



Flight Desk

December 2004

The official newsletter of Chesham Model Flying Club Ltd

Volume 16

Issue 6

White Hill Centre

Wednesday December 15th

**CHRISTMAS
CLUB NIGHT**

8.00PM

MINCE PIES, SAUSAGE ROLLS
BRING AND BUY TABLE



Editors Ramblings

Have I been having a tough time of it lately. We have had several splendid Saturday flying sessions with cold but bright days and not too much wind, and this has brought out the regular flyers. Anyway, it was just such a day that Bob and I decided to get the Ironic models flying. They are always good for throwing around and we have had them for almost 3 years. Many a time we have been close in the air. Once I collided with Bob and switched off his speed controller with my prop. He "landed" with no real damage and next weekend all was fixed and we carried on as normal. Not the other Saturday. He flew straight through me, cut the main wing off at the fus and the tailplane took similar damage. No ones fault, just one of the hazards.

Being philosophical, I ordered another kit to build, "Son of Ironic", and flew my other two models the following weekend. Now, you won't have seen Al's contribution yet. Not, that is, unless you have been looking for the sports pages and started at the back. But, just to add to the lesson you will read there, I flew my first model and in pretty short order it seemed to glitch and I lost control and crashed it at the end of the patch. It was only from 15ft or so but electric 3D models are not noted for their strength and the model was beyond rebuilding. Philosophical to the last, I picked up the bits and flew an old regular next, my Ampmaster. This one went out of control the other side of the copse by the railway. Didn't matter what I did it went in. A slightly more robust model, the damage is easily repaired, but why had I lost two models so completely.

The clue was given by Pete Christy at the AGM. Without being truly conscious of it, I had flown with an active mobile phone in my breast pocket. Right next to my transmitter, but buried beneath layers of thick clothing. (It was a ccccold day, remember.)

I was lucky, the only damage is to pride and pocket. It could have been worse bearing in mind the wind direction and those working on the new shelter who were on the extended take off flight track. So, be warned. You can never be too careful.

I was going to put this tale in as an anonymous story, after all it is a tad embarrassing. But I guessed we all have some tale that taught us a lesson the hard way. What's yours? Let me put you into print, nameless if you want. All contributions to:

webmaster@cheshammodelflyingclub.co.uk

Colin Hooper

Committee Matters

The programme of events for the next few months is:

December 15 th 2004	Club Night White Hill Centre (WHC) 20:00
December 27 th 2004	"Boxing Day" flying at Pednor 10:00
January 12 th	Committee Meeting WHC 20:00
February 23 rd	Club Night WHC @ 20:00

March 9 th	Committee Meeting WHC 20:00
April 20 th	Club Night WHC 20:00
May 11 th	Committee Meeting WHC 20:00
May 22 nd	Competition @ Newground 10:00
June 15 th	Silent Flight @ Pednor 18:00
July 13 th	Committee Meeting WHC 20:00
August 17 th	Silent Flight @ Pednor 18:00
September 14 th	Committee Meeting WHC 20:00
October 19 th	AGM @ WHC 20:00
November 9 th	Committee Meeting WHC 20:00
December 21 st	Club Night @WHC 20:00

Pednor Planning Letter

The committee have endorsed the decision to re-apply for additional hours flying at the Pednor field. Chairman Dave has drafted the following letter to accompany the application:

Planning Department
Chiltern District Council
Council Offices
King George V Road
AMERSHAM, Bucks HP6 5AW

29. 11. 2004

F.a.o. Chief Planning Officer

INFORMATION SPECIFIC TO AND IN SUPPORT OF THIS APPLICATION

Dear Sir,

The following is in consideration of the refusal of our applications 2003/2089CH and 2004/621CH

These previous two planning applications for Pednor were refused because, - 'Continual use' over the proposed extended times was judged to be unacceptable to the Planning Officers of Chiltern District Council, and according to those officers, - The sound would be audible to residents in Pednor Bottom and Chartridge Lane.

Both Case officers assured me, during telephone conversations regarding the two planning applications, that they would be judging the level of use for power flying as though it would, "Take place every minute of every hour of every day concerning the times of permitted use stated in the applications".

Given that information was submitted in our 2 previous applications showing the very low actual level of use at Pednor for the flying of powered models on weekdays, the reason for refusal on both occasions was not based on this factual information, or the trouble free operation of the site in the light of over 15 years experience.

Therefore we believe that the refusals were unreasonable, - The likely level of use for powered aircraft as perceived by the Planning Officers, which was to coincide with permitted flying times was unrealistic, unachievable, and cannot be substantiated, given that records held on site since 1989 prove otherwise.

This level of use during permitted times, as we have mentioned to you before and fully substantiated by our 'on site' records, can be best described as 'self limiting'.

The causes limiting the level of use are many: -

1. The weather, - it can be too cold (or too hot), too windy, or raining.
2. Employment, - it can be difficult for most senior members to visit the fields in daylight during weekdays and almost impossible from October through to March with dark nights.
3. Junior members are at school during the week, and in any case require an adult also to be in attendance to supervise.
4. Other social / recreational activities might take preference at weekends.
5. Annual holidays.

The level of use recorded at both of our sites, (more particularly our Newground site, Nr. Aldbury Herts), is similar to other BMFA affiliated clubs in the UK.

There is no statistical evidence at this club's two sites, - or nationwide at other clubs, or indeed world-wide that we know of, to support the Council's notion that power flying might be continuous over the hours when flying is permitted or that it takes place on all days when power flying is permitted.

At the 'eleventh hour' in support of our application 2004/621CH, we volunteered to be subject to a condition to limit the time that powered models were in the air to 4 hours maximum on any day, - within the permitted times stated on the planning application.

This would not then exceed the current times of operation permitted for flying of powered models on weekdays. In addition the sound levels permitted would reduce from 82dB(A) to 79dB(A) with the maximum number of aircraft in the air at any one time reducing from three to two, - resulting in the prohibition of many aircraft currently able to be flown on weekdays.

However the Case Officer informed me that our request for the condition could not be considered since it was not part of the application as submitted, and therefore those persons notified of the application would not be aware of it.

This we feel was discrimination towards the club, since the Council have the power to impose conditions when granting permission to protect the interests of all parties but chose not to

do so, stating that another application requesting the condition would have to be made, and this would incur another fee of £110.

We considered an appeal against the decision to refuse, since our opinion is that there are no reasons in planning terms to justify the refusals. Given that we already satisfy the DOE Code of Practice with restrictions on noise to a maximum of 82dB(A) under our existing planning permission for weekday power flying, these levels would be further reduced to a level already deemed acceptable for Saturday power flying.

Our decision instead was to submit this new application, being the same as the previous one, except that another condition, (an important and integral part of the application), be attached. - 'To limit to a maximum of 4 hours the amount of time that powered aircraft are in the air, (or might be heard) during the permitted times of operation on any day.

Although we would argue that such a condition should in the circumstances be unnecessary, - This would then satisfy the Council's concern, and no matter what pattern of use developed, power flying could not take place continually throughout the extended hours of operation. All information to hand suggests that the actual daily level of use will in any case be much lower than 4 hours, with many days where no power flying will take place at all.

This new application is to permit the flying of model aircraft, powered by internal combustion engines.

No model shall be operated which produces a noise measurement in excess of 79dB(A) at seven metres.

No more than 2 model aircraft powered by internal combustion engines shall be flown at any time.

This to take place between the hours of 0900 hours and 1800 hours on Monday through to Friday, - (i.e. weekdays), and Saturday as under the current permission, - i.e. between 0900 hours and 1400 hours. The total time that powered aircraft shall be in the air shall not exceed 4 hours on any day within the permitted times of operation

The application requires that the existing conditions be changed to the following -

- 1 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 1800 hours on Monday through to Friday (weekdays) 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.

- 2 Between the hours of 0900 hours and 1800 hours on Monday through to Friday, and 0900 hours and 1400 hours on Saturdays, no more than 2 model aircraft powered by internal combustion engines shall be flown at any time, - and no model shall be operated which produces a noise measurement in excess of 79dB(A) 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 (DoE).

- 3 The total time that powered aircraft shall be in the air shall not exceed 4 hours on any day within the permitted times of operation.
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In order to substantiate the level of use with regard to powered aircraft, the following should be read in conjunction with the attached data sheets.

STATISTICS - C.M.F.C. FLYING SITES

PEDNOR FIELD (HERBERTS HOLE, PEDNOR, CHESHAM, BUCKS.)

NEWGROUND FIELD (NEWGROUND ROAD, NR ALDBURY, HERTS. HP23)

The total flying times on the attached sheets relate to individual aircraft powered only by internal combustion engines, as logged on the Daily Flight Log sheets, and are typical of the activity that has taken place at both sites since 1992.

However, when more than one member is present at any given time, two (2) or a maximum of three (3) aircraft might be flying simultaneously. Therefore, on such occasions, the total time that aircraft were in the air in respect of noise emission, would be less than the times shown, meaning that the times shown is a 'worst case scenario' based on only one aircraft flying at a time.

Our Newground site has virtually unrestricted flying times, - seven days a week, until 7.00pm Monday to Saturday, and until 6.00pm on Sundays and Bank holidays, for flying aircraft powered by I.C. engines. There are no restrictions by condition on the permanent planning permission to limit noise emission. Maximum noise emission is 82Db(A) at seven metres, in accordance with club rules, BMFA guidelines, and the DOE Code of Practice.

At our Newground site over the 12-month period covered, there were 168 days when no powered flying took place at all. These statistics show that the level of use on any day or week is by no means excessive. This was fully understood by the Planning Dept. of Dacorum Borough Council when they granted permanent planning permission for our Newground site allowing power flying seven (7) days a week.

Dacorum Borough Council has never received a complaint concerning any aspect of our activities at Newground. Similarly, our Pednor site has been free from complaints by third party individuals or organisations, and we believe this should have carried more weight when considering the 2 refused applications.

In support of this planning application for our Pednor site, I attach statistics for the level of use of our Newground site in respect of I.C. powered model aircraft. The information is taken from our Flight Log sheets held at the site and covers the period 05 June 2004 up until 04 June 2004. The relevance of this information is to demonstrate the actual level of use of Newground, our premier site.

Also attached is statistics for the Pednor site from 01 Jan 2004 up until 12 Nov 2004. All these statistics prove that power flying does not take place every minute of every hour of every day during the times of permitted use, even more so at Pednor.

Just for Fun

Next May I intend to run a non serious competition for any type of powered RC aircraft be it large or small, electric or 2/4 stroke, trainers or scale or funfly. As long as we can mount a bomb cradle(I will design and supply these) on top of the beast and it can take off and perform a roll. Then it is OK, so there are no excuses, any one who can fly solo can take part.

So reserve SUNDAY 22nd May 2005 at New Ground starting about 10.00 and finishing when we all stop laughing!

Points will be awarded - and points mean prizes - and the prizes will be absolutely and magnificently insignificant.

p.s. If you happen to spot me at one of our sites doing funny things with egg cartons, dont worry it is part of my state of the art CAD inspired project for designing a state of the art non stealth bombing capability!

Dave Anderson

PROPOSED BALLOON BURSTING COMPETITION

At the AGM on 20th October I volunteered to run a Balloon Bursting competition in 2005, subject to adequate support. I have organised a similar event for the Aylesbury Club for the last three years. Experience has shown that people like to take part in a pure "fun" event, which is not complicated and allows anyone with a fixed wing model to enter.

It's very simple. Several (ten or so) helium filled balloons are anchored by lengths of cotton pegged out on the patch. The idea is to burst as many as you can in a set time. Points are awarded for each burst or for cutting the cotton.

The competition is fairly easy to run and usually raises a few laughs. It can involve lots of Club members because each pilot needs an assistant and there is potentially a good level of spectator interest.

The only major rules are commonsense, i.e. safety and frequency control. To run this event requires three things: -

- 1) planning - i.e. hire helium cylinder;
- 2) reasonable weather - the less wind the better;
- 3) PARTICIPATION.

With the Committee's blessing I would propose to run this at the end of May/early June on a Saturday afternoon at New Ground.

At the AGM several members expressed an interest. It would be nice to attract AT LEAST A DOZEN PILOTS. What we want is A FIRM COMMITMENT. If there is enough enthusiasm, this event WILL HAPPEN.

In order, therefore, to assess the total level of interest within the Club would all "solo" and above pilots please let me know whether, in principle, you would take part. Please contact me at richardandlynnginger@beeb.net or telephone 01296 688030 (answerphone after 6 rings).

I'll give you a month from the issue of this newsletter to respond.

THANK YOU.

RG

Chairman's Soapbox

CMFC LTD. - AGM

To those of you who attended - thanks! Everything ran smoothly, including the liquid refreshment, and once again there were no real surprises. 'Nobby' Clark was awarded the Diana Barber Trophy, presented by everyone's pal - Al Spicer.

It was agreed to submit one final planning application for Pednor, - see this issue for details. Dave Anderson and Richard Ginger each volunteered to organise a competition at Newground in 2005. The committee was all re-elected to serve again.

XMAS CLUBNIGHT - BE THERE!

This is our traditional mince pie and sausage roll 'Bash'. There will also be a 'Table Top Sale'. Bring along any items for sale, with a clearly marked label noting seller and asking price, - what happens next could depend on the price, - be prepared for some hard bargaining, or a severe lack of interest!

Wives, girlfriends, partners etc. are welcome, as are any personal 'modelling friends' who might belong to another club. As well as the mince pies and sausage rolls, there will of course 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!

MEMBERS FREQUENCY PEGS / ACHIEVEMENT LEVELS

Welcome to any new members reading this newsletter for the first time. To enlighten you and to remind all existing members, - the following 'club issue' personal frequency pegs are the only ones permitted for use at the club's flying fields.

These are:-

(RED) TRAINEE T, (GREEN) SOLO S, (BLACK) BMFA A, (BLUE) BMFA B, INSTRUCTOR I, EXAMINER E, CHIEF EXAMINER CE.

The colour coding is part of the club's safety strategy. If / when you upgrade to a higher achievement level, you should automatically receive for your peg a replacement Dymo label of the correct colour and rating, so that you can change it yourself. If you shouldn't receive a replacement label, or your current achievement level is incorrect - in the first instance contact Al Spicer on Tel. No: - 01494 783214. If you lose your peg and require a replacement, contact any committee member immediately.

NEWGROUND - THE ONE AND ONLY DEFINITIVE PITS LAYOUT

Again, for new members and some of you who are still not sure, read the following carefully. This has already been published FOUR times previously, but there are still a few who could do with a reminder.

There is - the permanent marking of the patch and pits boundaries by dotted lines as per the layout plan displayed in the Club container, - Study this next time you visit if you've not done so already! In addition, there are tubes in the ground and marked for our portable windsock, so that its position can be selected to aid take off and landing, yet not interfere with it. Also the requirement for some permanent 'dead airspace' in line with BMFA guidance is duly incorporated. This is a necessary safeguard for all members, (and guests), when moving between the loading / unloading point and the pits. The pits themselves, whichever position is in use, should not be over-flown. As indicated on the layout plan, the location of the pits should always be crosswind, - ie at 90 degrees, to the wind direction. Also, the direction of circuits is 'predictable' - if you are taking off from left to right then circuits will be anti-clockwise - if it's right to left then they will be clockwise, unless all agreed otherwise. The pilots should stand together on the edge of the patch, not on the pit line. This means that there should be no one in the area between the pits line and the patch, with the exception of anyone taking a model out to fly, bringing back to the pits a model which has finished its flight, or using the pegboard. Anyone taking off or landing should always make known their intentions, in particular to all pilots flying at the time, after first making sure it is safe to do so. The pegboard can be placed just inside the pits line, ideally with no models immediately in front of it. Finally, all low passes over the patch must always be into wind, or if no wind - the same agreed direction regarding take-off and landing, - which normally should only be changed during a flying session, due to a significant change in wind direction, resulting in the likely re-positioning of the pits.

KNOW YOUR FREQUENCY

This is another 'reminder', this time linked to safety at the flying field. Members with several models that they fly frequently are urged to double-check their frequency before flying, if the models are on different frequencies. Some members will have all their models on one frequency, which is fine. Our general peg board discipline is excellent, but always be on your guard. Whilst always being sure of your own frequency, and displaying at all times

the correct pennant on your transmitter, - don't be so sure you know someone else's! Any of us could change a model's frequency from one session to another, - so it's what's in use on the board that counts. If you have not claimed your frequency on the board, then you cannot switch on your transmitter, - not even for a moment, - even if there are no aircraft flying! To most of us this practice comes naturally, but it only takes a moment's lack of concentration to cause a problem, to oneself and / or others. If you have a problem, ie - you can't find, or have lost your peg, - then phone without delay, for a replacement. In the meantime, - don't fly!

Members Ramblings

Dear all

So there I was at my first lesson, freezing my goolies off (Technical term - ed) at 10 O'clock on a February morning at Pednor. Can't be that hard I thought, kids do it, don't they?

Oh dear, oh dear, after Geoff had taken off for me and gave me control, I ended up almost decapitating some poor rambler on the bridleway. The treetops took a bit of a razoring too! I'm glad to inform you that most of the wildlife is gradually returning to normal. I half expected headlines in the paper of 'Baldy Old Sod Goes Mental with Trainer'! Still, with Geoff's patience and skill I came out unscathed as did everyone else!

Moving on I would like to thank everyone at the AGM. To receive the Diana Barber Trophy was a real morale booster. Many thanks to all those involved, it was a wonderful gesture and an honour to accept. It brought a lump to the old throat I can tell you!

I would also like to thank the instructors Geoff, Al, Dave and Frank for their time and patience. Joining the club was the best thing I have done in a long time. I have met many new friends and it has given me much more confidence in myself.

Thank you also to the committee who do a splendid job. My thanks also to Andy Hawkes and Al, who have both given up their spare time to give me encouragement and training on many occasions.

To conclude I would just like to say how much I enjoy the club and its facilities. I think it must be the best in the country. Its training programme is second to none. Long may it reign!!

Best Wishes to all.

Nobby Clark (Just one other thing Al, there's no K in Nobby!!)

Bob has been cruising the web looking for something to amuse you.....enjoy

IN-FLIGHT ANNOUNCEMENTS

All too rarely, airline attendants make an effort to make the in-flight "safety lecture" and announcements a bit more entertaining. Here are some real examples that have been heard or reported:

On a Southwest flight (SW has no assigned seating, you just sit where you want) passengers were apparently having a hard time choosing, when a flight attendant announced, "People, people we're not picking out furniture here, find a seat and get in it!"

On a Continental Flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."

On landing, the stewardess said, "Please be sure to take all of your belongings. If you're going to leave anything, please make sure it's something we'd like to have."

There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane"

"Thank you for flying Delta Business Express. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

As the plane landed and was coming to a stop at Ronald Reagan, a lone voice came over the loudspeaker: "Whoa, big fella. WHOA!"

After a particularly rough landing during thunderstorms in Memphis, a flight attendant on a Northwest flight announced, "Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted."

From a Southwest Airlines employee: "Welcome aboard Southwest Flight 245 to Tampa. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and, if you don't know how to operate one, you probably shouldn't be out in public unsupervised."

"In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with more than one small child, pick your favorite."

Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Southwest Airlines."

"Your seat cushions can be used for flotation; and, in the event of an emergency water landing, please paddle to shore and take them with our compliments."

"As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

And from the pilot during his welcome message: "Delta Airlines is pleased to have some of the best flight attendants in the industry. Unfortunately, none of them are on this flight!"

Heard on Southwest Airlines just after a very hard landing in Salt Lake City: The flight attendant came on the intercom and said, "That was quite a bump, and I know what y'all are thinking. I'm here to tell you it wasn't the airline's fault, it wasn't the pilot's fault, it wasn't the flight attendant's fault, it was the asphalt."

Overheard on an American Airlines flight into Amarillo, Texas, on a particularly windy and bumpy day: During the final approach, the Captain was really having to fight it. After an extremely hard landing, the Flight Attendant said, "Ladies and Gentlemen, welcome to Amarillo. Please remain in your seats with your seat belts fastened while the Captain taxis what's left of our airplane to the gate!"

Another flight attendant's comment on a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."

An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the Passengers exited, smile, and give them a "Thanks for flying our airline." He said that, in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally everyone had gotten off except for a little old lady walking with a cane. She said, "Sir, do you mind if I ask you a question?" "Why, no, Ma'am," said the pilot. "What is it?" The little old lady said, "Did we land, or were we shot down?"

After a real crusher of a landing in Phoenix, the attendant came on with, "Ladies and Gentlemen, please remain in your seats until Capt. Crash and the Crew have brought the aircraft to a screeching halt against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we'll open the door and you can pick your way through the wreckage to the terminal."

Part of a flight attendant's arrival announcement: "We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of US Airways."

Heard on a Southwest Airline flight. "Ladies and gentlemen, if you wish to smoke, the smoking section on this airplane is on the wing and if you can light 'em, you can smoke 'em."

A plane was taking off from Kennedy Airport. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number 293, nonstop from New York to Los Angeles. The weather ahead is good and, therefore, we should have a smooth and uneventful flight. Now sit back and relax... OH, MY GOD!" Silence followed, and after a few minutes, the captain came back on the intercom and said, "Ladies and Gentlemen, I am so sorry if I

scared you earlier. While I was talking to you, the flight attendant accidentally spilled a cup of hot coffee in my lap. You should see the front of my pants!"

A passenger in Coach yelled, "That's nothing. You should see the back of mine!"

A quick note from Ray

Hi Guys,

Just an update, really, as regards progress on the shelter. Some of you will already know that after the weekend we are now ready for the roof and cladding, (shiplap).

As I have mentioned to a few of you there was quite a range of delivery charges and prices on the steel roofing but after shopping around E H Smiths, (via Jeremy tab) was middle of the road price wise and we do have a say in arranging convenient delivery times, so I personally favour them. Unless we have a volunteer in the club with a lorry who is prepared to drive to Devon we won't do much better!

I will therefore be ordering more or less the remainder of the materials Monday for delivery, hopefully, Friday 10th Dec. It will entail a few volunteers to be there Friday pm to take delivery, I will ask around once delivery confirmed.

So with a bit of luck on the weather front next weekend will see the roof on and the commencement of the cladding. Thereafter we will be holding a "bring a paint brush" party for "ALL" the members to apply the final colour treatment to the exterior!!!!

That's about it then chaps.

Regards Ray Birdseye.

Ps, I can smell the BBQ already!!!!!!

Instructors Corner

Hi everyone

Well I haven't been well over this last weekend so I had to cancel instruction at Pednor last Saturday....some kind of stomach bug or food poisoning.....the Mrs aint got rid of me yet though.....!!! I was disappointed as I haven't flown myself for quite a few weeks, the last time was at Newground when Richard Ginger was present and very nice it was too, sun was shining, bit nippy but a good morning, got a few flights in and good 'ole Richard supplied me with coffee and some interesting banter (so Ray Birdseye, you can

stick your flask and yer banter....OK....!!!) Things are running smoothly at Pednor, Nobby "Diana Barber Trophy Winner" Clark has really come on in leaps and bounds with his flying, taking off, circuits and landings all in one flight now...well done Nobby keep it up, a few more weeks then go for the solo I reckon....
The club will be taking on some new novice flying members in the next few weeks which brings me to the following advert "Ill be right back after these few words....."

FLYING INSTRUCTOR

Applications are invited for the post of Flying Instructor to work on a rota system at the Pednor flying field on Saturday mornings along with the four existing instructors.

You will be qualified to B.M.F.A. 'B' certificate standard and possess a general willingness to assist both junior and senior members in achieving solo pilot status.

If you feel you would like to partake in this rewarding work on behalf of the club then please telephone the Chief Club Instructor, Alan Spicer on:-

**01494 783214**

Like it says above if anyone is at all interested and wants to chat about it please ring me on the above number or my mobile* which is on pretty much all of the time on 07860 843 613.

I can promise you it is very rewarding sharing the same hobby and teaching people your skills/knowledge and it's also a jolly good laugh but of course ALWAYS with safety in mind. You also get free cups of coffee and sometimes a sarny from the members.....if you push it hard enough. And there is a bonus, you get a free issue of crash helmets and bicycle clips...

Talking of MOBILE PHONES*.....I have caught a few people in the last few months with mobiles on their person WHILST FLYING and I only know this because the damn things have rang whilst they have been flying, much to their embarrassment.....

Please note:- IT IS A CLUB RULE.....

NO MOBILE PHONES ON THE FLIGHT LINE.....PLEASE

If you need to have your phone switched on please keep it in or near your flight box in the **PITS AREA ONLY.....THANKYOU "YOU KNOW IT MAKES SENSE"**

IF you had been at the A.G.M. you would have heard an interesting story from Pete Christy about a helicopter flying at a public event that "went in" big time due to a mobile being switched on and in the pocket of the person who was flying it, tests were carried out and it was found to be conclusive that it **was** the phone that caused the accident....**TAKE NOTICE.....and most of all TAKE CARE.**

If in doubt simply turn it off.

Back in October I had a great day out with Kenneth Walker who at this moment in time is building quite a large scale Fiesler Storch and needed some rather close up shots of a full size Storch for detail on the model.....leave it to me I said, so I got in touch with a friend of mine who I met through another friend called Carlos Nunes who, is incidentally the Test Team Manager of the Renault Formula one Team, his friend who is now also mine...(gets bloody complicated don't it) John White who is head of restoration at Duxford, asked him if we could pop up armed with a camera and take some photo's "No probs" he says so off we went on a lovely sunny morning (we both agreed it was better than working.....!!) got there nice and early and spent all day there. Much to our surprise it was actually John's day off and we didn't know....but he came in special and gave us a tour of the place in detail, what a lovely bloke.

Well, when Ken was told "Well here's the Storch help yourself".... I let him off his leash and he was up that ladder to where the twiddly bits were inside like a rat up a drainpipe snapping away for all he was worth. Next minute he was sat in a Tiger Moth and then inside the Lancaster Bomber....there was no holding him back....!!! "Was I ever gonna get him home...." Went through my head....!!!

Well we both had a great day and a thousand thanks to John for meeting us there on his day off to show us around....and what really put the 'ole cherry on top of the cake Ken kindly bought the lunch...which was very nice too Thanks Uncle Ken....!!

Ken has given me a copy of the cd with all the photos on, very clear and interesting a great help when you are building scale.....

Well that's all for now so see you at the

CMFC Christmas Club night on the 15th December

Mince pies Sausage Rolls Tea Coffee Table Top
Sale

Lap Dancers
(NOOO! Only joking...)

Just making sure you turn up.....catch ya later.....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 2004	4	Frank
	11	Dave
	18	Geoff
	25	Santa Clause
January	1	Frank
	8	Dave
	15	Geoff
	22	Al
	29	Frank
February	5	Dave
	12	Geoff
	19	Al
	26	Frank
March	5	Dave
	12	Geoff
	19	Al
	26	Frank

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 !!)

Vauxhall Zafira MPV for Sale

I deal for days out with family and/or model aircraft. Has only been used for electric models so very clean. Also economical.

1.6 Comfort Model
Registered in 2000, W plate
Metallic Silver
Air Conditioning
CD/Radio
Alloy Wheels
68k Miles
Full Service History
MOT and Road Tax to June 05
CD/Radio
Excellent condition

Price - £5,250

Genuine reason for sale: Carrying capacity no longer required due to destruction of Colin's fleet by insurgent operating by his transmitter.

Contact Bob Bennett on 07899 064483 or 01494 864751 .