



Flight Desk

April 2018

The official newsletter of Chesham Model Flying Club Ltd

Volume 30

Issue 2



Editors Ramblings



Our last Club event was the February winter projects evening which featured 7 projects and attracted 27 members. Always a good evening, it was gratifying to see so many there. We have yet to see any of the models on display have their maiden at the field, but the Ju-88 has been pictured in its final colour scheme with the engines having their first run. Not long now, I guess, if the weather ever stops raining.

We have had some dry days this year and Trevor Mines took the opportunity to maiden two models on separate visits. If you are a follower of the official club Facebook page then you will have seen the pictures. If not, go to <https://www.facebook.com/groups/1939424772973439/> and see them for yourself.

Another model was maiden in April, one that had not been purchased before the February club night. It had, however been the subject of much discussion for many, many months. Austen flew the Seagull FW-190 with a DLE 55 just 3 weeks after he clicked on the buy button. Why he didn't commit sooner is a mystery because the model flew on rails and looks very impressive in the air. It will be fascinating to see it flying in the air at the same time as the JU-88

The new regime at NG whereby the gate is kept closed but unlocked whilst you are at the field has worked very well and has met with universal approval. If you didn't read the email then a reminder that the need to keep access available for the emergency services if there is an incident at the field was the priority driver. However, you need to be careful to ensure that vehicles are kept secure and not leave temptation on display in the parking area.

Finally, this newsletter is a bit one sided as it leans towards the Newground side of the club. It is not a deliberate snub to the Pednor flyers it is just that they do not contribute to the newsletter. If you fly there, we would like to have regular updates on what's going on. I can guarantee you will be published and who knows where it may lead!

As always, you can contact me, Colin Hooper.
cmfc.colin@gmail.com

Summary of Club Events in the next quarter

May 16 th	Committee Meeting @ WHC, 8pm.
May 28 th	Newground Bank Holiday BBQ/Fun Fly
June 20 th	1 st Silent Flight Evening @ Newground, 6pm 'til dusk.

Club Matters

The Membership Secretary reports that the Club currently have 99 members following the AGM renewals. This means we are at our lowest membership for many years. A sign of the times?

It was partly because of this that the Club Facebook page was made into a public group so that we can be read by a wider audience. Only members can post to it and requests to join the group are only granted to CMFC members. This may attract like minded flyers to come and join us as a Club.

It is fast approaching field maintenance days. Timing is very weather dependant and Pednor have already cancelled the roller delivery 3 times as the rain won't stop.

Newground maintenance organiser Peter Hodge reports "[The patch is in good condition, even though we have had some really wet times. Trevor has managed to get his first cut of the grass, looking really good, a big thanks Trevor. We are hoping that the patch will be dry enough to roll in the coming weeks.](#)" Watch for the email confirmation when a date is finally agreed.

Chairman's Soapbox

NEWGROUND - ENVIRONMENTAL STEWARDSHIP and BPS

I have submitted our claim form to Natural England for 2018 Environmental Stewardship (comprising Entry Level and Higher Level Stewardship). This is a 'paper claim' relating to our signed agreement to terminate in 2025. I have also completed our 'on-line' claim to the Rural Payments Agency for the Basic Payment Scheme (BPS) year 2018. I am currently investigating claiming for our trees and hedges at Newground.

NEWGROUND PATCH + FIELD MAINTENANCE

The patch at Newground was planned to be rolled in late March. Pete Hodge has now delayed this to a later date due to the continued rain, - will it ever stop? Also the track has suffered with many low spots, evident when they fill with water. I personally have not seen the track deteriorate as badly before, considering that it wasn't long ago we had a lorry load of scalpings to re-instate the surface.

Richard Johnson has arranged for a large bag of scalpings to be delivered for targeted repairs to these 'potholes'.

Please be aware of your speed along the track, - it should be limited to **10 MPH**. Any faster, together with multiple gear changes will see the track surface quickly deteriorate. Please do your best to comply, - thanks!

'BACK IN TIME' - JUNE 1993 ----- A LETTER FROM YOUR CHAIRMAN

Well, we've finally done it – well almost! We are now Chesham Model Flying Club Limited, (Official), - and nearly the proud owners of our very own flying site.

This would not have happened had it not been for the allegiance of all members backing the committee in carrying out this mammoth task which has taken one year and six months to complete. Our never say die attitude has triumphed over the many obstacles that needed to be overcome, and the overall achievement must rank as one that would be a hard act for any club to follow.

In true 'academy award' style I would like to pay tribute to the following people.

To all the members of the club for their vocal and financial support and without whom there would simply not be a club.

To my fellow committee members, for acting as a sounding board for my outrageous ideas, and to argue rationally about the best way to proceed.

To the late Mr. Hunter of Newground Farm whose kind gesture in offering his land for our use made all this possible.

To Richard Hughes, Mr. Hunter's son-in-law, solicitor of Swatton Hughes & Co., Tring, who from the very beginning has supported us and always acted in our best interests.

To Roy Nudds and Roger Bellingham, General Secretary and Site Liaison Officer respectively of the BMFA for their help.

To Mick Presland of the Eastern region Sports Council for support and advice at the planning stage and to all other individuals who wrote letters of support to the planners.

To the planners themselves, i.e. the Planning Officers of Dacorum Borough Council, especially Hilda Gibbons, who were always ready to consider on a ‘no prejudice’ basis, any information in support of our planning applications.

To DOE Inspectorate in Bristol and in particular the Inspector who decided that our planning appeal against the short timescale imposed by the council should be allowed in our favour.

To the Executors and beneficiaries under the will of the late Mr. Hunter who agreed to sell us the land and accept our offer.

To Tim Bingle of Seymour Taylor & Company at High Wycombe who handled the setting up of the Limited Company.

To Russell O’Flynn of Illiffes in Chesham who handled the conveyancing of the land purchase.

To our bank, the Midland, particularly Trevor Walker of the Enterprise Section in High Wycombe whose enthusiasm for our scheme enabled the bank’s support, which left them as the only lenders who were prepared to assist us with the land purchase.

To Lady Luck for the transference of the 5 year set-aside agreement, and now the forthcoming revenue from MAFF.

To my ol’ mate Gordon Hancock whose written word is a force to be reckoned with and as all members will know has dealt with all written communications to all and sundry throughout.

And - finally to myself, a small pat on the back (it beats the usual kick in the teeth) for being always optimistic, never taking no for an answer, and for ignoring the ‘Prophets of Doom’ who, from time to time, were all for ‘throwing in the towel’.

Make no mistake; - this is a success story of the highest order. For sheer persistence and determination we fully deserve what has been achieved. To succeed takes teamwork, faith, a bit of luck perhaps, but most of all a resolve to make it happen. If all these ingredients can be embodied in the future decision making of the club – then the sky’s the limit.

Good Luck and Happy Days (& years) Ahead ----- Dave Humphrey

A LITTLE BIT OF HISTORY – 1990

The gales saw considerable damage to the club hut. Some of the corrugated tin roof panels were blown off ending up at the far end of the field by the road. John Barber purchased replacements and climbed on the roof to complete repairs.

A club logo competition was organised and won by Geoff walker. Mike Humphrey turned this into finished artwork, saving the club £55. The logo

was emblazoned on the blue sweatshirts the club sourced from B'Loony in Chesham.

Following the success of the club's September Fun-Fly competition, we managed to con the Aylesbury club into a Fun-Fly challenge match. It was held in January at Aylesbury, - Talk about cold! – but we won. Individual winners were new members 1st. Dave Wilshere, and 2nd. Trevor Skedge with Mike Smart of Aylesbury 3rd.

Bank Holiday Monday (May 7th.) with no flying at Chesham, we put on a display at Misbourne School. We were the main attraction with 30 models and 7 flyers.

Humpy

Member's Ramblings



During the winter I decided to build a Ben Buckle Majestic Major. I intended to eventually fit a 70 Four Stroke glow after initially electrifying it. The Tornado Thumper is mounted on a bracket onto the beech bearers. The 4s 4500 Lipo easily fits in and without much modification all could be removed to go glow.

I only had about 5 minutes flight due to a breezy day. I will most likely leave it electric so it will be suitable for Silent Night evening.

For many years I wanted to build a Ben Buckle Double Diamond and to that end I bought the kit and an ASP52 Four Stroke Glow which will be my winter 18-19 project. Currently I am completing a Wot 4 XL with an ASP 120 Four Stroke Glow purchased from Hobby King for £140.

Lastly I would like to thank all those club members for the encouragement to continue in the hobby after "retiring from it"

Trevor M.



WINTER (!) PROJECT



Yes, it definitely feels like winter and the recent weeks have been horrendous - although the hardy few have snatched some flying whenever possible.

The Junkers 88 is now at the final stages of paint/decoration. Decals have arrived - Pyramid Models again!- and I only need a couple of days of decent weather to finish things off. Spectrum/Spectra paints are easy to apply straight out of the spray can but I have found a couple of "rogue" cans where the shade of dark green was very slightly brighter than my other stock. I have now marked these cans indelibly so I will only use them for a first coat.

It's the same green as the big Zero plus olive drab which gives an acceptable camo finish. Light greyish blue/green underneath with a yellow fuselage band and under the wingtips for better visibility. The wing section is relatively thin so on approach I will need all the high vis I can get....

I'll leave the weathering and details until later but will probably have two cockpit figures installed in their unpainted state. Everything works and I am quietly satisfied with the accessibility of all the crucial components.

I've not run the Laser 100's but these will have ample power, it is not good practice to have an underpowered twin. A pair of decent 2" alloy spinners from Just Engines complete the front end and JE supply the correct adapter for the Laser crankshafts. Attempts with a plastic spinner failed because the prop hub masked the two holes for the front cap screws. The alloy jobs fit after a bit of careful filing plus I can, if necessary, use a

starter to spin up for priming. There is just enough room to choke the carbs by hand and Lasers will start readily with a back flip provided they are sufficiently "wet" and set up properly - i.e. with throttle almost closed.

I don't use a starter even on the big 300v twin these days. The on board Sonictronics system delivers a healthy orange glow and is fully adjustable for end point and stick movement, plus I have a toggle switch in the radio lead so I can isolate the plugs. Again, when properly tuned a Laser will run without additional plug heat and it is recommended NOT to try tuning with the glow activated or glowstart attached. Nevertheless it is a "belt and braces" fitting for peace of mind and convenient starting. Any problems with Lasers are invariably due to owners who simply don't listen to the factory's advice.

A trip to RAF Cosford is planned in a week or so when I can look at the real thing close up; they also have a Bristol "Bullet" and the only surviving Hawker Cygnet - both of which I have in my model flying collection. Sadly I don't think much of their stuff will fly again, unlike the aircraft at Old Warden.

I hope to have this model ready for ground running/test flights by a couple of weeks into April. Fingers crossed!!

RG

Safety Officer's Corner



Newgrounds patch had its first cut recently which made me realise that it kick-starts a new season of flying for us. It has felt like a long winter this year, and whilst the usual handful of regular fliers have braved the weather it will be good to see a few more on the flight line.

After a prolonged break from flying it's worth not only checking your models for the obvious things like loose hinges, clevises. pushrods etc but to refamiliarise yourself with your transmitter. With more complicated setups and multiple models it's easy to forget which switch you assigned to each task. I actually watched one pilot a few years ago on his first flight of the season fumbling with his switches during the landing phase and inadvertently raised the undercarriage when he thought he was lowering the flaps!

Don't forget either to check and cycle your batteries including the transmitter, as this one is often overlooked. In fact I wrote last year asking how old your transmitter battery is. We tend to replace receiver batteries especially after a crash but expect the transmitter battery to go on forever, forgetting that they only have so many charge cycles.

As far as safety matters go, 2017 was a very successful year and was further enhanced by some changes to the flightline at Newground. I'm pleased that all of the fliers have embraced these changes, as they have proved to be popular.

Finally, as you may have read, four of us at Newground are joint owners of a large petrol engine plane. This is a project to test a new engine for Laser engines. When we are up and running we will offer flights to other members who perhaps have not flown a large or even petrol plane before. These will be under supervision and on a buddy box, depending on experience. I hope that some of you will take up the offer.

Safe flying.

Steve Bull

Club Training

Remember that training currently takes place at Newground with either Dave Anderson, Simon Adams Austen Pearce 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
April	7	Dave Anderson
	14	Simon Adams
	21	Austen Pearce
	28	Richard Ginger
May	5	Dave Anderson
	12	Simon Adams
	19	Austen Pearce
	26	Richard Ginger
June	2	Dave Anderson
	9	Simon Adams
	16	Austen Pearce
	23	Richard Ginger
	30	Dave Anderson

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Karen Wyrill	01494 785143	ka.wyrill@gmail.com
Treasurer/Members	Richard Johnson	01494 725669	treasurer@cheshammodelflyingclub.co.uk
NG Groundsman	Pete Hodge	01494 785143	brendahodge@talktalk.net
Pednor Groundsman	Geoff Wyrill	01494 785143	g.wyrill@gmail.com
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Dave Anderson	01494 583127
Simon Adams	07970 409831
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