



# Flight Desk

June 2018

The official newsletter of Chesham Model Flying Club Ltd

Volume 30

Issue 3

**June 20th Club Night**

**Newground Silent Flight**

**Any Electric model**

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

## Editors Ramblings



Flying continues apace as the weather permits at both Newground and Pednor. Field maintenance has also been undertaken, although I ducked out of it by disappearing to Turkey on holiday. The results are there to be seen so get some flying done.

The Ju-88 was maidenied very successfully and, as of writing, has had in excess of 65 flights and has been flown at the North London Flying Club's scale fly in. An element of the club went along to see it and were treated to one of the best flying displays available with continuous scale flying of warbirds, both ic and jet. Free entry, no commentary and excellent hospitality. Eight of us had a brilliant day.



I have also had the pleasure? of maidening the LA-7 which first appeared at the February club night. It doesn't matter how much flying you do, that very first flight causes elevated heart rates and clammy hands. And that is just the spectators who are supporting you!!

Finally, the Bank Holiday BBQ was a bit flat as the weather looked bad and kept people away. We did get the BBQ out, lots of flying took place and the weather was not as bad as was forecast. It just goes to show that you

shouldn't always believe those forecasts. A guest who came along with Dempster proved to be our most interesting flyers of the day. He is Halton based RAF and very new to model flying. He had sessions with all 4 instructors as well as Dempster and was a very competent natural flyer who could quickly become solo as well as being a pleasant lad to talk to.

Another flyer who deserves a mention is Malcolm Saville who has been a trainee for some time who seemed to be struggling to master the art. One Wednesday, after almost continuous instruction it finally clicked and we were treated to Malcolm doing take offs, circuits and landings with consistency. We were all so pleased to see it and it is some credit to Richard that he achieved so much in one day. We even saw Malcolm fly circuits without a buddy box!

Persistence is the key to flying. If you don't keep doing it you risk losing the skills. See you at the field.....

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 20 <sup>th</sup>	1 <sup>st</sup> Silent Flight Evening @ Newground, 6pm 'til dusk.
July 18 <sup>th</sup>	Committee meeting @ White Hill Centre
August 16 <sup>th</sup>	2nd Silent Flight Evening @ Newground, 6pm 'til dusk.

## **Club Matters**

The next club night is the Silent Night meeting at Newground on Wednesday June 20<sup>th</sup>. Only electric and gliders can be flown (no ic) and the evening starts from 18:00 but you may begin earlier if you can. Flying stops at dusk unless you have lights fitted!

The BBQ will be out so bring your sausages and burgers etc.

# Chairman's Soapbox

## **RICHARD JOHNSON - TREASURER**

As previously announced, - Richard is stepping down from the post of Treasurer at the end of the club's financial year which is August 31st. Steve Langbridge is suitably qualified and will be taking over as Treasurer to work with Richard to ensure a smooth handover. Thanks to Richard for his dedication, giving many hours of his time, always showing great attention to detail. Steve will be joining the committee.

## **RICHARD JOHNSON – MEMBERSHIP SECRETARY**

As well as dealing with money matters, he also took on the job of Membership Secretary taking over from long serving Dave Anderson. With no-one coming forward to take over from Dave, Richard stepped in to accept the challenge of performing two important roles in the successful running of the club. He has recently indicated that at the end of the year he will also vacate this post, making way for someone else to take over. Thanks again Richard for the seamless 'blending' of the two roles.

## **COLIN HOOPER – CMFC IT GURU**

With no-one particularly in mind, - the word was out and Colin has had talks with Richard offering to take up the role of Membership Secretary, when Richard stands down at the end of the year.

He has the full backing of the present CMFC Committee.

His intended liaison with neighbour and close friend Steve as 'Treasurer elect' makes good sense. The two roles are very obviously closely linked as Richard has demonstrated.

Colin already takes care of the Web Cam, acts as Moderator for the club's Facebook account, and edits and publishes Flightdesk the club's newsletter.

He is happy to continue also in these duties, which is really good news.

Good luck to Colin when he takes over the role, - RJ will no doubt provide a smooth handover of all information in his possession.

## **DRONES – LATEST STATEMENT – 30 / 05 / 2018**

The Government has today announced proposed changes to the Air Navigation Order (ANO) to introduce increased regulations aimed at drone pilots.

The proposed changes are as follows:

- Operators of drones above 250g to be registered (effective from 30th Nov 2019). It is hoped that membership of one of the UK Model Flying Associations will satisfy this requirement.
- Drone operators will be required to take an online safety test to verify their knowledge of the regulations (effective from 30th Nov 2019).
- A height limit of 400ft for all drone flights (effective from 30th July 2018) will be imposed. The 400ft height limit has been recommended by the CAA for some time in their Drone Code, but this was a recommendation rather than a legal requirement for drones below 7Kg. The revision to the ANO will now make this a legal requirement.
- A restriction from flying drones within 1km of protected aerodromes, unless permission has been obtained from the Air Traffic Control unit (effective from 30th July 2018).

The UK Model Flying Associations have been working together in close liaison to protect the rights of the model flying community who have established an excellent safety record over the last century of operations.

In answer to a recent Parliamentary Question tabled by the UK Model Flying Associations, the Parliamentary Under Secretary of State for the Department for Transport said-

*"The Government recognises the long-standing safety culture adopted by model flying associations. We are working with the Civil Aviation Authority and model aircraft flying associations to explore ways in which we can reduce any unnecessary impacts of drone regulations on their activities.*

*We will be taking this approach to the draft Drone Bill, too. The draft Drone Bill will be accompanied by a public consultation which will cover the impact of the proposed Bill on all affected groups, including model aircraft flyers. The feedback from this consultation will be used to refine the Drone Bill before its introduction."*

Representatives of the BMFA, FPVUK & the LMA recently met with the DfT and CAA to start defining the details of how model flyers will be able to operate under the new requirements with minimal impact to their existing safe activities. Discussions are ongoing, but all parties are seeking to ensure that a pragmatic solution to meet the needs of all stakeholders will be in place to support the requirements coming into force.

## **NEW CMFC MEMBERS - 'DRONES ONLY' PILOTS.**

It has been decided at the May Committee meeting that any new members who are specifically Drone Pilots will use the Pednor Field for reasons of safety and greater availability, based on restricted IC power flying when compared to Newground. We have had 4 such requests from drone pilots recently received by Richard Johnson. The details of these have now been forwarded to Steve Langbridge, - himself a Pednor 'regular' and drone flyer.

Steve will invite them to the field, brief them on current drone rules, refer them to our website to read and understand club and field rules and assess their flying ability. If it all looks good then they will be referred back to Richard Johnson if they wish to apply for membership. Should they then join the club, they will have the opportunity of flying fixed wing aircraft if they so choose. This means they will join the instruction programme currently operated at Newground. Looking further ahead, they will still have to fly their drones at Pednor.

## **VEHICLE SAFETY AT NEWGROUND**

The low trackside hedge at Newground has had a 'haircut'. New growth was intruding on to the track which could scratch vehicles. The outside road hedge has received the same treatment, where it was seriously obscuring vision when exiting the field.

The holiday season has seen increased canal traffic which means more vehicles parked by the canal bridge. Take extra care, - and remember Newground Road has the national speed limit of 60mph, which some idiots take full advantage of.

Humpy

## Member's Ramblings

Late last year I witnessed Simon Adams flying his FMS Hawk and I was so impressed by it I purchased my early Christmas pressie to myself.

The ARTF kit is very straightforward to assemble, the most difficult part was getting the C of G right as measuring it accurately on a swept back low wing can be a bit tricky. It comes fitted with a powerful electric motor and an 80mm fan unit. It requires a 6S lipo battery to get it moving nicely and as I mainly fly aerobatic electric models this was just the job as I have a number of these batteries in the man cave at home.



I decided to wait until the weather improved and the patch dry enough to be cut to a short length before flying it for the first time as all the wheels are rather on the small side and each has independent suspension. I wanted a fair turn of speed to get away for the first flight, no heaving it off the ground just because the end of the patch was imminent. So on a nice sunny low wind day in May I maiden it.

It is fast and sounds very jet like which is lovely as most of the smaller EDFs I have flown tend to be obvious EDFs if you know what I mean. Take offs require a long run to ensure the airspeed is correct as even on short grass it still takes a good 75% of the patch to get off. Landings have to be relatively fast and flaps, a lot of, are a must to allow the model to slow sufficiently to protect the rather nice undercarriage on contact with the ground.

All in all I'm really pleased with this aircraft and hope it keeps on going for a long time ie I don't crash it!.

Dave Anderson

## Instructors' Corner



I wish I could report that we have several new members wishing to learn to fly. This is certainly not the case and reflects the state of our hobby nationwide. Many Clubs are running recruitment drives and a declining membership will inevitably, in some cases, have financial implications.

However, we soldier on. I am very pleased to have witnessed real progress by a certain Porsche owner whose name you will see in the first half dozen of the Newground attendance statistics! Well done, Malcolm, and keep at it – proof indeed that regular sessions are vital and this is true for all of us if we wish to keep up to scratch. Remember, we are only as good as our last flight and if this was in the distant past we may well find the going is tough. I urge you all to keep active. Make sure your models are reliable so that you are able to concentrate on what is happening in the air. Once you have taken off you are committed!

## Safety Officer's Corner



Today we seem to have acronyms for everything and our hobby is no different.

When I inherited my current role I became known as an SO or Safety Officer. Now there are some who, when being gently reminded about some issue or another think that stands for Stopping Our Fun, Sod Off or probably more rightly, Silly Old Fool. However some rules are really there for your and our safety.

I'm highlighting two issues this month that have been causing concern.

### **1: F/S or better known as fail safe.**

It is imperative that the pilot sets his fail safe on his transmitter or receiver depending which radio system they are using. Most systems this is done during the binding of transmitter to receiver, making sure that the throttle is set to cut or idle. When setting up a model you often have to reverse some servo's, if one of them is the throttle the receiver should be re-bound at the conclusion of the set up. Failure to do this will lead to possibly full throttle if the signal is lost during flight.

This procedure is extremely important particularly with electric planes. I mention this because after landing most ic fliers stop their engines with a throttle stop or petrol engines a kill switch, whereas the vast majority of electric planes remain live until the battery is disconnected. In this case should the transmitter be turned off (very poor practice) before disconnection the plane will go into failsafe and if the failsafe has not been set correctly the plane can take off without control, resulting in mayhem.

I therefore ask you not to be offended if you are asked at any time to demonstrate your failsafe.

## **2:FLD or flight line discipline.**

Unfortunately there are still too many times that I have to remind pilots to, when starting their plane have their spinner aligned with the dotted pit line. If we have pilots starting their planes two or three feet behind everybody else and they lose a prop, or as I observed not long ago a metal spinner the damage to persons or property could be quite nasty. The other thing to take heed of is, when starting, make sure everybody is behind your plane by announcing “clear prop”.

Lastly, when you have landed and need to retrieve your plane from the patch, request permission from the other pilots, if granted swiftly carry or drag your plane back to the flight line, don't as I've observed, spend time on the patch trying to disconnect or remove batteries as someone maybe having a forced landing.

Well that's all for this month, I hate rules just like everybody else but remember, fly safe and have FUN.

## **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.

<b>Month</b>	<b>Date</b>	<b>Trainer</b>
June	2	Dave Anderson
	9	Simon Adams
	16	Austen Pearce
	23	Richard Ginger
	30	Dave Anderson
July	7	Simon Adams
	14	Austen Pearce
	21	Richard Ginger
	28	Dave Anderson
August	4	Simon Adams
	11	Austen Pearce
	18	Richard Ginger
	25	Dave Anderson

## Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Karen Wyrill		ka.wyrill@gmail.com
Treasurer/Members	Richard Johnson	01494 725669	treasurer@cheshamodelflyingclub.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	<a href="mailto:cmfc.colin@gmail.com">cmfc.colin@gmail.com</a>
--------------	--------------	--

## Pednor Visits 1st January to 31st May 2018

Name	Total Site Visits	Flight Minutes	Total Hours	Average (Mins/Visit)
Steve Langbridge	19	765	12.8	40.3
Geoff Wyrill	16	521	8.7	32.6
John Barber	10	68	1.1	6.8
Steve Edwards	5	75	1.3	15.0
Ben Martin	2	33	0.6	16.5
Con Lehane	2	34	0.6	17.0
John Kitchenside	1	30	0.5	30.0
Mike Martin	1	16	0.3	16.0
Gary King	1	18	0.3	18.0
Malcolm Saville	1	10	0.2	10.0

## NEWGROUND VISITS 1ST JANUARY TO 31TH MAY '18

NAME	TOTAL VISITS	FLIGHT MINUTES	Flight Hours	AVERAGE (Minutes) PER VISIT
Richard Ginger	48	1445	24.1	30
Colin Hooper	35	828	13.8	24
Austen Pearce	25	711	11.9	28
Steve Bull	24	368	6.1	15
Malcolm Saville	18	259	4.3	14
Robert George	15	378	6.3	25

Mike Kitchen	14	361	6.0	26
Robin Hodge	14	358	6.0	26
Trevor Mines	14	259	4.3	19
Dave Anderson	12	271	4.5	23
Leon Coward	11	652	10.9	59
Michael O'Neill	11	393	6.6	36
Trevor Brunt	11	175	2.9	16
Steve Triggs	9	288	4.8	32
Steven Atherton	9	199	3.3	22
P J Hodge	9	198	3.3	22
Simon Adams	8	387	6.5	48
Paul Baker	8	270	4.5	34
Robin Thwaites	6	230	3.8	38
Mall Emms	6	195	3.3	33
Robert Clark	6	130	2.2	22
Oswald Marsh	5	345	5.8	69
Mike Martin	5	45	0.8	9
Emil Smit	4	190	3.2	48
Andrew Rimmer	4	142	2.4	36
Dempster Hamilton	4	120	2.0	30
Charles Parkins	4	106	1.8	27
Richard Johnson	4	91	1.5	23
Jon Sandler	4	60	1.0	15
Steve Langbridge	3	138	2.3	46
Jeff Denty	3	102	1.7	34
Diego Hamilton	3	86	1.4	29
David Baverstock	3	66	1.1	22
Doug Brittain	3	63	1.1	21
Nick Hartgroves	3	60	1.0	20
Phil Camp	3	42	0.7	14
Alfie Williams	3	23	0.4	8
Geoff Wyrill	2	70	1.2	35
Adrian Jack	1	98	1.6	98
Keith Vickers	1	78	1.3	78
Rob Crawford	1	60	1.0	60
Jason Spicer	1	32	0.5	32
Ron Stephens	1	24	0.4	24
Tom Reynold	1	18	0.3	18