



Flight Desk

December 2016

The official newsletter of Chesham Model Flying Club Ltd

Volume 28

Issue 6

December 21st Club AGM

White Hill Centre @ 20:00

Annual General Meeting

Mince Pies and Sausage Rolls

[Renew Membership of Your Club!](#)

Editors Ramblings



The end of another year of excellent flying and I really feel that I have begun to improve. Winter brings a new set of challenges, though, and it becomes a battle to fly well whilst keeping warm. Cold weather makes for stiff fingers and it can be a struggle to feel connected to the model. That said, we have seen some very nice flying days with crystal clear skies and moderate winds. You need to take them when you can and being retired means I usually can.

On such a day recently I opted to take an electric model to complement the petrol Wot. Electric offers many winter advantages, not least the lack of prep time in the cold. It also has a down side in that the battery suffers from reduced performance when they are cold. Anyway, the flight was going well even if the grunt was down and after 7 minutes I flew an approach pattern into wind for a landing. I slowed too soon, tip stalled, recovered, throttled up and lost the plot ending up flying into the big tree by the canal. The model lodged up high enough to defeat the aero loop recovery pole and if it wasn't for Richard G going up a ladder to effect a recovery it would still be there. The only up side to my loss is that I have now joined a very select band of good flyers who have found themselves stuck up the same tall tree!

Aside from the winter flying to be had, the club also have their AGM at this time of the year. Our AGM is on Wednesday 21st December starting at 8:00pm in the White Hill Centre, Chesham. This is your chance to have your say, pay your subs and enjoy the sausage rolls and mince pies on offer.

Finally, let me commend to you the benefits of Boxing day flying at Newground. Weather permitting, it can be good to get out for an hour or two. At this time of the year we work out of the observation shelter, only venturing to the flight line to fly. This proves to keep us warmer for longer! Perhaps we will see you there?

As always, you can contact me, Colin Hooper.

colin@wychwoodrise.co.uk

IMPORTANT NOTICE

At this time of the year the leisure batteries at Newground really struggle to perform. Both batteries have had to be taken home for a mains charge and they are very heavy! There are just not enough daylight hours of strong sunshine to begin to recharge them from the sun.

We therefore propose that they be restricted for charging to the spring/summer months, 1st March - 1st November. In short, if you fly electric, bring enough charged batteries for the winter flying session.

Summary of Club Events in the next quarter

October 19 th	No club night
December 21 st	AGM @ White Hill Centre.
December 26 th	Boxing Day @ Newground

Chairman's Soapbox

AGM – WHITEHILL CENTRE - WED. DEC. 21st. 8.00pm

This is the usual format where you have the chance to comment on any topics up for discussion. Note that it is the **21st** and **NOT the 15th** as wrongly mentioned in my October Soapbox. We have the traditional mince pies and sausage rolls as well as tea, coffee and soft drinks all provided. All being well the bar should be open if you need something alcoholic. It's your club, - so be there to find out the latest news and have a say on the club's future. Make every effort to attend; - it's also your chance to pay your subs for 2017 on the night, something that makes Treasurer Richard Johnson's job much easier. We are looking for a big turnout !

Committee Changes

Dave Anderson who has served us well for many years as Membership Secretary is standing down from the committee at the AGM. He gave up his duties in the early part of the year, handing over to Richard Johnson who has combined Membership Secretary with the post of Treasurer, (formerly held by Bob Bennett) - the two jobs being closely linked.

Steve Bull, our Safety Officer, has agreed to join the committee which is a very welcome addition to the group.

BOXING DAY AT NEWGROUND

As long as the weather is kind to us – (no high winds, rain or snow) a reasonable turnout is likely, so come along and join in the festive spirit with your fellow members.

I could be boring you with more ‘stuff’ – but I will save it for the AGM when I present my chairman’s report of CMFC in 2016.

THAT’S IT! ----- MERRY CHRISTMAS TO ALL

Treasurer's Report



Doesn't time fly when you are enjoying yourself as Treasurer for CMFC for your first season!

I have had a few challenges over this season, but it is very reassuring for me, when the former treasurer Bob is only a phone call away.

I would like to say, Bob has a very comprehensive accounting system and I think I can now say with confidence, I have cracked it. Thanks Bob for your help and continued support.

The unaudited financial statements have now been prepared for the year ended 31st August 2016 by our accountants Seymour Taylor Audit Limited.

I am glad to report the Club is in a sound financial position for the New Season. Our income for the year was £9766 an increase from last year and our expenditure was £10739.

The breakdown of expenditure is detailed as follows:

Rent for Pednor	1035
Newsletters & Post	463
Trophies & Competitions	64
Field Expenses	5595
Website	107
Club Functions	95

Club Nights: Hall Hire	232
Sundry Expenses	614
Pilot Training	1282
Accountancy	942
Depreciation	310
TOTAL	£10,739

Our cash position at the end of the financial year (31st August 2016 was £13477, but £2412 of this is earmarked for fees collected for September 2016 to December 2016 and key deposits.

For the new financial year, our budget is very similar to last year, but there could be some differences regarding expected income from set-aside and habitat schemes.

With this budget, we propose to maintain our fees unchanged for 2017. The BMFA have also decided **NOT** to increase their fees for 2017.

<u>Category</u>	<u>CMFC only</u>	<u>CMFC & BMFA</u>
Junior	£15	£32
Student	£24	£57
Senior	£48	£81
Veteran	£30	£63
Associate	£12	-

Please be ready to pay your fees at the AGM on Wednesday 21st December, as this makes the registration process much easier for all concerned. Cheques are acceptable. We also take Bank Transfer Payment.

Bank Transfer to sort code 40-17-12;
Account # 41125583

Please make sure your name is the Reference.

I look forward to seeing you at this important meeting.

Regards, Richard Johnson

Membership Report



I return as Membership Secretary after a break of nearly 20 years, taking over from Dave Anderson who has made it very easy for me, with his comprehensive computer records, to find my own feet.

At the end of this last season we had 101 members comprising as follows:

- 12 - Veterans
- 78 - Seniors
- 2 - Juniors
- 9 - Associates

We have budgeted to take on a minimum of 5 members for the new season, let's hope we can encourage more junior members to join.

Over the last twelve months the Club has invested in new trainers, RC gear and ancillary equipment.

Our Chief Instructor Richard Ginger and his team of four instructors are ready to train all pilots, Juniors, Seniors and Veterans. All we need is some fine warm weather for the 2017 season, which I cannot guarantee!!

As I said in my Treasurers report, please can you make a special effort to attend this AGM and support your Club, whilst enjoying sausage rolls, warm mince pies and tea/coffee.

It is also your chance to pay your Club and BMFA Subscriptions. Paying on the night makes it much easier for all parties.

See you on the night.

Wednesday 21st December 8.00 pm START

Regards, Richard Johnson

Member's Ramblings

I thought you may be interested in what I found wrong after a recent flying session, if you could call it flying.

There were multiple things wrong, all avoidable and I'm lucky to have the aircraft in one piece. A few people commented that I seemed to be having trouble flying straight and level. I thought I was flying straight but having trouble keeping level, which isn't bad for me, but even I could see there was something wrong.

On getting home I plugged the transmitter into my flight simulator and exactly the same thing, the elevator was real twitchy. On investigation I found that I had programmed in reverse expo on elevator. So around neutral it would make everything a bit twitchy. And in my effort to improve this I had dialled in even more expo which made things even worse.

The reason for getting it in reverse? I had re-programmed the firmware in the Skyleader and made it like a JR/Spektrum (positive expo needed rather than Futaba convention of needing negative expo). Luckily I had no expo on aileron or rudder.

When I'm doing firmware updates I normally test fly it on the simulator first, then on a foamy in my paddock and only then would I venture with it to New Ground. I'd been too busy during the week to do any flying, obviously got over confident and skipped two stages of testing and got to New Ground with incorrect Tx settings. But that was not all that was wrong.

I went out to the workshop to see if I could physically see the expo effect on the elevator. With only 15% it was real hard to see visually, but I noticed the elevator servo seemed very slow. It had seemed slow yesterday but again I didn't pay enough attention to this. Was it the Skyleader? I bound the plane to my JR and it was still real slow. Obviously a problem with the servo or linkage. I took the servo out and put it on my servo tester. Still slow. The servo tester has an exercise function, so I put it on test, went to make a coffee and came back to find it stopped. At first I thought the battery in the servo tester had gone flat, but plugging in another servo soon proved otherwise. The elevator servo had failed. It was a mid-range Spektrum 12g digital about two years old, not a cheap Chinese brand. So if a servo looks slow, don't fly but investigate.

And there were another two issues with the lipos and their retaining. The lipos are held in with Velcro which is just stuck to the fuselage floor. On my first take off the double sided tape had failed and the lipo and Velcro had moved back a few inches to the bulkhead. A rearward cg never helps... I temporarily put some foam behind it so I could fly again yesterday and this morning I re-glued the Velcro and fitted a false bulkhead behind so the lipos can't go back in future.

After this I thought I'd check the cg. It was still a bit back. How come? I had bought some cheap 2200mAh Turnigy lipo's as all my others are 3 seasons old and getting a bit tired. As it was cold yesterday I thought I ought to use my newest ones with the best capacity. Did you know that new Turnigy lipos weigh less than the 3 year old ones? Not by much but enough to put the cg a bit further back. I've checked their capacity on a watt meter and they have good capacity so they haven't passed off a smaller capacity lipo as being a 2200. So in future I'll use belt and braces to hold lipos in place and check the cg if I fit any new equipment.

So yesterday I was flying with reverse expo on the elevator, with a failing elevator servo and a rearward cg. I was lucky!

Mike Kitchen

WINTER PROJECT!

Work is progressing on the PICA 88" Spitfire and I have to say I am thoroughly impressed with the kit and the comprehensive instruction manual; I have nevertheless used lighter grade balsa sheet for the wings and 4" widths instead of the 3" supplied. I have never had much success joining sheets edgewise in one large piece for the wing skinning - my method is to put additional soft balsa spars between the ribs so that each sheet edge is supported and any slight mismatch can easily be filed with thin slivers of balsa.

So far, the wing is virtually finished complete with ailerons, flaps and all servo positions. I use a separate servo for each flap and aileron rather than rely on a bell crank and rod arrangement. Everything is accessible!

The wing is built in three pieces, a substantial centre section plus outer wing panels. The instructions call for the wing to be completed/joined except for the centre section underside so the wing mount dowels/bolt locations can be readily determined. Rather than have a whole 88" wing flapping around I have left it in three pieces so that I can offer the centre section up to the fuselage as I go along. I have also incorporated two full depth 1/8" ply dihedral braces plus long retract bearers which will make a strong join.

The wing has washout (jigs/setting spars provided) but I have increased this to $\frac{1}{2}$ " at each wingtip. From my experience with all the warbirds I have built this is a massive aid to stability on landing approach which, when coupled with



generous flap deployment, allows a decent "power on" and fairly steep approach. The tatty example I fly at present does have flaps but they are worse than useless - too small/too little an angle of droop!

The attached picture shows the work so far and you can see the sizeable flaps and deflection available. Also the extensive (and time

consuming) mods to the retract mountings which will take the Hobbyking Large Electric units mated to Robart oleo struts - much the same as fitted to the Ziroli Zero. However, the Spit' legs are much shorter so there is not such a high degree of leverage/landing loads. I'm still hoping that I can achieve an AUW around 21 lbs.



I have recently changed my faithful Mondeo for a 15 plate S Max which is truly cavernous. It's Candy Red so Steve and Paul won't get confused!!

Enjoy your flying!

RG

Safety Officer's Corner



As another flying year comes to an end it's always nice to reflect on the highs and lows that we've encountered.

I don't keep weather records but feel this year has been better for us than some of late. We managed to have a very successful scale fly in, partly due to weather and more importantly due to Toby's organisation. This was followed by our first silent night at New Ground during possibly the best evening of the summer. We were now on a roll, could the August Bank holiday fun day actually take place as the previous two years had to be cancelled. Well the god's were with us, not only was there sunshine but light winds too. This culminated in the best turnout ever, with plenty of flying for the many guests that turned up. My friends that came were very impressed and have asked me to thank the club for providing them with entertainment and also the very warm welcome that was extended to them.

As far as safety issues go this year, I can report that there were no major incidents other than one rather embarrassing incident that concerned myself. I have written about it in an earlier newsletter, but to reiterate I

managed to mangle my small finger in a prop strike. Due to the quick help from Pete Hodge, Richard Ginger and Stoke Mandeville I now have full movement and only partial numbness. The moral is: Don't let complacency creep in, I never thought it would happen to me!

Finally, we all now take photos on our phones. The one thing I think we'd all like to capture is that special or rare picture, you know the sort of thing, the Lock Ness monster or perhaps a Yeti. Well I think I've actually achieved what most would think impossible.



Yes it's Richard flying a drone!

I look forward to seeing you all at the AGM.

Steve Bull

Instructors' Corner



This time of year invariably means only the seasoned hard core of pilots/budding pilots get out; if you are well wrapped up and have a suitable RELIABLE model (and this is where electric stuff proves its worth!) there are some incredible opportunities under winter blue skies and no leaves on the trees... the air is fresh and provides more support for our wings. We have excellent facilities, the NG shelter is particularly valuable – get out for a chat and a warming cuppa at the very least!

A few reminders:

SOLO status will only be granted if you fly your own model and can demonstrate a good general standard of safety and flying, particularly take off and landing skills; plus a sound awareness of “no fly zones” and the ability to communicate properly with other pilots/members. All our Instructors are qualified to do your “SOLO”.

RADIO SET UP

Do, please, be familiar with your radio gear so that you are capable of simple programming. We have a wealth of experience over a wide range of manufacturers' stuff and help is usually at hand but you owe it to yourself to include these skills in your locker. Most modern sets will perform in widescreen technicolour but will not fly the model for you (except certain ARTF “Drones”).

Set up your servos so that you have linearity before you dial in any adjustment – which should be just that – not a substitute for a decent basic setting.

ATV/End Point/Servo travel adjust – sets the total servo travel limits.

Exponential – softens stick sensitivity around the centre of travel.

Rates – adjust servo travel within the maximum range available. Typically, around 50% of “maximum” would be a low rate.

It is not a good idea to try to tame a “twitchy” model with vast amounts of Expo – use rates to do this – it might also be useful to check for a rearward C of G (but you did this before committing aviation?). I personally do not use ANY Expo until I have test flown a model – nor did Al Spicer!

Servos develop greater torque the nearer the centre of the servo arm. Do not confuse torque with leverage. However, we also want good resolution so it is preferable to use a hole typically 3 holes out from the centre. Remember, you can also adjust the control surface hole position – IN for more movement, OUT for less. With decent servos that centre properly we get good resolution, decent torque and smooth movement.

FAIL SAFES – all except the “toy” 2.4Ghz sets have a failsafe facility and you MUST use this for ANY model so equipped. Minimum requirement is throttle to idle on loss or interruption of signal; the reasoning behind this is to prevent models flying away into full size airspace or damaging people/property. You should be able to demonstrate the failsafe setting by turning off your transmitter.

Happy Flying!

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
December	3	Richard Ginger
	10	Dave Anderson
	17	Simon Adams
	24	NO TRAINING
	31	Austen/Toby
January	7	Richard Ginger
	14	Dave Anderson
	21	Simon Adams
	28	Austen/Toby
February	4	Richard Ginger
	11	Dave Anderson
	18	Simon Adams
	25	Austen/Toby

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Becca Newton		rebecca-jackson@hotmail.co.uk
Treasurer/Members	Richard Johnson	01494 725669	treasurer@cheshammodelflyingclub.co.uk
Groundsman	Pete Hodge	01494 785143	brendahodge@talktalk.net
No Portfolio	Dave Anderson	01494 583127	david.anderson267@ntlworld.com
Communications	Colin Hooper	07749 891465	cmfc.colin@gmail.com
Co-Opted	Toby Newton	07766 494224	tkracing@hotmail.co.uk

Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127
Simon Adams	07970 409831
Toby Newton	07766 494224
Austen Pearce	07842 149855

2015 AGM Minutes

Apologies from Paul Baker, Keith Vickers, Michael O'Neil, Chris Prentice, Tony Gower &

Mike Humphrey

34 members present + 7 Committee members.

Meeting commenced 20.10

No matters arising on last year's minutes. Approval for minutes.

Proposer- David Turner

Secunder - John Kichenside

Chairmans report

Dave started the meeting by introducing Becca as the secretary for 2015. and thanked Andy Rimmer for his comprehensive and detailed write up of last years AGM.

Richard Johnson has taken over the treasurers role from Bob Bennett - Bob has done an excellent job and will present his report for the last time tonight.

We now have a full committee with thanks to Toby Newton joining the committee. Although unfortunately we are set to lose Dave Anderson - the club will be seeking a competent and enthusiastic member to take over this role.

All the present committee with the exception to Dave are seeking re-election.

We had 20 new members this year. The most in any year since around 1990!

Newgrounds new 10 year agri-environmental scheme (entry level and higher level stewardship) is up and running - income from this from the Rural payments Agency is £1746 per year.

Field maintenance is always ongoing. At Newground the track was surfaced with scalpings, the patch had a weed & feed and moss treatment, plus being rolled again. Pednor also had the patch rolled - the first time for several years. Patch mowing is always priority at both sites, accomplished by Martin Barber at Pednor and Trevor Brunt & Jeff Denty at Newground.

On the 20th August 2014 we signed an early access agreement with HS2 - this was to give them access to our land to carry out environmental studies. The HS2 Survey Window expires in August 2016 so any access to our land would have to be re-negotiated - No surveys have taken place to date.

Struggling to find club night speakers - if any members have any suggestions please email to Becca.

Fly tipping Problem at New Ground -Steve Bull has reported that the council have collected the logs.

Membership Secretary

Dave.A confirms we have 20 new members in 2015.

20 of our members are "B" registered - Looking for instructors ?

23 unqualified members in the club
We have 8 members currently on the waiting list.
BMFA fees have increased by £1
CMFC fees are to stay the same for 2016

Treasurer

Seymour Taylor made our accounts again for us in 2015.
Made a surplus of £268 for the year

- Proposer of Accounts for 2015 - John Barber

- Seconders - Jeff Walker

We are estimating 3 new members for 2016.

Asking to approve the deficit budgets -

- Proposer - Richard Ginger

- Seconder - Pete Hodge

Club Fees -

- Proposer - Andy Rimmer

- Seconder - Dave Turner

Happy to stay with the same accountants for 2016

- Proposer - John Barber

- Seconder - Jeff Walker

Events Report

We had some poor weather this year which unfortunately cancelled the Bank Holiday flying

The balloon bursting competition and the Scale day were lucky with the forecast.

Trophies

Balloon Bursting

- 3rd place - Trevor Brunt
- 2nd place - Richard Ginger
- 1st place - Toby Newton

Bombing

- 3rd place - Austen Pearce
- 2nd place - Richard Ginger
- 1st place - Phil Camp

Thinking of turning the scale day into more of a competition for 2016.

Diana Barber trophy goes to - Bob Bennett - with thanks to all he has done behind the scenes for the club.

Election of officers

-Proposer - John Kichenside

Seconder - John Barber

(Break at 8.45)

AOB

John Kichenside gave a tribute to the late Tony Jackson-Wynch - His planes are being auctioned off within the club and any money raised is going to charity.

Pete Hodge suggested that the hedge at Newground should be cut more often - Dave Humphrey agreed & will make sure that it's sorted.

Flying on Boxing day -Weather permitting!

Meeting closed - 21.50