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The articles and views expressed by our members, are not necessarily the views of the editor or committee and therefore we reserve the right to modify and or refuse an article if it is considered in the best interest of the club.

APRIL 2007

CLEAR DOPE



In this issue

'Pollux'

Climb & Glide Results

Crawley Indoor Free Flight

**CHICHESTER AND DISTRICT
MODEL AERO CLUB**

Chichester and District Model Aero Club

Website - cadmac.co.uk

Committee 2007

Chairman	Tony Chant	01243 262816
Secretary &	Toni Reynaud	01243 370422
Social Sec.	email address:	tonibr@onetel.com
Treasurer &	Keith Wood	01903 732595
Membership Sec.	4 Buttermere Way, Littlehampton. BN17 6SX	
	email address:	keithwood@supanet.com
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Competition Sec.	Ray Beadle	01243 670163
Thorney Rep.	Harry Walton	01243 375156
Porthole Farm Rep.	Mick Blundell	01243-670791
Slope Rep.	Ray Andrews	01243 604119
BMFA Rep.	Ken Knox	02392-593104
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Indoor Rep	Allen Miller	01243 261839
CD Editor	Bruce Smith	01243-531602
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Committee appointed positions

Snr. Training Offr.	John Riall	01243-782922
Junior Members Protection Co-ordinator:	Bruce Smith	01243 531602

BOOK IT WITH TONI

Please note that the minibus has now been booked for the four club outings - including **Flying Legends at Duxford** (see page 18 for details). Contact Toni Reynaud for reservations - a £5 deposit will be required for each trip. Toni may be contacted on: 01243 370422 or at tonibr@onetel.com

Cover Photo: Yes, the latest craze of **Aero Ads**, as prop-hanging models provide an exciting pallet to display your product or message. Find out how to make quick cash from your hobby. For full explanatory details send a cheque for £5 to Mr. B. Smith, The Aylings, Queens Avenue.....

Renewing BMFA subscriptions

Members will know that there are two ways of renewing your BMFA annual membership; either through the Club or independently - the latter being known as BMFA 'Country Members'.

Out of a total CADMAC membership of circa 145, some 27 or 20% are Country members. This is not an insignificant number. From the Club's point of view, it is far easier administratively if members renew through the Club.

For example, it avoids the need to check every year that Country Members have current BMFA membership. This is required under Club rules for obvious reasons. Apart from the workload and practicality of this, I dislike having to ask those long standing and trusted Club members to demonstrate that they are 'paid up'.

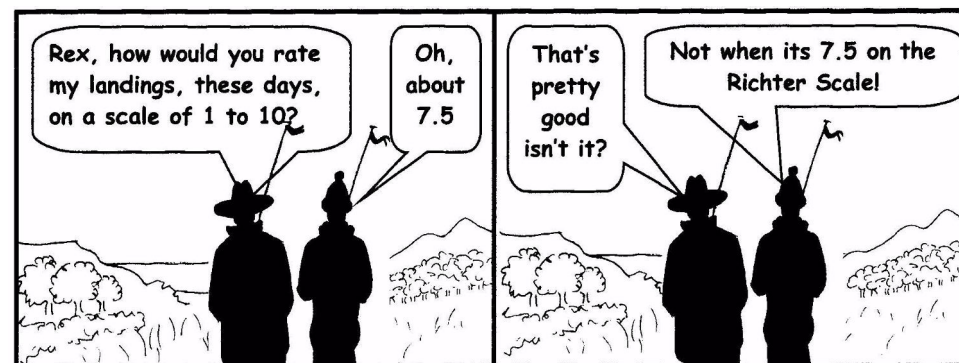
May I ask therefore that if you are a Country Member, you give consideration, when subscriptions are due, to renewing through the Club. For some members there may be good reasons for the independent route (they may be a member of another Club) but I suspect that for others, a change to a Club based renewal would be possible.

Ken

Treasurer and Membership Secretary



TeX & ReX by Cobbo



DIARY OF COMING EVENTS

The following is a list of proposed CADMAC Club events for your information.

All outing dates have now been verified and booked.

Legend: Club-nights Outings Comps Indoor Others				
April	12	Indoor Flying Comp	Fishbourne	8.00 pm
April	14	Bomb Drop Comp	Thorney	12 noon
April	28	Indoor Flying	Seaford Col.	2 - 5pm
May	10	Skittles and Buffet	Fishbourne	8.00 pm
May	12	Open Glider Comp	Thorney	12 noon
May	19	Open Glider Comp	Thorney	12 noon
May	26	Open Glider Comp	Thorney	12 noon
May	28 (Mon)	Club Gala Day	Porthole	12 noon
June	02	Open Glider Comp	Thorney	12 noon
June	14	c/l,f/f.p/f and BBQ	Fishbourne	7.00 pm
June	16	Scale Comp	Thorney	12 noon
June	23/24	Wings and Wheels	North Weald	
July	07	Flying Legends Entry	Ad£28 Con£22 Dis£8	
July	12	c/l,f/f.p/f and BBQ	Fishbourne	7.00 pm
July	14	Electric Glider	Porthole Farm	12 noon
July	28	Hastings Show		
August	09	c/l,f/f.p/f and BBQ	Fishbourne	7.00 pm
August	11	Scramble/A Test	Thorney	12 noon
August	18	Indoor Flying	Seaford Col.	2 - 5pm
August	25/27	Brit Nat Champs	Barkstone Heath	
Sept	13	Club Auction	Fishbourne	8.00 pm
Sept	15	Slope Comp	Detail on the day	
Sept	15/16	Hop Farm Show		
Oct	11	Plunge molding / scale detail presentation		
Oct	13	Loops, Rolls, Spins	Thorney	12 noon
Oct	27	Indoor Flying	Seaford Col.	2 - 5pm
Nov	08	TBA		
Dec	13	Annual General Meet	Fishbourne	8.00 pm

Editorial

TIDY UP

Our illustrious chairman was not best pleased when he discovered model litter during a visit to a CADMAC site recently. Please ensure that you always leave our sites spotless - since litter of any kind can harm farm stock or wildlife and will inevitably annoy other modellers and of course the land-owner. At worst it could result in the loss of a flying site.

DINNER DANCE

It's been suggested, in committee, that we run an Annual Dinner Dance, (Sat 08 Dec) either with a good (vintage) disco or live group. Toni is looking into pricing at the moment but it looks as though the cost will come out at about £20 per ticket.

If you think you could be interested in this kind of event, where you would bring your wife or girlfriend (or even both) then please let any committee member know.

SCALE COMP ENTRIES

Please don't forget that you'll need to let me know in good time (at least a week's notice) if you're going to take part in the Scale Comp this year.

I need to know your model and your crystal frequency. Late cancellations will not cause major problems but:

ZER WILL BE NO 'TURNING UP ON ZE DAY' ENTRIES ALLOWED.

We want to run at least two rounds this year to be beneficial to members. Please contact me if you need any info, forms etc.

CADMAC OUTINGS 07

Contact Toni Reynaud **soon** to book your place/es on the minibus.

NB £5 Deposit

LMA VALIANT CRASH

Harry Walton recently gave me a

newspaper article, which you may have missed, for possible inclusion in CD. Sadly the News Syndicate wouldn't give permission to re-print the article but I can at least report the basic facts.

LMA member Simon Steggall spent over two years building his 16 foot wingspan turbine powered model of the famous Vickers Valiant, apparently the only one in the world.

Although the model had successfully completed three previous flights, it ran into difficulty when one of the turbines lost power shortly after take-off at an airfield near Ipswich. Simon was attempting to have the model, which he'd insured for £15000, certified for use at public displays.

Sadly, the Valiant couldn't make it back onto the runway, hit trees, burst into flames and literally went up in smoke!

Do we feel sorry for him?

Although Simon's first wife left him because of his aeromodelling - then his second left him part way through the Valiant build - he's now, apparently, got a girlfriend who loves his hobby.

So with fifteen grand in his pocket and a new bit of aerofriendly totty

hanging on his arm...DO WE F

Prince



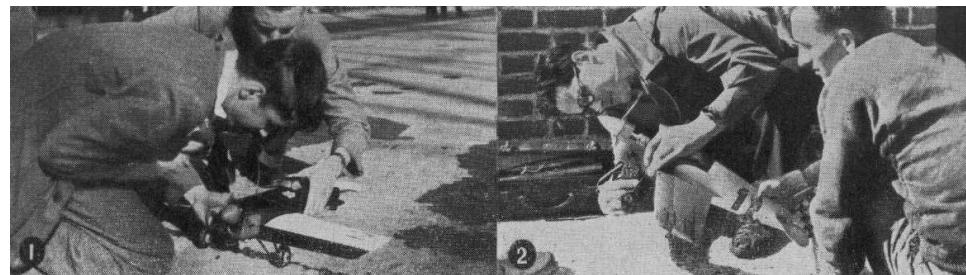
Minutes of the Committee Meeting Tuesday 6th March from Toni Reynaud - Hon Secretary



Members Present Harry Walton, Tony Chant, Ray Beadle, Keith Wood, Allen Miller, Mick Blundell, Ken Knox, Morris Campbell, Bruce Smith

1. **Apologies for absence** Gavin Bidwell, Toni Reynaud, Ray Andrews.
2. **Matters arising from previous minutes** Toni R had contacted Chair of FPFA re dates. Not yet ratified by committee but they will inform Bruce or Harry once done. Toni had confirmed use of requested layout for auction night. Toni had not managed to make contact with personnel to organise Skittles and Buffet evening. Toni had contacted other clubs re auction night and Ken K had distributed info via SABMFA newsletter. Toni also had distributed details of FSC access to other clubs.
Hi-Vis vests (Thorney Safety) had been lost (possibly temp) while being passed on for lettering. Would be chased and passed on or replaced.
Ray B has info to hand regarding scalplings for Porthole Farm roadway.
New lines to be painted on Thorney Island including laying out of the new South West corner Pilots' Box – Use of spray marker ascertained.
Bruce has sent new committee photos and details of events calendar to Lee for updating web-site. Trundle Hill signs had not, as yet, been updated/replaced. Toni has a number of Spot the Plane Cards in hand.
3. **Correspondence** Keith reported that BMFA had now issued the annual Club Liability Insurance which under new regs needs to be kept on record for 40 years! Tony had updated one membership card. Bruce reported that two members with new membership cards had entry probs at Thorney Gate as their names were not on the Pass List. It was advised that list is being constantly updated but this can't happen on a weekly basis as Defence Estates won't accept this.
4. **Club/Membership issues** Keith reported that membership now stands at 131 (146 at end of 06)/7 members are not renewing this year/10 members had not responded. We have interest from two potential junior members and now over 100 members have responded with their email addresses. Keith then provided an interim financial statement detailing a good financial balance between the planned income and expenditure for the year while financing proposed acquisitions and improvements. Our Hon. Treasurer/Membership Secretary also explained that John Fowler will be looking after his responsibilities during his Spanish vacation until June. Tony C requested various membership details for the club database.
5. **Social Secretary's Report**

In view of Toni's absence Bruce read an email list, received from Toni, covering



Southern Counties Rally

Following the precedent established last year the Southern Counties Rally was held on Thorney Island, Emsworth, to coincide with the " Battle of Britain " Sunday, by the kind permission of Group Captain D. J. Eayrs, C.B.E., D.F.C., the Officer Commanding the Air Force station.

Unfortunately a heavy gale blew during the proceeding night and though it abated slightly during the morning, it remained at gale force during the whole day and marred the proceedings. As a result entries were few and two of the events had to be abandoned.

The blitzed hangar on the aerodrome provided just sufficient shelter to enable the team C/L contest to be run off in comfort and this proved to be the most popular contest in consequence. Particularly as the winner—Ron Moulton—had Henry J. Nicholls as his mechanic, and it was worth travelling quite a long way to see H.J.N. in his canary waistcoat sprinting round the arena like McDonald Bailey!

1. The Gosport team starting up their Team Race entry.
2. Phil Smith (Bournemouth) tunes up his " Philibuster " prior to the Team Race event.

Sent in by Mick Blundell (Porthole Farm Rep.) from 'Model Aircraft' December 1950

SKITTLES EVENING

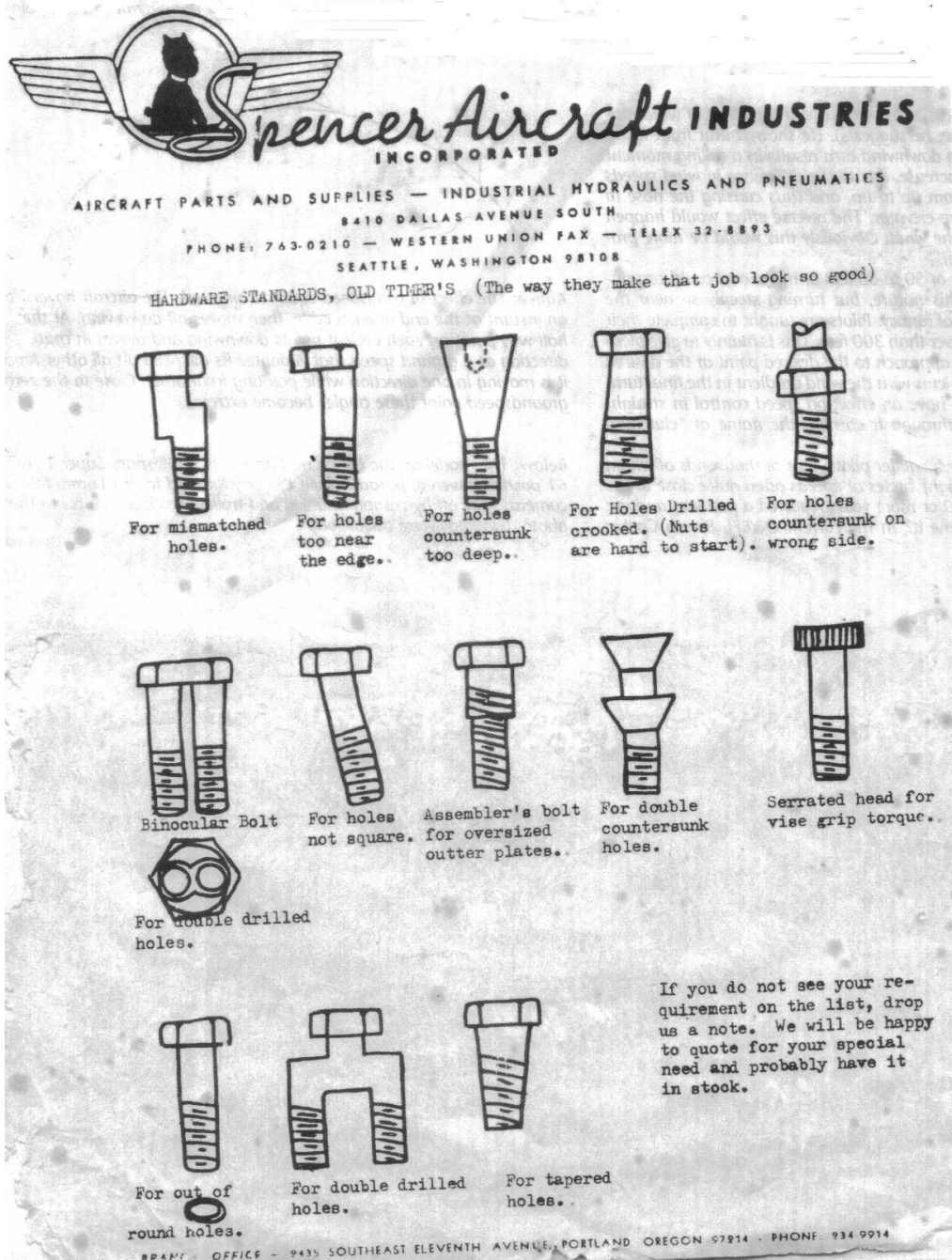
with BUFFET

On

Next Club Meeting - Thursday 10 May

**Don't be disappointed - get your Buffets Tickets early
from Toni Reynaud**

Buffet Tickets £3.00 each



Although Spencer Aircraft Industries ceased trading some 20 years ago you can still get much of this stock from the UniRoyal Nut Company. Log on to URNuts.co.uk

his recent actions and results. (See matters Arising) In view of short time-line rapid action was felt to be needed regarding Skittles/Buffer Evening.

6. Dinner Dance Arrangements Fishbourne members would enquire costs for sit down meal plus band. Bruce would sample waters for interest via Clear Dope.

7. Monthly Meetings/Social Events Programme. The Roger Blae talk had been felt to be very interesting and a success.

Club Auction. Tony requested help from all committee members in setting up the rooms for this event.

Park-Fly Evenings (June to August) Some concern over too large electric vintage models being used and too fast foam jets. It would be policed constantly on the nights in question.

Activities for October and November. Bruce would provide illustrated presentation on Plunge Moulding etc. for fine scale details - providing laptop and digital projector were available. Tony would provide audio-vis aids for the occasion.

8. Outside events There was much discussion and many suggestions regarding Club Trips by Mini-bus. Wings and Wheels, Hop Farm and one of the Hastings dates would be booked for the mini bus and advertised in CD. Any other dates will be confirmed later.

9. Competitions Programme/Gala Update

9.1 Gala Day Arrangements. Ray reported that all arrangements were in hand. General flying, during the day, would cease for an hour from 2pm to 3pm when the various displays would take place. Each display unit would be allocated a ten minute slot and that all display pilots should be 'B' Certificate holders. Harry would purchase and sell liquid refreshments on a 'sale or return' basis. Morris would arrange delivery and siting of Gents and Ladies Porta-loos. A radio mike and PA would be needed on the day. Tony would supply quite generator. Ray would provide Frequency Monitor for Tx Control. Morris would visit Porthole and assess quantity of scalpings required, order and arrange delivery of same via tipper lorry and whacker plates. Ray and Mick would co-ordinate with Morris and provide a working party for the delivery.

10. Safety Officer's report Morris reported that it had been rather quiet on Thorney lately with few fliers possibly due to adverse weather. Pit position changes due to swinging wind directions had been achieved very amicably and sensibly. Morris was in possession of the wind sock and would drill 1.5 inch holes in the runway at strategic positions to accommodate the 'roach pole.'

11. Junior Members representative report No report presented

12. Editor's progress on production of the March Clear Dope. Bruce reported that plenty of good material was being furnished by CADMAC members. Printing of the March edition - 120 of the 160 required copies had been produced without a hitch but then print-head/ink-tank gremlins had manifested themselves once again and it had taken five days to produce the last 40 copies.

13. Web Site Update - Progress report. Progress is being made on the web-site with new schedules and info being included. Tony expressed a desire that all committee photos, particularly the webmaster's should be on view there.

14. Thorney Island representative report Harry reported that although he'd not been on Thorney over the last week-end he'd had a report of a 'Near Miss.'

Morris commented that he had been present at the time and had investigated the occurrence. A model had failed structurally in the air and had come to earth in the vicinity of two 'Bird Watchers' who had encroached into our designated flying area. No complaint had been forthcoming from the latter. After much discussion it was resolved that any model incidents from any of our flying sites should be communicated to the Safety Officer; That the Safety Officer should keep a log and details should be communicated to committee at their monthly meetings.

15. Trundle hill representative report. No report presented.

16. Porthole Farm representative report. Mick reported that, due to the excessive weather, the general site is something of a quagmire at the moment although the flying area is OK. He also reported that one of the regular fliers had an accident at home with a model's prop and required hospital treatment.

17. Indoor Flying representative report. Allen reported that he now is in possession of the key for the electric switch cupboard for Seaford College and relationships with the management are much improved. He has now confirmed indoor flying there on August 18th and this should be inserted in CD – May, June and July have not been booked as there are so many outdoor events programmed. The February meeting was a great success and special thanks should be afforded to Brian Sells for his efforts in taking over the responsibility of running this event since the indoor rep could not be present.

18. BMFA representative report

Ken reported that he had visited the Yeovilleton show which had been excellent. There had been many superb small scale items and much 'Dart' building. Organisers had somewhat underestimated the 1000+ turnout. The flight-line had been used by electric and turbine fliers only with no i/c contingent. His production of the SA BMFA Newsletter had involved a large input from CADMAC. Ken stated that he would provide a quantity of BMFA Darts for CADMAC use.

19. AOB

Bruce mentioned that CD could now be distributed in pdf format (portable document file) for Adobe Acrobat Reader. He would enquire whether it could possibly be lodged on our website for general downloading.

Tony mentioned the modelling refuse he'd discovered on a flying site recently and made a plea to all members to clear up and keep all our sites tidy and safe.

20. Date of Next Meeting 03/04/07

Jon

SEAFORD COLLEGE 2007

Dates that have been confirmed for 2007 are as follows:

Saturday March 24th
Saturday April 28th
Saturday August 18th
Saturday October 27th

Confirmation as yet awaited on:

Saturday November 24th
Saturday December 15th

All times are in the afternoon between 2pm and 5pm.
Prices for admission are £5.00 for flying members/guests, £2.00 for spectators.
(Juniors under 16 and students at Seaford College – free).

I have tried wherever possible to avoid the club meets and competition meets. Brian Sells, my work colleague who stood in for me at the February 17th meeting says that he had some grumbles from the Waltham Chase Club Members about not tying in with their events. I would like to comply, but frankly this may prove impossible and our club must come first in my arrangements. When I hear about the November and December dates, I will let you know.

I will try to get something organized for the summer as an outside event. I do not intend to use the Bursar for this if I can help it; but prefer to use my friend David Harris Shaw who teaches at the school, to help with this. I have deliberately not made any bookings for May or any of the summer months since the club fixtures are pretty full anyway.

There is also full use of the sports hall during June/July for examinations where it is populated with desks for the duration.

Finally, I am now the proud possessor of a key to the light switch box. This should normally be left open but had been locked shut during the last two meets.

Now we have our own key there should be no more problems.

I look forward to seeing you at the next meeting.

Allen Miller - Indoor Rep

Allen Miller



BMFA South East Area Indoor Free Flight Championships Crawley, February 4, 2007

From Bryan Stichbury

The K2 Leisure Centre in Crawley was the venue for the Southern Area Championships. This was the 32nd year that the Crawley club have hosted the event, that is dedication on some bodies part

Classes flown were HLG, Peanut scale, Open scale, EZB(F1L), Living room stick, with mass launch competitions for Butterfly and Hangar rat.

In Peanut scale I flew a Renard R-17. The model is at least six years old, but my theory is that, like a good wine, they improve with age. This particular model had been in the loft for 4 years, since we moved to Midhurst, and I was pleased with its' performance. I managed a fourth place out of eight, which for me is good. I normally end at the back of the field so things were on the up.

However I soon came down to earth with a bump. I have two LRS models, one flies well, one refuses to fly, and having entered the comp. found that I had brought the wrong model. I had been sorting boxes out during the week and managed to put the models in the wrong containers.

Things did not go well in EZB either. My first flight was looking good, up in the roof after 3 minutes and 41 secs, but I hit a rafter and damaged the propeller. I tried a spare prop, but to no avail. From then on in I was playing catch up, trying to trim and fly competition flights is never going to work.

I end up fifth out of five, but there is always next year.

My thanks to the Crawley club for hosting the event. The K2 centre is a pleasant site, with a large main hall, with space for some eight badminton courts, only problem is the roof gets in the way!!

Brian

Gibbs Guides

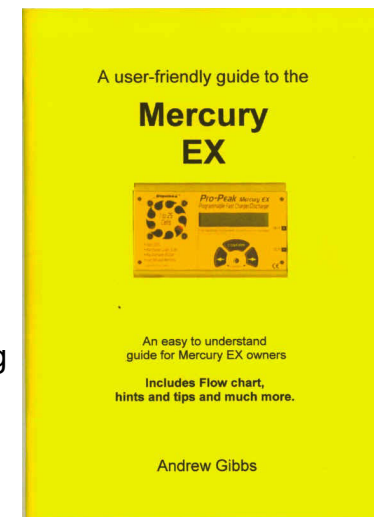
User friendly guides by Andrew Gibbs

Lithium batteries	£7.75
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Cadmac members may enjoy a £1 discount on above prices when buying at a club meeting.

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I/C Climb & Glide Competition 07

Saturday turned out to be a fine sunny day with a SW breeze across the runway. There was a wonderful turn out for this first competition of this season and 18 members flew. All were to fly the same aircraft, the club trainer, no practice was allowed so everybody was on the same level and as there were so many only one round was completed. The climb time allowed was set at 30 sec and a bonus of 10% given to everybody who touched down on the runway.

At the start of the round it was a little colder with light clouds and no lift but later in the round it got warmer and some showed where lift might be found if one could get high enough and in the right place!

It was interesting to watch more experienced fliers having to cope with a model which did not react as fast as the one they normally used, so although the model would climb quickly for a trainer, they found it blown off course and then could not get it back where they wanted before the time ran out.



The average time at the start of the round was 24min but this improved in the middle of the round as a patch of lift went through. Tony Chant found the first of the lift and did a 3.28, a little later Dave Honeysett relied on his slope experience to record 4.59 followed by Steve Skinner with 3.51, Dave Cousins with 4.06 and Colin Stevens with 3.02

There was a 10% bonus for all who landed back on the runway and as the breeze was across, this caught out some pilots who forgot that they had no engine, ran too far down wind and could not get back, although one or two squeaked over the edge of the grass on to the concrete.

So the result after the bonus added, was:

1st Dave Honeysett, 2nd Steve Skinner, 3rd Dave Cousins

Thanks to all who came and to those that helped, I hope all enjoyed it and will come to the next comp which will be the **Bomb Drop at Thorney on April 14th.**

Cheers

RAY

tion from the Wanstead Flats modellers that I should desist, the model was decommissioned and the engine sold-on for a fiver within the hour to an interested bystander. The end of an era in a way, and I suppose quite heart-breaking really.

Part 2 - WOT? - Radio-Control? - Surely Not?

Rebirth - Mark 1

It was a comment from a friend several years later that first mooted the idea of converting the sad carcass of "More Chaos" to a new Life Beyond as a radio model. I scoffed at this idea at first, but slowly there emerged a modification plan that was not beyond the realms of practicality.....

The full story, including its painful evolution into a hyper-active over-powered ailerons-only single-channel model (Pollux) can be seen online at <http://mfarchive.modelstuff.co.uk/mf113/airspaceset.htm>



lope could be rescued. My one and only occasion of pulling this pantomime stunt resulted in the lines snatching tight about 1 second before arrival, in spite of my little legs being a blur. I was relieved by the result - only a broken prop and a bent undercart.

Making-up the 100ft lines presented an unusual problem - where to find the space? This was solved by first making the terminations at one end and anchoring them to the fence at the end of the back garden. The lines were then run up the garden, through the house and out into the road, with an earnest request not to close any doors. There the lengths were equalised and temporary connections made for later completion in comfort.

On the Ground

Ground handling was made a bit safer by the use of a remote glow connection, fashioned from piano wire bent into a hairpin spring, fitting tightly on the ball-ended KLG plug. Wires from this and an engine ground connection were brought to a fus-mounted 2-pin connector salvaged from an old 90V radio HT battery. This was hi-tech in those days. The only other concern on the ground was the tendency to engine fires when starting. The exhaust was the conventional wide-open mouth, and this and/or the carb intake seemed to export an invisible fire from time to time. One could see the paint wrinkling, and then initially wonder why the fuel-proofer was not doing its job. Burned knuckles soon revealed the answer. You didn't want to see smoke though, because this indicated that structure rather than fuel was being consumed.

All Good Things - - -

Flying on long lines was a glorious and exquisite pleasure - so much more time to think, and so much easier than my Junior Monitor/ED Racer on short 50ft lines. But truth to say, its noise was not such an exquisite pleasure to the general population, and my beloved long lines saw to it that its sound travelled much further. Silencers were not available for most engines, and the concept of fitting one to a Hornet, Dooling or McCoy would have been laughable at the time. But the cheerful tolerance and laissez-faire attitudes of wartime Britain were now giving-way to the new insularity and authoritarianism that pervade all we do today, and it became very clear that we were going to have to take noise seriously in defence of our flying sites. Thus at the first very polite sugges-



I/C Climb & Glide.2007	ROUND 1		Box		10%	TOT	FREQ	POS
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Club Trainer Time
 secs

D Honeysett	299		y		29	328		1
S Skinner	231		y		23	254		2
D Cousins	246		n		0	246		3
R Beadle	213		y		21	234		4
T Chant	208		y		20	228		5
D Biles	171		y		17	188		6
C Stevens	182		n		0	182		7
T Reynauld	154		y		15	169		8
K Knox	144		y		14	158		9
J Ryall	142		y		14	156		10
H Hook	140		y		14	154		11
H Walton	126		y		12	138		12
M Campbell	121		y		12	133		13
P Doe	133		n		0	133		13
A Childs	120		y		12	132		15
M Blundell	118		y		11	129		16
B Churchill	110		y		11	121		17
B Smith	113		n		0	113		18

POLLUX – some sort of metamorphosis

by Colin Stevens

This is an account of very happy days starting about 50 years ago (strewth!) when full of the energies, enterprise and misguided optimism of youth I embarked on a project for the creation of a large control line model flying on long lines. Its later conversion though several iterations to a successful single-channel radio control model is described online (please see ref. at end). Apologies for the poor quality of the old black and white pictures]. EDITOR PLEASE AMEND

Part 1 - Control Line Days

In the Beginning - - -

As a schoolboy I used to marvel at the exploits of the members of the West Essex club at Fairlop, a disused RAF airfield on the eastern outskirts of London. I looked to them for inspiration, since they were always pushing the state of a new art. Control line flying was very new then, and so I promised myself that one-day, I too would experience the thrill of flying a big “barn-door” stunt job on long lines. It wasn’t until I was in work that this became a reality. With Fairlop now closed, and my radio-control aspirations snuffed-out, I set about designing and building my control-line dream. It was 54” span, with an 18%-thick symmetrical wing section. The slab and planked balsa fuselage bore a passing resemblance to a Mustang, and was covered in yellow heavyweight rag tissue with black Brushing Belco paint trim, as were the wings. Belco was a cellulose formulation having a forgiving drying time, and as its name implies, it was eminently suitable for brushing, unlike its turgid colour-dope predecessor. It required an over-all fuel-proofers.

Motorvation

In this first incarnation it was named “Chaos”, hardly original now, but a slight departure in 1956. It was first powered by an Atwood Champion, a 10cc spark ignition motor, but run on glow. Much enjoyment was had from this combination until, out of the blue, someone turned-up at the club at Wanstead Flats selling new American Hornet 60’s for a fiver. A racing 10cc with a rear rotary disc valve was much too good to miss, so it wasn’t long before “Chaos” became “More Chaos”, and was now much more effectively powered for those high overhead manoeuvres. Again, this was originally a spark engine, but I never succeeded in getting it over compression even once when running on petrol, and had to give-up after my knuckles just got too painful, even wearing motorbike gloves. However, it was benign on glow, but was burning-out one plug per flight. I then got the news - it was set-up for Californian weather on some exotic fuel and needed a gasket to reduce the compression ratio. No wonder my knuckles got whacked on petrol. A little maths soon came-up with the gasket thickness required and at-last my plugs held-up. It liked to rev freely, and this it did with gusto, on 11 x 6 props as I best recall. I always used wooden props, as there were no reinforced plastic props available, and the ordinary plastics of the day would have said goodbye to their blades at those revs in no time at all.

One Hundred Feet?

I was always impressed when I heard the West Essex boys talking about their 80ft lines, so I thought - why not go for the magic “ton”? That’s how I got to fly it on 100ft Heavy-weight Laystrate lines in calm weather, and 70ft if breezy. Since the flying speed was



1957 - Mk 2 – “More Chaos” – Hornet 60

over 75mph, and without modern refinements like adjustable line outlet positions, it pulled excessively on the 70-footers, and after about half a dozen laps I would need to resort to 2-handed flying and a lot of lean-back. Wrist straps were unheard-of, and the best grip I found for oily hands was a handle I made on “Adjustaline” principles from ordinary firewood – bare wood being very important. Thus 100ft lines were my preference, and they posed

only one real snag – if they caught in weeds on take-off, Murphy’s Law dictated that it was nearly always the down-line, and so the model would nose-over. The inevitable result was another broken prop and a very impressive shaft-run (to those unfamiliar with the term – astronomic rpm from an unloaded engine running on a fully open throttle, and likely to be totally catastrophic).

There were two work-arounds –

- I used parts from a ball-pen to make a carb intake snubber. If the poor engine were howling its head off, one press of a button on the fus side released a leather pad that stopped it instantly.
- I used to put about half a dozen twists in the lines in the bunt direction, so that if they got caught-up, it was usually equally. Fear saw to it that I did many more inside loops than outside, so they soon unwound.

Slipstream drag in the air gave rise to a very noticeable bow in the lines, but this caused no problems at all, thanks to rudder offset and a 2-3/8 oz. outboard wingtip weight. The model was balanced on the bellcrank front line connection. How on earth did I remember those details? I didn’t - I’ve just found the plans in the loft!

It could travel about 2 laps on the glide, but it didn’t make sense to hang around too long near the stall, since under the influence of the lines, the model could drift into the circle. There was also the risk of the lines landing first if done too close to the ground. The penalty of getting the line tension right for 100ft was of course the excessive pull on the shorter 70ft lines.

The only other caveat I can remember was to limit the number of high overhead tight circuits. Although the model seemed willing to do this all day, the fuel feed wasn’t. This was the time of wedge tanks, and I don’t think that clunks had been invented.

You make this mistake only once. A dead engine overhead at 100ft means only one thing – the fastest sprint of your life up-wind, the handle held tightly in the “up” position. No looking-back, and no thinking that you can stop at 100ft either – the model might be following you, and it might fall on your head. If you were lucky, the lines would snatch tight, and only then could you look back to see if the remaining part of the flight enve-