



Flight Desk

June 2004

The official newsletter of Chesham Model Flying Club Ltd

Volume 16

Issue 3

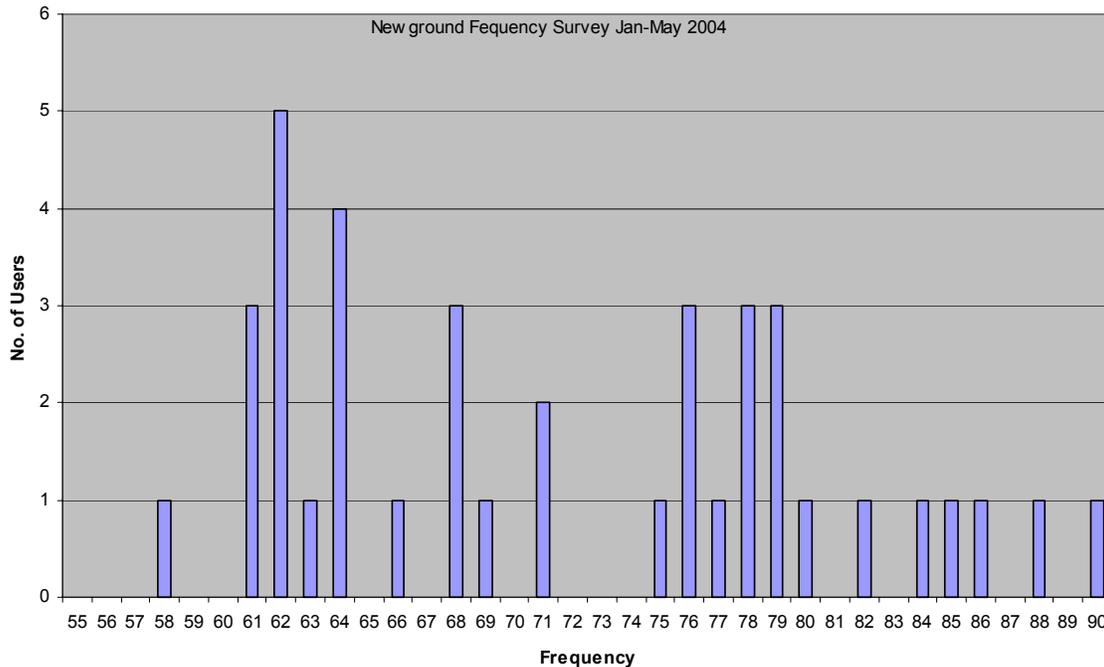
Pednor Field
Wednesday June 16th
Silent Night
Extravaganza
6.00PM 'til Dark

Editors Ramblings

So, how has it been for you? We have had some excellent flying of late and it has been good to see more flyers coming to the field now that the weather has improved. My only problems have been with frequency clashes.

I have, therefore, taken the liberty of surveying the frequencies that members have been using to fly with at Newground since the start of the year. In time I will extend the survey to Pednor as well. The value to new members is obvious when it comes to selecting which frequencies to fly. To us old members who may have been blocked, it helps to select the frequency for the second set of crystals.

The results are on the web site, if you want to see the latest information. For those who are not web enabled here is the data.



As you can see, some frequencies are clearer than others. I will add more data as soon as possible. If you look on the web site you can identify who flies on what. Let me know if your information is not there, and I will add it in.

Committee Matters

"At our recent committee meeting, there was a discussion on the Child Protection guidelines drawn up by BMFA and listed on their website. It was agreed that CMFC Ltd. will endorse all the recommendations that the BMFA have identified in the latter's executive statement. CMFC have decided not to appoint a Child Welfare Officer but all club members will be made aware of the Club actions in our next Newsletter."

This is a snippet from the minutes but it has an important message for the club and its members. It may help us all to review the BMFA policy statement from their website.

POLICY

The British Model Flying Association believes that the care and welfare of children is everyone's responsibility, particularly when it concerns protection from abuse. Not only does it protect the children but by providing a safe environment we will be encouraging youngsters to participate in model flying. The Children Act 1989 indicates that anyone who has the care of children should "*do what is reasonable in all circumstances for the purpose of safeguarding or promoting the child's welfare* ." Everyone has a part to play whether they be a full time employee, elected officer, club officer, instructor or a member of the BMFA. However, the parents, guardians, carers, friends and those for whom we are caring also have a vital part to play.

Similar principles also apply to those working with vulnerable adults at club level although the legislation and national infrastructure concerning the protection of vulnerable adults is different from that for the protection of children. **Therefore, in principle, clubs should follow the same guidelines if they work with or have vulnerable adults as members.**

Abuse can occur anywhere where there are children: at home, in school, in the park, at the club site or clubroom. Sadly, there is a small minority who will seek to be with children simply to obtain gratification from abuse. Similarly, abuse can occur simply because those involved lack the knowledge to prevent the situation arising.

The following simple principles apply to promote the protection of children

The child's welfare is the first consideration.

All children regardless of their age, gender, disability, race, religion or sexual identity have the right to be protected from abuse and to be treated with dignity.

All those working with children should have the knowledge and awareness to permit them to make informed decisions to prevent placing themselves or children at risk.

Implementation of these policies and guidelines is not something of which to be afraid and should not prevent the continuing integration of children into the BMFA and its clubs. Protecting children from abuse and promoting their welfare is largely a matter of common sense and a little thought at the outset can prevent misunderstanding and inappropriate accusations.

Therefore, all BMFA clubs that involved with children or vulnerable adults are strongly encouraged to adopt this policy, and the associated guidelines, to ensure they are following good practice and their legal obligations to protect both children and those working with them. BMFA full and part-time employees must comply with this policy. However, we would expect that all volunteers will also comply with this policy.

The BMFA is committed to supporting its clubs and members in all aspects of model flying. Clubs and members should remember that the BMFA will support anyone who reports his or her concerns that a child is, or maybe, at risk of abuse. All such reports would be treated in the strictest confidence. However the information may need to be used where legal action is taken.

There is, obviously, a serious discussion underway with reference to the protection of children and vulnerable people. The BMFA are keen to ensure that no abuse takes place AND that the decent club members are protected from false accusations. CMFC are aware of the issues but consider that the position of CMFC, as stated in our rules, means that we have taken notice of the issue. **No junior member will be accepted for tuition without the presence of the child's parent or legal guardian.** This is why we deem a child welfare officer to be unnecessary.

That said, CMFC recognise that there may instances when your personal position is compromised. We recommend, should that occur, a committee member be advised as soon as possible of the risk situation. We will then record the instance and take steps to insure that it does not repeat.

Chairmans Soapbox

NEWGROUND UPGRADE - LATEST

Several weeks ago at Newground, I met with the land agent acting for Balfour Beatty who are working towards completion of the new signalling system they have installed between Watford and Bletchley. All of the new signal gantries are now 'live' and the old gantries including ours have been dismantled, cut up and trucked away.

At our field, this meant laying down temporary steel tracking on our land alongside the boundary fence so that vehicles could access to the position of the 'old' gantry.

This was carried out over a 3-week period ending 11th June, with the 30th June as a final exit date for the contractors, when all re-instatement work should be completed.

As you know this means permanent fencing in our roadside entrance. Renewing the fence on both sides side of our track, - the existing ones are damaged, and installing a 15 ft gate to access the Habitat Scheme land towards the canal. Double gates at the front of the grass 'walkway'. Re-doing the fence over by the railway and making it a 'permanent' fence to incorporate the hard standing they have in place by the gantry, - this area to be part of our all weather car park.

Some digging out of our track by the new gate already installed, - hardcore added to this area with the earth re-located over by the railway to form another smaller 'bund'.

The removal of all large pieces of 'hardcore' and the levelling out of it. Spreading of 500 tons of scalplings from the road entrance, down the entrance track and all over the hardcored area, - rolled in so as to give a final top surface to the car parking area. Removal of temporary fencing, - this will be left by the contractors, so that we can remove some/all of it as the committee decide.

There is a new licence I have signed to cover the removal of the old gantry. This is for £1000, which has been paid, and will run over the top of the present agreement which is

'running on' at £145 per week. The last payment of £1575 expired on the 26th March, so there is another £2050 to come.

If there is an overrun on the completion of re-instatement work beyond 30th June, this will incur further payments due of £145 per week, and is something the contractors will be working hard to prevent from happening.

NEW PAVILION

Our new 'pavilion' is soon to become a reality. Project leader and altogether 'good bloke' - Ray Birdseye is currently finalising the design ahead of sourcing the materials.

SET ASIDE PAYMENTS

The Rural Payments Agency has recently paid annual payment of around £1870 for our Habitat Scheme land directly to our bank.

PEDNOR

The 'shed' has had a good 'clearout' and tidy up. As part of the much delayed improvements, - renewing of featheredge boarding and repairs / painting of the roof, - all the redundant electrics need to be stripped out. This means the old wiring and supply in the hut, and any wiring / conduit throughout the building, including any clips, nails etc.

VOLUNTEERS PLEASE FOR THIS TASK!

PEDNOR PLANNING APPLICATION - LATEST

Our second revised planning application to Chiltern District Council to extend the hours for power flying on Monday - Friday - has been REFUSED! The officers again decided it under the delegated power procedure, so it did not go to committee. I am not pleased with the decision and will now appeal. Several days before the refusal, sensing that a decision must be imminent regarding the planning Application, I phoned the case officer (a young lady) at Chiltern to try and get a 'feel' for what the outcome might be. I used the opportunity to reinforce our case and to go over certain points to make sure the thrust of the application was fully understood.

I referred to the extraordinary statement made by the case officer dealing with our previous application, that it was to be judged on the basis of aircraft being flown every minute of every hour of every day requested in the application. She said that this was indeed the way our new application would be judged! - I couldn't believe it!

Notwithstanding this, I said that in any case we met all current guidelines and therefore as far as I was concerned there should only be one outcome, - that of permission granted. She then told me she had concerns about the potential for flying to be continuous, - 9 hours every day. I reminded her of the actual level of use over the last 3 years in particular regarding i.c. power flying midweek, and that we had already stated that the level was low and likely to remain so for many reasons.

I decided that perhaps a final letter might do the trick and she told me that to be considered it would need to be hand delivered before 2.30pm. This I managed to do with a proposal to accept a condition to allay fears of a 'Doomsday Scenario' - see letter.

Planning Department
Chiltern District Council
Council Offices
King George V Road
AMERSHAM, Bucks HP6 5AW

27. 05. 2004

F.a.o. **Chief Planning Officer / Sarah Ellison**

INFORMATION SPECIFIC TO AND IN SUPPORT OF APP: 2004/621/CH

Dear Sirs,

Regarding my telephone conversation regarding your appraisal of our application. I find it beyond belief that it is to be considered as though flying took place over every minute of every hour of every day (Mon - Fri).

Our history of actual use, entered on our flight log sheets at the site, (something I have mentioned in our previous letters), - reveals the following FACTS, -

It concerns the days on which power flying (at 82dBA) actually took place and I have referred to all the sheets over the last 3 years.

2003 - 21 days flown - 135 days not used
2002 - 11 days flown - 145 days not used
2001 - 8 days used - 148 days not used

On the days used, the average total time flown per day represents something less than 60 minutes flying time per day. This is absolutely minimal, but could have been 4 hours continuous every day, since you are telling me this is how the applications are judged.

The fact is this could never happen for the following reasons, -

Out of 100 members, - over 70 are in full time employment, and all of our juniors attend school, and could only fly if they played truant. Some members are retired, but model flying is not their only free time activity as you can well imagine.

Also our members have holidays, tend their gardens, take their children out, and do all other things that families do. There is the British weather with wind and rain making it impossible to fly, and during winter months cold weather and lack of suitable light at certain times are other limiting factors.

Therefore the method of judging our application is in our opinion totally unreasonable, given the 'light of experience' over the past 16 years.

It gives little consideration to there being no complaints to CDC concerning our activities.

In view of the above and our belief that this application could be refused simply by the way it is being considered, we would be willing to accept a condition which limited the total flying time during any weekday to 4 hours maximum during the permitted time periods, - as stated on our application.

It must be clear that we do not believe this is necessary, but would in the way you are judging the application, reduce the 'potential time' that flying was allowed to take place,

whilst still allowing for greater flexibility of times, which is really all we are seeking, due to the low usage at the site.

This 'offer' is on a 'no prejudice basis' as we believe that there is no reason in planning terms why our application as it stands should not be granted.

Yours Sincerely

CMFC-DH-CDC.planapp-D-04.doc

She contacted me later in the day to say that she understood my views but after a meeting with her superiors felt unable to consider the offer of a further condition as it was not part of the original application and therefore was not known to those who were making representations (objections) At this point I was lost for words but soon recovered.

There now follows an approximate transcript of what was said between us:-

DH - So its a refusal then, - you clearly have no intention of considering the history of the site?

C.O. - We have taken into account all of your submissions.

DH - Yes, - except that you don't believe any of it?

C.O. - Well what concerns me is that many factors could change.

DH - Like what?

C.O. - For instance your club could double its membership, or all of your members could be retired people.

DH - This is never going to happen, - look I couldn't get that many members to be at either of our sites even if I paid them, - the level of use you are looking at is another Chiltern District Council myth, - it's an absolute impossibility! Do you think we have been purposely keeping power flying at a minimum as a strategic ploy in a build up to this application. I'm sorry but you are being manipulated from above, and there is some councillor involvement here forcing you to recommend refusal so that the Councillors can claim to have 'done their bit' for those objecting. The whole thing stinks, - you have nothing to justify refusal apart from this stupid 'concern' that flying might be continuous.

C.O. - I totally understand what you are saying.

DH. - Yes, except you still don't believe me, - anyway there are no restrictions imposed by you on our midweek flying, yet we still stick to our self imposed rules. No-one has ever complained to you regarding noisy aircraft, - there is no problem, - you are trying to invent one just like all the other trumped up claims that we were at odds with the world at large. Also, - when I spoke to Councillor Peter Jones regarding the refusal of our previous application, - he said;- 'Oh that's good news isn't it' - The residents have clearly had enough of you, - you ought to realise that by now. I should have reported him to the council! What sort of planning policy is this, - probably on a par with what you are about to deal up now!

C.O. I know where you are coming from, - but planning consent refers to the land not to the organisation, so others could come in and behave differently to your club.

DH - Look this is not personal, - but you have lost the plot, we are perhaps one of the top clubs in the country and it is no thanks at all to Chiltern District Council.

C.O. - In any case if we were to allow a condition limiting the actual flying time in any one day, we believe it would be unenforceable.

DH - What, - just as unenforceable as our Saturday conditions which we have enforced for 10 years without most of you at the council even knowing of our existence.

Regarding your 'Doomsday Scenario' - how do you envisage our members being at both sites at once? I could show you log sheets from Newground, an absolute 'to die for' site which also has a low level of use midweek, and you have not even taken account of that.

C.O. - I really don't think there is anything else I can say, but I do understand what you are saying.

DH - Yes, - but you still don't believe any of it! Look, - the last time we appealed we didn't apply for costs due in part to being intimidated by Councillor Jones, - we will not let it happen this time. You are obviously not going to recommend permission granted, in which case we will appeal, - I look forward to it!

RAVE AT NEWGROUND

I went over to NG several weeks ago on a Saturday morning, to find the gate wide open. The track gate was also open, and I could see tyre tracks on the grass, where vehicles had not kept on the tracks. With no vehicles in sight, I feared the worst as I approached the container, - but it was all fully secured. Two of the small wooden posts had been removed and vehicles, (quite a lot) had driven all over the gang mown flying area, leaving 'scars' on the grass, some on the patch.

Others had driven on the set aside off the end of the centre hedge. A section of the long grass was trampled flat and there were a few cans and bottles around, - it was then I knew there had been a 'rave' on Friday night/Saturday morning.

There were quite a few electrical connector tags, and woodscrews in the grass, - suggesting perhaps that one vehicle at least might be a trade vehicle.

As I walked back to the container, an old green Morris 1000 arrived. It was the bloke who lives in the first cottage (semi) in Newground Road. I have met him before, but this time had a good chat with him. He had got up around 1.00am to make a cup of tea and could hear the boom boom sound of music. He couldn't work out where it was coming from and spoke to someone at Pendley Manor, who could also hear it. I'm not sure of the times, but his wife phoned the Police who responded immediately and they went in and asked the 'ravers' to pack up and leave. As I was being told all this, the Police then arrived. The 2 officers told me that they eventually persuaded everyone to pack up and leave, and apart from several cans and bottles they collected their own rubbish and took it with them. The police (Herts) have a rapid response to such incidents, which apparently are now few and far between. They said it did not look like a forced entry on the main gate as the padlock was still on the chain.

They took my home number and mobile which they will add to their database, I thanked them for their help, and they left. When I left the field, the Thames Water padlock was on the chain, but ours had gone! Anyway, - the bloke in the cottage is Bill Page who just 'loves' our model aircraft. He tried several times to contact me but only had my old number, which he got from Mrs. Quigg in Aldbury. We have now exchanged telephone numbers and he has said he will keep an eye on things and phone me if he spots a problem. He said he will visit now and again at night, and was there any chance that he could pick the dandelions for his home made wine, so I have given him a key to the gate, but to make sure

it is LOCKED at all times, which he fully understands. To have someone living so close who likes us being there, and is willing to be our 'gate guardian' is fortunate to say the least. As a token of the club's gratitude I bought him some cans of beer, which I delivered to him on the Saturday afternoon. Apart from the superficial damage on the grass, we were soon back to normal. It could have been worse!

PS:- The cottage next door to Bill Page has a 'for sale' board outside. We are only talking semi - detached, - the asking price is £500,000!

Members Ramblings

Beale Park Float Plane Event

Sunday April 4th 2004

This event, situated on a beautiful lake between Pangbourne and Goring-on-Thames, attracted over 35 floatplanes!

It was organised by Reading & District MAC and included scale, aerobatic, twin engined and electric powered models which all combined to give a varied and spectacular display.

Unfortunately, the strong wind and unpredictable sudden gusting across the lake resulted in quite a few mishaps. Two models spiraled out of control and crashed into the tall trees bordering the lake, whilst a third disappeared over the trees into the River Thames nearby, narrowly missing a passing motor launch!

One model, as a result of a sudden gust, bent its floats after landing heavily.

The floats ended up wrapped around either side of the nose of the model and, with its partially immersed engine screaming madly, commenced to career around the lake like a demented strimmer, throwing up a huge fountain of water in its wake!

The retrieving boatman certainly had his work cut out on that day!

I had built and fitted some floats to my Uno-Wot based on a free plan and articles appearing in RC Model World.

Unfortunately, as I am still a learner (and a new member of CMFC), I was not allowed to fly, and as it was a Club Event, I was unable to find anyone willing to help me out at the time.



The organizers were compiling lists of those people attending the Event, and although I went independently they were pleased to find a member from Chesham Model Flying Club had put in a appearance, thus putting CMFC "on the map" so to speak.

I am looking forward to the next Float Plane Show and, with the excellent ongoing training from the Club, I am hoping to be eligible to fly properly and hopefully in better summer weather!

All-in-all, a wonderful and unusual day out, and congratulations to Reading MAC for such a marvelous turn out.

Bryan Ward

Instructors Corner

Instructors Corner

Hi there everyone, I hope you have all been taking advantage of the beautiful weather we have had just recently, glorious flying and bar-b-cue weather without question.....I have been up for it for quite a few weeks now, I try to get to Newground on a Friday afternoon if I finish work early as does Ray 'can't get enough of it' Birdseye. He just loves the 'ole Limbo Dancer I gave him a while back...so much so he has even built a small electric very similar to a Limbo so he can fly in the evenings as well, I expect the next thing will be lights on it so he can fly in the bloody dark as well.....!!!! Don't forget the flask in the evenings Ray OK.....!! And the grub for the bar b come to that...

We have had some good quiet flight evenings at Pednor just recently with members such as Ray, Tony Jackson Wynch John Wilkins John Kitchenside and Jeremy 'Mr Electric' Tabb turning up to check the strength of my underpants with a new model to test fly for him.....oh suit you sir.....!!!!

Stop Press:- Christopher Birdseye has passed his solo so that makes the whole bunch of Birdseye's except Anna, (Ray's daughter,) that are now at solo level. (A little Birdseye, sorry I mean birdie told me that she would like to learn to fly).....maybe another new member on the way.

Another Member who I took for an 'A' Certificate and passed with absolute flying colours was **Bob Bennett**. His level of flying ability and especially the safety aspect was fantastic and was a joy to take him for the 'A' the weather was also kind which made it all that much nicer as well.

We now have four complete trainer aircraft with buddy boxes for each instructor. Ali of AL's Hobbies done the club a real good deal, little bit of a sort of 'sponsorship' deal i.e. extra discount for applying AL's Hobbies decals to the top of the wing. Nice one Ali very much appreciated

Now for the usual moan.....I am afraid that members are very much becoming complaisant with the safety factor of this hobby/club which is of the UPMOST IMPORTANCE, I have cringed on numerous occasions at both sights and have told the offender's strait away in the nicest way I can as not to upset them but to just be aware of what can or might happen, I know I am Director of flight training and safety but as I have said to a lot of members **YOU** are all safety officers in your own right so if **YOU** see something that **YOU** don't like then please tell that person/member as you are at risk as well as other members that are flying. I will now list those 'naughtys'

And **PLEASE TAKE TIME TO READ THESE, TAKE IT ALL IN, AND REMEMBER THEM.....**

1/ time after time I see solo A and B rated pilots who start their engines up then rev the B*****S out of the engine while either standing in front of the aircraft or leaning over it **DO NOT DO IT** carry out all of your fiddling **BEHIND** the aircraft. I have seen numerous props come off 2 strokes and 4's at club sights and shows and believe you me they go a long way unless of course they stab you in the chest leg or eye, I have seen all three, not a pretty sight.....also do you have faith in the guy holding your model for you? I saw a chap at Old Warden once with a twin petrol engined $\frac{1}{4}$ scale Cub that leapt forward..... natural reaction.....put your hand out to stop it... he was carted off to St. Johns ambulance minus three fingers...again, not a pretty sight.

2/ Do you know what frequency your model is on.....just because you have a certain frequency number on your Tranny does not mean you have the same number IN the Tranny. ALWAYS think and check your frequency constantly so as not to clash with another member. There has been three cases of this at Newground so far this year two models were lost, thank goodness they both crashed on the patch and not on another members head. Could YOU live with the fact that you seriously injured another club member through your carelessness and lack of observation and inspection of your own equipment. PLEASE check all your transmitters and receivers before you next go flying. The biggest problem is mixing crystal frequencies on different models PLEASE try to keep all your models on the same frequency, there is less chance of a serious mistake. I know it will cost you money to go out and buy new crystals but you know it makes sense, and what would you rather have.....to spend money on new crystals or petrol to visit a member in hospital.....

Whilst on the subject of frequencies **NEVER EVER TURN YOUR TRANSMITTER ON** before first checking your frequency is clear and your peg is **ON THE BOARD AND ON THE RIGHT FREQUENCY**

3/ We have a **NO FLY ZONE** at Newground to stop members overflying other members and their vehicles whilst unloading Bar-B-Cuing and walking to and from the container area to the patch. I have lost count on how many times I have had to tell people about this, some of you are way over the canal at times, **PLEASE** look at the map in the container on the notice board if you are unclear about this.

You should get this newsletter before next Wednesday as it's the first of our summer evening club nights at Pednor electric evening so please come along and enjoy yourselvessee you there.....Safe and Happy Flying.....AL Spicer

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: -

June	19	Frank
June	26	Dave
July	3	Geoff
July	10	AL
July	17	Frank
July	24	Dave
July	31	Geoff

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

Adverts

Got something to sell OR want to find that certain something from another club member. Place an add in the newsletter (or on the web site !!)

Puppeteer, Excellent condition, fitted with four stroke laser engine plus all gear, only flown twice with great results.

Mam'selle, great little flyer, magnum GP25 engine plus all gear.

Special offer, 3 for the price of 2, yes, whoever buys the Puppeteer and the Mam'selle will also get me old **Super 60** fitted with a Super Tiger 40 engine and most of the gear thrown in.

Offers to Ken Hunter
01442 864924

FOR SALE.....Piccolo Electric Helicopter

Fully upgraded with collective pitch head, one way auto clutch, pico board plus and heading lock module, brand new eight cell 700Mah Nickel metal batt pack, training skids, bag of spares and a spare body and decals, all instructions, £180.....just need a crystal and Tranny to fly.
Contact Alan Spicer on 01494 783214 Mobile 07860 843 613

FOR SALE

2 trainer aircraft

1 Super 60
1 classic A.R.T.F (half built)

Both with all parts, engines transmitters receivers etc
12 volt battery pack
Power panels 2 off
Starter + Extras

£200 ono

Michael Austin
01923 446846

Contact Details

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