



# Flight Desk

June 2017

The official newsletter of Chesham Model Flying Club Ltd

Volume 29

Issue 3

**June 21st Club Night**

**Newground Silent Flight**

**Any Electric model or Glider.**

**Flying and Chatting from 6 'til Dusk**

## Editors Ramblings



We have enjoyed some very agreeable weather of late and some of us have been flying a lot. Much more of this and my tan may get me in trouble with the immigration services!

The Newground patch is looking spectacularly good following the work done earlier in the season. The grass is very green and lush which necessitates frequent cutting. Thanks to Trevor and Jeff for keeping us flying. Pednor have also been busy improving their flying patch, all done in good weather, which is a bonus.

We have seen a fair number of new members coming along for training at Newground. Some have proved to be very competent and have quickly been granted solo status. We welcome this new blood and hope you will all enjoy flying with us.

I was surprised when Trevor Mines announced that he was giving up his flying and that all of his models and equipment were being sold. It had always been a pleasure to spend time with Trevor at the field and he seemed far too young to consider quitting. I am pleased to report that following a call into the field to see how we were getting on, he has reappeared with an electric model and is keeping his hand in. Good decision Trevor, I expect to see you there soon.

In June we have the first of our Silent Night events at Newground. If the weather plays ball it can be a magical evening and all of our fingers are crossed that Wednesday 21st will be a good one. We like to get the BBQ fired up and plan to have some burgers, sausages and buns available to sustain us. We are meat eaters though so if that is not your thing, bring your veggie alternatives so that you don't feel left out. Watch your inbox for details closer to the day as we judge the weather forecast predictions.

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

## Summary of Club Events in the next quarter

June 21 <sup>st</sup>	Silent Night @ NG
July 19 <sup>th</sup>	Committee meeting @WHC
August 16 <sup>th</sup>	2nd Silent Night @ NG

## Newground Maintenance

Hi All

Just thought I would bring you up-to-date with what has been going on at New Ground. We have had a big work party addressing all the jobs, mending our boundary fences, removing fallen trees that had damaged them, we also rolled the patch ready for the season and we have now at last managed to set up all the benches. The two engine test benches are at the far end of the shelter, those two are now securely fixed. The boys also managed to strim both sides of the track up to the gate. A lot of hard work, and thanks to Austen, Colin, Trevor, Richard, Steve and Geoff who turned up and worked hard.

As you probably know the patch has had its weed and feed, this left a lot of dead moss. A decision was made to have the patch scarified, which left a lot of dead grass and moss loose on the top. Trevor one of our mowing team spent four hours on the mower collecting it up, a real good effort Trevor, we all owe you a big thanks. The other member of our mowing team Jeff Denty informs me that we now have twenty bird boxes (have I really made this many). Jeff looks after all our bird boxes and tells me all but two have been nested in, that is good news.

A couple of dates for your diaries. Don't forget the silent night, this was a great success last year with the barbecue running, and Steve Bull very kindly donated burgers and rolls. The next event is the BIG one, August Bank Holiday Monday. You all made it a success last year, so let's see if we can make it even better this year, bring your friends and family along, they can all have a flight with our club trainers, and instructors, and there will also be the BBQ running with burger and rolls donated by our late club member Nigel Beany's wife.

Last year some of you brought some items for sale, so let's all start looking, I am sure we have all got something we have got to pass on or sell. We also have an added attraction that two of our top pilots will be putting on a display with their jets, not forgetting the big War Birds will be flying. For those of you who would just like to fly a model again and are not sure and have had a long spell of non flying do not forget we have three trainers, and one electric trainer, and three top instructors who would be willing to give you a chance to fly, so come and let's see you all at the field even if it is just for a chat.

Pete Hodge

## Pednor Maintenance

In early May we planned to roll the Pednor patch, remove the rabbit holes and give it a really thorough tidy up.



The Lorry with roller arrived at 9am, and after much gate manoeuvring managed to back up the 100 yards of path to the field entrance. The benefit to us being a great widening and lopping of some of the hedging along the track.



John Barber, Steve Langbridge, John Kichenside, Chris Payne and Martin Barber took it in turns for over 4 hours rolling the field, with vibrator turned on for those stubborn patches.

We left some rabbit holes in the corners for those members who want to try their putting. A great days work...



See you there.

Steve Langbridge

## Chairman's Soapbox

### CMFC ----- THE PAST, PRESENT & FUTURE

I have been Chairman of this club since day one, being one of the founder members. Next year will see our 30th Anniversary in August.

The time spent fighting third party opposition to our activities at both sites was all consuming and can be measured in many hundreds of hours spent by myself in particular as I headed up our Planning Applications and Appeals to the DOE in Bristol. Pednor has seen 7 planning applications to Chiltern District Council and 3 appeals to the DOE. At Newground there has been 3 planning applications to Dacorum Borough Council and 1 appeal to the DOE. These are all well documented on our Web Site, - so for new members in particular, - if you haven't been there, look at History of CMFC in the Archive section.

At present, we enjoy the use of Pednor and Newground, - both currently free from any third party opposition. This is mainly due to the efforts of the membership respecting the well tested rules we have in place, together with common sense playing its part. We have a dedicated committee, entrusted with their specific duties to ensure the smooth running of the club. The primary aim should be, and has always been my philosophy, to cater equally for all members of the club, regardless of their flying ability or indeed participation. The facilities are there for you to enjoy, - it's up to you the individual to take advantage of as much or as little as suits you. However, if you haven't flown for some considerable time, you may want a refresher course on a club training aircraft. Our Instruction team led by Richard Ginger will be more than happy to help you get 'back in the groove', with safety assured as each trainer

has its own buddy box set up. This, you may recall, was mentioned in the previous newsletter by Steve Bull our Safety Officer at Newground.

Neither flying site attracts big numbers turning up to fly, but Newground sees much more activity than Pednor. Your committee makes every effort to encourage these numbers to increase, mostly without success. Our first year at Pednor was a different story with midweek numbers seeing up to ten members, and Sunday mornings sometimes up to twenty or more. This was with a membership of around half the number we have now.

Those of you attending the 2015 AGM will recall a proposal to give up Pednor on the basis of it being 'underused' given its annual rent of around £1000. Members voted to keep Pednor, recognising no less its importance as a valuable back up aside from numbers using the site, should any serious problems ever occur at Newground.

The Pednor rent is linked to an agreement with Gt. Hundridge Manor Estate whereby the RPI acts as the annual percentage increase. This agreement was signed by me and Charles Mullins, the Estate owner. A couple of months ago, I was tasked by the committee to meet with Charles Mullins to discuss the possibility of freezing any future rent increases. My meeting lasted around 90 minutes as I put forward this suggestion. I arrived and was greeted by Joanne, the current Estate Secretary, and then by Charles, who gave me a very warm welcome, - I had not met with him for several years. He rejected anything other than the present agreement. His reason was that the rent we pay is way below an amount he would consider now, should we be starting out. From the outset he valued the friendship and co-operation of myself and several others, including Al Spicer and John Barber, and so was happy for us to be there, and indeed still is.

He pointed out that we have the flying area, vehicular access on the bridle path, use of the building and car parking. If we weren't there, he simply wouldn't be interested to consider letting the same to anyone for several times the rent we pay.

We may be spoilt by the facilities at Newground, where we completed our land purchase payments to HSBC on 22 July 2008.

The club has a current situation best outlined thus: -

Some members who use Newground have little or no intention of using Pednor.

Similarly, there are members who fly at Pednor who prefer this site and do not fly at Newground. All will no doubt have their reasons, so the fact that we own Newground, should not relegate rented Pednor to being 'Surplus to requirements'.

When our second planning application for Pednor was granted, this without doubt saved the club from folding as we searched for another site to regain weekend flying.

I have checked the current membership listing and there are still 19 members who were present at the EGM some 25 years ago and among those who pledged interest free loans for the deposit to enable the purchase of Newground.

Without this commitment, the fact is, we could not have bought Newground Field. The deposit monies formed the necessary 25% of the purchase price of £30,000, and were paid back to those members over the next 4 years. Names and amounts pledged were kept confidential, and certain individuals insisted that their loans of £500 were donations, - including a vintage engine collection which was auctioned.

What does the future hold for CMFC Limited?

This seems difficult to predict, since we have an ageing membership and a committee where none of us will carry on indefinitely. When the club started most of the members were aged 30 to 50 years. Your present committee though are still willing and able to do what is required to keep the club in fine shape regarding the upkeep and ongoing improvement of facilities, and to maintain a healthy financial footing.

There are one or two younger individuals more than willing to help out when called upon by Pete Hodge who heads up ground maintenance at Newground; - they may be likely candidates to fill the shoes of any outgoing committee members when the situation arises. John Barber aided by son Martin and close friend John Kichenside look after the Pednor site which has just had its patch rolled. Martin keeps the patch mown. Our condolences go to John who sadly lost his wife Hazel several months ago. Not an easy time for John and his family but John remains strong and is looking forward to the flying season ahead.

Looking forward, as a club, we need to attract 'younger' members, - not an easy task!

In particular we should perhaps promote Pednor more to encourage members living close by to perhaps consider electric flight there. This is available unrestricted hours, 7 days a week for electric and silent flight. New members are checked out at Newground, and all training now takes place there, so Pednor will not necessarily figure in their choice of venue. Pednor could get a mention more in the newsletter, - any article or photos from those who fly there would be gratefully received by Colin who puts the whole thing together.

All said and done, we should not display any negativity, and mutual respect for one another should always be the order of the day; - the club is in fine shape!

You would be hard pressed to find another club with 2 sites for the current annual subscription for seniors of £48, which has been so for the past NINE years!

If we need more money it may well increase; - our annual budget as a not for profit company has to be set within the predicted income from known sources.

It's up to you to make the most of what we've got so for the future: -  
'Keep Calm and Carry On'! ----- Good luck and safe flying!

## Member's Ramblings

### A TALE FROM THE PAST - REVISITED

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

Joining me over on Harry's fields was son Mike who was aged 16, (now 47). Also making up the numbers was Bill Hockey, John Wilkins, Dave Baverstock, Barry Collins and on a couple of occasions – Al Spicer. All these were founder members of CMFC. Our interest developed further when Modelmakers run by Mick Jeffries took over the former Woolworth's shop in Chesham High Street. Son Mike went to work there full time, and Dave Baverstock and Al Spicer worked part – time on Saturdays. For several years we manned a stand for Modelmakers at Sandown, and Dave Baverstock and Al Spicer flew some of the shop's models in the display. We all had ideas about finding a 'proper field' to fly from, and then Mick Jeffries brother Nigel came up with something. He knew the Gamekeeper at Great Hundridge Manor Estate and there was a possibility of using one of their fields in Herbert's Hole Pednor.

So, - the afore mentioned people plus a few more, - I guess around 15 of us, visited the field one evening to view it. Dave Baverstock managed to take off with his Dragon Lady

powered by an OS120FS. This was the first flight from what became our present Pednor Field site.

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

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

Anyway, - about my powered glider. In between flying at Harry's fields and getting our Pednor field, the same half dozen of us flew on occasions at Bovingdon Airfield which was by this time disused. Well, - this was sometimes a nightmare. On one occasion, we were flying from half way down the main runway. At the same time some bloke was roaring past us on a motorbike practising for some sprint meeting.

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

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

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

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

If you have a tale to tell that you might like to share, it could be anything, - an amazing success story no less, e-mail Colin who I'm sure would consider it for publication. There are several regular contributors, Richard Ginger for instance, who gives updates on his latest building project. You may have a photo of interest you want to share, - so come on put your thinking cap on!

# Safety Officer's Corner



## Confidence Boost

Do you remember your first flying attempts at flying a radio controlled plane? I'm sure it was tinged with excitement and fear, suddenly you are in charge of a potentially lethal weapon. If you were lucky you were in the capable hands of an instructor with a buddy box who could save you from disaster at the flick of a switch.

After a few months or so comes the day when you are passed 'solo', the sense of freedom to fly on your own is often replaced with a crisis of confidence. You are aware that your instructor had felt that you were safe to fly with your club mates and not endanger them or yourself.

As time passes the confidence grows and the pleasure takes over, and hopefully you can go on to take your A and even B tests.

Moving on, there may come a time, when for whatever reason you don't get the opportunity to fly. If the period of time is greater than say 12 months or so your lack confidence can come into play. It's very easy to then let the time gap get even greater until you give up altogether.

We as a club have decided that if you haven't flown for a while and are a bit worried about your confidence we would encourage you to have a couple of flights on the buddy box. We have 4 trainer aircraft that are underused and just waiting for you. The reason I am writing this is that we currently have around 100 members yet only about 15 – 20 regular fliers. I know that as we get older it's easy to put things off but our instructors are ready and waiting for you. We look forward to seeing you flying again soon.

## Accidents

I expect a lot of you have read this month's BMFA newsletter. I was particularly interested in the article about the poor chap who had a nasty prop strike, it brought back painful memories from last year for me!

If you are unfortunate enough to have a similar accident especially when flying at NG I would urge you to go to A & E at Stoke Mandeville and not Hemel Hempstead urgent care unit. The reason for that is Hemel don't have plastic surgery capability and they will send you to Watford which also doesn't have that facility and ultimately you get sent to Northwick Park, not something you need when losing blood rapidly!

Finally, I'd like to mention a club mate who has just retired from the hobby. Trevor Mines is a respected builder and flier. Some of his models have been built to such a high standard that they were worthy of 'museum status', if only I were so talented.

When I first joined the club not knowing anybody Trevor befriended me. He was always helpful with building tips and general advice, and especially encouraging after my first tentative flights.

Trevor you will be missed on the flight line, hopefully you'll still come and visit us soon.

## Instructors' Corner



I am still asked “what do I have to do before being allowed to fly “solo” – i.e. totally without supervision. Firstly, you must acquire your own model – you will almost certainly have been taught on a Club Trainer but we do NOT “solo” you on the strength of this. We need to make sure you really can put together a safe package, including the ability to fly and trim your own aircraft. Most people will try to move on from a basic trainer far too early. You must demonstrate that you are in control of the model and can fly sufficiently accurately to keep within the allowable area i.e. not over the railway or in “dead” airspace. Above all, you must be able to land in a controlled manner. Wind strength and direction vary every day and are a constant challenge. Smoothness and gentle movements are essential. Forget “3D”, warbirds and highly aerobatic stuff until you have mastered the basics. A good pilot makes it look easy and this is true of most sports/pastimes requiring hand/eye coordination. Whilst the Internet with its plethora of Forums is at first glance a good source of advice it is a cruel truth that a vast amount of what gets posted is not of much use to the raw beginner. Ironically it is only with experience that you will be able to sort the wheat from the piles of chaff. Ask yourself, also, why people actually put stuff online. I have seen some outright rubbish on the vintage PICA 1/5 Spitfire by those who are obviously on some form of mission and have never actually seen one let alone built/flown one! However, it’s a free country (at least at the time of writing...).

Here are a few lines of HUMOUR – but there is a grain of seriousness within!.....

- a) The more I spend on a transmitter the better I will fly;
- b) My model comes in too fast;
- c) The patch is not big enough/in the wrong place;
- d) I can only fly in winds less than 10mph;
- e) I took three weeks off to build my ARTF foamie;
- f) I only use the rudder on take off;
- g) My model needs trimming on every flight;
- h) My model is six feet span, weighs 1lb but has a violent tip stall;
- i) What is a tip stall?;
- j) I never run out of fuel as my engine always stops well before this;
- k) The difference between airspeed and groundspeed is a crash;
- l) I have loads of elevator movement so I have dialled in 90% expo;
- m) What is EXPO?;
- n) Washout is a day of very bad weather.....

Enjoy your flying!

See you at the field!

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 Austen Pearce or Toby Newton who may be able to train if they have no other commitments.

Month	Date	Trainer
June	3	Dave Anderson
	10	Simon Adams
	17	Austen/Toby
	24	Richard Ginger
July	1	Dave Anderson
	8	Simon Adams
	15	Austen/Toby
	22	Richard Ginger
	29	Dave Anderson
August	5	Simon Adams
	12	Austen/Toby
	19	Richard Ginger
	26	Dave Anderson
September	2	Simon Adams

## Committee

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Treasurer/Members	Richard Johnson	01494 725669	treasurer@cheshamodelflyingclub.co.uk
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