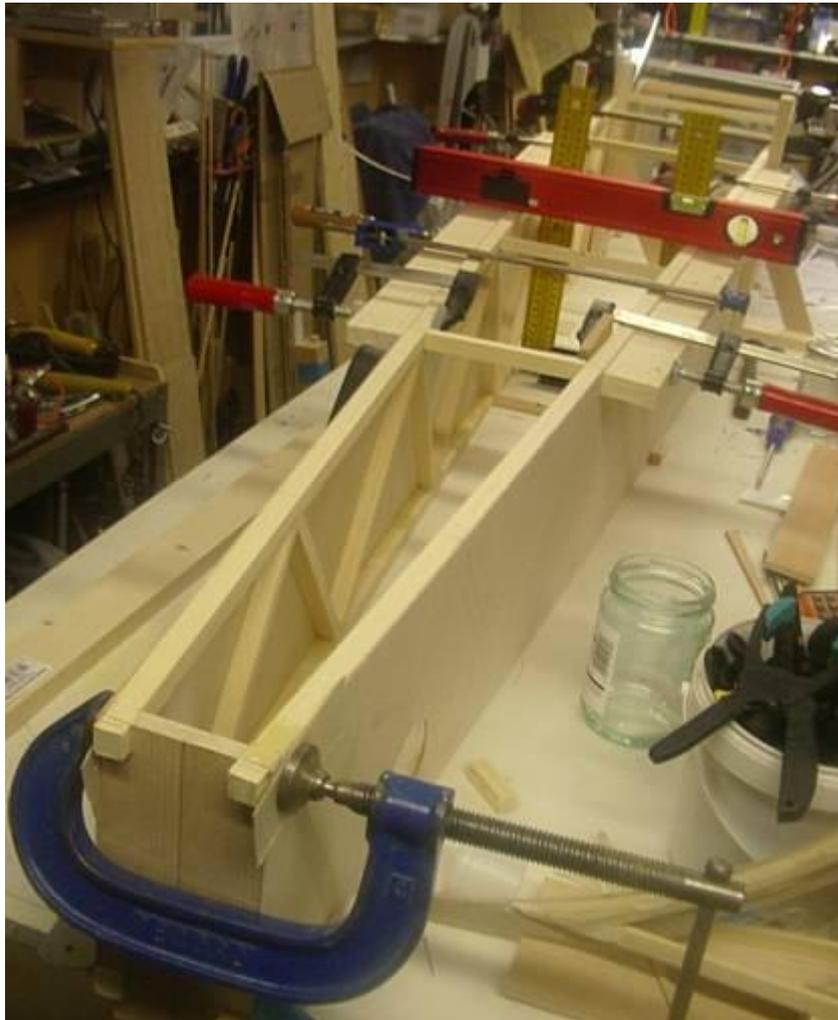
**Once the scarfs were roughed out on my scarfing rig they needed a bit of fine tuning before they could be glued together**



**Same technique used to glue the sheeting to the fuselage sides: Cascamite this time to give more time to complete the stapling**



**Now to put it all back together**



**Fortunately it all went back together quite well and the application of Aerolite 306 and many clamps had it all assembled ready to receive the remainder of the gussets**



**Each joint was gusseted**



**Having fitted the gussets in place the bottom of the fuselage was sheeted and the first of the bulkheads fitted**

The next task was to form the front end of the longerons and probably the job I feared most. These bends were quite acute and required soaking in boiling water, made difficult because of their position on the bench. See solution below!



**Setup ready to soak the longerons prior to bending**



**Steam, string and clamps eventually had the longerons in the front end of the fuselage bent to the correct curvature. Note the ply sides folded back out of the way ready to be glued in place after the longerons were secured.**



**Securing the longerons and framing the firewall.**



**With firewall in place the sheeting of the underside was finally attached, same procedure – Cascamite and many many staples**



**Whoever it was that observed you could never have enough clamps was dead on the nail.**

Making up the cockpit strengthening former, laminated from three lengths of 13.50mm by 3.00 mm Cypris and the sheeting it both top and bottom with the 0.80 mm used up every last clamp in the bin.

Next job was the fitting of the back of the cockpit and the formers for the turtle deck.



**With the back temporarily in place the curvature of the turtle deck was scribed in before cutting it to shape and gluing in place – more clamps!**



**Formers for the turtle deck in place before slotting for the stringers. Getting them all in line was a major worry.**



**Stringers glued into their slots and the short ply deck aft of the cockpit being glued into position. More clamps!**



**Looks good – now to make the pilot's seat, it's back just visible**



*Checking the fit of the fin and its metal fitting at the tail end.*



**The centre section of the turtle deck was made removable in order to access the electronics. Just four bolts hold it in place.**



**One of the four anchor points for the removable section**

Now that the fuselage is almost complete its time to move onto the fun bits; the Instrument panel; the seat; the pilots controls; throttle and mixture levers; rudder bar etc. More about these tasks at some time in the future.

In the meantime a taster of what's to come!



**Preparing to upholster the seat**



**First attempt!**



**Needs a bit of piping around the edges**



**Trying out a few ideas for the Instrument panel!**



**Looks the business, a few switches etc to add**



**Pilot should be comfortable but needs a head rest**



**Framed up ready for covering with 0.40 mm ply**



**Headrest installed**

So far so good - it's been a demanding but totally absorbing build and with lots more to do. I'll keep you posted.

As mentioned previously you are welcome to view progress if you are in the Dudswell area but do remember to telephone first, I'm out and about a lot and contrary to popular belief I'm not always in the workshop.

**Casey W** (aka Kenneth Walker)

## Events



The second of our two silent flight evenings took place at Pednor on Wednesday 15 August, the first in June having been a great success.

Given the somewhat variable weather conditions over the summer so far, happily we had fair weather on the night i.e. very blustery on arrival, calming down as the event progressed and everyone had an enjoyable evening.

My very lightweight Multiplex Fun Cub, which had acquitted itself so well in June, fell victim to the blustery conditions and I was lucky to get it back down in one piece! The upside is that it was easily repaired. And I learnt a valuable lesson, namely trust your instincts and if in doubt, don't fly. There is always another day.

On Monday 27 August our annual August Bank Holiday BBQ/Fun Day took place at Newground. Sadly, the weather was poor and the turn out was therefore modest.

We may need to consider further how we structure our two summer Bank Holiday BBQ's so as to address the trend of increasing bad weather over the summer whilst making each event more attractive to club members. Ideas to me (or indeed to any Committee member) please.

The AHA was back at Newground on Sunday 09 September for the GB F3C team trials. Surprisingly, the weather was ideal and there was a correspondingly good turnout and some truly excellent flying.

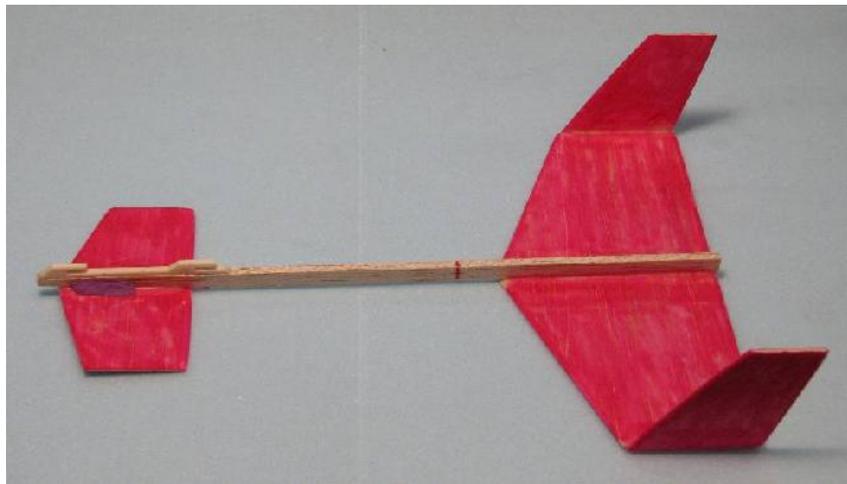
On a busy Sunday, I visited the AHA early and then I attended the Chris Foss Day at Old Warden, Bedford. The great man was there (plus his wife).

He proved to be a very skilled flyer, coming 2<sup>nd</sup> overall in the informal WOT 4 Foam-E limbo competition, having led for most of the event.

The guys from Ripmax were there too, showing off a number of Chris Foss derived prototypes including a splendid WOT 4 Extreme, with an 8ft wingspan and a 55cc petrol engine. More relevant to everyday modellers, Ripmax were also showing balsa 5s/6s lipo electric powered versions of the WOT 4 and of the Acro Wot, plus a radical new Fun Fly model designed by the current Nationals Fun Fly champion (he won the Limbo competition with a borrowed WOT 4!)

I am told that all of these new models will be available for purchase either in late 2012 or in 2013, but if past experience is anything to go by, don't hold your breath.

Forthcoming Events.



In an unavoidable change to our previously advertised schedule (Shahid Banglawala is sadly not available as he is judging an RC Aerobatic competition in France), our forthcoming Club Night on Wednesday 17 October 2012 at the White Hill Centre, commencing at 8pm will be a Chuck Glider Competition.

This should prove to be a fun event, with just a hint of nostalgia about it. Regrettably, I am unable to attend but our hard working Chairman has very kindly agreed to step in as Competition Director.

Models shall be constructed from building materials that will be provided free of charge on the night, but you will need to bring along your own superglue and building tools etc. There will be prizes for the longest flight (duration) and for the most imaginative/unusual flyable model (to be awarded at the AGM).

The full Competition Rules have been circulated to members by e-mail, but for ease of reference they are repeated below. Further copies will be pinned to the notice boards at Pednor and at Newground.

#### Chuck Glider Competition Rules.

1. The model should be constructed using the following materials, which will be supplied by the Club on the night: -

1 off 12" x 3" x 1/32" balsa sheet

1 off 18" x 1/4" x 1/4" balsa strip

3 off paper clips (for nose weight)

2. Competitors are to supply their own building board, superglue, craft knife, sandpaper, ruler etc.

3. The model should be made only of the wood specified above, with no strengthening enhancements of carbon fibre, glass tape etc.

4. A decorative surface finish may be applied at the designer's discretion.

5. 20 minutes will be allowed for designing and building, followed by 10 minutes for flight trimming.

6. The Competition Director will decide the number of flights per person, depending on the number of entrants.

7. There will be prizes for the longest flight (duration) and for the most imaginative/unusual flyable model (to be awarded at the AGM).

***Good luck.....may the best designer win!***

As the evenings draw in, the thoughts of many turn to Christmas. In a note for your diaries, may I remind you that the penultimate social event of the year is our AGM at the White Hill Centre on Wednesday 19 December commencing at 8pm. In addition to the customary festivities, there will be a number of important issues for discussion; more details thereof in the next Newsletter!

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

Andrew Rimmer, CMFC Events Coordinator.

E-mail – [events@cheshammodelflyingclub.co.uk](mailto:events@cheshammodelflyingclub.co.uk)

Phone – 07718 205480

## 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)

## **CMFC Rule changes to 35MHz frequency pegboard use and the 2.4GHz system.**

### **I, CMFC member Richard Johnson, submit the following proposal for consideration by the membership at the AGM in December 2012**

I propose that only a 35MHz frequency pegboard is to be used at the Newground and Pednor flying sites.

I propose that all future new members will only be permitted to join CMFC Ltd, on the understanding they only fly using the 2.4GHz system.

### **WHY A 2.4GHz PEGBOARD IS NOT NEEDED,**

#### **My reasons are:-**

1. No frequency clashes can occur on the 2.4GHz system.
2. I do not need to look at the members names on their frequency pegs or know their achievement level.
3. Flyers names do not need to be put on their pegs. If new members, who I had not previously met, were on the flight line, - their pegs would not tell me who is who.
4. The numbers of flyers on the flight line can be more than three, because electric flyers do not need to be counted. I would not fly I.C; if there were already three I.C. flyers on the flight line.

I suggest we have a CMFC laminated membership card, with the following information:-

Club name, Current year, Members name, Achievement level and BMFA number.

My Phoenix Model Flying Club membership card has such information.

This card could be attached to your flight box, in full view of any member, visitor or attached to your neck strap or on your trouser belt.

In all my years as a member, I have never been questioned, regarding information which is displayed on my CMFC peg, and I have never been asked to show my CMFC membership card.

At CMFC there has never been a situation where a pegboard has been needed to manage a queuing system. If queues were forming on a regular basis, then there may be a need to use a pegboard.

It is essential to use a pegboard for 35MHz fliers, to avoid frequency clashes.

Other Clubs, private flying fields and public displays, which I attend, do not use 2.4GHz pegboards, because they serve no useful purpose.

The 2.4GHz system makes sense; - no frequency clashes, no aerials to be extended, which means less chance of a crash or accident. Any flyer operating both systems is in my opinion asking for trouble. I have witnessed very experienced flyers forgetting to extend their aerials, resulting in the aircraft going out of range, and crashing.