



Flight Desk

December 2013

The official newsletter of Chesham Model Flying Club Ltd

Volume 25

Issue 6

December 18th Club Night

White Hill Centre @ 20:00

AGM

Your Club, Have Your Say.

Mince Pies, Sausage Rolls and a Raffle .

Editors Ramblings



Following on from the last newsletter, the saga of the Yak 54 continues. Rates were set on the transmitter to significantly reduce the throws on elevator and ailerons. A second maiden was attempted in the presence of some amiable club seniors. This time the engine decided not to pick up properly which caused several aborted take-offs. Some tuning was obviously required so the cowl was removed and the advice from the seniors was translated into a better engine performance in the pits.

Off to the flightline and a take off was called. This time it accelerated into wind and took off easily. It was immediately obvious that the reduced movements had transformed the model. At about 20 feet up the engine died. The landing this time was a bit more of a controlled crash as the railway was rapidly approaching and there was insufficient height to turn back for the patch. Back home with my tail between my legs to assess the damage.

I could affect repairs. Both wings were damaged from the spats rotating through them. The turtle deck had started to crumple and an elevator had ripped off. There was no cowl damage as it was not fitted!! I thought about just calling it a day and moving on but I did like the look of the model so Kings Lynn Models stepped in with a replacement delivered overnight.



The final maiden took place a week later. The engine was fitted with a CDI RPM indicator to assist with the final tuning. No spats were fitted and the mounting for the landing gear was beefed up in anticipation. The first flight of the day was a bit ropery and I landed for a revisit of the CofG. A comparison with another Yak 54 moved my balance point forward and another take off translated into a relaxing flight. Happy and relieved in equal measures. But no...too soon to relax. A pass across the patch heading towards Tring station and the engine cut. The model flipped on its back and I no longer had control of anything. The Yak disappeared behind the copse and the traipse to pick up the pieces started. On rounding the edge of the copse the model was found sitting on its wheels with no damage at all. Back in the pits a quick inspection showed that the power lead from the battery to the receiver had come adrift causing the loss of control and tripping the ignition isolator (kill switch). Judicious use of duck tape on the battery leads prevented a recurrence and a couple of follow up flights proved that the model was tamed.

I think that is justification of the old adage "If at first you don't succeed.....".

Colin Hooper

Secretary's Notepad



Our third Club Night of 2013 took place on Wednesday 16 October at the White Hill Centre, commencing at 8pm. Our returning guest speaker for the evening was Ken Faux, who is a powered free flight specialist and member of the GB F1C team that won the European Championships this year. Ken also won the Individual British F1C Championship at The Nationals over the summer.

Ken first represented his country in 1975 and has since been on a dozen or more GB F1C teams. Bringing along some of his state of the art F1C models/specialist parts for us to look at, including a number of his competition winning aircraft and engines, together with older models (of historical interest) and mechanical/electronic timers, tracking equipment, Ken's knowledge of his chosen sport was outstanding and his enthusiasm was infectious.

His presentation was excellent; humorous, informative and thought provoking and deemed a great success by those who attended (sadly only a modest number), much to the surprise of one or two members for whom free flight was not an obvious attraction.

Ken very kindly offered to talk to us for no payment or expenses and, at his suggestion, the Club has made a charitable contribution of £50 to The Hospice of St. Francis, Berkhamsted.

Forthcoming Events

The penultimate social event of the year is the Annual General Meeting at the White Hill Centre, Chesham on Wednesday 18 December 2013 at 8pm. Don't miss this important opportunity to catch up with old friends, to hear about what's been happening at the Club in 2013 (and what is planned for 2014 and beyond) and to discuss and vote on a number of matters, with one of particular importance. This is also a good opportunity to renew your Club membership/BMFA insurance for 2014.

The meeting is likely to be a lively event and everyone is encouraged to attend. And of course, a perfect excuse to indulge in the traditional festive fair of sausage rolls and mince pies!

As usual, we have some really excellent Raffle prizes this year (5 in total, a Black Horse Blade ARTF; Ripmax Twister quadcopter; Fusion Smart Guard 2 battery checker; JP Hex Driver set; Gyro Cut tool) and tickets will be available on the night at £1 for a strip of five.

The draft Agenda for this forthcoming Annual General Meeting, together with a copy of the approved Minutes relating to our 19 December 2012 Annual General Meeting (previously circulated to members by e-mail) are attached to the end of this Newsletter.

Finally for 2013, we have the Boxing Day Flying at Newground. This is an excellent opportunity to get out in the fresh, crisp air and to shake off the excesses of the Christmas festivities with some relaxed flying.

Repeating a very successful event in 2013, our first Club Night of 2014 on Wednesday 19 February commencing at 8pm at the White Hill Centre, Chesham, is to be an informal 'member's night'.

You are encouraged to bring along your current projects or builds or perhaps a recently completed model not yet seen down at Pednor or Newground. In fact, any piece of kit that you think will be of general interest to the membership (e.g. a new radio/telemetry set up, an unusual engine or piece of electronics), however big or small and in relation to a project, at whatever stage of construction/assembly.

There is a huge wealth of knowledge and experience within the Club and I hope that the evening will be a good opportunity for us all to share in our building & assembly experiences, discuss construction methods, new or unusual techniques and any problems encountered & overcome.

Not being a 'proper' modeller and relying very much on ARTF to get me into the air, I will be bringing along some of my indoor models for your amusement, one of which I definitely did build, even if it is only a foamy.

In a note for your diaries, further Club Nights in 2014 may take place on 16 April, 15 October and 17 December (AGM). The dates for flying field based activities in 2014 (e.g. competitions, BBQ's/fun fly's etc.) will be decided in the Spring of 2014 and publicised in the usual way.

Finally, in a note for your diaries, the WLMAC invitational indoor flying season at Vyners School, Uxbridge is well underway (first Friday of each month, 7 - 9 pm, £10 per visit, capped at £30 maximum).

The confirmed 2014 dates are 10 January, 7 February, 7 March and 4 April. The indoor flying guys are a very friendly bunch and any CMFC attendees will receive a warm welcome. I will be attending on all of the above dates if anyone is a bit shy!

Well that's about all for now. A very Merry Christmas & Happy New Year to you all. Cheers and good flying.

Andrew Rimmer, CMFC Club Secretary

E-mail – events@cheshammodelflyingclub.co.uk

Phone – 07718 205480

Summary of Club Events in the next quarter

December 18 th	AGM, Club Night @ WHC, 8pm.
December 26 th	Boxing Day flying at Newground
February 19 th	Club Night & AGM @ WHC, 8pm.

Chairman's Soapbox

CMFC - THE PAST, THE PRESENT AND THE FUTURE

As you will have been advised in an e-mail from Andrew Rimmer; - printed also in this edition of Flightdesk, there will be a proposal from member Richard Johnson for CMFC funding of the Pednor Field to cease as from January 1st 2013.

The reasoning is primarily about saving money by giving up the Pednor Field which has less member usage than Newground. In addition, - spending the saving instead on Newground Field with outside contractors possibly taking over patch mowing, and a possible reduction of membership fees.

This proposal apparently has the support of some 'regular' Newground fliers. To have such a proposal come 'out of the blue' without certain committee members (myself especially) having no prior knowledge, - is a surprise indeed to say the least.

The opportunity to use the Pednor Field came about unexpectedly in 1988 through a 'contact'

in Modelmakers, the model shop in Chesham (formerly Woolworths). A group of a dozen founder members visited Pednor, carried out trial flights and decided to meet up, form the club and use the Pednor site. All went well until I personally received a letter from a Pednor Bottom resident 'advising' that I should take my toy airplanes to some other playground in the Chilterns.

Planning permission came next and the Council decided 3 days in the week plus Sundays, for a temporary 12 month period. A year later our application for permanent permission was refused and then we went to an Appeal which was dismissed by the DOE Inspector.

Although the Inspector dismissed the appeal, he indicated in his decision letter that power flying perhaps only 3 mornings a week, with no flying at weekends, would in his opinion be acceptable, such as to be of no use to the club. This would in fact be of little use as far as power flying was concerned.

He wished the club good luck for the future, in finding a more suitable site. At this point in most people's minds, - we were long gone into the sunset!

We decided this was not to be, for the future was now, - so on 31 May 1991 we submitted another planning application, (this time there was no charge) for just

what the Inspector had deemed to be acceptable in his letter, plus unlimited silent flight. During the coming weeks, as we waited for the application to be heard, we continued flying under the 28 day rule. Purposely suspending all weekend flying, Thursday was chosen as the one day a week that flying would take place. Activity was greater than had been on Sundays during the trial period. A letter, however, soon appeared in the local newspaper rejoicing that "Peace and tranquility had returned at last to the Pednor Valley", - Strange, were we now somehow silent?

When this application finally came before the planning committee, Councilors were slightly confused and did not seem happy as they tried to work out if we had moved to a more distant location. They were told it was the same site, - nothing had changed, - and warned by the planning officer to refuse this application at their peril and not to impose any further temporary use or the Council would definitely lose any subsequent appeal.

It went through unanimously, we had full and permanent planning permission, dated 08 August 1991 - residents and some Councilors were not amused. This was indeed a victory for CMFC, for it kept the club together, while the hunt began for a second site to restore our lost weekend power flying.

In September 1991, an unsuccessful attempt to rent some land from a farmer 5 miles north of Chesham led to a possible breakthrough. At the end of the phone call with the farmer, I asked him if he knew of any other land that might be available to rent. He had heard that another farmer two miles further on, had put some thirty one (31) acres of a thirty five (35) acre field into a five-year set aside scheme in 1989, - Perhaps he might be willing to let part of it. Well it turned out that we purchased it, took over the set-aside agreements and the rest is 'history' as they say. However to make this purchase happen £7,500 was pledged by around 25 Pednor fliers, making interest free loans to the club. This represented the 25% deposit requested by the bank as the main condition of the 15 year loan. Without this commitment the land purchase would not have been possible. Ironically some of these members who pledged money are still, by first choice, Pednor fliers, and some **gave** the money expressing a wish that it was not to be repaid.

I believe just now is not the time for panic measures, and my reason for writing this, is so that an informed discussion can hopefully take place at the AGM on the future of not just Pednor but the Club as a whole. Set-aside income from Newground together with money from Railtrack for their occupation of our land when carrying out the signaling upgrade has allowed us to carry out our own upgrades to our facilities. The set-aside alone currently represents 50% of the

club's annual income. Without it, assuming the same level of facilities, subscriptions would have been nearer to £100 per member. Set-aside income at Newground is set to change in the years ahead.

Rural Payments Agency annual income relative to current levels (assuming no **new** income for the 2 land parcels due to come out of the Habitat Scheme) is as follows: -

2014 - a reduction of £980;

2015 - a reduction of £980;

2016 - a reduction of £1900;

2017 - a reduction of £1900;

2018 - a reduction of £1900;

2019 - a reduction of £1900.

Given the above, - if current spending remained the same, club membership numbers stayed the same, and membership fees stayed the same, - we would run out of money by 2020 / 2021 To prevent this from happening I would recommend we embark on a serious 2 year plan, before any idea of abandoning Pednor.

a) That I make efforts to get the present Habitat Scheme land accepted into the Higher Level Stewardship Scheme. This could bring in revenue of at least £500 p.a. (Entry Level would return around £200 p.a.) **Remember - we are not about to lose the £2500 + that we receive annually in the Single Payment Scheme.**

b) Prepare an article about the club and its facilities to include a request for new members / instructors for publication in the BMFA News. The key to a sustainable future is firstly **more members**, - we need to be pro-active to make this happen.

c) Spend money on NG patch only as is deemed necessary within our budget. My suggestion would be for an annual weed and feed + rolling as is necessary; - (I visited NG and found the patch to be in excellent shape with weeds very few including and especially the increased part that was formerly 'outfield'. Also I could see no evidence of a moss problem).

d) Delay any ideas of outside contractors mowing the patch at Newground while we have our own mower and have reliable club members willing and able to perform the task. Outside contractors would charge a whole lot more, could be unreliable, and most certainly would leave the cuttings on the ground.

e) Consider an increase in subs for 2015, dependent on our finances in current year ending Aug 31, 2014.

f) Adopt any other ideas likely to be a way of raising / saving money, whilst still maintaining first class facilities.

HUMPY

Treasurer's Report



What happened to 2013? Where did it go?

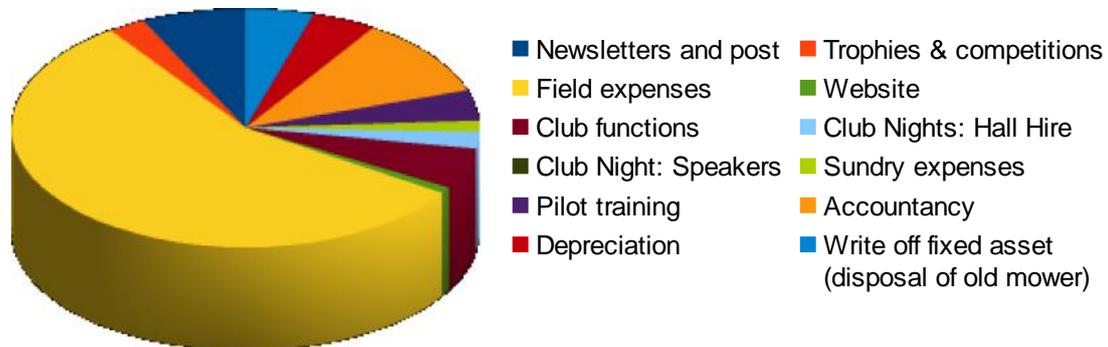
However, the good news is that I've now retired! So I hope to make more time for modelling in the Spring when the weather warms up.

Despite my absence at the field, I still feel pretty close to the club by recording all the deposits and payments and preparing the information needed by our accountants who produce our annual financial statements for Companies House in London. I also attend the committee meetings where all sorts of items come up for discussion. Hopefully, the committee represents the views of the members as there is always much discussion and some heated debates to keep things interesting. Frequent flyers like Colin, who visit the field most days, help to ensure a good flow of information between the members at the field and the committee.

We remain very grateful for the efforts of the many members who assist with activities such as flight training, competitions, flight safety, patch mowing and maintenance. I am sure everyone appreciates your efforts for the benefit of the club and the mutual support provided to make our pastime enjoyable and safe with the odd touch of excitement!

Financially, our club remains healthy with income and expenditure much like last year.

Our income for the year was £8,488 and our expenses were £7,797.



A breakdown of the expenditure follows FYI:

Pednor rent	£986
Newsletters and post	£491
Trophies & competitions	£177
Field expenses	£3,817
Website	£58
Club functions	£373
Club Nights: Hall Hire	£156
Club Night: Speakers	£0
Sundry expenses	£103
Pilot training	£282
Accountancy	£729
Depreciation	£304
Write off fixed asset (disposal of old mower)	£321
Total	£7,797

Our cash position at the end of the year (on 31st August 2013) was £12,278, but £2,225 of this is allocated to fees collected for September 2013 to December 2013 and key deposits.

For the new financial year, our budget is very similar to last year. I will review the numbers with you at the AGM.

With this budget, we propose to maintain our fees unchanged for 2014. BMFA fees are also unchanged. The proposed fees are therefore:

Category	CMFC Membership only	CMFC & BMFA Membership
Junior	£15	£32
Student	£24	£56
Senior	£48	£80
Veteran	£30	£62
Associate	£12	-

Please be ready to pay your fees at the AGM on Wednesday 18th December as this makes the registration process much easier for you and us.

See you there,

Bob Bennett

Safety Officer's Corner



As another flying season draws to a close it's worth noting that we've had no serious incidents or injuries yet again. This is wholly down to the discipline of the membership on the flight line and especially in the pit area. As mentioned before in this column I have personally witnessed flight lines at other clubs and even SHOWS that would make us all ashamed. So congratulations to you all for making this possible.

Earlier this year I wrote a short piece on the use of opto kill switches in petrol engined planes. These switches are controlled by the transmitter and are used to arm the ignition. My feeling is that these should be fitted to all petrol planes.

To justify this statement I witnessed an incident whereby a petrol plane was being flown when all radio contact was lost. The engine stopped immediately and the plane went inverted, then by some miracle righted itself and landed completely intact and undamaged. Upon investigation it was discovered that one lead to the receiver battery had come adrift. As the opto kill switch is connected to the receiver it switched off the ignition. This proves my point, had no opto kill switch been fitted the ignition battery would still have been live and the engine would have continued running at the last servo setting, no

failsafe would have worked as power to the receiver had been lost. Had the plane been destroyed one would have assumed that the battery lead had come adrift in the impact, luckily this was not the case!!

Finally, a big thank you to the crew who helped me retrieve my Sbach from an embarrassing landing on top of the copse, especially Robert who went home to get a chainsaw. I'm pleased to say it's fully repaired and has flown since.

Let's hope for fine weather next year and many more enjoyable days at the Patch. I look forward to seeing you all at our AGM.

Steve Bull

Instructor's Corner

Firstly, my thanks to the other team members – Dave A and Toby B – for their help and support during the year. 2013 has been relatively quiet. However, we desperately need a fourth Instructor if we are to offer a full programme rota in 2014. There is no headroom in the present set up to cater for absence or sickness, for example. Instructing is not rocket science, rather an acquired art form and the expression “Those who can, do, those who can't, teach” could not be further from the truth in terms of model flying. Unless we can persuade an addition from within our own ranks OR recruit a new and suitably qualified member, I fear that we will not be able to take on new trainees in 2014. This is not a desirable situation – we need new blood in the Club and the hobby generally, this is a fact of life which seems widespread today. The number of keen regular fliers at NG has dwindled significantly, plus the average age keeps going up. I am passionate about flying and were it not for the current small band of enthusiasts our title as a “FLYING” club would have a very hollow ring!

I would also like to see more people going for their “A” and “B” Certificates – some of you already have the ability, however it is essential to practice the required manoeuvres. The current “A” is more demanding than 20 years ago, the “B” hasn't changed in principle but requires a very good level of precision. I am more than willing to offer coaching/dummy runs.

Should anyone wish to volunteer their services as the “fourth” Instructor, you need to be “B” certificated and able to give me a satisfactory flying lesson on a Club trainer/buddy box system!

Cheers,

RG

Club Training

Remember that training currently takes place at Newground with either Dave Anderson, Richard Ginger or Toby Newton. You will need to contact the designated trainer by the Thursday to confirm your interest. If the weather is looking poor for

the Saturday, a call will save you travelling to find training has been cancelled. Toby is now available to train on Saturday following a job change.

Month	Date	Trainer
January	7	Richard Ginger
	14	Dave Anderson
	21	Toby Newton
	28	No training
February	1	Richard Ginger
	8	Dave Anderson
	15	Toby Newton
	22	No training
March	1	Richard Ginger
	8	Dave Anderson
	15	Toby Newton
	22	No training

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Andrew Rimmer	07718205480	events@cheshammodelflyingclub.co.uk
Treasurer	Bob Bennett	01494 864751	bob.bennett@wychwoodrise.co.uk
Membership	Dave Anderson	01494 583127	david.anderson267@ntlworld.com
Communications	Colin Hooper	07747 869465	colin@wychwoodrise.co.uk
Co-opted	Ray Birdseye	07703 768354	ray3dfunfly@btinternet.com

Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127
Toby Newton	07766 494224

CMFC – Club Leisurewear

Dear Member

The CMFC committee has decided to re-launch the sale of Club Leisurewear to its members.

I do hope you will support your Club and place your orders with me, by the January Club night
15th January 2014.

Please complete the Order Form with your FULL PAYMENT. Cheques are to be made payable to CMFC, or if you prefer you can pay cash, which can be handed to me at the above address, and at Newground or at the January Club night.

Once your order arrives from our supplier, I will contact you to arrange collection.

With kind regards

Richard Johnson

CMFC - ORDER FORM

Name:

Address:

Home Phone:

Mobile:

E-Mail:

Cap with Club Logo. (BB10)

Colour: Royal Blue / Navy / Red / Black

Size: One size fits all !

Cost: £9.00 each

Quantity:

Polo Shirt with Club Logo. (SS5N)

Colour: Royal Blue / Navy / Red / Black

Size: S. M. L. XL. XXL.

Cost: £13.50 each

Quantity:

Sweatshirt with Club Logo. (SS8)

Colour: Royal Blue / Navy / Red / Black

Size: S. M. L. XL. XXL.

Cost: £15.00 each

Quantity:

Body Warmer with Club Logo. (RS88)

Colour: Blue / Navy / Red / Black

Size: S. M. L. XL. XXL.

Cost: £35.00 each

Quantity:

Please circle your choices and fill in the quantities

Size Guide:

S = Chest to fit 35/37 inches

M = Chest to fit 38/40

L = Chest to fit 41/43

XL = Chest to fit 44/46

XXL = Chest to fit 47/49

CHESHAM MODEL FLYING CLUB LTD

Minutes of the 24th AGM held at White Hill Centre, Chesham on Wednesday 19 December 2012 at 20:00

Apologies were received from Paul Baker, Martin Barber, Leon Coward, Tony Gower, Mike Humphrey, Richard Johnson, Mike Kitchen, Mike Martin, Ian Nichols, Les Pilcher, Robin Thwaites and Cliff Vincent.

35 members in attendance plus two guests.

The meeting opened with one minute's silence in remembrance of Al Spicer plus other members who had sadly passed away since the last AGM.

Minutes of the 2011 AGM had been circulated with the December Newsletter, were taken as read and approved.

Proposed: David Turner

Seconded: Pete Christy

1. **Matters Arising:**

None.

2. **Chairman's Report:**

- a) Humpy welcomed everyone to the 24th AGM as we entered our 25th year - this anniversary being August 2013.
- b) The Club still enjoyed Set Aside and Habitat Scheme income from DEFRA but this was set to reduce in the next few years when current agreements ended.
- c) Pednor Field - the future intentions of our Landlord had been clarified:
 - i) NO intention to plough field in next 5 years;
 - ii) Tractor operator had apologised for collateral damage to pits/path and this won't happen again;
 - iii) Out field will be hay cropped annually but no planting;
 - iv) Track will be maintained/kept tidy;
 - v) Area around buildings will be cleared and tidied.

Subject to a satisfactory result on the above, the Club proposed to lay scalplings to improve the track later in 2013.

- d) Field maintenance at both sites ran smoothly with patch mowing undertaken by John Kichenside at Pednor and Trevor Mines at Newground. Following Trevor's retirement from mowing duties we may run a small rota in 2013; in any event a final plan would be in place before mowing started

in mid/late March 2013. The meeting thanked Trevor for his sterling work over the last few years. Outside contractors were in place for 2013 to tackle gang mowing, set aside and roadside hedge at NG. Additional tasks, as in the past, would be covered by volunteer members, whose efforts were appreciated.

- e) Events were well organised and published by Andy Rimmer who would be relinquishing this post for 2013 and taking over from Richard G as Hon. Secretary subject to acceptance by the meeting. The meeting thanked RG for his service to the Club; he had always performed his duties in a serious and professional manner.
- f) Club activities at both sites continued without adverse effect on third parties, in particular no problems with horse riders at Pednor. Furthermore, 2012 was a year free from any vandalism/raves or noise complaints.
- g) Issues arose regarding flightline discipline linked to pegboard use at NG. This had been reported in the Newsletter in 2012 and was the subject of a later Agenda item.
- h) Humpy concluded by thanking all the Committee for their individual efforts and the membership for their continuing support - all of which made CMFC a Club proud of its reputation and friendly atmosphere.

3. **Secretary's Report:**

It had been another full and interesting year. RG thanked the membership, Committee and Chairman for their support over the last 4½ years. Although formally standing down as Secretary he confirmed that in all other respects - particularly as CFI and a Club Examiner - his activities would continue undiminished.

4. **Membership Secretary's Report:**

2012 total was 106 "Active" members - 72 Senior, 11 Veteran, 15 Associate and 8 Junior. There were 4 on the waiting list. Numbers seemed to have stabilised at between 95 - 110 although this had gone up to 120 in the past. The majority paid both BMFA and membership fees through CMFC, the number of "Country" members had once again declined. The demographic shift towards "Veteran" from Senior status continued!

5. **Events Coordinator's Report:**

- a) Two good speakers were sourced for the February and April Club nights. We had, however, been let down (twice!) by Shahid Banglawala hence, in October
- b) Plan B - "Make a Chuck Glider" competition - was run with great success. If there was sufficient interest this could be repeated.
- c) The Bombing and Balloon Bursting competitions were well attended although the Timed Flight/Spot Landing was blighted by the weather/poor attendance and was not run as a competition.
- d) The two Silent Flight evenings at Pednor went well.
- e) The Scale competition was not run in 2012 and feedback as to its future had been scant. Consideration might be given to including a "Scale" element at the August BBQ,
- f) Andy reiterated the difficulties in finding guest speakers, members' leads had proved productive and more suggestions were invited. As mentioned in the Newsletter, alternatives such as visits to outside attractions (e.g. museums) might be possible. However, these would

primarily be during the day. Input and commitment from the membership was required.

- g) Consideration might be given to running comps on a Saturday but, again, commitment was required.

6. Treasurer's Report:

Bob Bennett referred to the extracts from the Accounts circulated at the meeting. The Club was in a sound financial position with sizeable income from Set Aside and Habitat Scheme payments. The 2011/12 net profit was substantially due to the (as yet) unpaid Pednor rent plus income from Pednor filming. Members then approved the Accounts.

Proposed: John Barber

Seconded: Pete Christy

The 2012/13 Budget was explained. This included increased revenue from Set Aside/Habitat Scheme and the unpaid Pednor rent which would now be settled following the assurances given in the Chairman's Report. Members then approved the Budget for 2012/13.

Proposed: Geoff Walker

Seconded: Jeff Denty

Membership Subscriptions for 2013

These would remain unchanged, as follows:

Joining fees for Veterans and Senior Members	£100
Annual Sub for Veterans	£ 30
Annual Sub for Seniors	£ 48
Annual Sub for Students in full time education, aged 18-22	£ 24
Annual Sub for Juniors	£ 15
Annual Sub for Associates	£ 12

Members then approved these subscriptions.

Proposed: Pete Christy

Seconded: David Turner

7. Appointment of Accountants:

Bob B confirmed that the current service was good/reasonably priced. It was therefore proposed that Messrs Seymour Taylor be re-appointed Accountants for 2012/13.

Proposed: John Barber

Seconded: Trevor Brunt

8. **Changes to Club Rules proposed by Richard Johnson:**

- a) Only a 35 MHz frequency pegboard is to be used at Newground and Pednor, i.e. a pegboard is NOT required for 2.4GHz users.
- b) NEW members joining after January 2013 will be required to use 2.4GHz equipment ONLY.

Pegboard

The Chairman invited comments/discussion from the meeting and explained the history behind pegboard usage/colour coded pegs, all of which was introduced prior to the inception and now widespread usage of 2.4GHz equipment. The consensus of the meeting was that common sense and the self-discipline of pilots regarding the number and type of models flying have rendered the pegboard obsolete in the case of 2.4GHz. The issue of pilots' degree of qualification was virtually self-policing.

The proposal was carried by an overwhelming majority.

New Members / 2.4GHz

Several people expressed the concern that, whilst most newcomers would purchase 2.4GHz equipment, this proposal would discriminate against two categories of prospective members: those who still owned and used 35MHz radio, many of whom would be competent pilots and welcome in every other respect; plus new youngsters whom we ought to encourage and may have been given "old" but still perfectly sound 35MHz gear.

The proposal was therefore defeated by a substantial majority.

(a break of 30 minutes then followed)

Election of Officers:

There were no other nominations from the membership and Andy Rimmer would take over as Secretary from Richard G. The post of Events Coordinator would remain unfilled and the duties shared amongst the Committee. The Committee for 2013 will therefore be:

9.

Chairman	Dave Humphrey
Secretary	Andrew Rimmer
Treasurer	Bob Bennett
Membership Secretary	Dave Anderson
Newsletter Editor	Colin Hooper
Executive Member	Ray Birdseye
Events Coordinator	Vacant

Proposed: Pete Hodge

Seconded: John Kichenside

Safety / Safety Coordinator:

Humpy reminded the meeting that each member was responsible for safety, both for themselves and for other persons and property. The Committee had nevertheless felt that we still needed a focus for this important issue; Steve Bull had been approached informally and it was understood that he was willing to take this job on. The post would not require formal Committee membership; it was proposed to handle matters on this basis for 2013 with occasional Newsletter input when necessary. Steve Bull's appointment was therefore proposed.

Proposed: Richard Ginger

Seconded: Dave Anderson

10. **Competition and Trophy Awards:**

Colin Hooper made the following presentations of keepsake plaques:

Balloon Bursting

1st Doug Brittain

2nd Richard Ginger

3rd Steve Atherton

Bombing Competition

1st Bob Bennett

2nd Mike Martin

3rd Toby Newton

Indoor Chuck Glider

1st Steve Bull

2nd Steve Triggs

3rd Dave Anderson

The Diana Barber Memorial Trophy

Was awarded this year to Steve Bull and presented by Richard Ginger after a short address.

11. **Any Other Business:**

Toby Newton advised the meeting that (as in 2012) a sponsored Go Kart meeting would be held at the Aylesbury Centre on Thursday 31 January starting at 6.30 to 7pm. All proceeds to the local St Francis Hospice.

Boxing Day flying (weather permitting) and/or a social meet would take place at Newground on Wednesday 26 December 2012.

12. **Raffle:**

Although attendance was well down on previous years, 800 tickets were sold raising £160 and a total of seven quality prizes were on offer.

Humpy concluded matters by wishing all members a Happy Christmas and a prosperous New Year.

The meeting closed at 22:15 hours.

RJG

21/12/2012

Chesham Model Flying Club Ltd.

The Annual General Meeting to be held in the Library Room at the Whitehill Centre, Chesham on Wednesday 18 December 2013 commencing at 8pm.

Agenda.

- 1. Apologies for absence.**

- 2. Adoption of Minutes of the last Annual General Meeting held at the White Hill Centre on Wednesday 18 December 2012.**

- 3. Matters arising.**

- 4. To receive the Chairman's Report.**

- 5. To receive the Secretary's Report.**

- 6. To receive the Membership Secretary's Report.**

- 7. To receive the Treasurers Report including:**
 - a. Adoption of the Accounts for 2012/2013**
 - b. Approval of the Budget for 2013/2014**
 - c. Approval of the Joining Fees and Subscriptions of 2014**

- 8. To receive an Events Report.**

- 9. Appointment of Accountants**

10. To consider a motion by Richard Johnson “That CMFC Ltd funding of the Pednor flying site should cease with effect from 1 January 2014” for the reasons as set out in his letter to the Committee dated 5 November 2013 (extract attached below).

11. Election of Officers.

12. Any Other Business.

By Order of the Committee and Directors.

ANDREW RIMMER. DIRECTOR AND SECRETARY.

Date as issue of December 2013 Newsletter.

Extract from Richard Johnson’s letter to the Committee dated 5 November 2013 as referred to in paragraph 10 above.

‘In the past I have supported the retention of Pednor as our second flying site.

I think the time has come to make a RATIONAL assessment of its continued use by only a handful of Club members.

The following points must now be considered:

- r: *Very low usage – A handful of members have used it in the last 10 months, approximately 100 visits to Pednor have been made during the same period.*
- s: *I consider the field rent to be high, and it is index linked. Plus the landlord seems indifferent to patch and field maintenance, nor do we have any formal control over his agricultural activities.*
- t: *All training now takes place at Newground.*
- u: *The access track needs to be maintained and the surrounding foliage is allowed to get overgrown. The landlord does not appear to maintain it.*
- v: *The bridle path is frequented by walkers and horse riders, our buildings are vandalised because of easy access by the general public, which we have no control over.*
- w: *Newground is now seen, by the vast majority of Club members, to be our premier site*

and it is far superior in terms of facilities and flying hours.

Pednor no longer represents value for money.

I therefore propose that the following formal motion be tabled at this year's AGM.

"That CMFC Ltd funding of the Pednor flying site should cease with effect from 1 January 2014"

This would not preclude of course, the continued use by one or more Club members provided that all costs were met privately. I do not see this as an unreasonable or insurmountable solution.

The considerable cost savings should be spent at Newground to upgrade and continue to improve the facilities.

Outside contractors could be employed to mow the patch and carry out more field maintenance; this would save the Club members undertaking these tasks.

A reduction of the annual Club fees could also be considered'.