



# Flight Desk

## October 2017

The official newsletter of Chesham Model Flying Club Ltd

Volume 29

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## Editors Ramblings



It's starting to feel that winter is approaching fast. Flying has continued with every flyable day being used, even if the wind may be a bit strong. I have even put in some time at Pednor. There is no substitute for stick time and I definitely feel the benefit. If you check the last page you can see a summary of Newground flying times 'til September, updated by Leon. I will try to get a similar chart for Pednor for comparison.

As you will read we have had two superb club events with the second silent night and the Bank Holiday fun fly. I was very pleased to receive a complementary email from a member's wife who greatly appreciated the continuous flying and the chef's efforts on the BBQ (well done Steve). We have probably set the bar high but we will be repeating the format in 2018 and hope you will be able to come and enjoy.

I have challenged the Pednor guys to expand the calendar and try something at their field. They are already kicking some ideas around so we look forward to hearing some more. We are currently one club divided into two sites and we need to make the effort to close the gap.

There have been some committee changes in the last quarter. I have stood down from the committee after 14 years, although I will continue to do all the other tasks that the club benefits from. Geoff Wyrill has been asked to join to represent the Pednor field and he introduces himself in this newsletter. We need an active group to look after the club and we benefit from fresh blood, so if you feel that you would like to get involved, talk to one of them and make your interest known.

Finally, the field changes at Newground which had been requested by the flyers have been approved and will benefit safety and flying operations going forward. It was a good example of the club working together and proves we have a healthy set up. We could do with more of you getting involved and getting the most from our club.

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

November 15 <sup>th</sup>	Committee meeting @WHC
December 20 <sup>th</sup>	AGM @ WHC

New Committee Member Geoff Wyrill



Dear Friends, Fellow members and pilots.....

Firstly, sorry for the this late introduction but felt it best to get the first committee meeting under my belt. I would like to thank all of the committee members for their welcoming, professional and informative meeting, also an opportunity for me to offer my services.

For those who I haven't had the opportunity of meeting since joining Chesham Flying Club last summer, here's my brief background.

Like most I started flying model aircraft in my late teens and early twenties but with marriage, 3 children and a career I had to put this on hold for 40 years. Now much regretted when I'm flying my foamies and see so many master pieces flying at both airfields, lots of catching up to do.

Now retired after 36 years with British Airways as a Purser and cabin service manager I'm delighted to hang up my suitcase and swapping the sound of 4 Rolls Royce RB2-11 747 engines, for my OS 46 2 stroke single engine trainer, giving me the chance to pursue lost interests. Many thanks to Richard Ginger who managed somehow to get me to solo level on said trainer, without having a nervous breakdown. Bad news coming Richard, A level next...

As I live close to Pednor, where I have managed to get lots of much needed practice and help there with maintenance along with John Barber and Steve Langbridge. There's still much to do and hopefully we will all see a big difference over the coming months with the pledges of new benches and driveway repair. The Pednor club mower is going in for a much needed overhaul, so improvement to the patch should not be far away. Hopefully once these improvement are completed more members will revisit Pednor. As a club we are so fortunate to have 2 great sites.

It has been mentioned by members with the clubs upcoming 30th anniversary next August, it's a good opportunity to have an event of some kind at Pednor, so if anyone has any suggestion ie, competition, BBQ etc, please forward them on or bring them up at the AGM. Looking forward to suggestions and meeting more members over the coming months.

Geoff Wyrill.

# Chairman's Soapbox

## CMFC LTD. - AGM (PLUS MINCE PIES ETC.) - DECEMBER 20th

Just a final reminder - 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](mailto:rebecca-jackson@hotmail.co.uk)

### NEWGROUND – REVISED SAFETY LAYOUT

Following concerns about non flying pilots and spectator safety at Newground, your Committee discussed these reported concerns and proposed changes to engine start-up areas / pilot box location and positioning of chairs / non active fliers and their aircraft.

This basically concerned safe separation distances from the active flight area.

However this was not seen to be a practical solution when tested, where the proposed start-up areas posed a threat to those pilots flying and the suggested pilot boxes at the midpoint of the patch lines were not seen as a preferred location.

Regular fliers approached the committee for a re-think, and we contacted the BMFA for guidance. So, with an amount of information to hand, a meeting was convened at the field on Friday 06 October to find a definitive solution.

Good input was made by all in attendance (4 committee members, including our Safety Officer Steve Bull) plus a number of regular NG fliers, which included Instructors Richard Ginger, Austen Pearce and Simon Adams.

The location of the pilots boxes (where they stand whilst flying) was deemed to be best kept either side of the windsock which is no change from before. The old pits area is redefined as a start-up box (and electric model arming area). The non flying members seating is pushed back against the hedge line between the observation shelter and the end of the hedge. Models may be kept in the start-up area or prepared back by the seating area but start-ups must not be performed by the seating area. The two start-up benches are retained for engine running as before.

Another concern was pilots standing on the patch North - South axis line whose orientation biased aircraft towards and sometimes over the Non Fly Zone and pilots arriving at the container and assembly benches. A revised orientation line was agreed and marked out which effectively biases the natural flight line towards the car park.

A revision to the local flying rules will be issued to cover the amendments.

Key elements in our existing rules are not affected, i.e. Do Not Overfly the Railway and aircraft to be prepared for flight (engine starts etc.) in the existing pits area.

Humpy

# Member's Ramblings

## 2017 AND OTHER RAMBLINGS

It's been an odd year with extremes of weather including strong winds and torrential rain.

I've flown at a large number of events (again) including Wings and Wheels which was a shambles and widely voted the worst ever. Unfortunately the organisation of any show depends on the capabilities of the flightline crew and at W & W this is atrocious. Until the people concerned are replaced or surrender, things will not change. It is difficult enough for traditional traders to survive with the ever increasing amount of competition from dedicated on line businesses; unless there is sufficient incentive to man a trade stand many outfits simply will not bother. In the end we have a decreasing downwards spiral into extinction!

In contrast the Southern Model Show at Headcorn battled on in spite of dodgy weather; the organisation was excellent and the flightline crew genuinely enthusiastic. This event probably suffers because it is at the end of the show season plus the venue is not "central" – however several of the guys I see at Greenacres made the over 200 miles (each way) trip and thoroughly enjoyed themselves. The pyrotechnics were spectacular. Check out "Hawker Heritage Flight" on YouTube..... Once again Colin helped me as my official assistant on the Saturday. It is a real eye opener to see life "airside"!

I'm bashing on with the Junkers 88 project and the repair of my Pica Spitfire. I now also have a "spare" Saito 60cc radial fully rebuilt under warranty (again!), having put a brand new one in my Ziroli Zero, thankfully this seems to be behaving itself. The Junkers is from the John Ranson plan; because it was designed for electric flight in the days of nicads/brushed motors it is incredibly light and I have beefed up the wing with a substantial dihedral brace to take the extra weight/vibration of the two Laser 100's. It's biggish at 2.5 metres span and the wing is in one piece. The fuselage is cleverly arranged to be built on a long thin plank and all the formers have tabs at the bottom to secure correct alignment. The parts have been laser cut by Belair and once again I have to say what an asset this is – I know Leon Cole very well, I don't mess him about or ask daft questions and his kit cutting is top drawer. Most people who build stuff are fully aware that the parts are only as good as the plan and there are certain "tweaks" required for 100% success. I'm using Sierra retracts – they do a set with a 100 degree forward retraction angle which fit the ESM Me110. Sierra are a relatively small company who really do take on board customer feedback.

Jon Harper at Laser engines is currently working on a short pre production batch of the PETROL Laser 180 and he wants genuine feedback on their performance. A few of us who fly at NG are thinking of investing in this technology. There have been a few teething problems with carburation and fuel supply but if/when the unit is thoroughly proven Laser will contemplate formal production. Their glow engines have been the choice of scale modellers for years and if properly set up will not let you down! Please note these initial engines will only be sold to genuine high usage fliers otherwise the whole object of the exercise is wasted. I saw Neil Tidey at OW (a decent but windy weekend) and he was running a petrol version of the 150 (I believe) in a Flair Hannibal which performed faultlessly. More in house research will follow.

Highlight of the weekend at OW for me was the return to land of one of the three Hurricanes now based there. This one was privately owned(!) and came back around 1730 on the Sunday. A lesson on how to land in a crosswind, the pilot did the customary left hand circuit of the airfield before dropping into a landing circuit; a sweeping semicircular approach, nose slightly down and a very gently banked turn onto finals with

expert use of the rudder to line up – which you could clearly see at the relatively short distance to the crowd fence. Beautiful!

RG

## Safety Officer's Corner



Well it's been a good summer for our hobby, we've had plenty of warm sunny days and reasonable turnouts at Newground, although we could do with more regular fliers as we usually barely reach double figures.

We have been exceptionally lucky with our three events, two silent flight nights and our summer Bank Holiday family BBQ.

As my club mates will testify I'm not a great lover of electric or foam models but I bit the bullet and bought one for the silent night. It turned out to be a bit of a missile and great fun to fly (did I just say that) but it hasn't really changed my opinion of the genre.

The Bank Holiday was blessed with wonderful weather and we were pleased to accommodate a large number of guests who seemed to enjoy both our flying and our BBQ. It really makes a difference if you can persuade your wives, partners, family etc to give up half a day to join us.

There was only one incident where safety was breached. Normally when I report on a safety issue I never name the pilot or person concerned, as I've said before it isn't a blame and shame exercise but something that we can all learn from.

However on this occasion the pilot concerned was so shaken by his mistake that he has written the following very frank and honest appraisal of what happened.

### Safety Incident at New Ground 28/8/17

#### The Facts

*My first flight of the day, no problems nice flight landed safely on the patch. Collected model and carried it back to the pits area. I had forgotten to bring my restraint with me but a flying buddy said I could share his.*

*I put the model down facing the flight line, I thought I had turned off the RX and then I did turn off the TX before placing the model in the restraint.*

*The model motor started we think on half throttle and proceeded to the flight line where it took off went vertical for about 25 feet turned and crashed on to the patch. It missed a pilot on the flight line by about 10-15 feet.*

*I collected all the bits and after lots of discussion of what the fault could be took it all home for some analysis, hopefully.*

*I used the RX (and therefore all the model settings) from the crashed model in another model and checked out the failsafe, when the TX was turned off the motor went to half speed and therefore was a prime cause of the incident.*

*I immediately checked the failsafe on every other model I had, all behaved perfectly.*

#### Pilot's Errors

*In my rush to go to NG for a quick flight - as the weather was good and it was an open day, I decided to only take TX, couple of flight batteries and the model but forgetting my normal model restraint - **WRONG***

*After flight, I turned off the TX thinking I had already turned off the RX system because I was unfamiliar with this model, the switch being awkwardly placed under the wing. -*

**WRONG**

*The model I was flying, a Cougar, I had not flown since last Summer and then only a couple of times in its electric form. When it was an IC model its failsafe worked well. When I converted it to electric I must have omitted adjusting the failsafe setting from an IC configuration to an ESC electric configuration when rebinding the TX/RX. –*

**WRONG**

#### Lessons for All

- 1. Always restrain a model especially electric powered models as they can start at any time for whatever reason*
- 2. Never, never turn off the TX before the RX and check it is off*
- 3. Pay particular attention to the pit's geometry especially if it is not your normal set up*
- 4. Check your failsafes work correctly, particularly after adjustments or changes*
- 5. If I had done the correct thing on any of 1. to 4. there would have been no incident, it can be the sum total of little things that cause a major incident*

#### Good News

*No one was hurt.*

*People may learn from this honest and frank write up.*

#### Bad News

*Wrecked a nice model.*

*Hurt pride, I consider myself an experienced and safe pilot with nearly 40 years' experience!!!*

*Be Safe*

*Dave Anderson*

Thanks' Dave, a great reminder to us all not to get too complacent.

That's all for this month, hope to see you all at the AGM as it's not that far away.

Steve Bull

## Instructors' Corner



A belated “well done” to Robert Clarke and Gar Atte who are now “solo” fixed wing. We are particularly impressed with Robert’s determination to succeed in spite of early setbacks including the writing off of his first model!

There is no substitute for practice. If your hand/eye coordination and reactions are adequate you ought to be able to master r/c flight. One of the biggest hurdles is the ability to position your model in the right place relative to the airspace and the ground. This is a crucial part of the landing process and one of the truly three dimensional skills which you can’t really learn from a simulator.

Decent pilots are generally those who fly with the greatest accuracy and are able to hit any runway of reasonable width. You will not learn this if you fly round in circles at 200 feet and only land when you get bored or run out of fuel! When conditions and other pilots permit, practice approaches and low passes until you can confidently arrive at the same spot every time. This will pay dividends when you move up to larger/heavier models. Part of this process is learning to use the rudder – with any sort of crosswind this becomes essential although you can get away without on lightly loaded models and your Trainer.

### FAILSAFES – IMPORTANT!!

CAP 658, issued by the CAA contains recommendations which are “Best Practice” and form the basis of the safe operation of model aircraft. Any deviation from these recommendations would certainly prejudice any insurance claim in the event of an accident. Thus we should regard these recommendations as “requirements” for failsafes as a standalone issue regardless of what you fly or where you fly it.

It is a long standing requirement that any model over 7kg (and all jets) is fitted with one – in the days of 35meg gear this usually meant using PCM receivers or commercially available add ons. With the advent of 2.4gig radios virtually ALL of these have a failsafe facility and it is a requirement that it is activated to bring the throttle to close or idle as a bare minimum. This is to prevent models flying off into controlled airspace or crashing into people/property and it applies to ALL MODELS of ANY weight i.e. your lightweight foamie or your 25lb warbird. You must be able to demonstrate this by switching off the transmitter whereupon your model’s engine or electric motor should return to idle or “off”. The recommendation for electric motors is that they should stop propeller rotation completely. You are strongly advised to check this before each flying session – some 2.4 sets are particularly susceptible to losing settings if you have had to “rebind” your receiver. Read your new 2017 edition BMFA Handbook carefully and more importantly READ your radio programming instructions!!

RG

## 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
October	7	Austen Pearce
	14	Richard Ginger
	21	Dave Anderson
	28	Simon Adams
November	4	Austen Pearce
	11	Richard Ginger
	18	Dave Anderson
	25	Simon Adams
December	2	Austen Pearce
	9	Richard Ginger
	16	Dave Anderson
	23	No Training
	30	No Training
January	6	Richard Ginger

### Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Becca Newton		rebecca-jackson@hotmail.co.uk
Treasurer/Members	Richard Johnson	01494 725669	treasurer@cheshamodelflyingclub.co.uk
NG Groundsman	Pete Hodge	01494 785143	brendahodge@talktalk.net
Pednor Groundsman	Geoff Wyrill	01494 785143	brendahodge@talktalk.net
Safety	Steve Bull	07801 966612	flysteve12@gmail.com
Co-Opted	Toby Newton	07766 494224	tkracing@hotmail.co.uk

### Instructors

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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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<b>NAME</b>	<b>Total visits</b>	<b>Flying Mins</b>	<b>Flying Hrs</b>	<b>Average mins per visit</b>
Richard Ginger	104	4146	69.1	40
Colin Hooper	89	2346	39.1	26
Austen Pearce	70	2139	35.7	31
Steve Bull	69	1375	22.9	20
Jon Sandler	32	771	12.9	24
Trevor Brunt	32	542	9.0	17
Robert George	30	520	8.7	17
Andrew Rimmer	27	885	14.8	33
P J Hodge	25	384	6.4	15
Steve Triggs	24	897	15.0	37
Robin Hodge	24	585	9.8	24
Robert Clark	23	524	8.7	23
Simon Adams	19	640	10.7	34
Paul Baker	18	867	14.5	48
Dave Anderson	17	471	7.9	28
Mike Kitchen	16	446	7.4	28
Trevor Mines	15	358	6.0	24
Dempster Hamilton	14	499	8.3	36
Steven Atherton	13	204	3.4	16
Steve Langbridge	11	290	4.8	26
Mike Martin	11	115	1.9	10
Emil Smit	10	297	5.0	30
Doug Brittain	10	234	3.9	23
Jeff Denty	9	277	4.6	31
Robin Thwaites	8	282	4.7	35
Geoff Wyrill	8	269	4.5	34
Michael O'Neill	8	195	3.3	24
Gar Atte	8	170	2.8	21
Phil Camp	7	110	1.8	16
Adrian Jack	6	348	5.8	58
Liam Kirkham	6	97	1.6	16
Leon Coward	5	241	4.0	48
Mall Emms	5	101	1.7	20
Pete LeBlond	5	92	1.5	18
Diego Hamilton	4	134	2.2	34
Keith Vickers	4	133	2.2	33
Malcolm Saville	4	72	1.2	18
John Cole	4	33	0.6	8
Toby Newton	4	28	0.5	7
Con Lehane	3	140	2.3	47
Rob Crawford	3	77	1.3	26
Richard Johnson	3	41	0.7	14
John Wilkins	3	35	0.6	12

Jason Spicer	<b>2</b>	<b>62</b>	<b>1.0</b>	<b>31</b>
Simon Vickers	<b>2</b>	<b>39</b>	<b>0.7</b>	<b>20</b>
Les Pilcher	<b>2</b>	<b>10</b>	<b>0.2</b>	<b>5</b>
Alan Shayler	<b>2</b>	<b>2</b>	<b>0.0</b>	<b>1</b>
Pete Horsted	<b>1</b>	<b>50</b>	<b>0.8</b>	<b>50</b>
Frank Dalby-Smith	<b>1</b>	<b>25</b>	<b>0.4</b>	<b>25</b>
Keith Brown (Guest)	<b>1</b>	<b>8</b>	<b>0.1</b>	<b>8</b>
<b>GRAND TOTALS</b>	<b>821</b>	<b>22,606</b>	<b>377</b>	