



# Flight Desk

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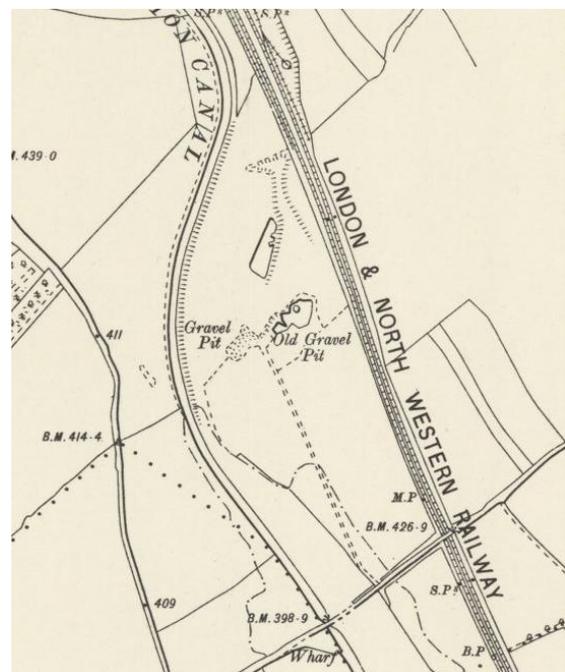
## Editors Ramblings



How are you holding up under the current regime? If I am honest time has passed fairly quickly and the model fleet has grown! I completed a VQ Models Hellcat which I chose to run on 5 cells. It has maiden and I am very pleased with it. This is my first twist and turn retract equipped model and it looks like my landings will need to be gentle if they are to survive for long.



My other lockdown interest, which can keep my interest for hours, has been old maps. In particular, a website that allows you to view side by side current maps with older ones. I amused myself recently by looking at Newground on maps from the turn of the 19<sup>th</sup> century and was intrigued to see that the copse we fly around used to be a gravel pit. This explains why it fills with water most winters. Simple pleasures!



How did you occupy your lockdown?  
Care to share it?

As always, you can contact me,

Colin Hooper. [cmfc.colin@gmail.com](mailto:cmfc.colin@gmail.com)

## Club Matters

The club returned to flying on 12<sup>th</sup> May with a restricted numbers policy and social distancing requirement. Initially it was thought that Newground should restrict to 8 flyers and generally this has been found to work well. Experience has shown that this can be relaxed to a maximum of 10 if flyers are prepared to wait their turn to fly. There is enough space at the field to spread out.

Pednor initially restricted to 5 flyers on the basis that there are 5 benches which are separated by the 2 meters. They are working to introduce a new bench to allow them to increase to 6 flyers. They have also opted to create a WhatsApp group so that they can indicate to other Pednor regulars when they are going to fly. If you wish to be in the group, let Treasurer Steve Langbridge know and it will be arranged.

Remember that you should turn up, fly and go home. If it is a busy day you are obliged to vacate the site so that others may fly.

The Club have suspended all training until things calm down. We are not taking on any new members and those who had already been in contact have been advised and are now on a waiting list. We do not encourage Associate members, guests or prospective members to visit the fields as they would contribute to the number limit and stop flyers from being there.

## Newground Maintenance



The patch is looking pretty good following its forced rest. Steve Bull has been keeping a watching eye over it with a couple of cuts being possible and the outfield has had a similar number of cuts by our contractor. Rabbit scrapes have been filled but the rabbits keep coming back.

The quiet times have contributed to a general increase in wild life with deer, fox and bird life all being spotted in numbers.

More general maintenance of the infrastructure has been put on hold for the time being and the observation shelter is locked. Access to the container is just for the windsock with flight log data being emailed to Colin.

## Member's Ramblings

I thought long and hard about this next story as it had a later difficult ending which I won't talk about. Over to Dave Anderson...



### What did I do to upset the Chinese?

It's a long story. Back at the beginning of January 2020 when Brexit was the biggest news story around, I ordered a model from Banggood, a Chinese company. The model was aF3A 950mm EPO Skylark S, which had been recommended by many club members, looked good in the air, was convenient to transport and excellent value for money.

Weeks passed - no model.

I contacted a really polite person at Banggood who said it was on its way. Other club members were saying how quick they got their models from Banggood, a maximum of five days wait at most.

Weeks passed -no model.

An even nicer person at Banggood said it should be there in a couple of days. Club members were smirking, something about a banana boat going the wrong way around via Cape Horn!

Weeks passed -no model.



An ultimatum was given and a really, really nice person at Banggood said if I waited the full 60 days I could get a full refund (probably!)

A mere 8 days passed, the 60 days were up, no model.

I requested a full refund and received the total back into my account within 4 days.

I was now back where I started. After a stiff whiskey I order the same model from the same company as it was by far the cheapest option. The model came within 4 days!

I have now built it ready to fly, but now, thanks to the China originated Corona virus, I cannot go to the field to fly the model.

I ask you - What did I do to upset the Chinese?

Dave Anderson



## Another Battle by Flt Lt Trevor Brunt rtd.

Born in April 1944, I remember little about the second world war apart from all the bombed buildings, piles of rubble and burnt cars and buses leaning against walls, food rationing and gardens full of vegetables.

During my 76 years I've seen and heard of so many horrid and cruel things inflicted on people either by war or disease but I never imagined living through something as devastating as COVID-19, or that so many people throughout the world would be effected, but as with all other battles the people of this country have pulled together to help the frail and needy and our very own NHS and all the wonderful staff that have risked their lives to save ours. (WE OWE THEM A HUGE THANKYOU)

Now on the lighter side, the government restrictions and lockdown has done nothing if not to increase the amount of new models taking up space in all our hangers, and for what I've seen on the BMFA Facebook pages even encouraged some new want to be pilots to have a go, I didn't know how to use my time, DIY? - can't buy the materials, Jigsaw?-too many pieces, and then it came to me, repair the wing on the Super Stearman damaged in a mid-air collision with Colin Hooper last year and with my wife's blessing, purchase a new model to keep me occupied, so now for the interesting bits.



New Lockdown project from Hanger 9, not too big, not too small, designed for 10cc petrol or electric, I decided I have enough gas engine models, so

going for the sparky stuff, so get ready for some formation flying Steve Bull.



And my lovely Hanger 9 P51 Mustang been told she flies on rails just like the video, so just waiting for your help Austen to check out the control throws and triple rates and do the maiden. "YOU DO REMEMBER HOW TO FLY".

Biggles.

## Safety Officer's Corner



My piece this month starts on a sad note.

My good friend and neighbour Ken Walker who introduced me to our club 16 years ago has sadly died at the grand age of 93.

Although Ken hadn't been an active member for some years he still continued building projects until about 2 years ago. He was over half way into a half scale Luton Minor before frailty overtook him.

Ken was a very interesting person, he'd had a varied career, including precision engineering, inventor and designer. One of his businesses was designing and producing watch cases and straps for Omega watches, this involved making and inventing his own machinery! He told me that one time the postman was making a delivery, couldn't get an answer so just dumped the parcel on the doorstep of his premises. He wasn't to know that it contained thousands of pounds worth of gold!

His last position before retiring at 83 was as chairman of a software company. In the early days of computing Ken used to write all of his own programs to run his companies. When Ken took me under his wing (so to speak) I knew absolutely nothing about building model aircraft. Under his guidance, he was able to pass on some of his vast

skills. He always encouraged me to make my own mistakes before putting me right in the nicest possible way. I always remember being stuck on a particular problem that had me baffled for a couple of evenings. Eventually I took the parts over to him, he thought about it for a few minutes then announced that there were 3 possible ways that would solve the problem. And I couldn't even think of one!

I'm afraid that people of Ken's calibre are a dying breed to be replaced with ARTF's and even worse foam. Still that's progress I suppose.

All I can say is that I'm eternally grateful to have known him, without which I wouldn't have met some great club mates who in turn have become good friends.

Stay safe and fly safe.

Steve Bull

## Instructors' Corner



### PLENTY TO DO!

I firmly believe that every cloud has a silver lining; this is a unique opportunity to tackle all those jobs which have been undone for so long. Nobody can say "I don't have the time"! Above all, it is crucial that we keep our minds and bodies occupied. Aeromodelling stuff is readily available on line and most suppliers are operating – sales of balsa wood and materials are, apparently, at an all time high.

My Ziroli Zero has flown successfully, I managed to get in three good flights the day before we were officially "grounded". All up weight is 26lbs, this is a big warbird. The Saito 60cc radial petrol engine is more than adequate and with the Morris Minimotors ignition conversion runs very smoothly. Starting is much easier. I have had to modify the exhaust so that the stubs which connect to the collector ring – also an MM piece of kit – cannot pull out. One had come loose and the last flight finished on two cylinders, still enough to keep airborne. The MM exhaust comes with three short steel stubs which have a flange at the cylinder head end secured with a copper sealing washer and a union nut. The other end pushes into the collector ring and is secured with a thin alloy split olive and another union nut. This relies on the olive maintaining a tight grip on the stub and I was able to pull the stub out even with the nut/olive fully tightened. My solution was to make thin copper olives out of 30 amp electrical wire and silver solder these on to each stub, having previously slid the second union nut in place. Thus the stub cannot pull out and hopefully this will cure the problem. I ran this past James Morris and he was interested! There is very little space between the collector ring and the main needle extension so this mod will also stop the ring from moving backwards. Tickover is rock steady and will go down to 1,000 rpm. With a warbird of this size it is essential to have reliable slow speed running and a good pick up – you don't want to go deadstick on a model that does not float. All my warbirds have discernible washout which is a positive aid to counteract a tip stall. Any model will eventually fall out of the sky due to lack of airspeed, some will drop a wing, others will simply drop; generally speaking a high wing loading and /or a high aspect ratio wing planform makes things more tricky. You can test this at a SAFE height; you will only recover control if you increase airspeed by

dropping the nose and carefully levelling the wings – this applies to a lightly loaded funfly or a warbird which in the latter case may carry a wing loading of between two and three POUNDS per square foot.

The electric retracts (Aircraft Mechanic) are good quality, not el cheapo and I got these from Colin. However, the 5 cell AA Nimh battery driving these was not adequate and I have replaced this with a 2S LIFE which packs much more punch. I've also fitted the undercarriage doors. These are made from thin alloy sheet (litho plate) stuck onto thin ply and these are secured to the u/c legs with two tie wraps on each leg located in notches cut on the doors. This gives some flexibility and it's a practical if not true scale solution.

I took some pics a couple of weeks ago – “weathering” is done with almost dry silver paint and a stiff small brush.

The second major project has been an engine transplant on my Flying Legends Spitfire and I hope to do an article on this for next time!

Keep at it!  
RG

## Club Training

**CURRENTLY ALL TRAINING IS SUSPENDED**

### Committee

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