



Flight Desk

December 2015

The official newsletter of Chesham Model Flying Club Ltd

Volume 27

Issue 6

December 16th Club AGM

White Hill Centre @ 20:00

Annual General Meeting

Mince Pies and Sausage Rolls

[Renew Membership of Your Club!](#)

Editors Ramblings



The last newsletter reported the maiden of my Zero which was very satisfactory and promised many happy hours of flying. It was not to be. On the 4th flight I had a complete electrical power failure with the engine stopping and no response to stick movements. The Zero did a shallow angle dive to ground between the two copses and that was that. Stunned and confused the bits were collected and the post mortem carried out. It rapidly became apparent that the battery connector, a 4mm bullet, had separated and the rx powered down. Vibration was the culprit and it hit me that I had been lucky that it hadn't happened earlier on any of my models.

Now many of you will know that my background was electric flight and I have been late coming to ic power. I have carried over my electric flight batteries into the ic models by adopting the UBEC to drop the voltage whilst keeping the capacity of a 3 cell lipo. However I hadn't considered the vibration impact!

So what to do. Well, the first step was a replacement airframe as the wings had survived along with all of the hardware (not the prop!) This was easy and the rebuild was prompt because I had done it before. The question of the power connection took a little longer but I think that the XT60 connectors pioneered by Hobbyking are the answer.



They have more surface area between the two connectors which is more friction to overcome to separate them. It is also relatively easy to couple them together with a tie in a belt and braces fashion. I have changed all of the ic models to this style connector and hope that is the last time I will have that sinking feeling as the model turns into a flying brick.

It is winter build time again. Not that I need any more models!, but I need to do something constructive when flying becomes intermittent. My chosen subject is an 81" span Spitfire which I hope to have finished for the first club night of 2016. See you there.

As always, you can contact me, Colin Hooper.

colin@wychwoodrise.co.uk

Treasurer's Report

I am delighted to announce that Richard Johnson has agreed to take on the role of treasurer. This is great news as Richard is a long-standing member of Chesham Model Flying Club and is well known within the club.

Richard is being registered to have access to our bank accounts. The Club Secretary and Chairman are also authorised signatories for our accounts.

Once our bankers issue Richard with the appropriate security devices so that he can make online payments, I will hand over the role to him. In the meantime, please continue to send any requests for payment to me. I will ask Colin to make a separate announcement once Richard is up and running.

I can't believe I have been treasurer for ten years. The time has flown by. During this time the way we conduct business has changed in many ways.

Ten years ago nearly all bills were received by post. All were paid by cheque and most were posted. 57 cheques were written in my first year. Cheques received from members could be deposited at my local bank in Great Missenden – now closed.

Most of my modelling purchases were made in person at a local shop. In my case, Moor Models in Croxley Green on my way home from work. This shop sadly closed a few years ago.

Today, only a quarter of the club's bills are received by post with the rest received by email. In the 2014-15 financial year, the club made 75 electronic payments and 13 automated debit card payments for our webcam. Only 11 cheques were written and posted. The cost of a second class stamp has risen to 54p – up from 23p in 2005!

Cheques received from members are now deposited at a local post office for forwarding to our bank. Most of my and my neighbour's modelling purchases (Colin and Steve are also club members) are made online and delivered by one of the national couriers. We are fortunate to have a very competitively priced home delivery service. I wonder what changes the next ten years will bring?

With these changes, paying-off the club's mortgage for the Newground field, the movement of the AGM to coincide with the new membership year and the introduction of key deposits, I have thoroughly enjoyed acting as treasurer and working with other members of committee and the club to keep things running smoothly and hopefully professionally.

So for the last time, I would like to outline our club's financial position. Financially, our club remains healthy with income and expenditure much like last year.

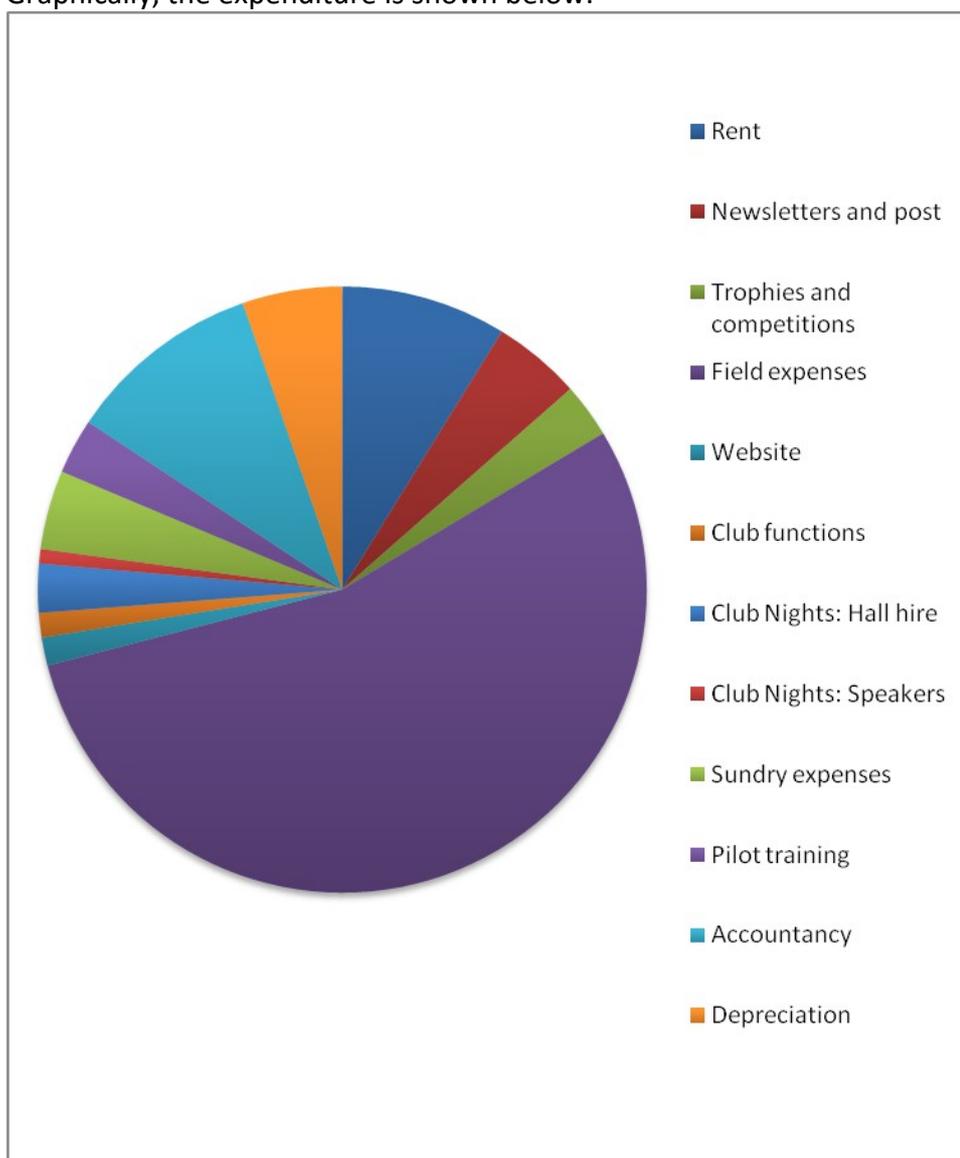
Our income for the year was £7,796 and our expenditure was £7,803.

A breakdown of the expenditure follows FYI:

Rent	685
Newsletters and post	366

Trophies and competitions	226
Field expenses	4,260
Website	117
Club functions	102
Club Nights: Hall hire	204
Club Nights: Speakers	60
Sundry expenses	330
Pilot training	230
Accountancy	810
Depreciation	413
Total	7,803

Graphically, the expenditure is shown below:



Our cash position at the end of the financial year (31st August 2015) was £14,731, but £2,667 of this is earmarked for fees collected for September 2015 to December 2015 and key deposits.

For the new financial year, our budget is very similar to last year although there are some unknowns concerning our expected income from set-aside and habitat maintenance. I will review the budget with you at the AGM.

With this budget, we propose to maintain our fees unchanged for 2015. BMFA senior fees are up £1 to cover increased insurance costs. The BMFA junior fee is unchanged. The proposed fees for the new year are therefore:

Category	CMFC Membership only	CMFC and BMFA Membership
Junior	£15	£32
Student	£24	£57
Senior	£48	£81
Veteran	£30	£63
Associate	£12	-

Please be ready to pay your fees at the AGM on Wednesday 16th December as this makes the registration process much easier for you and us.

See you there. Bob Bennett

Membership Secretary

I would like to reiterate Bob's message with regard to subscription renewals. It helps enormously if you can renew at the AGM as it saves a fortune in postage because I do not have to send out the renewal forms followed by your membership card.

I will be standing down as membership secretary at the AGM after 15 years in the job. I will however cover the busy renewal period from now to about March 2016. It is time for some new blood to take over the relatively simple task of membership secretary and with over 100 members in the club, someone surely would like to have a go.

If you would like to contribute to the club by becoming Membership Secretary I will assist you in any way that I can.

Dave Anderson

Summary of Club Events in the next quarter

December 16 th	AGM @ WHC, 8pm
December 26 th	Boxing day flying @ Newground
February 17 th	Club Night @ WHC, 8pm. "Winter Projects"

Chairman's Soapbox

AGM / CLUBNIGHT - WED. DEC. 16th. 8.00pm

This is your club's AGM, - complete with traditional mince pies and sausage rolls. As well as the mince pies and sausage rolls, there will of course be tea, coffee and soft drinks provided, and all being well the bar should be open if you need something alcoholic. Yes it's your club, - find out the latest news and have a say on its future. Don't miss it! Oh, - and make Dave Anderson's hard work worthwhile by settling your 2016 CMFC subs and BMFA membership on the night.

Can you help with the warming up of the mince pies and sausage rolls? Can you turn on an oven? Please help out by getting them in for the mid AGM break as there is nothing finer than the smell of hot mince pies and sausage rolls.

NEWGROUND - LATEST

Looking good for this time of year! - The patch has been mown recently for possibly the last time this year, and also the gang mowing of the flying area outfield took place on Friday 04 December. This will be the last cut until March next year.

TONY JACKSON - WYNCH

Tony sadly passed away on November 15 at Stoke Mandeville Hospital. He was, I believe 83 years old. His funeral service was on Tuesday 1st December – 11.00am at the Chiltern Crematorium Amersham. John Kichenside and wife Pat accompanied by other club members John Barber,



Steve Edwards, John Wilkins and Chris Payne were in attendance to pay their respects. Tony was a very clever modest type of chap who worked in the aircraft industry with Martin Baker, and Flight Equipment to name but two. He also spent time working in Canada.

The following is the transcript of an e-mail sent to club members and published again as a reminder and of course for the benefit of those receiving the hard copy newsletter.

John Kichenside, a long time close and loyal friend of Tony was instructed by him to clear all of his models, kits, engines etc. from his house for disposal amongst the CMFC membership.

The amount is considerable, – from a lifetime of modelling, and is now securely stored in a lock-up ‘container’ inside a heated building.

It can be stored indefinitely, but the initial plan is that sometime early in the New Year on a suitably fine Sunday morning, the ‘container’ will be taken to Newground. It is hoped as many members as possible will attend, which will see all of the items auctioned off.

John / myself will give out more information at the club’s forthcoming AGM which for this and reasons of supporting your club / renewing your membership, – you are urged to attend.

THAT’S IT ----- MERRY CHRISTMAS TO ALL!

Member's Ramblings

ZERO PROGRESS?!

Work on the Nick Zirolì A6M Zero is moving on apace. Most of the structure is complete. Tailplane, elevators, fin and rudder have been sheeted and the fuselage roughly planked. The wing framework (in two halves) is done and I am sorting out the flaps and ailerons. All servo positions, retract mounts, engine mounting/fuel tank and cowl are sorted. A recent arrival was the excellent Keleo collector ring for the big Saito 3 cyl. 60cc, much more practical than the three flexi exhausts supplied.



Construction so far has posed several problems, mostly due to my insistence on practicality and the desire to have key areas accessible for maintenance – this is certainly much easier to achieve with a

scratch build. For instance, the tailwheel is steerable and is connected to the rudder by closed loop driving a crank under the rear of the fuselage. Aileron and flap pushrods are under the wing and each aileron and flap is driven by its own servo. I’ve never been a

fan of internal bellcrank arrangements which are not easy to set up – on the plan both ailerons and both flaps are driven by one servo each and any adjustments would be difficult. Plus, with two aileron servos it is easy to dial in differential... The wings incorporate at least 3/8" washout (I have 1/2") and the method of building this in is to lay a strip of the required size under the rear of the ribs at an angle, thus the washout is maintained over the whole of the trailing edge and the ailerons are cut free afterwards. Much better than "tabs" under the ribs and this method would work on any wing. A real advantage is that it achieves automatic alignment of the trailing edge. I'm hoping that the flaps will be sufficiently stiff built of 1/32" ply faced with hard 1/16" balsa and several stiffening riblets.

The wing halves are joined with four ply braces which attach to the top and bottom spars and as with all warbirds the wing seating and fillets are crucial. It is not really possible to sort out an accurate fit of these bits unless the wing is joined, sheeted and bolted to the fuselage. I also make sure that the tailplane/elevators/fin/rudder all align before final fixing and this needs to be done with a "walk round" which entails measurements with string/tape

measure. The plan asks that the rear end is completed along with the fuselage but this would leave no room for any easy adjustment. The hardest bit to alter is the set of the wing on the fuselage so I prefer to use this as my "datum" and alter everything else if



necessary. Wing and tailplane incidences are preset by ply parts in the fuselage and if these are built accurately there should be no problem. However, rather than sheet/finish the whole wing I have temporarily screwed the two halves together so I can bolt this to the fuselage with the appropriate sheet shims and work on the wing root fairings. I have modified the position of the two rear wing securing bolts for ease of access – the plan asks that the securing blocks are drilled and tapped and there is no means of trial fitting captive nuts, which I much prefer. The front of the wing is located with a massive 1/2" dowel and I may add two smaller dowels either side – again, this can be done before the wing is fully sheeted. Incidentally, I don't prejoin the wing sheets, I have had better results by fitting soft balsa false spars where required so that each sheet of balsa is butted up and lays over a support.

Laser cut parts greatly aid the whole process, especially in accuracy and uniformity of rib sections. It always pays to check everything against the plan! Experience has shown that it is not always wise to assume that simply because it's laser cut, all you have to do is glue the lot together!

The retracts are a major departure for me – I usually fit air systems of proven pedigree... On the Tempest these cost over £600 for a scale pair but to be honest it would have been easier to fit normal oleos and in any case I'm not really precious about absolute accuracy. Above all, they have to get the wheels up and down EVERY time. So for the Zero I've acquired a set of electric retracts from "Hobbyking" which are exactly the same product as sold through Ripmax and various retailers at more than twice the price. Having seen these work in Austen Pearce's big (over25lbs) Spitfire which has over 100 flights without trouble I am convinced these will be fine. I have mated them to a decent set of Robart oleo legs which came off my earlier big Zero (second hand ARTF, flat battery just after take off last year, dodgy switch, my fault for using what was fitted).

The HK large units have 10mm pins and these fit inside the Robart legs with a bit of careful shimming (litho plate) and the legs are secured with an M3 caphead into a clearance hole drilled straight through the lot. I have set a slight toe in for better ground handling. The HK units are actually standard 90 degrees whereas the Zero should have 85 degrees to compensate for the wing dihedral. So I've angled the mountings to suit – once again, this is perfectly possible to incorporate at the "planning" stage. I've also beefed up the mountings and doubled up the key wing ribs. An advantage of an electric system is the lack of an air tank/pipework/connections and servo plus operating valve. However, I am using a totally separate battery to power these – an easy mod. on the "Y" lead into the RX.

Wheels are Dubro Treaded Lightweight 4 ½" which are the largest that will fit. The 5" wheels shown on the plan side view will not fit between the leading edge and the main spar! These Dubro wheels are the lightest and slimmest available and are used by several of the TJD scale team. (TJD model shop is EXCELLENT, all of the staff are very keen to offer practical advice backed up with the goods, they won't try to sell you stuff at outrageous prices simply because it has a posh label.....).

Cheers

RG

Safety Officer's Corner



There is a saying in aviation that a nose heavy plane flies badly but a tail heavy plane flies only once!

I mention this because one of the last things we do when assembling or building a new plane is to balance it on the centre of gravity (C of G). This balance point is usually stated on the plan or manual in the case of an ARTF. However some manufacturers seem to choose an arbitrary position to start with, which can cause all sorts of problems.

I recently witnessed a heart stopping maiden flight of an extremely pretty plane that had been assembled by one of our top builders. He'd followed the

recommended balance point which entailed adding quite a lot of lead to the rear of the plane.

It was a fairly gusty day but our pilot was prepared to go ahead all the same. After gaining height it became immediately obvious that the plane was woefully out of trim, in fact it was pitching quite violently, the smallest amount of throttle had the plane almost prop hanging! After a few porpoising circuits and some VERY skilful flying our pilot managed to get the plane on the ground in one piece.

As is usual in these circumstances we discussed what we had witnessed and between us we came to the conclusion that it was more than likely to be tail heavy. The pilot removed the lead from the rear and very bravely said he'd have another go. What a transformation, the plane flew very smoothly, indeed it was a pleasure to watch and the landing was a greaser, given the conditions.

I believe that a subsequent flight was going to be made with some of the lead actually being placed on the firewall, so that shows just how far out the manufacturers *C of G* was.

The moral here is, beware of stated *C of G*'s, and don't take what is recommended in the manual as gospel.

As this year comes to an end it just leaves me to wish you all Merry Christmas and hopefully a less windy New Year. Don't forget our fun fly on Boxing Day.

Steve Bull

Club Training

Remember that training currently takes place at Newground with either Dave Anderson, Simon Adams or Richard Ginger. 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.

Month	Date	Trainer
December	5	Richard Ginger
	12	Dave Anderson
	19	Simon Adams
	26	No Training
January	2	Richard Ginger
	9	Dave Anderson
	16	Simon Adams
	23	No Training
	30	Richard Ginger
February	6	Dave Anderson
	13	Simon Adams
	20	No Training
	27	Richard Ginger

Committee

Chairman	Dave Humphrey	07855 181230	davedesign@btinternet.com
Secretary	Becca Newton		rebecca-jackson@hotmail.co.uk
Treasurer	Bob Bennett	01494 864751	bob.bennett@wychwoodrise.co.uk
Membership	Dave Anderson	01494 583127	david.anderson267@ntlworld.com
Communications	Colin Hooper	07749 891465	colin@wychwoodrise.co.uk
Co-Opted	Toby Newton		tkracing@hotmail.co.uk

Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127
Simon Adams	07970 409831

**Minutes of the 26th AGM held at the White Hill Centre, Chesham on
Wednesday 17 December 2014.**

1. **Apologies:** Peter Christie, Tony Gower, Robert George, Tony Jackson-Wynch, Mike Humphrey and Cliff Vincent.

Present: twenty-nine members (plus full Committee) in attendance plus two guests.

2. Minutes of the 2013 AGM that had been circulated with the December Newsletter were taken as read, approved and signed by the Chairman (Dave Humphrey).

Proposed: David Turner
Seconded: John Barber

3. **Matters Arising:**
None.

4. **Chairman's Report:**

Humpy welcome everyone to our 26th AGM. Humpy commented that regular fliers to Newground continue to bring new models to the field, in particular Toby Newton, Richard Ginger, Paul Baker, Colin Hooper and a few more; most of them are still building their own models.

Both fields were in good order throughout the year, due to the continued efforts of Martin Barber and crew at Pednor and Trevor Brunt and Jeff Denty at Newground, all keeping the flying patches mown. Newground also benefitted from our outside contractors with gang mowing, set aside topping and roadside hedge cutting.

There was a break in at Pednor in 2014, the third in the last five years. Perhaps by coincidence, these always seem to happen during the school holidays (is there a link here?). The damage was more substantial in 2014, with a window frame having been levered out, but no vandalism of any equipment inside the building. Repairs were promptly carried out by Martin & John Barber.

We had no noise complaints in 2014 at either field, the last one being at Newground in 1999.

The Newground patch maintenance team of Richard Johnson, Pete Hodge, Steve Bull, Colin Hooper and Richard Ginger carried out the now annual rolling of the patch at Newground. Richard Johnson also organised another weed and feed treatment of the Newground patch.

At Newground, additional bird boxes, kindly made by Pete Hodge and sited in 2013 by Jeff Denty, were inspected a couple of months ago by Jeff. Most of the boxes had been used by great & blue tits etc. but staring out of the entrance of one of the boxes was a Glis glis. At the same time, Jeff erected an owl box in the top copse at Newground, again made by Pete. Thanks to both of them for their efforts.

The boundary palisade fencing was completed by QTS (the Network Rail contractors) who kept their promise and constructed replacement post and rail fencing between the

container, the toilet and the shelter and also paid £1000.00 to the Club for us granting them entry onto our land to carry out their fencing project.

Humpy confirmed that meetings had taken place with Natural England and as reported in the December 2014 Newsletter, we had signed a ten-year agreement for our land to be entered into both the entry level and higher level stewardship schemes as appropriate. Humpy further confirmed that he would find out more details of the new basic payment scheme in January 2015, which is now going to replace the single payment scheme.

An act of environmental vandalism at Newground saw Network Rail's track maintenance workers launch a number of items into our field. Network Rail eventually collected these and Humpy awaits imminent receipt of a compensation claim form. Compensation will be claimed for his/our time spent dealing with this matter and anything else that Humpy can think of.

Our absolutely brilliant webcam is working well at Newground thanks to the wizardry of Colin Hooper, ably assisted by several other club members during the installation process. Those members present then indicated their appreciation of Colin's effort with a round of applause.

Heavy-duty batteries installed at Newground by Mike Martin seem to be fully charged all of the time.

We had floods at Newground in 2014, the first since 2000, lasting several weeks. The flying area as always remained flood free, surely one of the best-drained flying fields around? Not so at Aylesbury, plus sheep plus hay making.

We signed a survey access Agreement with HS2 as reported in the December 2014 Newsletter and another £1000.00 was the reward.

Competitions this year were organised by Andrew Rimmer, Dave Anderson and Richard Ginger, with winners plaques/trophies organised by Colin Hooper. Thanks to them for their efforts and to all the members who participated.

Next spring and summer, club members may spot a gentlemen wandering around Newground. It will most likely be Leo Batten the guy who prepared the 2003 and 2010 Reports for the BMFA both entitled 'Effects of model flying on the wildlife at Newground'. Anything of interest will be noted by Leo and will no doubt be useful for those of us interested in the wildlife at Newground. The two surveys each cost the BMFA around £3000.00 and were the brain child of our friend Roger Bellingham who was at the time the flying site liaison officer for the BMFA.

A recent survey regarding hard copy Newsletters resulted in a reduction from twenty-eight members who received the hard copy Newsletter in 2013 to six members receiving the printed-paper version now. This represents a considerable cost saving to the Club on printing and postage. All other members in the Club are now able to read the electronic version of the Newsletter via e-mail/Club website.

Humpy indicated that he had a concern regarding a couple of Club rules that he would like to talk about in Any Other Business.

Humpy then invited John Stroud to update those members present on the current ill health of Bill Hockey, a founder member of the Club. John confirmed that Bill had been unwell for some time and was taken seriously ill some two weeks ago, resulting in his admission into hospital, Stoke Mandeville – ward seven. John had visited Bill in hospital and commented that Bill was bed ridden and was in effect mentally incapacitated. All members expressed their deepest concerns for Bill and for his wife Mary and wished him a speedy recovery.

5. Secretary's Report:

Andrew Rimmer confirmed that as had been previously notified to the membership, he would not be standing for re-election at the AGM. No successor was in place and if anyone wished to volunteer to act as Club Secretary, then please come forward. Andrew said that he would be happy to act as mentor and guide during a handover period for what was essentially an administrative position within the Club, further details available from him on request.

Andrew confirmed that as matters stand at the moment, the Club paperwork is in good order; all the necessary limited company paperwork has been filed with Companies House, our records are up to date and accurate.

6. Membership Secretary's Report:

Dave Anderson confirmed that it had been a reasonably good year for membership; there are ninety-eight members in the Club, thirteen associates, ten veterans and only four juniors.

The continuing trend is for a slight reduction in numbers taken over the past four or five years, but more importantly everyone is getting older, the age distribution is moving up.

We have had eleven new membership enquiries in 2014 via the website, of which four individuals have returned membership forms and hopefully will join, two are present tonight.

In relation to membership renewals, the postage costs are now quite prohibitive; Dave stressed that if he were to do a mailshot to everyone, the postage costs alone would be £60.00. So we are trying to cut down on as much of the postage as we can, so for example, for those who renew their membership this evening, rather than writing to them now, Dave is waiting for the membership documentation to come back from the BMFA, thereby halving the number of letters sent out (and reducing postage paid). In addition, correspondence with and informational documentation sent to prospective new members is taking place largely by e-mail.

Dave confirmed that as widely advertised, the BMFA has introduced a new online set up for membership renewals, which Dave has yet to explore. Renewals may take a little longer than usual, as apparently other clubs have experienced a number of 'teething' problems with the new online system.

Dave encouraged everyone to renew their membership this evening; all the renewal forms are here this evening; either pay this evening or take your form away tonight and send Dave a cheque as and when or pay online in the usual way (details on the bottom of the renewal form).

7. Treasurer's Report:

Bob Bennett referred to the extracts from the Annual Statement circulated to the membership at the meeting (prepared as usual by Seymour Taylor), going through the key numbers therein to give an overview of the Accounts.

Annual Statement - page 4 – income (shown as turnover) was £8,223.00; operating expenses for the year a bit less at £7,797.00. Other operating income received such as the raffle, interest on our money in our accounts. Allowing for this other minor income, overall we made a small surplus for the year was £323.00. Perfect really, as a non-profit making organisation, aim each year is to balance income and expenditure.

Page 5 – assets of the Club were £32,000.00, which includes the land at the cost that we originally paid for the Newground field, all of our assets such as the container, the mowers etc. Cash in the bank at the end of the financial year was £12,920.00; money owed to creditors was £3,052.00 (being key deposits retained, Accountant's fees to be paid and membership fees collected in advance, September to December).

Page 8 – Accountant's calculation of classes of assets and how they depreciate e.g. plant and equipment (mostly at Pednor); Bob noted the recent addition in the right hand column of motor mowers, £315 paid for a new rotary mower at Newground (being our only capital expenditure in the year). Total assets amount to £33,326.00

Last page – 10 – a bit more detail about income, expenses and depreciation. In relation to income, although the figures are not broken down into categories, Bob said that it was worth noting that we get a lot of our income (more than fifty per cent) from the Rural Payments Agency. Humpy does a great job as a farmer!

Bob confirmed that QTS gave us £1000.00 for access to the field to put the new fence up; all such donations are gratefully received.

Expenses incurred/depreciation pretty much the same as for the previous year.

Members then approved the Accounts for signature by our Chairman and subsequent submission to Companies House.

Proposed: Richard Johnson

Seconded: Toby Newton

Turning to the budget for next year FY 2014/15, this is important, it acts as an operating brief for the new financial year. One sheet was circulated to the membership at the meeting (recording three year's actual budgets plus a draft budget) that was then explained by Bob Bennett.

The proposed budget for forthcoming year FY2014/15 (and note our *financial* year started on 1st September, i.e. we are already some three months into the new financial year 2014/15) was then reviewed by Bob, who commented that two new Club members were anticipated, but hopefully that figure would be exceeded.

Set Aside/Habitat Scheme income was budgeted to be reduced a little bit, but HS2 had already paid us £1000.00 for permission to come into the field in 2015 to undertake an ecological survey. Budgeted expenditure for FY 2014/15 was very similar to FY2013/14 – we are not expecting any major projects or investments in the New Year. Overall, a similar budget to last year was proposed.

Members then approved the Budget for FY 2014/15.

Proposed: Jeff Denty

Seconded: Peter Hodge

Bob Bennett confirmed that on the basis of the now approved Budget for 2014/15, it was proposed that membership fees remained unchanged for the forthcoming year (noted fees remained unchanged for five years). NB - the BMFA fees were also unchanged.

Members then approved these unchanged subscriptions.

Proposed: David Turner

Seconded: Richard Ginger

8. Events Report:

Andrew Rimmer reported that 2014 was a mixed year in relation to events. For our field-based activities, as usual we were very much at the mercy of the weather, conflicting events and people's own personal commitments. There were two unfortunate casualties this year. Our contribution to the tri-club series of fun fly events – the timed flight & spot landing competition together with the bombing the tablecloth competition in June - was very poorly attended by CMFC members, in part because it conflicted with events at RAF Cosford and at Old Warden. Only one member, Phil Camp, participated in both competitions, well done to him. Fortunately, there was a very good turnout by our guests from WLMAC and HW&DMAC, so we were able to run the event with some success. By comparison, in 2013 this event had an all time high attendance and so in running the event next year, Andrew confirmed that he would endeavour to pick a date that did not clash with any other events whilst also being convenient for the Competition Directors.

The second casualty was our August Bank holiday BBQ/fun fly day, which was rained off.

Generally, and save as mentioned above, our events were well attended. The two highlights for Andrew were firstly, the second silent flight night at Pednor, which was a great success particularly as hot food was very kindly provided by Steve Edwards and family at his own expense, for which the Club was very grateful.

The second highlight of the year was our first informal scale day kindly organised and promoted by Toby Newton. WLMAC and HW&DMAC were invited and there was an excellent turn out. Andrew was hoping that we could build on this success next year with Toby's support and assistance. Toby nodded his head in approval.

Attendance at our three Club nights in 2014 was strong. In February we had our annual 'bring your winter project' night. April saw Ken Sheppard (was Editor, RC Model Flyer magazine) appear as a guest speaker. Ken had some very interesting observations on journalism and how to run/edit a monthly magazine. In October we again ran the always-popular chuck glider competition.

Andrew stated that because of weather considerations and conflicting events, the balloon bursting competition had taken place as part of our early May bank holiday BBQ/fun fly rather than in its usual slot of late April. This event proved very successful and given the greater attendance at this bank holiday celebration, more spectators than usual were able to see what was involved in the competition. Significantly, the fact that there was a wider audience did not appear to deter flyers from competing (always

a worry) and Andrew wondered whether this is something that we could repeat in 2015? Richard Ginger kindly confirmed that he would run the balloon bursting competition on the early May bank holiday in 2015 (actual date May 4).

Looking to the future, we have the Club nights for 2015 pretty much organised. February will be a 'bring your winter project' night; in April we have Alistair Hodgson a volunteer with the de Havilland Aircraft Museum as our guest speaker and in the absence of any other alternatives which might arise in the course of 2015, the chuck glider competition can again be run in October. Andrew requested alternative suggestions from the membership for what could or should take place at the October Club night.

Andrew confirmed that he would continue to organise, promote and run the tri-club series of events in 2015 and he encouraged members to come along to these events, particularly the away fixtures, even if only as a spectator. In past years we have had some considerable success at the away events; Dave Anderson has placed in a number of competitions, Mike Kitchen came first in three of the competitions and Phil Camp has the distinction of being the only person to have participated in all three of the tri-club series in 2014, for which he was to be congratulated.

Andrew will also continue to organise and promote the invitational indoor flying at Vyners School Uxbridge, taking place over the winter months in 2014/2015. This generally takes place on the first Friday of each month, from 7pm to 9pm. Although the venue is some distance away for many CMFC members, it was a very enjoyable evening and everyone was encouraged to attend one or more of the remaining dates in 2015 (9 January, 6 February & 6 March). For more information, previous successful participants including Andrew Rimmer, Phil Camp, Steve Edwards and Gary King could be contacted.

In concluding, Andrew reminded all members save as mentioned above, he would not be able to organise or promote any further events in 2015 and consequently, more input would be needed from both the Committee and ordinary members to ensure that a full series of social events would run in 2015. Ray Birdseye confirmed that after an absence of two years, he would be available in 2015 to act as Competition Director for the timed flight & spot landing event.

In concluding, Andrew reminded everyone that although the 14-day weather forecast was not looking too clever at the moment, our usual Boxing Day fun Fly at Newground would be taking place on 26th December.

9. Appointment of Accountants:

Bob Bennett confirmed that our accountants Seymour Taylor, High Wycombe did a very good job for us; they know us and understand us. Their fee this year was a very reasonable £781.00 inclusive of VAT, believed to be an increase of just under ten per cent (subsequently corrected post-AGM by Bob Bennett to be only four per cent).

Bob recommended that we keep them for next year. Proposed that Seymour Taylor be re-appointed Accountants for 2104/15.

Proposed: Trevor Brunt

Seconded: John Barber

10. Election of Officers:

Humpy said that except for Andrew and Ray, who were both not standing for re-election, the rest Committee was prepared to stand again in the same positions if the membership wanted us to.

Proposed: Peter Hodge
Seconded: Steve Edwards

Humpy invited members, including non-flyers, to come forward and volunteer for the vacant position of Club Secretary, and Rebecca Johnson (Becca) kindly offered to take up the challenge, to the general applause of the membership.

Proposed: John Barber
Seconded: Oz Marsh

(at 8.45pm a refreshment break of forty minutes then followed during which the Raffle was run).

Raffle.

Colin Hooper stated that the Raffle prizes were on display on the back table. A total of eight quality prizes were on offer, kindly purchased from Motors & Rotors by Richard Johnson on behalf of the Committee, details as follows:

First prize – Mini Switch Electric, two planes in one, RTF by ParkZone.

Second prize – Dromida Ominus 238mm Intense Performace Quad.

Third Prize – Irvine Ultra Model Engine Starter High Torque 12V DV

Fourth prize – DuBro Tuber bender and K&S Tube cutter

Fifth prize – Zap Z-Poxy 5 mins 237 ml bottle

Sixth prize – Zap A Gap Cyno 1oz bottle and Zap CA Thin Cyno 1oz bottle

Seventh prize- Two LiPo Safe Large Fireproof Charging sacks

Eight prize – Motors & Rotors Beige cap – one size fits all (kindly donated by Dave Wilshere.

The draw was made and the Raffle raised £147.00

(Meeting resumed at 9.25pm).

11. Any Other Business:

It was then decided by the Committee to present the trophies and wards.

Competition and Trophy Awards.

Colin Hooper (who in his opinion made it easier for competitors this year by not entering any competitions) gave a brief descriptive speech regarding each competition and then made the following presentations of keepsake plaques, each recipient present receiving suitable congratulations and applause:

Balloon Bursting (Richard Ginger)

3rd – Trevor Brunt

2nd – Steve Bull

1st – Dave Anderson

Bombing (Dave Anderson)

3rd - Matthew Dawson (guest flyer)

2nd - Stuart Whitehouse (guest flyer)

1st – Frank Dalby Smith (former member, old friend and guest flyer)

Timed Flight & Spot Landing (Ray Birdseye)

1st – Stuart Whitehouse (guest flyer)

2nd – Dave Anderson

3rd – Frank Dalby Smith (former member, old friend and guest flyer)

Chuck Glider (Andrew Rimmer)

3rd – Trevor Brunt

2nd – Mike Martin

1st – John Barber

Andrew confirmed that he would make arrangements for plaques to be delivered to our three guest flyer winners, each being members of the West London and/or High Wycombe & District MAC's (postscript – this has now been done).

The Diana Barber Memorial Trophy.

Was awarded this year to 'Mr HobbyKing' aka Robert George (regrettably absent due to ill health in the family) for being memorable ('A' test with a Twin Star with fixed undercarriage), showing innovation (small electrics, sound modules etc.) and for being 'a good member' of the Club.

Trophy presented by Colin Hooper after a short address, recalling the history and significance of the Award. The membership gave Bob in his absence a round of applause.

In relation to any other business, Humpy invited any questions, comments and/or opinions from the membership.

Paul Baker asked how it was thought that the HS2/Crossrail extension to Tring might impact on the Club. Humpy referred Paul to his article in the Newsletter. Humpy added that HS2 has missed 'the window of opportunity in 2014' to conduct their survey of Newground, now more likely in 2015. He understood that if the project did eventually go ahead, Crossrail would need land for a replacement car park and additional sidings (both at Tring). Humpy believed that the sidings may possibly be located at the site of the current car park, on the other side of the track, just off Station Road. Humpy then gave a brief overview of the nature and extent of the Crossrail extension to Tring project and expressed the view that it may not go ahead and any development that did take place was at least ten years away. Humpy was also of the view that given the unhelpful layout of the land in question (lack of width near Tring?) significant development on 'our' side of the track may be unlikely. In conclusion, 'nothing to worry about' said Humpy.

Humpy then raised two points, which he believed to be non-contentious, both relating to the observance of Club rules.

Firstly, some members may be unaware, but the main gate at Newground was left unlocked on a Saturday to facilitate access to the site by potential new members wanting to visit the field and meet existing flyers. This was in conflict with the existing rules requiring that the main gate be closed and locked after entering the field at all times. Dave Anderson confirmed that as discussed in Committee, leaving the gate open each Saturday had been trialled for a short period of time and had proven extremely successful, with three potential members visiting the field on a Saturday morning. Both Dave Anderson and Colin Hooper stressed that although the outer gate was kept

unlocked, it was always kept closed and no problems or issues had occurred. Dave Anderson proposed that we continue with this in 2015.

Humpy suggested that if no Instructors or Committee members were present on any particular Saturday morning, then perhaps the gate should remain locked, but this suggestion did not receive much support. Dave Anderson said that he informs in writing potential new members that they can visit Newground on Saturday's from 10.30am onwards and consequently he believes that no potential new members would try to access Newground on other days or at other times.

Adrian Jacks raised the issue of safety, i.e. giving access to visitors who may not be aware of our Newground safety rules. Dave Anderson confirmed that all new potential members are given sufficient safety information (park car, walk along track, make yourself known etc.) beforehand in writing. The alternative, climbing over a locked barbed wire gate is also a safety problem!

Humpy suggested as alternatives, visitors either tooting on their car horns or calling by mobile to arrange to be let in, but Dave Anderson said that past experience has shown that both these suggestions do not work in practice.

Humpy said that he was not in favour of this development being reflected in a rule change, nor for security reasons (previous thefts from cars etc.) being advertised in our public Newsletter. Nonetheless, all members should be aware of what is going on (Paul Baker for example, was not until today), perhaps by word of mouth or by direct e-mail to each member.

Adrian Jacks compared this situation with what generally goes on at the Pednor site, which has a completely open car park.

It was also suggested that we substitute a combination lock for the existing padlock on the main gate, with the code to be given to those guests as wish to visit Newground, similar to the set up employed at WLMAC's Harefield site, Mike Kitchen then described this set up. Humpy considered this to be over complicated.

In summary, Dave Anderson repeated that the current set up had worked well, should be carried on in 2015 and reviewed at the next AGM. After further debate it was agreed that each Saturday the outer main gate could be left closed but unlocked, with the padlock secured on the metal ring. Agreed, never leave gate open.

Commented, what happens when the AHA guys use Newground? Andrew Rimmer answered that either he or Peter Christie arrive early (8.30am, Sunday morning!) and unlock the gate before the AHA crew appeared and monitored the situation, closing the gate after all flyers had arrived.

For the tri-club events/Scale Day, either a club member stands at the gate and/or the situation is monitored, usually by Andrew Rimmer.

The second issue raised by Humpy related to the flying of gliders at Newground. Why was this taking place when the Club rules clearly stated that gliders could only be flown using a tug aircraft to tow the glider into the air?

Toby Newton commented that he had raised the issue of the flying of DLG gliders (where there is no use of a bungee or aero tow) at the last AGM, but no straight answer was forthcoming.

Humpy said that he was not suggesting that DLG's were in any way dangerous or more likely to crash on the railway line than any other aircraft, but they are gliders and consequently are prohibited under current Club rules. General agreement, voiced by Dave Anderson, was that we need to change the Rules. Humpy asked why, the answer because we want to fly DLG's.

Humpy said that the issue that he had was that there was a certain degree of self interest here, which the Club had never had before i.e. 'a few things' were decided at the field prior to any formal discussion with the Committee. Humpy referred back to the 'gate thing' and said that he did not know about it and was just told that it was happening.

At this point Colin Hooper forcefully indicated that he strongly disagreed with Humpy's line of argument and left the meeting.

Toby suggested that common sense should prevail, which was generally agreed. Humpy said that he did not have a problem with the issue of DLG's, the gate etc. but felt that as a matter of courtesy, such issues should not be decided at the field without the Committee (and Humpy as Chairman) being informed/notified.

Dave Anderson said that in relation to leaving the main gate closed but unlocked each Saturday, a two week trial had been undertaken and then the matter subsequently debated at Committee and authorised.

In relation to the DLG issue, Dave Anderson said that flight technologies had moved beyond our Club rules and the flying of DLG's could be accommodated by either a change to or enlargement of the Rules. Humpy agreed, but said that such rule changes (and this discussion) should have come first, before just going ahead and doing it. Dave Anderson countered by saying that Toby Newton had raised the issue of DLG's last year, but the Committee had failed to pick up on the point and provide clarification. The Committee must address this issue at the next Committee meeting.

Humpy said that he was prepared to sanction the flying of DLG's now if that is what the membership wanted. It was generally agreed that the small and lightweight DLG's were just as safe as ordinary RC model aircraft, perhaps more so than larger traditional i.c. powered aircraft, particularly in a dead stick situation.

In summary, Humpy repeated that his central point, which he considered to have been totally misinterpreted by Colin Hooper, was that anything that is in contravention of the Club rules should be formalised before it actually goes ahead and continues. Generally, those members present agreed with this.

Agreed, following a unanimous vote, DLG glider can now be flown at Newground, current rule(s) relating to the flying of gliders to be changed accordingly Membership to be informed via the Newsletter and direct e-mail, Colin to amend the appropriate rule(s) on the website.

The Chairman concluded the meeting by thanking everyone for attending and for those expressing their constructive opinions and wished all members a Happy Christmas and a prosperous New Year.

The meeting concluded at 10.05pm

Andrew Rimmer 18/01/2015.