



Flight Desk

October 2016

The official newsletter of Chesham Model Flying Club Ltd

Volume 28

Issue 5



Pacific war comes to Newground

Editors Ramblings



We have had an excellent run of weather of late which has translated into good flying and some excellent club events.

The August Silent Flight evening moved to Newground and was an absolutely cracking evening. The winds were flyable and they abated as the evening wore on. We had a magnificent turn out with continuous flying and chatting. We even ran the BBQ. I have received quite a few requests for this to become a permanent venue event.

Toby organised a scale day at Newground which attracted a fair amount of interest, including visiting flyers who picked up some of the prizes. This was a relatively informal, fun event but is growing in its appeal. More took part this year so well done Toby.

The late August Bank Holiday Monday was driven by Pete Hodge and attracted a large number of spectators. The field was organised with a rope barrier and seating and looked very professional. The standard of flying was high and very entertaining. This was universally acknowledged to have been a first class event. Well done to all who contributed.

As I put this newsletter to bed the field is having the outfield cut. The patch has just been cut by Trevor, the contractor is due to cut the set aside very soon and the road hedge will be getting a haircut. All in all, Newground will be looking enormous and at its very best. All it needs is some of you reluctant flyers to come and join us. See you there.

As always, you can contact me, Colin Hooper.

colin@wychwoodrise.co.uk

Summary of Club Events in the next quarter

October 19 th	No club night
December 21 st	AGM @ White Hill Centre.
December 26 th	Boxing Day @ Newground

Event Reports

Hi All

Just a big thanks to all who helped to make the August Bank holiday a great fun day. Lots of members and guests came and made it a great day for all. With Richard Ginger and Austin flying their big War Birds, Toby Newton and his jet, Robin Hodge and his Beaufighter along with many other club flyers a good show was put on. At one time



there was a queue to have a go on the trainer. The bring and buy was successful with lots of people looking at the stalls. The BBQ was on and making lots of smoke, as was the wonderful quarter scale traction engine which belonged to the Kitchen family.



It was quite something to see a lot of flyers, and club members, and guests all enjoying a great day with good weather, so put the August Bank holiday date in your diaries for next year, and let's see if we can make it even bigger. Thanks to all, safe flying.



Pete



Chairman's Soapbox

CMFC LTD. - AGM (PLUS MINCE PIES ETC.) - DECEMBER 15th

This is fast approaching, so if you have any issues regarding the club, or topics that you want discussed, then put them forward to the club Secretary Becca as soon as possible. She can be contacted on e-mail at rebecca-jackson@hotmail.co.uk

This is your club, our club, - without question one of the best clubs around, - it needs the enthusiasm and renewed efforts of all the membership to keep it so.

Please make every effort to attend; it's also your chance to impress our new Membership Secretary / Treasurer by paying your subs and BMFA (if paid through the club) for 2017.

LOOKING BACK IN TIME

Our early days at Pednor shaped the determination of the committee and members alike not to be beaten in the quest to take the club forward in an all consuming effort to establish us among the best organised and well equipped clubs in the UK.

The set-backs kept coming, always being challenged against those determined to curtail our activities. If you haven't already read the History of CMFC you might want to have a look in the Archives section of our web site, it demonstrates that a 'Never Say Die' attitude to confront all that comes before you, head on, can result in success.

The following news cuttings are from the Bucks Examiner in 1991 and after the unsuccessful appeal, it could have seen the club fail with nowhere to fly. Instead we simply used the days and times the Inspector had said would be acceptable – but deemed by him to be of no use to the club, in a follow up application. Chiltern District Council and in particular the planning committee had their hands tied, - they had to grant permission. Those objecting to our activities were clearly not impressed!

July 12 1991 – Bucks Examiner Flying in the face of public opinion

Dear Sir - In response to the letter from a member of the Chesham Model Flying Club, (Bucks Examiner, July 5) regarding "unacceptable language" by Councillor Robin Groves, I would reply as follows: The word "bloody" barely constitutes swearing, unless you are an honorary member of the Mary Whitehouse brigade. Genuine swearing and foul-mouthing would, I am sure be censored by this paper well before reaching a printing press, in keeping with the Obscene Publications Acts.

To latch onto such trivia seems a rather pitiful way of scoring cheap Brownie points for your club's cause. The comparison to Hitler I also found rather unnecessary.

Secondly, you evidently did not attend the planning committee meeting when the application for renewal of flying permission was refused; I seem to recall that your chairman's exit from the meeting following the decision was somewhat less than gracious! As far as the flying club is concerned, it may well have the support of some locals and rambles (probably members?) There is also plenty of opposition, and from the very heart of where you claim your support to be. The refusal by the Department of the Environment to uphold the club's appeal is hardly likely to have come about by the protestations of a single individual.

I think that you have underestimated the level of feeling that exists against the presence in Pednor of your club. The whole saga of this flying club has also brought witness to the fact that yourself and the other members of the Club simply CANNOT comprehend the distress and misery that is inflicted on us every time one of

your planes takes off. Could it be that you have overlooked the simple fact that when a member turns up to fly a plane, he/she is in the vicinity for an hour, maybe two. He/she then returns home and someone else arrives for his or her slot.

This procession then continues through the day. Residents are subjected to EVERY minute of EVERY member's flying time: - hour in; hour out; day in; day out; month in; month out. Is it really any wonder that tempers become frayed? Councillor Groves may 'have taken a short cut in arriving at what he said, but after two years of "Pearl Harbour Revisited" every beautiful sunny day, it is time for our guns to remain silent

no longer. You can rest assured, however, that the artillery we use will be in the metaphoric sense of the word. I should like to ask the flying club why was the site offered by, I believe, Ashley Green Parish Council not acceptable as a new venue. The club claims to have searched high and low for a substitute site. Has the committee considered Bovingdon Airfield as a new home? Please remember, we do not wish to stifle your hobby, merely to relocate it.

Pednor Resident (Name and address supplied).

July 19 1991 –Bucks Examiner *readers' letters*

Flying: putting the record straight

Dear Sir - As chairman of the Chesham Model Flying Club I feel that it is necessary to put the record straight from the Club's point of view. The club membership consists of mainly local individuals, who are mostly in the age range of 30 to 70, married, homeowners and come from all walks of life. They are all responsible citizens who do not wish to annoy anyone but have a burning ambition to build and fly model aeroplanes. In 1989 a group of local flyers was offered the use of a field in Herberts Hole, Pednor, at an attainable rent and with excellent access and off-road car parking. After researching the site it was found to comply with the Code of Practice for Model Aircraft issued by the Department of the Environment for distances to the nearest habitation and so the club was formed. The suitability of the site has subsequently been confirmed by the support to our presence there from Great Hundridge Manor Estate and their land agents, the estate gamekeeper and shepherd, the Ramblers Association, Little Kingshill Riding School, Chesham Town Council, Chiltern Society, County Museum, County Highways Department, British Model Flying Association and the Civil Aviation Authority. Shortly after the club started its activities it was pointed out to the club that to pursue a non-agricultural activity on farmland for more than 28 days in the year it was necessary to apply for planning permission for the change of use. We knew that not many flying clubs throughout the country do this but being responsible citizens we applied and were given 'a year's temporary permission with limitations on flying times throughout the week. Apart from personal representation from the nearest resident; - For nine months, while we rigidly abided by our limitations, there were no complaints from the residents in Pednor Road. However, as soon as we applied for an extension of permission we were amazed to find that several of the Pednor residents and some in Chartridge Lane wrote quite extravagant letters of complaint to the council. We immediately instituted measures to reduce the level of noise that could be heard in Pednor Road but we lost our application. We were never offered reduced or altered flying times that we refused and would have been prepared to accept anything. We therefore appealed to the Department of the Environment and while waiting for the result continued to fly at Pednor on Thursdays under the 28-day rule. Our Thursday flying has been accepted as reasonable by one of the nearest residents even though the number of members participating sometimes exceeds that of last year's Sundays. The DoE inspector dismissed our appeal even after stating that the noise of our models could be drowned by bird song at Pednor Road. He also made the assumption that the power flying that would be reasonable namely weekday mornings, would not be of any use to the club. In this he was wrong and we are therefore applying for power flying on Monday, Wednesday and Friday mornings with unlimited flying of silent (gliders and electric-powered) models. This limited use for power flying only suits our retired and self-employed members and hence we are, as always, on the lookout for another less controversial site for weekend flying. This is not as easy as some people think. The Council Leisure Services Department only came up with one very unsuitable site at Ashley Green and last week's letter writer on this subject

should be aware that Bovington Airfield is used for weekend markets, banger racing, the local unofficial drag strip as well as having a high-power radio beacon known to interfere with radio control models. The club is willing to pay £50 as a finder's fee to anyone giving us a 'lead' that results in our permanent acquisition of a suitable site .

David Humphrey, Chairman, Chesham Model Flying Club,
Buckingham House, Mineral Lane, Chesham.

August 16 1991 –Bucks Examiner

Model flyers told: All clear for take-off

Jubilant members of Chesham's Model Flying Club have been given the official go-ahead to fly powered planes from their base in the Pednor Valley .

Members of Chiltern District Council's planning committee last week approved an application lodged by club members to allow powered model plane flying to take place on Monday, Thursday and Friday mornings. The District Council's decision marks the end of a two-year struggle between the flying club, planning authorities, and local residents. Previous applications lodged by the club had failed on grounds of noise pollution. Councillors had said that model plane flying would conflict with other users of the countryside. Some residents in the area claimed that the noise from the powered planes was so great that the only way to escape it was to stay indoors. When councillors refused an application by the club last year, members lodged an appeal with the Secretary of State for the Environment.

This was also turned down because of noise nuisance but the planning inspector said that a restriction on the hours of flying would be acceptable. So club members submitted another application limiting the flying times to Monday, Thursday, and Friday mornings for powered craft. At last Thursday's planning committee meeting councillors decided to support the scheme after hearing it met with the recommendations set out in the planning inspector's report. Councillor Mrs Jane Dicks welcomed the proposal saying: "There are things the club could do which do not require planning permission which could cause a lot of aggravation."

"I would like to support the application." After the meeting, Chesham Model Flying Club Chairman Dave Humphrey said: "We are more than happy with the result.

It shows that most people's complaints about the so-called 'dangers of model flying are completely unfounded.' "We are not a bunch of cowboys and we have never sought confrontation with residents in the area or done anything irresponsible."

He added that members were still looking for a site to fly from at weekends but for the moment were happy that the club had a permanent base at last.

"All in all, - it's a good day for the club."

PETE HODGE

In case you didn't already know, Pete was co-opted on to the committee several months ago, to head up future club projects at Newground (Chief Groundsman would be an apt title). He produced the 2 start-up benches and recently made 4 more assembly benches. He is assisted in site management by myself and Richard Johnson in a reduced capacity. Any major works, - patch rolling, fence, container and shelter maintenance will see Pete call for additional help from members. Several are always willing to assist and it is usually some of the same half a dozen or so.

If you are a member with time to spare and would like to contribute in the future, please talk to Pete at the field or contact him by phone or e-mail, - his details are in the newsletter.

HS2 LIMITED

Two years ago I signed an agreement with HS2 Limited to allow entry on to our land to carry out environmental studies in connection with a proposal for Crossrail trains to access the West Coast Mainline as far as Tring. This, if it ever goes ahead would see faster train journeys into the city. Well, by the time you read this the 2 year period expires. This means to access our land (they have no statutory rights), we would need another signed agreement and more money, - £1000 was the price they paid and we have not seen or heard from anyone.

CRIMINALS BEWARE

There has been an incident at Newground of criminal damage and theft. The police responded and have set up trail cameras with infra red night vision capability. This means anyone in the field, day or night will have their images recorded. Members can see a full report of the incident at Newground. You are urged to take details of persons or vehicles acting suspiciously. Contact any committee member or if appropriate phone the police on 101, 999 if it is serious.

Member's Ramblings



Cpt Max Throttle R.P.M and Bar

Angles Of Attack - Or How to broach those Difficult Subjects.
Part One.

It's something of a mystery to me but I have found the mention of one subject in particular makes me feel about as welcome as the Mod on a Lambretta who pulled up outside The Ace Cafe one night and called the rockers a bunch of nancy boys.

Yes it's that no go area folks - Gyros!

Now if like me you suffer from wondering which way up your plane is , or that nagging feeling someone else should be or even is flying your plane, then they are for you.

I suggest there are three main types offering graduated degrees of complexity.

1. The first and perhaps simpler are Rate Gyros. These I believe



were developed early in the 70s for helicopter tail control systems In those halcyon days of vinyl, Austin Allegros and Val Doonican. They comprised a physical disc caused to spin at high speed, not unlike those operated by means of a bit of chewed string and placed on a pathetic little monkey metal replica of the Eiffel Tower which we more mature gentlemen will recall was a perennial, standard issue birthday present in our dim and distant youth. However strong the tint of rose in your glasses it is not a palatable sight.

Early helis were notoriously unpredictable in tail behavior since they weathercock in the hover and forward flight (and backward for that matter), and are subject to variations in drive power and other erratic forces thus requiring considerable and phrenetic control input into what was already a complex but at the same time crude machine to control and hold stable.

Essentially these gyros detect a movement in the tail's orientation when not caused by a control input, but say by a gust, and apply a counter input to steady the craft.

They are adjusted to give an average response to "iron things out" according to the pilot's preference. I don't imagine there are any helis now that do not possess at least tail damping.

This technique is readily extended to all axes of a craft and is now commonplace on even the smallest foam models which under its influence exhibit vastly improved flight characteristics and really feel like a much bigger and more stable aircraft.

Interval.

Now's the time for some coffee or stronger refreshment since treacherous waters lie ahead.

2. Heading Hold. 3D



Now as gyros developed and became solid state (no moving parts) it was soon found that they could not only keep a craft pointing in vaguely the same direction but can lock it extremely accurately in any direction or attitude, while the pilot wonders what to do.

Applied to any or all axes many different control functions can be achieved. With all three active a plane can hover indefinitely requiring only throttle input for height control. I must agree that this is astonishingly useless.

Wings may be locked where the pilot leaves them until another aileron control input is made, but are unaffected by changes made to other control surfaces. Handy for learning knife edge loops and the like. Helis use them in profusion enabling the pilot to perform stunning manoeuvres (yes Austen I mean you) by being required to concentrate on the essential control inputs only.

This mode of operation is predictably known as 3D mode.

Home straight.(Phew)



3. The final mode of control ('Hoorah' you say if you're still awake) is known as 2D.

This is really an extension of 3D working and usually offered in the same unit .
 Here the gyro is used to keep the craft precisely orientated according to the transmitter's stick position.
 With sticks centred the wings and pitch will be held level. The craft will fly straight and level for ever (very large tank/ battery /no mountains required), small corrections being continuously applied automatically. One can take a well earned break mid-flight. Airliners have had it for decades. All it is is auto-pilot.
 To us boffins it is known as negative feedback, aka the response you're bound to get if you try to impress a young lady.
 The prize for me (us?) is this - consider moving the aileron stick half way port or stbd. At say a 45 degree bank, one would normally return the stick to neutral and continue to make fine inputs to stabilise and maintain the desired degree of bank. But with 2D gyro active one keeps the stick @ half travel for the duration of the turn since the bank angle is then extremely precisely held. Very low steep accurate turns may be more easily and safely performed. The elevator and rudder may be similarly treated, for angles of climb/descent/turn.
 Now a moment's thought reveals that at full stick deflection the craft cannot exceed a 90 degree angle of bank or a near vertical angle of climb/dive. That's how it should be since how many rolls would you like before it stabilized?
 Any problems/difficulties/nausea can be remedied easily and instantaneously - turn the bloody thing off.
 Is it cheating? Of course it is - just like power steering, brake servos , power tools, sat nav and colour TV.
 To sum up - gyros are a complete waste of money, unless you can get one for free in which case they are absolutely brilliant.
 So happy gyrating to all!

Cpt. Max Throttle - Signing off now .

Cpt. Throttle (b 1868 -) was born and brought up on Korma during the heyday of the British Raj and is a leading authority on Everything, and the highly esteemed author of 'Who needs a rudder?', 'Where's that airfield?' and 'The only way used to be up', amongst many other titles.
 Repeatedly ignored in dispatches he designed many tens of aircraft which, sadly, never flew only because the technology of the day could not provide sufficient steam. He is credited with the inventions of warm air and the clothes peg.



Problem solving was second nature and came effortlessly to him. When BR were increasing coach passenger capacity, his simple sign decreeing '6 seats' over the bench seat that comfortably accommodated 4 achieved an immediate increase of 50% at no cost.

Robert George

Richard Ginger's Winter Project

Most of you will have seen my extremely tatty PICA 1/5 scale Spitfire which I bought a few years back. I think it's at least 25 years old and at one stage I was tempted to give it a complete rebuild. It is a lovely flier and has a Super Tigre 3000 30cc glow engine which gives it scale speed but it is certainly not overpowered. I now use a G- Sonic 18x12 prop

(Austen's recommendation!) which at least gives me an even chance of a decent take off and climb out. However, earlier this year I spied a "for sale" ad in RCM&E for a new in box untouched kit originally bought in 1991! A trip to Southampton followed! Engine will be a new Saito 40cc Petrol four stroke which I have run in at NG – lovely motor!

The kit is absolutely complete – all wood and accessories (except retracts) although the deal included a massive pair of Eurokit units and a pair of wheels. Some of the balsa is heavy stuff, however and I will try to save as much weight as possible by using lighter sheet and lightening holes. It's a Mk 1X so the longish nose is a real asset. I reckon I can get the AUW down to 21lbs – my current example weighs nearly 23lbs and I am sure the builder took no steps to save any weight!

This is a real "builders" model and predates laser cutting (ribs/formers are die cut) and the instruction manual is 48 A4 pages. I will use the heavy duty Hobbyking electric retracts which have been successful in the Zero (even with long u/c legs and 25½ lbs AUW). I will also go for a practical, non scale u/c location and this has meant a substantial revision to the wing spars and geometry. Whoever built my example did, however, fit split flaps (i.e. under the wing trailing edge) instead of the small area items on the plan which are fully hinged like ailerons. Nevertheless they are very small and do very little to slow the Spit' on landing approach. I plan to use split flaps the same chord as the ailerons and a much greater angle of deployment – a Spit' traditionally has up to 90 degrees.

Plenty to keep me busy – so far I've done the wing skeletons and part of the tricky relocation of the retracts.....

RG

Safety Officer's Corner



Nothing from Steve this time. Perhaps we are getting safer? Certainly we have seen no flagrant safety issues recently but let's not get complacent.

Instructors' Corner

Congratulations to Malcom Emms and Emil Smit who passed their fixed wing BMFA "A" Certificates on 24 August. Both these gents are mature, very experienced fliers who joined CMFC from the Hemel Hempstead Club which, unusually, is not BMFA affiliated and has a different insurance scheme. Needless to say both pilots were exceptionally well prepared and I look forward to "B" tests as soon as possible!

If you want to fly at displays or fly-ins with public attendance you will usually need a "B" certificate although at some informal events an "A" is OK depending on model weight. I have attended the Greenacres MAC events for many years and wholeheartedly recommend these as "club style" occasions which nevertheless attract a wide range of pilots and models including jets and giant scale. Check out the Greenacres website - an incentive for the uncertificated and it's an easy journey, the club members are absolutely brilliant and welcome fliers from all over the UK!

The latest BMFA Newsletter includes a robust article by Dave Phipps regarding "prototype" Euro legislation on UAs (unmanned aircraft), the current definition of which includes ALL model aircraft not just "drones" over which the authorities continue to wet their knickers. This could be a major threat to aero modelling as we now know it. Let us hope common sense prevails in the face of an outrageous example of the worst excesses of Eurotrash...good luck to the BMFA/CAA!

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

Month	Date	Trainer
October	1	Austen/Toby
	8	Richard Ginger
	15	Dave Anderson
	22	Simon Adams
	29	Austen/Toby
November	5	Richard Ginger
	12	Dave Anderson
	19	Simon Adams
	26	Austen/Toby
December	3	Richard Ginger
	10	Dave Anderson
	17	Simon Adams
	24	NO TRAINING

Committee

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