



# Flight Desk

October 2015

The official newsletter of Chesham Model Flying Club Ltd

Volume 27

Issue 5

**October 21st Club Night**

**CANCELLED.**

## Editors Ramblings



The last newsletter mentioned the forthcoming maiden of the Zero which I was anticipating would happen soon. It happened and was drama free. Indeed the Zero is a dream to fly, easy to take off and land on its robust undercarriage and very fast if the throttle is opened. The only thing that didn't go to plan was the pilot chap I pictured. He looked pants when I sat him in the cockpit so I went with the manufacturers offering. Some you win.....

You will have seen that the October club night has been cancelled. We had hoped to run another "Chuck Glider" evening but there have been logistical problems with nobody available to organise and run it. I have said before that this Club has excellent facilities but things only happen if people step up to do them. All are volunteers and those that give their time do an excellent job. The problem is that there are not enough of them. We have been without a club night organiser in post for over 2 years. We have a Treasurer who has asked to be allowed to stand down and no replacement is in sight. The committee consists in the main of long time served members who have been there for 10 years plus. This is not healthy for any organisation. Simply put "YOUR CLUB NEEDS YOU".

There are only 4 club nights at Chesham and one of those is the AGM. What it needs is a member or group to adopt a club night. There is then much less work to do as it's only 1 night a year to organise and not very time demanding. It is very similar to the approach we take with competitions and we all know how much fun they are.

On a happier note. The Pednor site has been seeing a much higher usage rate this year with the local flyers organising themselves to let the others know they are going to be there. This has benefits in both safety and social aspects. Pednor is a good site for the smaller quieter models as well as being on the doorstep for many of us.

As always, you can contact me, Colin Hooper.

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

## Summary of Club Events in the next quarter

October 21 <sup>st</sup>	Club Night CANCELLED
December 16 <sup>th</sup>	AGM @ WHC, 8pm
December 26 <sup>th</sup>	Boxing day flying @ Newground
February 17 <sup>th</sup>	Club Night @ WHC, 8pm. "Winter Projects"

## Invitation to Indoor Flying

*Dear Club members,*

*All CMFC members are again invited to the forthcoming WLMAC indoor season 2015/16 held at the Sports Hall, Vyners School, Warren Rd, Ickenham, Uxbridge UB10 8AB*

*Dates/times are as follows:*

*2015 - 9 October, 13 November, 11 December.*

*2016 - 8 January, 12 February, 11 March, 15 April.*

*All at 7.45pm to 9.45pm, cost to be confirmed (usually around £50 per year)*

*I will be in attendance at each session; please contact me on 07718 205480 or at [d.andrew.rimmer@btinternet.com](mailto:d.andrew.rimmer@btinternet.com) for further details.*

*I can thoroughly recommend the indoor flying at Vyners; the WLMAC guys are a very friendly and welcoming bunch, some of whom are already known to us as past or current members of CMFC.*

*Regards,  
Andrew Rimmer.*

# Chairman's Soapbox

## **CMFC LTD. - AGM (PLUS MINCE PIES ETC.) - 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 Becca as soon as possible. She can be contacted on e-mail at [rebecca-jackson@hotmail.co.uk](mailto:rebecca-jackson@hotmail.co.uk)

This is your club, our club, - without question one of the best clubs around, - it needs the enthusiasm and renewed efforts of all the membership to keep it so.

We desperately need new blood (younger members) to fill the post of Treasurer for 2016 as Bob Bennett is stepping down and Membership Secretary in 2017 as Dave Anderson intends to serve for just one more year. If there is someone amongst us who has the time, commitment and necessary skills, the Committee would like to hear from you ASAP. More about the AGM in the December issue.

## **NEWGROUND - HABITAT SCHEME AND SET ASIDE**

The field is being 'topped' any day now by our regular contractor Simon Mead in accordance with our new land management agreements with Natural England. This applies to all our set-aside land which has been entered into Entry Level Stewardship (ELS) and Higher Level Stewardship (HLS) until 2025.

Our agreement lists the annual payment due, but despite several requests for a payment date for the 2015 Claim, I have not yet received that information. The failure of the Rural Payments Agency to get to grips with payments has already resulted in fines by the EU of around £1.3 million.

## **NEWGROUND SHELTER**

It was about this time now 10 years ago that we started the building of our much-cherished 'Wildlife Observation Shelter'. Once again it is becoming in need of a coat of preservative, and I will discuss this with the committee. If approved, then I will be seeking out several capable individuals to carry out the task. All materials will be provided. Also the water butts will be re-aligned using concrete slabs and blocks to replace the present railway sleeper off-cuts which have seen better days.

## **ANOTHER NEW MEMBER**

We welcome new member Robin Holloway (Trainee). This brings the total of new members joining in 2015 to 20.

## **Member's Ramblings**

### **NEXT PROJECT!**



Work has started on the Nick Zirolì “Zero” using the excellent Belair short kit of laser cut parts – ribs, formers and tricky sheet bits. I’ve also bought the matching cowl and canopy plus, of course, the plans – which are beautifully drawn. The power plant (major component!) is a Saito 60cc petrol three cyl.radial. Yes, RG is going petrol – at least for this project..... However, I’m using ASPEN synthetic petrol which has virtually no odour, is a much higher quality than pump petrol and contains no ethanol which is the bugbear of rubber bits in carburettors. OK, it’s more expensive but gets round my main hate of normal petrol – the pervasive smell if even a small amount escapes. I’m using the recommended Valvoline synthetic 2 stroke oil at not less than 20:1 and have put around 4 litres through the engine on my primitive test stand at NG. The Saito uses a barrel carb very similar to that on their glow engines with a small pump underneath. Adjustment is a conventional twin needle set up which is easy to tune, results so far have been very impressive – a tickover of under 1,000 rpm is possible. Above all, power is smooooth and vibration far less than any big single.

The Zero is 1/5 scale at 91" span and should come out at around 25 lbs. However, I have lengthened the nose by 2" to avoid several pounds of lead up front even though the Saito is a big lump. I did this with my "Tempest" for the same reason. There is an excellent USA website which gives practical advice on all matters warbird, written by guys who have current "hands on" experience, unlike some of the other "forum" websites which contain "advice" from dubious individuals. The site recommends lengthening many of the short nose warbirds where the firewall is very close to the wing leading edge. With care this is not a difficult mod. and some degree of disguise is possible by moving the cowl back slightly – the prop will stick out that much further but the advantages of the basic mod. are enormous. I wouldn't fancy doing this with an ARTF! The Zero ticks most of the warbird boxes – big wing, huge tailplane, good moment arm and inward closing retracts with a wide track and the wheels well forward of the c of g. My Tempest is still a problem on longish grass with its tendency to "peck" on take off and end of landing rollout, although I have done a few tweaks including having 45 degrees of "up" elevator available which can make for a challenging take off run.

Laser cut parts make construction so much easier but this is only possible if the plan is accurate, since the plan is itself scanned to a CAD file. Thus you will find that any imperfection in the drawings or how they are printed will be transferred to the cut parts and I always ensure that all formers are fitted from the "face" side as per plan – there may be a couple of mm. difference in their symmetry. Plans by designers like David Andersen, Jerry Bates and Nick Zirola are decent, honest work but experience in scratch building is essential.

Many hours work ahead!!

RG

## Safety Officer's Corner



When I took up this hobby of ours some 10 years ago I realised that I had much to learn and that has been one of the joys. Existing members were always on hand to offer much needed advice and I realised that certain members seemed to specialise in various aspects, electrics, engines, trimming etc.

Glow engines prevailed 10 years ago and that was the route I followed. However in 2010 I decided to try a petrol engine that were just being promoted. After choosing a model to accommodate what at the time seemed a monster engine a DLE 55cc, I set about building a Farmhand, a truly ugly plane but suitable to learn about petrol engines.

Now the problem was no one else had a petrol engined model, that meant a steep learning curve, ignition packs, plumbing, kill switches etc. The internet was a useful source of information and with a lot of trial and error

the project was completed. This gave me a lot of experience using petrol engines and I now own several.

Move on 5 years and the models that now prevail at NG are petrol powered, some are even changing from el\*\*\*\*\*c! It has been a pleasure to help when asked, about all aspects of petrol installation.

Lastly, my models over the last couple of years have taken an unhealthy interest in all matters arboreal. Most recent was my Valiant, a large high wing model that suffered a structural failure mid-flight. Despite my best efforts I lost control and ended up a large tree. Once again Richard Ginger was on hand and kindly scaled the tree and retrieved the debris, many thanks to him to Trevor Brunt and Geoff Denty for all their help.

That's all, and remember that safe flying is no accident.

Steve Bull

## Instructor's Corner

A few words regarding “Solo” status. Although your initial flights and basic training usually takes place using a Club Trainer/ Buddy box system it is our policy that “Solo” clearance is only granted using your own model and equipment minus any flight aids and without direct assistance from an Instructor. You must be able to demonstrate an acceptable package of skills including consistently safe flight but also communication with other pilots and the ability to set up ready for take-off. You should be familiar with the features offered by your radio gear and be able to trim out your model.

There is sound reasoning behind this: if you are at all serious about learning to fly you will want to get your own model. This at least means some degree of building/assembly/radio installation although it is possible to buy a complete package where most of this is done for you. I would seriously advise against the foam/lightweight stuff fitted with various gizmos to ensure stable flight because a) you will at some stage have to learn to fly without and b) most of these are really aimed at the local park and do not have sufficient size or weight to handle a good breeze. Also, these inevitably come complete with a transmitter, etc., and you will find that the radio gear is not normally useable with further models. Think very carefully before you buy!

Most trainers have reasonable instruction leaflets and I don't think you can beat the Irvine Tutor Mk2 at around £80 – it is suitable for both i/c and electric power. With a suitable transmitter (I'd go for a six channel 2.4Ghz set) you will have already bought stuff which will serve you in the future rather than having spent out on a limited starter pack which the model shops/websites will be keen to sell you. The latest Tutor will fly all the “B” test manoeuvres except a true spin and above all it will handle a wide range of windspeeds. If you are only comfortable flying in winds up to 10 mph you will not get much flying!

All trainers, however are NOT the same – look at the wing planform, wing section, size and weight. Get something suitable and learn to fly it until you are confident and competent. Practice touch and goes, accurate landings and learn to fly a straight line on demand. Try simple aerobatics and inverted flight when you are confident. Above all, stick at it!

RG

## Club Training

Remember that training currently takes place at Newground with either Dave Anderson, Simon Adams 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	3	No Training
	10	Richard Ginger
	17	Dave Anderson
	24	Simon Adams
	31	No Training
November	7	Richard Ginger
	14	Dave Anderson
	21	Simon Adams
	28	No Training
December	5	Richard Ginger
	12	Dave Anderson
	19	Simon Adams
	26	No Training

### Committee

Chairman	Dave Humphrey	07855 181230	<a href="mailto:davedesign@btinternet.com">davedesign@btinternet.com</a>
Secretary	Becca Newton		<a href="mailto:rebecca-jackson@hotmail.co.uk">rebecca-jackson@hotmail.co.uk</a>
Treasurer	Bob Bennett	01494 864751	<a href="mailto:bob.bennett@wychwoodrise.co.uk">bob.bennett@wychwoodrise.co.uk</a>
Membership	Dave Anderson	01494 583127	<a href="mailto:david.anderson267@ntlworld.com">david.anderson267@ntlworld.com</a>
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Co-Opted	Toby Newton		<a href="mailto:tkracing@hotmail.co.uk">tkracing@hotmail.co.uk</a>

### Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127
Simon Adams	07970 409831