



# Flight Desk

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The official newsletter of Chesham Model Flying Club Ltd

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## Editors Ramblings



Not a lot from me as I am currently having problems with my gyro. The diagnosis is an issue in the inner ear which has been helped with medication. The down side is drowsiness, no driving and issues with looking down at the key board. I hope to resume normal service next issue!

As always, you can contact me,

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## Club Matters

There has been a shake up in the committee recently. All three Pednor members have resigned their positions. Geoff Wyrill will, however, continue to perform the field maintenance at Pednor. Steve Langbridge will continue to manage the club funds and web site. Kevin Lambi will be actively pursuing qualifications which will eventually allow him to become an instructor. The remaining committee members will be looking to add a club instructor to their numbers as this role has been under represented in recent years.

We have a number of potential members on our waiting list, all requiring training to fly. The training team have been discussing a restart to the programme and have made offers to a couple on the list as guinea pigs to see how it can work. The weather has not been helping, though.

As things have become more settled, the restrictions at both flying fields have been removed. Social distancing has become second nature and we manage to keep a distance between us. Training has yet to be formally restarted although discussions have taken place about a limited restart. Lessons will be learnt from the first trainee to be taken on.

The log sheets have now been reinstated. You should all have seen the email notification of the resumption. During the restrictions a lot of data was lost because flyers were not following the temporary arrangements and emailing their flight times. Fortunately we had no complaints to rebut about noise or dangerous flying, the main reason for using the log sheets.

# Chairmans Soapbox

## **RELAXING OF THE COVID 19 LOCKDOWN – LOG SHEETS**

Some members are enjoying a return to flying at both sites. Colin's recent email to the membership confirmed a committee decision that we are returning to log all flights on the log sheets at both Pednor and Newground. At Pednor, flights were being temporarily logged through a Pednor WhatsApp group. Regular fliers at Pednor were invited to join and share their intended arrival times at the field, and post their flight details to be stored in a digital format. This is now discontinued, and ALL those members should now revert to filling in their flight details manually on the log sheets.

The WhatsApp group if continued should now exist for social contact only.

New attendees visiting Pednor are not obliged to join this group as it is not officially endorsed by the CMFC committee.

The use of our log sheets, which we have had for 31 years, **provides a personal written declaration detailing the member's visit to fly.** It is 'future proof' in as much as it cannot be tampered with. The sheets are there to be inspected from an interest point of view, (i.e. who has flown and when) but more importantly provide vital evidence if there is an incident of any kind involving a third party, - person or property, or if a noise complaint is received, - so it can be investigated. Log sheet details at Newground, represent nearly a million flights!

There is hand sanitiser on the log-in desk at Newground,

CLUB RULE 7 - All sites, States: -

**After flying and before leaving site, each member must enter details of model(s) flown on the Flight Log Sheets kept in the club hut and must also ensure that no litter or rubbish is left at the site.**

## **KEEPING YOURSELF SAFE**

If you are first to arrive at either field you will need to unlock several padlocks, - at least 3 if you erect the windsock. To log your flight will mean another to deal with, so make sure you are able to sanitise your hands afterwards. Personal Hand Sanitiser is important after handling anything at the field that others may have handled.

Social distancing is key also, and also you may prefer to wear a mask. Follow these simple steps and you will be at no greater risk than anywhere outdoors. It is also worth mentioning that you are in the company of responsible members only, with no guests yet permitted.

### **My own journey to date as a 73 year old through Covid 19 :-**

During lockdown in mid March / early April, I drove myself Monday to Friday for 4 weeks (20 visits) to the Churchill Hospital Oxford for Radiotherapy treatment for Prostate Cancer. None of the nurses had any PPE until my visit no.16.

On May 1<sup>st</sup> I returned to work tool making in High Wycombe. We are categorised as key workers manufacturing top quality Plastic Injection Moulds for medical products. Our factory has interconnected sections, - toolroom and assembly / cnc milling / grinding shop / spark erosion and wire erosion shop. All these have colour coded zones. If you enter another zone you must wear a facemask. Frequent hand washing is encouraged. We also have visors (optional); - there are signs and hand sanitiser everywhere, and we have our temperatures taken every morning. So far no one has developed any symptoms.

My message being, - practice Social distancing and do whatever **YOU** think you need to do to stay safe, and protect others. Oh, - and most of all enjoy your flying !

## **SMOKING AT OUR FLYING FIELDS**

If you are one of the very few who 'light up' when at the flying field – please take note of the following:-

The Container and Shelter at Newground and the club hut at Pednor are strictly NO SMOKING areas. At this time of year, especially at Newground, the grassed set-aside land is also an obvious fire risk, so do not smoke in close proximity to these land parcels and make sure the 'butt' is completely extinguished. In the mid 90's at Newground there was a grass fire which burnt from the railway right across to the first copse. It was believed caused by a discarded cigarette end thrown from a passing train. A fire crew from Tring attended and dealt with the fire thus preventing it from spreading. I rewarded them with a case of beer, which I delivered to the Tring Fire Station on their practice night. There was only one downside – the crew had to use an angle grinder on the gate to gain access.

## **NEWGROUND - OUR AGRI-ENVIRONMENTAL SCHEMES**

All of our land at Newground is entered annually in the Basic Payment Scheme, with the Rural Payments Agency / DEFRA. Also the grassland, that's everything except the gang mown Middle Area is in another Scheme, - Entry Level and Higher Level Stewardship with the RPA. The grassland, will be 'topped' in about a month's time by our regular contractor Simon Mead in accordance with our land management agreements with DEFRA. If we encounter any more particularly dry weather from now leading up to when topping takes place, the article above refers.

You are all reminded that in the event of a small fire, use the extinguishers in the container. In an emergency of course, dial 999.

## **Newground / Pednor**

Newground patch maintenance continues but the rabbits are in the ascendancy. Another round of hole filling should be undertaken soon at NG. The shelter windows have now been fixed open for the hot weather and will remain open until the chill returns.

Pednor are actively researching a fixed shelter to give them somewhere to retire to when it is too hot or they get caught out by rain.

Both fields have been looking particularly good after cuts to the patch.

# Member's Ramblings

## PEDNOR, COVID-19 AND CONSERVATION



Hi, my name is Tracey and this is my first article since joining. It has been well over a year now that I've been a BMFA member and flying at Pednor. During that time, I have been encouraged, been given support and even achieved my PFCO and got approved by the CAA to fly commercially. I joined the club to practice somewhere safe, where I had permission and of course advice or help if I encountered any problems. I fly a DJI Phantom and a few micro-quads at home which admittedly took a lot of wall battering during lockdown and are probably no longer fit for purpose. I'm currently working towards my BMFA B Test and doing another course in Surveying and Mapping using Multi-copters. During lockdown, I have been enhancing my photography knowledge on a course, which definitely helped improve my aerial photography and videography.

Flying my Phantom at Pednor



An Aerial shot of Pednor Airstrip

Luckily, the field at Pednor is kept immaculate so is great to get some beautiful photos from a birds eye view. Many people, passing through, comment on how lovely it looks and online comment on how well it is maintained and looked after. We all appreciate Geoff Wyrill's immaculate mowing of the airstrip and his hard work maintaining the site and making it a place we all enjoy to spend our time.

So post lockdown, how's Covid-19 changed things down at Pednor? Firstly, we now have a WhatsApp group where we let each other know when we're heading there so not too many people are there at any one time and it keeps us all communicating. Secondly, we spray the padlock and bar before opening the gate, spray the padlock on the locked bench, the gate onto the field and the barn door and spray the windsock pole and windsock clip with a disinfectant that kills Coronavirus. We use our own pens to sign the log sheets and once all set up, we constantly sanitise our hands and remain 2 metres apart or 1 metre if 2 metres is not possible. Some members may be shielding but want to fly, so I also take a mask.



Corona Virus kit



Peacock butterfly

The last week of July was National Butterfly week so because the field at Pednor is a Conservation site I signed up to The Big Butterfly Count which I logged on the app and did a few times over the course of a week. On one count I managed to count 17 butterflies in 15 minutes with 7 different species.

If you go to Pednor early in the morning or at dusk you will catch roe deer munching on the poppies, which the field has become famous for when in the summer months it transforms into a glorious blaze of red.



Sunset over Pednor's poppy field



Like many people who fly, it's not just about the flying for me. Joining the club was about meeting like-minded people and the social aspect, being outdoors around beautiful countryside, gaining new skills and being in a safe place to try new ideas and coming home either feeling a little disappointed as the master plan hadn't worked as well as expected or being absolutely delighted that another

plan has come together and I've captured that so-called 'money shot'.

Lastly, I've recently attending the BMFA Achievement Scheme Zoom Meetings that have started online - they can now be found on the BMFA website or You Tube and I would highly recommend them, they are very informative. The BMFA website also keeps up to date on laws and regulations so it's definitely worthwhile keeping an eye on it regularly, especially as the laws and regulations are constantly being updated and the whole industry is moving very quickly. It saves time trawling through the internet trying to find the snippets of information that apply and are the most important. The BMFA do it for you and it's very helpful.

Stay safe everyone and keep up the good flight!!!

Best wishes, Tracey Smart

**British Model Flying Association**  
**RC Achievement Scheme**



## **TALES OF CMFC (UPDATED) - 'IN THE BEGINNING'.**

Many new members have joined since Colin first published this, so here it is again: -

I have been Chairman of this club since day one, being one of the founder members. A lot has happened in 32 years, - most of it is well documented on our Web Site, - so if you haven't been there, look at History of CMFC in the Archive section.

To be where we are today in respect of Newground Field, it is worth reflecting on the financial support given in 1992 by around 20 or so members, who pledged interest free loans to the club in order to raise the required £7,500 deposit to make the land purchase possible. Without this commitment we could not have bought Newground Field. The deposit monies formed 25% of the purchase price of £30,000, and were paid back to those members over the next 4 years. Names and amounts pledged were kept confidential, and certain individuals insisted that their loans were donations, -some were cash, and another was a vintage engine collection which was auctioned.

To all these individuals, - some who are still members, - Sincere thanks!

Before the club was started, there was a group of us who flew in fields behind my house in Chesham where I still live. Farmer Harry Wing owned the fields, a good friend who sadly passed away around 20 years ago. I flew an old Scirocco glider fitted with a power pod mounted on top. This housed an OS10, which had no throttle control, so it flew to the moon and back until it ran out of fuel and then glided back down. I used an old Acoms 27MHz TX (2 channel) which had incredible range, but not always as you will find out later. I had over 300 flights with this glider until Al Spicer broke it at Pednor, - sadly it was beyond repair.

Joining me over on Harry's fields was son Mike who was aged 16, (now 50). Also making up the numbers was Bill Hockey, John Wilkins, Dave Baverstock, Barry Collins and on a couple of occasions – Al Spicer, - who sadly passed in 2011.

All these were founder members of CMFC. Our interest developed further when Modelmakers run by Mick Jeffries took over the former Woolworth's shop in Chesham High Street. Son Mike went to work there full time, and Dave Baverstock and Al Spicer worked part time on Saturdays. For several years we manned a stand for Modelmakers at Sandown, and Dave Baverstock and Al Spicer flew some of the shop's models in the display. We all had ideas about finding a 'proper field' to fly from, and then Mick Jeffries brother Nigel came up with something. He knew the Gamekeeper at Great Hundridge Manor Estate and there was a possibility of using one of their fields in Herbert's Hole Pednor. So, - the afore mentioned people plus a few more, - I guess around 15 of us, visited the field one evening to view it. Dave Baverstock managed to take off with his Dragon Lady powered by an OS120FS. This was the first flight from what became our present Pednor Field site.

We then held a meeting one evening in Modelmakers shop, - (they had a restaurant area at the rear of the shop), - formed a committee and named the club. There were several fancy names offered up but the most predictable had the most votes, - CMFC.

We held our committee meetings at the shop and then some Club Nights until on one occasion someone managed to turn off a freezer in the kitchen. It was loaded with Ice Creams and they all melted. That unfortunately finished the meetings at the shop, and we moved to the Whitehill Centre.

Anyway, - about my powered glider. In between flying at Harry's fields and getting our Pednor field, the same half dozen of us flew on occasions at Bovington Airfield. Well, - this was sometimes a nightmare. On one occasion, we were flying from half way down

the main runway. At the same time some bloke was roaring past us on a motorbike practising for some sprint meeting.

There was banger racing practice going on, - Police Motorcycle Training taking place on the cross runway, and another 'madman' trying to fly a full size Autogyro at the top end of the main runway. Remember, this was all happening simultaneously!

It had to happen; - there was a big altercation between Dave Baverstock and the sprint bloke when he came by at around 100mph as planes were landing. This was not nice but there was no bloodshed. Then the Autogyro pilot needed some help. He was not able to get the blades turning fast enough to take off, so he got two of us, myself and 'Bavo' to wind the blades up as fast as we could, (Health and Safety eat your heart out). He then powered off into wind and finally managed to take off. We watched, gobsmacked as he racked this thing around, sometimes less than 15 feet off the ground in the turns, - it was like something out of a James Bond movie!

Anyway, back to my powered glider, the radio was not always reliable, - this was mainly though when it was switched off! On one occasion, - engine started and ready to hand launch, - it left Dave Baverstock's hand dead straight, and stayed that way, I had no control. Fortunately it landed perfectly some 100 yards away, - Bav' retrieved it and shouted that the model was not switched on. I glanced at the transmitter, - this was also switched off, - Oh dear! The model was obviously perfectly trimmed!

Another, and perhaps the most memorable was a seemingly good flight on a blistering hot day. The Prison was in the process of being finished off and there were a lot of brown earth mounds around the outside. These gave off some powerful up currents of hot air and the aircraft flew over these and got into an uncontrollable series of stalls, - well uncontrollable for me anyway. I decided it was time to stick the aerial down, switch off and kiss it goodbye. Down it went for a rather untidy crash landing INSIDE the prison. I walked over to the entrance with Dave Bav' and we looked around for the security blokes in the portacabin outside the 18 feet high temporary main gates. There was no sign of anyone, so there was only one thing to do, - we climbed over the gates to get the model back. We picked our way around cautiously, - there were signs all over warning of guard dogs, but fortunately we didn't see any. We managed to get the glider back minus a wing, but I had another set of wings, repaired the fuselage, and it lived to fly again. We were probably two of very few people that have ever broken into a prison!

## Club Training

Training is expected to resume soon, albeit in a limited way, to see how it goes with social distancing. We have 7 people on the waiting list looking for fixed wing training.

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