



Flight Desk

December 2003

The official newsletter of Chesham Model Flying Club Ltd

Volume 15

Issue 5

White Hill Centre

Wednesday December 17th

**CHRISTMAS
CLUB NIGHT**

8.00PM

MINCE PIES, SAUSAGE ROLLS

BRING AND BUY TABLE

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Editors Ramblings (New beginnings)

And now for something completely different. Colin Forsey stood down as the Newsletter Editor after the last issue. He did a sterling job and is to be congratulated on having introduced the electronic format. Another Colin has been persuaded to follow the Master, and, in the spirit of "If it ain't broke, don't fix it" I intend to use the very same format. So, not so different after all.

Your newsletter editor is Colin Hooper, yes the same guy who volunteered to build the club web site. Well, that task is now up and running and the committee were so pleased when I presented it that they co-opted me onto the committee. If you want to check on the web site follow the link to <http://www.cheshammodelflyingclub.co.uk> and be sure to bookmark it as a favourite so you don't have to type it in again.

I consider myself to be very much a "New Boy" as this is only my second year with the club. I also follow the path of electric only flying, which makes some of the chat at the field a little academic. You put what into those jerrycans? But this newness has helped me to understand that there are quite a few other club beginners in the same boat (or aeroplane). Can I challenge some of the older (read more experienced) members to spare some time to write some useful words that can help or amuse these younger members. You must have a salutary story that no longer earns you a pint down the pub but which those newer members will find both amusing and informative. Don't be shy, but if you are, we can respect your anonymity.

Remember that this is your newsletter as well. It needs to earn its keep or there is not much point. So drop me a line.

Colin

Committee Matters

CESHAM MODEL FLYING CLUB LTD.

Minutes of the AGM held at White Hill Centre, Chesham, on Wednesday, 15 October 2003 at 20.00

Apologies were received from Mark Christie, Dave & Chris Gordon, Colin Forsey, Peter Miller

Minutes of the 2002 AGM were circulated in 'Flight Desk' prior to this AGM, taken as read, and approved.

Proposed: Richard Johnson

Seconded: Pete Christie

Matters Arising:

There were no matters arising.

Chairman's Report:

1. Thanks to Colin Forsey and to Geoff Walker for their sterling efforts as Flight Desk Editor and Club Treasurer. Their talents and enthusiasm would be missed.
2. It is a matter of regret that this year's Halton Show has been cancelled. It is hoped that a show can be held in 2004 but in order to get it "off the ground" a greater Club commitment may be needed and a Halton Show committee may need to be formed. Club support is essential!
3. Thanks to John Barber for the Christmas gathering that he organised at Pednor.
4. The designer of the mystery speed camera at Newground has not been identified though there is at least one suspect!

5. Balfour Beatty committed to a work completion on 28 November but this is now thought unlikely to be achieved. DH expects to negotiate a new contract to allow for the delays - to the financial advantage of the Club of course!
6. Set-aside income continues to flow to Club and the scheme works well.

Membership Secretary's Report:

Dave Anderson reported that membership records are in order there being 111 members of whom 9 are associates. There are currently 7 prospective members on the waiting list and 75% of members pay their BMFA subscriptions through the Club. There are 21 trainees and 14 juniors members. All subscriptions have increased by £1 to reflect last year's BMFA increase. All subscriptions must be received by end November at the latest. No reminders will be given.

Treasurer's Report:

Geoff Walker presented the meeting with the audited accounts to 31 August 2003 highlighting the basic P & L figures. Club income continued to benefit from subscriptions and set-aside/habitat payments from the Rural Payments Agency. Operating profit was up by £3086, which was made possible by the Balfour Beatty compensation. Club overheads were very similar to those of last year. Members then approved the accounts.

Proposed: Richard Ginger

Seconded: Steve Edwards

The 2003/2004 budget was explained, identifying significant proposed changes:

1. Subscriptions to be kept at 2002/2003 levels entire:

Joining Fees for Veterans and Senior Members:	£100
Annual Subs for Veterans:	£32
Annual Subs for Seniors:	£47
Annual Subs for Students in full-time education, aged 18-22:	£26
Annual Subs for Junior Members:	£18
Annual Subs for Associate members:	£14

2. Field expenses to be increased by £1500 as it is our intention to use a large portion of the Balfour Beatty compensation to purchase a new container and new hut at Newground.

Members then approved the budget for 2003-2004.

Proposed: Richard Johnson

Seconded: Pete Christie

Appointment of Auditors:

It was proposed that Messrs Seymour Taylor & Co of High Wycombe be re-appointed auditors for the year 2003/2004. This was accepted by the meeting.

Proposed: Tom Barlow

Seconded: Dave Baverstock

Election of Officers:

Dave Humphrey thanked all members of the committee for their efforts during the past year and, advised the meeting that with the exception of Flight Desk

Editor and Club Treasurer the remainders of officers were willing to serve the Club in the same capacity again. There being no other nominations from the membership, it was then proposed that those members of the out-going committee be elected en bloc.

The committee for 2003/2004 will therefore be:

Chairman:	Dave Humphrey
Vice-chairman	Gordon Hancock
Secretary:	David Turner
Treasurer	vacant
Membership Secretary	Dave Anderson
Newsletter Editor	vacant
Chief Flying Instructor	Alan Spicer

Proposed: Richard Johnson

Seconded: Steve Edwards

Flight Training Reports and Trophy Awards:

Al Spicer recorded his thanks to those Club members who had provided training rota support at Pednor (Dave Anderson, Frank Dalby-Smith, Dave Baverstock and Geoff Walker. Other B certificate holders are encouraged to volunteer.

1. Club support for competitions has been very poor this year with the exception of the Allan Crook Scale event.
2. The training scheme had run remarkably well during the year and thanked those on the training rota for their help and assistance. Solo' passes and A Certificate awards have been announced in Flight Desk as they occurred.
3. Presentations to the winners of the Allan Crook Scale competition (3rd place Dave Anderson; 2nd place Al Spicer; 1st place Richard Johnson - again!). The Diane Barber Memorial Trophy for Overall Achievement was presented this year to Ray Birdseye.

(A short break followed.)

Any other business:

1. In the absence of any items being notified to the committee, the Chairman advised the meeting that there had been a BMFS sponsored wildlife survey at Newground. No adverse effects of model flying have been recorded.
2. DH noted that only two Club members attended the Aylesbury MFC "Fun Fly" event though one of those (Al Spicer) had won the event!
3. DH said that the Newground patch has not been rolled and fed due to extreme dryness. The hedges at Pednor and Newground are growing fast but we are unable to do anything to them as they are not our property.
4. The Brean Sands visit in September was a great success and Club members are encouraged to support it. Dave Baverstock will organise it for next year.
5. Dave Baverstock asked if aero-towing could be undertaken at Newground. After some discussion it was agreed that this could occur provided that both pilots were B certificate holders. Both aircraft must be fitted with

independent release mechanisms. A change to Club Flight Rules is therefore necessary.

Proposed: Dave Baverstock

Seconded: Bill Hockey

6. Colin Hooper will be invited to the next Committee Meeting to discuss the Club website.

There being no further business, the meeting closed at 22.30.

Chairmans Soapbox

OCTOBER AGM

Thanks to all of you who attended the AGM, it was a good turnout, - see Minutes in Committee Matters.

NEWGROUND UPGRADE

To bring you up to date on the 'upgrade' occurring at Newground. Firstly there is an 'Engineering Overrun' concerning the completion of works at Newground by contractors Balfour Beatty. This is because signal equipment to be assembled on to the new gantry (now in place) is not yet available - Oh Dear!

I contacted representatives of Balfour Beatty to accept the new contract to extend their period of occupancy beyond the present expiry date of 28 November, until 09 January 2004. I have now received the new 'agreement' and is worth £870. It is being paid 'immediately'.

Also before their final vacation of our property, all the work I have already negotiated will be done. This includes:-

1. Permanent fencing of the entrance, plus granite scalplings overlay including track, to new gate.
2. Reinstatement of the fence on the left hand side of the track (currently damaged).
3. Another new gate incorporated into this fence to permit access by farm machinery into the Habitat Scheme land between the centre hedge and the canal.
4. Double gates at the front of our gang mown 'Walkway' to prevent vehicular access other than farm machinery.
5. Levelling out of all the hardcore and removal of all large lumps of concrete and miscellaneous materials.
6. Covering of hardcore with type 1 granite scalplings (estimated 400 - 500 tons) and rolling level.
7. Incorporation of area of set aside by the railway - (used for 100 ton crane when lifting gantry into place) into permanent surface car parking.
8. Landscaping of any existing earth banking remaining by railway.
9. Replacing of Network Rail's boundary fence.
10. Permanent fencing by railway around set aside (currently temporary).
11. Removal of all surplus materials and any rubbish.

As well as now having received £4020, the additional total cost to Network Rail for work at Newground to benefit CMFC is estimated to be around £40,000. -

Work also to be carried out, - unconnected with the contractors is:-

1. Building of new wooden open fronted 'Club Pavilion' midway between the container and the end of the centre hedge. It will be built on a 'raft' of railway sleepers, with a wooden floor and treated timber construction painted with dark brown preservative, with a corrugated sheet metal roof, - painted green.
2. Generator to provide lights and power inside the container for any mains chargers etc.
3. Grass seeding of the earth bund inside the main gate. This work is imminent.
4. Making good any holes in the patch / outfield gang mown area with topsoil.
5. Fitting of new 'club padlocks' to all new gates.

HELI COPTER TEAM TRIALS AT NEWGROUND

We have received a request from the AHA to use Newground next year on 2 dates.

The committee has given permission for this to take place.

Message to me from Julie Fisher is as follows: -

Dear Dave

I am contacting you on behalf of our Competition Secretary, Adrian Richmond, to find out if it would be possible for the AHA to use your site at Tring again next year. We have two dates in mind. The first is Sunday 4th April & the second is Saturday 11th September. The first date is for a joint Sportsmans & F3C Competition; the second date is for the second round of the F3C Team Trials to determine the British team for the 2005 World Championships.

I look forward to hearing from you in due course.

Many thanks & kind regards Julie Fisher
pp Adrian Richmond AHA Competition Secretary

There will be no guarantee of any club flying on either day, only perhaps when the heli flying is concluded, the time of which is not known. Club flying is prohibited until this time. Anyone visiting to spectate, should observe all the usual club rules, and any rules imposed on the day in the interests of safety and the concentration of those taking part.

TROUBLE IN CAMP - NOT OURS!

Word has it that several neighbouring clubs are having problems with noise and disruptive behaviour likely to affect the 'atmosphere' at their fields and possibly intimidate sections of their membership. Because of this, in the interests of the well being of the club and the current membership, any applications for membership we receive in future will be vetted.

Only when we are as sure as we can be that the person has the right 'qualities' to become a CMFC member, will he / she be invited to join.

DRIVING TOO FAST!

Some members are still driving too fast along the track at Newground, managing to change up into third gear as they go. We have had this before, - the only way to preserve the track and prevent erosion, is to keep your speed to 10 mph. Please, - Be sensible!

NEW CONTAINER AT NEWGROUND

We have a new container in place and the old one is gone! It is 'CMFC Blue' - we will leave it blue and only paint it green when it needs to be re-painted. It is in excellent condition. The doors especially are superb, and it even has a lock security box already welded in place. No more heaving to try and close the doors. The floor and hold down screws look brand new, and the inside is painted light grey all over.



WILDLIFE STUDY AT NEWGROUND

Leo Batten's wildlife study at Newground has been completed. Some of you already know about this study which began at the field in June, - 'mapping' all the birds present over a series of at least 8 visits. The purpose is - 'The Effects of Model Flying on Wildlife'. His work is for the BMFA who have funded the project, and they believe it to be the first such survey in the world. The club has been provided with a copy, which is available to read at Newground for those members interested.

PEDNOR UPGRADE

As you may or may not be aware, - the old barbecue table at Pednor has finally 'had it'! For some time now Pednor 'regulars' have been telling me we need some waist high benches as a more appropriate replacement. With the number of engineering companies 'packing up' increasing, - I have been on the lookout for decent benches (surplus to requirements) that would survive outdoors. Some have been unsuitable, - ie - chipboard tops, and weak construction, - and several I have missed out on, - you need to be quick! Several weeks ago I got lucky with 3 (three) absolute 'gems'. All are proper benches, - all are the same height. All have 6 x 2 solid wood tops - bolted on. All have a low level 'base' - ideal for flight boxes / Tx / fuel etc. and one of them has an intermediate shelf. One is all wood construction, whereas the other 2 are welded heavy-duty angle iron frames with inlaid wood. They are now all in place, and should last a good 15 years or so.

PEDNOR PLANNING APPLICATION

Our planning application to Chiltern District Council has been acknowledged by the Planning Office. To follow is the letter, which supported the application: -

INFORMATION TO SUPPORT APPLICATION

SPECIFIC TO THIS APPLICATION

The basis of our application is to permit the flying of model aircraft, powered by internal combustion engines, to take place between the hours of 1300 hours and 1900 hours on

Mondays, Thursdays and Fridays, under the same conditions that currently apply to the same aircraft type when flown on Saturdays, whilst maintaining the terms of all existing permission already granted. This would leave 3 days, - Tuesday, Wednesday and Sunday, plus Saturday afternoons, when I/c power flying was not permitted.

We require therefore that the existing conditions be changed to the following: -

4. The use hereby permitted, in so far as it relates to the flying of powered model aircraft by means of internal combustion engines, shall not take place from the site at any time or on any day except between **0900 hours and 1900 hours on Mondays, Thursdays and Fridays** and between 0900 hours and 1400 hours on Saturdays. At all other times the only model aircraft to be flown shall be those powered by other means.
5. **Between the hours of 1300 hours and 1900 hours on Mondays, Thursdays and Fridays;** - and 0900 hours and 1400 hours on Saturdays no more than 2 model aircraft shall be flown at any time, and no model shall be operated which produces a noise measurement in excess of 79dBA at seven metres.
The method of noise measurement shall be in accordance with that specified in the appendix to the Operating Guidelines of the Code of Practice entitled "Noise from Model Aircraft 1982" published by the Department of the Environment.

Our Saturday flying (93 / 0443 / CH) was awarded on appeal dated 28 October 1993. It permits the flying of aircraft powered by internal combustion engines between the hours of 0900 hours and 1400 hours and is controlled by condition No. 2 to limit noise output to 79 dBA and a maximum of 2 aircraft in the air at one time.

On Mondays, Thursdays and Fridays between the hours of 0900 hours and 1300 hours under the terms of our existing permission, (91 / 0750 / CH) we have no limits on noise or the maximum aircraft permitted in the air at any time, in terms of being enforced through planning consent / conditions. This was made clear by the Inspector in his decision letter, reference, - T / APP / X0415 / A / 93 / 225860 / P4. However, we are limited by 'self imposed' BMFA guidelines and CMFC club rules to a maximum noise output of 82dBA and a maximum of 3 aircraft in the air at any time. The comparison is that on noise output per aircraft alone, there is a halving of noise output on Saturdays due to the reduction down to 79dBA. This can be otherwise described as being equivalent to the listener being 40% further away in terms of perceived noise reduction, relative to 82dBA.

Weekend flying at the site has always been judged in a different manner to weekdays; - that is to say that weekends are viewed as more 'sensitive'. The Inspector's report on the first Pednor appeal concluded this when he ruled out weekend power flying. However the decision of the Inspector on the second Pednor appeal took account of achievable and proven noise reduction and less aircraft in the air at one time when he re-instated Saturday power flying. Our case is simply that the additional weekday times, the subject of this application, represent 'less sensitive times' than the existing Saturday times in the permission granted 10 years ago, and therefore should be permitted.

The additional flying times would increase the opportunity for junior members in particular to receive tuition as part of our flight training program. In real terms of course this would only be of benefit in the summer months, and in any case the majority of the membership

are unable to fly on almost all weekdays under the present terms of use, since they are either at work or at school. Our flight log sheets held at the site, which record the date and time of all flights taken place, clearly show this. The existing permission for weekday I/c power flying is in fact of little use, as stated by the Inspector who dismissed the club's first appeal against the refusal of planning permission. Our subsequent planning application for flying times in keeping with the Inspector's decision letter was to obtain planning permission to secure the site, and to prevent the club from disbanding.

SOME BACKGROUND

Chesham has been the home of our club since its formation in 1988, and we have progressed to become arguably the leading model flying club in the UK. We are one of over 650 clubs affiliated to our governing body, the British Model Flying Association, (B.M.F.A.), and are seen by them as a 'role model'.

We are fortunate to have our 10 acre rented site at Pednor, located a mile outside Chesham. The field is part of the 650 acre Great Hundridge Manor Estate. We also own a 35-acre secure site near Aldbury in Hertfordshire, some 7 miles by road from the centre of Chesham. Both sites are in picturesque settings in the Green Belt, in the Chilterns A.O.N.B, - and both have permanent planning permission to fly radio controlled model aircraft. The site we own has some 20 acres entered into long term agri-environmental schemes for the benefit of wildlife, where we adhere to strict land management prescriptions in close co-operation with DEFRA (formally MAFF). Several wildlife and botanical surveys have been carried out at the site by MAFF (DEFRA), ADAS, RSPB, and the BMFA. Flying times at this site for aircraft powered by internal combustion (I/c) engines are, - Monday through to Friday 0900 hours - 1900 hours, and - Saturday, Sunday and Bank Holidays 1000 hours - 1800 hours.

Through co-operation and mutual respect, we have established links with all organisations and countryside groups likely to have any concerns regarding our activities, and operate without problems alongside such groups at both sites. Since 1988 we have made 7 previous planning applications to two local authorities, and 3 appeals to the D.O.E., with two being successful, - one where costs were awarded against Dacorum Borough Council for their unreasonable behaviour; - and the other where, at the Informal Hearing, we withdrew our application for costs against Chiltern District Council.

In the past 10 years, to our knowledge, we have never been the subject of complaints made to Chiltern District Council regarding any aspect of the club's activities, and have exposed as 'myths' much of the 'imagined effects' that our activities might have on those sharing the use of the countryside. At the Pednor site we provide a 'community service' for the benefit of all, where we have spent hundreds of pounds on maintaining a 'good surface' on that part of the bridleway used by members' vehicles, being a permitted use of our planning permission. The periodic remedial work carried out uses natural materials to replace those eroded by horse traffic coupled with flash flooding.

We often assist the BMFA and member clubs on issues relating to planning permission, site purchase, limited company status, use of set-aside land and wildlife conservation. All are subjects we know well, and where we have worked hard with others to achieve success.

We have always aimed to share our experiences to benefit others, through our liaison with the B.M.F.A, local authorities, and the many groups with whom we share the use of the countryside. We are proud of our achievements and our links with Chesham, especially since a good number of our members, whose ages range from 7 to 80, are 'Chesham Born and Bred'.

If you require any further information then I will be pleased to oblige.

Yours Sincerely

Dave Humphrey - Chairman CMFC Limited

What's Going On!

Forthcoming Events

XMAS CLUBNIGHT - DECEMBER 17

Check the club diary for the date of this, - our traditional mince pie and sausage roll 'Bash' where everyone fills their face and has a good natter at the same time. There will also be a 'Table Top Sale', - Bring along any items for sale, with a clearly marked label noting seller and asking price. Wives, girlfriends, partners etc. are welcome. There will be tea, coffee and soft drinks provided, and all being well the bar should be open if you need something alcoholic. Don't miss it!

Diary Dates

December 17th	Club Night, 8.00pm at The White Hill Centre,
December 26th	Boxing Day flying at Pednor, Late morning /Early afternoon
April 4th	Joint Sportsmans & F3C Competition at Newground
September 11th	Second round of the F3C Team Trials to determine the British team for the 2005 World Championships.

Instructors Corner

Instructors Corner

Hi everyone, what a fantastic summer we have had, I think I've flown more this year than any other I can think of in a long time, mainly because of our 2003/4 Diana Barber Trophy winner Ray Birdseye kept on dragging me over to Newground for tuition which has finally paid off as he is now solo, also our beloved secretary David Turner went solo a few weeks ago as well so well done to you two, you really did put the hours in along with the enthusiasm and dedication good on year.

We have quite a few new trainee members that have just joined so I will look forward to meeting you all in the near future, perhaps at our Christmas club night on the 17th Dec, don't forget everyone it is also a table top sale so bring all your old modelling goodies along to sell, remember "one mans trash is another mans treasure" and my God have I bought some trash

in my time.....!!!! no honestly it will be a good laugh with the usual banter and a bit of mickey taking.....(especially if Ray Birdseye's there.....)

The bar will be open and the usual festive free tea coffee sausage rolls and mince pies'
See you there.

On a different note now please read the following report (you may have done so already) I received from the BMFA on the inquest of Tara Jane Lipscombe who was so sadly killed by a model aircraft in November 03.

The Coroner's inquest touching the death of Tara Jane Lipscombe was held in Gravesend on the 17 November 2003. The Coroner recorded a verdict of accidental death.

Tara was tragically killed by a model aircraft on the 15 April 2003 whilst she was out walking with her family on Dartford Heath. The Heath is common land on which model aircraft flying is permitted under the by laws. She was struck on the head by an Acrowot powered by a 7.5cc size engine and died in hospital shortly after.

The British Model Flying Association was requested by Kent Constabulary to advise and assist with their investigation and an independent report was prepared for them and the Coroner. Because of the circumstances surrounding this accident, it is inappropriate to publish all of the British Model Flying Association's findings and recommendations. Nevertheless, the cause of the accident has been established and we can release details on this.

The cause of the accident was the pilot losing control of the aircraft because of structural failure of the airframe.

The aircraft had not been assembled in accordance with the manufacturer's instructions. The tail plane and fin had been assembled after painting and although epoxy adhesive had been used this resulted in paint to paint joints. The fin had been incorrectly positioned in the locating slot at the rear of the fuselage and a gap of approximately 3mm had been left between the base of the fin and the tail plane. The fin of the aircraft was not covered prior to painting. The combination of these poor practices culminated in the fin separating from the aircraft under the flight loads resulting in the aircraft departing from controlled flight.

Other factors contributing to the accident which are appropriate to publish are:

- a. Evidence indicated that the pilot probably failed to close the throttle after control was lost resulting in a high speed impact.
- b. The aircraft was being flown outside of the designated flying area.

The British Model Flying Association recommends:

- a. Proper care is taken during the build of any aircraft to ensure that good practices and the manufacturer's instructions are complied with.

- b. Rigorous airframe integrity checks are carried out following the build of new aircraft and the purchase of second-hand aircraft and are incorporated into pre-flight checks.
- c. Any controls over model flying that are in place are rigorously adhered to, especially when flying on land to which the general public has access.
- d. All model pilots discharge their responsibilities under ANO Article 64 in that they do not recklessly or negligently cause or permit an aircraft to endanger any person or property.

Pending the outcome of further action, the use of Dartford Heath remains suspended under the current voluntary agreement.

Please take note and read again A. to D. as all four of these are aimed at YOU the aero modeller. SAFETY is of the UTMOST IMPORTANCE.....!!

Our thoughts and sympathy are with Tara's family and friends following their tragic loss.

On a lighter note now I received this next article via email.....enjoy

After every flight, pilots fill out a form called a gripe sheet, which conveys to the mechanics any problem they had with the aeroplane during the flight. The mechanics read and correct the problem and then explain in writing on the lower half of the form what remedial action was taken. The pilot reviews the gripe sheets before the next flight. Never let it be said that ground crews and engineers lack a sense of humour.

Here are some actual maintenance problems submitted by Quantas pilots and the solutions recorded by the maintenance engineers. By the way, Quantas is the only major airline that has never had an accident. (Hope I haven't just queered their pitch!)

(P = the problem logged by the pilot)
(S = the solution and action taken by the engineer)

P: Left inside main tyre almost needs replacement.
S: Almost replaced left inside main tyre.

P: Test flight OK, except auto-land very rough.
S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.
S: Something tightened in cockpit.

P: Dead bugs on windshield.
S: Live bugs on back-order.

P: Autopilot on altitude-hold mode produces a 200 feet-per-minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what they're there for.

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right and be serious.

P: Target radar hums

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding.

S: Took hammer away from midget.

Hope you all enjoyed those....I did.

I will sign off now so all that's left for me to say to all members is

**'HAVE A VERY MERRY CHRISTMAS
AND A HAPPY NEW YEAR'**

And I hope good 'ole Santa brings you all those lovely modelling goodies you have been drooling over in those model mags

All the very best.....AL

Flying Times

Pednor

Power Monday, Thursday and Friday: - 9am to 1pm

Power (79dB(A) max) Saturday: - 9am to 2pm

Gliders/Electric Any daylight hours

Newground

Power Monday to Saturday: - 9am to 7pm

Sunday & Bank Holidays: - 10am to 6pm

Electric Any daylight hours

Pilot Tuition

Flying tuition is available to any junior or new members who have yet to achieve their 'solo' wings. A flying instructor will be available to attend the Pednor field each Saturday morning from 10.30am to 2.00pm weather and pupil attendance permitting. To avoid the possibility of wasting instructor's time attending an empty field please **Telephone the appropriate instructor on the Wednesday or Thursday evening** to confirm that you would like tuition on the Saturday.

The Instructor Rota

The rota for the next few months is as follows: -

December 13 Frank Dalby-Smith

December 20 Geoff Walker

December 27 NO TUITION

January 3 Al Spicer

January 10 Frank Dalby-Smith

January 17 Geoff Walker

January 24 Al Spicer

January 31 Frank Dalby-Smith

February 7 Dave Anderson

February 14 Geoff Walker

February 21 Al Spicer

February 28 Frank Dalby-Smith

March 6 Dave Anderson

March 13 Geoff Walker

March 20 Al Spicer

March 27 Frank Dalby-Smith

Additional instruction is available at Newground on Saturday or Sunday afternoons with Robin Thwaites. Please telephone to arrange a mutually convenient time.

Adverts

Got something to sell OR want to find that certain something from another club member. Place an add in the newsletter (or on the web site !!)

Email webmaster@cheshammodelflyingclub.co.uk with all requests.

Our Sponsors

We thank our sponsors for their support, in helping with the financial support of this newsletter

Motors & Rotors

13 Smith Street

Watford

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WD1 8AA

01923 465712

motrot@AOL.com

Stockist of aircraft kits from:-

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Hanger 9

Ripmax

ModelTec

Biggest stock of JR Radio in the south.

X3810

New X378

Servos

ext leads,

OS,YS and Saito Four Strokes, Lots of Electric Stuff

Graupner Ultra Duo II Club special

£115.00

New **Graupner** ME108 Taifun inc Retracts and Flaps ARTF! 60-90

New **Graupner** Cap 232 Silver Breitling ARTF 60-90 New Range of Cz Scale Gliders ASW

27 & 28, Pik20, Mini Discus

H9 Edge 540 in stock

Mini IFO's plus accessories in stock