



Flight Desk

December 2006

The official newsletter of Chesham Model Flying Club Ltd

Volume 18

Issue 6

Newground

Boxing Day Flying

Tuesday 26th at
Newground
From 10:00

Shake off the Christmas Day over-indulgence and get some fresh air flying at Newground.

Editors Ramblings

The next meeting of the club, at Chesham White Hill Centre, is the deferred AGM. It is particularly important that you make the effort to attend for many reasons.

Firstly, it is a good time to pay your subs for the coming year. We deferred the AGM from October to December so that we could accurately reflect the BMFA part of the subs. The BMFA have opted to increase the Seniors subs by £1 (to £27) whilst leaving the Juniors part at £14. You can see the complete table under the Committee Matters section of the newsletter.

Secondly, it is a good time of the year to be sociable. I personally anticipate seeing some of the members who don't make it to the flying field when I am there.

See you on the 20th.

I have not been getting much input from you of late. This has reflected in the quality of the Flight Desk newsletter. I will therefore have to bore you with a little information about the RC Hotel in Corfu which we visited in September of this year.

Bob and I approached our wives with the idea that we would spend 1 week flying model airplanes at a hotel which was dedicated to just such an activity. The wives readily agreed, probably because each had been told that the other was agreeable to going! The plans were laid, flights booked and come the day, we got up at four in the morning to catch a flight from Gatwick. We anticipated that security measures would be horrendous, and so they were. We spent a lot of time queuing to go through security but got away pretty much on time.

A taxi was waiting for us at Keryra (Corfu to you and me) and off we went into the hinterland behind Gouvia. We expected that the Hotel would be away from population generally because of the noise problem. What we hadn't anticipated was that the roads would be more like footpaths through the hills. The ubiquitous Mercedes taxi got us there, though.

A nicely laid out site with lots of space between accommodation, the bar/eating area and the flying field and workshop. It all looks a bit new because it is. Every closed season they do a bit more and



as the landscaping fills in it looks better and better.

We were royally welcomed with a drink from the bar and an exchange of first names with the owners, staff and guests. It is deliberately limited in guest numbers so that the flying pressures are not too great. Because of this, you really were one of a "family" and it quickly became obvious that most guests were there for their annual get together with friends they only see in Corfu.

Accommodation is good, not spectacular but very Corfian. We opted for half board as getting into town was not very practical. It was the best decision we could have made. The food was excellent and the company at the table always had a common interest to share. But what, you want to know, about the flying.



We were down at the field for the afternoon session, just to see what was there. We met the two instructors and Graham took us through the "rules". Every visitor is check flown on a buddy box before being let loose with the Hotel fleet. They take no account of "qualifications", all they want to see is that you are able to handle and fly a plane safely. A bit like our Solo qualification. We

explained our electric only fetish and Graham gave us an IC Magister model to prepare and fly. "If you can fly it doesn't matter what the power source is" was Graham's philosophy. Thank goodness we have spent hours watching you club members going through your preparations.

I got the privilege!! of going first. Line it up, open the throttle, keep it straight and we were flying. Graham called the manoeuvres he wanted to see, which were duly flown to his satisfaction. He explained the best landing approach for the wind direction and I landed it for a greaser (not a normal event for me at Newground). Bob then repeated the process and we were pronounced fit to fly any of the fixed wing fleet. (Bob got the job of cleaning the plane and putting it away)

The photos show the racking with the fleet and the transmitters. Each model has its own frequency and transmitter, making it impossible to clash with frequencies. It has to be said that their fleet has a hard time and that it was getting to the end of the season. We saw quite a few total losses in our week, not by us though. The arrangement is that insurance is available and if you crash the model is covered. If you can repair it yourself to the instructors satisfaction, you get your premium back at the end of your holiday. Models are mainly IC and suitable for a regular club

flyer or new flyers. Most are very stable and strong. There are types for all sorts of flyers and styles of flying. Electrically it is a bit sparse with Twinstars, Easy Pigeons, Cargos and other fairly easy to fly models. Earlier in the season they had very many more but IC flyers kept destroying them, apparently. There is also a smaller selection of helicopters available for flying with the same check flight arrangements in place.

Would we go again. An unqualified YES. We might make more of an effort to take our own electric models to fly next time, though. We flew every day, morning and late afternoon, and that despite an unusual spell of wet weather hitting Corfu. We also managed to drive around a large part of the island and enjoyed some brilliant food in various restaurants. But best of all was the pleasure we got from being part of a very social model flying club.

All too soon, our week was over. We went to find Spiros (the owner) in his



office to find out how much we owed him. We had not paid a Euro in advance for any of our accommodation or food since we had arrived. We had paid only for our beers and lunch when we had been at the bar (and even that had been on a tab until we could get to a hole in the wall machine). We gladly paid the bill and agreed that it was one of the cheapest weeks holiday we had had.

So, if you need a break to indulge your hobby, try this www.rchotel.com you won't regret it. And if you do talk to Spiros, ask him about the two CMFC guys who beat him every night at table football. Happy days.

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

webmaster@cheshammodelflyingclub.co.uk

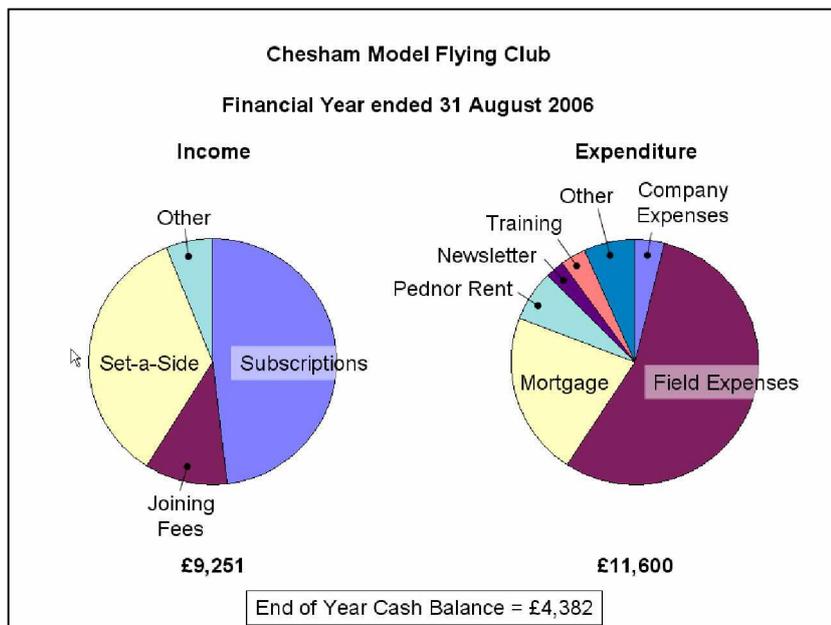
Committee Matters

The programme of events for the next few months is:

December 20th	Club Night and AGM @ WHC 20:00
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Accounts for Year Ended 31 August 2006

The club's end-of-year accounts have been prepared by our accountants, Seymour Taylor. Copies will be circulated at the AGM for approval by club members so that they can be signed by our Chairman and lodged at Companies House. This is a formal requirement as the club is a limited company despite our relatively small annual turnover. A breakdown of our income and expenditure is shown below for your information:



Membership Fees for the New Season

I would like to remind members that the membership fees will be for a 16 month period as announced in the Chairman's Soapbox in the February 2006 edition of Flight Desk.

This period starts on 1st September 2006 and ends on 31st December 2007. This is to align subsequent membership periods with calendar years and BMFA membership years. It also means that the BMFA fees are known

when our membership fees are proposed and approved at our AGM in December.

This change means that the CMFC fees for the new season will include an extra third, and will be as follows:

	Last Membership Period (1/9/05 to 31/8/06)	New Membership Period (1/9/06 to 31/12/07)
Associate	£12	£16
Junior	£16	£20
Student	£24	£30
Senior	£45	£60
Veteran	£30	£40
BMFA Senior	£26	£27
BMFA Junior	£14	£14

The budget and club membership fees for the new season will be presented by the committee at the AGM for approval by the members present. This year's AGM is on Wednesday 20th December. Please make every effort to attend. As always, members are encouraged to pay the membership fees and BMFA subs on the night.

Bob (Treasurer)

Thanks Bob. We will be keeping the AGM as short as possible to allow for maximum scoff and chat time. Why not take the time to collar a committee member and make a few suggestions, in the nicest possible way.

Chairman's Soapbox

Humpy has chosen to present his Soapbox at the AGM and we will therefore be summarising the content in the next edition. This sets Humpy a challenge as we have previously announced that the AGM will be short and sweet to allow a more social evening to happen. Remember the mince pies and sausage rolls will be available. (Colin)

Members Ramblings

Not really ramblings, but I needed something to fill the section. Thanks John. (Colin)

TRADITIONAL BOXING DAY GET TOGETHER

TUESDAY 26th DECEMBER
FROM 11AM
AT NEWGROUND
WHATEVER THE WEATHER
MINCE PIES AND RUM PUNCH

All members, their families and friends welcome, with or without models.
Come and have a natter and nibble in the magnificent new shelter at Newground. I would appreciate a phone call if you are thinking of coming, an indication of numbers helps the catering.
Look forward to seeing you.

John Barber tel 01494 867210

ROCKETS

If anyone is interested in model rockets and joining a group of like minded souls then would you like to contact me. Perhaps we can arrange one or two mornings a month at Pednor. (NO ROCKETS AT NEWGROUND PLEASE BECAUSE OF THE RAILWAY)

IDEA: Give your dad or yourself an Estes rocket for Christmas!
<http://www.estesrockets.com>

John Barber 01494 867210

Instructors Corner



INSTRUCTORS CORNER WITH AL SPICER

Hi everyone, hope you are all well and building plenty of models to 'exhaust' your collection, so Father Christmas can 'stock' you up again..... I should think that's about all you have been doing as the weather hasn't been too kind. I have had to cancel instruction at Pednor the last four times due to less than ideal conditions. So I haven't seen the 'diehards' for quite a few weeks. Talking of the 'ole diehards I would like to thank Trevor Brunt for his write up in the last newsletter, he wrote some very kind words about all us instructors and was very amusing at the same time....thanks Trev.

As the training has been a bit thin on the ground, there isn't much more to write about on that subject, but one thing I would like to see next year and that is more members going for their 'A' and 'B' certificates. It's quite an achievement to pass either as it makes sure you know your BMFA manual, the safe operation of your model aircraft, and with the 'B' some aerobatics thrown in for good measure. If you need any help or information on this please do not hesitate in contacting me, and I will point you in the right direction....(and that's not toward the pub...!!!)

As a lot of you new members and old will probably be (hopefully) receiving model goodies for Christmas, I thought it would be a good idea to run through a few safety checks and procedures before that all important test flight of a new model.....

Balance

- Is the longitudinal center of gravity within the range shown on the plans?
- Is the model balanced laterally (side to side)?

Alignment

- Are all the flying surfaces at the proper angle relative to each other?
- Are there any twists in the wing?
- Do the wings and, where removable, the tailplane seat properly on the fuselage everytime?

- Is the engine set at the proper thrust angle as shown on the plans?

Control Surfaces

- Are all control surfaces securely attached? (i.e., hinges glued, pinned). Pull on each one to test.
- Are the control horns secured to the model?

Control Linkages

- Have all the linkages been checked to be sure they are secure?
- Are all the clevises closed?

Engine / Motor Security and Operation

- Are all engine mount screws tight, including mount to bulkhead if applicable?
- Is the propeller nut and/or spinner tight?
- Does the throttle work without binding?
- Does the throttle trim tab shut down the engine?
- Has the propeller been balanced?
- Has the engine been thoroughly test run? (engine idle and throttle up properly)
- (saves a lot of farting about and dispondancy at the field....)
- Is the fuel tank installed correctly? (i.e., carburetor at the same height as fuel tank, fuel tank klunk in proper position and moving freely, fuel lines in good condition and connected to the engine correctly)

Radio Equipment

- Are the receiver and battery securely mounted and padded with foam to protect from vibration and shock?
- Are all electrical connectors secure?
- Is the receiver's antenna fully extended and in good condition?
- Are the batteries charged and in good condition (check under load with a volt meter if unsure)?
- Are all servo securely fastened to the rails or trays? (not just with a couple of screws..!!!!)
- Are servo arms firmly attached with screw in place?
- Are all push rods firmly secure in servo arm?

- Are the control throws in the correct direction with proper amount of deflection (as per plan and or instructions?)
- Has a full range check been performed?

Undercarriage (where fitted)

- Is the undercarriage firmly attached to airframe and the wheels securely retained?
- Does aircraft taxi in a straight line?

General

- Is the covering tight with no visible signs of damage?
- Are all retaining bolts in place and secure?
- Are any hatches, cowls and canopies secure?
- Are all components structurally sound?
- Ever thought of putting your name and address in the airframe (in case it's lost).

Range Checking the radio

- Make sure your frequency is clear and claim it with your peg on the frequency board
- Turn on transmitter check the correct model is selected (if applicable) and then turn on the receiver.
- Important: make sure the transmitter aerial is down fully.
- Ask someone to help and walk away from the model until signs of loss of control are apparent. (Best carried out when no other Transmitter is switched on.
- If electric powered ensure that the range is not worse with the motor running.

Before EVERY flight:

- Verify your frequency is available and place your peg on the board
- Check the receiver battery pack to ensure enough charge for the flight intended.
- Check for damage and the control throw direction of all surfaces.
- For fuel powered models:
 - Turn on the transmitter and check the correct model is selected (if applicable) and then turn on the receiver.

- Start the engine and test the entire throttle range ensuring an consistent idle and acceleration response.
- Check the engine at full throttle with the plane's nose straight up in the air? (to make sure it won't stall when full power is applied on climb out)
- Take the model out to the strip and warn people you are about to take off.
- As soon as you land switch off the receiver.
- Switch off the transmitter and release the frequency for others to use.
- For electric models:
 - Turn on the transmitter and check the correct model is selected (if applicable).
 - If the model has a receiver battery then switch on the receiver.
 - Ensure the throttle is in the correct position and connect the motor battery.
 - WARNING: The motor must now be considered live as the motor could start at any time without warning (possibly due to interference or faulty controller).
 - Arm the controller if necessary and briefly check the motor functions correctly.
 - Take the model out to the strip and warn people you are about to take off.
 - As soon as you land disconnect the motor battery and switch off the receiver if necessary.
 - Switch off the transmitter and release the frequency for others to use.

Well I hope that all made sense.

DO NOT FORGET THE CHRISTMAS CLUBNIGHT AGM ON THE 20TH DECEMBER....

REMEMBER THIS YOUR CLUB, IF YOU NEED TO ADD ANY INPUT AS TO HOW THE CLUB IS RUN THEN NOW IS YOUR CHANCE

PLEASE BE THERE AND SUPPORT US....THANKYOU

All that's left (apart from a couple of little stories I had emailed to me and found very interesting) is to wish every one of you

A VERY MERRY CHRISTMAS

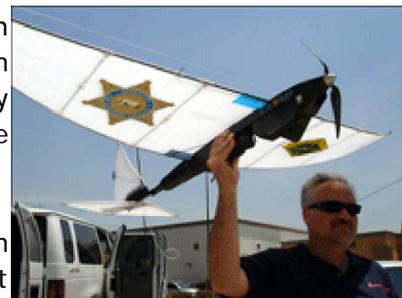
AND A HAPPY NEW YEAR



Unmanned aerial vehicles (UAVs), commonly known as drone aircraft, are about to be launched for the first time by the police in Los Angeles.

UAVs have long been used by the military in war zones such as Iraq or Afghanistan. But the technology has been adapted for domestic use and could revolutionise the way law enforcement agencies carry out surveillance and rescue operations.

The Los Angeles Sheriff's Department (LASD) has been experimenting with a drone called SkySeer, which it intends to put into service later this month.



The drone is quickly assembled and easily launched

SkySeer looks like a remotely controlled model aircraft. It has a wingspan of 6.5 feet (1.98m) and weighs 4 pounds (1.81kg). A camera is attached to its belly and a small battery powers the drone.

'Almost invisible'

"It has a video link that sends data in real time down to our ground station - the operator can then see, in real time, what it's seeing," explains SkySeer inventor Sam De La Torre, from Octatron Inc - a surveillance technology firm.



The SkySeer has been designed for quick and easy use by police officers on the street. It can be folded up and stored like a tent in a backpack.

"Within five minutes he can have the aircraft assembled,' says Mr De La Torre

"You just push the take-off button, the motor starts up

and you throw it."

The UAV can fly at any height. At 250 feet above the ground, it can clear a 25-storey building and is almost invisible.

The Sheriff's Department is keen to start using the drone in situations where conventional crime-fighting is either impractical or too expensive.

At a cost of approximately \$25,000 - \$30,000 (£13,400 - £16,000), the UAV is considerably cheaper than a helicopter. But the device's practical applications are generating the most excitement amongst officers.

Pinpointing victims

"It provides several things that we can't get other ways," says Commander Charles Heal, head of the LASD's technology exploration project.

The UAV's ability to hover in virtual silence over an accident or crime scene, without any risk to a pilot, provides both a tactical and economic advantage.

It is envisaged that SkySeer will be put to use when children go missing down a hillside in difficult terrain.

To save time and minimise the risk to rescuers, the UAV will be used overhead to pinpoint the location of a victim.

"It has different cameras - colour, low light and even infra-red - and so as a result of that we can even find heat signatures that are coming through the bushes and overhead," says Commander Heal.

With burglaries, the police say the SkySeer will be used get an aerial view of a building where someone is believed to have broken in through the roof. The conventional approach is to call the fire department to bring in ladder trucks, allowing officers physically to climb onto the top of a building.

"If the suspect really wants to hurt you, your head is the first thing that he sees. Now we'll have the ability to actually to fly this over and see if it is even worth doing a containment."

The UAV utilises an onboard compass and GPS system for its command and control. It flies to a location that is predetermined by the operator on a laptop.

The developers are working on a so-called cyber command post to enable images to be viewed, anywhere in the world, in real time.

"If we're flying over hazardous material or something that we can't recognise, we can have a subject matter expert, maybe not even in the country, in a different time zone, that is actually watching the exact same information that we're getting.

'Big brother' surveillance?

"We will be able to incorporate his subject matter expertise into our decision making process," says Commander Heal.

The SkySeer will also be used to back up officers on the ground if they are pursuing a suspect on foot. Flying at a speed of about 30 mph (48 kph), the police believe it will be impossible for a suspect to outmanoeuvre the UAV.

"You simply point the camera at him and keep following."

The Los Angeles Sheriff's Department has only one prototype SkySeer at the moment.

When it goes into service, the force's SWAT [Special Weapons and Tactics] unit will carry out the initial evaluation in real-life situations.

Commander Heal is quick to point out that it is not their intention to launch 'big brother' style surveillance operations.



"There's no place in an urban environment that you can go to right now that you're not being looked at with a video camera and you have nothing to fear from your own government - you are being watched by your fellow citizens," he says.

"The only time that this is ever going to be operational is in some kind of emergency condition."

IN ALL ways but one, Shigeyoshi Hamazono is the kind of elderly ex-military man whom you might meet anywhere.



His back is ram-rod straight and his black shoes and grey suit are as polished and crisp as a uniform. His skin is tanned by the southern Japanese sun, and he looks closer to 70 than to his 81 years. Even if you spotted the singeing that still affects his eyebrows, and the shrapnel fragments in his arm, you would

never guess Mr Hamazono's extraordinary story. For he was a kamikaze pilot, destined to die at 21. Mr Hamazono resolved to die — gladly, as a sacrifice on behalf of his mother country — and flew to the boundary between life and death. Staring across it, to his own great surprise, he chose life. He tells a story of young men like him, sucked into volunteering for a war they could not see beyond, who were nonetheless deeply ambivalent about the sacrifice of themselves and their comrades, and took great risks to save one another from death.

"I saw so many of these new young pilots, fresh out of training, arriving at the airbase in their fresh uniforms — the next day, they were gone," he says. "On the surface, they thought they had no choice but to be kamikaze pilots. But deep in their hearts, it wasn't what they wanted."

Mr Hamazono was born into a fishing family in southern Japan. After the bombing of Pearl Harbor in December 1941, he volunteered as soon as he could. He said: "My mother could hardly read but she wrote me a letter with the only words she could manage: 'Don't be defeated' and 'Don't die.'" It was the young Mr Hamazono's bad luck to be fighting for commanders for whom these two priorities were mutually exclusive.

As Japan's early success turned to a slow, grinding reverse, he had many narrow escapes as a naval fighter pilot. Then, in October 1944, he found himself in the Philippines, where the first Divine Wind Special Attack Squadrons were organised. Service in the Special Attack Squadrons was to be entirely voluntary, and so a hundred pilots in Mr Hamazono's group were handed a piece of paper, and invited to mark it with a circle, indicating that they volunteered, or a cross if they declined.

"Three men marked the cross," he says. "And they were forced to go anyway. Some of them came back saying they couldn't find the enemy, or that their fuel was running out. They were sent out again. I feel hatred towards those officers who made them go like that.

"One day, I was called in by the commander, and he said, 'I'm sorry, but will you go tomorrow?' I knew immediately what it meant.

"As a military pilot, there was no way to say no. I was grateful for my training, and the responsibility given to me, and my Zero fighter. This was my duty. That night all I thought about was my mission."

With two other pilots, Mr Hamazono took off the next morning, bound for their target, a British cruiser. In two years of flying a Zero fighter, he had never had a technical problem — but now, suddenly, oil began to leak from his propeller and sprayed across his cockpit window, obscuring his vision. He radioed to his commander in the aircraft in front and was ordered to return to base. Then another order: to go not to Manila, from where he had flown, but to Taiwan. "I had never cried before — that was the first time," Mr Hamazono said. "He knew that if I landed at Manila I'd be sent out again the next day. I could have disobeyed his order, but the commander recognised that I had not decided whether to live or die. He recognised my feeling, and he saved my life."

Mr Hamazono never recovered the will to die. He stayed in Taiwan, where the engineers obligingly lingered over the repairs to his aircraft. With an increasing shortage of airworthy planes, he was sent back to Japan.

By this time, in any case, the chances of the heavily laden, rickety aircraft penetrating the American air defences to get close to a ship, were almost nil. Two thousand kamikaze aircraft set out during the war, but between them they sank only 34 ships.

Suicide aircraft were supposed to fly with enough fuel for only a one-way trip; on his second mission, Mr Hamazono's engineer made a point of giving him a full tank. But long before they reached their target, he and his comrades were cut to pieces by US Grumman fighters, and he alone limped home to live out the few remaining weeks of the war, training the new and younger pilots who were being hastily sent to their deaths.

He continued serving the Japanese defence forces until retirement.

"They used to tell us that the last words of the pilots were 'Long Live the Emperor!'," Mr Hamazono said. "But I am sure that was a lie. They cried out what I would have cried. They called for their mothers."

SUI C I D E B O M B E R S

- The word comes from kami (spirit) and kaze (wind) translated as divine wind
- The first attacks were those on the USS Indiana and USS Reno in 1944
- After early successes the programme was expanded and in the next few months 2,000 planes made attacks
- The peak came on April 6, 1945, during the Battle of Okinawa, in Operation Kikusai (or "Floating Chrysanthemums")
- To ensure that pilots could not balk, some were bolted into their cockpits. Many were never taught to land
- Because of the poverty of their training, kamikaze pilots tended to be easy pickings for experienced Allied pilots, flying vastly superior aircraft

ALL THE BESTAL

The Instructor Rota

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

Month	Date	Instructor	Month	Date	Instructor
January	6	Dave	July	7	Al
	13	Geoff		14	Frank
	20	Al		21	Dave
	27	Frank		28	Geoff
February	3	Dave	August	4	Al
	10	Geoff		11	Frank
	17	Al		18	Dave
	24	Frank		25	Geoff
March	3	Dave	September	1	Al
	10	Geoff		8	Frank
	17	Al		15	Dave
	24	Frank		22	Geoff
	31	Dave		29	Al
April	7	Geoff	October	6	Frank
	14	Al		13	Dave
	21	Frank		20	Geoff
	28	Dave		27	Al
May	5	Geoff	November	3	Frank
	12	Al		10	Dave
	19	Frank		17	Geoff
	26	Dave		24	Al
June	2	Geoff	December	1	Frank
	9	Al		8	Dave
	16	Frank		15	Geoff
	23	Dave		22	Al
	30	Geoff		29	Frank

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

Committee

Chairman	Dave Humphrey	01494-791258	davedesign@btconnect.com
Vice Chairman	Gordon Hancock	01494-783649	fred@aerostress.demon.co.uk
Secretary	David Turner	01494-864863	turnerdm@btinternet.com
Treasurer	Bob Bennett	01494-864751	Bob.Bennett@wychwoodrise.co.uk
Membership Secretary	Dave Anderson	01494-583127	david.anderson267@ntlworld.com
Newsletter Editor	Colin Hooper	01494-866387	colin.jayne@wychwoodrise.co.uk
Chief Club Instructor	Alan Spicer	01494-783214	alan.spicer@onetel.net

Instructors

Alan Spicer	01494 783214	Mobile 07860 843613
Geoff Walker	01494 864985	
Frank Dalby-Smith	01494 711365	
Dave Anderson	01494 583127	
Robin Thwaites	01494 758079	

CHESHAM MODEL FLYING CLUB LTD.

Minutes of the AGM held at White Hill Centre, Chesham on Wednesday 19 October 2005 at 20:00

Apologies were received from Bob Bennett, Mark Christy, Ben Furzeman, Dick Hawkes, Peter Miller, Les Pilcher, Frank Dalby-Smith and Jeremy Tabb.

39 members in attendance.

Minutes of the 2004 AGM were circulated before the meeting started and were taken as read, and approved.

Proposed: Bill Hockey

Seconded: Richard Johnson

Matters Arising:

There were no matters arising.

Chairman's Report:

1. Welcome to the 17th AGM of CMFC. Thanks to all of you for attending and for the supports that you have given to the club/committee over the past year.
2. We have achieved much to date, all of which has been documented in Flight Desk. Some members may not receive information via the newsletter but the problem is often due to the members own making such as an out of date email address. Please make sure the you check this and advise Dave Anderson of any changes.
3. Thanks to Colin Hooper who produces an excellent newsletter despite difficulties in lack of copy input from members.
4. Last year, on 12 October, Balfour Beatty finally completed their occupation of Newground field leaving us with all-weather parking facilities, an array of gates and fencing and over £10,000 in cash.
5. The new shelter, funded by some of this money has now been completed. We have spent money on other items of equipment but your committee are running out of ideas. The latest scheme, proposed by Ray Birdseye, was to install a solar panel on the roof of the container at Newground to provide power for charging two portable batteries.
6. The AHA used our Newground facilities twice this year for competitions and are likely to continue to do so as long as there are no problems.
7. Set-aside payment continue with the Habitat Scheme in two areas running until 2014 and 2016. claims relating to this scheme, along with others, are now all part of one form from DEFRA – the Single Payments Scheme (SDS). IT has proved a nightmare to complete but has finally been approved. We hope to hear in the Spring of 2006 what payments we shall receive. A smart new laminated map has been affixed to the notice board. It will tell you all that you need to know the land we own at Newground.
8. A 3rd planning application for Pednor was refused by Chiltern Council. Our appeal is up and running at the DOE inspectorate in Bristol, where the latest revised prediction of a hearing date is that it could move forward to spring 2006.
9. There have been no raves or illegal occupation or vandalism at either club field this year.
10. Club nights at the Whitehill Centre are still only two a year with speakers; two flying evenings at Pednor; the AGM and the Xmas social completing our bi-monthly programme.
11. Two competitions this year included a balloon-bursting event, organized by Richard Ginger, and a Bomb-dropping competition, organized by Dave Anderson. We hope to repeat them. The Allan Crook scale trophy competition was cancelled due to lack of entrants.
12. I wish to thank all my fellow committee members for their dedicated service to the club throughout the year especially Geoff Walker who stands down as treasurer. Geoff has been a member since 1988 and has performed the treasurer's job for several years having previously served on the committee as Newsletter Editor.
13. Please continue to support your club and enjoy what it has to offer. Be keen to suggest anything that you think could improve things for the benefit of all.

Membership Secretary's Report:

Dave Anderson reported that membership records are in order there being 121 members of whom 114 are flying members. The total membership includes: 7 associates; 16 juniors; 17 veterans and 81 seniors. 8 helicopter fliers joined the club this year. There are 3 people on our waiting list. The committee has approved a £1 increase in subscriptions to cover the shortfall in BMFA subscriptions. We assume that the BMFA 2006 subscription will remain the same as last year

Treasurers Report:

Geoff Walker presented the meeting with the audited accounts to 31 August 2005 highlighting the basic P&L figures. Club income continued to benefit from subscriptions and set-aside/habitat payments. Our loan for Newground field purchase should finish in 2008.

Members then approved the accounts.

Proposed: Tony Jackson-Wynch

Seconded: Pete Christie

The 2005/2006 budget was explained, identifying significant proposed changes. We have budgeted for 4 new club members and no significant capital spend.

1. Club subscriptions are unchanged.

Joining Fees for Veterans and Senior Members:	£100	
Annual Subs for Veterans:	£30	
Annual Subs for Seniors:		£45
Annual Subs for Students in full-time education, aged 18-22:	£24	
Annual Subs for Junior Members:		£16
Annual Subs for Associate members:	£12	

Members then approved the budget for 2005-2006.

Proposed: Richard Johnson

Seconded: John Kitchinside

Appointment of Auditors:

It was proposed that Messrs Seymour Taylor & Co of High Wycombe be reappointed auditors for the year 2005/2006. This was accepted by the meeting.

Proposed: Richard Johnson

Seconded: Bill Hockey

Election of Officers:

Dave Humphrey thanked all members of the committee for their efforts during the past year and, advised the meeting that all but one of the officers were willing to serve the Club in the same capacity again. Geoff Walker wished to stand down as treasurer and the committee were pleased to announce that Bob Bennett had volunteered to join the committee in that capacity.

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 2005/2005 will therefore be:

Chairman:	Dave Humphrey
Vice-chairman	Gordon Honcock
Secretary:	David Turner
Treasurer	Bob Bennett
Membership Secretary	Dave Anderson
Newsletter Editor	Colin Hooper
Chief Flying Instructor	Alan Spicer

Proposed: Pete Christie

Seconded: Dick Myers

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.

The training scheme had run remarkably well during the year and he 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.

The Diane Barber Memorial Trophy for Overall Achievement was presented this year to Stewart Lindsay.

(A short break followed.)

Any other business:

1. Elections are due at BMFA and Pete Christie advised the club that there were to be changes to the process of electing officers. He hopes that the proposed rule changes will eventually lead to council members becoming more accountable to the membership and that the principle of one man, one vote will become the norm. He urged a representative from CMFC to attend the AGM to vote for the proposed constitutional change.

2. Dave Hewitson advised the members that the Pednor mower was now some 10 years old and is currently being kept going with much TLC. We spent £500 three years ago and though the engine has been effectively rebuilt, it is nearing the end of its life. The club, in his opinion, should consider purchase of a replacement mower. In discussion it was suggested that, a small container would be needed at Pednor to fit inside the club house (say 8' square) and Dave Humphrey undertook to get a quotation for this.

There being no further business, the meeting closed at 22.10.

CHESHAM MODEL FLYING CLUB LTD.

THE ANNUAL GENERAL MEETING
TO BE HELD AT THE WHITE HILL CENTRE CHESHAM
ON WEDNESDAY, 20 DECEMBER 2006
COMMENCING AT 8 PM

AGENDA

1. Apologies for absence
2. Minutes of AGM held at the White Hill Centre 19 October 2005
3. Matters arising
4. Chairman's report
5. Membership Secretary's report
6. Treasurer's report
 - Adoption of the accounts for the 2006/2007 season
 - Approval of the budget for the financial year 2006/2007
 - Adoption of Members' Subscriptions and Joining Fees for the 2006/2007 season
7. Appointment of Auditors
8. Election of Officers
 - Gordon Hancock will be standing down from the committee following his retirement move to the flatlands of East Anglia. Nominations for a new committee member will be welcomed at the AGM. Please see a committee member if you wish to put your name forward.
- 9 Any other business

By order of the Committee and Directors

DM Turner (Hon Sec)