



# Flight Desk

April 2019

The official newsletter of Chesham Model Flying Club Ltd

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## Editors Ramblings



Everything is running a bit late this month. After several weeks of cold spring weather it has finally perked up and my mojo is returning.

We had a very successful twin maidening last Wednesday (no, not a twin! But 2 different models!)

Austen flew his Spitfire after much tinkering with the engine and the retract oleo. A very good flyer without being stupidly fast, shall we agree it was flown very scale like.

I had the very first flight with the Dewoitine D520 which first appeared at the February "Winter Projects" evening. It also flew very scale like, no over powered, but looked good in the air.



We both look forward to many more flights.

The upcoming Easter weekend is looking promising. We anticipate the BBQ being deployed if you want to bring something to cook on it. We are planning a Whitsun bank holiday BBQ flying day for the end of May which the club will cater, courtesy of the Nigel Bean fund. Watch for the confirmation email.

Colin Hooper  
cmfc.colin@gmail.com

## Club Matters

The club secretary, Karen Wyrill, has stood down from her role for personal reasons. We are grateful for the effort she has made in filling the position. We have had an offer from another member to assume the role so an announcement will be made soon to identify the member.

The February club night was particularly poorly attended for various reasons. Those that made the effort saw some of the models that will grace the field in 2019. They also had the chance to spend an hour chatting with members of the club that they may not have seen before. It was unfortunate that the evening was blighted by illness and holiday commitments but such is life!

The April evening has not been arranged as there was insufficient interest expressed. My personal apologies to Simon Adams who had offered to be the speaker. Perhaps we can try harder on a future date.

The next club event we will try is the May bank holiday BBQ which will be the 27<sup>th</sup> of May. We will confirm the actual arrangements closer to the time.

Summary of Club Events in the next quarter

May 21 <sup>st</sup>	Committee meeting @ WHC, 20:00 (Tuesday)
May 27 <sup>th</sup>	BBQ & Flying @ Newground
June 19 <sup>th</sup>	Silent Night @ Newground 'til dusk

## Membership Report



We are 110 members strong with 102 flying members. We welcomed Mark Honman, Barry Thorp, Martin Phillips and Brian Sandy to the club since the last newsletter. I have been at the field with all of them and hope that they will continue to enjoy clear skies and safe flying with us going forward. We have other potential members who have visited our field as

well as email enquiries recently so more news to come. The sport of model flying still appears to be going strong.

## Pednor Report



Hi everyone,

The search for a Pednor mower has been successful and it has been put to good use on the grass between the hut and the field and the flying patch.

A maintenance day was held at the end of March when the patch was hole filled, rolled and generally tidied up. The parking area was also cleared and now looks as good as is possible bearing in mind the age of the concrete pan. At least you can see what you are parking on now. Thanks to Ian Scottow and Graham Best for mucking in with Steve, Colin and myself.

More efforts are planned to secure the stability of the brick piers that the bench seats perch upon. The work just needs a clear weather spell.

Geoff

## Newground Report



Newground has had the first patch cut by Steve Bull and an outfield cut by the contractor. It is looking pretty good.

The rabbits are, however, taking a toll of the patch with their scrapes. A maintenance day will probably be needed to do some hole filling during the coming weeks.

Peter Hodge

## Member's Ramblings

### SCALE MATTERS

My new Messerschmitt BF109 has flown successfully; all the Meister plans are a scale flier's delight – no vices and reasonably accurate. I build in plenty of washout although the Meister plans do not show any and it is certainly true that a wing built completely flat is easier to produce accurately. Obviously washout must be equal on each wing or you



will have corrections to do at the trimming stage, minor adjustments are OK. I have a deep respect for the TJD team who build their own models and I have been privileged to pick their brains on numerous occasions –most of them also build washout on ALL their aircraft. Although ground handling is skittish due to the narrow U/C track I have angled the legs as far forward as possible whilst still retaining retraction flat into the wing and setting this up was the trickiest part of the construction. With an ARTF you are considerably hampered by what you are given. As a result there is, thankfully, no tendency to nose over even on fairly lush grass; as expected, turns on the ground with too much speed will tip a wing tip and on grass this is not a problem (on tarmac you get a modified wingtip very rapidly!). The Super Tigre 30cc glow turns a 20x10 G Sonic prop at around 6,500 static and the on board glow makes for a dead slow and reliable idle. I have an identical but much more used engine in my tatty old Pica Spitfire which runs without an on board glow and both motors are mounted inverted. Starting has to be by hand owing to the massive 6.25” scale spinner and I’ve just about sorted this. Power is ample, scale speed is attainable on a lowish throttle opening but large loops are no problem. Some of the best scale flying I have ever seen was at the Baldock scale day last June when all pilots were requested to use the throttle! The aileron response is fairly slow – they’re not overly large – so a slow roll is the order of the day. I’m gradually stringing together a set of manoeuvres that look reasonably acceptable. One major addition not shown on the plans is working flaps and I have a goodish level of deployment available. They are not “split” flaps under the trailing edge like the Spit’ , Tempest or Zero but are similar to the ailerons except for a restriction on upwards movement. Their use enables a steepish and slow slightly nose down approach which is what you should do with all warbirds so equipped. Otherwise, lowering the nose will normally result in an increase in airspeed and an overshoot... The colour scheme is

simple, the decals represent something Luftwaffe (Pyramid Models, excellent, thanks as always to Lee Jones) and I'm very glad I chose a yellow nose, wingtips and rudder. Plain camo means camo (?Brexit?) and on a dull day not good, especially coming in over grass with trees as a backdrop! I hope to have a few pics available before this goes to press....

Some of you may have seen my battle hardened Morane Saulnier at NG or even Wings and Wheels or Old Warden, where Alex Whittaker took loads of flying and ground shots. He emailed me for details as he intends to do a "Model Magic" article for a future issue of RCM&E. His camera is awesome and I'm very flattered that he sees my stuff as suitable material. Obviously he's short of traditional British scale modelling examples! I've never been "precious" about any of my models but always try to present them in the air as decently as possible. Do it!

PS my stupid incident with finger v propeller is now "case closed". Luckily I heal very quickly. Beware a big "Tiger" at tickover! Sincere thanks to Steve, Colin and Jayne!!  
RG

## Member's Ramblings 2

I decided in the autumn that I was getting a bit fed up with the quality of some of the RTF models these days. Although most of the air frames are acceptable often the installation of hinges, control runs, motors and the like can leave a lot to be desired. These issues can be fixed but often only with some reinstallation which can take a lot of time and fiddling; not what we expect given the cost they are now. Still cheaper than building I hear you say and yes that may be so but not quite the same satisfaction as building as I remember it; so I decided to give it a go again anyway.

I haven't built a model from a kit & plan for probably 20 years now. However I always wanted to build the Flair Puppeteer. Sadly this range of models is not manufactured now; although some small batches have been made intermittently by a small group of enthusiasts. I am not sure if they still do this as I was unable to find any.

I have fortunately found an original Mk11 kit complete and untouched. The whole thing has been kept very carefully and the plans and wood are perfect. So no excuse now! It is a perfect way to stay warm, productive and busy in the winter.

Only problem was where to build it. My good lady finally put her foot down and wants her dining room table back from modelling duties. We have a small room 8.5 x 8 ft of useable space attached to my garage. This had a desk which has been used as a general bench for 14 years and used for

everything from fixing the strimmer to mixing paints and model repairs so consequently was in desperate need of total renovation.



I was recently inspired by a visit to a friend's extensive and purpose built model workshop with space designed for the work and the right tools for the work. This gave me a few ideas to adapt and see what I could work out on a small scale for a really small space. We got stuck in and it took about 4 weeks to find the time to

get it all done and looking pretty good in a new coat of paint.

Having scrapped the old desk I had to find a replacement and started looking around. Nothing really fitted the bill until I looked at second hand office furniture on the web in the area and came across 'recycledbusinessfurniture.co.uk'. There I found a desk which could be supplied with a top of your choice of size and, this is the cool bit, you can crank the table top up and down from a low of 28" to a top height of 47" to suit your needs. I chose the 1400x800mm size top to allow working around three sides when needed. (See pictures)

This was about the best I could do with a small area but the desk work height variation and being able to work around three side will, I know, make a big difference to efficiency. I did add some cross bracing to the desk underneath to stop any bowing as none is standard when supplied.



The Puppeteer project has now commenced see pictures showing progress since beginning of the year.

All the best

Frank D-S

## Instructors' Corner



A warm welcome to those who have recently joined the Club and to prospective members who have dropped in for a “look see”. We have a wealth of experience and enthusiasm and it is our sincere wish to see you up and flying to a safe standard. Successfully piloting an r/c plane is not outrageously difficult, it's simply not as easy as it looks.

A decent trainer will typically have a flattish bottomed wing of substantial area and stable flight characteristics, i.e. will not stall into a wing drop, spin easily or need constant control inputs. Yes, we can do many tweaks on our modern radio gear but these are no substitute for acquiring a harmony with your model and learning that the pilot does the flying, not the radio – the aim is for smooth, flowing flight. Less is sometimes more! You do need a model with sufficient mass to handle a breeze and this rules out most of the small foam offerings – generally speaking, the bigger the better. All our Club trainers are Seagull “Arising Stars” which are of conventional balsa/ply construction and have “hands off” stability. We have 3 i/c and one electric and these are all Club property; each Instructor has his own dedicated set of stuff including a “buddy box” system. Between us we can do BMFA certification up to “B” standard and we expect all new members who have flying experience to take their “A” test as soon as possible and in the case of novices within 6 months of joining. However, this presupposes a commitment to putting in sufficient training and this will vary with each budding pilot. Model flying is all about balance and a rapport with the aircraft, relax, let the model work for you and if you have the aptitude you WILL succeed!

Formal training takes place at Newground on Saturday mornings by prior arrangement with the Duty Instructor, PLEASE phone by THURSDAY evening. However, I have always been prepared to offer instruction at any other mutually convenient time but this is my personal choice and not a scheduled service!

If you have seen the latest BMFA Newsletter you may have read the updated comments in the Achievement Scheme pages regarding “continued competence” for Examiners. It seems that, due to the replies from many active Examiners (including mine, as published in the last CMFC issue) there will be no “star rating” for Examiners; plus – which was the main point of my response – it is now acknowledged that an Examiner should be able to demonstrate the “B” test in their respective discipline. I should think so! – this has always been covered in the BMFA Handbook.

Enjoy your flying!

RG

## Safety Officer's Corner



### **The dangers of flying alone:**

Almost 3 years ago I unfortunately suffered a prop strike to my little finger. I was luckily flying with a few club mates and one of them was able to take me to A&E as I would have struggled to make it on my own.

Wind the clock forward 3 years and I found myself on the other side of the coin so to speak. I turned up at NG and found the very club mate that took me looking quite pale and in a bit of shock. Yes, he too had managed to have a prop strike to his right hand. It was quite a nasty injury, so off to A&E again. Eight stitches and a few hours later another club mate was able to collect him and take him home.

The reason I've brought this up again, is to highlight why it's not advisable to fly alone. I realise that it's not always feasible to be accompanied but just be aware that if you did have an accident you might struggle to deal with the situation.

### **Petrol Engines:**

As an early adopter of petrol engines I've always been conscious that they can be a bit noisy. To this end I've used 'pepper pots' in the exhaust outlets and on advice from Austen, changed prop size and pitch. Whilst this certainly helps the pepper pots can impact on the performance by reducing the RPM.

As I write this I'm awaiting delivery of a Quiet Systems Muffler from Canada. The company have been developing this muffler for 5 yrs. They tell me that they can reduce the noise by 4.4db with only the loss of about 200rpm and no increase in temperature, which normally happens when you start strangling these engines. The only drawback is the rather eye watering price once shipping is included, and to make matters worse, I own 5 of these engines!

I will give the verdict in the next newsletter.

Lastly, the patch and outfield at NG have had their first mow and are looking good. Hopefully we'll see you flying as the weather warms up.

Steve B

# Flying Times

## Pednor

Power Monday, Thursday and Friday: - 9am to 1pm

Power Saturday: - 9am to 2pm

Gliders/Electric Any daylight hours

## Newground

Power Monday to Saturday: - 9am to 7pm

Sunday & Bank Holidays: - 10am to 6pm

Electric Any daylight hours

# 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	6	Dave Anderson
	13	Simon Adams
	20	Austen Pearce
	27	Richard Ginger
May	4	Dave Anderson
	11	Simon Adams
	18	Austen Pearce
	25	Richard Ginger
June	1	Dave Anderson
	8	Simon Adams
	15	Austen Pearce
	22	Richard Ginger
	29	Dave Anderson

## Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Treasurer	Steve Langbridge	01494 863949	treasurer@chmfc.co.uk
Membership	Colin Hooper	07749 891465	membership@chhmfc.co.uk
NG Groundsman	Pete Hodge	01494 785143	brendahodge@talktalk.net
Pednor Groundsman	Geoff Wyrill	07748 145779	g.wyrill@gmail.com
Safety	Steve Bull	07801 966612	flysteve12@gmail.com

## Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127
Simon Adams	07970 409831
Austen Pearce	07842 149855

## Newsletter Editor

Colin Hooper	07749 891465	<a href="mailto:cmfc.colin@gmail.com">cmfc.colin@gmail.com</a>
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<b>COMBINED VISITS 1st JANUARY TO 31st March 2019</b>				
<b>NAME</b>	<b>TOTAL VISITS</b>	<b>TOTAL FLIGHT MINUTES</b>	<b>Total Flight Hours</b>	<b>AVERAGE FLIGHT TIME (Minutes) PER VISIT</b>
Steve Langbridge	24	1053	17.6	46
Colin Hooper	23	628	10.4	25
Richard Ginger	21	746	12.4	36
Austen Pearce	18	503	8.4	28
Steve Bull	18	250	4.2	14
Steve Edwards	17	360	6.0	21
John Barber	14	175	2.9	13
Geoff Wyrill	12	341	5.7	28
Kevin Lambi	12	634	10.6	53
Michael O'Neill	11	463	7.7	42
Mike Kitchen	10	207	3.5	21
Bill Hofmann	9	290	4.8	32
Malcolm Saville	7	90	1.5	12
Emil Smit	6	210	3.5	35
Malcolm Emms	6	220	3.7	37
P J Hodge	6	81	1.4	14
Trevor Mines	6	133	2.2	22
Barry Thorp	5	102	1.7	20
Ben Martin	5	134	2.2	27
Dave Anderson	4	63	1.1	16
Leon Coward	4	288	4.8	72
Mike Martin	4	62	1.0	16
Robert Clark	4	123	2.1	31
Steve Triggs	4	156	2.6	39
Trevor Brunt	4	100	1.7	25
Jon Sandler	3	70	1.2	23
Keith Vickers	3	59	1.0	20
Phil Camp	3	37	0.6	12
Robin Thwaites	3	130	2.2	43
David Evans	2	29	0.5	15
Dempster Hamilton	2	54	0.9	27
Graham Best	2	24	0.4	12
Ian Scottow	2	24	0.4	12
John Kitchenside	2	60	1.0	30
Simon Adams	2	102	1.7	51
Stuart Smith	2	44	0.7	22
Alfie Williams	1	15	0.3	15
Andrew Rimmer	1	30	0.5	30
Charles Parkins	1	4	0.1	4
Dave Boddy	1	10	0.2	10
David Baverstock	1	30	0.5	30
Doug Brittain	1	0	0.0	0
Julian Mcmorine (G)	1	25	0.4	25

<b>Mark Honman</b>	<b>1</b>	<b>32</b>	<b>0.5</b>	<b>32</b>
<b>Paul Baker</b>	<b>1</b>	<b>31</b>	<b>0.5</b>	<b>31</b>
<b>Ray Hogarth</b>	<b>1</b>	<b>20</b>	<b>0.3</b>	<b>20</b>
<b>Richard Dawson</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0</b>
<b>TOTALS</b>	<b>274</b>	<b>7,839</b>	<b>131</b>	