



Flight Desk

February 2010

The official newsletter of Chesham Model Flying Club Ltd

Volume 22

Issue 1

February Club Night

White Hill Centre

Wednesday February 17th

20:00

Member's Night

Come and see what winter projects some of the members have been
building.

Editors Ramblings

What a fascinating start to 2010. Freezing cold with some bright and clear days. Needless to say, if it hasn't been snowing we have flown, albeit with stick times curtailed by frozen fingers. On a recent Saturday the flying took place in dull and misty conditions and I witnessed a competent flyer (Mr Anderson) disappear into the murk on a climbing turn. Much interest was taken until it reappeared. I may not have flown much on the day but the social side kept me highly entertained (new BBQ commissioning - see later).

Last year we had an interesting debate about Pednor. Having generated a bit of interest, we have seen some very positive changes there combined with a bit of investment. The next step is to encourage greater usage and to that end I have been invited to run a competition at Pednor. We have set the 15th August as the day when we will run a brand new competition that should be easy enough for all standards of flyers to compete in whilst being devious enough to present a challenge to even the best flyer. I will let you have some more details closer to the event. So, if you are a Pednorite, please be ready to support and show off the facilities at Pednor.

The next club night is a brand new format (to me at least). Some of the members have been undertaking some very interesting winter projects and they will be bringing them in to "show and tell". This will not be a stand up and lecture event. Each contributor will have their own display area and will be more than ready to answer your questions and show you the intricacies of their models. I was asked to do an electric corner but, unfortunately, work prevents me being there on the day. Please come along and enjoy all that the club does best, whilst socialising.

And finally, have you renewed your club membership? There are a significant number of members who are in danger of becoming lapsed members if they do not act quickly. A call or email to membership secretary Dave Anderson is advised to confirm your funds are on their way. If you do intend leaving us, we would ask that you let us know and return your keys and peg.

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

webmaster@cheshammodelflyingclub.co.uk

Secretary's Notepad

Not much flying recently due to the horrendous weather although several hardy souls have made it to Newground when conditions have allowed. Pleased to see that in spite of the snow/rain the field is comfortably dry, ditto parking.

At a recent Committee meeting (rescheduled - the weather again!) the Scale Competition was discussed. This followed informal comments made at the time of the AGM. Are ARTF's unfairly treated in terms of the loss of static points when compared to scratch/kit built models? Remember that you also lose 25% even if, for example, you buy a "non ARTF" from someone else and enter that. Believe me, this is a highly contentious issue and has caused major problems for the scale movement in general. Bear in mind that when the Allan Crook trophy was inaugurated ARTF's were rare animals. We need to cater for everyone, not just the guy who spends 1000 hours on a project. Yes, I do like building and I like flying decent stuff. However, some of the recent ARTF's are VERY good. There has to be room for everyone and maybe we should give a separate set of awards for these models.

Remember that a well flown (i.e. in a scale manner) ARTF can do well / win the Allan Crook; however, as with all competitions a good turnout is essential. We need your input, your model and your attendance!

Cheers.

P.S. It's a chastening thought but my DB Spitfire build is taking more man hours than the average life expectancy of a Battle of Britain pilot.

Safe and happy flying!! RG

The events for the next few months are:

January 13th	Committee Meeting WHC 20:00
February 17th	Club Night WHC 20:00
March 10th	Committee Meeting WHC 20:00
April 11th	Competition @ Newground (Balloon Bursting)
April 21st	Club Night WHC 20:00
April 26th	AHA Flying @ Newground (Limited club flying)
May 3rd	Newground Bank Holiday BBQ
May 12th	Committee Meeting WHC 20:00
June 13th	Competition @ Newground (Spot Landing)

Chairman's Report

FROM A TIME LONG AGO ! – OUR FIGHT TO SURVIVE

When the club started at Pednor, we had a one-year temporary planning permission.

The application for renewal was refused; the appeal against refusal was dismissed.

With the end in sight, we then applied for what the Inspector deemed acceptable, although not ideal to us, but we knew it couldn't be refused, - the Council knew this too! But, - we had lost Saturday flying! Soon after this the protracted saga to acquire Newground began. Pednor though was not forgotten, and following efforts to reduce noise, 2 years after re-gaining permission we sought to win back Saturday flying.

The planning officers supported it, the councillors didn't, but the Planning Inspector, bless him, upheld our subsequent appeal. This Pednor part of our club's story can be told from local newspaper reports published at the time.

We won the battle, and with Newground in the can, we eventually - Won the War !

You may find the following a mixture of surprise and amusement.

July 12 1991
EXAMINER

BUCKS

Flying in the face of public opinion

Dear Sir - In response to the letter from a member of the Chesham Model Flying Club, (Bucks Examiner, July 5) regarding "unacceptable language" by Councillor Robin Groves, I would reply as follows: The word "bloody" barely constitutes swearing, unless you are an honorary member of the Mary Whitehouse brigade. Genuine swearing and foul mouthing would, I am sure, be censored by this paper well before reaching a printing press, in keeping with the Obscene Publications

Acts. To latch onto such trivia seems a rather pitiful way of scoring cheap Brownie Points for your club's cause. The comparison to Hitler I also found rather unnecessary. Secondly, you evidently did not attend the planning committee meeting when the application for renewal of flying permission was refused; I seem to recall that your chairman's exit from the meeting following the decision was somewhat less than gracious! As far as the flying club is concerned, it may well have the support of some locals and rambles (probably members?). There is also plenty of opposition, and from the very heart of where you claim your support to be.

The refusal by the Department of the Environment to uphold the club's appeal is hardly likely to have come about by the protestations of a single individual.

I think that you have underestimated the level of feeling that exists against the presence in Pednor of your club. The whole saga of this flying club has also brought witness to

the fact that yourself and the other members of the Club simply CANNOT comprehend the distress and misery that is inflicted on us every time one of your planes takes off. Could it be that you have overlooked the simple fact that when a member turns up to fly a plane, he/she is in the vicinity for an hour, maybe two. He/she then returns home and someone else arrives for his or her slot.

This procession then continues through the day. Residents are subjected to EVERY minute of EVERY member's flying time; hour in; hour out; day in; day out; month in; month out. Is it really any wonder that tempers become frayed? Councilor Groves may have taken a short cut in arriving at what he said, but after two years of "Pearl Harbor Revisited" every beautiful sunny day, it is time for our guns to remain silent no longer. You can rest assured, however, that the artillery we use will be in the metaphoric sense of the word. I should like to ask the flying club why was the site offered by, I believe, Ashley Green Parish Council not acceptable as a new venue? The club claims to have searched high and low for a substitute site. Has the committee considered Bovington Airfield - as a new home? Please remember, we do not wish to stifle your hobby, merely to relocate it.

Pednor Resident - (Name and address supplied)

JULY 19, 1991

BUCKS EXAMINER

Flying: putting the record straight

Dear Sir - As chairman of the Chesham Model Flying Club I feel that it is necessary to put the record straight from the club's point of view. The club membership consists of mainly local individuals who are mostly in the age range of 30 to 70, married, homeowners and come from all walks of life. They are all responsible citizens who do not wish to annoy anyone but have a burning ambition to build and fly model aeroplanes. In 1989 a group of local flyers was offered the use of a field in Herberts Hole, Pednor, at an attainable rent and with excellent access and off-road car parking. After researching the site it was found to comply with the Code of Practice for Model Aircraft issued by the Department of the Environment for distances to the nearest habitation and so the club was formed. The suitability of the site has subsequently been confirmed by the support to our presence there from Great Hundridge Manor Estate and their land agents, the estate gamekeeper and shepherd, the Ramblers Association, Little Kingshill Riding School, Chesham Town Council, Chiltern Society, County Museum, County Highways Department, British Model Flying Association and the Civil Aviation Authority. Shortly after the club started its activities it was pointed out to the club that to pursue a non-agricultural activity on farmland for more than 28 days in the year it was necessary to apply for planning permission for the change of use. We knew that not many flying clubs throughout the country do this but being responsible citizens we applied and were given a year's temporary permission with limitations on flying times throughout the week.

Apart from personal representation from the nearest resident, for nine months, while we rigidly abided by our limitations, there were no complaints from the residents in Pednor Road. However, as soon as we applied for an extension of permission we were amazed to find that several of the Pednor residents and some in Chartridge Lane wrote quite extravagant letters of complaint to the council. We immediately instituted measures to reduce the level of noise that could be heard in Pednor Road but we lost our application. We were never offered reduced or altered flying times that we refused and would have been prepared to accept anything. We therefore appealed to the

Department of the Environment and while waiting for the result continued to fly at Pednor on Thursdays under the 28-day rule. Our Thursday flying has been accepted as reasonable by one of the nearest residents even though the number of members participating sometimes exceeds that of last year's Sundays. The DoE Inspector dismissed our appeal even after stating that the noise of our models could be drowned by bird song at Pednor Road. He also made the assumption that the power flying that would be reasonable, namely weekday mornings, would not be of any use to the club. In this he was wrong and we are therefore applying for power flying on Monday, Wednesday and Friday mornings with unlimited flying of silent (Gliders and electric-powered) models. This limited use for power flying only suits our retired and self-employed members and hence we are, as always, on the lookout for another less controversial site for weekend flying. This is not as easy as some people think. The Council Leisure Services Department only came up with one very unsuitable site at Ashley Green and last week's letter writer on this subject should be aware that Bovingdon airfield is used for weekend markets, Banger Racing, the local unofficial drag strip as well as having a high-power radio beacon known to interfere with radio control models. The club is willing to pay £50 as a finder's fee to anyone giving us a 'lead' that results in our permanent acquisition of a suitable site.

David Humphrey – Chairman
Chesham Model Flying Club, Buckingham House, Mineral Lane, Chesham.

August 16, 1991

BUCKS EXAMINER

Model flyers told: All clear for take-off

JUBILANT members of Chesham Model Flying Club have been given the official go-ahead to fly powered planes from their base in the Pednor Valley. Members of Chiltern District Council's planning committee last week approved an application lodged by club members to allow powered model plane flying to take place on Monday, Thursday and Friday mornings. The District Council's decision marks the end of a two-year struggle between the flying club, planning authorities, and local residents. Previous applications lodged by the club had failed on grounds of noise pollution. Councillors had said that model plane flying would conflict with other users of the countryside. Some residents in the area claimed that the noise from the powered planes was so great that the only way to escape it was to stay indoors.

When councillors refused an application by the club last year, members lodged an appeal with the Secretary of State for the Environment. This was also turned down because of noise nuisance but the Planning Inspector said that a restriction on the hours of flying would be acceptable. So club members submitted another application limiting the flying times to Monday, Thursday, and Friday mornings for powered craft. At last Thursday's planning committee meeting councillors decided to support the scheme after hearing it met with the recommendations set out in the planning inspector's report. Councillor Mrs. Jane Dicks welcomed the proposal saying: "There are things the club could do which do not require planning permission which could cause a lot of aggravation. I would like to support the application."

After the meeting, Chesham Model Flying Club chairman Dave Humphrey said:

“We are more than happy with the result. It shows that most people's complaints about the so-called dangers of model flying are completely unfounded. We are not a bunch of cowboys and we have never sought confrontation with residents in the area or done anything irresponsible.” He added that members were still looking for a site to fly from at weekends but for the moment were happy that the club had a permanent base at last. “All in all, it's a good day for the club.”

11 June 1993

BUCKS EXAMINER

Model planes barred from Saturday flying !

CHILTERN District Council has grounded plans for a model flying club to operate on Saturdays. Planning officers had worked out a scheme with Chesham Model Flying Club, which they hoped would cause minimum noise nuisance to residents in Pednor. They agreed the existing site between Herberts Hole and Hollow Way could be used from 10am-12noon, and 2pm-4pm, providing aircraft did not exceed a 79dBA limit. This would have opened the club to enthusiasts who work during the week and would also have enabled more experienced members to teach novices still at school. But members of the planning committee overturned the recommendation last week and refused to lift a restriction on weekend flying.

Although some councillors supported the club's suggestion of a one-year trial period, a majority felt it was unreasonable to expect residents to suffer the noise on Saturdays when the club already operated on Monday, Thursday and Friday mornings.

Councillor Theresa Lowdon said: “Residents are entitled to be able to sit out in their gardens at the weekend in peace and quiet.” Local member Councillor Peter

Jones added in a letter: “The planes make a continuous droning noise which is very distressing for people living nearby.” Dave Humphrey, Chairman of Chesham Model Flying Club, said he was very disappointed with the decision. “We have made an effort to reduce noise generally, not just on Saturdays, and our planes are quieter than the DoE maximum of 82dBA,” he said. “We also went to the trouble of discussing our application with the Planning Department beforehand, and arranged a demonstration for the Environmental Health Officer, who concluded that the noise levels were acceptable.”

November 19, 1993

Bucks Free Press

Model plane fliers can take off at weekends

THE Model Flying Club at Chesham has won permission on appeal to fly planes on Saturdays as well as Mondays, Thursdays and Fridays. The Secretary of State for the Environment has come down on the side of the model aircraft enthusiasts in the latest battle with local residents for the right to use airspace above Pednor. For the past two years, since it won a previous planning application, members have been meeting three times a week at a field between Herberts Hole and Hollow Way on the outskirts of the town. One resident told the Government Planning Inspectorate the high-pitched noise

from the powered aircraft was "similar to being captive in a room for several hours with two or three bluebottles buzzing about."

The inspector said he visited the site when the weather was unexceptional and the wind was gusting perhaps force two from the south and southwest. In his opinion the sound of the average-sized model aircraft engines was more like a Garden Strimmer. It was drowned by the noise of real live planes from Heathrow, Luton, Denham and Elstree passing overhead and also by the sound of building works. "I well realise that there is a difference in perception and potential irritation between an intermittent noise nuisance and a steady, continuous one, even if that is of less intensity, a point strongly emphasized by the objectors," he states in his findings. From his standpoint 400metres from the site, the inspector says he did not find the noise excessive or offensive. "I doubt that the casual, unprepared listener would be aware of it, certainly from Chartridge Lane." The club has been up against opposition from local residents since the officers discovered they needed planning permission to continue their sport because they use the land more than 28 days a year. The regulations, which have recently been tightened, also apply to activities like paintball skirmishes, shooting, stock car racing and scrambling. Some activities now need planning permission if they take place more than 14 days a year. An application for Chesham Model Flying Club to use the land between Herberts Hole and Hollow Way was first granted by the Chiltern District Council in 1989 on a one-year temporary basis. The council refused to renew the application in 1990 because of local opposition but the following year members won permission to fly silent models at any time and powered models on Monday, Thursday and Friday mornings but not on Saturdays. Since then, expert modeller Dave Humphrey of Mineral Lane, Chesham, has designed a revolutionary silencing device which cuts down the noise from models with internal combustion engines to an acceptable level. Consequently, the inspector has overturned the council's decision not to allow flying at weekends. The members can fly the more powerful models between 9am and 2pm on Saturdays on condition that no more than two are flown at one time and those that exceed the sound barrier will be grounded.

Humpy

Member's Ramblings



Great Minds

.....or a tale of two Meteors

It seems rather strange that Richard Ginger and I had both decided quite independently that we wanted to build a model using a radial engine and preferably one where the engine remained uncowed. It was not until we had both sourced the plans and decided what engine to use that we discovered that we had selected the same aircraft.

The aircraft was the Meteor - a product of the General Western Aero Corporation, a small American company started just before the great depression of 1929. They chose a difficult time to form such a company and after starting with premises in Burbank California moved to Santa Barbara where hangarage was less expensive. Sadly they only manufactured six Meteors before packing their bags in 1935 and selling out to the Air Transport Manufacturing Company. Albin Peterson the designer of the Meteor and co owner of General Western became Air Transports Vice President and Chief Engineer.

Back in the late twenties and early thirties designing and building aeroplanes was a little less of a science than it is now. After designing, building, test flying and getting certification of the prototype the main jigs and tools were completed and the first production run of planes put into work. Very often many changes were made as experience was gained during this first production run. Add to this the fact that different craftsmen would be working on the construction and they too made small modifications so not all the planes were exactly the same. The GW Meteor was a good example of this phenomenon. The last of the six planes built c/n 106 (NC12294 and the one Richard chose to model) was quite different to the prototype X848E. Sadly this prototype didn't complete its test program as it refused to come out of a spin forcing the pilot Al Lary to bail out.

After some painstaking research we were able to discover a little of the history of Richard's aircraft. For a number of years in the thirties this aircraft was used as a trainer and rented out. It operated from Clover field in Santa Barbara. In 1954 it was converted into a crop-duster – the front cockpit was gutted and a large capacity tank fitted. To compensate for the additional weight (increased from 675lbs to 800lbs) a different engine was fitted – a 220hp Continental in place of the five cylinder 100hp Kinner.

Little more was known until the plane was reregistered to a Mr Hathaway Elwood of Willowbrook in the US of A in April 1954; sadly the plane was destroyed shortly after and deregistered in October of the same year.

My choice of aircraft was the third built: c/n103 - NC-12254. My research on this particular aircraft failed to find anything of value so I let my creative imagination fill in the blanks.

'It is apparent that NC-12254 was built for a particularly rich guy, one that had not yet felt the full impact of the 1929 depression. The leather lined cockpit, the textured aluminium floor and other small enhancements supports this. My guess is that he was anxious to impress his wife, a keen aviator herself who had been involved in a minor aeroplane crash in 1927 and as a consequence had restricted movement in her right leg. To accommodate her disability he requested that the door to the front cockpit be made deeper than called for on the original design and that a grab handle be fitted at the forward end of the door opening enabling her to climb in more easily. Over the following years they had many enjoyable flights around the country.'

How's that for a fertile imagination; if you know differently then do let me know!

Both Richard's aircraft and mine were to be quarter scale. Mine: c/n103 - NC-12254 was one of the 'de-luxe' versions with a leather lined cockpit and an Aluminium floor. It cost \$3280 – quite reasonable at that time for such a well equipped and finished aircraft.

Both models have an eight foot wing span with a parallel centre section of 18” chord with the outer span tapering down to about 15” at the tip. Richard decided on the superior 60cc Saito five cylinder engine; I went for the least expensive option: a 63cc SC 400AR, also a five cylinder radial. The main differences between the two aircraft were (are) that the earlier model (mine) had a smaller fin with a larger balanced rudder and five fairing longerons each side of the fuselage – Richard’s had a large fin and an unbalanced rudder with just four longerons each side and was considered to be the best of those built.

Our two models are different in other respects: Richard, as you are undoubtedly aware, prides himself on building very light models and managed to get his just under the design weight of 22lbs. Mine as you might have guessed weighs a massive 26lbs, most of which is accounted for in a heavier fuselage, a number of scale additions and the fact that the SC is a slightly heavier engine than the Saito. The full size aircraft were finished in three different styles; all silver – blending with the Aluminium turtle deck and forward cladding; Red fabric and Aluminium and Yellow fabric and Aluminium. Richard chose the all silver scheme and I decided on the yellow fabric, both finished with black lettering and insignia.

Richard has been flying his model since early 2009 and has received some very favourable press comments in addition to winning our annual Scale Competition. I’ve only just finished mine and am waiting for appropriate weather before it can be test flown by Al Spicer.

Will it fly? Watch this space!



Richard and his Meteor at the field in Newground



My own Meteor on the bench in Dudswell

Casey W

Events Report

“EVENTS”

Hi folks and a happy new year to you all! Let's hope the weather gods are a little more favourable to us this year as I definitely need to get in more flying as I'm sure you would all like too as well. I started the year amid all the ice and snow with a weekend away visiting fellow club member Carlos Nunes in Valencia, accompanied by Al' Spicer. A trip to the local model flying club revealed some pretty impressive pilots and models, along with excellent facilities, and of course much higher temperatures. More of this in the next issue!

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So, to the tail end of 2009 we had the AGM which had a reasonable turn out, (though less than the previous year), however all went smoothly and many mince pies and sausage rolls were devoured!

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Boxing Day flying at Newground was restricted due to poor weather, however congratulations go to the “die hards” that battled the elements to show their faces and uphold the club's tradition of “boxing day flying”. Well done gents!

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“FORTHCOMING EVENTS”

So back to nearer freezing temperatures and our up and coming events for 2010 at CMFC. As those of you who attended the AGM will know the schedule for 2010 is similar to that of last year with the addition of an electric only competition to be held at Pednor later in the year. The nature of the competition will be released later, once the rules have been finalised by the CD, (competition director), Mr Colin Hooper who has kindly volunteered to run the competition.

This looks to be a very interesting competition indeed in as much as entrants will not be competing against each other. “Eeerrrr, what” I hear you say! Yes folks, a complete novice, (as long as they are “solo”) has as much chance of winning as the most experienced flyer, **guaranteed!** How come? Well you’ll just have to wait and see. **It can be done!**

Along with the new comp’ we will be taking the existing bbq from Newground to Pednor thereby facilitating a little cooking if required and as such a new replacement bbq for Newground is winging its way as I write this article. The new bbq will of course have to be assembled and commissioned and Al’ Spicer and myself will fulfil our duty here and sort it all out, a tough job I know but hey, someone has to do it!

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We kick off 2010 with our first club night of the year and this one has a different slant on it. We will be having a “member’s club night” and what is that you may ask? Well, we have some excellent builders in the club, some of whom have been beavering away through the winter months on various projects and we thought it would be a good idea for them to share their toils at the club night.

There are 4 or 5 members who will be bringing along their models, ranging from I/C scale, ARTF, gas turbine and rocket! Quite a mixture I’m sure you’ll agree. There will be tea, coffee and biscuits as well as the usual bar facilities. This will be an informal “members night” and an opportunity to see some excellent models and find out just how those niggling little build problems were overcome by the experienced amongst us!

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Our first competition of 2010 will be the Balloon Bursting and held on Sunday 11th April more info to follow! But remember (**particularly if you are a new member**), all you need to be able to do to enter is fly straight and level over the patch, (oh and of course be able to have some light hearted fun)! We have had quite a few new members over the last 12 months so let’s see you at the comp’s. It’s not the winning it’s the taking part, (I know, because I’ve never won anything)!!!!

April also sees our second club night of 2010 and an excellent night is in store. More about that in the next issue too!

.....

Ray Birdseye, CMFC events coordinator
events@cheshammodelflyingclub.co.uk
Tel 07703 768354

Instructor's Corner

With Al Spicer

Hi everyone.....First and foremost,

A Very Happy New Year to one and all, and especially a very big welcome to all our new members. (You won't regret joining our club I promise)

Well the weather is still a tad too cold for me to partake in any flying at the moment but as soon as it warms up a little I will be there.

Last Sat I had the great pleasure of working along side my ole buddy Ray Birdseye at his wonderful workshop, we both happily assembled our new club 4 burner BBQ with great enthusiasm. What a lovely bit of kit it is too. There was obviously the usual banter going on whilst assembling (most of it coming from Ray!!!) and the odd cup of tea flying about, but we eventually got it all in one piece and duly delivered it to Newground. Quite a few members were there flying although the weather was bleak and misty....We unloaded the Bar B fired it up and to our amazement almost everyone rushed over to see it in all it's glory....but then we realized all they wanted was to huddle round it and get warm...TYPICAL!!

As usual at this time of year I always mention that I would like to see more members going for their 'A' and 'B' certificates this year. It's quite an achievement to pass the 'A' as it makes sure you know your BMFA manual and the safe operation of your model aircraft, and with the 'B', the same again with some aerobatics thrown in for good measure. If you need any help or information on this please do not hesitate in contacting me, and I will point you in the right direction....(and that's not toward the pub...or maybe it is...!!!)

Also any new members that need 'pointing' in the right direction i.e. model or engine selection info, fitting etc etc again do not hesitate to ring me if you have any questions. You will see the new 2010 instructing rota printed elsewhere in this issue.

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 (with the exception of Richard Ginger who instructs at our Newground site) 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

SAFETY NOTE...this year I DO NOT want to see anyone standing in front of their model whilst revving the engine to it's max.....

I cannot count how many times I have written about the safe operation of a model engine and the dangers of rotating propellers, towards the end of last year I was still observing members operating their model engines at high revs whilst kneeling or standing in front of them



THIS IS WHAT HAPPENS WHEN YOUR HAND COMES INTO CONTACT WITH ONEnot very nice is it...for goodness sake use your head and **STAND BEHIND YOUR MODEL WHILST OPERATING OR ADJUSTING THE CARB.**

Propellers rotating at high speed are potentially dangerous, Even small ones.

The highest regard to safety must be considered before running any engine coupled to a propeller. This includes electric powered models which can be even more dangerous as the motor will not stop when your hand gets in the propeller arc.

SAFETY GUIDE

- 1) Any Engine & Propeller combination should be operated ideally in an open area and not in any confined space i.e. indoors or inside your workshop. Unless the building is specifically designed for propeller testing.
- 2) Only the operator should be in the vicinity of the rotating propeller.
- 3) The operator should be behind the propeller at all times and never be in line with the arc of the propeller.
- 4) Any spectators should **always** be behind the operator

Whilst on the 'safety' theme, can I remind you all again that it is a BMFA and a CMFC club rule that you have a 35 MHz frequency pennant on your transmitter....



The requirement for transmitter frequency pennants identifying the channel is of the utmost importance, no matter what frequency control system is in use. on your

It is also essential for good communication between members to be established, especially those on the same frequency, and vital that at any time the user of a particular frequency can be identified.

It is also clear that effective monitoring by our clubs'

committee is ongoing to ensure that no misuse from over familiarity with the system is creeping in, sorry to say this BUT we will not tolerate members who think they know better (or simply forget) and do not follow the club rules.

“YOU KNOW IT MAKES SENSE”

There will be a write up in the next issue about mine and Ray Birdseye’s trip to Valencia to see our ole mate Carlos Nunes who reported in the last issue about the Valencia Model Flying Club. We visited the club two or three times whilst we were there.....full report next time.

HAPPY FLYING AND SAFE LANDINGS.....AL

The Instructor Rota

The instructor rota has been combined with the year planner that Ray puts out. Please contact the duty instructor on the Wednesday before the training day. If you do not call he will assume that no training is required and will make other arrangements to have a social life.

In the event that the weather makes training dubious, it is a good idea to check with the instructor before leaving for the field.

Remember that Al, Dave and Andy train at Pednor. Richard Ginger trains at Newground.

Committee

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

Instructors

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

2010 Year Planner

2010	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T							
January					1	2 R G	3	4	5	6	7	8	9 D A	10	11	12	13 C O M	14	15	16 A H	17	18	19	20	21	22	23 A S	24	25	26	27	28	29	30 R G	31		
February	1	2	3	4	5	6 D A	7	8	9	10	11	12	13 A H	14	15	16	17 W H C	18	19	20 A S	21	22	23	24	25	26	27 R G	28									
March	1	2	3	4	5	6 D A	7	8	9	10 C O M	11	12	13 A H	14	15	16	17	18	19	20 A S	21	22	23	24	25	26	27 R G	28	29	30	31						
April				1	2	3 D A	4	5	6	7	8	9	10 A H	11 C M P	12	13	14	15	16	17 A S	18	19	20	21 W H C	22	23	24 R G	25 A H A	26	27	28	29	30				
May						1 D A	2	3 B B Q	4	5	6	7	8 A H	9	10	11	12 C O M	13	14	15 A S	16	17	18	19	20	21	22 R G	23	24	25	26	27	28	29 D A	30	31	
June		1	2	3	4	5 A H	6	7	8	9	10	11	12 A S	13 C M P	14	15	16 S F E	17	18	19 R G	20	21	22	23	24	25	26 D A	27	28	29	30						
July				1	2	3 A H	4	5	6	7	8	9	10 A S	11	12	13	14 C O M	15	16	17 R G	18	19	20	21	22	23	24 D A	25 C M P	26	27	28	29	30	31 A H			
August							1	2	3	4	5	6	7 A S	8	9	10	11	12	13	14	15	16	17	18	19	20	21 D A	22	23	24	25	26	27	28 A H	29	30 B B Q	31
September			1	2	3	4 A S	5 C M P	6	7	8 C O M	9	10	11 R G	12 A H A	13	14	15	16	17	18 D A	19	20	21	22	23	24	25 A H	26	27	28	29	30					
October					1	2 A S	3	4	5	6	7	8	9 R G	10	11	12	13	14	15	16 D A	17	18	19	20	21	22	23	24 A H	25	26	27	28	29	30 A S	31		
November	1	2	3	4	5	6 R G	7	8	9	10 C O M	11	12	13 D A	14	15	16	17	18	19	20 A H	21	22	23	24	25	26	27 A S	28	29	30							
December			1	2	3	4 R G	5	6	7	8	9	10	11 D A	12	13	14	15 W H C	16	17	18 A H	19	20	21	22	23	24	25	26	27	28	29	30	31				

C O M	Committee Meeting		Club Night WHC = White Hill Centre		Pednor Event SFE = Silent Flight Evening CMP = Competition		Newground Event CMP = Competition BBQ = Bank Holliday Barbeque BOX = Boxing Day Flying		Newground No Club Flying AHA = Aerobatic Helicopter Association
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