



Flight Desk

February 2006

The official newsletter of Chesham Model Flying Club Ltd

Volume 18

Issue 1

Club Night

Wednesday 15th February
20:00 at The White Hill Centre

Andrew Stephenson on the history of the radio
control indoor model.

Complete with video presentation

Editors Ramblings

I have been suffering from something akin to SAD of late. Seasonal Affective Disorder is a medical condition, it relates to the lack of sunshine and is brought on by the permanent grey overcast. It is not helped by arriving at the weekend and finding that flying can't happen either. Mind you, I have been induced to believe in miracles. Last Sunday we set off in the car, hoping that Newground would not be as misty as home. The closer we got, the thicker it became. I had just resigned myself to returning to the Sunday papers when Bob suggested we try Pednor. Over the hill, into clear sunlight, something I had not seen for over a week. Up went the spirits and out came the models. What a superb couple of hours. We rattled off some great flights and whilst doing some unintended formation flying with the foamies we became aware of an audience. Fearing the worst (Sunday flying is silent only but the neighbours don't always appreciate the finer points) we got ready to fend off hostiles. Was I wrong. We had 15 minutes chatting to the nicest couple, who have lived in Chesham for years and never appreciated that the club were their neighbours. They asked a lot of interesting questions and seemed genuinely fascinated with the whole thing. When I explained that this was not normal Chesham neighbour reaction they were surprised and could not understand why the Club had so many objections. Obviously we keep a too low profile within Chesham!!

This issue is another "thin" one as you members don't seem to be doing anything interesting or exciting. There have been no new models, visits to other clubs, life shattering experiences.....nothing.

As always, you can contact me at:

webmaster@cheshammodelflyingclub.co.uk

Colin Hooper

Committee Matters

The last committee meeting, in January, covered a lot of subjects. The one around which there was most discussion was the need for a Child Welfare Officer (CWO) in the club. This followed receipt of a survey from BMFA which they had issued to all clubs in order to determine what the level of activity was with regard to Child Welfare.

Now, you may remember that we had discussions about this in the club back in June 2004. At that time we decided that we would not appoint a CWO and that our stated policy was to only accept junior members for training if their guardians or parents were present as well. However, at committee level, we did acknowledge that some of the BMFA advice was valid and so all of our club instructors undertook to be CRB checked. This they have all done, and they all passed with flying colours.

The intervening period has seen even greater focus on the subject of child welfare. Not only within our sport, but in the wider environment. Pressure from the BMFA has continued and it is not difficult to imagine that in the future our activities under the protection of the BMFA banner may be subject to our acceptance of their regulations with regard to child welfare protection.

ROLE OF THE CLUB WELFARE OFFICER

The role of the Club Welfare Officer is to:

- Help the club follow the guidelines laid down in the BMFA's Promotion of Welfare and Care of Children and Vulnerable Adults in Model Flying Procedures and Guidelines document.
- Ensure that new initiatives and information from the BMFA are communicated to the club and its members.
- Ensure that the promotion of welfare and care of children and vulnerable adults is an item on the club committee meeting agendas.
- Ensure that all club members working with children or vulnerable adults have received appropriate training and are suitably qualified.
- Establish contact with their local social services and obtain information on local advice and reporting procedures. The CWO should obtain a copy of the Area Child Protection Committee Procedures from their local Social Services.
- Process club members' applications to work with children or vulnerable adults including the interview, induction and any required clearances as detailed in this Policy, ensuring that confidentiality is maintained.
- Liaise with BMFA HQ on children and vulnerable adult issues.

The role of the Club Welfare Officer does not require him/her to be the recipient and 'solver' of club problems relating to children. Junior members will talk to those with whom they feel most confident and not necessarily to the Club Welfare Officer.

Who the club selects as its Club Welfare Officer is its decision but it should ensure that the chosen person has the ability to do the job and has undergone training which can be arranged through the BMFA if required.

The role of the CWO within a club is principally as a promoter and first point of contact in the event that any situations arise within a club context. The BMFA describes this role in the document on their web site and the club would see it as a supporting role to the secretary who currently covers some of the functions.

Obviously, we have not heard the last on this subject and your committee would very much like to hear your thoughts on the subject.

The program of events planned over the coming months need entering on to your diary or year planner.

February	15	Club Night	WHC@20:00
March	8	Committee Meeting	WHC@20:00
April	19	Club Night	WHC@20:00
	23	AHA Trials - Limited club flying	Newground
May	10	Committee Meeting	WHC@20:00
June	21	Silent Night	Pednor@18:00
July	12	Committee Meeting	WHC@20:00
August	16	Silent Night	Pednor@18:00
September	10	AHA Trials - Limited club flying	Newground
	13	Committee Meeting	WHC@20:00
October	18	Club Night	WHC@20:00
November	8	Committee Meeting	WHC@20:00
December	20	AGM and Club Night	WHC@20:00

In addition, we plan to run the Bombing competition under Dave Andersons rules (if the tablecloth is still available!!). Date to be confirmed. Other competitions are in the pipeline, watch this space.....

Chairman's Soapbox

IMPORTANT CHANGES AHEAD - PLEASE READ THIS CAREFULLY!

Since the official formation of the club on the first day of September 1988, the club's financial year and member's annual subscription, has run from 01 September - 31 August. The AGM has always been in mid October, when the budgets for the new season and club membership fees are presented by the committee for approval to those attending. Over the years we have streamlined various procedures, including that of giving members the chance to pay their membership fees and BMFA subs at the AGM itself. Those choosing not to do so, and those not in attendance, are given 28 days from the date of the AGM to forward their renewal form, duly signed, together with the payment. Strictly speaking, the deadline for BMFA payment could be held back until the following January, as the current years BMFA membership would still be in force in late November, as it runs over the calendar year expiring on 31 December. However, for those choosing to pay their BMFA subs at the AGM, it means that this payment level has to be 'guessed', as the BMFA's own AGM takes place after ours in November each year, when their payment levels are set. On more than one occasion, this has resulted in members making an 'underpayment' in respect of the actual BMFA subscription set, where your committee have wrongly predicted 'no change'. Although the club has absorbed the cost, this is far from ideal, - as is the mid November deadline for payment of CMFC annual subs, since our new annual subscription year is by this time already 3 months old. This then being the earliest time that our Membership Secretary can verify who has renewed their membership and who has decided to leave the club. This 'delay' also affects the earliest time that he is able to offer membership to anyone on the waiting list.

To create a much more sensible situation for the future, this is all going to change at the end of the current subscription year.

1. We will be moving our 2006 AGM and those thereafter to early December.
2. The club subscription year will be for the calendar year, - same as the BMFA.
3. Payment deadline for CMFC annual subscriptions will be 31 January.
4. The CMFC financial year for accounts will stay unchanged, - Sep. to Aug.

Members will still be able to make payment at our AGM, and this is encouraged and appreciated by our Membership Secretary, as it is to him, - 'admin' friendly'.

The difference will be that the BMFA will have already had their AGM and set their fees, so all payments will be for the correct amount.

With the members subscription year running from 01 January until 31 December, means that the 28-day deadline for payment, will now be just that, following the previous year's membership expiry date - 31 December.

With the financial year staying as it is, will give the Treasurer and our accountants Seymour Taylor more time to finalise the accounts to present at the December AGM.

In order to switch to a calendar subscription year, the first of which commences on 01 January 2007, we are left with a 'void' of 4 months, following the end of the 2005 - 2006 season, which is on 31 August 2006. This means that as well as payment for the 2007 calendar year, we have to include September - December 2006, making for a 'once only' 16 months subscription period. This extra 4 months will add 1/3 to your subscriptions in this first transition year only. For instance if the senior subs remain at £45, the amount will increase to £60, - but for anyone not paying at the 2006 AGM, you could take until 31 January 2007 to pay. Anyone not having paid by this date will be deemed by our Membership Secretary to have left the club. As always, your Membership Secretary may be sympathetic to anyone missing this date by a few days, but only with good reason, - he will not issue reminders! With the extended period to pay, we are certain that this will not create any problems to our members.

Your committee have arrived at this decision after much debate, and believe it is another important and necessary step forward for CMFC Limited, in our efforts to remain one of the best managed clubs in the UK.

Footnote:- Eleven persons on the membership list for last year have just been informed by letter that their membership is terminated, as payment has not been received some 2 months after the payment deadline. They have also been sent a pre-paid jiffy-bag to return site key and frequency peg, both items being club property.

Should any of them wish to re-join they would be added to any waiting list, and would be liable to pay the £100 joining fee.

WELCOME - NEW MEMBERS

A big welcome to all new members, - I hope you all enjoy everything the club has to offer. If so, it will be money well spent, with the opportunity to make many new friends in a club where our permanent sites ensure that you are able to enjoy your sport for many years to come. I look forward, along with the rest of the committee to meeting you at our next club night on Wednesday 15 Feb. - 7.45 for 8.00 'start'.

We have Andrew Stephenson giving a talk on the development of Indoor Flying with video clips and actual models from the early days to the present day. His knowledge on batteries is, according to Al Spicer, quite amazing.

NEWGROUND 'WILDLIFE OBSERVATION SHELTER'

If you use the Wildlife Observation Shelter for other reasons, such as sheltering from the elements, or say relaxing with friends on a nice sunny day, - remember that there should be no fuel in or near the building and no paper or combustible materials left inside. Close the door if you are the last to leave, it will stop the resident Badgers from getting inside. Also it should not be used as a general parking area for IC powered aircraft.

IT WILL SOON BE SPRING

Can't believe that it's February already. As we look forward to some suitable weather to resume flying, now is the time to check out all your equipment. This includes close checks on airframes for signs of possible failure. Check that all moving flying surfaces are secure, along with linkages, and servo and engine installations.

Check out all your ni-cad packs, - are they as good as they should be? If not, - then get rid of them and obtain some new ones, - don't take chances that could jeopardise your safety and that of others. Have you got all your frequency pennants sorted, and silly as it might seem, is your frequency peg in your flight box?

We all know, or should know the club's rules and the guidelines set out to minimise problems and maximise safety in our sport. Don't be the one to ignore them, as our aptly named Director of Flight Training and Safety, - Al Spicer, and his team of instructors are constantly monitoring all aspects of safety within the club. This helps maintain the high standards of safety awareness, and 'member to member' respect that exists in the club, - vital in order to keep confidence and that most important ingredient, - enjoyment, at a high level. It's your club, - enjoy!

CLUB RULES

There are not many incidents these days of infringements as we all seem to have got the rules licked. For new members especially, - At Newground we have engraved aluminium notices on most of the gateposts. Please read them carefully, - they are 'user friendly' and serve to make aware that gates are locked, and padlocks secured on gates that are open while flying is in progress. Site security is of the utmost importance. Also your vehicle although 'secure' on our property, should remain locked whilst it is in the car park, and you are some distance away in the flying area. Please study carefully the rules, in particular the individual site rules, as Pednor and Newground do differ. All the rules are posted on the notice boards at each site.

Of particular importance at both sites, -

Field Rule No 3a All aircraft (fixed wing and helicopters) should be prepared for flight on the aircraft park (pits area) as shown on the latest issue site map displayed at each site. Flying procedures should be in strict accordance with the safety codes set out in the B.M.F.A. handbook. All aircraft (fixed wing and helicopters) must fly circuits in the same direction, as dictated by the wind direction. The patch should only be over-flown 'into wind'. Prior warning of 'take-off' and 'landing' must be clearly called. No aircraft must ever be taxied toward the pits area.

Field Rule No 3b If helicopters are being hovered only, then this must take place on the patch and under no circumstances elsewhere on the flying area. When this takes place, no fixed wing aircraft are to be flown until the patch is clear. For helicopters flying circuits, - rule 3a above applies.

Field Rule No 6 Only 3 (three) I/C powered models should be in the air at any one time. Actual flying should take place from the close mown patch, and the flight pattern should where practical be over our own field. Pilots when flying must stand together on the edge of the take off and landing patch. Do not over-fly designated 'Dead Airspace', and take care to keep powered aircraft away from any nearby dwellings and other sensitive areas.

LOG YOUR FLIGHT!

You must unlock the Hut at Pednor, or the Container at Newground and log your flight(s) at all times, - Yes even if you are the only member flying.

Field Rule No 8 After flying, each member must enter details of all models flown and flight times on the flight log sheet in the club hut, and must also ensure that no litter or rubbish is left at the site.

MEMBERS FREQUENCY PEGS / ACHIEVEMENT LEVELS ETC.

Will anyone who has not received his or her personal frequency peg, (or has lost it), has an incorrect/outdated achievement level colour/rating, and/or does not have their own gate key, get in touch immediately with any committee member. If you arrive at the field to fly, you must display a correct frequency pennant on your transmitter. Club rules will never be a problem to you, unless you attempt to disregard them.

If you change your postal address, telephone number or e-mail address you must advise Dave Anderson, our Membership Secretary, as soon as possible.

DIARY DATES - CLUB NIGHTS & COMPETITIONS

Please study the list of Diary Dates that Colin has assembled in this newsletter, and mark them in your personal diary now. 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; the dates are in this newsletter, and on the CMFC Web Site. If you do have anything you would like to be discussed, then contact the Secretary, - David Turner, at least 2 weeks before the meeting.

GANG MOWING AT NEWGROUND

In about 8 weeks time gang mowing of the flying area, pedestrian walkway and grassed car-parking area will commence. If you have a vehicle parked at Newground while mowing is in progress, please make sure that it is parked well away from the edge of the grassed car park area. That is, - please move your vehicle if necessary to allow all of the grassed car park area to be mown.

DRIVER DISCIPLINE / PARKING AT NEWGROUND

As reported to me and verified when I checked it out, we still have persons unknown that seem to be incapable of keeping the wheels of their vehicles on the track, and driving in a controlled manner. There are long 'wheel-spins' on the grass by the container and on the grassed car park area. For those who find it difficult to comply, - I suggest that you park on the hard standing when the grass car parking area is soft and therefore 'vulnerable'.

A.H.A. TEAM TRIALS - SUN. 26 APR, & SUN 11 SEPT. - NEWGROUND

Each year since 2000 we have made our field available to the AHA. Your committee have once again approved the use of Newground by the Aerobatic Helicopter Association. I received the following e-mail, -

Dear Dave

I am contacting you on behalf of our Competition Secretary, Jason Markey, to find out if it would once again be possible for the AHA to use your site at Tring next year.

We have two dates in mind. The first is Sunday 23rd April & the second is Sunday 10th September. The first date is for a joint Sportsmans & F3C Competition, the second date is for the second round of the F3C Team Trials to determine the Team for the 2007 World Championships in Poland.

I look forward to hearing from you in due course.

Many thanks & kind regards Julie Fisher pp Jason Markey
AHA Competition Secretary

Best of luck to them, and fingers crossed for some decent weather on each day.

As usual, - club members please note, - there will be no club flying either before or during the trial including any planned lunch break. Club flying can take place after the trial, when all A.H.A. participants and officials have vacated the field.

This may not be before 3.30pm, and of course depends on conditions at the time.

If anyone, especially our new band of heli' flyers, wants to visit to see precision aerobatics heli' style, then of course you are free to do so. Please respect the fact that this is 'serious stuff', - do nothing that might affect the concentration of pilots or the officials in charge of proceedings. There will be an agreed safe viewing area designated on the day by the A.H.A., - and in the interests of safety you should, as always, be 'Alert at all times'!

SET ASIDE INCOME AT NEWGROUND

Most of you will know that we receive income from the RPA (Rural Payments Agency) for land that is 'set aside' at Newground. These payments are received as part of the Common Agricultural Policy (CAP), some paid by the UK and part funded by the EU. Most of our land generates income from these sources in return for managing the land in strict accordance with rules laid down. Our land, with the exception of the 2 copses, is sub divided into 4 'parcels', each assigned unique field numbers and registered, along with a digital map, on the computer system at DEFRA, - formerly MAFF. To understand the history of our land, and its sub divisions, there is an A1 sized laminated map on the notice board at Newground, along with a recently added aerial photograph. The map explains the status of the individual 'parcels' and shows the extent of land in our ownership. Whilst the land

entered into the Habitat Scheme generates 2 annual claim forms that are straightforward, the remaining land until last May, was also subject to an annual claim under the category 'Additional Voluntary Set Aside' - being eligible as ex 5 Year Set aside land.

There are numerous Schemes where farmers claim for crops, beef, sheep, - you name it, - you can claim for it. In an effort to bring all these under one umbrella, - to deal with all the diverse claims that a single claimant might have, and then generate one payment, the aptly named Single Payment Scheme (SPS) was dreamt up. The form replaces all others and is fairly complicated and confusing in parts. When I filled in our form last May, I had several problems and on the 3 occasions that I phoned the DEFRA help line, none of the people that took my call were able to give me an answer, - Calls to the help line were running at several thousand a day. Subsequently though, I had a very helpful lady phone, - for me to clarify a couple of things on the form, - she then confirmed that all was now fine. Three months later I received 2 letters explaining possible errors on our form, where I should confirm whether or not I had intended to tick certain boxes, and then sign and return the forms. Well hopefully that was that, - how about the payment? Recent news reports identify the new Scheme as a 'Nightmare' with serious delays in processing the claims, but the RPA insist that payments will commence in February, - well the end of February - So I guess they mean March! The financial implications for CMFC Limited regarding delayed payment are simply none, that is to say we can afford to wait for the money. Apparently though, many farmers are on the brink of bankruptcy, committed to bank loans, big overdrafts and the like simply to survive, - For them the money cannot come quickly enough. We are fortunate to be the owners and keepers of prime agricultural land at Newground, taken out of production and managed to benefit the environment and in particular our diverse and abundant wildlife at the site.

COMING SOON - NEWGROUND IS OURS, AND OUR 20TH BIRTHDAY

In 2008 we will complete our loan payments for the purchase of Newground. At the same time the club will be 20 years old! With the completion of the loan, we will be over £2600 a year better off, and with set aside income guaranteed to run until at least 2016, the future in financial terms looks good.

What would you like the club to do in the summer of 2008? A barbecue weekend, - A fly-in, - A gathering of as many members / models as possible for a fun day flying, with photos to remember the event? Should we do nothing and just let it pass by?

Would you attend any event, - or volunteer to help run an event or organise a competition? Should we invite our near neighbours Aylesbury to join in the fun, by reviving one of our long gone inter-club competitions? Or should most of us just stay at home and let our new breed of enthusiastic die-hard heli' flyers 'Strut their stuff'.

Come on, - think about it, - you have just over 2 years to come up with an idea!

PEDNOR PLANNING APPEAL - LATEST

Our 'up and running' appeal submitted to the Planning Inspectorate in September 2005, against Chiltern District Council's refusal of our planning application to alter the existing conditions is still a long way away in terms of a date for the informal hearing. After being told that the hearing might be in Spring 2006, the earliest date has now been revised again to September / October 2006. Can you believe that they are really that busy, - over a year from when we lodged the appeal!

Members Ramblings

COULD IT HAPPEN TO YOU?

John Stroud tells us a tale of woe.

I fly using a Futaba FF7 computer set. It has four memories and I fly more than four models. Luckily they are not very sophisticated and the only feature I use of the many offered are the reversers.

It is therefore easy to arrange to fly more than one model on each memory. A system which has served me without a problem, until September of last year.

After a good flight with my Galahad I changed the memory to fly my latest and greatest. A 4ch electric model. I carried out my normal routine to

double check that I was on the correct memory. Run up the motor to full power and throttle back. Stick to the right and check rudder to the right. OK. The other stick back and check elevator is "up". OK. Stick to the right and check the right aileron is "up". OK. All set, and off we go.

A dab of rudder and the take-off is fine, but on climb out there is clearly something wrong. The model response is not right and the flight goes from bad to worse. In the end I throttle back as it dives into a tree near the club hut. Out with the ladder and the remains are taken home for investigation.

A few days later I am out again and have a fine flight with the Galahad and another model. I then get out my 3ch GWS Tiger Moth. Whilst carrying out the usual pre-flight checks I notice that the rudder moves to the right but not to the left. I assume the servo has come loose, or something, and put the model away.

At home I replaced the rudder servo, which was not loose, and checked the movement. Full right rudder and no left. I use another memory and get full left and right rudder. Then the penny drops. It's the transmitter that is doing it and caused my crash. I searched the instructions in vain until the final sentence, which said in essence, "If you have made a mess of setting the Tx up, do this to go back to the default settings." I did it and all was well again.

How did this setting get into the Tx when I have never even tried to use this function? I have only one little unproven clue. On 31st Aug an electrical storm blew up my computer. Was my Tx on charge then? I don't know, but it might well have been. John Wilkins tells me he has had a similar problem, and he thought it might have been caused by storing his Tx next to some equipment which radiates an electromagnetic field.

You can guess that my pre-flight checks now take a few seconds longer to complete. -;!

Instructors Corner

with AL Spicer

Hi everyone, first of all a very Happy New Year to one and all, old members and new. Let,s hope this year brings loads of wonderful flying weather. I haven't got a lot to report on this time, what with Christmas New Year and the inclement flying weather, a few cancellations have taken place at Pednor on Saturday mornings due to bad weather, I instructed two weeks ago and incidentally that was the first time I had flown for nine weeks, I was getting twitchy fingers that's for sure although I have been flying my 'Twister' electric helicopter indoors (Christmas pressy) much to my wife Janet's delight.... Spicer household scenario, Jan comes home from work sits down with a nice cup of tea and a quiet read when suddenly a pair of skids and a tail boom almost knocks the cup out of her hands.....yes it's me circuiting round the lounge...(again) "Can you go and play somewhere else" I hear her say.....Well it's her fault she bought it for me.....!!!!

Back to Pednor, last Saturday the 'ole trainer went through the wars a bit... thanks to the 'Famous Five' Les, Rod, Trevor, John, and Lloyd. The thing is they are very competent flyers now.....it's just the landings to sort out, when you get five pilots attempting approach and landings all in the same day many times and with the same model you are bound to have some incidents, it's just one of those things, so don't feel bad about it chaps. Anyhow the club trainer is hanging up in my garage looking a bit sad for itself but a few hours of T.L.C. will soon put that right.

Do not forget the club night on the 15th (more details elsewhere in this issue) a very interesting talk by Andrew Stephenson on the history of the radio control indoor model scene, I think you will be amazed at some of the video footage he will be bringing along, together with a few models past and present, unfortunately I wont be around to attend as I will be in Spain.....never mind there will no doubt be another night.....

ENJOY,

AND LETS HAVE A GOOD ATTENDANCE

Getting back to my electric heli I told you about earlier, I can honestly say it's the best bit of fun I have had for ages, (I must get out more.....!!) see

below for all the details, just great fun and although it has not got an operating tail rotor and has contra-rotating main blades, it is still four channel and you fly it the same as you would a four channel helicopter with fore and aft cyclic, right and left cyclic, throttle and yaw.



Twister Bell 47
Ready to fly Indoor
Helicopter

Main Rotor Dia. 340mm
- Length 365mm - 4
Channel Radio control
included. 7,4v 800Mah
Lithium Pack included -
Lithium 12v DC charger

- Charger is for mains and 12v !
- Spare set of both main blades included !
- New low price !

The co-axial rotors and ingenious design create a helicopter that for the first time ever, can be flown virtually anywhere by anyone interested in RC helicopters!

It almost hovers by itself!

The Twister Bell 47 is ready to fly and requires only 8 AA alkaline transmitter batteries and a small screwdriver. It is designed for use indoors and outdoors (in calm conditions) in an adequate and safe space. This electric helicopter is designed by expert engineers and assembled at the factory. It is very strong, with numerous innovative safety features. The Twister Bell 47 uses the highest quality drive, power and control systems.

State-of-the-art electronics in one package

The '4-in-1' on-board electronics package includes 6 channel receiver, piezo gyro, electronic mixers and speed controllers PLUS a computer fail-safe, an LED system check, and a motor safe-start facility!

Fail-safe and safe-start

The fail-safe cuts power to the main motor in the event of transmitter failure while the safe-start only allows starting when the throttle stick is

low –so there is no danger of connecting the flight battery and inadvertently sending power instantly to the motors.

Professional transmitter

The transmitter has been designed for precision helicopter flying and features high quality, adjustable stick units, convertible between Mode II (throttle left) and Mode I (throttle right). The transmitter incorporates moulded ergonomic grips and a charging socket (for use with optional nicad batteries)

The only thing I changed was the transmitter, I dialled it in to a spare model memory on my Futaba Field Force seven just for peace of mind.

All for the princely sum of £107 complete, from Sussex Models

As I said GREAT FUN.....HAPPY FLYING, BE SAFE.....AL

(Thanks for the commercial AI, you wouldn't be on commission!! - ed)

Flying Times

Pednor

Power Monday, Thursday and Friday: - 9am to 1pm

Power (79dB(A) max) Saturday: - 9am to 2pm

Gliders/Electric Any daylight hours

Newground

Power Monday to Saturday: - 9am to 7pm

Sunday & Bank Holidays: - 10am to 6pm

Electric Any daylight hours

Pilot Tuition

Flying tuition is available to any junior or new members who have yet to achieve their 'solo' wings. A flying instructor will be available to attend the Pednor field each Saturday morning from 10.30am to 2.00pm weather and pupil attendance permitting. To avoid the possibility of wasting instructor's time attending an empty field please Telephone the appropriate instructor on the Wednesday or Thursday evening to confirm that you would like tuition on the Saturday.

The Instructor Rota

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

February	4	Dave
	11	Geoff
	18	Al
	25	Frank
March	4	Dave
	11	Geoff
	18	Al
	25	Frank
April	1	Dave
	8	Geoff
	15	Al
	22	Frank
	29	Dave
May	6	Geoff
	13	Al
	20	Frank
	27	Dave
June	3	Geoff
	10	Al
	17	Frank

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

Committee

Chairman	Dave Humphrey	01494 791258	davehump@gofree.co.uk
Vice Chairman	Gordon Hancock	01494 783649	fred@aerostress.demon.co.uk
Secretary	David Turner	01494 864863	tumerdm@btinternet.com
Treasurer	Bob Bennett	01494 864751	bob.bennett@wychwoodrise.co.uk
Membership Sec.	Dave Anderson	01494 583127	davidanderson267@ntlworld.com
Newsletter Ed.	Colin Hooper	01494 866387	colin.jayne@wychwoodrise.co.uk
Chief Instructor	Al Spicer	01494 783214	alan.spicer@onetel.net

Instructors

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Dave Anderson	01494 583127	davidanderson267@ntlworld.com	
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