



Flight Desk

December 2019

The official newsletter of Chesham Model Flying Club Ltd

Volume 31

Issue 6

December 18th Club AGM

White Hill Centre

20:00

Mince Pies and Sausage Rolls

Editors Ramblings



We have seen some fairly dramatic changes to the model flying environment this year. I refer, of course, to the CAA regulations on "Drone" flying. You are probably fully up to date with the steps required to stay on the right side of the law but just in case.....

From December 1st, if you intend to fly anything heavier than 250g that is not tethered (control line) then:

1. You need a BMFA achievement of an 'A' or better **OR** have passed the competency test on the BMFA site <https://rcc.bmfa.uk/rcc> (preferred) or the CAA test <https://register-drones.caa.co.uk/>
2. If you fly your own models then you need to register with the CAA for an 'Operators Licence'. This is best done through the BMFA when you renew your membership and will cost £9. It can be done on the club renewal page and will result in the issuing of a registration number which must be carried on your model when you fly it.
3. From December 1st until January 31st we have an exemption from the 'Operators Licence' through the BMFA **BUT** must carry an exemption letter (being issued by the BMFA via their newsletter) to show along with proof of competency.

It is important to emphasise that the competency test is not a substitute for an 'A' but is evidence that you understood the relevant laws that regulate our sport.

But enough of that. Flying continues at both sites when the weather permits and the regulars are to be found there socialising and venturing out for a quick fly. If you want to join in remember to dress warmly.

In 2020 we have only planned one club night at the White Hill Centre. That is the "Winter Projects" meeting in February. If you will be doing any building over the winter, we would like to see it. We are just as interested in ARTF's as we are in kit builds, so bear it in mind over the coming months. We have other social club events planned through the year but these will be flying field based and will involve BBQ food!

Finally, Happy Christmas to All.

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

Club Matters

The Club AGM will be held at the White Hill Centre, Chesham, on Wednesday December 18th starting at 8pm. All members are urged to attend or give their apologies in advance. Membership renewals following the AGM must be completed before the end of January 2020. The renewal form will be available on the Club web site, see page https://chmfc.co.uk/membership_renew.php but the page will only be live following the membership approval of club fees at the AGM.

Summary of Club Events in the next quarter

December 18 th	AGM @ The White Hill Centre 20:00 (Wednesday)
December 26 th	Boxing Day Meet @ Newground
January 21 st	Committee meeting @ WHC, 20:00 (Tuesday)
February 18 th	Club Night "Winter Projects" @ WHC, 20:00 (Tuesday)

Chairman's Soapbox

AGM / CLUB NIGHT - WED. DEC. 18th. 8.00pm

A good number of 'new' members will hopefully attend for the first time. It will be the usual format complete with traditional mince pies and sausage rolls. As well as the mince pies and sausage rolls, there will of course be tea, coffee provided. It's your club, - find out the latest news and have a say on the club's future. **Don't miss it!**

This should be an interesting evening with Colin - our new Membership Secretary, enlightening us all on the latest CAA compliance if you fly a model aircraft. Steve Langbridge, our Treasurer will detail our finances and explain next year's subscriptions / BMFA/ CAA payments. The club website, designed by Steve, and ably assisted by his son is a credit to them both, with input also from Colin, a close friend and near neighbour of Steve. Our new Secretary Kevin Lambi unfortunately can't attend the AGM, but he completes the trio of Committee members who have taken the club into the

digital age. Finally if you have something to sell you are welcome to bring it along and display it at the back of the room on the tables provided.

NEWGROUND

The Patch is looking reasonable for this time of year. It's been mown recently for the last time this season, courtesy of Steve Bull, who along with fellow regulars Colin Hooper, and Richard Ginger all volunteered to carry out the mowing in 2019 with no cost to the club, except of course petrol. This has obviously saved the club money and is much appreciated. There is some slight damage to the patch caused by our Rabbit friends, but plans are in hand to carry out repairs.

As I write this, the road hedge and our tall trackside hedge have just been cut by our contractor Stuart who runs his own farm in Chartridge.

This suffered considerably delay after persons unknown managed to detach the overhead cable from the supporting telegraph poles, and the drooping cable across our entrance prevented any 'farm machinery from accessing the field.

It turned out the cable belonged to BT. I phoned Openreach to report it and at least 4 more times for an update on when it would be fixed. Initially a crew reported that a 12 man team using 'Cherry Pickers' would be replacing it. Surprisingly this hasn't happened, instead - the cable was cut at our entrance to allow farm vehicles to access. Our land entered in ELS/HLS (Entry Level and Higher Level Stewardship) received its annual topping courtesy of our contractor Simon Mead. Also the short grass area had its final cut of the year.

PEDNOR

Pednor regulars headed up by Steve Langbridge and Geoff Wyrill and assisted by other 'Pednorites' have looked after the site throughout the year. A marked increase in use has resulted from it being chosen as our dedicated site for Multi-rotors. This has not affected those flying fixed wing aircraft at the site as some members feared. Several new members with a preference for Multi-rotors have added to numbers using Pednor.

We suffered a 'break in' resulting in some damage to the building.

This has been very effectively dealt with, with John Barber and Geoff Wyrill assisted by others, - giving their time to put things right. Following some problems of vehicles parking in the entrance from the road, a 'No Parking' sign has been affixed to the main gate.

OUR FUTURE AGRI-ENVIRONMENTAL AGREEMENTS / PAYMENTS

As most of you know, Newground provides us with payment for our ELS/HLS Agri-environmental agreement running until 2025. I do not expect this can

change post Brexit, after all it is a signed 10 year agreement which commenced in 2015.

We also claim annually for all our land in the Basic Payment Scheme, and are currently awaiting payment for claim year 2019, - around £2k plus.

What happens next, - well here follows the latest information I have to hand:-

The 2018 Agriculture Bill's major focus is in allowing the government legal powers, first to adopt the system of paying farmers' funds under the current Basic Payment Scheme (BPS), and then to dismantle that system over a seven-year period, during which an Environmental Land Management System - "de-linked" from the need to occupy or farm land - will take its place. Almost nothing of the detail of this system is yet known, beyond the idea that it will replace the Basic Payment Scheme and the current Countryside Stewardship regime too.

Business as usual for 2019 and 2020

The current BPS system will remain in place, largely unaltered, for 2019 and for 2020, although the government may introduce "simplifications". It may be too much to hope that this means a removal of the unwelcome and inefficient Crop Diversification Rule. From 2021, a seven-year transition period begins, with the current system of direct payments removed entirely by 2028.

CMFC in 2019.

2019 has been a successful year for the club, with new member numbers exceeding any other year as far as I can remember. We welcome them all and hope that they enjoy all that the club has to offer. Our instruction team at Newground, headed up by Richard Ginger should be congratulated for giving their time freely to assist anyone in need of instruction. Thanks also to the entire Committee for executing their tasks and those members who have assisted with field maintenance at both Newground and Pednor. If you want to put your name forward to help for any future work party, - contact Pete Hodge (Newground) or Geoff Wyrill (Pednor).

Treasurer's Report



We have turned the 2017/2018 deficit of £1263 into a 2018/2019 surplus of £2777.

Also our Expenditure was reduced primarily for Pilot Training expenses and the Club Newsletters now being distributed electronically

The year income of £10300 comprised mainly..

£1500 - New Members
£4500 - Annual Subs
£4300 - Newground Set Aside

The big increases came from a 40% increase in Joining fees and annual Subs

CHESHAM MODEL FLYING CLUB LIMITED

DETAILED TRADING AND PROFIT AND LOSS ACCOUNT

FOR THE YEAR ENDED 31 AUGUST 2019

	£	2019 £	£	2018 £
Turnover				
Sales		4,131		3,517
Sundry receipts		6,173		4,331
		<u>10,304</u>		<u>7,848</u>
Other Income				
Bank interest received	2		17	
		2		17
Depreciation and other amounts written off assets				
Depreciation	312		297	
		<u>(312)</u>		<u>(297)</u>
Other charges				
Rent	1,127		1,093	
Field expenses	4,236		5,528	
Tools	179		-	
Website	292		144	
Pilot training	210		397	
Newsletters	161		534	
Club functions	146		218	
Accountancy	624		600	
Sundry expenses	242		317	
		<u>(7,217)</u>		<u>(8,831)</u>
Surplus/(deficit) for the year		<u>2,777</u>		<u>(1,263)</u>

The committee has therefore proposed no increase on the club annual fees which is in line with no increase in BMFA membership. This will need ratifying at the AGM.

	CMFC Membership	BMFA
Seniors	£54	£38
Veterans	£36	£38
Juniors	£21	£17
Associates	£18	N/A

You will be able to renew your club membership, BMFA membership and Operator licence (£9) on our renewals page online after the AGM meeting.

Club renewals must be made by 31st January 2019, after which an additional £10 will be levied for additional handling charges.

Remember that BMFA renewals are mandatory if you wish to fly in January. As is the £9 operator licence fee. You will be able to renew both of these fees through other clubs or direct as well.

Steve

Membership Report



The current membership is 116 which comprises

Veterans	51
Senior	50
Junior	6
Associate	9

This represents a potential flying membership of 107 with a voting total of 101 members. During 2019 we lost a number of Associate and Senior members but also gained in Junior, Senior and Veteran categories for a total gain of 5 members.

We have a capped membership of 120 flying members so we have scope to add a few more. However, we can foresee the possibility that under the current climate and with another local club having replaced (soon) their lost field we may see a fall in renewals.

What is true is that the actual flying numbers continue to be relatively small with some flying very infrequently. Other clubs have capped at a lower figure because they see greater numbers turning up to fly. Not a problem that we have had, so far.

I am always available to field any questions you have concerning membership. Feel free to ask.

Colin Hooper - Membership Secretary
membership@chmfc.co.uk

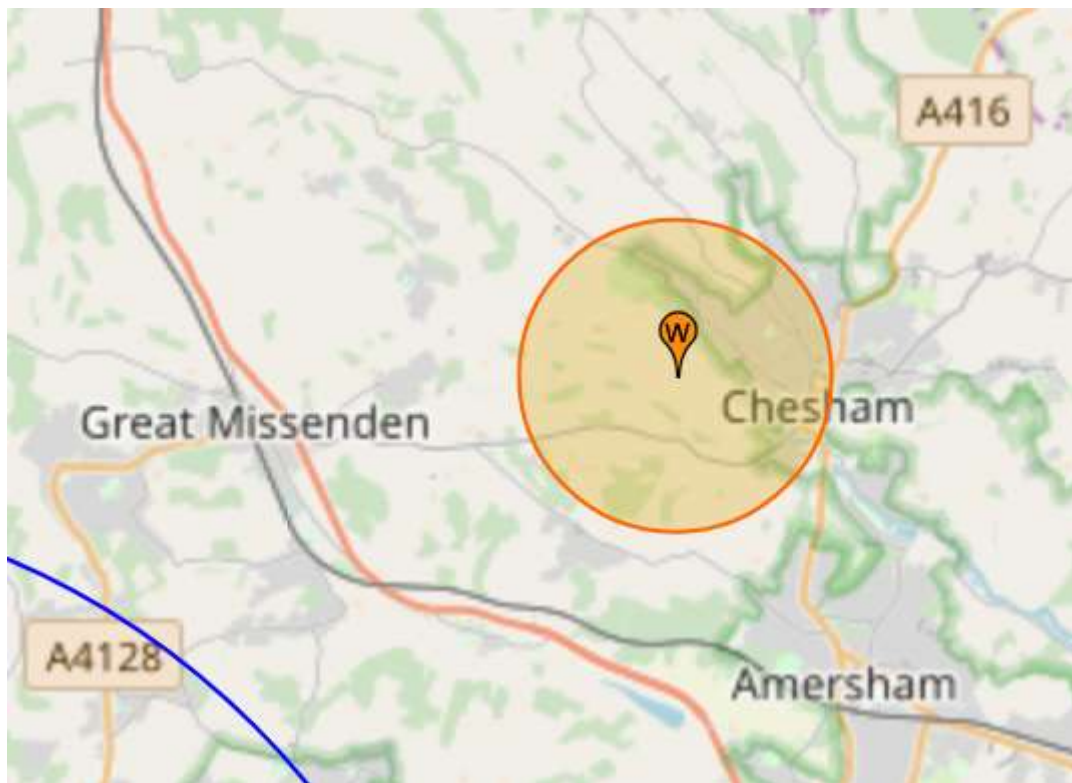
Pednor Report



With so much rain falling over the last few weeks both Pednor and Newground have fared well, with many clubs having to restrict activities or cancel flying altogether. Apart from a few puddles on the drives flying has continued without interruption at both grounds. The only drawback is having to wash the car a little more regularly.

All repairs have now been completed to the clubhouse at Pednor after the break in a couple of months ago. This included strengthening the wall cladding and repairs to locks. Equipment stolen will be replaced in the spring and paid for by the clubs' BMFA insurance policy.

A few weeks ago a lockable bench was purchased to stow the first aid kit, fire extinguisher suitable for Li-Po battery fires and windsock. It is highly recommended that once you arrive at the prep area at Pednor you open the bench seat and leave it open until the last member leaves so if an accident was to happen the kit is easily accessible. Steve Langbridge has registered the Pednor flying site with the CAA and a new orange windsock has been purchased to comply with the CAA regulations.



With the AGM meeting next week, 17th December it's important to notify any of the committee members regarding any concerns or issues you may have and any ideas on improvements for the future. As last year's AGM several ideas came up and were discussed at the following committee meeting.

If you can't make the AGM I hope you have a great Xmas and New Year with lots of incident-free flying in 2020.

Geoff

Newground Report



Hi All

Summer season is now over, and it is time to dust off your winter models, check them over, wrap up warm, and go flying.

We are so lucky with our ground, it drains very well, leaving the grass areas just damp. I managed to get to NG after three days of heavy rain, and apart from the odd puddle in the track you would not have known that we have had that amount of rain. The patch and outfield have had their last cut and the patch lines have been remarked. We all owe Steve Bull, Colin Hooper, and Richard Ginger a big thanks for their commitment in maintaining the patch throughout the year. They do this in their own time completely free of charge, so that the rest of us can turn up and fly. It is the time of year that we send off our big mower for its service.

I am now in the throes of making four windows for the front of the shelter, these will be made so that they can be opened in the warm weather. Colin has sourced a supplier of the polycarbonate clear sheeting, and I hope to get these windows made before Christmas, and fitted in the New Year.

Hope to see you all at the AGM . Just a thought, how about a bring and buy sale in the New Year, and if enough of you could attend the White Hill Centre in Chesham, the club could arrange to book a room. Let us know your thoughts on this suggestion.

All the best.

Pete

Member's Ramblings



Hi everyone,

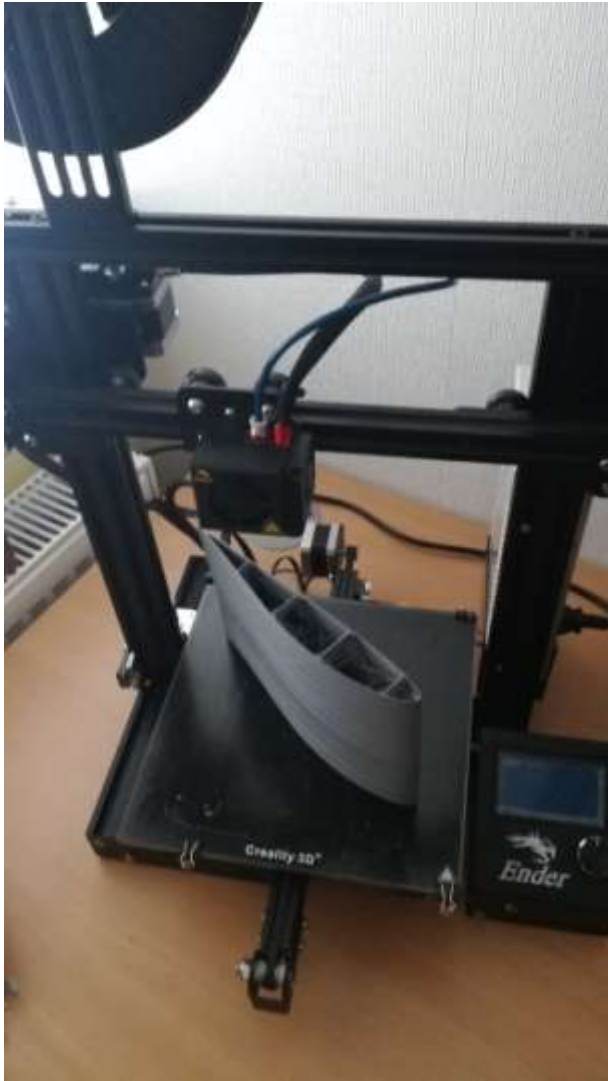
For my second article I thought split it into two parts. The first part is “quad” related and the second part will be project based:

If you recall in my first article (June 2019), I fly quadcopters and was, hopefully, taking (and passing) my A test shortly with an eye for B and then maybe looking to be an instructor. My personal opinion is that diversity promotes interest in other disciplines but like all hobbies it depends on how committed you are and with this hobby I'd say I'm pretty committed.....Just need a lottery win so I can be full time.

Anyways I thought I would share my recent addition to my quad collection. The picture you see is of a PNF Diatone 369 SX with a 6s 850Mah (80c)



The model number have relevance with the 3 = 3inch (props), 6 = 6s Lipo, 9 = 2019 edition and SX stands for Stretched X which is the layout of the frame. Now the reason why I got this model is that it popped up on my regular youtube subscribed channels and I was stunned by the performance of it. The battery is huge and you might think that it wont move to well but it has been clocked at 125Mph and because it's 6s the battery performance in terms of drain/recovery is really good (as we know heat destroys batteries). The other reason why I got this quad is because I mentioned in my last article



that PNF's sometimes do come with premium parts at not such a premium price although this one cost (at the time of writing) £170 but it was my birthday! With the new electronics it has also allowed me to try a new technique that will allow control and telemetry to my transmitter using a single wire.

If you would like to see what I see when I'm flying this just click on the youtube link (<https://youtu.be/b-vavIMs2RQ>) It was a nice day at pednorwhere you can see some speed runs at the field with some acrobatics.

So to my project.....I love technology and one of my purchases this year was a budget 3d printer. A 3 dimensional printer that prints in various different types of material. For the consumer such as myself it's plastic. There are various different plastic types with different properties, the most common

being PLA. After printing cube's, vases and parts for quadcopters I started looking at other applications and came across 3d printed planes. My interest peaked and it was back on to youtube to see how successful these are in flight in both stability and resilience. After looking an open source sites such as thingiverse I came across a site called <https://3dlabprint.com> where you pay a small fee for a fully designed model that you print yourself. You also get recommendations on how to print but if you have a certain printer then you can just load the files into the printer and off you go. Since I don't have that printer (which costs about £700at time of writing) I'm having to tune my budget printer to ensure I get the correct prints. You can see below my first reasonable run of a wing section.

The part in the picture may look ok but there are some errors that need taking care of which maybe the print tuning or the filament I'm using. 3d printing is a hobby within itself and with budget printers you need to do a lot of the work yourself but I will get there in the end. Once I spend more time on the tuning end and getting the prints I want I will be in full production of the remaining parts.

Well that's all from me in this article once I have mastered the tune of the 3d printer my next article should be of finished parts that may resemble a plane.

Cheers! Kevin

Instructors' Corner



I have rewritten my first draft of this piece which was deemed rather too political!

Over the festive season I hope to spend a good few days in Denmark where, if there are any snowflakes, I'll take a chance on the real thing rather than some of the fake, virtue signalling individuals polluting much of our media. It will be an unashamed attempt to escape, if only briefly, from the heap of dross now masquerading as the UK.

To say that I am annoyed at the latest in the Drones/UAV saga is an understatement. Not only have skilled fixed wing pilots been lumped in with just about everything else but the BMFA – who spent considerable time and effort to try to influence matters – have been made to look, at best, rather ineffectual as a National Governing Body. “United We Achieve” has turned out to be no more than damage limitation. However, we simply have to get on with it and try to be positive. An upshot of all this is that we may well have to review our Club policy regarding “solo” status which allows pilots to fly unaccompanied; this is basically an “A” test without a couple of manoeuvres and the (now partially prescribed) questions. Certainly “solo” will not count for anything in terms of the new “competency” requirements. Up for grabs is possibly a rule change that no pilot is allowed to fly without a formal “A” test in the relevant discipline. My feeling is that this should apply to ALL members, new and old – it's not rocket science and I have always been more than willing to offer coaching/dummy runs for budding candidates. I am also concerned that some of our very infrequent fliers might not be conversant with the new BMFA/CAA requirements and I'm sure that the Club as a whole will benefit from the very “hands on” guidance available from the Committee.

On a personal modelling note my stable of warbirds has now grown to include another lovely big Spitfire; this was offered to me some time back by Jon Horne whom some of you may have seen with his huge YAK/Moki250 radial at many of the shows – Jon flies a beautiful scale schedule. He flew this ‘spit for many years and it is very old but still in exceptional condition. It spans 92” and is one of Mike Booth’s Flying Legends designs, mine is believed to be no. 5 off the production line. Weight is just over 28lbs and power is a 3W 40cc single petrol. 3W are fine engines, very powerful for their size; this model is definitely not overpowered, it needs a longish (scale!) take off run and has a very convincing “sit” in the air. I hope to campaign this aircraft at a few events next year. I’m also well on the way with the new Zirol Zero build following the demise of my earlier (and extensively campaigned) example which went in after terminal elevator pushrod failure a few months back. I have a brand new Saito 60cc radial for it.

Let’s hope Santa brings you something useful and that you continue with added determination to enjoy a hobby whatever life throws at us!

Enjoy your flying!!

RG

Safety Officer's Corner



Once again our flying year is coming to an end and I’m pleased to report that there have been no serious incidents or injuries to report. This is purely down to your discipline on the flight line for which I congratulate you all.

We have seen an increase in the number of flyers this year and several have taken their A test. As a club we don’t insist on an A test to fly unaccompanied as we have a Solo rating, however we are encouraging these pilots to take their A within 6 months of being passed Solo if circumstances allow. With the current regulations changing almost weekly I wouldn’t be surprised if it doesn’t become mandatory.

We certainly were blessed with a long summer which meant we were able to get our BBQ fired up. Our annual August bank holiday family day was particularly successful with almost 40 people being fed, let’s hope that next year we can do even better.

Lastly I would like to wish you all a happy Christmas and plenty of flying in 2020.

I look forward to seeing you all at the AGM on the 18th December.

Steve Bull

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	7	Richard Ginger
	14	Dave Anderson
	21	Simon Adams
	28	Austen Pearce
January	4	Richard Ginger
	11	Dave Anderson
	18	Simon Adams
	25	Austen Pearce
February	1	Richard Ginger
	8	Dave Anderson
	15	Simon Adams
	22	Austen Pearce
	29	Richard Ginger

Committee

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