



# Flight Desk

June 2006

The official newsletter of Chesham Model Flying Club Ltd

Volume 18

Issue 3

## Club Night

Wednesday 21<sup>st</sup> June  
18:00 until it gets too dark

Silent Night at Pednor

Come and enjoy the evening with those electric models.

## Editors Ramblings

Well, this last period has been an eventful one in the life of the webmaster.

As I reported in the last newsletter, I had put together a new model from a plan that was specifically designed to take away on holiday. I have to report that it has flown and, yes, it is still in one piece. I am very pleased with the way it handles the strong breezes we have been seeing of late. Bags of performance and a good aerobatic profile. (If only I was as good as it seems to be!!)

And then I was struck down with acute appendicitis, on the best flying day that presented itself in the whole of April. Was I cross, on both counts. Not that it lasted long as I was carted off to A&E for a very quick operation that couldn't find the appendix because it had ruptured. A week in hospital followed by another week of recuperation at home put a damper on too much activity. Not that I was feeling much like it.

Anyway, eventually the sun came out again and it was an enormous pleasure to get down to the field and enjoy flying with some other club members. You just don't know how good anything is until you can't do it. I spent more time talking than flying which is probably par for the course in any members book.

So, did you have an interesting club night in April. I know that some of you were only there to pick up the new security key but I hope you enjoyed the speaker, Mark Wood, from Ripmax. I thought he was very good to avoid being overly commercial and it was interesting to have their insights into what trends we might be following in the near future. We have had a run of good speakers, arranged by AI (take a bow that man). Are there any subjects that you would like to see covered at future Club Nights? Have you any thoughts on activities we could organise for the evening. Your Committee does their best but we are always open to ideas.

Look out for the events this month. We have a bombing competition on June 11<sup>th</sup> at Newground. The competition starts at 11:00 so get there early to test fly the conditions. It was a good laugh last year and Dave Anderson will try to keep it that way this year. Nothing too serious, please.

Our other event is the Silent Night evening at Pednor on June 21<sup>st</sup>. For new members, this is a chance to meet the members and fly those electric models. Gliders are also permitted for those who are so inclined. Flying starts from 18:00 (or earlier if you are really keen but the likes of me have to get home from work first). I look forward to seeing you there.

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

[webmaster@cheshammodelflyingclub.co.uk](mailto:webmaster@cheshammodelflyingclub.co.uk)

## Committee Matters

The programme of events for the next few months is:

June 11th	Bombing Competition @ Newground from 11:00
June 21st	Silent Flight @ Pednor 18:00
July 12th	Committee Meeting WHC 20:00
August 16th	Silent Flight @ Pednor 18:00

### BILL HOCKEY - CLUB DELEGATE (BMFA SOUTH MIDLAND AREA)

After volunteering to represent our club at the recent BMFA South Midland Area Committee meeting, Bill has now been officially nominated to be the CMFC Delegate. Any member wishing to raise any issues / concerns about the BMFA should contact our Honorary Secretary David Turner who will pass them on to Bill who will bring them to the Area Committee's attention. Bill will report to the membership his version of the evening's events of these meetings held at the London Gliding Club at Dunstable.

Here is his first such report: -

As instructed at the last CMFC meeting, I attended the South Midland Area Committee meeting on 2 May. On entering the glider clubhouse and seeing who was already there, I remarked that all the usual tossers were there. To which came the reply: 'They all are now you are here.' I have been attending these meetings on and off since 1958 and 90% of the meeting is just a boring repeat of what has been happening at BMFA Council Meetings. The only interesting thing in their committee meeting was this proposal that each member should have a vote when electing council officials and officers of technical committees etc (up till now only clubs had a vote and the country members, which represent some 30% of the BMFA membership, have absolutely no say at all in the running of the organisation and Peter Christie is one of the most vociferous of the lobbyists to put this right.)

There then followed the business regarding South Midland matters and the only thing of real note there was Peter Christie's proposal, on the instructions of Chris Bromley the helicopter technical rep, to change part of the helicopter B Certificate examination to replace the 'hovering M'

manoeuvre by a 'hovering pirouette' manoeuvre. After a lengthy discussion, with one particular member objecting quite violently - actually rubbishing the motion - the motion was then voted on by the meeting and Peter was given permission to propose it at the next Council Meeting. The rest of the agenda was pretty mundane but, at the end, each club was asked to give a short report on what had been going on within the club since the last committee meeting in January, and some of the replies were quite funny. Derek Giles of Buccaneers reported that they had seen the winter out and waited to see how many members survived and then they quietly commenced flying again. On behalf of our club, I told them that the club membership was more or less full and that there had not been much flying going on apart from the helicopter boys. I also told them about the break in at New Ground and also that we have 125 keys still in the hands of members who have left with very little chance that we shall ever get them back. It was remarked by several other committee members that this is quite a common problem.

One really interesting piece of information came from Mick Wilshere, commenting that Wayfarers have lost the use of their Radlett site but have negotiated with one of the farmers on Bovingdon Airfield for a flying site at the top end of the air field by Strawberry Wood which overlooks the A41 and this is going to cost them some £1000 pa. It would not appear to have any effect on us.

The meeting closed at 10.03 pm and 15 cars drove down the hill to the exit and found the barrier down and locked! Despite various phone calls to London Gliding Club officials, no-one was prepared to give us the combination to open the barrier. Mick Wilshere then walked up the line of cars asking if anybody had a flight box in their car to enable us to take the barrier arm off the operating box. I was the only one who had anything and with my trusty Swiss Army multi-tool (it's been in the car for 4 years and never been used before) undid the bottom nuts on the 'U' bolts holding the arm on and, on the instructions of our beloved chairman, one Roger Bellingham, chucked the barrier arm in the hedge and we all escaped.

If you want me to continue as the club delegate discuss it at the next committee meeting. I am quite happy to continue and if you vote me in I will arrange for all the necessary correspondence from the South Midland Area to be sent to me direct and you can have a boring report like this once a quarter.

Regards

Hoc

He can type it himself, though!!

Mary

(The Official Minutes can be seen at the end of the Newsletter)

## **Chairman's Soapbox**

### **THE MOWING SEASON – PLEASE TAKE NOTE!**

After the cold weather lasting through to March, - it has warmed up at last and the mowing of both patches has commenced, together with the gang mowing of the flying area at Newground. This was mown for a second time on Friday 12 May, and I noticed that a vehicle had been parked on the grass car park area, causing the grass to be left un-mown as the Hayter multi-gang machine worked around the vehicle.

It has been said many times in the past, - if you are parked on the grass and mowing takes place, you should remove your vehicle immediately to the hard standing area, to allow all of the grassed car park to be mown.

### **JUNE 21<sup>st</sup> CLUB NIGHT - PEDNOR (WED. 6.00 TILL LATE)**

This is our annual Silent Flight Extravaganza. Get your gliders and/or electric models sorted – now! This is the tenth year running we have held this as our June club night at the Pednor field. Even if you have not got a suitable aircraft, or you are a new member and have not been to the site, - DO NOT let this be an excuse for not showing up. This is an ideal opportunity to meet new friends, savour the atmosphere and have a good chat. Also if you have not visited the Pednor site for some time you can see the progress being made on the refurbishment of the building, and the clean up of the car parking area.

## **BOMBING COMPETITION – JUNE 11<sup>TH</sup> AT NEWGROUND**

Held previously at Newground, this event organised by Dave Anderson was a huge success. This is the eagerly awaited 'Second helping' and all those who took part in the first one plus hopefully some new faces should make this - 'One not to miss' for competitors and spectators alike. Be there! (See also Ray Birdseye's article)

## **NEW PADLOCKS AND KEYS**

The new padlocks are 'up and running' at both sites, with around 60 members having applied for and received the new keys. Remember, - if you do not have one you will be unable to access the hut at Pednor or the container at Newground, - in order to log your flights, - so you can't fly. The message is, - If you need to fly and haven't got the new key, you should send a cheque for £5 made out to C.M.F.C. Ltd. to Dave Anderson without delay. Remember to enclose your name and full postal address.

## **PEDNOR APPEAL**

The Planning Inspectorate have offered a date for our appeal hearing to be agreed by both parties, - ie. CMFC and the LPA (Chiltern District Council). The date is Wed 09 August 2006, - the venue is Council Offices at Amersham. More details as they become available will be posted on the notice boards at both sites.

**LATEST** - The above date was agreed by me, on behalf of the club, but refused by the council. A new date has now been set, - it is Tuesday 15 August beginning at 10.00am at the Council Offices at Amersham. I accepted this new date also, and since either party can only refuse one date, it has been imposed on the Council by the Planning Inspectorate. It could be that the new date is just as inconvenient as the first, from the Council's point of view, but there is nothing they can do to change it. I will be representing the club and stating our case to the Inspector. Any member who wishes to attend can do so, but check with me first as we don't want to attend 'mob handed'.

# Members Ramblings

## 2006 Bombing competition

Nearly a year has passed since the bombing competition of 2005 and preparations are under way back at "the hanger" for our 2006 entry. New members of course would not have seen the competition last year but hopefully they will come along this year for the crack, or even to take part? Last year saw a pretty good turn out and a good time was had by all, as well as a few laughs to boot! I don't do competitions as a rule and made it perfectly clear last year from the onset that I intended to cheat, "but how" they all asked! I had many ideas of course but actually getting them to work in practice is an entirely different ball game!

I had not seen such a competition before and as a consequence I was constantly asking all manner of questions, (sorry Mr Anderson)! Once armed with the basic outline criteria I duly set about putting together my bomb release mechanism with great enthusiasm, (now affectionately referred to as a "brm"). Now for some unknown reason to me I ended up building five, all slightly different, I just got carried away with excitement I guess! One particular design which was intended to be used with an "Irvine wildcard" was "leaked" by someone, (wasn't it Al)? It was then duly copied, almost precisely, by another member, (wasn't it Geoff)? I actually took this as a compliment, an experienced modeller wanting to copy my design? So no hard feelings, eh Geoff!!!!!!

Well the day finally arrived and as some of you may recall I opted for the "carpet bombing" technique, cleverly concealing eight "bombs" in addition to the one that was clearly on display to appear as normal as possible. It is a well known fact that "cheats don't prosper" and I am a firm believer in this myself but hey, we're out for a laugh, aren't we? I would have settled for just a single bomb on the patch but alas it was not to be. All nine bombs ended up half way between the patch and the copse! This was mainly down to nerves, well that's my excuse anyway!

I am still fairly new to R/C flying and had never flown in front of so many people before, so believe me when I say I was nervous. I foresaw this to a certain degree and that is why I deliberately opted to use a trainer for obvious reasons, easy to fly and very stable being the main ones. The trainer

I used is now well past it's "best before date" so preparations on a previously damaged trainer, (or should I say trainers), began a few weeks ago. I have resurrected the remnants from our "early days" tutor 40's that were put under the bench for a "later date" project. These were crash damaged victims, (but we won't go into that one today will we Bav)? They needed considerable rework but I was convinced I could get one up and flying from the bits that were still in tact, plus utilising a donor from another club member who also "had" a tutor 40, thanks Ken!

My 2006 "bomb" (or is it bombs), has been on the drawing board for some time now but due to the considerable work required to rebuild the trainer the bomb has, (or is it they have), taken a bit of a back seat for now. The restoration of the trainer has taken over, any sensible person would have scrapped it long ago, but oh no, not me! I do like a challenge! There is of course a fine line between "challenge" and "hopeless task" you can guess which side of the line this one falls! So I am busy building "the bomber" rather than "the bomb" for 2006. Besides, I still enjoy flying a trainer now and then regardless of the bombing competition, so I am looking forward to flying her!

So guys, (and gals), to round up then the bottom line is, "don't expect anything too exciting from us this year", I am putting in so many hours on the airframe that it looks like I will be using "standard issue bombs" this year.....Or will I!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Best wishes to you all from Ray, (I just can't take competitions seriously),  
Birdseye!

Ps, let's not forget Dave Anderson without whom this would not have all come about. Despite the "p.....s" taking Dave has stuck with it. Will he never learn?

Cheers Dave!!!!

## For Sale

1. Flair Bristol F2B Fighter. Carlos' model fully repaired and with new Williams wheels, Vickers Gun, pilot and Gunner.

Complete with Wing, Rudder and Elevator servos and closed loop setup. Just needs throttle servo, engine and tank, which I can provide for extra dosh!

Looks lovely in the air, but takes some time to rig.

On the B.M.F.A website for £70, club discount, yours for only £60. ASP 80 Four stroke for another £70. No club discount for that.

2. Veron Tiger Moth, built from the Phil Smith kit, 48" span, length 36", a beautiful flyer with O.S.25LA and Rudder, Elevator.

Complete with all servos, engine, tank, and battery. Just needs RX for relaxing, realistic flying. Yours for £60.o.n.o.

3. Two cheap airframes for you. Ken Walkers Capiche 25, very aerobatic £25.o.n.o. and Son of Vertigo, aerobat for £5.00.o.n.o.

Peter Conway

# Instructors Corner

INSTRUCTORS CORNER with AL SPICER



Hi everyone, my contribution this month is particularly aimed at our new members just to get you acquainted and point you in the right direction with the 'training' aspect of the club. But before I do that I would like to congratulate three of our members for passing their 'solo' achievement's they are in no particular order ROD JARVIS, JOHN BAKER AND LLOYD BAKER.....very well done chaps, keep up the smooth flying.

When you are just getting started and learning to fly, even with a simulator, don't overdo it!

It is all too easy, especially with the simulator, to spend too long 'in the air' at any one time and this has the potential of letting you take 'two steps forward and one step back', or even worse, 'one step forward and two steps back' (that's why instructing at Pednor on a Sat we try to stick to around 12 minutes flights)

When you are learning to fly a model aircraft and/or helicopter you are going to need just about all of the concentration you can muster and if you lose this towards the end of a flight then you are tempting disaster! This is especially true with not only model helicopters, but fixed wing too.

When we are teaching you we try to keep your flights short (around 12 mins) (B M F A recommended) even if we know the tank will give you 20 minutes of flight time we only fly for 12 of them, we then land and let you have a break, have a chat and a cup of coffee etc..... Relax for a while! Also remember that learning to fly is not a race! Above all, if someone else is also teaching you to fly keep your flight's short and don't be intimidated by other people suggesting that you should have 'stayed out longer' or 'you should have tried this or that.....' etc. Learn to fly at your own pace, no-one else's!

High levels of concentration can cause your body to release chemicals into your bloodstream that, even over a short period of time, can cause stress....

stress then leads to frustration.... frustration leads to mistakes.... and mistakes can lead to crashes! High levels of concentration will also result in jerky muscle movements rather than smooth muscle movement and this, again, can be due to those chemicals.

In simple terms, taking a break will give your body a chance to relax. If your break is too short then the body will not have had time to chill out a bit..... A reasonable break also gives you the opportunity to have a chat with other people. Remember also that this hobby/sport is not just about flying, it is also about making new friends, learning from them, having a good day out and generally enjoying yourself!

Back to the plot:

Just take a look at one of the more experienced flyers in your club and one of the newcomers, compare their 'body language' while they are flying. The experienced flyer will look (for the most part) relaxed while the 'solo novice' will probably look stiff, uncomfortable and possibly somewhat stressed! Obviously their flying styles will be very different as well, the experienced flyer will tend to be smoother while the 'solo novice' will probably be rougher. This is partly to do with the high levels of concentration required at this early stage - and also the lack of 'muscle memory' that I have already mentioned. We all go through this stage but fortunately it does not last very long.

Statistics have shown that most crashes/accidents occur on the last flight of the day (think about that!?!?) when your concentration is likely to be at it's lowest, when you are generally tired - both physically and mentally! Be aware that even as little as 30 minutes total of flying in a day can 'wear out' a beginner!

At the end of the day don't be tempted to think/say 'I'll just have one more quick flight!' It might be your last with that particular model..... Going home with an intact model is much more satisfying than with a bag of bits and pieces! You should therefore think/say 'I've had a good day so far, I don't think I'll push my luck'!

The same goes for flying your simulator, possibly more so, as you know that there will be no financial loss at the end of the day! You want to be able to gain knowledge and experience at a rate of 'two steps forward', 'two steps

forward', Not 'two steps forward and one step back' - or worse!

Keep your simulator flying similar to that of your real flying. Fly for, lets say 15 minutes and then take a break. Walk away from the computer for half an hour or so and only come back once you have had time to 'switch off' and maybe review what you have done.

Have you ever spent an extended period of time on the simulator, maybe two or three hours, and felt 'worn out'? Guess why?

So don't be tempted to sit in front of the simulator for hours at a time.....!

Above all, have fun and enjoy your flying!

All the best.....AL

## **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	3	Geoff
	10	Al
	17	Frank
	24	Dave
July	1	Geoff
	8	Al
	15	Frank
	22	Dave
	29	Geoff
August	5	Al
	12	Frank

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

### Committee

<b>Chairman</b>	Dave Humphrey	01 494-791 258	<a href="mailto:humphrey779@btinternet.com">humphrey779@btinternet.com</a>
<b>Vice Chairman</b>	Gordon Hancock	01 494-783649	<a href="mailto:fred@aerostress.demon.co.uk">fred@aerostress.demon.co.uk</a>
<b>Secretary</b>	David Turner	01 494-864863	<a href="mailto:turnerdm@btinternet.com">turnerdm@btinternet.com</a>
<b>Treasurer</b>	Bob Bennett	01 494-864751	<a href="mailto:Bob.Bennett@wychwoodrise.co.uk">Bob.Bennett@wychwoodrise.co.uk</a>
<b>Membership Secretary</b>	Dave Anderson	01 494-583127	<a href="mailto:david.anderson267@ntlworld.com">david.anderson267@ntlworld.com</a>
<b>Newsletter Editor</b>	Colin Hooper	01 494-866387	<a href="mailto:colin.jayne@wychwoodrise.co.uk">colin.jayne@wychwoodrise.co.uk</a>
<b>Chief Club Instructor</b>	Alan Spicer	01 494-783214	<a href="mailto:alan.spicer@onetel.net">alan.spicer@onetel.net</a>

### Instructors

Alan Spicer	01 494 783214	Mobile 07860 843613
Geoff Walker	01 494 864985	
Frank Dalby-Smith	01 494 711365	
Dave Anderson	01 494 583127	
Robin Thwaites	01 494 758079	

## BMFA SOUTH MIDLAND AREA COMMITTEE

Minutes of the meeting held on Tuesday 2 May 2006 at the London Gliding Club

### Officers present:

<b>Chairman</b>	Roger Bellingham	<b>Treasurer</b>	Chris Tompkins
<b>Council Delegate</b>	Peter Christy	<b>Vice Chairman</b>	Charlie Newman
<b>Competition Secretary</b>	John Shaw	<b>Achievement Scheme Coordinator</b>	Mick Eames
<b>Education Officer</b>	Keith Setchell	<b>Secretary</b>	Ian Self

### Clubs in attendance:

<b>Aylesbury &amp; DMFC</b>	Roger Bellingham	<b>FACCT</b>	John Shaw
<b>WOTG Club</b>	Chris Tompkins	<b>Luton &amp; DMAS</b>	Dick Whitehead, Mick Eames, Ian Self
<b>Oxford MFC</b>	Charlie Newman	<b>Chiltern Flyers CLMC</b>	Peter Rabjohn
<b>Watford Wayfarers MAC</b>	Peter Christy, Mick Wilshire	<b>High Wycombe &amp; DMAC</b>	Ian Thompson
<b>Twinwoods Model Aircraft Club</b>	Keith Setchell	<b>Milton Keynes MAA</b>	Barry Stewart, James Milward
<b>Knebworth MFC</b>	Robin Tinston	<b>Buckaneers MFC</b>	Derek Giles
<b>Chesham Model Flying Club</b>	Bill Hockey	<b>North Berks RMAS</b>	Dave Roberts
<b>Hatfield Model Aircraft Club</b>	Peter Spurway		

- Apologies for absence:** Apologies for absence were received from Duncan McClure (White Horse Model Club), Peter Jackson (Milton Keynes Modellers), Geoff Carr (Old Warden Model Aircraft Club), Brian Cooper (Wellingborough Old Grammarians MFA), Barry Ensten (Ivinghoe Soaring Association), Charlie Secker (Stevenage Model Flying Club) and Gerald Forrest (St. Albans Model Aero Club).
- Minutes of the Last Meeting:** Adoption of the minutes from the 3 January 2006 meeting was proposed by Charlie Newman (Oxford MFC) and seconded by Barry Stewart (Milton Keynes MAA). The proposal was passed unanimously.
- Matters Arising:** Peter Christy (Watford Wayfarers MAC, Council Delegate) mentioned that he had located a potential Helicopter Chief Examiner – currently an Examiner who would be prepared to be put forward. Mick Eames (Achievement Scheme Coordinator) volunteered to take the matter forward.
- Correspondence:**
  - The Chairman (Roger Bellingham) and Secretary (Ian Self) had both been copied on emails between Barry Ensten (Ivinghoe Soaring Association) and the London Gliding Club in respect of an alleged low-flying incident by full-size gliders, causing the grounding of model flying. No further action was requested at this stage.
  - The Treasurer (Chris Tompkins) said that he had received a memo from BMFA confirming the funding for this financial year at £1452.46.
- Review of the BMFA Council Agenda for 6 May 2006:** The following items from the agenda were noted:
  - Item 9:** Peter Christy outlined what he thought the proposal implied. He suggested that there would be debate at the Council meeting on the voting process. One-man-one-vote might be adopted at that meeting, if the Council were in agreement. The Chairman asked whether there was any dissent from supporting one-man-one-vote, should it come to a vote in Council (recalling that our Area had initially raised the proposal for election of Officers). Peter Rabjohn (Chiltern Flyers) expressed some misgivings about including voting for Technical Committee members in the (item 9) proposal. He thought that it wasn't wise to open up voting for Technical Committees to the complete membership, as a small clique might be able to influence voters and through that put someone inappropriate on a Committee. Charlie Newman noted that, in his experience, choosing members of Technical Committees from specialist groups didn't produce a better Technical Committee membership. After discussion, it was decided without a vote support the proposal.
  - Item 16:** Peter Christy outlined the background to Alison Harrop being proposed as team manager. Support for the proposal was agreed without a vote.
  - Item 17:** In answer to a query, Peter Rabjohn explained the rationale behind changing the proposal. Support for the proposal was agreed without a vote.

- D. **Item 20:** After discussion, it was suggested that an amendment to the proposal should be made, to include words along the lines of..."subject to a list of standard definitions being drawn up, agreed and published". With that amendment, support for the proposal was agreed without a vote.
- E. **Item 21:** Roger Bellingham restated the background behind the Area's proposal.

6 **Chief Examiner Meeting:** Mick Eames noted that each year there was a meeting of the Chief Examiners. The Achievement Scheme Review Committee (ASRC) was looking at putting support into training. Mick Eames commented that the Area was investigating running a workshop hosted by a club. BMFA support is not yet sorted out. Duncan McClure had offered White Horse Model Club to host the workshop. The concept of the event would be to bring Chief and Club Examiners together to spread the idea of a more standard approach to testing. Peter Spurway (Hatfield Model Aircraft Club and BMFA Achievement Scheme Controller) noted that it was hoped, using such an approach, to spread 'best practice'.

7 **Draft Proposal (for Areas Council) on 'Pilot's Pirouette':** Peter Christy, who was putting forward the proposal for submission to Areas Council, outlined the background to the requirement, which originated in dissatisfaction with the 'Hovering M' part of the Helicopter 'B' test. He noted that there was an alternative proposal from North West Area, and expected that one or the other of the proposals would be adopted at the Areas Council meeting in June. He noted that he had discussed the proposal with Examiners and Chief Examiners in the Area and had met with their agreement that the 'over-the-shoulder' part of the test should continue to be included somehow. He claimed that this proposal met those needs.

Peter Spurway commented that although he, in common with many others, had expressed concern about the 'Hovering M' part of the test, outputs from a workshop on the test were that it should be removed rather than replaced. He noted that there was disagreement amongst Examiners about the need for the 'over-the-shoulder' testing.

After open discussion the Chairman put the proposal to a vote. That the proposal should go forward was proposed by Peter Christy (Watford Wayfarers), seconded by Keith Setchell (Twinwoods). Voting was as follows: For: 7, Against: 4, Abstaining: 7. Support for the proposal was therefore agreed.

8 **Review of Club and Area activities:** The Chairman asked for people to contribute items of interest from their club activities.

- A. Peter Christy noted that the Heli community were working towards the implementation of the European Heli Championships, which are being held in the UK this year.
- B. Charlie Newman raised 2 points:
  - i. Oxford MFC were organising 3 free-flight events this year, in June, July and September.
  - ii. He commented on a problem that had arisen when requesting agreement to hold the meetings on the common land in Oxford – which was usually given 'on the nod'. This year, as a result of the recent passing of government legislation, there is a much-increased level of bureaucracy in granting permission to use land. Potential shared liability of the landowner for damage resulting from accidents at such events has appeared to prompt the production of paperwork that the event organisers (in person) must sign to remove such liability from the landowners. He asked Roger Bellingham if he would review the matter, with a view to protecting our interests in the future.
- C. Mick Wilshere (Watford Wayfarers) said that they had received notice to quit their (fixed wing flying) site. After searching, they've managed to locate a suitable site in / near Bovingdon, which the farmer has prepared.
- D. Ian Thompson (High Wycombe & DMAC) mentioned they have an event planned for September. Normally, in the region of 1000 people attend.
- E. Mick Eames (Luton & DMAS) reviewed his club's implementation of 'B' certificate workshops, where experienced flyers are taken through the B test manoeuvres by Examiners, who review the aspirants' attempts, aiming to sorting out mistakes and improve their chances. The club has already held 1 workshop, with 2 more to come. He offered to come to other clubs to do the same, if they provided the Examiners.
- F. Peter Spurway said that they had turbines flying at his club. He expressed concerns about the BMFA's approach on the issue of vulnerable adults and young children.
- G. Peter Rabjohn said that they had seen no issues with respect to bureaucracy over agreement to hold public events. He thought they might lose part of his club's flying site due to the expansion of the M1 from 3-4 lanes.
- H. Chris Tompkins (WOTG Club) noted that they were arranging a scale event.
  - I. John Shaw (FAACT) said that they had a competition on the coming Sunday (7 May), with another on 10 September. Every 2 weeks, they would be flying in Cardington.
  - J. Dave Roberts (North Berks RMAS) said that his club had exhibited successfully at a local show in Abingdon. He also mentioned they had been 'invaded' on their flying site by an illegal rave, about which the police would take no action. This prevented them from using their flying site for the weekend. He

passed copies of a poster for a Scale Day event taking place at his club on 18 June. He will email the Area distribution list with copies.

- K. Bill Hockey (Chesham Model Flying Club) commented on the loss of a generator and fuel by thieves breaking and entering their club's premises.
- L. Keith Setchell said that his club had recruited their first 'vulnerable adult' member, after rule changes in the club to clarify the position.
- M. Barry Stewart (Milton Keynes MAA) said that their membership was now nearly full. They had run a very successful event at a local youth club. Their club rules had now been changed to incorporate 'vulnerable adult...' and people had been CRB checked.

**9 Any Other Business:** There were 4 items.

- A. Dart Challenge. Keith Setchell, as Education Officer, noted that the Challenge dates had been changed to 8 July, with the effect that he would be unable to take on organising, as he would be on holiday. He asked for volunteers. It was suggested that he contact Peter Jackson.
- B. Mick Eames asked about the Schools' Day. Roger Bellingham undertook to get the appropriate person in contact with Mick.
- C. Chris Tompkins, as Treasurer, passed copies of the approved accounts for the financial year just ended to The Chairman and Secretary.
- D. Roger Bellingham said he was unable to attend the Areas Council meeting on June 10. He asked for volunteers to attend as his alternate. Charlie Newman offered, but commented that he was only 50-50 likely to be available. In the lack of other volunteers, Charlie's offer was accepted.

**10 Next Meeting:** will be held on 12 September

Ian Self, Secretary BMFA South Midland Area.