



Flight Desk

October 2013

The official newsletter of Chesham Model Flying Club Ltd

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October 16th Club Night

White Hill Centre @ 20:00

Ken Faux

Powered Free flight F1C.

An interesting speaker about cutting edge competition .

Editors Ramblings



Some very good flying weather has been enjoyed by a few of us over the last 8 weeks. I managed to join in as time permitted and have really begun to enjoy my Edge 540. I had one mishap when an aileron pushrod came unscrewed from its clevis and there was a bit of aileron flapping on one side that necessitated a rapid landing. It turned out I had lost the whole rod and clevis from the servo end! I went to Slough for some replacement clevises and rods, and then I saw a Yak 54 in the most vivid yellow and black scheme. I succumbed to another whim purchase because the price was so reasonable and it has now become my third petrol engined model. It has been fitted with a 28cc engine which should guarantee a lively performance. I took it for the maiden flight and had absolutely no nerves as it started the take-off run, I was so confident that it would do the business. I had it six feet up and realized I was in trouble. It was all over the place and I assumed



that I had cocked up the CofG. A very shaky turn and run down wind convinced me that I couldn't risk another turn for a patch landing so I eased it into the long grass. The undercarriage mounting plate must have been glued with cuckoo spit because everything moved. The subsequent post mortem with the resident experts seemed to confirm CofG issues. Back at home the repairs went well and I rechecked everything. CofG was spot on BUT, the control surface movement was just too great. What I experienced was barn door movements as soon as I stirred the sticks and it was very twitchy. I have reset the mechanical linkages and, for the first time ever, utilised rates to set the deflections. Another step on the learning curve.....

The second maiden has been delayed by holidays but I still anticipate that it will be a non event, please!!

The recent period has been marked by more than one or two incidents at the field. Dave Anderson lost his Excalibur pattern ship whilst spinning it. The loss of control was eventually traced to a dead receiver battery. Steve Bull had a depth perception issue and "landed" at the top of a copse tree on finals with his S-Bach but repairs mean it will fly again. A chain saw was required for the recovery apparently. Every cloud though. Dave has replaced the lost plane with a cracking Sebart pattern style plane which

flies just beautifully.

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

Secretary's Notepad



The second of our two silent flight evenings at Pednor took place on Wednesday 21 August and was a great success. The weather was perfect, clear skies and no wind and the turnout was correspondingly good with a dozen or more club members (six or so actively flying) and a few guests/passing visitors dropping by. We all enjoyed a beautiful summer's evening, with some excellent flying taking place.

On **Monday 26 August** our annual August Bank Holiday BBQ/Fun Day took place at Newground. The weather was superb and the turnout was the best there has been for many years! I was particularly pleased to see a number of families and non-flying guests. The barbeque was put to good use and everyone had a very enjoyable and relaxing day's flying.

The third and final of our tri-club competitions (skittles and timed limbo) took place at West London's Harefield site on Sunday 1 September 2013. CMFC attendance was poor, but happily our only flying representative, Mike Martin, came a well-deserved 2nd equal in the skittles competition. The full results are as below:

Skittles:

1st – Paul Stead – 6 skittles

2nd equal – **Mike Martin** & Stuart Whitehouse – 3 skittles each

Limbo (number of passes under the tape in two minutes):

1st – Paul Stead – 14

2nd – Matt Dawson – 8

3rd – Graham Stone - 7

A very enjoyable day was had by all who attended, in excellent weather conditions. West London's Harefield site has a lot to recommend it and I would encourage more CMFC members to take part in the two 'away' fixtures of tri-series, which will be continuing in the summer of 2014 with a different mix of fun fly events.

Forthcoming Events

Our next Club Night is on **Wednesday 16 October** at the White Hill Centre, commencing at 8pm.

Our returning guest speaker for the evening is **Ken Faux**, who is a powered free flight specialist and member of the GB F1C team that won the European Championships this year. Ken also won the Individual British F1C Championship at The Nationals over the summer

Ken first represented his country in 1975 and has since be on a dozen or more GB F1C teams. Bringing along some of his state of the art F1C models/specialist parts for us to look at, Ken's presentation will be informal in style and he has promised to talk for as long as we want! Ken last appeared as a guest speaker in April 2012 and his talk was very well received. Ken's knowledge of his chosen sport is outstanding and his enthusiasm is infectious. Clearly, a night not to be missed.

By way of background information for those of you who did not attend Ken's last presentation, F1C is the FAI power class. F1C models are equipped with an internal combustion engine of up to 2.5cc and need to weigh at least 300 g per 1cc (i.e. minimum weight of a 2.5cc equipped model is 750 g). These engines are usually custom made for optimal power output and often yield 1 hp (0.75 kW) at more than 30,000 rpm. Many F1C models feature folding wings, to minimize the aerodynamic drag during the climb phase. Models are hand launched vertically in a truly spectacular fashion, search F1C free flight on YouTube.com for more information (eg <http://www.youtube.com/watch?v=kl75vnLuWWo>).

Finally, in a note for your diaries, our Christmas Club Night and AGM takes place on Wednesday 18 December 2013.

Any Other Business

It is around this time of year that the Committee's thoughts turn to events for 2014 and in particular, to the booking of guest speakers. The pool of available guest speakers gets smaller each passing year (a sad reflection on the age profile of our hobby perhaps?) and frankly we've invited most of the best ones! So once again, it is time for some lateral thinking, enlarging the pool to include people not necessarily directly connected with RC modeling and/or flying. In the past, many of the best suggestions have come from CMFC members bases on their own personal experiences, so come on guys get your thinking caps on!

On a related note, we have not had a properly appointed events coordinator throughout 2013, although I have filled in as best I can in addition to being Club/Company Secretary. This cannot continue in 2014. Unless the current Committee is able to fill the vacant position and/or receive more participation from the general membership in relation to the organisation of events, particularly Club Nights then regrettably, some events may not take place in 2014. This will be a topic for further discussion at our forthcoming AGM.

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

October 16 th	Ken Faux, Club Night @ WHC, 8pm.
November 20 th	Committee Meeting @ WHC, 8pm.
December 18 th	Club Night & AGM @ WHC, 8pm.
December 26 th	Boxing Day Fun Fly @ Newground.

Chairman's Soapbox

NEWGROUND - HABITAT SCHEME AND SET ASIDE

The field has been 'topped' by our regular contractor Simon Mead in accordance with our land management agreements. Any regulars at Newground may have noticed this was started several weeks ago but a machinery failure delayed completion. All's well now and as always a decent job has been done. Next year, 2014, the 'Top End' of our land completes its 20 year term in the Habitat Scheme. We are waiting for a response from Natural England who handles the scheme as to what future agri-environmental Scheme might be available regarding this land parcel. The 'West Side' of our land reaches the end of its Habitat agreement in 2016. All of our land parcels are clearly identified on the large laminated map on the notice board in the container at Newground.

NEWGROUND SHELTER

Our much-cherished 'Wildlife Observation Shelter' still looks as good as when we built it on site in 2006. It has been treated with preservative three times, - once when it was built and twice since, courtesy of member Pete Hodge. The windows have never been cleaned properly until now, - and the tables and chairs have also been cleaned. The cleaning of the tables in particular was well overdue. If you use the shelter, make sure you leave no litter behind, and the door is shut before you leave.

NEWGROUND PATCH

The enlarged patch at Newground has provided a 55% increase in area and now benefits members with larger models. Members Trevor Brunt and Jeff Denty keep it close mown, and it will continue to receive periodic Weed and Feed treatment and rolling to maintain it in good condition. The pits and patch lines have recently been re-defined.

OTHER FIELD MAINTENANCE AT NEWGROUND

Several members made comment about the track-side hedge being overgrown and that it could scratch vehicles. Our hedge cutting contractor has been too busy to attend and in respect of a vigorous cutback, our land management prescription with DEFRA does not advise major work as it can destroy wild berries which the birdlife may

depend upon during a harsh winter. However the hedge has been suitably trimmed and the track mown, - so this has hopefully solved the problem.

The roadside hedge has received the same treatment, - important to maintain good vision when exiting the field.

Next January / February before the bird nesting season gets underway our contractor will be carrying out management to the roadside hedge and hedges within the site.

On going also is the grass maintenance around the container / turn-around circle and either side of the shelter. Al's tree garden is also kept weed free and his memorial plaque is polished as required.

Network Rail

Some 10 weeks ago, I met up at Newground with Sheila Wilson of Network Rail.

She was there to discuss plans to replace the perimeter fence alongside the railway.



I am waiting to be contacted by the main contractor to sort out some strict rules for on-site working regarding personnel / equipment etc. and anything else that I / we can think of. I was amazed to see small trees growing out of the hard standing car parking area, - the contractor apparently will remove them all, - Nice one !

The fence type will be Palisade steel fencing 6 ft. high. All the existing fence posts will be removed, and taken off site. Normal fencing to be erected is bright galvanized steel with single point top. I said I didn't fancy a bright steel finish, so she has agreed powder coated black for our stretch and the same the other side of the track. It will not stand out like a sore thumb, - and will look similar to the image above that I 'Googled' (I remember when I was about 15 helping my dad paint all the fine mesh on his bird aviary black so the birds could be seen through it more easily). All the fencing will be grounded, as the power lines are in close proximity.

This initial project covers both sides of the West Coast Mainline from London to Rugby at a cost of around £20 million and must be completed by 2014.

Work at our field will start soon and should take around 2 weeks.

I will post an update in the container at NG when I have met with the contractor.

As always you should exercise care when flying not to overfly the railway. If you are uncertain with distance perception, - not easy especially if you are flying models that vary in size, you should politely ask someone present to stand by the boundary while you fly, - to assess whether or not your aircraft is being flown within our field.

INCIDENT AT PEDNOR

John Barber reported an incident at Pednor, believed to have happened weekend Aug. 31 / Sept. 01. Damage was not as bad as feared. Mainly bricks from front wall pushed off and broken glass in car parking area. Tables had been moved from flying field to the building. John moved the tables back to the pits area.

SECURITY

When visiting the club's sites, in particular if you are last to leave do a check on the following:- Padlocks on gates; Locks on Container / Shed / Al's tree and plaque; Al's bench; Toilet; Shelter; Bird feeding post / Bird bath etc. etc.

We all know the expected status of all of these, so if anything unexpected or out of the ordinary is noticed, then contact me or any committee member without delay.

If you think it's a police matter phone 101 to be connected, or if it's serious then 999.

AYLESBURY ATC AT NEWGROUND SUN 20TH OCTOBER – 11.00 AM

This event involves a visit by cadets of Aylesbury Air Training Corps to receive some hands-on experience of flying a model aircraft courtesy of our three club Instructors, Richard Ginger, Dave Anderson and Toby Newton.

There will be a chance for them to see other members flying their aircraft, and some of our regular fliers have already committed to attending.

Richard Ginger will also bring another model or two, probably his Meteor/5cylinder radial plus the Aichi Val.

Steve Bull with his large Pawnee.

Paul Baker hopes to fly his 1/4 scale Mustang & a Heli.

Toby Newton will bring his 1/4 scale Hellcat , 50cc Extra and his new gas turbine powered Grumman Cougar.

Steve Triggs will campaign some of his hanger.

Colin Hooper's petrol engined models + electric models.

This will be a normal flying day for all members who decide to attend with the exception of planned periods of trial flights for those cadets wishing to have a go.

Richard Johnson and Dave Humphrey will act as Event Co-ordinators.

There will a barbecue, (bring your own food).

This event is weather dependent, and at the time of me writing this, we have not yet received expected confirmation from the ATC of numbers attending.

If all goes to plan though, Andrew will send out confirmation of the event, or in the unlikely case of it not happening you will receive that information also.

Humpy

Competitions

Timed Flight & Spot Landing Competition

With last year's turn out for this competition being low due to inclement weather and this year being the first Tri-Club event to be held at Newground I was uncertain as to what the day would bring and as always the weather would be a major contributing factor.

The weather on the day was glorious and the turn out was excellent with 14 entrants, half of which were from the High Wycombe and West London clubs along with some spectators too.

After a pilots briefing and explanation of the rules the competition commenced in, (as always), a light hearted vein. At the end of the comp' I was quite amazed as all 14 pilots had a glide time of within 11 seconds of each other making the final results crucially dependant on final resting place of their aircraft to the target.

Results	Pilot Points	Pos'n
Toby Newton	43	
Colin Hooper	62	
Mike Martin	49	
Frank Dalby-Smith		26 2nd
Graham Stone	38	
Stuart Whitehouse		39
Glen King	74	
Dave Anderson	38	
Richard Ginger	30	3rd
Ken Beachus	102	
Mike Winston	89	
Gareth Hatcher	13	1st
Phil Camp		66
Matt	105	

I would like to thank all who turned out from pilots to spectators and helpers. Thanks are also in order for our guests from the High Wycombe and West London clubs for taking part and I hope their day was as enjoyable as it was for myself.

Ray Birdseye (CD).

Member's Ramblings

Summer has flown, by Flt Lt, Trevor Brunt



Well Hi chaps, "it's been a long time", but let's face it the last couple of years the weather hasn't inspired me to write a lot. I've been on some special operations which have taken up a lot of my time, I would like to tell you about them but you know the old saying, careless words and all that.

Anyway 2013, what a pleasant change weather wise, it took a while to arrive but hey, who cares, as long as it does the same every year. I have to say my flying skills seem to have let me down a little this year, not sure if this is due to lack of practice or old age? As some of you will know I bent my YT spit last summer due to a bad take off, and I made the same mistake again this year with my Century UK Mustang, not enough airspeed and too much elevator held in for too long. War birds are great once in the air, but not easy getting there.

Thanks to my old flying buddy Warrant office first class Jeff Denty, the Mustang will fly again. Jeff helps me with all my modeling tasks, what I mean is he does most of the work and I hold the tools. We have been working on a Top flight P-47D Thunderbolt which is being powered by a DLE 20cc gas engine. This will be completed soon as long as Jeff stops going on 8 week holidays! Another recent acquisition, Hanger 9's new Meridian similar to the Pulse but with a tricycle undercarriage, the power train for this is again petrol and will be fitted with the recommended Evolution 60 - 10cc which I was able to purchase at a very reasonable price from Steven Atherton.

There have also been some very impressive scale models at the flying field this year, Steve (I've got a big one) Bull's 1/4 scale Pawnee and also a great looking 1/4 scale Stearman. Both flew really well, although unless you have a transit van or a car of equivalent size forget it.

The enlarged flying patch has improved a lot of take offs and landings, well except for mine, and Colin Hooper is just a changed man since going all things Petrol. The turn out on August bank holiday Monday was a pleasant change and a good days flying was had by all. Also I have made a video of Flt Lt, Steve Bull's maiden flight of his Pawnee plus the 1/4 scale Stearman. If any member of the squadron would like to see it please let me know

Below is the Thunderbolt Cowl, not bad for an ARTF. Top Flite quality is very good, and Warrant Officer Jeff Denty's build quality is very good also!



Well chaps I look forward to seeing you all again soon, and to all those new recruits and squadron members I've never met. Who are you and where are you?

Biggles.

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. Toby is now available to train on Saturday following a job change.

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

October	12	Richard Ginger
	19	Dave Anderson
	26	Toby Newton
November	2	No Training
	9	Richard Ginger
	16	Dave Anderson
	23	Toby Newton
	30	No Training
December	7	Richard Ginger
	14	Dave Anderson
	21	No Training
	28	No Training