



Flight Desk

December 2017

The official newsletter of Chesham Model Flying Club Ltd

Volume 29

Issue 6

December 20th Club AGM

White Hill Centre @ 20:00

Annual General Meeting

Mince Pies and Sausage Rolls

Renew Membership of Your Club!

Editors Ramblings



Has it been cold enough for you? I have dug the thermals out of the draw and I believe Richard when he tells me he is wearing a pair of Lynn's tights! We continue to enjoy the flying though, but just adjust the flight times to reflect the numbness in the fingers. On the plus side, there have been some lovely crisp days midweek that just a couple of members have been able to enjoy. Is it me or is it often wet or windy at the weekend?

I have reacquainted myself with the Pednor field on a couple of occasions recently. I had heard they were working hard at improving the patch and wanted to see for myself. I went on an electric only flying day which first time was great fun. The second visit was a little more challenging but still flyable. The patch is certainly in better condition than I remembered. They need a few other improvements to enhance the site and I understand that plans are in place. I took the opportunity to summarise the Pednor log sheets whilst I was there (not to the degree that Leon does for Newground though!) It was interesting to see the high flying numbers that some have achieved if a little disappointing that more members don't go down to join them.

PEDNOR FIELD to 15/11/17		
Name	Total Flying Minutes	Total Hours
S Langbridge	1964	32.7
G Wyrill	937	15.6
J Barber	575	9.6
S Edwards	478	8.0
J Kichenside	90	1.5
C Hooper	50	0.8
C Lehane	40	0.7
G King	35	0.6
B Martin	24	0.4
R Johnson	21	0.4
C Payne	21	0.4
M Martin	12	0.2
R George	12	0.2

Perhaps 2018 will see that change.

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

Summary of Club Events in the next quarter

December 20 th	AGM @ WHC
December 26 th	Boxing Day @ Newground
February 21 st	Show Your Winter Builds @ WHC

Chairman's Soapbox

REMEMBERING ALAN 'BIG AL' SPICER



At the end of December it will be 5 years since Al passed. His life was tragically cut short, but he lived life to the full, - he was always 'busy', whether at work or socially, - he was certainly a person who made the most of his time. There is not a day goes by without my thinking about him, and the same will be true of many of you, - he will forever be in our thoughts. At

Newground Field, we have two memorials. The first - a Field Maple tree planted in the centre of the turn – around circle by the container. The second is the stunning hardwood bench seat sited in the shelter. This bench seat was designed and crafted by our own Ray Birdseye, with a hand carved inscription to honour his dear friend.

TOBY NEWTON & REBECCA

Husband and wife team Toby & Rebecca decided to leave the club in mid November with immediate effect. Toby wasn't enjoying his flying at NG (his words), and of course they have a new baby to consider. Also they live in Bicester, - a fair distance away, and are seeking to join a club nearer home. Both were committee members. Rebecca (Becca) has vacated the post of Secretary and Toby was a member of the Instruction Team at Newground. Thanks to both of them for their input while serving the club and I look forward to the possibility of them paying a visit on a nice warm day in the near future.

RICHARD JOHNSON

Richard has served the club this past year as both Membership Secretary and Treasurer, -two jobs very closely linked. He has informed me that he is quite happy to continue as Membership Secretary, but will be vacating the post of Treasurer at the end of 2018.

His intentions are clearly based on the support from the membership at the AGM, where the present committee stands down. I can tell you that all present committee members are happy to continue to serve the club and the membership, and are seeking to be re-elected.

NEW FACES

With two committee members standing down, we are seeking two replacements. If you feel you have what it takes, particularly the post of Secretary, then as it stands at the moment, you should contact either Richard Johnson or myself preferably by e-mail ahead of the AGM. Considering our ageing committee and a good number of the membership, it would be refreshing for younger members to step forward. Committee email addresses and phone numbers are listed as always at the back of this newsletter.

Treasurer's Report



I am pleased to report the Club has continued to maintain and make improvements at our flying facilities.

Pednor is coming back to life with some members moving away from Newground for whatever reasons.

Our new member *Geoffrey Wyrill* from *Great Missenden* agreed to join the Committee. He has also agreed to attend to the maintenance work at Pednor, cutting and strimming of the grass, etc. When larger jobs are called for we will call for a 'work party' of volunteers to assist.

Thanks must go to John Barber and Martin Barber and some regular Pednor flyers for all their hard work maintaining and carrying out general repairs at Pednor over many seasons.

Also, a big thank you to John for the loan of his strimmer and hand tools and to Martin for repairing the mower when required.

A strimmer has been purchased for Pednor, which I am pleased to say Geoff enjoys using!

The unaudited financial statements have now been prepared by our new accountants Littlestone and Golding in Chesham. Changing accountants has meant a first year saving of £366.00 on fees.

Our Income for the year was £ 8848.00 and the Expenditure was £9871.00

The Club remains in a sound financial position for the new season

The breakdown of Expenditure is detailed as follows:

Rent for Pednor	1056
Newsletters & Post	600
Trophies & Competitions	49
Field Expenses	6407
Website	218
Club Functions	216
Hall Hire	147
Sundry Expenses	204
Accountancy	576
Depreciation	398
<u>TOTAL</u>	£9871

Our cash position at the end of the financial year 31st August 2017 was £11679

For the new financial year, our budget is similar to last year, but there could be some differences regarding income, because we will not know how many members will re-join and how many new members will join CMFC during the year.

With this budget, we propose to maintain our fees unchanged for the 2018 season. BMFA fees have remained unchanged for juniors but have increased by £1 for seniors for 2018.

<u>Category</u>	<u>CMFC Membership only</u>	<u>CMFC with BMFA</u>
Junior	£15	£32
Senior	£48	£82
Veteran	£30	£64
Associate	£12	N/A

The AGM is on Wednesday 20th December with an 8.00 pm Start. This is your ideal opportunity to renew your membership and arrange to pay your fees by the BACS system or Cheque.

Payment by BACS are to Sort code 40-17-12 Account number 41125583 with your name as the reference.

I will NOT be accepting CASH for the payment of FEES, as I am streamlining our accounts system.

CMFC Membership Cards will NOT be issued, as they serve no useful purpose.

I look forward to seeing you at this important meeting.

Richard Johnson - Treasurer

Membership Report



Another Club year is about to end, doesn't time fly as we get older!

At the end of last season we had 103 members, which is one up on the previous season.

It appears it is always difficult to encourage and attract new members, particularly juniors, I welcome any ideas from the Membership?

The breakdown of the membership is as follows:

Veterans	22
Seniors	66
Juniors	4
Associates	11

Thanks must go to our team of flying Instructors, led by Richard Ginger, namely Dave Anderson, Austen Pearce, and Simon Adams.

The AGM is to be held at the Whitehill Centre, Chesham, on Wednesday 20th December, 8.00 pm START.

This will be your opportunity to voice your opinions and ideas, as this is YOUR CLUB and your input is vital and needed, so please make a special effort to attend.

FREE warm sausage rolls, mince pies and tea and coffee will be available and it is your chance to discuss your latest projects and have a general chit chat with fellow members, some of which you may have never met!!

This is also your chance to collect your Club Membership / BMFA Renewal Form for the 2018 season.

Our Fees are very reasonable, considering all the facilities on offer with TWO flying fields!

This year I will NOT be accepting CASH payments, as I am streamlining our accounting system.

CMFC Membership Cards will also NOT be issued, as they serve no useful purpose.

The preferred method of payment is by the BACS system or by Cheque.

All our Bank details etc will appear on the renewal form which you can collect at the AGM.

I make every effort to maintain accurate Membership data on our systems, so if any of your details have changed since you joined the Club, I would like

to know. 'Change of Members Details' forms will be available at the AGM, these completed forms should be returned to me.

I look forward to seeing you on the night.

Richard Johnson - Membership Secretary

Pednor Report



With the recent improvements to Pednor it has been fantastic to see new faces popping along to join the regular Pednor flyers. The arrival of 11 tons of scalping for repairs to the drive could not have come at a better time, as on the following Thursday morning 9 members arrived, fighting for a parking space with a variety of aircraft. Thursday morning does seem to be the preferred session of the week.

Other improvements include a repair to wind sock and last night at the committee meeting the repair to the mower was approved. I have managed to get my roller mower over the patch a couple of times recently giving my e-flight spitfire a fighting chance of taking off and landing in one piece.



This brings me on too another committee decision to see if there would be enough interest in starting a spot flying and duration competition next season using both Newground and Pednor. This would include 3 sessions at each field throughout the summer starting around 5.00 pm using a handicap system for the more advanced members, giving all a chance to lift the cup at the end of season. The rules for the spot flying competition can be found on the CMFC web site. There will also be a flying duration completion on the same evening and rules for this and handicap rules will be published in the

next newsletter. If anyone is interested please let me know via email: g.wyrill@gmail.com in order to get some idea of numbers.

Wishing everyone a very merry Xmas and lots of lovely RC presents under the tree this year.

Geoff Wyrill.

Newground Report

It only seems like yesterday when the work party was preparing the field and patch for the new season, cutting down fallen trees, mending fences to our boundaries, rolling the patch, fixing the benches down in permanent positions, and the two start up benches for engine testing have also been permanently fix down, and are at the far end of the shelter. We also owe Colin a big thanks for his tireless effort on setting up a new web cam. I had to make a new housing for it, and Colin made numerous visits to site in order to get it working (really good now). We have also installed fifteen new posts on the turning circle, all this work has been carried out by volunteers from the Club. Without these volunteers we would not have a Club that is envious by others. A big thanks to all you guys. I will be calling for volunteers to do field maintenance and general tidy up early in the new year. I will also be making two pub benches to go in front of our shelter, these will be used for picnicking only.

We are now coming to the end of the season of flying and the patch is in



very good condition thanks to our mowing team of Trevor and Jeff. This has been a task taken on by them, and we must give a big thanks to them for all their efforts, without this we would not have a patch in such good condition as it is. The field still seems to remain dry even after all the bad weather we have had, so wrap up warm and go flying.

I am not sure whether you are all aware of our nest boxes, this is another role very kindly taken on by Jeff Denty. Over the past years I have provided Jeff with seventeen nest boxes, which are put all round our grounds. Jeff informs me this year that ten of our nest boxes were used for nesting, five were used for roosts (two by Glisglis) and two have not been used. We have not had time to get the ladder over to check the big owl box.

I have been speaking to Geoff Wyrill, who has very kindly come forward to take on the mowing and maintenance of Pednor. The track at Pednor has been re-dress with scalplings, and Geoff has worked tirelessly on mowing the patch and generally tidying up. I will make two set-up benches for Pednor in the new year, although I have not been to Pednor to see for myself, I hear some of you have and are saying that it is nice to fly there now, so if you are into electric flying give it a try.

With the AGM scheduled for next month I hope to see you all there for mince pies, sausage rolls etc., and to have a good chat, so please can we make this a real big turn out on the night.

All the best to all of you.

Pete Hodge

Member's Ramblings

WINTER PROJECT!

Work on the Junkers 88 bomber is trundling on well. I'm now in the middle of sorting the two engine nacelles. These each have to house not only the motors but also the tank, throttle servo and retract unit. With a bit of care this is just about possible and still retain the correct overall length although I have slightly enlarged the diameter. Thankfully the bits cut for me by Belair (loads of ply discs of slightly differing sizes) helped immensely. The tanks are SLEC 11oz which have ideal dimensions and will give a very safe motor run time. My Laser 150 has a 14oz SLEC and will give nearly 15mins at full throttle. The carb/tank height is not a great issue – Lasers will normally cope with up to ½” above or below and in any case I don't think the Ju88 was cleared for aerobatics! On the plus side the available space in the fuselage is massive. I have deliberately beefed up all of

the structure yet it still seems very light....remember that this big twin was designed before Lipos/brushless motors and was at the cutting edge of electric scale modelling. More than a third of the AUW of 12 ½ lbs comprised 28 sub C Nicads! With minimal vibration there was no need for engine room strengthening to house the two Graupner 700 motors and the whole lot ran via one speed controller. Contest grade balsa and 1/16" sheet was used throughout – it simply would not have flown at the sort of mass now “normal” for a 2.5 metre warbird.

An on board glow unit from SonicTronic USA will be fitted and I have used these successfully on several of my multi cylinder stuff. This ought to give absolute reliability although Lasers will run quite happily inverted if properly set up ; initial tuning must be done without the OBG or it will mask any incorrect needle settings. It also saves faffing around with glowstarts.

Retracts are Sierra air up/down and I now have a pair with a retraction angle of 100 degrees fore and aft which means the wheels will stick out in front of the wing leading edge; this really helps to prevent nose overs on takeoff or landing, particularly as I favour a really “safe” forward c of g on all my scale models. It is folly to try to avoid nose weight simply to help a “tippy” model!

For the first time I will use TWO receivers, mainly so I can split the wing and fuselage functions plus I will be able to use slightly smaller battery packs for each. The wing at aileron and flap servo stations is relatively thin section so I have had to use Hitec MG Minis (analogue) which have worked very well on the Tempest.

I will make several concessions in the interest of practicality – i.e. fixed tail wheel, no wheel doors and all engine room/tank/retracts accessible for maintenance. The colour scheme (when I get that far) will definitely not have airbrushed blotches (been there, done it) and I propose to pinch a fairly straightforward scheme from a recently published 1/48 Revell Ju88A-4 magazine review in olive drab/dark green/light grey. This means I can use Spectrum straight out of the can! To help with the fuel resistance I will use very thin lithoplate on some of the front underside so even if the paint comes off it won't matter too much.....

RG

Safety Officer's Corner



As this is the last newsletter of the year it's worth reflecting over the previous 12 months. It's been a good year, the main thing that stands out for me is the total lack of any serious incidents that would have lead damage or injury.

This may seem fortunate but it doesn't happen by accident, (no pun intended) but by good discipline on the flight line and especially in the pit area. I know that some people think I'm being a bit pedantic when I've had to gently remind them to restrain their planes or make sure that they are lined up on the pit line, but it has paid off.

Talking of flight lines, as many of you will by now know, we have changed slightly the layout at New Ground. This was bought about due to concerns

that the distance between the planes taking off and landing and where we usually sat was not great enough, especially as our models have got a lot larger over the last few years. The committee came up with a revised plan, unfortunately it proved to be flawed and actually made the situation slightly worse. After much discussion amongst the fliers, I suggested to our Chairman that a site meeting would be the best way forward so we could demonstrate our thoughts and ideas. Thankfully he readily agreed, and with a good turnout, we had what I consider to be one of the most successful meetings that I have attended.

Since we've been using the new layout I've had members saying to me that they feel safer and it feels more social as well, so it seems like we've had a win win situation.

Having said all of the above, what we must never forget is that this is a hobby and we do it for **pleasure**, so please come down and join in the fun.

I hope to see you all at the AGM.

Season's greetings.

Steve

Instructors' Corner

Toby Newton has decided to leave for pastures new after several years; many thanks for your input, Toby and we wish you, Becca and Chloe all the very best.

Not much to report on the training scene – there are very few regular candidates and we need new blood to survive! However we have one very keen Junior who has his own model and buddy box system; it is a refreshing change to find youngsters who are able to communicate properly rather than spend hours with their faces glued to a smartphone. Apparently it is not uncommon for teachers to have to teach how to hold/grip a pen/pencil because simply tapping a tech device does not produce sufficient strength or flexibility in the fingers...you couldn't make it up!

Recent experiences with electric models have highlighted several important issues. Firstly, it's much harder to manage your throttle if you can't hear the motor (unlike i/c power). Secondly, many of the models I have seen (and even flown) simply do not have a linear throttle response –i.e the power comes in suddenly and lacks progressive response. I suspect this is basically a matter of programming the speed controller. Please read the instructions. Thirdly, and for safety reasons the most important – FAILSAFES:

In the last Newsletter Dave Anderson was honest and brave enough to publicise the effect of not having set a failsafe correctly on an electric model. Remember that the primary purpose of a failsafe with powered models is to deenergise the motor and prevent a flyaway and/or damage to persons or property – both of which are ultimately covered by the Air Navigation Order. With advances in radio technology, particularly telemetry, it is crucial that you understand how your failsafe works and are able to demonstrate this if asked. As always, RESPONSIBILITY RESTS WITH THE PILOT.

A final thought – statistically, if you never fly you cannot have any incidents. Car insurance tends to be lower if you have a low annual mileage limit. If you only do two hours flying a year is your chance of crashing less or is it greater simply because you don't fly very often? Airlines will tell you that their incident rate is x or y% of their total air miles – i.e. extremely low. The answer is out there.....
Have fun!

RG

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
December	2	Austen Pearce
	9	Richard Ginger
	16	Dave Anderson
	23	No Training
	30	No Training
January	6	Richard Ginger
	13	Dave Anderson
	20	Simon Adams
	27	Austen Pearce
February	3	Richard Ginger
	10	Dave Anderson
	17	Simon Adams
	24	Austen Pearce

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	POSITION VACANT		
Treasurer/Members	Richard Johnson	01494 725669	treasurer@cheshamodelflyingclub.co.uk
NG Groundsman	Pete Hodge	01494 785143	brendahodge@talktalk.net
Pednor Groundsman	Geoff Wyrill	01494 785143	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	cmfc.colin@gmail.com
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Meeting commenced 20.15

Apologies for absence

- Andrew Rimmer
- Simon Adams
- Richard Saunders
- John Sandler
- David Evans
- Bob George
- Steve Atherton
- Jeff Denty
- Paul Baker
- Mike Humphrey
- Adrian Jacks
- Ray Birdseye
- Ken Walker
- Pete Christie
- Cliff Vincent

Chairman Report -

1. The lifeblood of the club continues to be our payments received from the Rural Payments Agency, for land at Newground. We receive £4185.50 annually

All of our land at Newground is currently in the Basic Payment Scheme- A farming subsidy. Although we are in the throes of Brexit - this payment will remain for at least another 4 years in line with the EU's Common Agricultural Policy. When we finally leave the EU, UK farmers will still likely receive a similar amount paid for by the UK Government.

2. Our Entry Level Stewardship/Higher Level Stewardship is for all our land, with the exception of the gang mown area, track and car parking area. This represents the £1742 of the annual total & is ongoing until 2025 in a signed up agreement with Natural England.

Since we purchased Newground in 1992 agriculture environmental schemes have been many.

They include 5 year set aside, Additional Voluntary set aside, Habitat Scheme, Single Payment Scheme, Basic Payment Scheme, Entry Level & Higher Level stewardship.

Income received to date from these is close to £100,000.

This money allows budgeted spending for all manner of things as visitors to NG will be well aware of. It also assists in renting the Pednor field & its associated upkeep.

Quite clearly our low membership fees also benefit.

3. 2016 has seen 4 set up benches added at NG, to compliment the 2 start up benches – All of these were made by Pete Hodge.

4. Regarding the potential overflying of the railway, there is a seat over on the railway boundary & flags fixed each side of the notice board in the container. Anyone needing reassurance of the limit of their flight pattern should recruit a fellow member to position themselves on the boundary and "flag" any overflying.

5. Following the demise of 3 club training aircraft in as many weeks, a new fleet of 5 aircraft was born. 4 IC powered & 1 electric, all with TX and Buddy Box. This represents one set up for each of the clubs 5 instructors. Anyone who has not flown for some time & would like a refresher to restore their flying ability and confidence - then I am sure any of the instructors would oblige.

6. We had 2 attempted break-ins at Pednor (School Holidays) both incidents were dealt with by John Barber.

A more serious incident occurred at NG. The lock box was mutilated on the container but thankfully no entry was gained. The webcam was missing & the toilet was broken into and the pump was stolen. Prompt action by several committee members saw the lock box welded with thicker 10mm mild steel. MT Loos fixed the toilet & Colin found the webcam, which had been thrown over the hedge into the long grass & was undamaged. He soon had it up and running again, - the police response was excellent, they attended and set up a trail camera with infra-red capability left in position for a couple of weeks, but as is often the case - the criminals remain unknown.

7. Member Nigel Beaney sadly passed away & Colin has been assisting his widow in selling off all of Nigel's models and modeling gear. Colin has brought the last of this to tonight's meeting for anyone interested.

Richard Johnson has recently received some more sad news. He received a letter from Ian Nicholls mother to say that he had died suddenly. Ian had been a member for about 10 years - he was 61.

8. Earlier in the year John Kitchenside organised a sale of models and equipment at NG belonging to member Tony Jackson-Wynch, who died in 2015. It was well attended and over £400 was raised; -

The money going to Macmillan nurses.

9. We had problems with HSBC and Barclays, over lengthy delays in giving new Treasurer Richard Johnson access to online banking. With information provided by Bob Bennett & Richard Johnson,

I compiled letters to the CEO of both banks claiming compensation. We received £550 from HSBC and £300 from Barclays. It pays to complain - always send it to the CEO!

Contact details, addresses and email addresses can be searched on the internet.

10. Thanks to the membership for their support throughout the year, fellow committee members for performing their respective duties & in particular to Membership Secretary Dave Anderson who has left the committee after 10 years of service.

Membership Secretary Report -

At the end of the season we had 101 members.

Last year we budgeted 3 new members, we actually had 8.

Treasurer Report -

Turnover increased this year.

Admin figures have gone up - Pednor rent has been paid for 2 years.

Pilot fees have increased as now we have 5 instructors.

Good reserves in the bank - £13,378 in the bank

Accountancy fees have increased by 16.3%

Proposer - David Turner

Seconder - John Barber

Budget - the income £7587 but the actual sum was £10,224.03

- Total spent was £11,621.

Proposer for 2016/2017 - Dave Anderson.

Secunder - Geoff Walker

Fees not increasing for 2017

Proposer - John Barber

Secunder - Dave Anderson

Accountants Seymour Taylor wanted to charge too much for 2017 - a bit unreasonable!
Dave Humphrey phoned Mike Golding at "Littlestone Golding" and Richard Johnson visited him - their fee is £480 + VAT. We would be saving £382.

Dave asked if we all agreed.

Bob Bennett pointed out that the clubs registered address is Seymore Taylor's address.

Agreed to be changed to Littlestone Golding in Station Road Chesham.

Proposer - David Turner

Secunder - Steve Edwards.

Election of officers -

Steve Bull has agreed to join the committee.

The committee stays the same with Steve Bull joining.

Proposer - Dave Anderson

Secunder - John Barber

AOB

Richard Ginger said the training is going well – with a good set of instructors and they are offering refresher courses to members who haven't flown for a while, or, as Colin pointed out, pilots who want to better themselves.

Events Report

Bombing Competition

1st - Dave Anderson

2nd - Dempster Hamilton

3rd - Colin Hooper

Balloon Bursting

1st - Austen Pearce

(Joint) 2nd - Richard Ginger & Trevor Brunt.

And the Diana Barber trophy went to Dave Anderson.

Meeting ends 9pm followed with Mince Pies & Sausage Rolls!