



# Flight Desk

October 2009

The official newsletter of Chesham Model Flying Club Ltd

Volume 21

Issue 5

## October Club Night

White Hill Centre

Wednesday October 21st

20:00

History of the Queen's Flight

Graham Lowry

## Editors Ramblings

OK, I apologise for raising some of your hackles. More than one person misinterpreted my previous request for feedback on Pednor as a precursor to the club disposing of it. This was never our intention. What we did need to do was raise the profile of Pednor as it is a very under-utilised resource. You can see some usage facts deeper in the newsletter.

The need to sort the mower was another drawback with Pednor and we are happy to report that a second hand replacement is to be financed following the treasurers release of some funds. Thanks Bob.

As you know, Pednor's main usage is as a trainee and assessment field on a Saturday morning. Dave Anderson reports that our latest member to be approved solo is Richard Dawson. We all look forward to flying with you soon Richard.

Events of note in the last two months include an excellent Alan Crook scale competition with a splendid turn out and some very fine models, well displayed. A brief report and a photo of the victorious three is in the newsletter as well, although some of us now know it as Richard Gingers cup. Who will step up to the plate next year and challenge the champion?

A small number of members took the opportunity to visit the Hop Farm for the Southern Model Show. The command module, to borrow a phrase, was Mike Martins' caravan and it proved a brilliant base from which to enjoy an excellent show. Visiting members seen over the weekend included Mr Vickers and Mr Bull.

Finally, some excellent late news. Richard Ginger was asked by the committee to become a Club examiner. He agreed to go for it and on Monday the 12<sup>th</sup> October he was duly examined by Mick Eames. A flying pass was achieved. Well done Richard.

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

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

## Secretary's Notepad

Not much to report except to say that I have now completed twelve months in office since my co-option onto the Committee in September 2008. It has been a real pleasure to sit among you and to try to put something back into the Club, and there is truly no way that anyone could say it is a boring job!! I do, however, wish I could "touch type" instead of faffing around looking at the keyboard then finding that half of my tediously typed script has disappeared.

Back to models - I have finally got the big Meteor Monoplane sorted in the turns - you may remember it tended to look horrible, dropping the tail and "crabbing" badly with adverse yaw. This in spite of a *C* of *G* well forward of that shown on the plan, which I always check from first principles anyway. I had been flying with aileron differential of "two up, one down" to counter this, which worked to a degree, but slow, scale turns required a great deal of rudder /aileron juggling with left turns being particularly awkward. (The big Saito radial produces terrific axial torque).

Determined to improve the situation I adjusted the differential so that I had almost NO down aileron movement (only one eighth of an inch!) on each aileron but the existing UP movement of approx. three quarters of an inch with 25% expo. on the lot, as before. This produced an immediate and radical improvement and has transformed the model.

Al. was at the field that day and remarked on the transformation - taking over the tranny for some of the flight he confirmed "problem sorted". I have flown this model loads of times and this apparently drastic action should have been taken much earlier.

I'm not an aerodynamics expert but some full size aircraft have part of their ailerons installed so that a rising crank only allows "up" movement and does not engage with the corresponding "down" action thus minimising any adverse yaw tendency. However, as with full sized jobs - particularly high wing types with a highish aspect ratio wing - correct use of the rudder in the turns is essential. Indeed, any model will fly more accurately using the flappy bit at the back. You can't do proper aerobatics without it, either.

Cheers, RG

The events of note for the next few months:

October 21st	Club Night @ WHC 20:00
December 16th	Club Night and AGM @ WHC 20:00
December 26th	Boxing Day Flying @ Newground

## THE MYSTERIOUS CASE OF "NEWGROUND WOMAN"

Dave H has asked me to fill you in on the above story - I did say the Secretary's job was far from boring!

For some months smoke has been seen emanating from the bushes at the Northwest corner of our field. Initial suggestions were that this was from a narrowboat moored in the cutting just the other side of the fence. However, British Waterways take a dim view of boats mooring for more than fourteen consecutive days in unapproved locations; plus, how many boats use solid fuel stoves these days - and you don't need to heat your cabin in mid summer. Andy Hawkes and Mark Welland took a look earlier this year and surprised what appeared to be an oldish woman living rough alongside a wood fire. No further action was taken at that time.

Woodsmoke continued to be seen at more or less the same spot throughout the Summer. The Committee considered that any action would have to be through the "proper authorities" if and when necessary - it seemed unlikely that the individual would stay into the Autumn/Winter.

However, Trevor Mines, one of our weekday regulars, took another, closer look a few days ago and found, near to the source of the smoke, several bags of rubbish plus piles of bottles and jars and evidence of several earlier fires. Trev reported his concerns to Humpy and he also telephoned me with the details. Something had to be done. On Thursday 8 October I visited Newground to fly and during the afternoon I carried out a thorough check of the area as unobtrusively as possible. I was able to get within 50 yards of the wood fire and I observed a figure dressed in a blue anorak standing close by. She (he) was of medium height with shoulder length dark hair, facing away from me. I withdrew via the same route, skirting the top copse.

Later I relayed this information to Humpy who had already emailed the Committee with the "action plan". Police Officers from Hemel would visit Newground at 5.00pm on Friday 9 October to investigate. I had already offered my help and got to the field earlier to fly. Dave arrived shortly before 5.00pm to let the Officers in. At 5.00 pm precisely the Police arrived - one male, one female Community Support Officers in the regulation official vehicle. The wind was blowing from the Southeast which meant that any smoke would be blown back towards the canal and none was visible. We briefed the Officers and entered the undergrowth at the same point I had used the day before. Having broken through to the boundary fence we left the two Officers to carry on. From a discreet and sensible distance Dave and I looked on. We took stock of the various piles of rubbish and evidence of occupation. The Officers had obviously made contact and were conducting some sort of interview. They were of the opinion that the woman (indeed it was!) was not a criminal but told her that she was on private property and her continued presence could not be allowed. Initially, they said, she would go back with them to the Station. They tried to ascertain personal details. Dave and I withdrew to the Shelter. Some minutes later the two Officers returned, without the woman. Apparently she had agreed to leave; the Officers thought she was probably of East European origin - her English was not good. However, she appeared reasonably healthy and not dehydrated although very dishevelled from sleeping rough. She said she was on some sort of "pilgrimage" and had contacts in Tring and Dunstable churches, although her identity and personal details were a complete mystery. Perhaps she had cogent reasons for wishing to remain anonymous. She also said that she would remove all her belongings over the next few days. It was agreed that, provided she did not resume her stay at Newground, no further action would be taken by CMFC.

This is indeed a strange and rather sad case which gives a taste of how some people "live". We will probably never know who she is, to whom she belongs or where she comes from, let alone why she should chose our field as her accommodation. I use the present tense because this is an ever present issue. Whatever the legalities of the situation, none of us - through choice or circumstance - would wish this on anyone. Exceptions apply, of course, in the case of wanted criminals. However, because we own the field we were legally able to have her moved on. Goodness knows how she feeds herself, obtains water and generally survives. The attendant hygiene issues are mind boggling. Maybe we have done her a favour.

Our action was both necessary and proportionate - leave it to the professionals!

We owe a big thank you to the local Police for their interest and prompt response.

Finally, it was obvious that some of the rubbish was not caused by our "lodger" - almost certainly some of the more upmarket stuff had been fly-tipped by boat owners. British Waterways will be informed. After a week or so we will collect, bag up and dispose of the remaining rubbish. Case closed, hopefully!!

RG

## **Chairman's Soapbox**

### **NEWGROUND - HABITAT SCHEME AND SET ASIDE**

The field is being 'topped' any day now by our regular contractor Simon Mead in accordance with our land management agreements. In previous years we have been asked by DEFRA that a designated area north of our gangmown flying area be baled, with the large round bales placed on top of the existing stack at the northern end of the field, 100 metres beyond the pine trees. This year this will not happen, simply because there has been no feedback to me at all from DEFRA regarding the promised 2009 review of our land management plan.

### **NEWGROUND SHELTER**

It was about this time 5 years ago that we started the building of our much-cherished 'Wildlife Observation Shelter'. It is becoming in need of a coat of preservative, and I will discuss this with the committee. If approved, then I will be seeking out several capable individuals to carry out the task. All materials will be provided.

### **NEWGROUND PATCH**

Our friendly rabbits have been inflicting some more damage to the patch, mainly on the far side. When a fairly prolonged period of wet weather has softened the ground, I will be organising a 'Patch repair team' to restore it to top-notch condition. This will probably be over 3 or 4 Sunday

mornings, - a one hour session each time should do the trick, - to leave the rest of the day free for flying.

## **RICHARD GINGER**

Congratulations and well done to Richard on passing his Examiner test on Monday 12<sup>th</sup> October at Newground. This is a man dedicated to his sport and to serving the club, - we are fortunate to be blessed with many more such like-minded individuals in our club to the benefit of us all.

## **NEWGROUND WOMAN**

Richard Ginger covers this issue elsewhere in these columns. Once again we have been served well by Hertfordshire Police who certainly do what you might expect them to do, but not necessarily applicable to another police force I could mention.

## **FLYING FIELD USAGE 2008/9**

An exercise that I undertook whilst we were discussing field usage. Some people are getting good value for money.

### **MEMBER FIELD USAGE 15 / 08 / 2008 --- 14 / 08 / 2009 -- PEDNOR FIELD**



<u>LOGGED VISITS</u>	<u>NAME</u>
33	GARY KING
30	CON LEHANE
27	STEVE EDWARDS
27	DANIEL REEVES
23	JOHN BARBER
20	JOHN KICHENSIDE
12	ANDY HAWKES
12	DEREK RUSSELL
9	DAVE ANDERSON
8	CHRIS VAUGHAN
5	MARK WELLAND
5	DICK MYERS
4	BRICK DE BOURG
3	CLIFF VINCENT
2	MIKE MARTIN
2	AL SPICER
2	KEITH CLARK
2	LES PILCHER
1	TREVOR BRUNT
1	DAVE JARMAN
1	RICHARD GINGER
1	STEVE TRIGGS
1	FRANCOIS VAN DER TANG
1	DAVE HEWITSON
1	BRIAN VAUGHAN
1	BOB BENNETT
1	COLIN HOOPER
1	ALAN BUTCHER
1	BOB GEORGE
	29 MEMBERS - TOTAL

MEMBER FIELD USAGE 15/08/2008 -- 14/08/2009 -- NEWGROUND FIELD

<u>LOGGED VISITS</u>	<u>NAME</u>	
88	RICHARD GINGER	
49	STEVE BULL	
42	MARK KUEAN	
40	PETE CONWAY	
39	COLIN HOOPER	
34	STEVE TRIGGS	
32	TREVOR MINES	
31	RICHARD JOHNSON	DEREK RUSSELL
30	TREVOR BRUNT	DAVE JARMAN
29	MARK WELLAND	
27	BOB BENNETT	TREVOR WHELTON
22	JEFF DENTY	
21	PAUL BAKER	
20	PETE HODGE	
19	MIKE MARTIN	
18	ANDY HAWKES	OZ MARSH
18	KEITH VICKERS	
17	AL SPICER	ROBIN HODGE
16	LES PILCHER	
15	RAY BIRDSEYE	DAVE WOODNUT
14	DAVE ANDERSON	
13	TONY JACKSON - WYNCH	
12	ROBIN THWAITES	CHRIS VAUGHAN
11	PHIL CAMP	
9	BOB GEORGE	JEREMY TABB
9	ADRIAN JACK	NICK REEVE
9	BRIAN VAUGHAN	
8	CON LEHANE	MATTHEW JACK
7	JAMES BIRSEYE	TIM JESSOP
6	CHRIS PRENTICE	
5	JOHN BARBER	
4	BEN MARTIN	JOHN BORER
4	TIM PHILLIPS	JOHN WILKINS
4	JOHN KICHENSIDE	GARY KING
3	IAN NICHOLS	GARY STARKEY
3	CLIFF VINCENT	STEVE EDWARDS
3	COLIN BRIANT	MARTIN O'NEILL
3	FRANCOIS VANDER TANG	
3	MARTIN BLACKWOOD	DICK MYERS
2	DOUG BRITTAIN	JOHN STROUD
1	GIOVANNI MULE	CHRIS JORDAN
1	PETE CHRISTY	DICK HAWKES
1	TREVOR WHELTON	DAVID GUBBAY
1	PAUL CAUDERY	DAVE FOSTER
1	HARRY LAURENT	LEON COWARD
1	RICHARD LLEWELLAND	KEITH CLARK
1	DAVE BAVERSTOCK	BRICK DEBOURG

70 MEMBERS - TOTAL.

## Events Corner

I was unable to get to August's silent flight evening at Pednor till late due to work commitments. I eventually arrived to hear I had missed all the fun! There was a reasonable turn out but apparently the casualty rate was unusually high, though nothing a little super glue here and there wouldn't fix! Thanks to all who turned out to support!

.....  
 August also bought us our last bank holiday before Christmas and with our fingers securely crossed that the "Trevor Brunt Theory" would work we

all awoke that morning to fine weather. Well done Trevor! There was a good turnout throughout the day from dawn, (the bbq breakfast brigade), to dusk! The bbq saw some action and it was good to see some families there too!

.....  
The Alan Crook Memorial Scale Competition too place in September to a rather slow start, however as time moved on there were eight entries in total by the time the competition started. The podium positions were as follows; - 3<sup>rd</sup> place went to Alan Spicer with his Spitfire. 2<sup>nd</sup> place went to Adrian Jack with his Corsair. 1<sup>st</sup> place went to Richard Ginger with his Meteor Monoplane.



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**“FORTHCOMING EVENTS”**

Our speaker for the October club night will be Graham Lowry who will be giving a presentation on the history of the queen's flight. This looks to be an interesting evening so please make sure you are there 8.00pm sharp!

.....  
With the end of the year looming up fast the penultimate event of the year is the AGM on 16<sup>th</sup> December at the white hill centre. Don't miss your chance to air your views and of course indulge in sausage rolls and mince pies. See you all there!

.....  
And finally for 2009 we have Boxing Day Flying at Newground. Why not get up and get out in the fresh air and shake off that over indulgence of the Xmas festivities with some relaxing flying!

.....  
*Ray Birdseye, CMFC events coordinator [events@cheshammodelflyingclub.co.uk](mailto:events@cheshammodelflyingclub.co.uk) Tel 07703 768354*

## Members Ramblings

Hello

As some of you already know I have been building the Panther over the last year, well it is now finished.



Dave Wilshere kindly carried out the successful (well there a few minor problems!!) maiden flight at Chalgrove airfield on Sunday 6 September 09.

Once I have sorted out the minor niggles, it will be flown, hopefully, at the November Chalgrove meet and at Classic Jets in December.

I need to start the next project!!

Richard Johnson

### Wiring a regulator to step voltage down

This is about using a [JP E-Pro] lipo regulator I bought to step the voltage down from a 4S A123 at say 13.2v to 6v. That enables me to just use one battery- the flight battery- to power the servos etc. I only have 4 servos on the Acromaster being built so I should be OK. I should be OK with the ESC as although it is rated for 2-3 lipos [11.1v] it is also for 5-12 Ni-Cads [*what are they?*] So is OK for 14.4v.

Flick up the red lead contact on the connector on the ESC, that goes into the Rx. Use a point or blade tip to do this. Pull the lead out. Heat shrink the end and bind the lead out of the way, you may one day want to use the ESC again in a different model.

This disables the power to the Rx via the ESC; we are going to power the Rx differently here of course.

Cut off the female connector on the Regulator. Bare the R & B wires. The male connector plugs into the Rx- CHECK you plug in the right way round as it is smaller than the usual plug.

Solder connectors on the ESC, incorporating also the bared ends from the Regulator. So these connectors take the usual wire plus the Regulator wires. The Regulator will take it's power direct, with the ESC, from the flight battery.

Job done

This worked for me, I hope it helps someone, but I accept no responsibility for this how-to-do-it note- I am new to all this!

Tony Gower

## Instructors Corner

Hi everyone



Hi everyone, hope you are all well and been taking advantage of the 'extended summer' LOL..... really, it has been nice during the day for flying. Although I am not back into training mode yet after my op, I have made a few trips to Newground and had a few flights and a long sit down in between I may add. Getting stronger all the time now, should be back up and running / instructing next month. My ole mate Colin Briant (number 2 son) has been itching to get back to Newground to carry on with his training, first we could never liaise as he was working abroad a lot then the weather was unkind most Saturdays when he was around, then my Hospital /op saga....it just went on and on. But he finally got some more tuition in the last couple of months then last Sat he went for it and is now a SOLO FLYER. A very big well done and congrats mate, it was a long time coming but you got there in the end.

As I have not been instructing the last eight or ten weeks there isn't much more to write about on that subject, but one thing I would like to see is more members going for their 'A' and 'B' certificates. It's quite an achievement to pass either as it makes sure you know your BMFA manual, the safe operation of your model aircraft, and with the 'B' some aerobatics thrown in for good measure. If you need any help or information on this please do not hesitate in contacting me, and I will point you in the right direction....(and that's not toward the pub...!!!)

As there are quite a lot of new members joined recently I thought it would be a good idea to run through a few safety checks and procedures

before that all important test flight of a new model by your favourite instructor ( all four of us take yer pick)

### **Balance**

- Is the longitudinal centre of gravity within the range shown on the plans?
- Is the model balanced laterally (side to side)?

### **Alignment**

- Are all the flying surfaces at the proper angle relative to each other?
- Are there any twists in the wing?
- Do the wings and, where removable, the tail plane seat properly on the fuselage every time?
- Is the engine set at the proper thrust angle as shown on the plans?

### **Control Surfaces**

- Are all control surfaces securely attached? (i.e., hinges glued, pinned). Pull on each one to test.
- Are the control horns secured to the model?

### **Control Linkages**

- Have all the linkages been checked to be sure they are secure?
- Are all the clevises closed?

### **Engine / Motor Security and Operation**

- Are all engine mount screws tight, including mount to bulkhead if applicable?
- Is the propeller nut and/or spinner tight?
- Does the throttle work without binding?
- Does the throttle trim tab shut down the engine?

- Has the propeller been balanced?
- Has the engine been thoroughly test run? (engine idle and throttle up properly) saves a lot of farting about and despondency at the field.....
- Is the fuel tank installed correctly? (i.e., carburettor at the same height as fuel tank, fuel tank clunk in proper position and moving freely, fuel lines in good condition and connected to the engine correctly)

### **Radio Equipment**

- Are the receiver and battery securely mounted and padded with foam to protect from vibration and shock?
- Are all electrical connectors secure?
- Is the receiver's antenna fully extended and in good condition?
- Are the batteries charged and in good condition (check under load with a volt meter if unsure)?
- Are all servo securely fastened to the rails or trays? (not just with a couple of screws..!!!!)
- Are servo arms firmly attached with screw in place?
- Are all push rods firmly secure in servo arm?
- Are the control throws in the correct direction with proper amount of deflection (as per plan and or instructions)?
- Has a full range check been performed?

### **Undercarriage (where fitted)**

- Is the undercarriage firmly attached to airframe and the wheels securely retained?
- Does the aircraft taxi in a straight line?

### **General**

- Is the covering tight with no visible signs of damage?

- Are all retaining bolts in place and secure?
- Are any hatches, cowls and canopies secure?
- Are all components structurally sound?
- Ever thought of putting your name and address in the airframe (in case it's lost).

### Range Checking the radio

- Make sure your frequency is clear and claim it with your peg on the frequency board
- Turn on transmitter check the correct model is selected (if applicable) and then turn on the receiver.
- **Important:** make sure the transmitter aerial is down fully.
- Ask someone to help and walk away from the model until signs of loss of control are apparent. (Best carried out when no other Transmitter is switched on.
- If electric powered ensure that the range is not worse with the motor running.

### **Before EVERY flight:**

Verify your frequency is available and place your peg on the board

Check the receiver battery pack to ensure enough charge for the flight intended.

Check for damage and the control throw direction of all surfaces.

### **For fuel powered models:**

Turn on the transmitter and check the correct model is selected (if applicable) and then turn on the receiver.

Start the engine and test the entire throttle range ensuring an consistent idle and acceleration response.

Check the engine at full throttle with the plane's nose straight up in the air? (to make sure it won't stall when full power is applied on climb out)

Take the model out to the strip and warn people you are about to take off.

As soon as you land switch off the receiver.

Switch off the transmitter and release the frequency for others to use.

**For electric models:**

Turn on the transmitter and check the correct model is selected (if applicable).

If the model has a receiver battery then switch on the receiver.

Ensure the throttle is in the correct position and connect the motor battery.

**WARNING:** The motor must now be considered live as the motor could start at any time without warning (possibly due to interference or faulty controller).

Arm the controller if necessary and briefly check the motor functions correctly.

Take the model out to the strip and warn people you are about to take off.

As soon as you land disconnect the motor battery and switch off the receiver if necessary.

Switch off the transmitter and release the frequency for others to use.

Well I hope that all made sense.

Just a few funnies now, obviously in the Aeronautical mode.....

All too rarely, Australian airline attendants make an effort to make the in-flight 'safety lecture' and their other announcements a bit more entertaining. Here are some real examples that have been heard or reported:

On an Air NZ Flight with a very 'senior' flight attendant crew, the Pilot said, 'Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights This is for your comfort and to enhance the appearance of your flight attendants.'

On landing the hostess said, 'Please be sure to take all your belongings. If you're going to leave anything, please make sure it's something we'd like to have.'

'There may be 50 ways to leave your lover, but there are only 4 ways to leave the aircraft.'

As the plane landed and was coming to a stop at Auckland, a lone Voice came over the loudspeaker: 'Whoa, big fella. WHOA!'

From a Qantas employee: 'Welcome aboard Qantas Flight X to Y to operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and, if you don't know how to operate one, you probably shouldn't be out in public un-supervised.'

'In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child travelling with you, secure your mask before assisting with theirs. If you are travelling with more than one small child, pick your favourite.'

'Weather at our destination is 32 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Qantas Airlines.'

'Your seat cushions can be used for flotation; and in the event of an emergency water landing, please paddle to shore and take them with our compliments.'

Heard on Qantas Airlines just after a very hard landing in Hobart. The flight attendant came on the intercom and said, 'That was quite bump and I know what you are all thinking.. I'm here to tell you it wasn't the airline's fault, it wasn't the pilot's fault, it wasn't the flight attendant's fault... it was the asphalt!'

Another flight attendant's comment on a less than perfect landing: 'We ask you to please remain seated as Captain Kangaroo bounces us to the terminal.'

An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, smile, and give them

a 'Thanks for flying United. 'He said that, in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally everyone had got off except for an old lady walking with a cane. She said, 'Sonny, mind if I ask you a question?' 'Why no Ma'am,' said the pilot. 'What is it?'  
The little old lady said, 'Did we land or were we shot down?'

After a real crusher of a landing in Sydney, the Flight Attendant came on with, 'Ladies and Gentlemen, please remain in your seats until Captain Crash and the Crew have brought the aircraft to a screeching halt against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we'll open the door and you can pick your way through the wreckage to the terminal.'

Part of a flight attendant's arrival announcement: 'We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go blasting through the skies in a pressurised metal tube, we hope you'll think of Qantas.'

A plane was taking off from Mascot Airport. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, 'Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number XYZ, non-stop from Sydney to Auckland. The weather ahead is good and, therefore, we should have smooth and uneventful flight. Now sit back and relax - ARGHHH! OH, MY GOD!' Silence followed and after a few minutes, the captain came back on the intercom and said, 'Ladies and Gentlemen, I am so sorry if I scared you earlier, but, while I was talking, the flight attendant brought me a cup of coffee and spilled the hot coffee in my lap. You should see the front of my pants!'  
A passenger in Economy said, 'That's nothing. He should see the back of mine!'

All the Best, see you down the field.....regards AL Spicer

## **The Instructor Rota**

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

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

Remember that for the time being, Al's training days are not happening and there will be no training. Richard Ginger may be able to help at Newground if you contact him.

## **For Sale**

Chipmunk ~ All brand new. Flown once, Futaba radio gear, 70 4st sc engine £200

Piper Tomahawk ~ All brand new. Futaba radio gear, 52 4st sc engine £200

Waco Bipe ~ 150 Laser engine, 1/4 scale I think, really nice build £300 (SOLD)

Jet Ranger Heli ~ Raptor 50 chassis nice model. All brand new, Futaba radio gear 401 gyro os50 hyp £600

Flair SE5A- SC52 F/Stroke. All futaba radio -brand new flown once - £200 ono

Phone Nobby 07852885989

### 2009 Year Planner

2009	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T							
January				1	2	3 D A	4	5	6	7	8	9	10 A H	11	12	13	14 C O M	15	16	17 A S	18	19	20	21	22	23	24 R G	25	26	27	28	29	30	31 D A			
February							1	2	3	4	5	6	7 A H	8	9	10	11	12	13	14 A S	15	16	17	18 W H C	19	20	21 R G	22	23	24	25	26	27	28 D A			
March							1	2	3	4	5	6	7 A H	8	9	10	11 C O M	12	13	14 A S	15	16	17	18	19	20	21 R G	22	23	24	25	26	27	28 D A	29	30	31
April			1	2	3	4 A H	5	6	7	8	9	10	11 A S	12	13	14	15 W H C	16	17	18 R G	19	20	21	22	23	24	25 D A	26 A H A	27	28	29	30					
May				1	2	3 A H	4 B B Q	5	6	7	8	9	10 A S	11	12	13	14 C O M	15	16	17 R G	18	19	20	21	22	23	24 D A	25	26	27	28	29	30 A H	31			
June	1	2	3	4	5	6 A S	7	8	9	10	11	12	13 R G	14 C M P	15	16	17 S F E	18	19	20 D A	21	22	23	24	25	26	27 A H	28	29	30							
July			1	2	3	4 A S	5	6	7	8 C O M	9	10	11 R G	12 C M P	13	14	15	16	17	18 D A	19	20	21	22	23	24	25 A H	26	27	28	29	30	31				
August					1	2 A S	3	4	5	6	7	8	9 R G	10	11	12	13	14	15	16 D A	17	18	19	20	21	22	23 A H	24	25	26	27	28	29 A S	30	31 B B Q		
September		1	2	3	4	5 R G	6 C M P	7	8	9 C O M	10	11	12 D A	13	14	15	16	17	18	19 A H	20	21	22	23	24	25	26 A S	27	28	29	30						
October			1	2	3	4 R G	5 A H A	6	7	8	9	10	11 D A	12	13	14	15	16	17	18 A H	19	20	21	22 W H C	23	24	25 A S	26	27	28	29	30	31 R G				
November							1	2	3	4	5	6	7 D A	8	9	10	11 C O M	12	13	14 A H	15	16	17	18	19	20	21 A S	22	23	24	25	26	27	28 R G	29	30	
December		1	2	3	4	5 D A	6	7	8	9	10	11	12 A H	13	14	15	16 W H C	17	18	19 A S	20	21	22	23	24	25	26 B O X	27	28	29	30	31					

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