



Flight Desk

August 2011

The official newsletter of Chesham Model Flying Club Ltd

Volume 23

Issue 4

August 17th Club Night

Our meeting this month is a

Silent Night @ Pednor

A chance to fly the evening 'til dusk

Electric models only, or come for the chat.

Editors Ramblings

I had some fun recently converting a Ripmax Spitfire (600 size) to have electric retracts. The Spit was designed originally for hand launching and when it is flying is a superb model. It has real presence in the air and a lively performance but (there had to be a but) it was a pig to launch. Too much throttle and it would roll into the ground before you could grab the stick. Not enough throttle and it was touching the ground before you could throttle up with any semblance of control. As a consequence, the Spitfire became a bit of a hanger queen. Enter the E-flite retracts, 15-25 size which connect to the receiver with a Y-lead and feature a stalled operation function.

I took some advice from a forum thread which provided some pictures of the underlying wing structure along with someone else's installation details. Out with the scalpel and the first cut into the cover was made. It took me the best part of a day to work out the best way to install the first leg, half a day to do the second. When I had finished, I couldn't stop raising and lowering the undercarriage legs. It was beautiful.

The next weekend gave me the chance to try them in anger for the first time. The take off was not as scale like as I could have wished, far too short, but the sight of those legs retracting was brilliant. I had two very nice wide circuits under my belt with a fairly stiff wind when, throttling up for the downwind leg, the firewall disintegrated. We all heard the sound. The Spit entered a spiral dive and refused to do anything other than spear into the ground. It was only the "at home" post mortem that confirmed my original diagnosis. The outrunner had rotated freely to the extent that wires had stripped their insulation. The motor shaft had also bent on impact making it a write off.

I brooded on it all through Sunday. It wasn't pilot error, just a failure by Ripmax to build a strong enough firewall. I could fix that next time!! The decision was made. I purchased a replacement on Monday and it only took a day to move the retracts into the new wing (I knew what to do now). The replacement motor has taken a little longer. Apparently, electric flight is too popular and the motor supplier (4-max) have sold out and I am on a two week delivery. So, any day now you may see me maidenizing (for the second time) a Ripmax Spitfire with retracts.....

As always, you can contact me (Colin Hooper) at:

webmaster@cheshammodelflyingclub.co.uk

Secretary's Notepad

The Great British Summer has so far this year taken its toll of several events; not only aeromodelling shows but also village fetes, carnivals and local attractions. We tend to forget (unless we've actually been on an organising committee) exactly how much work goes into the planning and execution of even the simplest activity. Not much different from a well run Club like ours, then!!

I try to attend a good few of the more informal model flying fixtures - particularly those catering for scale models. It certainly broadens one's horizons, creates a wider circle of fellow fliers and different venues test flying skills. There is a great deal to be learnt from watching other pilots not only fly but how they prepare their models. The good guys don't spend time fiddling unnecessarily; their engines always start on demand, batteries are always monitored and nothing falls off. Safe flying starts with good preparation, a sound model and the sense not to go beyond the limits of one's capabilities. Things will still go wrong and crashes will occur - that's life, and no two flights are the same. It's a great challenge and if you set specific targets rather than fly round aimlessly it is highly likely that you will gain confidence and become a better pilot. Stretch yourself sensibly and I'm sure your enjoyment will also rise accordingly. This is surely the correct path to a nice shiny "A" or "B" Certificate!

Above all, have fun!!

RG

The events for the immediate future are:

August 14th	Competition @ Newground CANCELLED
August 17th	Club Night Silent Night @ Pednor
August 29th	Club BBQ @ Newground
September 4th	Alan Crook Memorial Scale Comp @ Newground
September 11th	AHA @ Newground (No club flying)
September 21st	Committee meeting @ WHC
October 19th	Club Night @ WHC

Chairman's Soapbox

NEWGROUND - HABITAT SCHEME AND SET ASIDE

The field will be 'topped' in about a month's time by our regular contractor Simon Mead in accordance with our land management agreements with DEFRA.

If we encounter particularly dry weather from now leading up to when topping takes place, - any members who smoke whilst at the field are advised to do so well away from the long grass, and exercise great care at all times when extinguishing cigarettes. You are all reminded that in the event of any fire, as a first line of action there are extinguishers in the container. In an emergency of course, dial 999.

NEWGROUND PATCH

There have been repairs to the patch some months ago, following concerns from some members regarding damage caused by rabbits. A 'Patch repair team' was engaged to restore it to top-notch condition. After this the patch was rolled by several designated competent members resulting in a much improved surface. There is though once again some evidence of minor rabbit damage, - No! Not minor rabbits!

Anyway - the patch will be receiving attention to maintain a 'pot-hole free' surface.

NEWGROUND ROAD

Once again there is a noticeable increase recently in 'thoughtless random parking' in Newground Road. Some vehicles are parked really too close to the canal bridge, and some are parked immediately opposite our entrance. Some vehicles travel way too fast along the road and the parking provides an additional danger when you are leaving Newground Field. Please be extra careful, - it is easy to get caught out!

I have e-mailed Aldbury Parish Council to let them know of our concerns and pointing out again that none of the vehicles belong to any of our members.

THE FREQUENCY PEGBOARD

This should always be stored on the brackets bolted to the container door. Please handle the board with care, - if you notice any damage to it, or any other club property, contact a committee member without delay.

CMFC LTD. - AGM

Although somewhat off, - it's not until December, - from now until then is the time to put your thinking caps on, and if there are any topics that you want discussed, forward the information to the club Secretary, Richard Ginger, as soon as possible. Remember, - this is your club, our club, - without question one of the best clubs around, - it needs the enthusiasm and efforts of all the membership to keep it so.

'HAPPY BUNNY'

Some of our furry friends don't look too happy when we turn up and they race for cover. However there was one happy bunny at NG when I called in on Sunday 24th July. It was our own Phil Camp who had just won the Bombing the Tablecloth Comp.

No, - quite clearly he still could not believe it, - and apparently nor could anyone else competing. Well done Phil !

'AND SO IT CAME TO PASS' ----- (FROM THE ARCHIVES)

The following is from the archives and gives an insight into how the club dealt with the idea of land purchase of Newground Field.

CALL FOR AN EXTRAORDINARY GENERAL MEETING

The committee hereby give notice of an Extraordinary General Meeting of the club to

be held at the Whitehill Centre, Chesham on Thursday March 4th 1993 at 8.00pm in the ground floor committee room opposite the bar.

The reason for the EGM.

Since the last newsletter at the beginning of December, a whole new set of circumstances has taken over events at New Ground Farm. The landowner, Mr. Hunter, died in early December before an agreement existed between him and the club. The two main beneficiaries of the estate, his two daughters, are not interested in the property and so it is to be put on the market. However, in view of all the work done by the club to obtain planning permission to fly on the site, we have been given first refusal to purchase the site at a very reasonable price (about £1000 per acre).

Unfortunately, they have been advised that if the club purchased only that part of the field (10.77 acres) which was to be the subject of a lease agreement, then the remaining 23 acres would be such a strange shape as to be unsaleable from an agricultural point of view. We have therefore been offered the whole field bounded by the road, the railway and the canal.

The site is the only possibility of decent weekend flying on a club basis that has arisen in the two or more years since we lost weekend flying at Pednor. Because of this, and the amount of time and effort involved in obtaining the planning permission your committee thought it was worth the effort to see if purchase by the club of the whole 33.77 acres is a viable proposition. This posed four main questions, viz...

1. Could the club raise the money?
2. Would the project be viable in the long term?
3. Could we rely on continued planning permission?
4. How could we protect members from being liable for large sums of money if the club folded?

The idea of the club purchasing its own flying field takes a bit of getting used to, however, like the committee, I hope that you will find that the further one looks in to the prospect, - the more you will appreciate the benefits to you as a member of the club. ----- See the note from your chairman at the end of this letter.

With advice from as many sources as time and energy permitted, the committee have come up with a proposed plan for you the members to consider.

Please take the time to read the following before the EGM and do your very best to attend the meeting. If you cannot make it, please let a committee member know and give him some idea of what you think about the scheme,

The Proposal, - **PCF not shown here*

The financial aspects of the proposal are contained in the enclosed projected cash flow (PCF)* which was constructed by Bill Hockey with help from Treasurer Geoff Walker, Secretary Richard Johnson and myself (Gordon Hancock). It was done to help obtain the loan by showing that we don't go in the red by following the plan and covers the period from now until August '98 in six month periods. The following is written to clarify certain figures in the PCF, but don't be put off if you cannot make head nor tail of the PCF, - the writing should make sense on its own.

It is proposed to make an offer of £30,000 for the whole field and if this is accepted, to borrow the bulk of the money from a bank or building society to be paid back over a period of 15 years. The PCF shows a loan amount of £21,000 with £9,000 as capital raised from the membership. It is obviously essential that the value of the land exceed the outstanding loan and, since we are assured that the going rate for agricultural land is at least £1250 per acre we are only borrowing about half its value from the bank. We may be able to negotiate a higher bank borrowing and hence a lower input by members but this will obviously put up the annual

subscriptions in order to cover the higher repayment rates. We hope to have at least one offer from a bank in writing by the EGM, - more of the members input later. One of the crucial facts, as far as cash flow in the early years is concerned, is that the existing set-aside agreement is transferable to the club as new owners. With the reduction for model flying on part of the land this amounts to £2650 per year up to October 1996 (shown as other income on the PCF) and is more than the loan repayment of £2500 per year up to that date. After that the plan is to lease the remainder of the field to a local farmer for agriculture which, we are assured by more than one source, will bring in at least the £1550 shown in the last year of the PCF. It is assumed that we will keep our present membership limit at 100 and that this will be reached by season '95/6. At the same time we have assumed that the joining fee for new senior members is increased to £100 and that an annual senior subscription has reached £50. The figures for payments out in the PCF cover the normal club expenses as at present (including rent for Pednor), landscaping of New Ground Farm in 93/94 with generous figures for on-going maintenance and mowing, extra payments to cover the changes to the club (see below) and for the start-up of the loan.

For continuing items in succeeding years a more than pessimistic view of yearly increases (inflation) has been assumed for safety. As far as planning permission is concerned it must be admitted that perhaps here we take a bit of a calculated risk.

We will use the field as soon as it ours and, after development of a patch, the field should be fully fit for operation in '94. The present planning permission lasts until July '97 so we will have more than three and a half years to grow into the neighbourhood. The council insist that they will take monitoring of our activities seriously so it is up to us to satisfy the council's permanent staff that we are not a nuisance. Any difficulties *must* be capable of being ironed out before '97 and hence we will go into application for extension with the backing of the council's environmental health department and, we are assured, last minute objections from the public will not carry any weight.

In order to borrow money from a bank, etc., and at the same time ensure that no individual is liable for any large sums of money it is necessary to change the structure of the club to that of a limited company. So that no individual can profit from the dealings of the company it is to form a company without share capital which has members, not shareholders. Each member is limited by guarantee for any debts of the company on wind-up and as the guarantee cannot be zero it is to be set at the negligible value of £2 per member. In this type of company, no member can benefit financially from the assets of the company and any resultant assets on

wind-up are donated to a registered charity. The committee would become the elected board of directors of the company. This change would have no effect on the day to day running of the club except for changing the heading on our notepaper to Chesham Model Flying Club Limited.

The £9000 of capital could be raised from the members in the form of donations or loans. If everybody paid the same amount as a donation or loan it would be about £160 each and since we know this is too much for some people, we would lose members. If we plump for unequal and voluntary donations, it isn't fair and hence the only alternative is unequal voluntary loans. Unfortunately if the club/company paid interest on the loans then we would be obliged to send 25% of it to the Inland Revenue, simple in theory but opening up a whole can of worms in bookkeeping and resulting in professional audits that would be very costly. Under these circumstances we would never get a volunteer for treasurer, or should that be financial director. Thus we are left with unequal, voluntary, non-profit loans as the only sensible method. Going by our call for three year subscriptions to fund the development, out of about 56 members 35 said they would do it but only 20 came up with the money immediately although the others did pay up eventually. If only 30 members can be tempted we are looking for an average of £300 per member.

To repay such a loan, the club/company has to vouch to repay the loan as quickly as reasonably possible and in any case on the member leaving the club or the club folding. This is the reason for setting the joining fee for new members up to £100. On this basis the PCP shows £1000 per year allocated for 'founders repayment' starting in '07 but the cash in hand shows it could start a year earlier.

The final year actually shows a loss in trading of about £1000 but this could have been made zero by an increase in subs to about £62 for seniors. Considering the 'crystal ball' nature of the latter years of the analysis this is neither here nor there. The only thing left to decide is how to apportion the payback amongst the lenders, do you do it proportionately or payback the biggest contributors first. I think that is a matter for the lenders to decide at the outset. In committee we have talked about multiples of £100 but would we attract more capital if we made the unit lower, say £20.

The important thing is that to go ahead with New Ground Farm and make it the best flying site around we need the money and soon, probably within the next two months. Please think very seriously about this and come to the EGM prepared to pledge an amount, discuss with your better half if necessary before the meeting. If there is anyone prepared to make a significant contribution to the total loan (say around £1000 or more) then please let a member of the committee know as soon as possible. If you are broke, how about making an effort to sell something you are just

hoarding and lend the proceeds to the club. The value of members individual loans could be kept in confidence by the committee.

Constructed by Gordon Hancock for and on behalf of the committee. Feb 1003.

Chairman's Footnote.

This opportunity for the club is unique. Based on all previous 'opportunities' which have failed for one reason or another, this chance (of an ideal site with planning permission and being available for purchase) will not repeat itself. Neighbouring clubs, we have been told, have been on the lookout for the last twenty years without success.

If you have fully grasped what Gordon has written you will know that no one can gain financially from this enterprise, either in profit from loans or in the land or other assets of the club. Nor could the club be wound up or lose the site unless agreed by a majority of members.

If anyone still doesn't like the idea then consider this: - If we don't go ahead we've lost everything the committee and members have put their efforts into over the last fifteen months. If we do manage to succeed we will be assured of regular flying for the foreseeable future, i.e. the rest of our flying days.

NOW THAT'S WHAT I CALL A RETURN ON INVESTMENT!

David Humphrey, Chairman.

You will notice that events turned out to be even better than anyone could have ever envisaged. The members' loans were paid back over four years. Permanent planning permission was granted by Dacorum Borough Council. Subs never increased dramatically. Set-aside income continued with our ex 5 year set aside land being eligible for 20 year terms in the Habitat Scheme. Then there was the monetary and infrastructure 'windfall' when Balfour Beatty 'invaded' our land to work on the signalling upgrade of the West Coast Mainline Railway. That gave us the all weather hard standing car parking area, gates and fencing, and funding for the Wildlife Observation Shelter. Previous to that in 2000 we had the entire canal boundary fence renewed, wholly funded by British Waterways. Our bank loan was successfully paid off giving us full ownership of the land. No one could have anticipated the success story that is Newground Field, - something we as a club are proud of, and I'm sure is the envy of others. Long live Newground Field and CMFC Limited!

Humpy

Competition Report

Bombing competition 2011



Hi folks! I've stepped in to do the write up on the bombing competition this year as Dave Anderson is still in a state of shock as Mrs. Anderson's tablecloth narrowly escaped some direct hits. Both Dave and the tablecloth are said to be comfortable and it's felt that no long

term effects are expected! We all wish you a speedy recovery!

So now to the nitty gritty! The weather on the morning of the comp was looking good and James and I were the first to arrive at the field, (only my third visit this year)! I was a little surprised that we were the first as I thought that the good weather would attract a good turnout. Although I was somewhat nervous due to not having flown much lately and along with the fact that poor old "Enola Gay" was carrying a fair payload, (more about that later), we set up in the pits, assessed the wind direction and awaited the rest of the competitors along with the cd himself the one and only Dave Anderson!

Dave duly arrived and took stock of the situation, (most people would have taken control, not stock, but hey, they're not "Dave A" are they)? After securing the aforesaid tablecloth to the centre of the patch Dave then proceeded to hand out his "hi-tech" (yeah, right), bomb release mechanisms. Alas, there were no takers, but this was a good sign as every entrant had devised their own mechanism, (in true CMFC tradition). Dave was proud and duly threw, errrrr, I mean "put" away his brm's for another day.

By now there were a healthy 10 entrants though, alas, on a pre-comp flight David Jarman encountered some blustery conditions and unfortunately his

plane was rendered un-flightworthy. We were now down to nine entrants of which it was deemed I was to go first. There are many of you who know me and some new members who don't, so to put the records straight once again I'm not competitive and, yes, once again I cheated! I went for a personal best and released nothing short of 101 bombs, all of which were well short of the target!

The competition got underway and the scores were interesting indeed. After the first round it was James B in first place with 4.8m with Colin H close behind with 7.07m and in third place was myself, (taking the measurement from the regulation bomb and ignoring the other 100) with 17.3m!

Round two began and then with only two more entrants to fly Bob B sneaked in an amazing 2.65m to take the lead with James B now 2nd and Colin H 3rd. Colin still had another run but despite his best efforts could not better his first run and Bob B was by now grinning like a Cheshire cat with his podium position and 1st prize looking pretty secure with only one entrant to fly.

Phil C was the last to take to the air. The atmosphere was strange indeed, there are no guarantees in this comp' as past history has shown, and Bob B looked on as Phil came in for his final approach. A little turbulence and several changes in direction in the last few yards just added to the tension. Bomb away and watch where it falls. We were all agasped as the bomb landed a mere 2.05m from the target, though no one was quite as surprised as Phil himself!

That just goes to show that this comp' really is anyone's for the winning. Congratulations to Phil C for his podium first place, closely followed by Bob B in second and James B in third. Just for the record I'd like to point out that all three podium positions were in single figures, i.e. less than 10m! The talent, (nay luck), is improving!

Thanks to all who entered and especially to Dave Anderson who once again put himself forward to organize another fun day competition!

Ray Birdseye.

Member's Ramblings

Lessons Learnt With A Jug.



Around Christmas 2009, I decided to treat myself to a war bird to replace my Black Horse Chipmunk that had crashed into the canal and was a total right off.

Having spent considerable time studying all the possible options I finally decide on the Hanger 9, Thunderbolt 60. I chose

this because it's a plane with a lot of character and with that big cowl I was sure my Saito 82 would be totally enclosed. I was right, the engine and exhaust fitted within the cowl and I was very pleased with the finished model.

The plane was test flown by Al who was impressed by its flight characteristics.

Over the past year I became confident with the thunderbolt (P47), with its good ground handling and smooth predictable flight and those retracts had been very reliable to boot. So on the morning of its final flight I was relaxed and confident that takeoff would be predictable with a gradual climb out; I was looking forward to a good days flying. So you can imagine my surprise and horror when shortly after takeoff it pointed its nose to the sky and continued to climb vertically. There was enough power in hand on full throttle to avoid a stall and by pushing the stick fully forward I managed to get the nose down but that was the only sensible thing I did in those brief seconds of blind panic before it hit the ground nose first at full throttle. My biggest mistake was to try and adjust the trim at which point I lost it completely.

I went home with the remnants in two bin bags. I just couldn't understand what had gone wrong. That final takeoff was the third attempt that morning as on the first two attempts the engine had quit when I had reached the patch but on all three occasions the engine had been throttled up and all controls check for movement and position, so I was convinced the elevator was functional and more importantly level. As I took the servos out of the wreckage I connected them into their respective positions in the RX and tested them. All bar the throttle and retract servos were working -they had stripped gears-but there was

something amiss with the position of the arm on the elevator servo, it was offset from its position at 90° to the case and this offset would have given up elevator.

My initial thought was that the servo was faulty. The crash was on my mind for the next few days, and then I suddenly had a thought, with the servos connected and TX on I moved the flaps switch and lo and behold the elevator servo's offset was corrected and I suddenly understood what had happened. I realised the stupid mistake I had made. When I had programmed the P47 into my radio I had used the program position previously used for my Chipmunk. The chipmunk had flaps and I had programmed in a mix so that when the flaps were deployed a few degrees of down elevator was introduced to compensate for the tendency for the nose to rise. I had not cleared the original programme merely modified it to suit the P47 and that had been my biggest mistake because I had forgotten to remove the mix. I have been flying the P47 for over a year and obviously in that time the flaps switch had not been touched but before that last flight it had been moved giving up elevator, which resulted in disaster!

Well I've learnt several important lessons from this episode:

When programming a new model into a memory previously used for another model always clear the original and start afresh.

When you're standing on the flight line checking those control surfaces it's very easy to miss that the elevator is not in its neutral position. Any deviation in the position of ailerons or rudder is easily spotted but when looking down on the elevator errors are not so obvious.

When things go wrong try not to panic. Have a plan in your mind what you might try to do if certain situations occur. And most importantly of all if your model is out of trim try to gain height, throttle back and give yourself time to think clearly. With luck, with these lessons learnt, I will be better prepared in the future should something unexpected happen.

Well as a result of the crash my autumn project - a Black Horse P40 Warhawk - has been finished in super fast time and is ready for its maiden flight, I've bought a replacement P47 -couldn't live without it- which has now become my winter project, as other modelling interests must take priority namely my 5" gauge steam loco, as it's getting to the stage now that if I don't finish it soon there will be a serious risk that I'll be too old to lift it off the workbench!!

Jeff Denty.

Events



This year, the Timed Flight/Spot Landing Competition at Newground and the first Silent Flight Night at Pednor each fell victim to the disappointing weather and both were cancelled.

Happily, the Balloon Bursting Competition did take place on Sunday 24 July. Regrettably, I was unable to attend, but I understand that the weather was favourable and the turn out was correspondingly good. This event was kindly organized by Dave Anderson for the seventh consecutive year, which must be some sort of club record. Well done to all those who took part.

Forthcoming Events

Due to unforeseen circumstances, the Figure of Eight Competition taking place at Pednor on **Sunday 14 August** has been cancelled.

We have the second of our two silent flight evenings at Pednor on **Wednesday 17 August from 6.00pm till dusk (around 9.05pm)**. Fingers crossed for favourable weather this time around! The event is for electric powered models or gliders only, no internal combustion engines please! For the new members who have not been to this event before, please do come down to Pednor to see what it's all about. If you don't have any electric models then just come along for a chat and to enjoy a beautiful summers evening.

On **Monday 29 August** our annual August 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. Our new permanent 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'!

We are planning all the usual August Bank holiday festivities and I am very much hoping that Richard Dawson will finally be able to bring his Robinson R44 helicopter to Newground for a members only courtesy flight. Please see the April 2011 newsletter for a reminder of the details. As you will recall, Richard was unable to appear at the May Day Fun Fly/BBQ as a consequence of the poor weather conditions on that day.

The Alan Crook Memorial Scale Competition is scheduled for the first Sunday in September, that being **Sunday 4th September 2011** at Newground from 9.30am onwards. If you have a scale, semi-scale, stand-off scale or even an ARTF, then whatever your level of expertise, please do enter. It's not just about building a scale plane, or indeed flying in a scale like manner, it's the turning out on the day. You can just display, or you may wish to have a nominated pilot fly your plane for you. Static judging starts at 10.00 am!

Your Committee has again approved the use of Newground by the Aerobatic Helicopter Association (AHA) for team trials/competition on two dates in 2011, the second of which takes place on **Sunday 11 September**. 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. Spectators are encouraged to attend.

Any Other Business.

At my suggestion (so blame me if you think that it is rubbish) the Club has purchased an 'Aeroloop'- model plane retriever, essentially a 30 foot collapsible pole with a nylon loop on the end. Some of you may have spotted these for sale at the shows at Weston Park/Cosford etc. The pole is in the container at Newground and a copy of the operating instructions (such that they are) has been pinned to the notice board.

I hope that the Aeroloop will become a useful addition to our kit and combined with our existing ladder, will enable much easier (and safer) retrieval of planes lodged in all but the biggest of trees at Newground. **It goes without saying (but I'm going to say it anyway) that the Aeroloop must not be used to retrieve models from the railway line, overhead cables or signal gantries.**

Please see www.aeroloop.co.uk for more information

Well that's about all for now.

Cheers and good flying.

Andrew Rimmer, Events Coordinator.

Events@cheshammodelflyingclub.co.uk

07718205480

Chesham MFC on tour

The recent "Wings and Wheels" event at North Weald airfield saw a magnificent turn out by club members. This two day event was hit by rain on the Saturday but Sunday was a bright and sunny day. We arrived en-mass and set up camp on the flightline. Some went shopping, others looked for coffee and bacon rolls. All started slopping on the sun tan lotion and others wondered if they should.



A running count of members present peaked at 14 which was pretty good. Steve drew most admiring looks for his natty t-shirt which had the logo "Doing it inverted makes my clunk go wobbly". Mrs Anderson was left with us while hubby went exploring. Was he looking for a replacement tablecloth? All in all, a right good day.

Training

Currently training the club trainees are Dave Anderson and 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. Training is preferred at Newground although Dave Anderson will also train at Pednor

The rota is always on the club web site

<http://cheshammodelflyingclub.co.uk/flyingsite/rota.htm>

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.jayne@wychwoodrise.co.uk
Instructors	Al Spicer	01494 783214	alan.spicer@onetel.net
Events	Andrew Rimmer	07718 205480	events@cheshammodelflyingclub.co.uk

Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127

2011	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T									
January						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31			
February		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28										
March		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31							
April					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30					
May						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31			
June		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30								
July					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				
August	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31								
September					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30					
October						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31			
November		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30								
December					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				