



# Flight Desk

December 2008

The official newsletter of Chesham Model Flying Club Ltd

Volume 20

Issue 6

## AGM

The Club AGM will be held at the White Hill Centre

Wednesday December 17<sup>th</sup> from 8:00pm

### Mince Pies & Sausage Rolls

There will be a free raffle, courtesy of Motors & Rotors, for all  
those members who attend

Don't forget - Boxing Day Flying at Newground

## Editors Ramblings

A very full edition this month, so no ramblings.

We have had a splendid offer by Dave Wilshere of Motors & Rotors, our October speaker. He has chosen to waive his fee and has requested that we use it to provide a raffle prize at the AGM. Your committee have, in turn, decided it will be a free raffle with one entry ticket for each member attending the AGM. So, we hope to see you there. Not least because it is renewal time which is a reminder to bring your cheque books.

There is a special resolution to pass, which requires 75% agreement by those attending. Please have a look at the last page of the newsletter

Finally, at this time of the year it is traditional to wish you all a Happy Christmas and a Prosperous New Year. May I also add, many hours of happy flying in GOOD weather.

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

[webmaster@cheshammodelflyingclub.co.uk](mailto:webmaster@cheshammodelflyingclub.co.uk)

## Committee Matters

### Secretary's Notepad

You will probably know that I have taken over from David Turner as Secretary, who has stood down due to an ever increasing workload in other areas. We all owe David a sincere vote of thanks for his work over the last few years. I am particularly grateful for his help and patience during the handover period. It is a privilege to join the Committee.

The Agenda for the AGM is circulated with this Newsletter and your attention is drawn to Item 5 - a Special Resolution to amend the Club's Memorandum & Articles of Association (the M & A). In principle, all Limited Companies have an M & A. They state the Company's aims and objectives and prescribe how it is to be administered. In the case of CMFC Ltd these are

available to all members and are normally issued with initial membership details. These are totally separate from our Flying Rules but are a vital part of the Club's constitution. More importantly, a copy of the M & A is lodged at Companies House and with our Accountants whose address is also the Company's Registered Office.

Every year Seymour Taylor prepare the Club's official Accounts and these have to be accepted at the AGM. A copy is sent to Companies House. Our Accounts are Unaudited and it says so on the front and again inside.

We are allowed to have Unaudited Accounts because of a concession under part of the Companies Act. In accountancy terms there is a significant and professionally defined difference between the terms "Audited" and "Unaudited". Essentially an Audit is an in depth assessment including a range of selective checks and, crucially, an "opinion" on the Company's state of affairs. It is also vastly more expensive than a standard preparation of Accounts.

Our Club's M & A currently includes several references to the need for "Audit" and "Auditors" in the clauses dealing with our Accounts. It is very important in the current climate that ALL Companies are seen to be compliant - particularly in the field of finance and accounting.

I have not studied recent changes in legislation (too much information!) but it seems that there has been a general tightening up. Certainly, our Accountants have clearly stated that we must make the relevant alterations. The Special Resolution will ensure that what is stated in our M & A reflects what actually happens. It will also ensure that we continue to have an external, properly qualified and professional examination of our financial records. We don't realistically have an alternative.

This Resolution is proposed by the Chairman and the whole Committee in good faith and in the best interest of the Club. It has been agreed by Seymour Taylor. Please note that it must be voted on as it stands. We need a 75% vote (of those attending the AGM) to make the whole thing "legal". Your support is required!

Richard Ginger

Hon.Sec

December 17th	Club Night and AGM @ WHC 20:00
December 26th	Boxing Day Flying @ Newground

## Treasurer's Report

Well another year has shot by. I have two new models to show for it. A Liberty 182 electric trainer from Black Horse Models which many of you have seen flying at Newground and a JP Mini E-Jenny from Green Models. I bought the latter at Wings and Wheels but haven't finished assembling it yet as I'm not sure of the best way to attach the closed loop strings to the control surfaces at the tail.

My wife and I took a late summer holiday this year. We have just returned from a week's cruise on the Nile in Egypt where it was nice and warm with lots of temples to see dating from around 2000 BC! In fact, I'm still recovering from the trip but that's another story!

Whilst preparing for the holiday, I found some old footage on my video camera of the balloon bursting competition back in April. I was surprised to have captured a club member actually bursting a balloon or two. You can see who by viewing the clip at:

[http://www.youtube.com/watch?v=bAdGi\\_JJ-qU](http://www.youtube.com/watch?v=bAdGi_JJ-qU)

or just search for "prop pop" on [www.youtube.com](http://www.youtube.com) or Google video.

Clearly, we need to introduce a handicap system next year particularly as I came last!

Anyway, without further ado onto our accounts for the year. At the AGM, we need to:

1. Approve our unaudited financial statements for the year 07/08
2. Approve our budget for financial year 08/09
3. Approve the proposed membership fees for calendar year 09

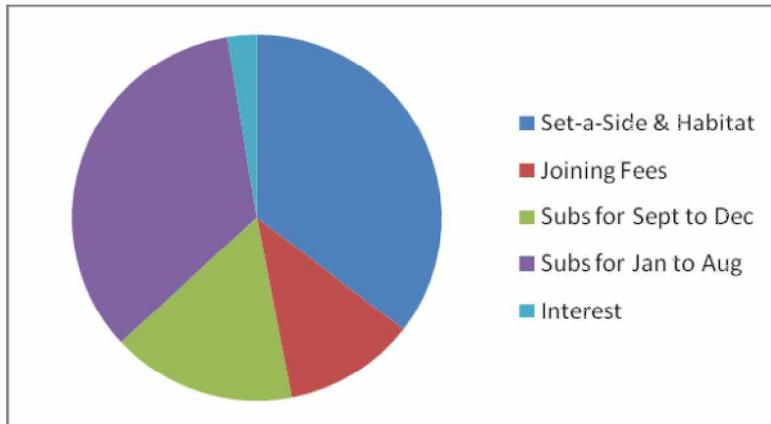
These topics are discussed below.

1. Unaudited Financial Statements

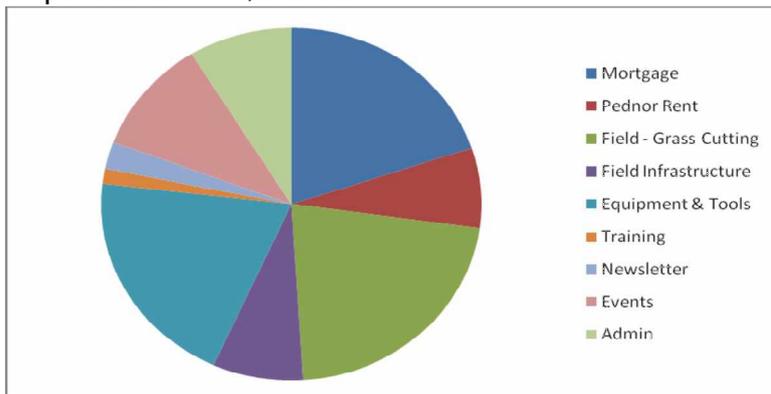
At the AGM, extracts from the statements prepared by Seymour Taylor will be circulated as usual. Meanwhile, I am pleased to report that our finances remain healthy with an annual income of £9,517.93 and outgoings of £11,513.53. The latter includes £2,000 for a new mower which has already helped the club save money by being able to bring mowing "inhouse".

A graphical breakdown follows.

Income of £9,517.93:



Expenses of £11,513.53:



The end of year balances were as follows:

	@ 31/8/07	@ 31/8/08
Key Deposits	£460.00	£600.00
Subs Sept to Dec for next financial year	£1538.25	£1662.68
Unpresented cheque	£5.32	£5.00
Leisurewear payments	£0.00	£180.50
Float	£4962.22	£2966.94
Total Cash in Bank	£6965.79	£5415.12

## 2. Budget

Our proposed budget for the new financial year is similar to last year's but with no mortgage payments and with some changes based on last year's experience.

	FY2007/08		FY2008/09
	Budget	Actual	Budget
Income			
Set-a-Side & Habitat	£3,300.00	£3,370.71	£3,300.00
Joining Fees	£500.00	£1,100.00	£500.00
Subs for Sept to Dec	£1,538.25	£1,538.25	£1,662.68
Subs for Jan to Aug	£3,321.33	£3,265.32	£3,000.00
Interest	£150.00	£243.65	£180.00
Total	£8,809.58	£9,517.93	£8,642.68
Expense			
Company Expenses	£550.00	£561.38	£600.00
Mortgage	£2,502.00	£2,286.37	£0.00
Pednor Rent	£840.00	£841.97	£880.00
Field - Grass Cutting	£4,000.00	£2,514.92	£3,000.00
Field Infrastructure	£600.00	£885.74	£800.00
Equipment & Tools	£1,100.00	£2,322.93	£500.00
Training	£400.00	£155.79	£300.00
Displays & Comps	£100.00	£89.66	£100.00
Club Functions	£700.00	£791.70	£1,000.00
Speakers	£300.00	£175.00	£300.00
Hall Hire	£180.00	£154.00	£180.00
Newsletter	£350.00	£285.23	£350.00
Website	£50.00	£30.00	£50.00
Postage	£200.00	£117.57	£130.00
Stationery	£100.00	£220.47	£200.00
Miscellaneous	£100.00	£80.80	£100.00
Total	£12,072.00	£11,513.53	£8,490.00
Profit	-£3,262.42	-£1,995.60	£152.68

## 3. Proposed Membership Fees

As our budgeted income and outgoings, with no mortgage payments to make, are now balanced no changes are proposed to the membership fees for 2009. This means the fees for next year are:

	Without BMFA	With BFMA
Associate	£12	n/a
Junior	£16	£31
Senior	£50	£78
Student	£25	£53
Veteran	£33	£61

Please have your money ready for collection at the AGM. It helps to keep our costs down!

Bob Bennett

## **CHAIRMAN'S SOAPBOX**

### **20 YEARS ON - A DOZEN REASONS TO BE CHEERFUL!**

This is a little festive 'pat on the back' to all of us, - Just what could get better for this club is surely hard to imagine, since we seem to have it all!

1. Permanent planning permission at both sites, ownership (Paid for) of our Newground Field, Limited Company Status, Agri- environmental income from DEFRA (Habitat Scheme) at Newground until 2016, plus an open ended rental agreement at Pednor with our landlord and friend Charles Mullins.
2. Field maintenance at both fields, - gang mowing, field topping, patch mowing and hedge management all taken care of by either outside contractors or selected club members, who all perform an excellent job.
3. Recently updated and re-printed club rules, (Dec. 2008 revision).
4. Our unique pits layout at Newground with clearly defined flight line procedure, and incorporating necessary dead airspace, has long since passed its test.
5. Our unique logbook system at both fields, - it means we always know who has flown, when they've flown, and what aircraft has been flown. This is useful and sometimes vital information for many reasons, and is of course made successful because of our secure 'club huts' at both fields.
6. Over 20,000 individual flights have been recorded at our Newground field; and not a single complaint in the last ten years about our activities there.
7. Our maintenance free pegboard system at both fields, with our colour coded personal pegs, identifying individual achievement level.
8. At Newground, our superb 'Wildlife Observation Shelter' designed and built by club members, all funded by revenue gained from an 'outside source'.
9. At Newground, our 'all weather' car parking area, gates and fencing, - courtesy of Balfour Beatty (contracting for the Watford & Bleckley Alliance), who occupied our site for 18 months until October 2004, while they upgraded the signalling system and installed new gantries on the West Coast Mainline.
10. Club leisure ware, popular in the early 90's, re-introduced recently thanks to the efforts of 'Club Leisure Ware Sales Manager' - Richard Johnson.
11. A friendly and helpful club membership who generally show great respect for one another and the rules of the club, and a fine bunch of club instructors and examiners who are approachable and always willing to assist.
12. Finally, our well documented eleven (11) planning applications, - seven (7) at Pednor field, four (4) at Newground field, plus four (4) DOE Appeals, - two (2)

successful, - all stored away for possible future reference, but confined to history, as is the past 20 years.

So we move on into the future, - into the unknown, but always casting a glance into the past, to remember with pride our many achievements, and the lessons we have learned, so that any mistakes made might not come back to haunt us!

**The Future's Bright! - The future's CMFC Blue and White!**

### **THE DIANA BARBER TROPHY**

This trophy will be awarded at the forthcoming AGM, and I thought it appropriate to remember how it came about and to re-visit and reflect on some words said at the time. It is now nine years ago just before Christmas, when Di Barber - wife of John, mother of Martin and Roger, passed away. She is remembered with affection by a great number of club members. I personally remember her as ever cheerful, always ready and willing to help the club, and to 'volunteer' John and Co. to assist the club in any way they could. For a decade she supported the club and her family in their aero-modelling achievements, not least John's Vulcan project. She was there at Pednor, now an amazing **15 years ago** for its first test flight. No one in the club had ever seen anything quite like it, or at least the dozen or more members who had somehow skived off work to be there. Di was the proudest person there, and this aeroplane I'm sure, helped fuel her positive attitude, as the Vulcan project developed into another phase. This was when the Barber crew headed up by John assisted by Martin, and propelled forward by Roger, took the Vulcan into the jet age, with John's homebuilt gas turbines. The club ran the flight-line at the Halton Show, and the Vulcan was the Star Attraction for most people for four consecutive years; - each time Di was part of the team as they entertained at these and many other model shows. She gave her time freely and was in her element serving up teas and her famous egg and bacon rolls in the caravan that the family took to Halton. I'm sure that like so many of us, she was a little sad when the Vulcan was no more after its crash at Wings and Wheels in July 1999. At Halton in Oct. 1999, Di spent the day knitting and chatting to everyone, giving out a message that she was not letting anything spoil her enjoyment of simply being there.

For many of us memories are important, - they can help shape our future and indeed can be inspiring as our thoughts return to loved ones lost. Di was a person who inspired others; she was unselfish, enthusiastic, and quick to recognise a worthy achievement by anyone within the club, whatever it might be. It was this attitude that inspired John and family to present a Trophy to the club, - in her memory.

It was to be awarded annually to a CMFC club member considered to be a worthy recipient for outstanding achievement connected to the club / aero-modelling.

### **SAFETY AND SECURITY AT THE FIELD**

New members especially take note, - If you are last to leave, take 30 seconds or so to check that all is OK before locking up. Most important if you have used any of the equipment, do not assume someone still at the field will put it away, although they invariably will. The safety of yourself and your fellow members, followed by the security of club property is important and the responsibility of everyone. Do not assume anything whilst at the field, whether it is that your battery packs are fully charged, or that

someone else has done something on your behalf. Always double-check everything that has a safety implication. Also, do not be complacent concerning the security of your vehicle, - someone passing by may not easily steal it from the site, but they could steal something from inside it. Make sure your vehicle is locked while parked at either flying field!

## **COMMITTEE MEETINGS**

Your committee is always keen to hear of any views/moans concerning the club from club members. We meet every 2 months at the Whitehill Centre in Chesham; - the dates are in this newsletter, and on the CMFC Web site. If you do have anything you would like to be discussed, please contact our Hon. Secretary, - Richard Ginger, at least 2 weeks before the meeting.

## **STEVE TRIGGS 1 + 1 = 3 ( NO – IT’S NOT MATHS! )**

Congratulations to club member Steve and his wife on the arrival of their firstborn, a healthy baby girl. Sleepless nights are ahead no doubt. Looks like we might have our youngest junior as a spectator at Newground next summer! Please, please! – can we have some sunshine!

## **A WALK ON THE WILDSIDE**

As a good number of you know, I often walk my Newfoundland dogs at Newground. Sometimes it's in daylight, sometimes at night, - I have been there sometimes near to midnight on a moonlit night. Consequently I am often 'surprised' by the variety of wildlife present. I usually replenish the wild birdseed that we put out in the feeders at the turn-around circle. This means I have to access the container, often in the near darkness. Just recently, I reached to unlock the covered padlock and to my amazement, a Wren flew out that had been perching on top of the padlock. It didn't exactly frighten me but it did startle me a bit. Also several weeks ago, I decided to drive up the track, again it was dark, and as I reached the turn-around circle my headlights shone on the shelter. At that moment, a Barn Owl flew out of the shelter. It had obviously read the notice on the door 'Wildlife Observation Shelter', and was perhaps observing prior to selecting a meal. Going back a few months we had a young Buzzard often perched in the first copse. He was often mobbed by crows and after getting thoroughly cheesed off; he would head off towards Aldbury for some peace. Perhaps the funniest thing I saw involved the Crows. As I came in the gate, I could hear a commotion over by the signal gantry, and saw the crows swooping down. Then out from the hedge trotted a Fox, across the car park and into the long grass, heading up the field close to the railway. The crows continued their harassment, and each time they swooped down the Fox leapt into view trying to grab them. A couple of days later there was the remains of a crow near to the first copse, - perhaps he had got his revenge.

## TEN YEARS AGO AT NEWGROUND - THE LAST NOISE COMPLAINT

*Below is an extract from 'Flight Desk'(Chairman's Soapbox) of ten years ago, well nine and a half to be precise. In recent years the lady mentioned hasn't been in touch, hopefully she has not had reason to. OK, - its 'Old News' but it serves to convey an important message to keep us all aware of the possible implications of a lapse in sensible, responsible flying.*

On Saturday 29<sup>th</sup> May 1999 at 12.35, Mrs. Quigg our nearest neighbour in Aldbury, phoned me at home to report a noisy plane. Two were in the air at the time, - one was 'normal', and the other was - 'Being flown by someone who thinks he is a Kamikaze pilot' – Mrs.Quigg's words, not mine. This is only the fifth such report by Mrs. Quigg in over 6 years. We are fortunate to have such an understanding lady living nearby, (600 metres the other side of the railway), who reports noisy planes in a friendly controlled manner; so that we are able to 'nip things in the bud' before they might develop to perhaps justify unreasonable annoyance. Believe me, she will not have got it wrong, and does not react to being able to hear the aircraft, which on many occasions she clearly can. The flight log will be looked at and the offending aircraft once identified, will need to be checked out and noise tested before and/or after suggested improvements, if it is to be flown again at Newground. This is not an over-reaction, nor is it meant to strike fear into the membership, but experience has shown that an aircraft that is marginal in terms of the noise limit, will not normally cause a problem, so long as its flown sensibly, - there is though the possibility that it is simply too noisy.

If your style is to use full throttle and perform aerobatics for the whole flight, to include the occasional over flying of the railway, then you are asking for trouble, unless your aircraft is more than adequately silenced. Worst of all you are breaking a club rule by over flying the railway, at the same time flying nearer to the houses in Aldbury, together with the possibility of jeopardising the credibility of your fellow members, and the good name of the club. I accept that there could be another phone call from Mrs. Quigg at some time, but let's all be more 'aware', and work to keep them few and far between. We should also be thankful that Mrs. Quigg is pro-active and not reactive, for she could just as easily phone the council. If this were to happen, we could be on a three-step disaster course. Step one, - We get upset; Step two, - The nearby residents get angry; Step three, - The Council gets childish. What happens next if we're lucky is a time-consuming damage limitation exercise, to try to regain our credibility and most likely resulting in the reduction of flying hours. In particular Gordon Hancock, John Barber, and not least myself - have been there, read the book, (no – wrote the book), and seen the video! The future could not be brighter, - as long as we behave ourselves!

***Footnote: - Obviously take note, but don't panic! The aircraft concerned was fully aerobatic, fitted with a 60 size 2- stroke, tuned pipe, under-propped, and with a ballistic RPM. Does anyone fly one of these now? – Well I haven't seen one!  
If you do, - there's always e-bay!***

## **PEDNOR FIELD – HOW OFTEN DO YOU USE IT?**

Although restrictions apply to i.c. power at Pednor, there are no such restrictions on gliders and electric flight. In the early days a lot of the founder members flew gliders. Indeed we used to have 2 club glider competitions (bungee launch) each year, - I even won one of the last competitions we held. Now it seems no one in the club is seen to fly a glider at Pednor. Now there's a challenge, even if you get the glider off e-bay, it would be nice to see a few more members using Pednor, for this one of the most sedate disciplines of our sport. Hang on; - I can sense some of you already yawning! Perhaps next summer Ray Birdseye could whip up enthusiasm for some members to give it a go. We could even see the return of some night flying with full navigation light set-up. It was 1996 when I, son Mike, Bill Hockey and co. had a go. With red light taped to the end of the port wing, green to the starboard, and white to the top of the fin, suddenly bungee launches were just a bit more interesting. Surprisingly, landings turned out to be better than those in the daylight with all of them hitting the patch, and often at the pilot's feet.

## **NOTHING IT SEEMS, - FLIES FASTER THAN TIME!**

The events of the past in our club seem to show just how quickly time passes.

It was this time FOUR years ago that we were putting the finishing touches to our shelter at Newground, - doesn't seem like it. The new container is 'not so new', for it was FIVE years ago this August gone that Al Spicer and myself took delivery of it and guided it into position as it was gently lowered from the lorry. Also FIVE years ago was the Batten Report; - A study carried out at Newground of The Effects of Model Flying on Wildlife, funded by the BMFA. A copy of this report is in the container at Newground for those interested, - but please don't take it off site. It is ELEVEN years ago when Allan Crook passed away, and we remember him each year when members compete for the Scale Trophy in his name; - John Barber flew his amazing Vulcan in the first competition. And it is now EIGHT years since the Foot and Mouth outbreak, which saw the voluntary closure of both Newground and Pednor fields. At this same time, British Waterways after 3 years of prolonged pressure from myself on behalf of the club came on site and renewed the entire boundary fence, some 900 metres at a cost of over £6000. - Their money, not ours! This immediately cured the unauthorised influx of people into our field from the canal towpath. Also just a couple of months later in 2000, we had the floods at Newground, which saw a substantial lake develop between the centre hedge and the canal. John Barber again surprised us all when he turned up with a gas turbine powered floatplane. This had several successful flights until a mini invasion by Coots and Moorhens took over with at least half a dozen nests soon appearing, rising out of the water.

The floods also filled up the first copse, with water spreading out onto the gang-mown area. Swans who arrived to enjoy the water and to feed in the short grass soon occupied this. Their numbers swelled to 25, before the water retreated. It was quite a sight to see flights of 4 and 5 of them arrive. Surprisingly they seemed unaffected by our models flying above them.

Strangely though, it does often seem that certain events turn into distant memories, when it does seem that it was a long time ago. The early days at Pednor, for me, do seem like a

lifetime ago, when we had the Model shop in Chesham, and it seemed the sun shone at Pednor every Sunday. One thing is for sure – we were 20 years younger, - I think Al Spicer must have still been at school!

## **‘JET’ JOHNSON**

Better known as club member Richard Johnson, this is a man who has time on his hands and spends a good deal of it building models. As a lot of you know, he is one of a trio of members who regularly fly jets at Newground, all of these at present being the very successful Baby Boomerang. Richard has finished his second jet, - a very impressive gas turbine powered de Havilland Vampire. This has completed its flight trials, but it is not known whether this will be flown at Newground. He is now on his third jet, an extremely impressive (and big) Grumman F9F Panther. We all look forward to seeing this in late spring next year.

About the aircraft (full size version): - Development studies at the Grumman company began near the end of the World War II as the first jet engines emerged. The prototype Panther, piloted by test pilot Corky Meyer, first flew on 24 November 1947. Propulsion was a Rolls-Royce Nene turbojet built under license by Pratt & Whitney as the J42. Since there was insufficient space within the wings and fuselage for fuel for the thirsty jet, permanently-mounted wingtip fuel tanks were added which incidentally improved the fighter's rate of roll. It was cleared for flight from aircraft carriers in September 1949. During the development phase, Grumman decided to change the Panther's engine, selecting the Pratt & Whitney J48-P-2, a license built version of the Rolls-Royce Tay. The other engine that had been tested was the Allison J33-A-16, a development of the Rolls-Royce Derwent. From 1946, a swept-wing version was considered and after concerns about the Panther's inferiority to its MiG opponents in Korea, a conversion of the Panther (Design 93) resulted in a swept-wing derivative of the Panther, the Grumman F9F Cougar, which retained the Panther's designation number.

F9F-2s, F9F-3s and F9F-5s served with distinction in the Korean War, downing two Yak-9s and five Mikoyan-Gurevich MiG-15s with a loss of one F9F. On 3 July 1950, LT. Leonard H. Plog of U.S. Navy's VF-51 flying an F9F-3 scored the first air victory of the war by shooting down a Yak-9. The first MiG-15 downed was on 9 November 1950 by U.S. Navy Lieutenant Commander William (Bill) Amen of VF-111 "Sundowners" Squadron flying an F9F-2B. Two more were downed on 18 November 1950, and the other two were downed on the 18 November 1952. The type was the primary Navy jet fighter and ground-attack aircraft in the Korean conflict. Panthers were withdrawn from front-line service in 1956, but remained in training roles and with Reserve units until 1958, some continuing to serve in small numbers into the 1960s. The only foreign buyer of the Panther was the Argentine Navy, who bought 24 ex-USN aircraft in 1958. The catapults on the then only Argentine carrier, ARA Independencia, were considered not powerful enough to launch the F9F, so the aircraft were land-based. The Argentine Panthers were involved in the general mobilization during the 1965 border clash between Argentina and Chile but no combat occurred. They were taken out of service in 1969 due to the lack of spare parts and replaced with A-4Q Skyhawks.

## **'JET' GINGER**

Jet Johnson's flight team leader, Richard 'Jet' Ginger is another man heavily into building. His latest project is not a jet, but when this 'top secret' aircraft is wheeled out at Newground in late spring, - prepare to be amazed. It will be powered by an engine not before seen in the club, - believe me it will sound like the real thing!

Someone else I know in the club is also engaged in a big (and expensive) building project. When you see this model arrive at the field, - you won't believe your eyes!

I look forward to seeing these models and more as the standard of building and flying in our club continues to impress.

Is anyone else building something big, special or completely out of the ordinary? Well – our 'Flightdesk' editor Colin is patiently waiting for you to tell him all about it!

Humpy

## **Events**

### ALLAN CROOK MEMORIAL TROPHY SCALE COMPETITION SUNDAY 17 OCTOBER 2008

The forecast was not good; a Southerly wind gradually increasing in strength to force 4 with the later possibility of rain. However, five pilots turned up with a total of seven models. Our judges for the day were: John Barber, Tony Jackson-Wynch and Cliff Vincent. Forms were filled in and the static judging table was in business. Entries were:

Steve Bull	ULTIMATE	OS 160FX
Richard Ginger	MORANE SAULNIER	SAI TO 170R TRIPLE
	FOCKE WULF 190D	LASER 100
Adrian Jack	CORSAIR	SAI TO 91
	WILDCAT	OS 25
Richard Johnson	PIPER CUB	OS GEMINI 160
Al Spicer	SPI TFIRE 1X	OS 120 SURPASS

Two rounds were flown and everyone completed them without incident although the increasing wind made life a little difficult for the more lightly loaded models. This is probably the most "serious" of all the competitions in that it involves judging rather than specified tasks except, of course, flying "in a manner appropriate to the scale type". There is no doubt, however, that an ARTF model suffers because of the 25% static score penalty.. Nevertheless the whole point is to ENJOY the event and this was evident on the day.

Special mention must be made of Adrian Jack who actually designed, built and flew



both his aircraft. There was a considerable range of shapes and sizes from Adrian's diminutive Wildcat to Richard Johnson's quarter scale Cub (a regular previous winner) with Richard Ginger's big Morane tipping the scales at over 16lbs most of which is engine and nose weight. Steve Bull's model was the only biplane. Al Spicer's Spitfire used to belong

to Richard Johnson and Al has done a fine job of weathering this machine - even including a bullet hole or two.

We were also treated to a preview (not yet flown/launched) of John Barber's huge V2 rocket, complete with scale launching trolley and armoured car "tug". John designed and built the rocket - as you would expect from this talented Club member. Prior to the closing ceremony John and Roger fired up a separate static test rig. Awesome! The fuel for this (as for the V2) is nitrous oxide and plastic drainpipe shavings!?? - the noise was unbelievable!

The results:	1 <sup>st</sup>	Richard Ginger	Morane Saulnier
	2 <sup>nd</sup>	Adrian Jack	Grumman Wildcat
	3 <sup>rd</sup>	Richard Johnson	Piper Cub

We need more entries! C'mon! Perhaps next year this event might be run earlier in the calendar and hopefully in more favourable weather.

IT'S YOUR COMPETITION - TRY TO MAKE IT IN 2009, or if you haven't "made" it enter an ARTF. Remember also that we would love to see more static entries - there were a couple lined up this year - it all adds to the flavour.

Finally, a big thank you to Carlos Nunes for arranging a superb barbeque and to our judges, competitors and all those who came along to watch.

Well done!

"Ray" Birdseye Ginger.

*Ray Birdseye, CMFC events coordinator* [events@cheshammodelflyingclub.co.uk](mailto:events@cheshammodelflyingclub.co.uk)  
Tel 07703 768354

# Members Ramblings

## Model Flying in Tenerife

As a frequent visitor to Tenerife over the years I have often wondered what model flying activity might be available on this rocky, volcanic island. Just ahead of our last trip in November I did some searching on the internet and came up with details of the “Club De Aeromodelismo Tenerife” on their website at [www.aeromodelistasdetenerife.com](http://www.aeromodelistasdetenerife.com)

The website is well structured with options for English and Polish language and although not all content is fully translated it contains details of their new runway and facilities. As they seemed quite open about visitors, having published details how to find the site, curiosity got the better of me as I recognised the distinctive motorway exit bridge in their instructions as one we frequently passed under.



Guidance instructions taken from the website are good and include a number of pictures to get you off the motorway and on route. We came off the motorway in our rented VW Golf and started to follow the instructions but soon found ourselves entering a no mans land of rocks and cactus. Quite a difference to the roads shown in the web photos! Following the route outline superimposed on a Google Earth image we

wound and twisted our way along, initially taking the wrong track and entering some kind of protected conservation area. At this point the only thing I was concerned about conserving and protecting was the sump and tyres of our Golf as we weaved in and out of the ruts and boulders.

Realising we had gone wrong we turned around and headed back to the missed turn between two buildings that led us to the correct track and using the shape of buildings and water holders shown on the Google image as a reference we started to make progress.

The track to the flying club site is about  $\frac{3}{4}$  mile long and rough going for a normal car – let alone one that you want to get your deposit back on when handing it in at the airport! I couldn't help but think how lucky we are at our sites with the comparative smooth and simple access. I imagine that a qualifying requirement of membership of the club is that you own a 4X4 because if you were a frequent flyer the average car would probably last about as long as an over volted glow plug. This track is not for the faint hearted and if you arrived only to find you had left your tranny at home I don't think you would bother going back for it!



Having passed the tomato growing sheds and water holders we eventually found the entrance gate – more like a car park entrance barrier really – opposite what looked like a derelict but occupied house. Access to the site is not blocked for those on foot and with camera in hand I went in to take a closer look.

The club has done a really superb job in providing a tarmac runway, excellent pit facilities,

sheltered seating for spectators and a portacabin with water. Our visit was on a midweek afternoon and as is typical for this part of the island the wind was blowing the windsock horizontal and the collection of 25 nearby wind turbines were very lively. Even the nearby motorway is equipped with roadside windsocks to give drivers a visual warning of side wind strength and direction. Seeing these and the wind turbines prompts the question “why was this particular area chosen for the flying site”?



Given the time and conditions, I was not surprised to find that no members were on site to answer the question and at this point I couldn't help wondering how many opportunities there are for flying given the regular high wind levels. Although the strip provides even a model with the smallest wheels an excellent surface for take off and

landing, the surrounding area would offer no mercy to a model caught “dead stick” too far downwind. Off the strip I could see few opportunities for an impromptu landing with the possibility of flying the model again. However, perhaps a future opportunity to speak to the locals may reveal how they cope with the environment and why this



particular site was chosen.

RC Hotel, Corfu this is not, although I did manage to find it quicker than Spiros's hideaway. If ever he tells you to turn off the main road at the supermarket, believe me, it looks nothing like our supermarkets!

Having taken my pictures, I came away satisfied that I had found the location and



seen what facilities and conditions they have with which to pursue their hobby. I couldn't help feeling very grateful for our own excellent facilities although that strip of tarmac would come in useful given the taxiing and ground handling of some models and there is certainly no argument about whose turn it is to cut the grass. Getting to and flying on this site is not for the faint hearted but I am sure that there are many skilled pilots who have learnt to

handle this harsh flying environment albeit that they have had to trade their comfortable saloons for 4X4 trucks simply to get there.

Having got back on mettled roads it was off to the carwash as our Black Golf was now grey with dust. I did get my deposit back and will visit the club again next time, hopefully, to meet with some members and find out more. If ever you visit Tenerife, take



up the challenge and see for yourself. It may be a welcome getaway from sunbathing, sightseeing and shopping There may even exist the facility for intrepid visitors to get in some stick time. For anyone wanting to look it up on Google Earth the location is approx 28° 6' 15.92" N and 16° 30' 36.05 W

Dave Woodnutt

# Instructors Corner

Hi everyone

So where are all the bright frosty non windy days gone then, you remember..... when you could go out on a Sat Morning and FLY.....!!!

As you can tell there has not been many good instruction days lately, either drizzle, wind or both. Coming to the end of the year quite quickly now so let's hope next year will be a good one for flying.....oh for those long hazy days of summer...

It is with great regret that our good ole friend and instructor Frank Dalby Smith has stood down as one of our finest instructors on the rota. Due to various commitments he no longer has the time to give on Saturday mornings on a regular basis, so on behalf of all past trainees and the committee we all wish you the very best of luck for the future Frank and thank you so much for your time and dedication on the instructing scheme. Hope to see you down the field's sometime.

Before I forget one of our long standing members Bob Randall has some plastic kits for sale in 1/72<sup>nd</sup> scale. He has five Air Speed Horsa Gliders and one Waco (Hadrian) Glider. They are at a bargain price of £11.00. If anyone is interested in building and owning a piece of history then give Bob a ring on 01494 775780. You can also catch up with him at the AGM, kits will be available there.

As most models are made of balsa, I have been reading up about this natural and incredible wood, it's as if it was 'meant to be' as far as model aircraft goes.

One thing is for sure .... THE LIGHTER IT IS BUILT, THE BETTER IT WILL FLY! With that in mind, it's easy to understand why balsa wood has been the standard type of material for model airplane construction since it first became available in this country in the 1930's Its strength-to-weight ratio enables us to build models that fly in a totally realistic manner. Balsa also absorbs shock and vibration well and can be easily cut, shaped, and glued with simple hand tools.

## **Where does Balsa Wood come from?**

Balsa trees grow in the rain forests of Central and South America. Ecuador on the western coast of South America, is the primary source of model aircraft grade balsa in the world. Balsa needs a warm climate with plenty of rainfall and good drainage. For that reason, the best balsa usually appears on the high ground between tropical rivers. Ecuador has the ideal geography and climate for growing balsa trees. The word balsa itself is Spanish meaning raft, in reference to its excellent floatation qualities. In Ecuador it is known as Boya, meaning buoy.

## **How does Balsa Wood grow?**

There is no such thing as entire forests of balsa trees. They grow singly or in very small, widely scattered groups in the jungle. For hundreds of years, balsa was actually considered a weed tree. They reproduce by growing hundreds of long seed pods, which eventually open up and, with the help of the wind, scatter thousands of new seeds over a large area of the jungle (bit like my back garden....) Each seed is similar to the way

dandelion seeds spread. The seeds fall to the ground and are covered by the litter of the jungle. There they lay until one day there is an opening in the jungle canopy large enough for the sun's rays to strike the jungle floor and start the seeds growing. Wherever there is an opening, made either by a farmer or by another tree dying, balsa will spring up as thick as grass. As the new balsa trees grow, the strongest will become predominate and the weaker trees will die. By the time they are mature, there may be only one or two balsa trees to an acre of jungle.

### **How long does it take a Balsa tree to grow?**

Balsa trees grow very rapidly (again like the flaming weeds in my back garden..!). Six months after germination, the tree is about 1-1/2 inches in diameter and 10 - 12 feet tall. In 6 to 10 years the tree is ready for cutting, having reached a height of 60 to 90 feet tall and a diameter of 12 to 45 inches. If left to continue growing, the new wood being grown on the outside layers becomes very hard and the tree begins to rot in the centre. Unharvested, a balsa tree may grow to a diameter of 6 feet or more.

### **How are Balsa trees harvested?**

The real start of the balsa business was during World War I, when the allies were in need of a plentiful substitute for cork. The only drawback to using balsa was, and still is, the back breaking work that is necessary to get it out of the jungle. Because of the way the individual balsa trees are scattered throughout the jungles, it has never been possible to use mass production logging procedures and equipment. Chop them down with an axe, haul them to the nearest river by ox team, tie them together into rafts, and then float the rafts of balsa logs down the river to the saw mill.

At the saw mill the raw balsa is first rough cut into large boards, then carefully kiln dried, and finally packed into bales for shipment to the world via ocean freighter. As a result of the balsa tree's fast growth cycle, both the quality and lightness of the lumber obtained from a balsa tree can vary enormously depending upon the tree's age at the time of cutting.

### **Why is Balsa Wood so light?**

The secret to balsa wood's lightness can only be seen with a microscope. The cells are big and very thin walled, so that the ratio of solid matter to open space is as small as possible. Most woods have lumps of heavy, plastic-like cement, called lignin, holding the cells together. In balsa, lignin is at a minimum. Only about 40% of the volume of a piece of balsa is solid substance. To give a balsa tree the strength it needs to stand in the jungle, nature pumps each balsa cell full of water until they become rigid - like a car tire full of air. Green balsa wood typically contains five times as much water by weight as it has actual wood substance, compared to most hardwoods which contain very little water in relation to wood substance. Green balsa wood must therefore be carefully kiln dried to remove most of the water before it can be sold. Kiln drying is a tedious two week process that carefully removes the excess water until the moisture content is only 6%. Kiln drying also kills any bacteria, fungi, and insects that may have been in the raw balsa wood.

## How light is kiln dried Balsa Wood?

Finished balsa wood, like you find in model airplane kits, varies widely in weight. Balsa is occasionally found weighing as little as 4 lbs. per cu. ft. On the other hand, you can also find balsa which will weigh 24 lbs or more per cu. ft. However, the general run of commercial balsa for model airplanes will weigh between 6 and 18 pounds per cu. ft. Eight to twelve pound balsa is considered medium or average weight, and is the most plentiful. Six pound or less is considered "contest grade", which is very rare and sometimes even impossible to obtain.

## Is Balsa the lightest wood in the world?

No! Most people are surprised to hear that botanically, balsa wood is only about the third or fourth lightest wood in the world. However, all the woods which are lighter than balsa are terribly weak and unsuitable for any practical use. The very lightest varieties don't really resemble wood at all, as we commonly think of it, but are more like a tree-like vegetable that grows in rings, similar in texture to an onion. It is not until balsa is reached that there is any sign of real strength combined with lightness. In fact, balsa wood is often considered the strongest wood for its weight in the world. Pound for pound it is stronger in some respects than pine, hickory, or even oak.

## Selecting Balsa for Model Building

Most hobby shops have a large rack of balsa sheets, sticks, and blocks that you can choose from if you are going to build a model airplane from scratch. Undoubtedly, because of the nature of balsa, the actual weight of each piece of wood of the same size can vary slightly. When you select the pieces you want to buy you should keep their final use in mind. Logically you would select the lightest grades for the lightly stressed model parts (nose blocks, wingtip blocks, fill-ins, etc.) and the heavier grades for important load bearing parts of the structure (spars, fuselage stringers, etc.). To a large extent, this selection is already partly done for you.

So there you go, hope you found that interesting, next time you are building a model aircraft you may think of all the hard work gone into harvesting this wonderful wood.....just for our pleasure of being an aero modeller (also I will be asking questions at the AGM so make sure you have read it properly ....!! joke)

DO NOT forget the Club AGM on the 17<sup>th</sup> December together with our usual mince pie and sausage roll bash. PLEASE make an effort and support the club by turning up and voicing your opinions, good or bad we wish to know so we can improve the club. Remember it's your club, and your input will be greatly appreciated

Finally if I do not see you, Have a Great Christmas and New year and don't forget the Boxing Day fly in at Newground, get out of the house get some fresh air and have a fly, chat and hopefully if John Barber agrees maybe he will do us proud again with some hot toddy and mince pies.....I'm sure everyone will want to know what modelling goodies Mr Christmas bought you all.

ALL THE VERY BEST.....AL



# The Instructor Rota

The rota for 2009 is as follows: -

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

CMFC 2009 Instructor Year Planned																								
2009	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	
January																								
February																								
March																								
April																								
May																								
June																								
July																								
August																								
September																								
October																								
November																								
December																								

(DA = Dave Anderson, 01494 583127) (AH = Andy Haynes, 01494 772654) (AS = Al Spicer, 01494 783214) (RG = Richard Ginger, 01296 688030 at Newground)  
Call by the Thursday to confirm training required on Saturday

**Committee**

Chairman	Dave Humphrey	01494 791258	<a href="mailto:davedesign@btconnect.com">davedesign@btconnect.com</a>
Secretary	Richard Ginger	01296 688030	<a href="mailto:randlginger@btinternet.com">randlginger@btinternet.com</a>
Treasurer	Bob Bennett	01494 864751	<a href="mailto:bob.bennett@wychwoodrise.co.uk">bob.bennett@wychwoodrise.co.uk</a>
Membership	Dave Anderson	01494 583127	<a href="mailto:david.anderson267@ntlworld.com">david.anderson267@ntlworld.com</a>
Newsletter	Colin Hooper	01494 866387	<a href="mailto:colin.jayne@wychwoodrise.co.uk">colin.jayne@wychwoodrise.co.uk</a>
Instructors	Al Spicer	01494 783214	<a href="mailto:alan.spicer@onetel.net">alan.spicer@onetel.net</a>
Events	Ray Birdseye	07703 768354	<a href="mailto:events@cheshammodelflyingclub.co.uk">events@cheshammodelflyingclub.co.uk</a>

**Instructors**

Alan Spicer	01494 783214	07860 843613
Andy Hawkes	01494 772854	07855 146945
Richard Ginger	01296 688030	
Dave Anderson	01494 583127	
Robin Thwaites	01494 758079	

**FOR SALE****WEST WINGS ORION E**

Electric glider. Superb finish. Old technology – Speed 400, Schultze RX, Rondo speed controller. Complete. **£50.**

**CHILLI WIND**

Old style pattern ship. Fast, experienced pilots! Futaba radio gear. £100.

**SEAGULL SPACEWALKER**

Futaba radio gear. Laser 70. £150.

All models are in good condition, never crashed and are Xmas gifts at these prices.

If anybody is SERIOUSLY interested I will bring your choice to the AGM.

RICHARD GINGER

01296 688030

**CHESHAM MODEL FLYING CLUB LTD.**

Minutes of the 19<sup>th</sup> AGM held at White Hill Centre, Chesham on Wednesday 19 December 2007 at 20:00

Apologies were received from Andy Hawkes, Carlos Nunes, Mike Humphrey

41 members in attendance.

Minutes of the 2006 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. Season 2006/2007 was a good year with more flying at both fields.
2. Ray Birdseye was welcomed in February to the committee as Events Coordinator and has already been able to revitalize Club meetings and Competitions.
3. We had no "raves" or break-ins although the old, useless, mower was stolen from Pednor field.
4. A new strengthened lock-up has been constructed at Pednor field by Ray Birdseye, with the help on a small group of helpers and is now fitted with a high security padlock.
5. The high security padlocks at each field entrance are doing their job and all key holders are known. It is estimated that some 60 former members have retained their "old" standard keys to club locks.
6. AHA used our Newground field again this year.
6. On 22 August the Club will make its last mortgage repayment and, as you will hear later, we plan to have a BBQ celebration.
7. Many thanks to all those who helped to mow the fields in the absence of our contractor; in particular John Kichenside, Trevor Mines and Richard Ginger.
8. Thanks to Tim Philips for volunteering to be Child Protection Officer. He is currently going through the CRB protection procedures with BMFA.

**Membership Secretary's Report:**

Dave Anderson reported that membership is very healthy there being 119 members, 3 Associates and 7 Juniors. 10 new members joined during the year of and 4 remain on the waiting list, who will be offered membership in the New Year. 75% of Club members renew their BMFA subscription through CMFC.

**Treasurers Report:**

Bob Bennett presented the meeting with the assessed accounts to 31 August 2007 highlighting the basic P&L figures. John Barber enquired about public liability status for authorized club visitors. Since there was no clear understanding of the situation, the committee will make its own enquiries and advise the membership accordingly. A view from BMFA will be sought  
Action DT  
Members then approved the accounts.

Proposed: Geoff Walker

Seconded: Tony Jackson-Wynch

The 2007/2008 budget was explained, identifying significant proposed changes. We have budgeted for an increased expenditure on a new mowing contractor, a new mower (for Newground).

1. Club subscriptions will increase as follows:

Joining Fees for Veterans and Senior Members:	£100
Annual Sub. for Veterans:	£33
Annual Sub. for Seniors:	£50
Annual Sub. for Students in full-time education, aged 18-22:	£25
Annual Sub. for Junior Members:	£16
Annual Sub. for Associate members:	£12

Members then approved the budget for 2007-2008.

Proposed: Richard Johnson

Seconded: Bill Hockey

**Appointment of Auditors:**

It was proposed that Messrs Seymour Taylor & Co of High Wycombe be re-appointed auditors for the year 2007/2008. This was accepted by the meeting.

Proposed: Richard Ginger                      Seconded: Pete Christy

**Events Coordinator’s Report:**

2 Club Nights were held during the year and both were well supported. The Speaker at our October meeting – Ali Machinchy – was so popular that he has offered to come again to give a flying demonstration at Newground on 2 February. The two Silent Flight evenings were supported despite the inclement weather. A replacement night for the original August event was even wetter and was abandoned though the firework display (provided by Richard Ginger) and BBQ were much appreciated. Two competitions were held: The Bombing Competition (organized by Dave Anderson) and The Allan Crook Memorial Scale Competition (9 entries this year!). The Club participated, by invitation, at The RAF Halton Triennial Event at which AHA representatives also gave a display, that was much appreciated.

Three Club Nights are planned for 2008. 2 Silent Flight will be held – weather permitting – at Pednor. There will also be BBQs on May Day and on 25 August as a Mortgage ending celebration; both at Newground. Portable Toilets will be hired for each day.

4 competitions are in preparation to include the two above-mentioned ones.

A calendar of Club events will be put in the Newsletter.

Boxing Day flying will continue at Newground and First Aid boxes will be installed at both fields by that time. Action DH

**Election of Officers:**

Dave Humphrey thanked all members of the committee for their efforts during the past year and, advised the meeting that all of the officers were willing to serve the Club in the same capacity again. David Turner wishes to retire as Secretary with effect from the 2008 AGM.

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 2007/2008 will therefore be:

Chairman:	Dave Humphrey
Secretary:	David Turner
Treasurer	Bob Bennett
Membership Secretary	Dave Anderson
Events Coordinator	Ray Birdseye
Newsletter Editor	Colin Hooper
Chief Flying Instructor	Alan Spicer

Proposed: Richard Johnson                      Seconded: Richard Ginger

**Trophy Awards:**

The Allan Crook Memorial Scale Trophy was awarded to Richard Ginger. Plaques were also presented to Adrian Jack (2<sup>nd</sup> place) and Pete Christy (3<sup>rd</sup> place).

The Diane Barber Memorial Trophy for Overall Achievement was presented this year to Richard Ginger

(A short break followed.)

**Any other business:**

1. Colin Hooper reminded Club members that more contributions to the Newsletter are key to its success.
2. Following discussion on the merits/economics of providing more permanent toilet facilities at Newground, the committee agreed to explore options and advise the membership.
3. It was suggested that the rabbit holes should be filled in an a heavy roller be hired to level the patch at Newground.

There being no further business, the meeting closed at 22.17.

CHESHAM MODEL FLYING CLUB LTD  
THE ANNUAL GENERAL MEETING  
TO BE HELD AT THE WHITE HILL CENTRE CHESHAM  
ON WEDNESDAY 17 DECEMBER 2008 COMMENCING AT 8.00 PM

AGENDA

1. Apologies for absence.
2. Minutes of the AGM held at the White Hill Centre on 19 December 2007 at 8.00pm.
3. Matters arising.
4. Chairman's report.
5. Special Resolution to amend the Memorandum & Articles of CMFC Ltd. – see attached.
6. Secretary's report.
7. Membership Secretary's report.
8. Treasurer's report.
9. Adoption of the Accounts for 2007/8  
Approval of the budget for the financial year 2008/9  
Adoption of Members' Subscriptions and Joining Fees for 2008/9.
10. Appointment of Accountants.
11. Events Coordinator's report.
12. Election of Officers.
13. Any other business.

By order of the Committee and Directors

Richard J Ginger  
Hon. Secretary

## SPECIAL RESOLUTION

In the best interest of Chesham Model Flying Club Ltd it is proposed that the following amendments be made to the Club's Memorandum & Articles of Association:-

Memorandum of Association

Clause 8

Delete "Auditor or Auditors" and insert "Accountant or Accountants".

Articles of Association

Clause 12 (f)

Delete "Auditors" and insert "'Accountants".

Clause 49

Final paragraph, second line thereof.

Delete "Auditors" and insert "Accountants".

Final paragraph, final sentence.

Delete entire sentence.

Clauses 50 and 51

Delete the Heading "Audit" preceding these clauses and insert new heading "Examination of Accounts".

Clause 50

Delete "Auditor or Auditors" and insert "Accountant or Accountants"

Clause 51

Delete this clause and insert new clause 51 "Accountants shall be appointed".

This Resolution is proposed by the Chairman and Committee in their capacity as Directors of the Company.

Richard J Ginger

Hon. Secretary