



# Flight Desk

October 2014

The official newsletter of Chesham Model Flying Club Ltd

Volume 26

Issue 5

## October 15th Club Night

White Hill Centre @ 20:00

### CHUCK GLIDERS

Bring your own glue, knife and straight edge

*Always an entertaining evening!!.*

## Editors Ramblings



This newsletter is, for me, the signal that summer is over and the winter is approaching. The next one is the December issue when flying becomes a very ad hoc event to be fitted in when the weather relents. That said, what a brilliant period of good weather we have been enjoying.

I have been attempting to stretch my flying by performing some of the B test manoeuvres in the hope that enough repetitions will reduce the fear factor from outside loops and spins. In the main it is working but I have to be honest and confess it is still a little hit and miss. Spins in particular can be very violent with the Acro Wot which makes counting the revolutions quite hard. I might have to experiment with another model to see if it is more benign.

What it has been teaching me is the use of the rudder when flying. I have one model which always yaws at the top of a loop despite trying to trim it out. I therefore have to apply rudder to keep it true. Now I need to apply my new found skills to 4 point rolls and always getting the rudder deflection the right way in the knife edge.

At our last committee meeting we had a stone thrown into the club pond which has ripples which can affect us all. As you will see further in, Andrew has decided to stand down from his position as club secretary. Our co-opted member Ray has also indicated that he wishes to stand down. As a consequence they will not be standing for re-election at the AGM. Now that obviously leaves us a bit shorthanded.

So, it's your club, how about becoming a little bit more involved. We only have 6 meetings a year and we are a friendly bunch. Think about it and if you need to be persuaded catch any one of us at the field.

As always, you can contact me,

Colin Hooper

[colin@wychwoodrise.co.uk](mailto:colin@wychwoodrise.co.uk)

## Secretary's Notepad



Our first Scale Day for a number of years took place at Newground on Saturday 9 August 2014, kindly organised by Toby Newton and with an invitation extended to the members of West London MAC and High Wycombe & District MAC. Despite the wind being somewhat blustery and in a changing and unhelpful direction, this was a very enjoyable day and a great opportunity to see the very wide range of excellent scale models that exist within all three Clubs. We had approximately fifteen flyers, including five very welcome guests. As ever, our trusty gas BBQ was much appreciated by all who attended.

Congratulations to Toby for taking the initiative to organise and promote this event. We hope to build further on this successful event in 2015.

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The AHA was back at Newground on Sunday 17 August 2014 (GB F3C team trials). Competitor numbers were significantly down this year and visitors probably outnumbered flyers. As always, the flying was of an extremely high standard and on a personal note, I was very pleased to talk with long time CMFC member Peter Christy, who had travelled up from his new home in Devon for the weekend.

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Our second Silent Flight Night took place at Pednor on Wednesday 20 August 2014. The weather was excellent and the turnout correspondingly good.

In a first for this event, Stephen Edwards very kindly provided hot refreshments. My thanks go to Mrs Edwards, who clearly did all the hard work in preparing the excellent hot dogs, of which I had more than my fair share.

There were a number of very interesting models on the night, including Steve Atherton's excellent Graphite 2E from Vladimir's Models, Ukraine. This high performance glider/hotliner is a 3.1m no compromise Kevlar/glass/carbon masterpiece; I have a similar 2E in a box in my garage, but have always been too frightened to assemble and fly it! Steve's demonstration of the model at Pednor has given me the courage to finally tackle the beast, work commitments permitting.

I flew my Blade 350 QX quad copter for the first time at Pednor and I don't think that I will ever tire of flicking the 'return to home' switch! This much maligned feature has enabled me to fly in a much more adventurous and confident manner than I would otherwise be comfortable doing, secure in the knowledge that so long as it maintains a solid GPS lock, the machine will never really get away from me. Establishing correct orientation and perspective can be a major problem with multi rotor's, given that they are small & nimble and usually symmetrical in outline

It was good to see a few old friends at Pednor, notwithstanding ill health issues and our best wishes go out to them.

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Due to appalling weather conditions, our annual August Late Summer Bank Holiday BBQ/Fun Day on Monday 25 August 2014 sadly did not take place. On a personal note, the weather at the BMFA Nationals at RAF Barkston Heath, which had been almost perfect on Friday, Saturday & Sunday, was similarly miserable on the bank holiday Monday. I couldn't pack up my tent quick enough and spent a sodden day as a tourist in nearby Lincoln (which as an aside has a great cathedral quarter).

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The third and final of our 2014 tri-club competitions was held at West London's Harefield site on Sunday 7 September 2014, The afternoon consisted of two separate rounds, one relatively easy and one more challenging - (1) egg race and (2) triple thrash.

CMFC attendees put up an excellent showing. Congratulations to Mike Kitchen, who won both events and also to Dave Anderson, placed second in one event and third in the other.

Special mentioned should go to Phil Camp, who has the distinction of being the only CMFC member to participate in all three of the tri-club competitions. Well done Phil, you are an inspiration to us all!

Subject to what I have said elsewhere in this Newsletter, I will continue to organise and promote the tri-club series in 2015 and hope to see more of you at next summer's events.

On a related note, I also encourage members to consider attending the 2014/15 WLMAC invitational indoor series, held at the Sports Hall at Vyners School, Uxbridge. More details are available directly from me - but

please note that the first indoor flying night is **Wednesday 01 October 2014, 7.30 pm to 9.30 pm**. Subsequent 2014 dates are **05 November** and **03 December**.

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Our third Club Night of 2014 takes place at the White Hill Centre, Chesham on **Wednesday 15 October 2014**, commencing at 8 p.m. We are repeating our ever-popular *Chuck Glider* competition, rules etc. as set out below. This will be a fun and enjoyable event and every one is encouraged to attend.



#### Chuck Glider Competition Rules.

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)

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

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

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

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

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

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!

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In a note for your diaries, our Christmas Club Night and AGM takes place on **Wednesday 17 December 2014** at the usual venue. Full details to follow in our December 2014 Newsletter, but as Club Secretary I am happy to receive suggestions, agenda items etc. at any time.

Any Other Business.

I am resigning from the Committee, effective as of 01 January 2015 and there is therefore a vacancy on the Committee from that date.

The role of Club Secretary is essentially administrative in nature; attending Committee meetings, taking and subsequently preparing formal Minutes (being dyslexic, I use a Sony digital voice recorder to tape meetings, which helps enormously in the preparation of Minutes and enables me to more fully participate in the business of the Committee); preparing draft Agenda in anticipation of meetings; filing statutory documentation with Companies House (done mainly online) & maintaining a set of accurate Club records; liaising and coordinating with the BMFA and other authorities; general duties as CMFC Limited Company Secretary.

Desirable qualities in a Club Secretary include being organized and methodical, possessing good attention to detail. Reasonable written English helps, especially with regard to grammar and spelling.

If anyone is interested in this very important position, please contact me for further information or please feel free speak to anyone who has previously held this post. I will of course do everything I can to assist my successor in his first few months in the position, as my predecessor too helped me.

It is worth repeating that we have not had a properly appointed events coordinator since 2012. I have filled in as best I can for 2013 & 2014 in addition to my role as Club/Company Secretary, but following my resignation from the Committee, this will not continue in 2015. If any one person (or better still, a group of individuals willing to share the load) wishes to volunteer for this role, please contact me or any other member of the Committee. In the absence of membership support in this area, the diversity and promotion of Club events will inevitably suffer.

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

October 15 <sup>th</sup>	Chuck Gliders @ WHC, 8pm
November 19 <sup>th</sup>	Committee @ WHC
December 17 <sup>th</sup>	AGM @ WHC, 8pm
December 26 <sup>th</sup>	Boxing Day Fun Fly @ Newground

## Chairman's Soapbox

### AL'S BENCH – WELL DONE OZ !

Club member Oz Marsh has restored Al's bench to its former glory, - I have thanked him for his time and effort. The club have reimbursed him for the products he purchased. I visited the field to have a good look at it - it looks fantastic, and certainly makes you aware of Ray Birdseye's excellent craftsmanship.

I stood there admiring it, (it was around 6.45), and my gaze was drawn particularly to the Spitfire carving. Immediately, I heard an aircraft approaching throttled back, I looked up, - it was only a Spitfire !!!! ---- Amazing !

Here is Oz's message to me, shortened slightly.

*Hi Dave, - I returned Al's bench after giving it a spruce up. I high pressure jet washed it and sanded it with a hand orbital sander medium grit when it was dry.*

*I did not use the Wickes oil provided but used a Ronseal product: 1L Hard Wood Oil for outdoor furniture. I purchased this with a light Cedar stain as the grey wood had not all sanded out, - this colour in the oil I feel has restored the bench to its previous glory. After 3 coats (flour paper rub down in between coats) I ran out, and so purchased the same product 0.75L, but without the stain so it went on clear. I gave the bench a further 3 coats.*

*I hope that every one especially Ray, who so lovingly made it are not displeased with the job I have done on 'Al's Bench'.*

## **HS2 LTD. / PROPOSED CROSSRAIL EXTENSION**

We have received correspondence from HS2 Ltd who are handling a study which would allow 'Crossrail' trains to access the West Coast mainline and terminate at Tring and then to provide a service from Tring through to Canary Wharf without changing at Euston. The trains would stop at several stations on the way and it would reduce journey times to the City by around 15 minutes. The requirement on our part would be to permit an Environmental study to take place on our land.

Your committee voted by a majority to allow this and we have signed an agreement with HS2 Ltd who will be paying the club for the survey to take place. This could happen in the next week or so in respect of a first visit. If you are at Newground and see anyone unconnected with the club arrive they will introduce themselves to make their presence known and provide some identity. It is not known how / if and when any proposal might / might not affect us at Newground, but this could be some 8 -10 years away.

Some information for your interest: -

Tring at the moment has 5 platforms, all capable of 12 carriage lengths. The longest Virgin trains (recently extended) are now 11 carriages. There are sidings on the slow line side, it is possible that any development most likely would be on this side. Some of the existing car park could be used, with another level introduced to compensate. Part of the car park is already 2 level.

The Crossrail trains would be using the same fast tracks, especially considering the tunnel downline at Northchurch which only has the 4 tracks.

In the London & South East Rail Utilisation Strategy document published by Network Rail in 2011, Tring was identified as a terminus of a possible northern extension of the Crossrail lines now under construction in central London. The report recommends the addition of a tunnel in the vicinity of the proposed station at Old Oak Common connecting the Crossrail route to the West Coast Mainline. The diversion of rail services through central London would enable a direct link from stations such as Tring to West End stations such as Tottenham Court Road and would alleviate congestion at Euston station; Crossrail services currently planned to terminate at Paddington due to capacity constraints would also be able to continue further west, allowing for a more efficient use of the line.

This proposal has not been officially confirmed or funded, - an announcement made on August 07, 2014 by the transport secretary Patrick McLoughlin indicated that the government was actively evaluating the possibility of extending Crossrail as far as Tring.

More on this as it becomes known.

## OUR LAND AT NEWGROUND

All of our grassland at Newground has been accepted by Natural England into Entry Level Stewardship (ELS) and Higher Level Stewardship (HLS). This includes the 'Top End' which has completed its 20 year term in the Habitat Scheme, the 'West Side' which still had 2 years left to complete its 20 year term in the habitat Scheme, and the 'South-East Corner' which has not previously been linked to any long term Scheme.

I have signed the agreement which will run for 10 years starting on October 1st. 2014. Annual payment will be £1,744 and the management prescription is similar to that of the outgoing Habitat Scheme.

## NETWORK RAIL - DUMPING AT NEWGROUND

Here is an edited transcript of an e-mail sent to my contact at Network Rail

Re: - Newground Field C.M.F.C. Ltd.

On Friday 12 September it was discovered that a number of items, - the result of recent Network Rail track maintenance have been discarded on to our property. Attached are jpeg images showing the articles. The list includes –

1. 20 + heavy duty plastic 'parts bags'.
2. Lead filled concrete / brick block.
3. 10 MPH sign.
4. 2 off M16 bolts.
5. 2 off Pandrol Clips.
6. 2 off metal Hold-down Clips.
7. 1 off 8 inch length of rail.
8. 2 Energy drinks can & bottle.
9. 8 off rubber shock absorbing pads.



Last Wednesday our set-aside land was topped and there were other pieces of brick smashed by the tractor unit. I am investigating whether any damage was caused. I have a 1 inch thick dossier of major dumping issues by Balfour Beatty and Jarvis when considerable track maintenance took place after the Hatfield train disaster. I had

meetings at the field with Railtrack / Balfour Beatty / Jarvis who were astounded by the sheer amount. The Environment Agency was also involved.

At the time there was the 'flimsy' post and wire boundary fence. Now we have the 6 feet high Palisade fencing, - it beggars belief that Network Rail employees are throwing it over the fence ! One should ask - 'Where else is this unacceptable behaviour going on'?

My committee are of the mind that an apology in itself would fall way short of the mark considering the hassle / collection and disposal of the articles.

Note:- They will not be dumped until I hear back from you, and could be available for inspection by Network Rail if you require it.

You will see from my message and attachments that this is a serious matter that needs to be brought to the attention of senior staff at Network Rail before the issue escalates in terms of us receiving a swift and satisfactory outcome for our loss in dealing with this matter, and a promise that such disregard for a neighbouring property and the environment will not be repeated.

Humpy

## Members Ramblings

Retired at last, by Flt Lt Trevor Brunt.



Yes chaps, this is the new me, finally free from all those every day boring tasks like working for a living. I know what your all thinking, about time you silly old fa\*t? Now I can concentrate on the important things, like sleeping, drinking, and flying model planes. I will of course have to give some time to her in doors, taking her for walks and the odd

DIY job but I'll still have time for you chaps.

My Seagull models J3 Cub fitted with Just Engines NGH GT17cc petrol power train, I was hoping to get her airborne August bank holiday Monday but thank god it rained!! Anyway she has finally been test flown thanks to RG, after which I had a little go, not bad but I let Richard land her. Second flight all



going well until the time came to land, chickened out yet again and called for RG's assistance, in error flicked the ignition kill switch and landed in the copse, luckily no serious damage just a very small tear in the wing covering, Richard then pestered me until I flew again, this time I did both take-off and landing, 'great'.

Once again I have to thank my old friend Warrant officer also retired, Mr Jeff Denty, for his help with the above, when I say help, I mean for building it.



This is my Hanger 9 Meridian, great model to fly, good ground handling very easy for anyone looking for a first low wing. However this has the Evolution 10cc petrol engine up front as recommended. I can't say I'm very impressed, seems reliable but still spits and fa\*t's

a lot even after a lot of running in?

Have also got to grips with my Topflight P47 Thunderbolt, very stable, and great to fly, and the DLE 20 petrol engine is just perfect, this seems to be becoming a 'must have' power train for some members both for quality and price.

Well boy's that's it, I've had enough enjoyment, this retirement business is hard work and I need my beauty sleep, so hope to see you all on the flight line.

BIGGLES.

Leon has been collating the log sheets again. This is the running total for this year up to 31<sup>st</sup> August. How are you doing. Could you do better?

NAME	TOTAL VISITS	TOTAL FLIGHT MINUTES	AVERAGE FLIGHT TIME (Minutes) PER VISIT	
Richard Ginger	68	2371	34.9	
Robert George	59	1271	21.5	
Colin Hooper	55	1499	27.3	
Steve Bull	46	1134	24.7	*
Trevor Mines	46	1093	23.8	(Includes 15 minutes boating)
Peter Hodge	41	1045	25.5	*
Paul Baker	29	923	31.8	*
Nigel Beaney	29	899	31.0	
Leon Coward	26	1247	48.0	
Richard Johnson	23	679	29.5	
Dave Anderson	23	640	27.8	*
Doug Brittain	23	472	20.5	
Steven Atherton	22	388	17.6	
Mike Martin	22	355	16.1	
Toby Newton	20	589	29.5	*
Oswald Marsh	19	1344	70.7	*
Trevor Brunt	19	505	26.6	*
Jeff Denty	18	432	24.0	*
David Jarman	13	478	36.8	
Andrew Rimmer	13	373	28.7	*
Jeremy Stephens	11	282	25.6	
Steve Langbridge	11	186	16.9	*
Robin Hodge	10	261	26.1	
Mike Kitchen	10	223	22.3	
Phil Camp	10	221	22.1	
Francois Van der Tang	10	104	10.4	
Steve Triggs	9	234	26.0	
Keith Vickers	9	209	23.2	*
Robin Thwaites	6	238	39.7	
Ben Martin	6	94	15.7	
Adrian Jack	5	281	56.2	
Dave Hobbins	5	156	31.2	*
Derek Russell	5	103	20.6	
Richard Dawson	4	237	59.3	
Trevor Whelton	3	96	32.0	
Peter Tilbury	3	83	27.7	
Michael O'Neill	2	46	23.0	
Bob Bennett	2	36	18.0	
David Gubbay	2	22	11.0	
John Owens	1	40	40.0	
Denis Whelton	1	32	32.0	
Con Lehane	1	24	24.0	
Marc Plummer	1	23	23.0	
David Farrel (Guest)	1	15	15.0	
John Barber	1	10	10.0	(10 minutes Boating)
Totals	743	20,993		* = Not all flight times entered onto log sheet



DATA FROM NEWGROUND  
FLIGHT LOGS  
1/1/2014 to 31/8/2014

## Safety Officer's Corner



This summer has been very kind to us fliers, reasonably light winds and extremely warm days. This has led to a few members to experiment with DLG gliders. For the uninitiated DLG stands for discus launched gliders. These gliders usually have a wingspan between 1000mm - 1500mm and are EXTREMELY light. They are launched as described ie: as if you were throwing a discus.

Having helped in the launching and subsequent trimming of these planes, and watched as they search for those seemingly invisible thermals I have become rather hooked on this offshoot of our hobby. These gliders can be bought for a relatively reasonable price, the dream flight Libelle as supplied from Motors and Rotors costs approx £150 ready to fly less receiver

I was wondering if enough members were interested we could perhaps have a DLG competition, maybe a 2 or 3 of rounds of timed flights. Food for thought maybe. Let me know you what you think. Honestly it's great fun.

On a more serious note, I've been asked to remind pilots that the track and container at NG are in the dead air space. Two or three members have told me that whilst assembling their models, planes have overflowed them as they were making their landing approach. This is against club rules and could lead to an accident. We as a club have not experienced a serious incident, please make sure that we keep that record secure. I know that we all do this for fun but as a hobby it's fraught with danger, so be AWARE.

Safe Flying.

Steve Bull

## Instructors Corner

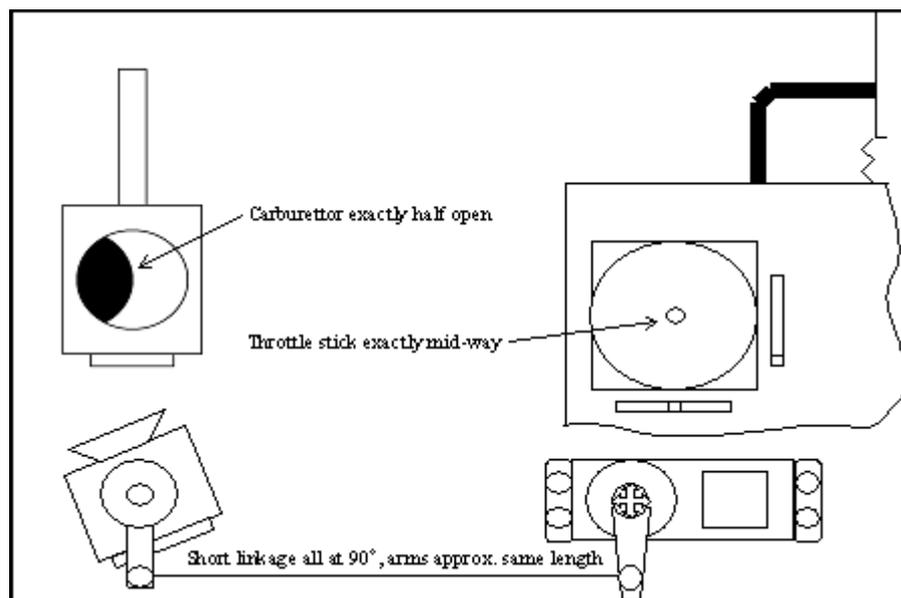
Congratulations to Nigel Beaney and Jeremy Stephens who both passed their fixed wing “A” Certificate tests on 6th and 7th September respectively. Nigel, a relatively new member, has put in loads of hours at NG on both electric and IC models, whilst Jeremy has been a member for a number of years and was finally persuaded to “go for it”.

Several people have been trying out manoeuvres as part of a future “B” test. Try to set yourself a target each time you fly rather than chugging/whizzing around aimlessly, stretch yourself a little at a time. Stretching is good, bending (your model) isn’t. The key to decent aerobatics is the ability to fly a consistent straight and level line both upright and inverted, plus proper use of the rudder.

There have been many issues at NG recently regarding model set up and I will only raise a couple or this article might go on and on...

Firstly, CORRECT C OF G. Unless you have a very light “Funfly” type of plane (e.g. Cougar, Limbo Dancer, Fusion, Jive) it is essential that your C of G is not too far back for stable level flight. No amount of exponential will solve this, it will merely disguise the problem. A disturbing number of ARTF “recommendations” are dodgy. So called “3D” positions and large elevator movements will get most people into trouble. I am unashamedly in the “nose heavy” camp – you can always take weight out/shift stuff around. A tail heavy model, even by a small amount, can be a real handful, whilst one that is slightly nose heavy will fly with more precision.

Secondly, THROTTLE LINEARITY. This means that your motor should have a progressive response throughout the stick movement, i.e you don’t want everything to happen all of a sudden at any point – this again will make control of rate of climb and descent far more difficult. “Finesse” is what we’re after. Go back to basics. Dial your radio to 100%/100% end point/travel adjust, set the trim and sub trim to zero or centre.



Set your servo arm at 90 degrees with the stick in the centre position and set the pushrod length so that the throttle arm is also at 90 degrees with the throttle half open. Most glow engines have a screw or grub screw which permits alteration of the arm relative to the barrel opening, some petrol engines also, if not you will have to arrange a different angle of attack. It is vital that you do not have any slop in the connections and that your servo can handle the loads. Vibration will easily ruin small plastic geared servos. Try to use a similar hole in the servo arm to give a similar spacing to that on the throttle and get as wide a spacing as possible. Set the servo end points to open and close the throttle fully, if you need silly numbers then change the hole position on the servo arm – it will save time if you disconnect the pushrod and offer it up to the servo arm before final connection. Next you can, if necessary, set a “throttle curve”, with the engine running, to achieve an electronically generated linear response. If your radio can’t boil an egg and doesn’t have this facility, use exponential instead – this will give at least some compensation for too little or too much response at the bottom end. If your radio can boil an egg and even manage to cook a four course meal you need to be able to find the correct recipe by reading the MANUAL or you will be a hostage to expensive technology!

It’s all a challenge, but that’s why we do it – is it not?!

See you at the field.

RG

## Club Training

Remember that training currently takes place at Newground with either Dave Anderson or Richard Ginger. 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
October	4	No training
	11	Richard Ginger
	18	Dave Anderson
	25	No Training
November	1	No Training
	8	Richard Ginger
	15	Dave Anderson
	22	No Training
December	29	No Training
	6	Richard Ginger
	13	Dave Anderson
	20	No Training
	27	No Training

**Committee**

Chairman	Dave Humphrey	07855 181230	<a href="mailto:davedesign@btinternet.com">davedesign@btinternet.com</a>
Secretary	Andrew Rimmer	07718 205480	<a href="mailto:events@cheshammodelflyingclub.co.uk">events@cheshammodelflyingclub.co.uk</a>
Treasurer	Bob Bennett	01494 864751	<a href="mailto:bob.bennett@wychwoodrise.co.uk">bob.bennett@wychwoodrise.co.uk</a>
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**Instructors**

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