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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.

August 2010

CLEAR DOPE



In this issue

SABMFA Spring Gala

Hastings Show

Battery Drain

Goodwood Fly-In

Tangmere Practice (2)

Price £1 Free to all CADMAC Members

CHICHESTER AND DISTRICT MODEL AERO CLUB

Chichester and District Model Aero Club

**Life President: Admiral Sir John 'Sandy' Woodward GBE
KCB**

Committee 2010

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CADMAC Website - cadmac.co.uk

BMFA Southern Area Website - sabmfa.org.uk

<http://www.southernareabmfa.hampshire.org.uk>


Cover Photo: The nicest sight - a lovely biplane against a blue sky
John Dean's Superb Nieuport on her maiden flight. Photo: c/o
John Dean



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Events Calendar 2010

Club-night Events Competitions Indoor Flying Other
Events

All competitions commence at 12.00 noon

Indoor Flying - 1.00 to 2.00 pm Free flight / 2.00 to 5.00 pm Mixed

Thur Aug 12th	C/L & Park Flying	Fishbourne Club
Sat Aug 14 th	Open glider	Thorney
Thur Aug 19th	Aero Club Flying	Goodwood
Sat Aug 21 st	Open glider	Thorney
Sun Aug 22nd	Tangmere Practice	Thorney Island
Aug 28,29,30 Bank Hol.	BMFA Nationals	Barkestone Heath
Sat Sept 4 th	Open glider	Thorney Island
Thur Sept 9th	Club Night	Fishbourne Club
Sat Sept 11 th	Loops, rolls, spins	Thorney Island
Sat Sept 18th	Indoor Flying	Seaford College
Sept 18 th 19 th	Southern Model Airshow	Hop Farm
Sun Sept 26	Tangmere 2010	Tangmere Museum
Thur Oct 14th	Club Night	Fishbourne Club
Sat Oct 16th	Scale Flying Comp	Thorney Island
Sat Oct 23rd	Indoor Flying	Seaford College
Sat Oct 23rd	RNAS Model Show	Yeovilton
Thur Nov 11th	AGM Club Night	Fishbourne Club
Sat Nov 20th	Indoor Flying	Seaford College
Sat Dec 18th	Indoor Party & Comps	Seaford College

Andrews Cup Sailplane Competition

Thorney Island - from 12.00 noon

Saturday 14th August

Saturday 21st August

Saturday 04th September

Editorial

THE TEN METRE RULE

There's a lot going on in committee at the moment alongside the various discussions and arrangements for Goodwood Fly-ins, Tangmere Flying Display and the two static events at Tangmere also. The old upwind/downwind start-up-box is simmering away in the background but currently we're having an in-depth look at the site lay-out and positioning for the west side pits and pilots' box arrangements which come into play when the wind is predominantly easterly. Colin Stevens has recently written to the committee with a set of carefully considered proposals intended to make the east wind flying experience safer and more enjoyable and we may be in the position to commence trials, under suitable conditions sometime after this edition goes to print. Underpinning any of Colin's suggestions, and quite frankly in my opinion, the root of much discontent and even 'fear' with our past and current practice is that **far too many of us simply fail to adhere to the CADMAC Rule which states that models should not be flown any nearer than 10m from the pilots box.** Now that doesn't mean that we should fly an upwind line 10m from the box, it means that we should fly with a comfortable margin in hand so that in the event of unforeseen problems we can keep our model at that distance. Also, just because our rule mentions the pilots' box, it doesn't mean we can clip the edge of the start-up box or even close-pass spectators when the wind's in an easterly direction - **WE SHOULD NEVER GET NEARER THAN 10m TO ANYONE.....**

The only exception can be when a model is taking off. Here the pilot may require an assistant to physically restrain the craft on the runway (suitably situated well upwind of any other pilots or spectators) before he commences his take-off manoeuvre. Landings on the other hand should always be situated well away from all personnel and especially pilots in the box; There's nothing more disconcerting, while you're flying, than hearing someone else's model come skidding in close by. The rule shouldn't change once you're safely down, either. There's a big temptation, once you've pulled off a greaser of a landing, and the motor's still running to taxi back to your feet before you cut the engine. **THIS IS STRICTLY ILLEGAL AND VERY DANGEROUS. NEVER POINT YOUR PROP DRIVEN CRAFT TOWARDS PEOPLE IN CLOSE PROXIMITY OR TAXI BACK TO THE BOX.** If you do need to taxi PAST the box, then follow the 10m rule, then once you're well away from other people, taxi in to the runway's edge before you eventually kill the engine. This practice then obviates the need to walk very far into the active flying area to recover your model.

You know it makes sense, Rodney!

Rince





Minutes of the Committee Meeting Tuesday 6th July 2010 From Allen Miller Acting Minutes Secretary

Members Present – Tony Chant (TC), Morris Campbell (MC), Bryan Stichbury (BryanS), Ray Beadle (RB), Fred Minay (FM), Ken Knox (KK), Bruce Smith (BruceS), Derek Honeysett (DH), Allen Miller (AM).

The meeting started at 8.00pm. The Chairman requested that the meeting be held in a formal manner.

Apologies for Absence Toni Busuttil-Reynaud (TR), Keith Wood (KW), Peter Houseman (PH)

Matters arising from Previous minutes – None recorded.

Correspondence – None recorded.

Treasurer & Membership Secretary's report (read by TC) 1 applicant (Lee Cowan) has applied for membership of the club. He is BMFA 'A' certificated. No objections recorded.

Social Secretary's report No items to report.

Indoor Flying report AM reported that he had at last heard from Seaford College regarding the indoor fixtures for the summer. July and August will be unavailable due to a company which rents the college facilities during the summer holidays for the purpose of providing a summer camp. The next proposed available meeting will be on September 18th. We are still awaiting confirmation of this and the dates for the fixtures for the rest of the year.

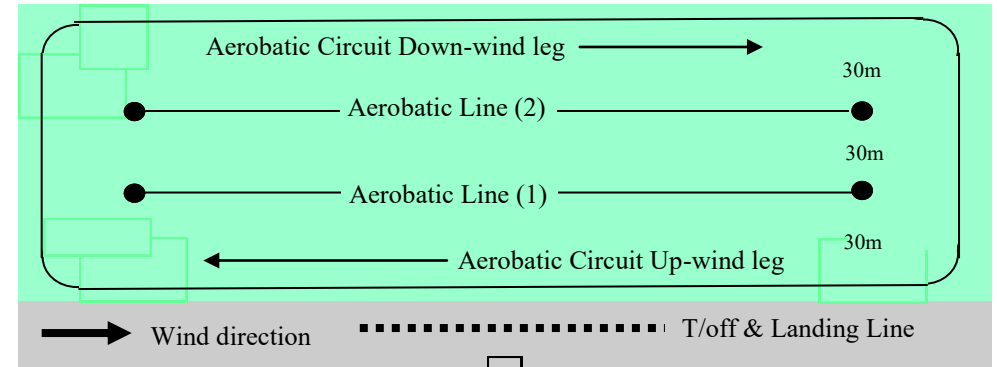
BMFA Reps' report KK mentioned that according to the BMFA listings we are the 3rd or 4th largest club in the country with 133 members on record. Ken also reported that he has some CDs from last year's Goodwood event.

Trundle Hill report FM reported that the Slope competition scheduled for the Trundle on June 12th had to be postponed to the following week at Harting Downs due to unfavourable winds. Unfortunately, this also coincided with the Southdowns marathon race which was being held at the same time, so the event had to be cancelled. 6 of our club members and a number of Meon Valley Soarers turned up for the event. Some flying was done after the runners had vacated the hill. One member crashed his model after a structural failure to the elevator. The model became inverted and (surprisingly) landed with relatively little damage after this happened.

An open flying evening at Goodwood is scheduled for Thursday July 22nd. A notice at the Trundle will be posted advising flyers that this activity will be taking place to avoid frequency conflicts.

Porthole Farm rep's report No items to report in PH's absence.

Production of this month's Clear Dope This month's issue is now on target and is being printed. Bryan S stated that he was continuing to have problems with the toner strength



Upwind Circuit Leg: Inside Loops, Rolls, Knife-edge Flight, Inverted Flight

Downwind Circuit Leg: Outside Loops, Rolls, Knife-edge Flight, Inverted Flight

Aerobic Lines: End/Double Stall Turns, Cuban 8s/16s, Spins, Prop Hanging/Harrier

NO Derry Turns, figure eights or circuit reversals must be flown.
Permission from all other pilots MUST be agreed for a rolling circle.

Bruce

35MHz Equipment FOR SALE

Hello Bruce

I have some items for sale

1 GWS Single conversion 8 Channel Receiver £10
1 GWS Dual conversion 8 Channel Receiver £15
1 Futaba FP-R138DF Dual Conversion Receiver £20
1 Futaba R168DF Dual Conversion Receiver £20
1 Futaba FP-R116FB Single conversion receiver £10

1 Transmitter
Futaba FP-7UAP PCM 1024 system
7 Channels with battery £35 ono

I'm not packing the hobby in.....
just unpacking the shed !

Harry Walton 01243 375156 hdw@globalnet.co.uk



Harry

TANGMERE PRACTICE (2) - THORNEY - SUNDAY AUG 22ND (and for any other pilots on Thorney on the day)

Following on from our first practice this 25th July I'm getting quite concerned about our ability to stage a full, smooth, slick display!!! John Fowler (Frequency Control) feels that pilots need to be grouped better in tight slots - pilots weren't prepared to GO as their slot came up. Pilots should have their engines running before the previous slot had come down ready to wheel out and take off. If you're taking part in the Aug 22nd practice, please contact John in good time and let him know what you'll be bringing so he can prepare slots.

Please be on Thorney ready to go and ready to attend the Pilot's Briefing at 11.15am. Contact John on: 01903 814820 or on johnefowl@aol.com

Derek Honeysett and Allen Miller are our Flightline Marshalls. They'll be informing you that your slot is up next and monitoring safe starting and transit practice up to the flightline. Please be ready to go when they call on you.

Harry Walton is our Flightline Controller. Please observe, instantly, any of his directions regarding taking off, circuits, distances, landing and retrieving.

In the second practice, we're going to operate 'real time' flying slots. If you're not up in time you'll miss your slot or part of it.

I know that not all Tangmere pilots could make the first practice. If you couldn't, please make sure that you get to the second one. We really do need to practice. (Not 'alf)

We've still got a long way to go with our circuit discipline. I know it's virtually impossible at Porthole to practice good circuit practice with all the obstructions and no go areas. This is why the Thorney practice is so important. All the Tangmere pilots are 'B' Cert and should be able to position their models accurately for take-offs, landings and circuits. The relaxed flying of a weekend club session is nowhere near good enough for a flying display and THAT is what we should be practising.

Scale and non-aerobatic slot circuits should be LONG and fairly NARROW.

Aerobatic slot circuits should be LONG and fairly WIDE.

Aerobatic Lines should be flown within the aerobatic circuit. They are shorter and should leave a safety margin at each end clear of the LONG circuit.

Apart from during take-off, no pilot should fly within 10m of anyone.

Aerobatic pilots MUST talk to each other and announce WHAT they're doing WHERE. The diagram opposite shows aerobatic circuit and line positioning. Pilots should restrict their manoeuvres to the designated areas as defined below.

on the printer and that resulting images are either excessively darkened or washed out in spite of his best efforts to process them. The problem is quite undesirable as it wastes both toner and paper. Bruce S agreed to try to assist Bryan with this.

TC mentioned that in some instances events advertised in CD had occurred before the CD had been mailed to members. He reminded all committee members organising events that it was their responsibility to ensure that each event be advertised either on the club's website or in CD in a timely fashion so that members had sufficient notice to be able to attend.

Competition Secretary's report RB reminded the committee that all flying on Thorney is cancelled for this weekend (Saturday 10th July) due to a scheduled motor event. As a result, the electric fly competition has been moved to Saturday 17th. Ray also mentioned that the competition is intended for any type of electric model and not just electric-powered gliders. The rules are as published in the current CD.

Thorney Island Rep's report There were no completed accident forms present in the box (although there were plenty of blank forms available). In view of the forthcoming Motor Madness scheduled for the July 10th /11th.

DH stated that he will remove the mower and various other items from the club's lockers on the airstrip lest it be a temptation during this period.

The grass area around the pits has been cut with the help of Peter Doe.

The mower locker is in a poor state of repair and it would be an opportune time to fix it while the flying ban is in progress.

DH reminded the committee that there is a Tangmere training event scheduled for the 25th July. Members are also advised of a further cycle event scheduled for 12th September members are allowed to fly during the cycle events provided that they follow the revised route and parking as detailed on the CADMAC website

It has been heard unofficially that Goodwood are intending to use the airfield for driver training although it is not known whether this will affect us in any way.

Another Thorney flying ban is scheduled for the 25th and 26th September in aid of 'Help for Hero's'. This will probably have little impact as it coincides with the forthcoming Tangmere display.

Bruce flew his model jet again last week and the flight went well with no problems.

Safety Officer's report MC stated that he had received 4 incident reports none of which applied to Porthole.

There was an extended discussion relating to the take-off position and it was emphasised that the pilot must situate the model 2 concrete squares out and 2 squares upwind from the pilots' box. A suitable marking system for general guidance is to be considered. Bruce S pointed out that in the case of jets the take off point should be positioned downwind since there is no propeller risk and this reduces the problem with jet efflux.

In order to achieve the best possible safety, a helper should be used to carry out the model to the designated take-off area and assist with the launching of the model. This is the BMFA recommendation. The committee will check our own rules to ascertain whether this is a mandatory requirement for our club.

Colin Stevens has prepared a detailed proposal for flying at Thorney when there is a prevailing Easterly wind.

The committee agreed to read and review this document prior to the next committee meeting where it will be considered.

TC stated that we should stay with the current status quo until the end of this year to fully evaluate the pro's and con's before adopting a new system. Had the stated '2 squares' rule been suitably adhered to a recent accident to a committee member would have been avoided.

Website No new information to report.

Tangmere arrangements Bruce S reported that the Tangmere meeting held on the 29th June had been informative and constructive. It was attended by David Burleigh from the museum and he had outlined several points about the aims and objectives of the museum which were relevant. He also detailed the toilet facilities required. No minutes have been received to date of this meeting. TC pointed out that we need to do a proper site evaluation in the same way as was done for Goodwood. The club's frequency monitor has developed a fault and needs to be repaired before this can be done.

The next Tangmere meeting is scheduled for Tuesday 20th July at 7pm. All committee members are invited to attend.

A.O.B. Dave Knott, one of the top scale builders and flyers in the U.K. and currently with the Littlehampton club may provide static display at the Tangmere event. He has an excellent Dakota model.

Bryan S has his E-mail address and will pass this on.

A.M. mentioned that the Pagham on Parade event is due in a month and that this display should also be considered as we exhibited there last year. (Post meeting note: the date is Sunday 8th August which coincides with the Battle of Britain Memorial static display scheduled at Tangmere on the same day).

The meeting ended at 9.55pm

The next meeting will be held on Tuesday 3rd August 2010 at 20.00



THORNEY CYCLE EVENT

Please note that there will be another cycling event
on Thorney Island on

SUNDAY 12TH SEPTEMBER

**Car Parking at the North end of the runway
Smaller model and electrics until the event is concluded
Check the CADMAC Website for full details**

and provide 'charged' catering for such events. Without realising the consequences the webmaster had built us up as a spectacular flying display but intimated that the meal cost was in fact an entrance fee to the display. This of course invalidated our regular BMFA Insurance and turned the event into a public Display. Now, even those CADMAC 'A' cert pilots who'd understood my initial editorial wouldn't be able to fly after all. Believe me, if you felt perplexed as a result of this, you were no where near as upset as the organisers (both Goodwood and CADMAC) when we realised what had happened. Personally I spent the best part of the day trying to salvage something from the wreckage - a good couple of hours on the phone besides countless emails. In the end it was good old Manny Williamson (BMFA Development Officer) who got us out of the mire. Despite the fact that the BMFA officer who normally deals with site approval for public displays was on holiday, Manny managed, with the details I provided via phone and email, to arrange full public display insurance coverage for the event - he managed to do, in under an hour, what it usually takes weeks to achieve. So, at least this meant that the 'B' pilots could now fly, although the stricter discipline and caveats of a public display needed to be implemented.

The third problem arose when members of other local clubs ALSO turned up to fly at Goodwood. I haven't a clue who invited them BUT in the end it was a good job that we'd finished up with Public Display Insurance since these colleagues would have invalidated our normal cover in any case.

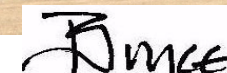
PLEASE NOTE:

- (1) We have no special insurance for the next CADMAC flying evening at Goodwood on Thursday 19th August 6 - 8pm. This is a private arrangement between The Goodwood Aero Club and CADMAC. NO OTHER CLUBS ARE INVITED, EVEN AS SPECTATORS. Their presence will invalidate our insurance. Please ensure this is broadcast far and wide.
- (2) The event is open for ALL CADMAC MEMBERS to come and fly.

However, my earlier comments regarding model build quality and radio installation still hold true. 2.4GHz, PCM or Dual Conversion receivers only. Using park fly receivers or other single conversion equipment is just too risky with all those millions of pounds worth of hardware in close proximity.



Don't forget Article 137 of the UK Air Navigation Order!





Well, where do I start? Probably with an apology. It seems that our latest liaison with Goodwood was destined, from the start, to be a catalogue of misinformation and misunderstanding which managed to upset just about everyone. How often is this the case when you set out to do something beneficial for others?

When Bryan Stichbury and I talked to Rob Wildeboer (Goodwood's Aviation General Manager), several months ago, he came up with an idea that was to be of benefit to both The Aero Club and CADMAC members. We could take the club up to the aerodrome and fly for a couple of evenings, unrestricted on their lovely grass strip, and the Aero Club safely contained within their airside clubhouse and veranda would get an evening's entertainment from a distance. It was a purely private arrangement - CADMAC flying on Goodwood runway in view of the Aero Club. Things are never that simple, are they?

The first problem arose with my editorial announcing the event in the June edition of Clear Dope. I can't apologise for my use of the English language; Just as in the first line of the second paragraph above, I use parenthesis (brackets) to qualify the meaning of my sentence i.e....."it's not strictly a public event (B Cert) but" however, sadly some members interpreted this as meaning it WAS a B Cert event and for this I apologise for the confusion. On reflection I realise that I should have spelled this out more clearly.

The second problem arose somewhere in Goodwood's PR Department. No doubt the announcement which went out on their website just a day before the event was well intentioned. The Aero Club have regular Thursday night meetings

BATTERY DRAIN

from John Dean

(John raises some further points in relation to 'CAA Bites' article in the May edition of CD. Note that John is referring to batteries driving servos in models weighing over 7Kg. His reference to non-conducting throttle pushrods is relevant to spark ignition petrol engines where the pushrod could conduct interference back towards the receiver which should be positioned at least 12 inches rearward of the spark generating device. Ed.)

Hi Bruce

Just got back from holiday and had chance to read Clear Dope. I think that one thing to emphasise about the servo battery(ies) is that they should be of a size which will handle the current drain. An AA size pack is not sufficient and Sub C packs even though they may be of the same capacity are able to handle the current draw without a significant voltage drop. I will be using only one servo battery on my new model but it is Sub C 5 cell 3800mAh and has two switches going to two separate Rx inputs. Incidentally some Futaba digital servos only accept 4.8v. It may also be a recommendation to go to 2.4GHz which dispenses with the optical isolator, not unknown to give problems. Any pushrod from the throttle to the servo must be non-conducting - wire pushrods are out. As an aside my Taylorcraft which was a total write-off was fitted with 2.4GHz, two batteries, two switches (high quality), optical isolator, two aileron servos, two elevator servos etc - all high quality. The cause of the crash - a failed elevator servo which shorted out all the other servos - you can't legislate for everything unfortunately!

(It's interesting to note that, in the new handbook, BMFA now recommend the use of two separate channels for elevator and two for ailerons in models weighing over 7Kg, to overcome this potential problem. Ed)



SABMFA SPRING GALA

from Dave Etherton



The BMFA Southern Area Spring Gala has been held at RAF Odiham for the last 62 years, possibly the longest continuous free flight event at the same venue in the UK.

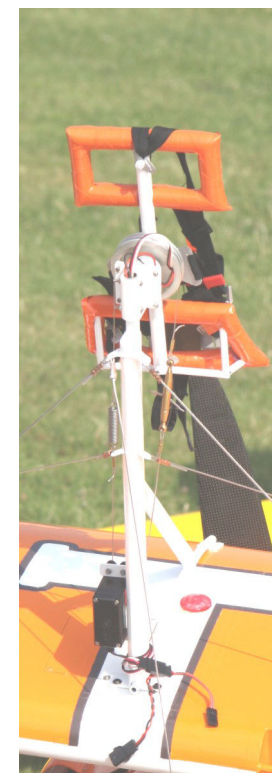
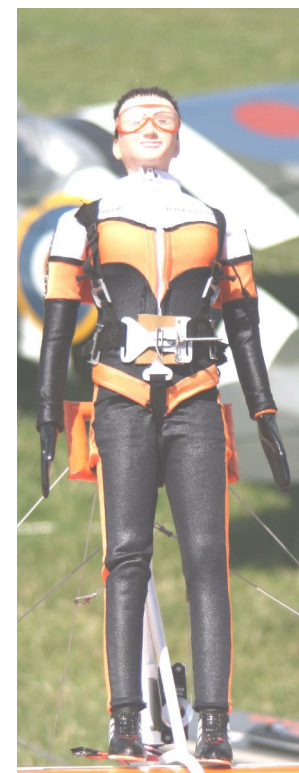
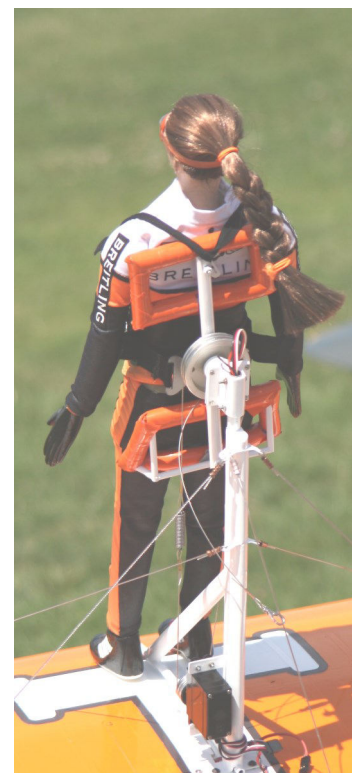
So 20th June 2010 saw the 63rd year, and Bryan Stitchbury and Dave Etherton duly flew the CADMAC flag; well in name at least. You will have already noticed the headline didn't proclaim 'CADMAC duo clean sweep'.

In the true tradition of delegating responsibility, Bryan has suggested that I write the report to fill a few column inches (yes I'm still using old money). Anyway the model classes are still separated by wingspan in INCHES.

So, we went, we flew, we didn't win.....! Sent off for proof reading. Over the years that I've attended this meeting, its not been blessed with the best of weather, but it used to be held in April. Since moving to a later date the elements have been more amenable, and so it proved in 2010 with a good breeze from the north west, and long sunny periods. A promising start to a good days flying. Don't bank on it! I decided to fly a Caprice in classic glider class. First flight, almost to the top of the 75metre (ugh!) line, floats away in perfect trim, no trouble in recording a MAX; well it was only 1 min 30 sec. Ah! The joy of free flight.

Half a hour later the earlier breeze has dropped to near nothing, and other glider flyers are standing around in line at the ready, waiting for..... well something..... anything but flat calm - a nice big thermal would help - anything to help the model on its way.

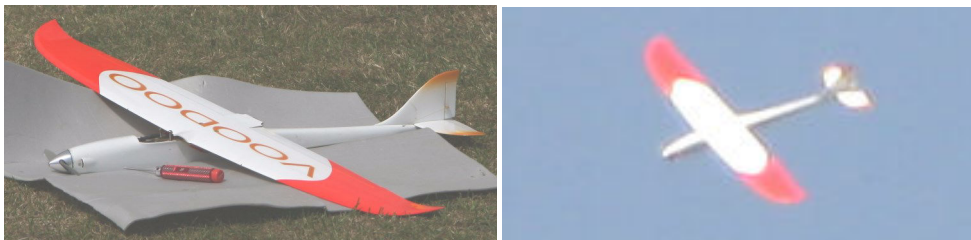
When the assisting breeze returns its 90 degrees out from the previous heading. Alas lack of patience on my part (translated that means lack of skill in reading the weather) and my second flight fails to break 1 minute. (Ah! the frustration of free



Magnificent 'presence' in the air - Richard Rawle's 'Grace' Spitfire Mk9c

food vendors and the day's commentary given by Colin (The Aviator) Hammond. Altogether a most enjoyable day capped with an effortless journey home in the evening sunshine..no nasty M25 to navigate. I really don't know why we weren't packed five deep behind the barriers like we used to be.

known pilots giving equally stunning demonstration. The TJD warbirds are always a stirring sight (they had a turbine 'Boomerang' team also), there was a 'Heritage' flight of three quarter scale spitfires in different liveries, the Panic Team were there... though they could only muster seven members but the same guys plus a few more managed to get the Zaggi swarm of thirteen aircraft all up and down without a single incident. Steve Carr flew the electric Voodoo at over 200mph again and Ken and I competed to try and get a decent in flight photo.



Steve Holland flew his massive Icelandic 'Aerocott' biplane as a promotion for 'Help for Heroes' but in all I enjoyed most, the two P17 Stearmans (Stearmen?) which Richard Rawle had built and which he flew in formation with Steve H. These beautiful 33.3% models carried remotely controlled wing walking dollies, exquisitely modelled and clad in Breitling licra shell suits. At this scale they were totally realistic moving their legs, arms and even turning inverted in unison under the coordinated control of Richard's partner Sharon, using a third transmitter. There



was a reasonable array of trade stands including Slec, Inwood, Nexus and Al's Hobbies (Young Ali though, like last year, was flying in 'Jets over Pampa') and a couple of decent 'bring and buy' sales.....Trevor Bowry couldn't resist a complete ARTF Jet kit for £45 and I snaffled a pretty park-fly CAP 232 with brushless motor, ESC and four servos for £30. The inner man was catered for with two hot

flight). Bryan meanwhile has found a much travelled Lulu, which still has a '1998 Nationals, Barkstone Heath label attached. Having evicted any multi leg loft residence and removed the dust and cobwebs, thus restoring the correct C of G, Bryan tries a trim flight. Model comes offline very low, but glide looks good. Adjust auto rudder and try again. Model fails to come offline, damaged leading edge, retires hurt. (Ah! The challenge of free flight).

Not one to give up, out with model no.2; a Garter Knight to enter CdH. (do your own translating on that one). First three comp flights produce rather poor scores and that's being charitable - Bryan's description can't be printed. Major adjustment to thrust line, a new rubber motor, near maximum turns with a blast tube fitted (technical term), and a 4th attempt is ready to go.

Up and away like a demon, the clock is running - prop folds at a good height - seems to be in 'good air' - still in lift - Ah!, the joys of free flight even if a bit late in the day.....ump! Bryan, the DTs not worked..... and its still going up. He sets off in a south easterly direction, hoping to intersect its descent. Meanwhile my unaided eyes eventually loose sight as the clock passes the 3min mark.

Sometime later a pair of tired legs get Bryan back to the car but no Garter Knight. Its probably down in a crop off the airfield, I'll just wait for the phone call says Bryan. (It might by the time you read this be down in the drink off Worthing or even in France, but more likely near the villages of Long Sutton and Wells; that's Wells in Hampshire not Somerset).

As for my Caprice, I did get a third qualifying flight in but failed to improve my position, nearer the bottom than the top; well alright last on this occasion. BUT, BUT its not the winning that counts. Learn why it happened and do better next time. As the much quoted remark of Gary Player:

" The more I practice the luckier I get"

Suffice to say if you don't practice, there's no luck coming your way, and I don't get any flying in between events - at the moment. (Hint).

So the rest of the day was spent watching the experts and chatting to fellow competitors who haven't made the fly-off. Now where have you heard that before?

Reminds me of the old Cadmac 'Car Park Gang' but that's another story.

Oh yes, Andrew Longhurst managed to win 4 prizes, restocked his drinks cabinet, and was duly crowned Gala Champion.

Dave

HASTINGS SHOW



Once again the Hastings Show was blessed with good weather over the weekend of 24th and 25th July. Sadly, it was not particularly well attended on either day which was a great shame since it's a very friendly show and still attracts some of the finest pilots and models on the circuit. CADMAC members did their best to swell the numbers with a good dozen of us there on the Saturday and



It's not all 'glam' you know! Steve Carr monotonously re-winds his streamers after another flight.



Steve Holland's Aerocott

many more on Sunday and it was good to meet up with a couple of my old RC Hotel Corfu mates in the form of F4C winner Steve Brett who gave a lovely scale demonstration with his turbine powered Venom and Big Brian Jones who was on car park duties as usual - well done Brian. Show pilots were well represented with Steve Holland, of Top Gear rocket powered reliant Robin fame, Richard Rawle, once again flying his 33.3% Caroline Grace Spitfire and Steve Carr, now with an even bigger (60%+) Extra 260 powered by a four cylinder 550cc petrol beast. Steve's new, solo, 3D slot, choreographed to music was much tighter than at last year's Nats and included extracts of Fanfare for the Common Man (Emerson, Lake and Palmer), Also Sprach Zarathustra (2001 Space Odyssey), Imagine (John Lennon) and Nessun Dorma. Tony Nijhuis flew his world record B17 and other electrics and there were lots of other lesser



Beautiful quarter scale Tiggy in the B&B. A snip at a mere £250.