



Flight Desk

February 2012

The official newsletter of Chesham Model Flying Club Ltd

Volume 24

Issue 1

February 15th Club Night

White Hill Centre, Chesham from 8:00pm

David Keen

The RAF Museum Hendon
The History and The Collection

Another excellent evening in prospect.

A difficult newsletter to pull together as it follows the loss of two long standing club members. We have chosen to dedicate this Flight Desk to your memories of Dick Meyers and Al Spicer. Perhaps, inevitably, the greater part of the memories are of Al, who touched all of us because of his role as Chief Flying Instructor and founder member status. Dick we remember no less fondly for his models and enthusiasm.

Al I remember for his extremely competent and smooth flying skills, his humour and his love of F1, which I also share. My earliest memory was of extreme embarrassment when Al checked my flying skills to see if I was safe to go solo (I was a self taught flyer!). I launched the model and watched it rotate into the ground (wrong model selected on the transmitter) Al was kind enough to say he had done the same thing himself and not to be too disheartened. A later memory was of a model built from scratch which I had found hard to master. I asked Al to try it and trim it out for me. I watched this model do knife edges and rolling circles in his hands, something it has never done in mine!

I am at a personal disadvantage with Dick as his most active years were before I became a club member. I mentioned before that we shared many chats about his earlier life in Kent and his late conversion to electric flying when he asked me to build an electric glider for him. I leave it to Andy Hawkes and Geof Walker to add to Dick's story.

I have fond memories of Dick and also some scary moments to boot, having over the years been asked by Dick to fly many of his own creations and other models that he had acquired, which included many IC powered and glider models.

There couldn't be anyone keener than Dick to build models and then see them fly, but unfortunately precision building was not one of Dick's strong points and many test flights gave the test pilot a few scary moments, which often nearly ended in disaster!

However Dick's casual approach to building techniques and life in general were both an endearing part of Dick's personality, as he just took everything in his stride. He would hardly bat an eyelid when one of his models performed an unexpected and unplanned violent manoeuvre causing the pilot (invariably either Al Spicer, Bill Hockey, Dave Baverstock or me) a near heart attack and in many cases sending the model hurtling uncontrollably to terra ferma.

When Dick was down the flying field there was never a dull moment; and even if the 'lucky' pilots of his models were not entertaining the assembled crowd with their skilful attempts to keep the aircraft airborne, Dick would keep everybody amused with stories of his life experiences.

Dick was a real character and one of life's true 'one-offs'. He will be sadly missed by all his colleagues at CMFC who had the pleasure of knowing him.

Geoff Walker

Andy Hawkes has memories of both:

TWO OF MY BEST MATES

MAY YOU R.I.P

DICK MYERS AND ALAN SPICER

You both helped me through the many years of building and flying models. I came into the club from the model car side of radio control and was well out of my depth. With help from these two good mates and others I found learning the skills I needed could be fun as well as hard.

Alan was already a good mate from the model car racing days so we instantly started joking around with each other. At the same time he passed on loads of good tips and tricks to me and I would have never stayed in the sport if it wasn't for him. He could lay down the rules without taking the fun out of flying and put them across to me in a way I could understand. Though afterwards we would end up taking the p*ss out of each other and stand around laughing and joking. He helped me get my B certificate which allowed me to train and pass on what he had taught me, which helped many of you.

He was a top guy and I will really miss him and I would like to send my sympathy to all his mates and family who will, I know, miss him so much.

He will never be forgotten.

Dick was a guy I had so much respect for. He was such a nice man and could tell more stories than a library could hold and in these stories there would be things that only old school country lads would know. Neat tricks on how to do certain thing or country names for things that I had never heard of. He had many models and he loved to fly them. As he got older he got others to fly them and he would stand and watch, egging the pilot to put the planes through their paces which sometimes ended in slight mishaps which he would laugh about. The happiest flight I saw him have was with his electric glider as I think he thought it would never fly, but it did and very well. I even passed the sticks to him and stood and watched. He loved it.

"Dick there was so much more I could have learned from you that will now be lost forever"

R.I P my old mate.

Al's Funeral was held on January 16th at the Chiltern crematorium and I was staggered to see some 35 members were present to pay their last respects. It was a very special commemoration of Al's life. Chairman Dave Humphrey read his very own tribute to Al which I think you would like to see.

AL SPICER – MY DEAR FRIEND & TOP MODEL FLYER

To me, Alan J. Spicer, - just plain Al to most people, was a 'happy go lucky' bloke, and probably the biggest 'Mickey taker', (there is another word for this), - that you were likely to meet. If you were the butt of his joke you just joined in the laughter, it was impossible to be offended.

I first met Al when he was just 29, as a result of a common interest in models, surprisingly not the female kind but radio controlled models. The catalyst for this friendship was Modelmakers, the new model shop in Chesham high street, owned by Mick Jeffries. The shop had model cars and planes and became very popular.

At this time Al was into radio controlled cars and was a member of the local car club along with his friend Geoff Walker. Their interest switched to model aircraft, and Al had met Dave Baverstock at the shop and with Mick Collins; - the three became inseparable friends working part-time at the shop on Saturdays.

Al, together with me, my son Mike, Bill Hockey, John Wilkins, Dave Baverstock, and Barry Collins flew in a field behind my house, but had ideas about finding a 'proper field' to fly from. An opportunity arose to use a field in Herbert's Hole Pednor belonging to Great Hundridge Manor Estate.

It proved suitable, so we formed a committee and Chesham Model Flying Club was born. It was now 1989 and founder member Al soon established himself as a valuable committee member, and a gifted model flyer. Several of us manned a stand for Modelmakers at the annual Sandown Model Show, and Al and Dave Baverstock flew some of the shop's models in the display.

In 1989 our Pednor site was granted planning permission and Al was there flying as much as his work would permit, being within easy reach if he had to test drive a vehicle. He used to service my car, and could always make his money on 'sundries' as he would itemise Screen wash, Brake Clean, and Copperslip on the invoice. 'How can you charge me this Al? ---- 'It's what all garages charge' he would say, even though his copperslip was years old in a battered old tin, with a wooden stick.

In 1990, Chiltern District Council stopped the club's weekend flying and Al joined in the hunt as we searched for another permanent site. In 1992 the club struck gold, and purchased our fabulous 35 acre Newground Field flying site near Aldbury Herts.

With his conversational and flying skills, Al gave tuition to novice pilots joining the club and headed up a training program to becoming Chief Instructor at the club. Many people in the club, past and present, young and old, possess skills passed on to them by Al, - something they will always remember.

As a great talker and joker, - in the early days at Pednor, he would keep an eye on 3 year old Daniel, Dave Baverstock's son, while Dave was flying. Soon Daniel would be crying, - wanting to go home. 'Don't cry Daniel' - Al would say, --- 'Your dad won't be long, - he's only going to have another 10 flights'!

That raised a laugh at the expense of a 3 year old, - Al had no shame!

Al, Dave Baverstock and Mick Collins organised trips to Brean Sands. This was an annual out of season model flying week at Pontins, and was absolute madness.

On a serious note, all 3 gained their British Model Flying Association 'B' Certificate whilst there and there is a photo with all of them smiling and waving their pieces of paper in celebration.

Al's motor business moved from Bellingdon Road to Bank Farm Bellingdon. Bank Farm is owned by Anne Coney who runs 'Riding for the Disabled' there, and whilst there he organised a club Flying event at the farm for the disabled youngsters.

His magnetic personality made him friends far and wide connected with model flying. Many people at our neighbouring club Aylesbury got to know him well.

In the Nineties the 2 clubs contested an annual Fun Fly Competition which he took part in, and he regularly attended their Bring and Buy sales.

He did have another gift, - he could buy a model plane, asset strip all the good gear out of it, fit it out with some of his less expensive stuff, and then re-sell it at a profit. What a cheek, - only Al could get away with that.

I once took an old set of glider wings to our club Bring and Buy sale and they didn't sell. Al said afterwards --- 'Can I have them'? ---- 'Go on then' I said.

At our next Bring and Buy I bid on a set of wings being auctioned and won them for £3. They had been re-covered and looked great. It turned out that they were Al's - the very same ones I had given him! I still can't live that one down.

He did have other interests as well, - in particular his love of Formula One and formed a close and lasting friendship with Carlos Nunes the then Test Team Manager for Renault. He attended test days at Silverstone and treated the team members to a flying display during their lunch break. Through Al, Carlos is a member of our flying club, as is his friend Colin Briant.

He wrote his last contribution in October 2011 for 'Instructor's Corner', his column in the club's newsletter. He said he was doing fine and would see us all at the club night a week later and was accompanied by his brother Des who had arrived from New Zealand. With his voice a mere whisper he still managed to smile and talk to as many people as he could.

In the afternoon of Wednesday 28th December, I visited him at the Hospice. I spoke to him and held his hand and I could feel him gently squeezing mine, it was a memorable moment. The next morning at work, I had a phone call from his close friend Ray Birdseye, to say that Al had passed away. He dealt with his illness with amazing courage and dignity.

The Al that I knew was a one off, well liked, truly inspirational individual.

His passing has left a gaping hole in many people's lives. He made a massive contribution to the success of his beloved Chesham Model Flying Club, and his presence will continue at the flying field and in the hearts and minds of us all.

God bless you Al !

Dave Humphrey - Chairman Chesham Model Flying Club

Richard Ginger lifted the burden from Al as his illness progressed by becoming our Chief Flying Instructor.

Anyone who attended Al's funeral was surely moved by two things – the sheer size of the congregation and the total sincerity of the secular service. It was a massive testament to the life of a unique and unpretentious bloke.

I first met Al through model flying and we shared a consuming passion for the hobby. He was an accomplished pilot, one of the smoothest I have known and certainly the most modest. Al approached aero modelling in exactly the same way as he did everything else: with commitment, humour, no nonsense and quiet professionalism, but above all with a fundamental desire to help others. Al did not suffer fools gladly, what you saw was what you got – yet he gave a tremendous amount in an honest and unselfish manner. Al was truly not one of life's "takers"; an outrageous opponent of political correctness, he despised anything phoney or patronising yet showed a deep and moving compassion for the genuinely disadvantaged.

We shared many hugely entertaining sessions at Newground and elsewhere.

I am indeed privileged to have known and flown with him.

Happy landings, Mate!

RG

Perhaps one of the oldest members can contribute much to Al's story. Ken Walker or "Casey" as his strap line identifies him:

Fond Memories of Al Spicer

It must now be well over fifty years since I first came in contact with Al and Jan's family. Len Beszant, Jan's dad, worked with me when we were both employed by Shackmans in Chesham. Len was one of the leading jewellers and I was a rookie manager. Whilst we worked together I am sad to say that I never realised he was an enthusiastic aero modeller and it was not until I joined the CMFC back in 2001 (few months after Len's death) that I found out. Later in my role at Shackmans I was joined by both of Al's elder Brothers Des and George. At that time I hadn't yet met Al.

Then in the early seventies Des joined me in another company for a couple of years before that 'folded' and we went our separate ways. And I still hadn't met Al!

So it was not until my first visit to a CMFC meeting in 2001 that I met Des and George's little brother Al and learnt that Al had married the daughter of a chap I worked with for many years. It was quite an emotional meeting for us both, we'd known of each other for years but never met.

As I slowly learnt to fly, taught by many willing hands and spending more and more time at Newground I realised that Al was the one always keeping an eye on the safety and well being of all those present. He was never intrusive but made himself available to give a hand when asked – Could you check my C of G? Could you help me start my engine? Could you trim out my new plane for me? And so on and on, countless problems happily solved. Nothing was ever too much for him.

Al was a regular visitor to my workshop and we shared numerous cups of tea and many lively discussions over some of my more questionable projects. I will greatly miss this truly inspiring and remarkable man. A true friend; a sad, sad loss to his family; his many friends and colleagues in his social circle and in his Business; his Hobby; in Motor Sport and not the least our Flying Club. He will be greatly missed and the World will be a sadder place without him.



Designer Boddo; Pilot Al and Casey the builder after winning the once only awarded Ken Swailes Memorial trophy.



With the Mighty Mighty Barnstormer in September 2008



At his most comfortable – my favourite picture.



Test flying the Meteor in 2010

With great sadness – Kenneth Walker (Casey)

For many years, Al shared the instructor rota with Geoff Walker who has his own memories of Al.

I first met Al way back in 1982 when I was converting from 1/12th scale indoor RC Track Car racing to 1/10th RC Off-Road Buggy racing, and turned up at Chesham Off-Road Club's indoor venue at the BT telephone exchange in Amersham. It was during these weekly club nights and in particular their many outside race meetings in the grounds of the Royal Oak Pub at Deep Mill, Great Missenden, where our many years of friendship with Al, Janet and their son Jamie began.

We shared a mutual interest in anything to do with modelling and some of my fondest memories are of our regular family excursions on New Year's Day during the late 1980's to the Model Engineers Exhibition, so that Jamie and our two boys Mark and Paul could take part in the DPR Models 'Chuckie' glider competition. Our families also enjoyed several modelling holidays to the infamous venue known as Pontins, Brean Sands, which was an absolute riot from start to finish, with model car racing for the boys and crafts for the girls during the day, the 'Crocodile Club' for the children and silly games in the ballroom every evening. As usual Al was always acting the clown and keeping everybody entertained, adults and children alike. This was also true during later years at our many New Year Eve get-togethers and several fancy dress parties, when Al was always the one with the most outrageous costume; my favourite being Al's interpretation of Sir Les Patterson, the drunken and vulgar alter-ego of Barry Humphries (a.k.a. Dame Edna Everage). Some of our other CMFC members from the early years who were also present at this party given by Dave Hewitson, with the theme 'In the Worst Possible Taste' will I am sure, also remember Al's superb characterisation.

Our mutual interest in modelling developed further when I followed Al into RC model aircraft, and following several years as members of Aylesbury & District Model Flying Club, both of us found ourselves part of the very first committee of CMFC when it was formed in 1988. What followed were many years of great flying days with Al and trips out to associated aircraft and modelling events, which were always memorable and will stay with me always.

I will always value Al's friendship; he was always optimistic, full of energy and fun to be with, and always prepared to give his time to help others. Fortunately I have an item in my modelling workshop given to me by Al, which will be a constant reminder of the good times we shared. The first time he stepped in to my new workshop back in 1995, his first words were "Blimey mate it doesn't look as big as this on the outside, it must be the Tardis!" The next time he came round he presented me with a car registration plate with 'TARDIS' across the front, which has had pride of place on the inside of my workshop door ever since. Thanks mate.

Why is it that the good always have to die so young?

Geoff Walker

In the past few years, one of the closest members to Al has been Ray Birdseye. They first met when Ray was looking for a hobby that he could share with his kids. Ray takes up the story.

I first met Al back in 2003 when I joined Chesham Model Flying Club as a somewhat nervous newcomer to radio controlled model aircraft. After my first time with Al as my instructor his placid, gentle, re-assuring approach to instructing sent me away thinking that he was a decent sort of guy. Over the next few months Al's manner and expertise worked wonders on me and my confidence was raised to the point of going solo in only 6 months. I can assure you this was not down to my ability so much as Al's ability, to almost magically impart his expertise on to others giving them the confidence to move forward.

By now I had already purchased a radio and plane setup of my own and Al used to pop into my workshop periodically to see how the build was coming along, giving much needed advice and encouragement along the way. Add to this Al's sense of humour and there was by now a friendship in the making. Before long Al was not only bringing himself to the workshop but occasionally a carrier bag too, not aircraft parts but bacon, beans and the suchlike.



Having my workshop on a small- holding meant we didn't have to go far for the eggs, and a fry-up on the wood burning stove soon filled the workshop with a wondrous aroma as we discussed aero modelling at great length.

As the months passed I became more familiar with the running of the club and with our chairman, who would constantly complain, (and quite rightly too), about members speeding along the track at Newground scattering scalping's everywhere. With this in mind and on one of Al's visits to my workshop I put an idea to Al that perhaps we



should make a speed camera and install it at Newground. Well, Al looked me square on and with his eyes so wide open I thought they were going to fall out of their sockets he said "what a bloody good idea"! This was to be the beginning of what I can only describe as a journey of laughter from the

onset. Only Alan Spicer could embrace such a stunt with as much enthusiasm and com-

mitment as he did his flying and was soon to turn up at the workshop with pictures of a speed camera he stopped to photograph on the way over to give us a guide for its making.

Over the next few weeks Al would pop in after work, in-between jobs and at any other time he could to help make the speed camera from any old bits of MDF or Plywood that I had lying around. Once we neared completion Al was off on another mission, to find paint as close to the colour of the genuine article as possible and soon we were ready to install the camera at the flying field. With the speed camera loaded into Al's car, (an action which in itself had already induced much laughter), we set off for Newground.

What ensued upon arrival at Newground must have appeared as nothing short of ridiculous to any onlooker, that being two fully grown men who were totally incapable of doing anything due to their uncontrollable laughter. We were attempting to erect this camera and post with tears streaming down our faces and with a cry from Al of "hurry up, Humpy may be here soon, we don't want to get caught" I couldn't even hold the screwdriver, in fact I was struggling to even breath properly, the laughter truly was that great!

There were to be, in time, follow up "fines" issued by Al which were photos of members cars taken in the car park cleverly superimposed onto a photo taken from the speed camera position and for a long time, despite suspicion, no one actually knew who the pranksters were but we came clean in the end!

Humour was without a doubt an important part of my friendship with Al but over the years it developed into much more, Al became a very valued, dear and close friend indeed. The phrase "one in a million" didn't apply to Al as he was truly unique in every way, there is not, and never will be, another Alan Spicer!

I must pay tribute also to Al's wife Jan and son Jamie, two of the nicest people I have ever met, for it is they who must each day find the courage to go through life in the absence of a loving husband and father. To have said back in 2003 that Al was a decent sort of guy was probably the biggest understatement of all time. He was, is, and always will be, the best!

I was one of the many who received a speeding ticket at Newground. For many years we all had our suspicions as to who had installed the speed camera. It was a classic example of the humour which has always run in our club.

David Jarman was one of the members who posted his tribute on Al's Facebook page.

I was very sorry to learn of Al's death after his long fight against cancer.

When I moved from Milton Keynes to Hemel Hempstead in 2007, I made contact with the model flying club and Al was my first contact. As a self-taught aero modeller, I had decided to join a local club, having had a high regard for CMFC after meeting John Wilkes a couple of times at Old Warden some years ago.

Al checked out my flying skills at New Ground and was courteous, enthusiastic and very knowledgeable. Subsequently he was always light-hearted and had a smile on his face.

I believe he battled bravely against the disease.

He was the essence of a 'good bloke', always willing to have a friendly chat, offer advice if asked and was universally liked and respected. He had exemplary flying skills but was always modest and encouraging.

My wife contacted him a couple of years ago to ask advice about an air-brushing kit Christmas present when she discovered I was interested in painting my models to a higher standard. He gave her excellent advice as you'd expect!

I've already seen some well-deserved tributes on *Facebook* from some of his club colleagues. I thought I'd express my thoughts in writing to you.

Please pass on my kind regards and best wishes to his family as they come to terms with their loss.

David Jarman

Keith Vickers has memories of Al

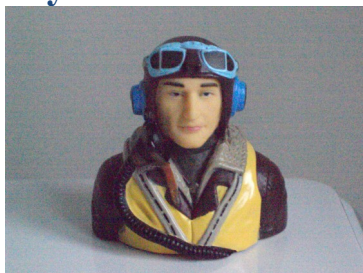
Al was one of the first members I came into contact with when I joined the club. Though not new to flying, I was new to the members, and intimidated a little by not knowing anyone! I need not have worried though as Al was big hearted and made me feel welcome and included. I have the pleasure him taking my flying test which I passed (though through a BMFA technicality was invalid!), and you could not have wanted a more instructive and encouraging examiner. The day was blowing hard, making every element of the flying that much more difficult, especially when coupled with nerves! At the end of the test Al, magnanimously said that if I could fly in such conditions as existed that day and perform to a decent standard, he was happy to pass me!

Over the years, I have met him at the field, and he has never changed- always friendly, always encouraging, and always smiling, even in times of personal adversity. His family have lost a father, husband and companion, and our club have lost a decent human who was a friend and colleague who will be missed by many.

Keith Vickers

No tribute could be complete without the words of our regular contributor Trevor.

My tribute to an Ace Pilot



Flight Lieutenant Trevor Brunt

I first met Al in the summer of 2006, as a raw recruit eager to gain my wings. It was a Saturday morning at Pednor and, along with four other novice pilots, I was introduced to Squadron Leader Alan Spicer, CMFC's Chief Flying Instructor.

Like all trainees the first few flights are always the scariest, but Al, with the patience of a saint, led us safely through all the stages with the help of his trusty team. Once we had gained our wings we were all promoted. Al never once asked us to salute him, or call him sir - just be safe, enjoy the flying and give him first go on the BBQ.

He was always willing to check and test fly any new models, which he did with such great skill, I don't think there is any member who could match him.

Al would give up his spare time freely to any member who asked for his help and always encouraged pilots, both old and new, to work hard to gain their 'A' and 'B' certificates. His dedication to both the club and all its members was boundless and I know he will be greatly missed.

I would like to offer my deepest sympathy to Janet, Jamie and all his family for their sad loss.

To Squadron Leader Alan Spicer, CMFC and first at the Bar, "Sir" it was an honour and a pleasure to have known you and I and the rest of the squadron will be thinking of you each time we fly. You made the rainy days bright, and the sunny days even brighter.

R.I.P

Mike Martin has his own memories of Al.

I first met Al in 1997 when I joined CMFC. I had built a Goldberg Cub with electric power. With its brushed motor and huge NiCad battery packs it seemed very heavy and doubts were expressed about its ability to get off the ground. I was too chicken back then to try it but this bloke Al was there at Newground. He seemed like a nice guy and was helping several others with various aspects of their models. Al agreed to give the Cub a go and he took it off steadily, flew a couple of low circuits and brought her back

in for a very smooth landing. Wonderful. I discovered later that he was the Chief Instructor.

Al became one of the most recognisable of all the new people I was meeting at CMFC. In particular his jokey and light hearted approach to most things but occasionally serious when the situation required. I noticed how much he was always helping and encouraging other novices like me, as well as some of the more experienced flyers, and how absolutely inspiring to watch when flying his planes. I particularly remember him flying his scale Spitfire. Many flyers entrusted their latest masterpiece to Al for the maiden test flight. His flying skills were inspirational, simply the best. Al and Jan often visited Newground together when it was obvious that their company added to the enjoyment for the whole group.

A group from CMFC visited the Aylesbury Club several times for their annual Bring & Buy events. These were a great laugh and Al was always in the thick of things. Many of the comments not being the most complimentary! Similar small groups camped at the LMA Cosford events and would often meet up at Wings & Wheels and the Southern Model Show at The Hop Farm. We shared some memorable times. We were so pleased that Al and Jan could join our little CMFC group at the Hop Farm last September when he raced around on his electric scooter. Jan obviously worked so hard to make the very best for Al as the illness progressed. They were so brave and devoted.

One could not fail to like Al. So outgoing, welcoming and helpful to all. Always larking around and joking, whether sitting about in groups at the field or by text message or email. A laugh a minute and a superb flyer are my lasting memories of Al Spicer.

Mike Martin

Al and his family received tremendous support from the hospice as his health faded. Many of us felt the need to raise funds in Al's memory for the hospice. Toby Newton was involved in one of the events.

Alan Spicer Memorial Race



On the 17th January we held a kart race in memory of Alan Spicer, to raise money for the hospice where Al was taken care of.

Four members, including myself, represented the club, they were Trevor Whelton, Ray Birdseye and Leon Cowan, as well as many other drivers including Heli ace Steve Roberts, Boomerang jets Colin Gontier and British Touring car driver Andy Neate.

Approximately 60 guests/friends and family of Al participated and spectated.

The race was a close fought battle that I am sure Al would have loved to be in (but thinking about it he would have waited for me just to put me in the tyre barrier! ;))

The win was eventually taken after 2 hours by Jamie Spicer's team - congratulations to them!

In total we raised just over £1,250 on the night and I think you would agree it was for a great cause and hopefully Al was smiling down on us.

I would like to finally thank everyone for joining, especially Janet and Jamie Spicer for approving the event. Also thank you to Tom Murray, Aiden Kirwan and Mark Proud (Rogue Racing) for organising the evening and for the use of the venue.

P.S - One personal memory of Al that I will always chuckle about :- One weekend a group of us were at Newground including Al who was flying his Ripmax Bossanova. After completing an enormous loop, with not enough altitude, he gently "caressed" the ground and flew off. Later that day myself and Al came to an agreement of a plane swap (his Bossanova for my Hein Warbird), shook hands and traded later that week. The following weekend I decided to test my new aircraft with Al watching. I taxied out and commenced take off, a few seconds after lifting off the landing gear fell out so I mumbled to him "Spicer, you've given me dodgy goods!" :) "Sold as seen" Al replied!

Toby Newton

The club are also looking to create a more tangible memory of Al at the Newground field by funding a memorial tree and bench. Humpy has the details.

ALAN 'BIG AL' SPICER

Around 35 members attended the funeral service of our dear friend Al and joined over 200 others, - there to celebrate his life. At the Kings Arms Hotel in Old Amersham afterwards, the memories flooded back as we were treated to a treasure trove of photos, organised by Janet and son Jamie, featuring Al with his family and his simply immense circle of friends. His life was tragically cut short, but he lived life to the full, - he was always 'busy', whether at work or socially, - he was certainly a person who made the most of his time. There is not a day goes by without my thinking about him, and the same will be true of many of you, - he will forever be in our thoughts.

At Newground Field, we will pay tribute to Al with two memorials.

The first will be a living memorial, - a Field Maple tree to be planted in the centre of the turn – around circle by the container.

The second will be a stunning hardwood bench seat to be sited in front of the shelter. This bench seat will be designed and crafted by our own Ray Birdseye, with a hand carved inscription to honour his dear friend.

The tree will be purchased / planted as soon as the weather improves. Ray is hoping to complete his work by the end of February. You will be advised of the exact dates when these will happen at the field to give you the opportunity to be in attendance.

Dave Humphrey

A big thank you to all those members who have shared their memories of Al and Dick with the rest of the Club. They will both be remembered with affection.

There is some Club news as well from Andrew and Humpy.....

Events Coordinator's Report

The Club Night and AGM on 21 December 2011 was well attended and gave rise to much good-humored banter, although perhaps the atmosphere was a little subdued compared to some previous years. It was good to see so many familiar faces and a few not so familiar. Loved the sausage rolls and the warm mince pies.

Boxing Day flying @ Newground provided a welcome respite from the excesses of Christmas. The weather was uncharacteristically mild for this time of year and consequently the day was well attended and the flying good. Personally though, I missed the snow that blessed us at this event in both 2009 & 2010.

Forthcoming Events

The first Club Night of 2012 takes place on **Wednesday 15 February 2012** at the White Hill Centre, Chesham from 8pm to 10pm.

Our first guest speaker of the year is David Keen of the RAF Museum London. Based at the former Hendon aerodrome, this is Britain's only national Museum dedicated to the history of aviation and the Royal Air Force (please visit www.rafmuseum.org/London for further information).

David's presentation on the history of the Museum and its various Collections (amounting to in excess of 100 aircraft) promises to be both entertaining and informative and should not be missed.

The Museum is well worth a visit and admission is free; I'm hoping to sneak a visit before Club Night.

On **Wednesday 18 April** we have our second Club Night of 2012 at the usual venue, starting at 8pm. Our guest speaker on the night is Shahid Banglawala of Unlimited RC & well known 3D/freestyle aerobatic correspondent at RCM&E magazine.

Shahid's presentations last approximately 30-45 minutes but we shall allow plenty of time before and after for questions and general banter. A large projector screen will be provided for the talk, so video footage can be shown and a simulator can be set up later on for those wishing to try out some of what they've witnessed!

Topics covered in the talk typically include:

- Introduction
- Brief history of 3D - It all started in 1949!
- What is freestyle? - Group discussion
- What makes a good routine? - Example video shown on projector
- Ideal introductory models to 3D/Freestyle
- The Three P's - Preparation, Practice, Perfection
- Ideal introductory manoeuvres explained, the harrier & prop hang
- Brief look at indoor aerobatics - Example video shown on projector
- Schedule flying and competitions
- International aerobatics scene overview
- The future of aerobatics/freestyle in the UK
- Questions/Open discussion + simulator on projector

The above list is just an overview, if there are any topics you wish to see covered please don't hesitate to ask! Shahid likes to run these talks as a discussion rather than a speech, so cutting him off mid-sentence to ask a question or tell him he's wrong is actively encouraged. Please refer to www.unlimitedrc.co.uk for further information.

Our third Club Night of 2012 takes place on **Wednesday 17th October 2012** when our guest speaker is Ken Faux, who is a powered free flight expert and member of the GB F1c team for the European Championships this year. Ken first represented his country in 1975 and has since been on a dozen or more GB F1c teams.

He is a man of immense knowledge and experience, some of which he will no doubt share with us on the night and he has promised to bring some of his state of the art powered free flight models for us to look at. I will have more details in due course.

Finally, as this is the first newsletter of 2012, I take this opportunity to remind club members to periodically check the Events/Diary Dates 2012 and Rota/Calendar 2012 pages on the CMFC website located at <http://www.cheshammodelflyingclub.co.uk/> These pages are full of very useful information not just in relation to activities at the

club, but covering modelling events more widely and are regularly reviewed by the committee and updated by Colin Hooper.

Well that's about all for now. Cheers and good flying.

Andrew Rimmer, CMFC Events Coordinator.
E-mail – events@cheshammodelflyingclub.co.uk
Phone – 07718 205480

Diary Dates 2012.

January 18 th	Committee Meeting @ WHC, 8pm.
February 15 th	Club Night @ WHC, 8pm.
March 21 st	Committee Meeting @ WHC, 8pm.
April 15 th	Competition @ Newground (Balloon Bursting).
April 18 th	Club Night @WHC, 8pm.
May 6th TBC	<i>AHA Flying@Newground. No club flying.</i>
May 7 th	Newground Bank Holiday BBQ/Fun Fly
May 12 th /13 th	Aeromodel Mayfly Weekend. Old Warden Airfield, Bedfordshire. http://www.shuttleworth.org/tickets/allevnts.asp
May 16 th	Committee Meeting @ WHC, 8pm.
May 26 th /27 th	Hastings MFC Spring Fly-in. Pevensey TN33 9HH
May 27 th	Queen's Diamond Jubilee Air Show @ IWM Duxford. http://duxford.iwm.org.uk/
June 10 th	Competition @ Newground (Timed Flight & Spot Landing).
June 20 th	First Silent Flight Evening@ Pednor, 6pm until dusk.
June 16 th /17 th	Weston Park Model Air Show. Staffordshire, TF11 8LE. M54/J3 or M6J12. http://www.westonparkmodelairshow.co.uk/
June 23 rd /24 th	RCM&E/Greenacres Fun Fly. Greenacres MAC, Walsall WS9 0QQ http://www.greenacresmac.co.uk
June 23 rd /24 th	Wings and Wheels Model Spectacular. North Weald Airfield, Epping CM16 6AR. http://www.wingsnwheels.net/
June 30 th /July 1 st	Flying Legends @ IWM Duxford. Contact details as for May 27 th entry above.
July 14 th /15 th	Large Model Association Rally. RAF Museum Cosford, Shifnal, Shropshire.
July 18 th	Committee Meeting @ WHC, 8pm.
July 22 nd	Competition @ Newground (Bombing the Tablecloth).

July 28 th /29 th	Aeromodel Weekend. Old Warden Airfield, Bedfordshire. http://www.shuttleworth.org/tickets/allevvents.asp
July 28 th /29 th	Hastings MFC Summer Fly-in. Pevensey TN33 9HH
August 5 th .	Spitfires, Merlins & Motors@ IWM Duxford. Contact details as for May 27 th entry above.
August 15 th	Second Silent Flight Evening@ Pednor, 6pm until dusk.
August 24 th /27 th	BMFA British National Championships @ RAF Barkston Heath, Nr Grantham, Lincolnshire. Contact BMFA on 0116 2440028 or admin@bmfa.org
August 27 th	Newground Bank Holiday BBQ/Fun Fly
September 8 th / 9 th	Duxford Air Show @ IWM Duxford. Contact details as for May 27 th entry above.
September 8 th / 9 th	ModelAir Weekend. Old Warden Airfield, Bedfordshire. http://www.shuttleworth.org/tickets/allevvents.asp
September 9th TBC	<i>AHA Flying@Newground. No club flying.</i>
September 15 th / 16 th	Southern Model Airshow @ Hop Farm, Kent. http://www.southernmodelairshow.co.uk/
September 19 th	Committee Meeting @ WHC, 8pm.
October 14 th	The Autumn Air Show @ IWM Duxford. Contact details as for May 27 th entry above.
October 17 th	Club Night @ WHC, 8pm.
November 21 st	Committee Meeting @ WHC, 8pm.
December 19 th	Club Night & AGM @ WHC, 8pm.
December 26 th	Boxing Day Fun Fly @ Newground.

YOUR FINAL CHANCE TO RENEW MEMBERSHIP FOR 2012 !

There are still some members at the time of publishing this newsletter, who have not paid their subscription to renew membership.

Your committee are now giving you all a final payment deadline of Saturday February 18th for your renewal fees to reach our Membership Secretary Dave Anderson, - or to make an on-line payment.

Dave Anderson's postal details will be on your Membership renewal form, which must be signed and returned to him whether you are sending him a cheque, or paying on-line.

You can contact him, if necessary, either by telephone or e-mail, - his contact details are printed in this newsletter.

On the expiry of this final deadline, if payment has not been made, your membership, without exception, will be terminated.

You are reminded that once your membership has lapsed then to rejoin later will, without exception, invoke a £100 joining fee!

A full member can of course protect themselves from this possibility by continuing membership as an Associate Member.

If choosing this option, you are not permitted to fly at any CMFC sites, and your BMFA membership is not a CMFC mandatory requirement.

Any member choosing not to renew their membership MUST return their frequency Peg and all CMFC keys to the Membership Secretary.

DO NOT DELAY - ACT NOW !

Category	CMFC Only	CMFC & BMFA
Junior	£15	£31
Student	£24	£55
Senior	£48	£79
Veteran	£30	£61
Associate	£12	-

Club Training

Remember that training currently takes place at Newground with either Dave Anderson, Richard Ginger or Toby Newton. You will need to contact the designated trainer by the Thursday to confirm your interest. If the weather is looking poor for the Saturday, a call will save you travelling to find training has been cancelled. Please note that Toby is only available to train on Sunday due to work commitments.

Committee

Chairman	Dave Humphrey	07855 181230	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
Events	Andrew Rimmer	07718 205480	events@cheshammodelflyingclub.co.uk
Co-opted	Ray Birdseye	07703 768354	ray3dfunfly@btinternet.com

Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127
Toby Newton	07766 494224 (Training Sundays Only)