



Flight Desk

February 2019

The official newsletter of Chesham Model Flying Club Ltd

Volume 31

Issue 1

February 20th

White Hill Centre

20:00

Winter Projects

Editors Ramblings



A new year and more opportunities to progress the flying skills. I'm not sure what my objectives are but it may be time to think seriously about that "B Test". As a club we are keen to elevate the skill levels of the flyers and, in the light of the current scrutiny of our hobby by the CAA and the media, it would be good to see solo flyers progress to take their "A Test". From comments already received there seems to be some belief that this is a "hard" thing to do. We have discussed this at the field and can't really agree.

When you are granted your solo rating by the instructor you have been tested already and found capable of safe flight, able to fly a reasonably accurate pattern and able to land the model on the patch in a repeatable fashion. You may even have had to do a deadstick landing. In addition, you have also demonstrated that you have a clear understanding of the safe handling of your model and an awareness of other flyers on the patch. All that remains is to practice the figure of eight pattern and read the BMFA manual to allow you to answer a few questions. If there remains any doubt that this is beyond you then please ask any of the instructors to stand with you whilst you practice. They will be only too happy to help, as will any of the more skilled pilots at the field on the day.

Our thanks go to Leon for his work summarising the flying field usage throughout the year at Newground. This has arrived in my inbox and I have shared it with you at the end of the newsletter. 455 hours of flying at Newground isn't bad. Pednor stats are not in but I am sure they will show some healthy usage figures as well. Several new members have expressly joined because of Pednor and its convenient location for electric flyers and the active drone community there.

Finally, an appeal for members to pen a few words for inclusion in the newsletter. We need fresh blood! When I first took on the role of editor, back in December 2003, my first comment was "this is your newsletter as well. It needs to earn its keep or there is not much point". Some have risen to the challenge but many have not. Over to YOU.

Colin Hooper
cmfc.colin@gmail.com

Club Matters

There is a Club Night at the White Hill Centre on Wednesday 20th February at 08:00pm. This is the very popular "Winter Projects" evening, a chance to see what has been done in the workshop over the dark nights.

If you have been beavering away at anything model related we would love to see it. It can be a finished project or a work in process. Come up to the top floor and have a browse and a natter. Bring something with you, don't be shy.

There is a tentative plan to try another club night in April but it will be on a Tuesday night (subject to room availability). We have a speaker (thanks Simon) but we need to gauge members availability. Please let me know if you would be available for a Tuesday club night, or not as the case may be. (cmfc.colin@gmail.com)

There was also a suggestion that a club competition (or two) could be reintroduced this year. The assault on the tablecloth perhaps? There has to be a demand though, so let me know what you would like to try. We have rested competitions for a couple of years as interest was waning but you are all much better flyers now so maybe it's time to have a go!

Summary of Club Events in the next quarter

February 20 th	Club Night "Winter Projects" @ WHC, 20:00 (Wednesday)
March 19 th	Committee meeting @ WHC, 20:00 (Tuesday)
May 21 st	Committee meeting @ WHC, 20:00 (Tuesday)
June 19 th	Silent Night @ Newground

Membership Report



We have had a very successful renewal this year, thanks in great part to the ease with which it was possible to renew on the web site. The feedback has been very positive. We have had some resignations: Ken Walker, Les Pilcher, a junior and Derek Ransley are calling it a day. We also have three members who have yet to renew and they have until the end of

the month to do so. After that we impose a new joining fee. This means that we are currently 107 strong.

There have been two potential members who have asked to join in February and they have been invited to come along to the field and fly with us. We like to be sure that we are a good fit for potential members before we make them an offer. There may well be others, as the weather improves, from local clubs which have lost their fields.

Finally, all of you who are BMFA members should have received from them an email link to your portal along with an electronic copy of your membership card and insurance document. If this has not arrived, please drop me an email (membership@chmfc.co.uk) and I will access the portal to confirm your username. This can then be used to request a new portal password. You will have options with regard to the documentation (membership card and insurance certificate) as this can be printed at home or kept on your smart phone.

Pednor Report



Hi everyone,

With the flying season fast approaching I am starting to think about maintenance at Pednor. It's has been decided to purchase a mower to cut the verges from the road gate to the club house, as strimming takes forever with limited results and a back ache.



A new decent mower is expensive so I am hoping that a fellow member might have a mower they would like to sell. I'm looking for a Hayter or Honda self propelled mower somewhere around an 18in cut.

If you have something or know anyone that does. Please give me a call on 07748145779.

Many thanks.

Geoff

Newground Report



I have recently received our 2018 bird box nesting season report from Jeff Denty. He informs me that of the 14 boxes we have 9 nested in, one was used as a roost, and 3 were used by glis glis. Of the 4 open boxes, only one was used by a robin. Jeff and his wife have cleaned all nest boxes out ready for the new season. I am hoping to make another 6 nest boxes for those areas where we have none.

On behalf of Chesham Model Flying Club a big thanks to Jeff and his wife for their time and effort.

I have purchased new netting and fixings to replace the netting on the step outside the container. Steve Bull and myself removed all the old netting and replaced it with new. It is no longer a slip hazard.

Before the new season gets under way there is some maintenance to be carried out. Some small areas of top soil will need to be addressed prior to rolling the patch. We will also have to address small areas on the main track with scalplings. Our main shelter (wooden one) will also require a coat of wood preservative. We are also hoping to fit 4 large opening windows to the front of the shelter.

Colin Hooper has been working on sourcing new charging arrangements, which we hope to fit at the same time when carrying out the rest of the work.

The field is in very good condition, it has recovered exceptionally well after the scorching summer. I can strongly recommend a days flying in the winter sun. We will be having a weed and feed later in the season.

Wishing you all the best for the new season's flying. See you down the field.

Peter Hodge

Member's Ramblings

Unfortunately I've taken the title over from Dave Anderson as the "****" who didn't set his failsafe properly. Even though it's a bit embarrassing, I'd rather share my mistakes, in the hope that it maybe will save somebody else from doing the same.

I was flying my Hobbyking Hawk EDF at the weekend and was landing when the motor cut a few feet up, on low battery voltage. This caught me a little unaware and resulted in a heavy landing. After carrying the model from the patch, I was more interested to see if there was any damage, than disconnecting the battery and somehow I got it into my head that I'd actually disconnected the battery. I then put the model down in the pits and turned the transmitter off.

Nearly immediately the fan went to full power and the Hawk started moving. Now it was moving fairly slowly as it has no undercarriage (it is hand launched and was on its skid) and if I had thought clearly and not panicked, I could easily have just walked after it and stopped it, but all I could do was pick up my transmitter and check the throttle was shut! After realising the transmitter was off, I did run after it, but before I could catch up, the ESC cut the motor again on low voltage. Luckily it went away from all the other models and pilots, though the speed it was travelling, it probably wouldn't have caused much if any damage. But with a normal model with a propeller instead of a ducted fan it could have been a very different story.

It took me a few minutes to accept what had happened, and that the failsafe had not been set correctly, as I was convinced beforehand that it was set correctly. Now I'd been flying the Hawk for the best part of 18 months and when Dave had his incident with the incorrectly set fail safe, I had checked the failsafe was set correctly on all my models, including the Hawk. So how could it have happened?

Well a few weeks back I swapped over receivers. Normally the Hawk has a single aileron servo and a 4 channel receiver had been fitted. It has a flat bottomed wing and wouldn't quite maintain height when inverted, so I'd decided to fit a second aileron servo and mix elevator into the ailerons as flapperons (both ailerons moving up and down together opposite to the elevator) to give more elevator response when inverted. With a second aileron servo I needed a receiver with five or more channels, hence the receiver swap. The receiver I fitted had previously been bound to the same transmitter and had been used in a short lived single channel model with an I/C engine where the failsafe had obviously been set to a very different

position. I had overlooked setting up the failsafe when swapping receivers, probably because the receiver worked straight away when installed without binding.

So what lessons have I learned?

- Check the failsafe is set correctly when swapping receivers over, not just when installing a receiver in a new model
- Regularly check the failsafe on all models to ensure it is still operating correctly, maybe as part of pre-flight checks on the first flight of the day? It only takes a few seconds.
- Disconnect lipo batteries immediately you've cleared the patch, before you switch your transmitter off and before you start worrying about if you've damaged your model.
- Lipo batteries have reduced capacity in cold weather, so reduce the flight time accordingly, so you have some capacity left in case you need to go around again.

There was no damage to the model and after the failsafe had been set correctly, I flew it again later that afternoon.

Mike Kitchen

Instructors' Corner



(Richard has responded to a BMFA request for comments on their proposal to ensure uniform standards within the examiner community. You may have seen it in the latest BMFA News. This is Richard's considered response)

Dear Duncan,

I have been following your articles regarding "continued competency" for Examiners, particularly in the February issue.

I fully recognise that the BMFA must be able to demonstrate that all Examiners are fully conversant with recent and impending legislative changes, most of which have been the result of irresponsible drone activity.

Our hobby as a whole is therefore very vulnerable in the wake of recent incidents. The completion of paper questionnaires may well be the only way of measuring knowledge and producing evidence of that knowledge, e.g. to the CAA. I am very concerned that Examiners should be able to demonstrate a high level of FLYING skills; in order to qualify for Examiner status we are required to fly a good "B". Any Examiner ought therefore to be a "current" pilot and able to demonstrate, on demand, that he/she is still worthy of that certification; I do not accept that an Examiner needs only to be able to assess what is required and if this were the case then the whole Examiner exam could be done at a desk.

The AS must have transparency, integrity and above all, credibility or I fear we might be losing sight of what most people at Club level expect and deserve.

I have tremendous regard for the hard work which goes on both publicly and behind the scenes and remain an avid supporter of the AS ethos as a way of raising flying standards and safety. No one is perfect, we all make mistakes; this is a hobby where every day is different and many of us go above and beyond the call of duty in helping out newcomers. We need to ensure that standards are maintained and applied fairly across the board. There is, in spite of the detailed guidance (and workshops) covering the "B" test, much left to discretion and this will always be a vexed issue – questions and answers are far easier to measure.

Please let us not forget the importance of both aspects.

Yours very sincerely,
RICHARD GINGER
Chesham Model Flying Club

Safety Officer's Corner



Well there's not a lot to report this time as flying has been rather limited due to adverse weather conditions.

As is usual during the winter months I take time to have a look at maintenance of my fleet. It's surprising what crops up. Although I don't fly my Pulse that often on checking I found one spat extremely loose and the undercarriage certainly needed nipping up! Amazingly my Acrowot XL which is flown extensively showed no signs of wear and tear, nothing needed tightening and all servo links etc were fine.

On a different tack I recently fancied building a plane rather than assembling another ARTF. To this end I purchased from the BMFA classifieds a Sig Somethin' Extra. I'm pleased to say it's finished and I will

be bringing it to our club night on the 20th. I must say I found it to be very therapeutic, I now know what builders mean when they say you seem to have more affinity with the plane when you've had balsa dust under your fingernails!

Finally, having dabbled twice with DLG's and seeing Mike Kitchen throwing his recently, I've ordered another. It'll be my last fling (no pun intended) with this genre of gliders. Although it looks quite easy it takes quite a lot of concentration trying to catch that elusive thermal. My best flight time so far was about 15 minutes, not bad considering it comes from a hand launch! I'm pretty sure Mike has had far longer than that though.

Well that's all for this month, I look forward to seeing some of you on the 20th.

Steve Bull

Flying Times

Pednor

Power Monday, Thursday and Friday: - 9am to 1pm

Power Saturday: - 9am to 2pm

Gliders/Electric Any daylight hours

Newground

Power Monday to Saturday: - 9am to 7pm

Sunday & Bank Holidays: - 10am to 6pm

Electric Any daylight hours

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
February	2	Richard Ginger
	9	Dave Anderson
	16	Simon Adams
	23	Austen Pearce

March	2	Richard Ginger
	9	Dave Anderson
	16	Simon Adams
	23	Austen Pearce
	30	Richard Ginger
April	6	Dave Anderson
	13	Simon Adams
	20	Austen Pearce
	27	Richard Ginger
May	4	Dave Anderson
	11	Simon Adams
	18	Austen Pearce
	25	Richard Ginger
June	1	Dave Anderson
	8	Simon Adams
	15	Austen Pearce
	22	Richard Ginger
	29	Dave Anderson

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Karen Wyrill		ka.wyrill@gmail.com
Treasurer	Steve Langbridge	01494 863949	treasurer@chmfc.co.uk
Membership	Colin Hooper	07749 891465	membership@chmfc.co.uk
NG Groundsman	Pete Hodge	01494 785143	brendahodge@talktalk.net
Pednor Groundsman	Geoff Wyrill	07748 145779	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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NEWGROUND VISITS 1st JANUARY TO 27th NOVEMBER '18				
NAME	TOTAL VISITS	TOTAL FLIGHT MINUTES	<i>Total Flight Hours</i>	AVERAGE FLIGHT TIME (Minutes) PER VISIT
Richard Ginger	116	3487	58.1	30
Colin Hooper	93	2386	39.8	26
Steve Bull	80	1350	22.5	17
Austen Pearce	70	1939	32.3	28
Steve Triggs	40	1518	25.3	38
Trevor Mines	40	1019	17.0	25
Malcolm Saville	38	528	8.8	14
Trevor Brunt	38	526	8.8	14
Michael O'Neill	28	1090	18.2	39
Mike Kitchen	28	771	12.9	28
Robert George	26	662	11.0	25
Robin Hodge	26	650	10.8	25
Leon Coward	24	1619	27.0	67
Dave Anderson	24	533	8.9	22
Steven Atherton	23	705	11.8	31
Mike Martin	22	207	3.5	9
Robert Clark	21	506	8.4	24
Emil Smit	19	984	16.4	52
P J Hodge	19	316	5.3	17
Simon Adams	16	726	12.1	45
Robin Thwaites	16	566	9.4	35
Paul Baker	15	596	9.9	40
Andrew Rimmer	15	439	7.3	29
Mall Emms	15	379	6.3	25
Alfie Williams	14	197	3.3	14
Doug Brittain	12	241	4.0	20
Jon Sandler	12	204	3.4	17
Jeff Denty	10	185	3.1	19
Phil Camp	10	146	2.4	15
Lionel King	10	124	2.1	12
Charles Parkins	9	174	2.9	19
Oswald Marsh	7	440	7.3	63
Dempster Hamilton	7	236	3.9	34
Piers Acland	7	215	3.6	31
Richard Johnson	7	158	2.6	23
Nick Hartgroves	6	135	2.3	23
Steve Langbridge	5	207	3.5	41
David Baverstock	5	96	1.6	19
Reynold Thomas	4	131	2.2	33
Adrian Jack	3	214	3.6	71
Luke Lane	3	119	2.0	40
Geoff Wyrill	3	94	1.6	31

Diego Hamilton	3	86	1.4	29
Bill Hofmann	3	74	1.2	25
Keith Vickers	2	78	1.3	39
Ron Stephens	2	54	0.9	27
Pete Le Blond	2	28	0.5	14
Rob Crawford	1	60	1.0	60
Jason Spicer	1	32	0.5	32
Frank Dalby-Smith	1	29	0.5	29
Mark Welland	1	16	0.3	16
Manjeet Ghataora (G)	1	15	0.3	15
Will Rawden (G)	1	14	0.2	14
Mervyn Dry	1	10	0.2	10
Ian Scottow (G)	1	5	0.1	5
John Cole	1	0	0.0	0
GRAND TOTALS	1,007	27,319	455	