

# Happy New Year

Welcome to 2005, We hope that you have enjoyed your flying with MKMAA and will be renewing your membership for another exciting year. So just a reminder, if you haven't renewed your club membership then this will be the last newsletter that you will receive and you will not be able to fly at our site. The gate code will be changed at the end of January after which access will be denied. Also any renewals after January 31<sup>st</sup> will require the £15 joining fee to be paid. Please find a copy of the 2005 membership form at the back of this newsletter.

Ok so you've spent week's maybe months building your latest and greatest plane and you're already for its maiden flight. You've checked the radio and run up the engine a number of times. Checked all the control surfaces, left do left etc and now there are no other reasons to get out of taking that maiden flight. You start it up and carry her out to the strip, facing into wind. You check the controls one last time and with your mouth dry as a parrot's cage and your stomach tied in knots, you open her up and away she goes. Hopefully without too much trim needed, she's airborne and you quickly gain height and check her out. All seems well but you still have that first landing to do. You try a regular approach and low fly past just to check her out. All is Ok so you call LANDING and enter the landing circuit, on the final turn you line her up and throttle back down she comes over the hedge and straight down the runway, the wheels touching and she instantly slows up. Now you turn her around and taxi back to towards you. At last you can breathe again, all that time and effort was worth it.

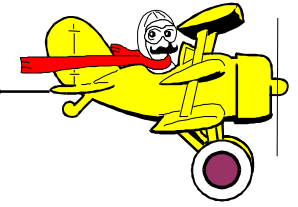
Well that's how it mostly goes, however some planes never get there far, oh they get into the air in some way or other and yes they eventually come down, but not always as planned. It's not much fun digging the remains of your creation 18" out of the ground! So rather than taking all that effort and having nothing to show for it except maybe a tangled mess of balsa, solarfilm, fuel etc. Why not remember to take some photos before its first flight, You can always put those photo memories into something useful such as a set of drinks coasters, mouse mat, or a mug. There are a number of places where you can get this done such as Trueprint, Bonus print etc all at a reasonable cost.



*I think I've lost it !!*

## Club Membership Update:

As of the 30/12/2004 the current membership stands as 42 Members with a limit for 2005 set at 70, so we are anticipating that we will have a few places for new beginners. The AGM which was held on 22<sup>nd</sup> November at the Swan Hotel Fenny Stratford, and was well attended, thanks to every one who attended and renewed on the night. The minutes of the meeting can be found later on in this newsletter.



## From the Field:

Well December has been a very busy time down the field. Even though it's been freezing cold, blowing a gale, there have often been more guys down flying than in the summer. At one point on Wednesday 29<sup>th</sup> December there were as many as 6 Planes and a heli in the air all at one time. I can't remember seeing so many people or planes for a long time. Whilst there was a little gusty wind, it was the cold that took the biggest toll. 5 minutes on the sticks being more than longer enough even when wearing gloves. We did have one scare in the afternoon with suspected radio interference, but it eventually turned out to be a broken receiver wire. The infamous hedge took another hostage but no real damage was done. All being well we will see you down the field in the new year.



## Secretary's Report

Not much to add to what the Chairman has already said. The club has had a good year both through membership, lack of incidents, and financial viability. The funds held in the bank are a good back up should anything need replacing or upgrading this year. The number of learners this year has been minimal and we have not had a rash of people requesting to be tested to A or B certification. It would be in your own interests to think about taking the test as sooner or later the BMFA are going to insist that for insurance cover purposes, if you are not certificated you will always need an instructor by your side whilst flying. It really is not that difficult (even I passed), so think about giving it a go soon.

Have a happy new year, and see you at the flying site soon.

Below is a copy of a letter found in an old copy of Model flyer, which you may find amusing.

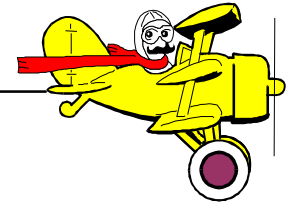
## A Flying Tale ! (True)

*As found in an old copy of Model Flyer.*

One afternoon last summer, I having just launched my R/C glider off the bungee, I was sat in front of the car enjoying the sun. My friend, Fred, was at the back, starting his .40 powered model. I heard it start - then stop abruptly, followed by a yelp from Fred. I did the usual backwards walk keeping my eye on the glider, until that is I saw the blood. Fred had picked up the low wing plane from the front and the exhaust gunge had let the plane pivot, bringing the prop into contact with his forearm.. I cleaned and padded the wound, held it in place with a couple of wing bands and then off we went to hospital. It was only then that we realised that I hadn't landed my plane. Fred insisted we spent a couple of minutes looking for the



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plane, but in which direction. I had a pair of binoculars with me, so I scoured the nearby fields. I was just about to give up, when I spotted a brightly covered object in the adjoining farmyard. It turned out to be the glider completely intact lying inside the gate by about three feet and sharing the space with a Large Lincoln Red Bull. The model was retrieved undamaged, Fred on the other hand (no pun intended) had to have five stitches.

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Dean Bleser	01604 642432	Safety officer, instructor
Dennis Owen	01908 322944	Instructor, (helis & planes) and club examiner

That's its then guys, remember to keep it safe whilst flying !! .....  
have a very Happy New Year and many Happy landings

James Millward