



# Flight Desk

August 2016

The official newsletter of Chesham Model Flying Club Ltd

Volume 28

Issue 4

## **August 17th Club Night**

**Newground Silent Flight**

**Any Electric model or Glider.**

**Flying and Chatting from 6 'til Dusk**

## Editors Ramblings



Summer has arrived. It feels like another country when you are flying in 33°C and light winds. It got so hot that a temporary shelter was erected to protect the ace flyers who were sitting in the pits. Of course, it won't last but we will enjoy it while we can.

Our Club Night for August is another Silent Night. However, this time we will try a different venue to see if we can attract more flyers. August the 17th at Newground with electric and glider flying after 19:00 although we would prefer to not fly from 18:00 to maintain the spirit of a silent night. The BBQ can make an appearance if the mood is right which offers more scope for a good social occasion. So if you avoided Pednor in the past, this is your chance to influence future evenings by making August a success.

August is also the month of the Scale Day which Toby Newton is organising for Saturday the 13th. Any scale model will be welcome and prizes will be awarded for presentation and scale like flying. You have an added incentive because Richard Ginger is flying at the Greenacres Fly-In that weekend (as am I) so no competition from his superb models. Remember that there will be no regular sport club flying or training on the day as the event will run from 10:00. If you have a scale model, bring it along and enjoy the day.

We also have another organised bash on the 29th which is a Bank Holiday Monday. Peter Hodge has been working to pull together a day of fun competitions along with some show flying, a BBQ, a sell your stuff table and a chance for our guests to fly with our instructors on a buddy box.

A lot to look forward to. Come along and enjoy.

As always, you can contact me, Colin Hooper.

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## Summary of Club Events in the next quarter

August 13 <sup>th</sup>	Scale Day @ Newground
August 17 <sup>th</sup>	2nd Silent Night @ Newground.
August 29 <sup>th</sup>	Bank Holiday Monday @ Newground

## Event Reports

### Bombing Competition 2016

\*\*\*\*\*STOP PRESS \*\*\*\*\*

Every one, that is everyone who took part, hit the patch in this year's event.

\*\*\*\*\* AS YOU WERE\*\*\*\*\*

But, and there is always a but, Mrs Anderson's best tablecloth did not suffer any damage as a result of this year's bombing competition. This is the tenth year the competition has been run and year on year improvements to accuracy are not immediately obvious!

After extensive training over the winter both Leon and I have managed to update to a metric format just in time for us to Brexit!!! Never mind measuring in metric means the numbers look smaller and that could only be a good thing.

On Sunday 17 July the competition was held at Newground with a 6 pilots taking part. Two rounds were flown in good warm weather conditions. The results are as follows: -

1<sup>st</sup> Dave Anderson getting to within 4.1 metres of the precious table cloth.

2<sup>nd</sup> Dempster Hamilton 7.46 M

3<sup>rd</sup> Colin Hooper 7.56 M

Others taking part were Austin Pearce, Richard Ginger and Phil Camp.

Particular thanks to Leon Coward for helping keep the competition running smoothly.

Dave Anderson

### 1st Silent Night Report

The weather was not very kind at the start of the evening, but six people braved the elements and were rewarded later on when the rain stopped, the

wind dropped and the sun came out to give near perfect late evening conditions.



The evening started with very light rain, but not enough to stop some flying. Robin Hodge had a fairly large Yak 54 that was marginal with the size of the patch at Pednor. He decided on an early exit when the rain got heavier. It was not long before we were all sheltering under a tree with our models for 30 minutes as the heavens really opened! But after this, it quickly stopped raining, the sun came out and we were treated to Matt How flying his very hotline gliders. They have an amazing performance with speeds in excess of 100 mph and vertical climb to match. At times he was chased by Rob McMurdie and his Multiplex Dogfighter, which is also +100mph, but not enough to match the gliders. Mike Martin was flying his Acromaster with his usual aplomb, Bob How was flying a SebArt Shark and Mike Kitchen was flying an E-Flite Pulse with a vintage Skyleader radio converted to 2.4GHz.

It was surprising that none of the Pednor regulars were in attendance, but the patch had been nicely cut for the evening. It was agreed by all in attendance that it may be preferable to hold the next silent night meeting at New Ground, as all in attendance were New Ground regulars and it would probably result in a bigger turn out as it would be more suitable larger electric models that are getting more common. This might be a bit controversial, but what does everybody else think?

Mike Kitchen

## Member's Ramblings



Since the hotly anticipated and well received debut of my HK Airbus 380 at Newground a few members have suggested I make my observations available to others on what has turned out to be a most rewarding project. So here goes.

I looked at this kit for a while as you do on the King's website. After a beer one night I crept up on it and before I knew it I had clicked.

Unfortunately it was only available from the Hong Kong warehouse and the freight and worse still customs charges equalled the cost of the model.

But it was worth it.

On unboxing ( 2 hr video available) the usual difficulty ensued to separate and identify the plane from the foam packing.

At first, looking at the wing area and fragility of the model particularly the engine pods I thought its chances of getting off the ground were lower than snake's a..e.

But undaunted I persevered, and the first job was retracts. I will compromise on anything on a scale model except the omission of retracts when called for.

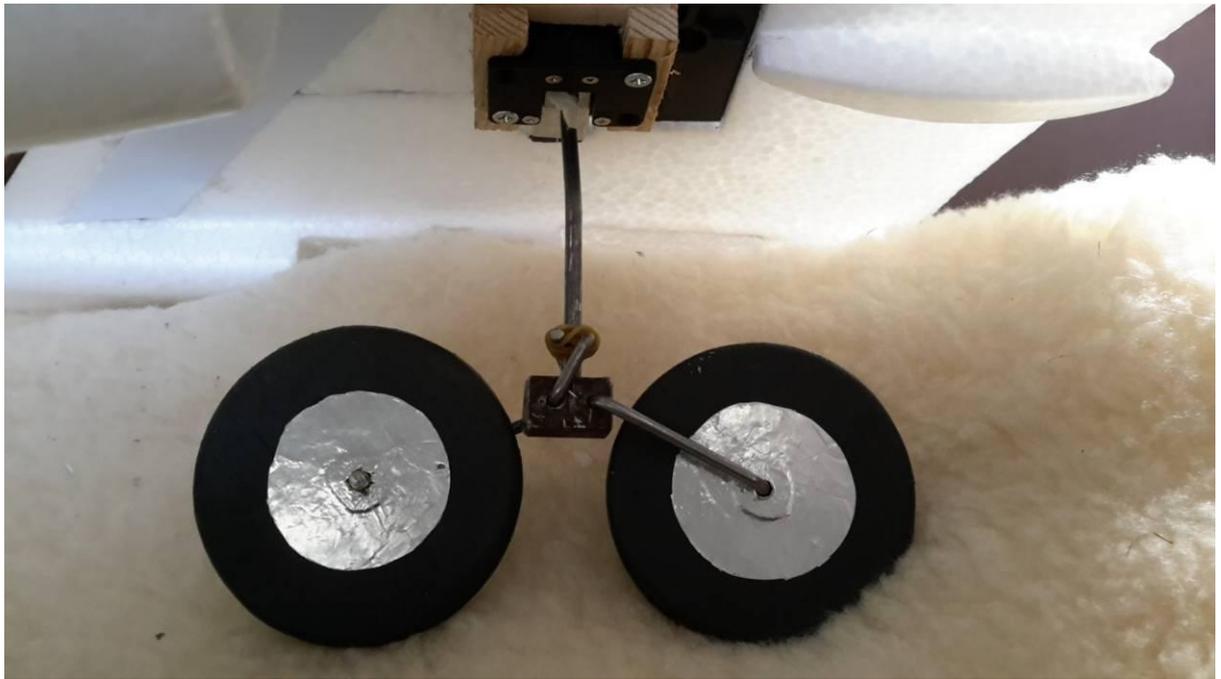
The real plane has 16 main wheels on 4 legs plus the nose wheels. Not a hope of taking off grass with the model's 3/4 inch diameter efforts, and 4 retract legs just not on anyway.

So I settled on 4 main wheels and a nose wheel.

Now the key to reducing friction is large thin wheels with hard tyres. So bicycles and 2CV's were right after all.

Even the 'electric' BMW has had to accept this although it's still useless.

Suspension is a must to avoid wild bouncing around like my ME 163.



This is a photo showing the general home brewed arrangement, made from a 10mm approx cube of steel drilled and fitted with formed (bent) piano wire leading and trailing arm axles. The wheels are just balsa/ply with brass tube bearings.

The load is then adjusted simply with rubber bands. The retract units from H. King (where else?) had to be packed up 3/4 inch because they are 90 degree units and the wing geometry was challenging, to say the least, to get an acceptable throw and drop into the wells (which were not there as supplied) Not very aerodynamic perhaps but completely successful. I may try and fair them in now.

The instructions are the best Chinglish yet and wholly undecipherable by me. Some sort of arcane aileron/elevon mixing is vaguely mentioned and loads of y-leads supplied. 4 more y-leads provided for the 4 esc's (with all four 5v bec outputs connected together), and when all these were ditched along with a useless ply battery box, long bendy pushrods, over long motor wires with bullet connectors, a huge 220 grams was lopped of the weight and enabled a tidy installation. The final esc y-lead from the maze of esc y-leads to the 4 esc's (all fitted with XT60 connectors) was curiously fitted with Deans connectors.

Given this is essentially a toy there must have been some stressful birthday or Christmas mornings recently.

A rudder was fitted with elevator/new rudder servos moved to the tail. A simple way of steering a retractable nose wheel is difficult so I made the wheel simply castor and used mixing from the rudder onto the two pairs of port

and starboard engines giving thrust differential steering on the ground. This is switched off before takeoff. I'll only forget once.

On the auspicious day a new graphene 3 cell lipo was fitted. After a bit of taxiing to get the drift of steering, it was gunned into the distance. Apart from a nervous left roll - needed more takeoff speed?, it was away, (anyone know if 4 ducted fans cause torque rolling?) and with some right trim it settled well.

Well actually it settled beautifully. Can be flown very scale - Steve helpfully suggested that Air Traffic Control at Luton were trying to give it a landing slot. Though I say so myself it looked serene as it wafted by. (Don't tell Richard but that was the gyro...) Landing was a gem - greased in. Flights about 5 min plus a couple of circuits when I misjudge it. With 4 amp/hr battery it draws 80 amps max (measured) and cruises on estimated 40 + amps. Fits with 5 min times.

It's not overpowered and probably not suited to moderate + winds. The ailerons are small and there's no prop wash at all over the tail. But it really looks the part and turns steadily and realistically. Wingtip/fin strobes already on order.

Was it worth it? It was for me.

Robert George

### Richard Ginger's Scale Ramblings

Despite the appalling weather, so far I've had a very good year on the Scale Scene. The Ziroli Zero is a first class warbird and now the engine (SAITO 3 cyl 60cc petrol four stroke) is sorted after a factory rebuild it is a joy to fly. At 25½ lbs (I've added a little more nose weight!) it needs care on the landings, the Zero has remarkably long legs and it is highly desirable to touch down on both wheels together. The ground handling is much easier on grass than the Tempest and take offs are no problem, plus there is no tendency to nose over on the landing rollout. The cheapo Hobbyking electric retracts work fine with the Robart oleo legs. Austen uses the HK retracts on his big YT Spitfire and I am going to get some pins made which will do a "custom" fit into the Robart oleos rather than relying on thin shimstock as at present. There is, admittedly, some weakness in the HK Chinese metallurgy - definitely not "aircraft grade dural" but this does give some degree of bendability rather than break the wing mountings!

With Colin's help we survived the terrible weather at Wings & Wheels although the grass areas were diabolical. Not too bad for the Bristol M1 but the

Tempest had mud inside the wheel wells. July at Greenacres was windy and very wet until late on the Saturday morning but at least there was some flying by the regular lunatics (RG included).

Recently I was very flattered to be awarded the Shuttleworth Trophy at Old Warden for the best scale model based on a Collection aircraft - all eligible models have to be flown and the whole package is informally judged by an anonymous panel who scan the flightline. My Hawker Cygnet is built from plans straight off the Works Drawings so it's a very accurate example and is big at 94" span. However, it is by far the hardest of my models to present realistically in the air and needs great care to take off and land properly - particularly in a cross wind and turbulence which plagued everyone on the



Sunday. The landing area at OW is not particularly flat and the grass really grabs small wheels. My lower port wing suffered slight damage which I superglued on the spot but I have now done a proper repair which entailed removing the wing and recovering two rib bays. This is fairly easy to disguise

under the antique Solartex and new rib tapes. I use Kavan hinges and it is possible, with care, to remove the wire pins so everything goes back "as was".

After reassembly and checking the rigging I took a few shots on the lawn with the Shuttleworth Trophy. This is 23" high to give you an idea of the scale if you haven't seen the Cygnet at Newground. Most people know that I am not "precious" about any of my stuff, all of which gets flown hard and regularly. This award goes back many years and is engraved with many of the really hallowed UK scale names whose masterpieces I cannot hope to emulate - have a look at Don Coe's Bleriot 1X, now owned by James Gordon, for example.

The new PICA 1/5 Spitfire is on the horizon, a Saito 40cc four stroke petrol arrives next week!

Unfortunately I shall miss the Club Scale day on Sat 13 August - I'm up at Greenacres again - and I hope the sun shines for us all!

## Newground Statistics for 2016 (visits to July 16th)

Leon has been number crunching again. This is the table that shows who is spending most time down at Newground improving their flying.

NAME	TOTAL VISITS	Total Flight Minutes	Total Flight Hours	AVERAGE FLIGHT TIME (Minutes)
Richard Ginger	62	2337	39.0	37.7
Austen Pearce	55	2298	38.3	41.8
Colin Hooper	53	1277	21.3	24.1
Robert George	43	667	11.1	15.5
Steve Bull	33	633	10.6	19.2
Trevor Mines	32	903	15.1	28.2
Steven Atherton	27	760	12.7	28.1
Paul Baker	26	777	13.0	29.9
Andrew Rimmer	24	662	11.0	27.6
P J Hodge	24	484	8.1	20.2
Trevor Brunt	18	432	7.2	24.0
Robin Hodge	17	380	6.3	22.4
Mike Martin	17	258	4.3	15.2
Jon Sandler	14	247	4.1	17.6
Dave Anderson	12	340	5.7	28.3
Rob McMurdie	12	314	5.2	26.2
Simon Adams	12	307	5.1	25.6
Steve Triggs	11	355	5.9	32.3
Nigel Beaney	11	353	5.9	32.1
Matt How	10	454	7.6	45.4
Mike Kitchen	10	264	4.4	26.4
Toby Newton	10	203	3.4	20.3
Jeff Denty	8	229	3.8	28.6
Robin Thwaites	6	192	3.2	32.0
Rob Crawford	6	181	3.0	30.2
Pete LeBlond	6	149	2.5	24.8
Doug Brittain	6	130	2.2	21.7
Max Cruickshank	6	89	1.5	14.8
Dempster Hamilton	5	286	4.8	57.2
Richard Johnson	5	85	1.4	17.0
Bob How	5	71	1.2	14.2
Steve Langbridge	5	58	1.0	11.6
Mall Emms	4	57	1.0	14.3
Leon Coward	3	195	3.3	65.0
Adrian Jack	3	120	2.0	40.0
Michael O'Neill	3	69	1.2	23.0
Simon Vickers	3	54	0.9	18.0
Francois Van der Tang	3	46	0.8	15.3
Keith Vickers	2	78	1.3	39.0
Phil Camp	2	61	1.0	30.5

Ben Fowler	2	40	0.7	20.0
Con Lehane	2	38	0.6	19.0
Pete Horsted	2	30	0.5	15.0
John Cole	1	21	0.4	21.0
John Stroud	1	10	0.2	10.0
<b>GRAND TOTALS</b>	<b>622</b>	<b>16,994</b>	<b>283</b>	

Thanks Leon.

## Safety Officer's Corner



This month's piece is written with more than a little embarrassment. As Safety Officer I'm acutely aware of safe practices when flying, particularly in the area of the pits. I have written before about the importance of restraints when starting your planes.

As some of you will know, I recently suffered an accident whilst starting a plane, my smallest engine believe it or not! To this day I'm not absolutely sure what happened but my small finger on my right hand got hit by the prop and I received 7 diagonal slashes. The plane was restrained but maybe had moved back slightly, I had choked the engine in the usual manner by opening the throttle and thumb over the carb. It's possible that I forgot to close the throttle before flicking the prop with the chicken stick. The result was instantaneous, the plane shot forward about 3" and the rest is history.

It just goes to show that however careful you are accidents can and do happen. It also proved to me why the unwritten rule of aeromodelling about not flying on your own exists because if I had been on my own I would have really struggled to cope with the situation.

Last year I put a laminated notice on the First Aid box in the container at NG with the address and post codes of the Emergency Care unit at Hemel Hempstead and Stoke Mandeville Hospital. I chose to go to Stoke as I thought the injury was quite severe and felt that the Emergency Care unit at Hemel would then have to refer me to Watford. Stoke Mandeville dealt with me very efficiently and were able to refer me to their Plastic Surgery Dept the same day. So please bear that in mind should you find yourself in the same situation.

Many thanks to Richard Ginger for taking me to Stoke Mandeville and to Pete Hodge for sorting my planes and gear out, also Toby Newton for delivering the planes and gear to my house the next day.

Finally, on a different note entirely, may I remind you that if you're flying FPV you **MUST** have a spotter with you, it's not just a club rule it's the LAW.

I look forward to seeing you all on our August Bank holiday Fun day.

Steve Bull - Safety Officer

## Instructors' Corner

Not much to report except to say that we are very much open for business with a really good set of Trainers/Buddy box systems. We have three Arising Star glow engine packages, one Arising Star electric package and a Boomerang combo, again with a glow engine. All these models are from Seagull, one of the earliest ARTF manufacturers and indeed the Arising Star is one of the first ARTF Trainers on the market.

Any beginners or potential new members will note that we do not use foam models; there are loads of these around, many complete with radio gear and some form of "flight assistance" designed to minimize crashes. However, most of these are really "park fliers", lightweight and fairly small - all use electric motors. In most cases you are stuck with a dedicated radio set.

My advice is, if you want to go the electric route (relatively quiet, clean and unrestricted flying hours) get a model designed for either i/c OR electric power and you will at least have something which will handle a decent breeze, has more "presence" in the air and will last considerably longer. Plus, of course, you can buy a radio set that will serve you well in the future.

It is far better to buy wisely ONCE rather than find you are lumbered with a package of limited scope. Unfortunately, some retailers are very quick to take your money without too much thought or advice. As a Club, I believe we have at least a moral responsibility to try to ensure that you get started with reasonable kit and not a short term toy, unless, of course, this is what you want!!

Get down the field, come and meet us, do not be afraid to telephone me, this is a fantastic hobby and we really are keen to see budding model aviators!

Cheers, 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. On those days which have NO designated trainer, call Toby Newton or Austen Pearce who may be able to train if they have no other commitments.

Month	Date	Trainer
August	6	Austen/Toby
	13	NO TRAINING
	20	Dave Anderson
	27	Simon Adams
September	3	Austen/Toby
	10	Richard Ginger
	17	Dave Anderson
	24	Simon Adams
October	1	Austen/Toby
	8	Richard Ginger
	15	Dave Anderson
	22	Simon Adams
	29	Austen/Toby

### Committee

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