



Flight Desk

April 2012

The official newsletter of Chesham Model Flying Club Ltd

Volume 24

Issue 2

April 18th Club Night

White Hill Centre, Chesham from 8:00pm

Ken Faux

GB F1C team member.
Powered Free Flight.

Another excellent evening in prospect.

Editors Ramblings

The first part of this year has seen some very pleasant flying weather which I have been very happy to make the best of. I mentioned my Hyperion FW190D in the December newsletter and I am happy to report that it flies exceptionally well. The replacement e-flite retracts were a direct replacement for the supplied mechanical retracts and have proven to be very robust in use. I am using a 4cell 4400mAh lipo to power the model which gives me very good performance with good duration.



I also treated myself to another ARTF model as a Christmas present. I needed (!) a model which was 25 sized and suitable for all weather flying. It has proven to be a great flyer although not without niggles. The

undercarriage did not last very long and I replaced it with a carbon copy unit. The name is not very inspiring, so my model flies without the decal. The spinner proved quite difficult to balance (do you balance yours?) so I replaced it with a better one. It also did not perform well if expo was used on the elevator which surprised me. This is my first model which flies without expo at the back. I fly with a 4 cell 3000mAh lipo and see a good 6 minute flight duration. Visibility in the air is pretty good as well. I am reliably informed by other members that it will knife edge with no problem. I will let you know!! I am one very happy punter.

Here's hoping that the recent warm weather was not our summer arriving early. See you at the field.

Please note a change of email address.

If you wish to contact me (Colin Hooper) at: colin@wychwoodrise.co.uk

Secretary's Notepad

I am writing this after a wonderful day at Newground - dry, light winds, clear blue sky if a little chilly (Sun April 1st). However, we certainly need rain; I have never seen Marsworth reservoir so low, it resembles a beach with an ever decreasing puddle way out in the middle. Bad news, I fear, for the boating fraternity!

The Focke-Wulf TA152H1 has now been test flown, highly satisfactory all round and I have now completed the cockpit/pilot detail. I was a little concerned over the narrow pointy wings and the small tailplane, nevertheless the performance is first class although the roll rate is slow and needs careful rudder inputs. I chose this model mainly because it has very desirable features for a scale warbird - a wide and well forward wheel location, long nose and long tail moment which make for excellent ground handling, better, in fact than the Mick Reeves FW190D. The OS 120 AX has ample poke turning a 16x10 Master Classic prop and the Pitts muffler fits inside the short cowl. With full flap she comes in very slowly and rock steady. It's a very accurate scale model which builds fairly easily from the plans and Belair laser cut parts - you have to supply all of the sheet material. The one piece wing at nearly 8 feet is a handful to carry so I have made a short rope carry handle which passes through the mounting bolt holes. Retracts are the excellent Sierra (USA) which look the part and have beautiful oleo legs. The FW and the Morane Saulnier (now one of my older models!) go in the car with ease and I intend to campaign the pair at a few scale events this year - aircraft at opposite ends of the warbird spectrum! I have been flattered to hear comments that the fuselage looks like a "composite" job - it's actually balsa covered in tissue and dope but I spent several days on the preparation, you can't hide rough woodwork!

Talking of preparation, I had one moment of possible doom when, on lowering the u/c for landing, the right wheel fell off complete with stub axle. Insufficient Loctite and/or tightening of the retaining grub screw, should have checked!! I always lower retracts just before the first upwind turn and eyeballed the drop as best I could. A small search party went out and I am indebted to Mike Martin who quickly found the lost item which still had the nylon spacing washers intact!! I had managed to land the FW with gear down/one wheel with full flap and plant it at almost zero groundspeed using the ailerons and rudder to minimise strain on the right leg. No damage apart from a crack in the u/c door soon fixed with cyano, and I was able to fly again with a temporary allen screw in the oleo leg. Thanks, Mikel!!

Don't forget the Balloon Bursting Comp. on Sunday 15 April, please turn out to fly or help out with the inflation/replacement of balloons - it's a fun day but needs a good team of assistants to keep things moving along!! Bottles of wine this year to the first three places!!

Cheers,

RG

The events for the rest of the year are:

April 18 th	Club Night @WHC, 8pm.
May 6th TBC	<i>AHA Flying@Newground. No club flying.</i>
May 7 th	Newground Bank Holiday BBQ/Fun Fly
May 16 th	Committee Meeting @ WHC, 8pm.
June 10 th	Competition @ Newground (Timed Flight & Spot Landing).
June 20 th	First Silent Flight Evening@ Pednor, 6pm until dusk.
July 18 th	Committee Meeting @ WHC, 8pm.
July 22 nd	Competition @ Newground (Bombing the Tablecloth).
August 15 th	Second Silent Flight Evening@ Pednor, 6pm until dusk.
August 27 th	Newground Bank Holiday BBQ/Fun Fly
September 9th TBC	<i>AHA Flying@Newground. No club flying.</i>
September 19 th	Committee Meeting @ WHC, 8pm.
October 17 th	Club Night @ WHC, 8pm.
November 21 st	Committee Meeting @ WHC, 8pm.
December 19 th	Club Night & AGM @ WHC, 8pm.
December 26 th	Boxing Day Fun Fly @ Newground.

Chairman's Soapbox

NEW MEMBERS

A warm welcome to the club to all new members! The information sent to you by our Membership Secretary Dave Anderson should explain all you need to know regarding your membership. If you are unsure of anything, in particular any of the club rules, whether general or site rules, simply ring anyone on the committee who will soon put you right.

We pride ourselves in the excellent image we have established for ourselves, as being a friendly helpful club, operating responsibly and willing to co-operate with third party organizations in order to solve sensibly any problems should they arise.

All the club rules have been well thought out and many put to the test over the years. Time has proven them to be 'necessary' for a variety of reasons. Mainly, that compliance will ensure that each and every one of us can enjoy the benefits that the club has to offer, without adversely affecting our fellow members, the good name of the club or the sport of model flying. I'm pleased to say that the 'atmosphere' at either of our sites is hard to fault, and this factor is important when we are all sharing a common aim, - not

least to have a good time! There are no restrictions on the amount of enjoyment you can have, as long as you stick to the rules of course.

This means, with respect that you need to read them thoroughly. There are also self explanatory notices which must be complied with, - fixed on and next to all of our field gates. So now that you are a member, - enjoy, - it's now your club too!

I hope you make many new friends - good luck and safe flying!

FLYING SITE SAFETY - PLEASE READ THIS - CAREFULLY!

Each year at about this time, more of us will meet together at the flying field. Many will have dusted off that model that last flew several months ago, and 'carry on from where they left off'. This is of course fine, but we all know how easy it is to become complacent. **Check** your radio gear, **check** the airframe, **check** your battery packs, switches etc. If something doesn't look right then it most likely isn't, - don't take chances, - it's not just your model that might be at risk, it's your safety and that of others present that could be jeopardized. A receiver battery pack failure, in flight, is everyone's worst nightmare. If the resultant crash is well away from persons or property, it may become the joke of the month. If it's not, then no-one will be smiling. The fact that the battery pack might be brand new, or that it's been on charge for 'x' number of hours, is not guaranteed to deliver your expected number of flights, so you need equipment which tells you the pack is sufficiently charged.

Also remember to display your frequency pennant if you are using 35Mhz. - the correct one! Also **check** to see you have your own personal frequency peg in your flight box before you leave home, and of course your site keys! The Golden Rule is, - never switch on your transmitter until you have claimed your frequency on the pegboard. On this subject, there has been a noticeable lapse in flight line discipline recently which we all need to address before the flying season gets well under way. The following notice which is pasted next to the log sheets at Newground says it all; - please comply for the safety and enjoyment of all.

IMPORTANT SAFETY NOTICE

FREQUENCY PEGBOARD

&

FLIGHTLINE DISCIPLINE

IN ORDER TO IDENTIFY AT A GLANCE WHO IS 'ACTIVE' ON THE
FLIGHT LINE!

I.E. - PREPARING A MODEL FOR A FLIGHT

OR ACTUALLY FLYING, -

ONCE YOU HAVE COMPLETED YOUR FLIGHT YOU **MUST**
REMOVE YOUR PEG FROM THE SLOT YOU HAVE CLAIMED ON
THE BOARD,

EVEN IF YOU ARE ON 2.4Ghz

THE **W** IS A WAITING AREA FOR USE
ONLY BY THOSE PILOTS WAITING FOR A FLIGHT.
DO NOT USE THE **W** PART OF THE BOARD AS A CONVENIENT

PLACE TO PERMANENTLY 'PARK' YOUR PEG.

YOU MUST ENSURE THAT YOUR AIRCRAFT IS PROPERLY
RESTRAINED BEFORE ENGINE START, WITH AIRCRAFT PLACED
NEAR TO THE PITS LINE.

YOUR AIRCRAFT SHOULD BE CARRIED OR 'WALKED' TO THE
PATCH, AND **NEVER** TAXIED WHILST OTHER PILOTS ARE IN
POSITION FLYING.

NEVER TAXI YOUR AIRCRAFT BACK TO THE PITS.

THE MOWING SEASON - PLEASE TAKE NOTE!

After the warm weather in March, - and recent rain, the mowing of both patches has commenced, together with the gang mowing of the flying area at Newground. This was mown for the first time on Friday 31 March. If your car is parked on the grass at Newground and gang mowing is taking place you should move your vehicle on to the hard standing area, to allow all of the grassed area in the car park to be mown.

Humpy

Member's Ramblings

In the Bleak Mid-Winter

Back in the cold dark days last January (2011), when we were up to our ears in snow and freezing our whatsits off, I was looking at the prospects for model air shows to enjoy in the coming summer months. But who can wait that long? An idea was forming for a longer trip incorporating the Florida Jets event in early March and other aviation related activities for which there is a wide scope in Florida. What really triggered me into taking this further was when I saw an advert in our local village magazine for a villa to rent in Orlando and the owner lived less than 100 yards from my door.

A quick Google showed the location of the villa in the south western suburbs of Orlando, already someway towards the city of Lakeland and its local airport where the Florida Jets event is held. I checked on costs and availability of flights to Orlando then asked around a few of the regular Newground flyers to see if anyone would be interested in a winter escape (or should that be escapade). People came back with the half expected, "No, sorry holidays already committed for this year" etc. Perhaps it was rather short notice. However, I was quite surprised a few days later to receive a very positive response from Colin Hooper saying Jayne told him to go for it and was giving him some spending money as well!

So that was it, we booked flights on BA and an Avis rental car using air miles which we both had left from our business travel days. We made a good deal with the owners of the Nimo Villa considering there were only two of us to use their four bedroom four bathroom house with heated pool and games room. Colin came up with a list of other flying related places to

visit within a hundred miles of Orlando and a rough schedule was made for our weeks visit.

On Tuesday 1st March 2011 we set off for Gatwick to board our BA Boeing 777 flight to Orlando. Nine hours later we were through immigration, collected the Avis car and out into the afternoon sunshine and 26 degrees. We had a half hour drive from the airport to our Villa, passing Disney World, Sea World, Universal Studios, Wet and Wild and various other family fun venues of no interest to us. Eventually we turned off Route 27 by the Santa Fe Cattle Co Steak House onto a quiet suburban road, winding around to find our villa. It was on a road of similar properties some of which had families in residence with their kids getting of the yellow school bus at the corner and others were holiday rentals like ours. We checked out the villa and the pool and unpacked our bags in our chosen bedroom suites feeling quite pleased with how things had gone so far. We were pretty hungry by now so drove back out to route 27 and the Santa Fe Steak House for a beer and a big steak. Our body clocks were telling us it was the middle of the night so we soon faded and returned home to bed.

Wednesday on our itinerary was scheduled for the Kennedy Space Centre. The sun was shining in a clear blue sky and the thermometer was heading into the twenties. As we turned out of the driveway we had to wait while a pink flamingo strolled leisurely across the street, then we headed for breakfast of scrambled eggs, bacon sausage, and hash browns at Denny's (Colin had pancakes and maple syrup as well!). We drove for 80 miles due east to the Atlantic coast and Cape Canaveral. The space centre is spread out along ten miles sand spits and islands which line the Atlantic shore and is a conservation area. You are transported around on buses which you can hop on and off and spend however long you wish at each point. We saw all the launch rockets from Mercury, through Apollo to Saturn and the space shuttle Columbia which is like a flying hay barn. We saw the shuttle launch pads from a distance and the huge building where they set up the shuttle ready for launch. The vehicle stands vertically inside, attached to its launch rocket on a wheeled crawler ready to make the slow crawl out to the launch pad. The assembly building is so huge that it has its own microclimate and often clouds form inside under the roof. The highlight of this visit for me was the Apollo and SaturnV building with the mission control centre for the moon landing. The original building with all the control consoles was opened out along one side with tiered seating arranged for viewing the re-enactments of the Apollo moon mission launch. Whilst on the bus we spotted a big old alligator lazing in the shallows and a bald eagle's nest was pointed out to us. Two ticks in the I Spy spotters book!

We had a hot and tiring first day and stopped off for dinner in a seaside fish restaurant at Cocoa Beach before the drive home. Later we sat by our pool sipping on a beer as the sun set and the temperature started to fall to about eighteen degrees, and thinking of the cold, dull wet March we left behind in Blighty.

The next day, Thursday, was the first of the four days of the Florida Jets event. It takes place at Lakeland Linder Airport, the municipal airport for the city of Lakeland. Lakeland was under an hour drive from our villa and we stopped again at Denny's for breakfast en route. There is an area called Paradise Field at the back of the airport well away from the runways and terminal building at the front. This was the first time the event had been located here on grass and there was apparently some consternation among the pilots who were mainly used to flying off concrete runways. We parked about 100 yards from where a row of tents were set up and crowd line roped off. Having gone to the trouble of buying folding chairs from the local Wal-Mart, we were surprised to find that hundreds of chairs were set out along the crowd line. But where was the crowd? Not only that but where were the jets?



Florida Jets

There were a few models being set up and one or two flights but somewhat less activity than we expected. But as the day progressed more pilots and models turned up and the flying became busier. We noticed that one after another undercarriages were collapsing on landing, apparently these flyers were just not used to, and not so happy about the grass strip. It turned out that this was really just a setup day and more people were expected for the following day and again over the weekend. We rolled off home and

shopped for beer and food. We spent a leisurely evening at home catching up on emails and stuff.

Next morning, Friday, after another Denny's breakfast we set off once again down Interstate 4 for Lakeland and this time there were many more people and planes.

The setup for flying was quite interesting. The flight line was only about twenty feet from the crowd line, which proved a bit close for comfort on more than one occasion.

Spaced out along the middle of the line were four concrete pads about fifteen feet square allowing for two models to be started up with their pilots standing at the front of each pad. Each pad also had two marshals, all in radio contact with each other, they controlled the movements of models from the pads to taxi out onto the strip. The system seemed to work quite effectively and kept an almost continuous flow of models in the air.



There were many beautiful models and with continuous flying our interest was held throughout the day. Big Frank Tiano, the event organiser, was evident much of the time riding around on an electric golf cart often getting very heated in trying to get pilots and crews in the right places. At one point in an effort to get some cars moved he stopped all flying for about twenty minutes till they were moved, even threatening to bring in a tow truck and remove them! We were amused when at one o'clock the airport jet fuel bowser came over and everyone filled their tanks with jet A-1. Food was a BBQ and drinks stand operated by local modellers. The hot dogs were huge and very tasty. Someone very much in evidence was our very own Ali Machinski. He flew a turbine powered Habu and an extremely hot hotliner to amaze the crowds. Interestingly he was much in demand by

other pilots to fly their jets and by the local media for some quite lengthy video interviews.

All in all it was worth the visit and we had fully satisfied our interests on jets with these beautifully turned out models, but in my opinion it did not have the range of interest or anything like the trade presence that we enjoy at our UK shows such as Wings & Wheels or Southern Model Show. And of course they don't have our much loved DB Sound.

Whilst driving down Interstate 4 to Lakeland we had noticed a sign for Fantasy of Flight Air Museum and after further investigation on the internet decided to give it a try. It was only a half hour drive on the Saturday to the museum and what an unexpected treat it turned out to be. We walked through art-deco entrance doors into a reproduction 1930's airport terminal with a wall map of worldwide PanAm Clipper flight destinations. Behind this were a pair of very large hangars all in the same art deco style. These housed some fifty aircraft ranging from a 1916 Brock Monoplane, a Ford Trimotor, to shiny aluminium skinned GeeBee racers and P51 Mustangs, to a Short Sunderland Mk111 flying boat which the museum owner Kermit Weeks flew across the Atlantic about fifteen years ago. It would be remiss not to mention the superb B25 Mitchel Bomber and the Super Constellation standing out front. During our visit we toured the workshops where they strip down and fully restore their aircraft to full flying condition. We also saw in the stores, several Allison V12 engines which were made during the second world war, and were still brand new in their original shipping crates. It's a truly amazing story. Kermit Weeks has established the museum through his vision and energy on what was green field land, lakes and swamp. His money comes from his great grandfather's investment in land bought in the Australian desert where oil was later discovered and now earns him squillions of dollars a day. (Slight



Kermit Weeks in the Warhawk

exaggeration here maybe). Each day they roll out one plane to fly for the crowds. When we were there we had Kermit himself flying the Curtiss P40 Warhawk. Before climbing into the cockpit he gave a fifteen minute chat to

the visitors standing on the apron in front of the hangars. He gave us an insight into his vision which includes building a replica PanAm Clipper

seaplane terminal by his lake and making it a visitor centre with catering and education facilities.

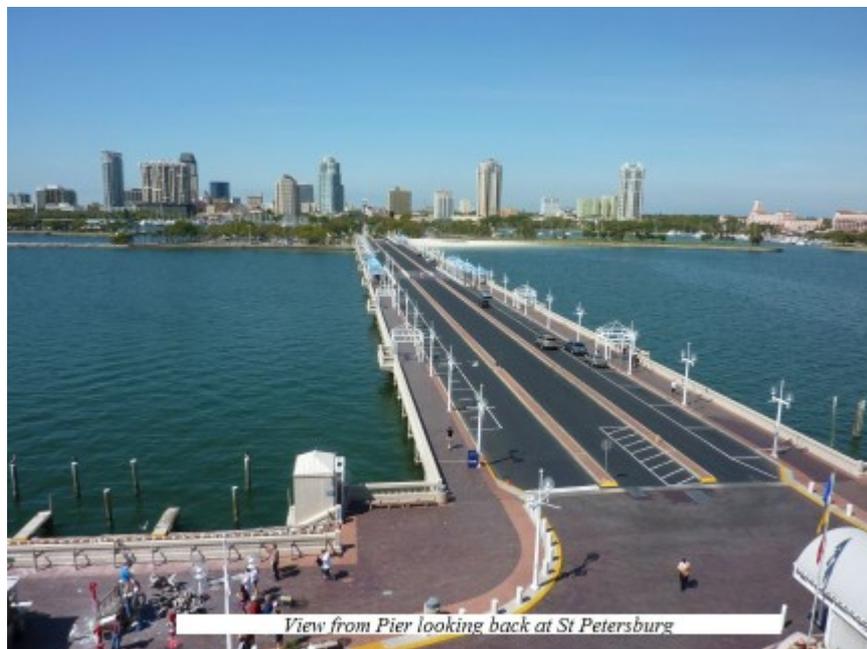
Something we learned in the workshop was that they are planning to construct a replica of the Benoist Biplane which made the world's first commercial passenger carrying flight on 1st January 1914 across Tampa Bay from Tampa to St Petersburg. The pilot was Tony Janus and the passenger in the open cockpit was the mayor of Tampa. The flight took 23 minutes and he returned the same afternoon after completing the purchase of a new house. This caught the public imagination at the time and the schedule was soon fully booked for months ahead. At that time there were no six lane highways or bridges across the bay. The distance around the bay was about 40 miles. On the poor roads it would have taken several hours driving a Model T Ford. Kermit Weeks plans to pilot the replica Benoist in a re-enactment to commemorate the centenary of the first fare paying flight.

Colin had found out that the original Benoist Biplane was in St Petersburg museum, so Monday morning we set off down Interstate 4 once again for the 90 mile trip to Tampa Bay and St Petersburg. After crossing the Tampa Bay bridge and finding the museum next to the pier at the waterfront, we were disappointed to find it was closed on Mondays. However this pier was something to behold. Think of Brighton pier with its wooden walkway out over the water. This is nothing like it. A four lane dual carriageway out to the end, a four story building with restaurants and shops and relax in the beautiful sunshine watching the pelicans flying around. We discovered that a new Arts Museum had been built further down the waterfront area to house the biggest collection of Salvador Dali art outside Spain. So we walked along the palm lined promenade to the museum.



The museum architecture is a work of art in itself and we spent an interesting time brushing up on Dali's works. I think he was an amazing artist but quite mad. We completed the round trip of Tampa Bay by crossing the Sunshine Skyway Bridge and taking in the views out to the Gulf of Mexico, then turned for home.

An aspect of Florida which grew on us more and more was the sheer space and flatness of the landscape. There were simply no hills and clearly if one dug a hole you quickly reached the water table. This is a major feature of the state and they were very careful about the local ecology and wild life. A large portion of the land is covered by lakes and if you want to build a road you dig a ditch each side, pile up the spoil down the middle and put the tarmac on top. The ditches soon naturalise into the surrounding lakes and scrub.



Storms were forecast for our last day so we did some shopping. However we were not that impressed by the malls, so we headed south to Kissimmee Airfield. An internet search had shown a warbird museum but it appeared to be closed down. Nevertheless, we had had a good fill of aviation related activities and covered a few hundred miles. We had our last steak at the Longhorn Steak House and were happy to relax awhile ready for our return flight next day. And to complete our smugness it was still cold and damp on arrival back at Gatwick.

In retrospect I think we had a brilliant visit. It cost us about £500 each, we were very comfortable with our Nemo Villa base and we had about as

much aviation interest as one can possibly absorb with some unplanned cultural and arts interest thrown in. With wonderful warm sunshine in the middle of one of the coldest and snowiest winters for years, we were more than satisfied with the escapade.

Events



Our first Club Night of 2012 took place on Wednesday 15 February, when David Keen of the RAF Museum London (Hendon) was our guest speaker.

David's talk was excellent; humorous, informative and thought provoking and generally deemed a success by those who attended. His obvious depth of knowledge and sheer passion for the RAF Museum, its aims and achievements, made for a very entertaining evening. The pictures that he displayed were also of a high quality.

David very kindly offered to talk for no payment or expenses and at his suggestion, the Club has made a charitable contribution of £50.00 to the RAF Museum. The Museum is well worth a trip and admission is free; a number of club members (myself included) have visited the Collection recently and we can all thoroughly recommend it.

Forthcoming Events

We will be having our first competition of 2012 (well more of a fun day really) on **Sunday 15 April** @ Newground, starting promptly at 10.00am. This is to be a balloon bursting competition kindly organised by Richard Ginger and although I've not taken part before I have seen it done twice. Believe me, it's fun! All you need is any type of propeller driven fixed wing plane. A trainer has as much chance as a 3D plane, so no excuse for anyone not taking part. New members and beginners please note, so long as you are solo then you can enter. All you have to do is take off and over fly the patch at around 10ft and watch the balloons burst. Easy! Rules are on the website, in this issue of the Newsletter and posted at both our flying sites.

Even if you are not planning to fly, helpers are always required for this labour-intensive competition.

On **Wednesday 18 April** we have our second Club Night of 2012 at the usual venue, the White Hill Centre, starting at 8pm.

In a slight change to our previously advertised schedule, our guest speaker on the night is Ken Faux, who is a powered free flight specialist and member of the GB F1c team for the European Championships this year. Ken first represented his country in 1975 and has since be on a dozen or more GB F1c teams.

Bringing along some of his state of the art F1c models/specialist parts for us to look at, Ken's presentation will be informal in style and he has promised to talk for as long as we want! Clearly, a night not to be missed.

Shahid Banglawala, well known 3D/freestyle aerobatic pilot and journalist at RCM&E magazine will be appearing as our guest speaker in October 2012.

Your Committee has again approved the use of Newground by the Aerobatic Helicopter Association (AHA) for team trials/competition on two dates in 2012, the first of which takes place on **Sunday 6 May 2012**. Club members should kindly note that there will be no club flying either before or during the trials/competition, including during any planned lunch break. Club flying can take place afterwards, when all AHA participants and officials have vacated the flying area. This may not be before 3.30pm, and of course depends on conditions at the time.

Club members are welcome to attend and spectate if they wish. I have done so for the last year or two and the display of precision aerobatics 'heli' style that I have witnessed has been outstanding, as was the quality and technical sophistication of the hardware in use. Despite the obvious stresses/tensions associated with the team trial process, the pilots are all very friendly and easy going and in common with serious enthusiasts, are happy to talk at length about anything that catches your interest. Nonetheless, if visiting please respect the fact that this is 'serious stuff' and do nothing that might affect the concentration of both pilots and the officials in charge of proceedings. There will be an agreed safe viewing area designated on the day by the AHA and in the interests of safety you should, as always, be 'alert at all times'!

Spring is definitely in the air as I type this report (although rain and snow are forecast for next week), which reminds me that on **Monday 7 May 2012** our annual May Bank Holiday BBQ/Fun Day takes place at Newground. So if you want a nice relaxing picnic with the family or to try out the BBQ come along to Newground and chill out. Proper toilet facilities are in place for this event. There will be the usual club flying as well as a club trainer on hand if any family members would like to 'give it a go'!

Well that's about all for now. Happy Easter. Cheers and good flying.

Andrew Rimmer, CMFC Events Coordinator.

E-mail - events@cheshammodelflyingclub.co.uk

Phone - 07718 205480

Other News

We have recently learned of the passing of a former club member. Andy and Steve pay their respects.

RIP PAUL CAUDERY

On the 30th of March I'm saddened to have to tell you all Paul Caudery died following a cardiac arrest. I find it hard to believe myself as he was much the same age as me and was in a similar position in life.

He had found a lady who he married called Laura and had a Baby boy with her in March 2011 called Alfie. Since he moved away from Chesham we saw very little of each other and passed information to each other over the phone or on Facebook . His last email to me stated how much he had enjoyed Christmas and how much better it was having his boy to share it with.

When Paul started in the club we got on like a house on fire and found that we had been to the same school and had many of the same friends but had never met before, which was strange for Chesham. He was a very keen modeller from the start and learnt to fly planes very quickly. Once he had passed his solo he then brought many planes and then a Raptor helicopter which he asked me to help him with. Well that's when the real fun began. I enjoyed helping him so much I brought one and most weekends me and

him would be seen standing in the field next to each other with blue nitro fuel smoke all around us.

Even though I've been flying many years he really pushed me into working harder and achieving more. I would turn up and he would be doing something way ahead of me so the next week I would have to catch up and try something better and, well, if anything went wrong we both helped each other out. If I crashed he would stop the tears by taking the p*ss and laughing and if he crashed I would do the same.

After a while Steve Triggs and Con Lehane joined in with this banter and fun and we all learned so much from each other. All the time I knew Paul I never saw him upset or sad, he was always smiling and joking around. I had already missed him not being at the flying site when I was there and now I will miss him even more.

RIP mate. I and many other friends in the Club will miss and never forget you.

My Heart goes out to his family and close friends at this time as I know he was a much loved guy.

The funeral will be sometime after the 18th April but it is not confirmed yet. It will be in Leatherhead and anyone from the club wishing to go please call me as I hope to have more information in the near future.

Andy Hawkes

Paul, Andy and I were a regular trio of heli flyers at Newground. We had extremely competitive but friendly rivalry pushing our heli flying to the limits and each trying to be the first to achieve a new aerobatic manoeuvre after setting the goal at our previous flying session. Paul generally sat back and watched with amusement Andy and I make the first haphazard attempts, before pulling off a near perfect manoeuvre himself then claiming to not know how he did it, probably beginners luck. Over time we discovered that Paul was sneaking out to his local cricket club patch mid week to practise so that he could beat us.

I think that we upset a few of the old duffers with our constant heli flying, there was a bit of a debate for a while, and some pronounced that if they arrived at Newground and saw helis flying, they would go home. I think Paul saw that comment as a red rag to a bull and cheekily got his heli airborne as soon as they arrived at the field.

We flew so often there was a lot of joking that we would go home to find our partners had run off with someone more attentive. Unfortunately, as the saying goes, no truer word is spoken in jest, funny though now when we look back.

With changing work and personal commitments we gradually had much less time to get out flying together and our meetings eventually ceased which was a shame, in fact I hadn't seen Paul for about 3 years or so as we all now have our own family commitments.

It was a shock to hear that Paul had passed away suddenly, being so young as well, but it was a great pleasure to have been friends with him!

Steve Triggs

Club Training

Remember that training currently takes place at Newground with either Dave Anderson, Richard Ginger or Toby Newton. 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. Please note that Toby is only available to train on Sunday due to work commitments.

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Richard Ginger	01296 688030	randlginger@btinternet.com
Treasurer	Bob Bennett	01494 864751	bob.bennett@wychwoodrise.co.uk
Membership	Dave Anderson	01494 583127	david.anderson267@ntlworld.com
Newsletter	Colin Hooper	01494 866387	colin@wychwoodrise.co.uk
Events	Andrew Rimmer	07718 205480	events@cheshammodelflyingclub.co.uk
Co-opted	Ray Birdseye	07703 768354	ray3dfunfly@btinternet.com

Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127
Toby Newton	07766 494224 (Training Sundays Only)