

CHICHESTER AND DISTRICT
MODEL AERO CLUB
ANNUAL GENERAL MEETING 2006

AGENDA

1. Minutes of 2005 AGM
2. Chairman's Report
3. Secretary/Social Secretary's Report
4. Treasurer and Membership Secretary's Report
5. Senior Training Officer's Report
6. Safety Officer's Report
7. Competition Secretary's Report
8. Thorney Representative's Report
9. Porthole and Indoor Flying Rep's Report
10. Slope Soaring Representative's Report
11. Editor's Report
12. BMFA Representative's Report
13. Junior Representative's Report
14. Webmaster's Report
15. Any other business
16. 2006 Competition Winners Trophy Presentation

Refreshment Break and Cabaret!

17. Election of 2007 Committee members

Ron Jeeves

DECEMBER 2006

CLEAR DOPE



In this issue:

F1D World Champs

P38 and more from JR

Models and the Law

Fancy a Roll?

**CHICHESTER AND DISTRICT
MODEL AERO CLUB**

Chichester and District Model Aero Club

Committee 2006

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
Safety Officer	Andrew Gibbs	01243 861804
Competition Sec.	Ray Beadle	01243 670163
Thorney Rep.	Harry Walton	01243 375156
Porthole Farm Rep.	Mick Blundell	01243-670791
Slope Rep.	Ron Hemblade	01243-572819
BMFA Rep.	Ken Knox	02392-593104
Webmaster	Lee Hackett	01243-820689
	email address	lee@cadmac.co.uk
Junior Rep	Gavin Bidwell	01243-861293
	email address	bidwg002@wsqfl.org.uk
CD Editor	Bruce Smith	01243-531602
The Aylings, Queens Avenue, Chichester, West Sussex. PO19 8QB		
	email address:	aerobruce@aol.com

Committee appointed positions

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

Visit our great website
cadmac.co.uk
 Contribute!

Cover photo:

Like a predatory bird (and almost as lethal on take-off (now cured, I'm sure)) the Gibbs Giro hovers menacingly in a sinister Thorney sky.

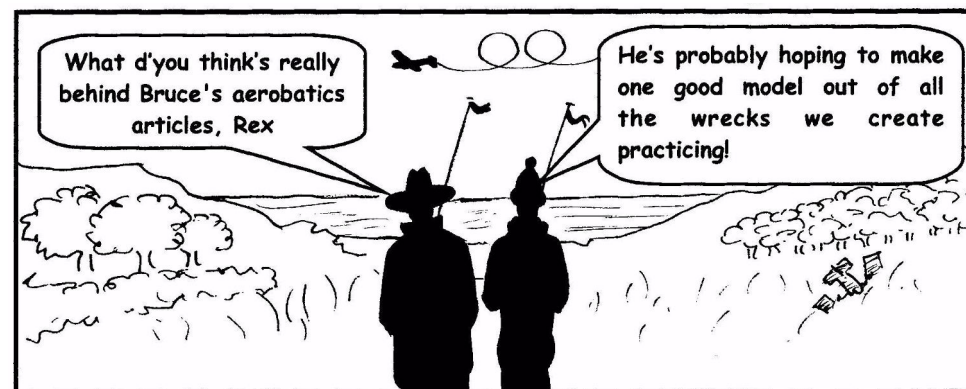
DIARY OF COMING EVENTS

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

Legend:	Club-nights	Outings	Competitions	Others
December	14	Annual General Meeting		
December	16	Indoor Flying - Seaford Col. 2 - 5 pm		
January		Subscriptions		
February	04	Indoor Flying Westergate		2 - 5 pm
March	04	Indoor Flying Westergate		2 - 5 pm
April	08	Indoor Flying Westergate		2 - 5 pm

WATFORD SWAP MEET
January 2007
CANCELLED

TeX & ReX *by Cobbo*



GUESS WHO?



Hardly a Club group, but nevertheless accompanying their report, was this informal snap of Epsom club members out for a soaring session. They have a well-organised system of pick-ups, for getting to surrounding sites.

Radio Modeller - June 1976

Can you recognize this dashing young blade (front left) out on the Epsom Downs? He didn't have much hair 30 years ago, did he?

Answer on the foot of page 20.

Very many thanks to Stuart Whittle for sending in the magazine copy. (Ed)

NEXT MEETING SUBS NIGHT

Editorial



HERO RAY SAVES THE DAY!

I must begin this month's CD by saying a huge THANKS to fellow CADMAC member Ray Andrews from Selsey. Ray, who was in partnership in a computer business now operates from home and working his magic on my ailing old moggie of a PC turned it into an awesome panther. Its thank to Ray that we have a Clear Dope to publish this month and the task is so much easier with the increased speed and memory.

If you get computer problems and don't want to be treated like a no-brain at the XX World counter, then give Ray a ring on:

01243 604119

He certainly knows his stuff.

As another year comes to an end I'd like to say a personal "Thank you" to ALL CD's contributors over the last twelve months. We've had a rich diversity of contributions this year and its exciting to have reports like first time CD scribe Bryan Stitchbury's F1D World Champs Report in this edition - sorry I couldn't do all your photos justice Bryan.

Special thanks must go to regular contributors John Riall and Colin Stevens for their articles and insights, also to Toni Reynaud and Keith Wood for keeping you and me up to date with all CADMAC affairs.

I hope Santa's good to you this Christmas and you can get cracking on some exciting build during the 'cold season.' Personally I'm up for a big biplane with a motorbike engine - we'll see. In the meantime on behalf of all the CADMAC Committee may I wish you

VERY

A

**MERRY
CHRISTMAS
AND A
HAPPY
NEW
YEAR**



Once

Minutes of the Committee Meeting Tuesday 7th November from Toni Reynaud Hon Secretary



Present Tony Chant, Toni Reynaud, Bruce Smith, Keith Wood, Mick Blundell, Ken Knox, Ron Hemblade, Ray Beadle, Harry Walton, Gavin Bidwell

Apologies Andrew Gibbs

Correspondence

Email and letter from Mr P Sweet, thanking the club for the donation of £150 to assist with the repair of the Bosham minibus.

Letter from Defence Estates – Thorney Island will be closed for model flying on 12th November, Remembrance Sunday. This date to be earmarked in every year's calendar and publicised on the website from now on. The letter also contained a caution about speeding on the Thorney Road between Emsworth and the entrance gate. All users of the establishment are reminded that this is a 30 mph limit area. One instance of anyone from CADMAC caught speeding along this road would immediately result in termination of the permission for the Club to use the airfield.

Email – a new member appraised Tony C of a discrepancy between his car registration number and the number on his pass. These were made by Thorney staff, so it is not a Club problem – no action.

The new contact at Thorney Island is Sgt Eddie Ansell. He will be contacted and issued with an invitation to the AGM.

Tony C will try to contact the Defence Estates for talks on future rental costs.

Club/Membership issues

Keith W stated that there are two applications this month. They were discussed and approved. Membership now stands at 136.

Monthly meetings/social programme

November - Ken K - John Farley is booked for the club evening.

December AGM – Buffet arranged for this meeting. Reports required from each committee member for this occasion. Ron H wishes to withdraw from committee as Slope Rep. Mick H wishes to withdraw from the committee, as Indoor Rep. Keith W will be away during the spring months, and needs a stand-in for that period.

January – Open.

February – Possible talk on repairing high tech gliders.

Other possible talks include flying meteors and VC10s. Ray B to investigate.

Outside events Nothing to report.

Competitions

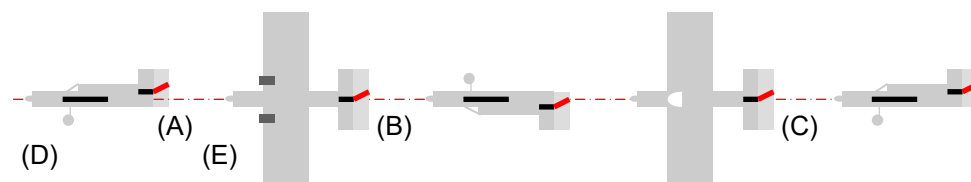
Ray B presented a list of competitions for which trophies are available – these are to be suitably engraved. Certificates will be presented for 1st, 2nd and 3rd in each class. A small

3) FOUR POINT ROLL

A four point roll looks very spectacular but should be quite within your capabilities once you've mastered the hesitation roll. It is, in fact a development of the hesitation roll but it is paused every 90 degrees rather than every 180.

So far we've introduced small UP and DOWN movements of the elevator to hold the nose level during the roll but now we're going to have to use the rudder as the aircraft moves into the knife edge plane. We'll consider the control inputs for a right hand 4pt Roll as most people feel more comfortable rolling to the right.

You can move onto high aileron rates as you need the model to roll crisply and you may also need to whack up the deflection on your rudder if you're not flying a fun-fly or aerobat.



- A) UP elevator then ROLL right 90 degrees to knife edge;
- B) LEFT rudder, PAUSE, off rudder and ROLL 90 degrees to inverted;
- C) DOWN elevator, PAUSE, off elevator ROLL 90 degrees to knife edge;
- D) RIGHT rudder, PAUSE, off rudder and ROLL 90 degrees to upright; finally
- E) UP elevator hold the model level.

4) SLOW ROLL

The slow roll is, to my mind, the most beautiful of all aerobatic manoeuvres - and incidentally it is one of the most difficult to fly well!

The principal control inputs are the same as for the four point roll but instead of having clearly defined reference points while the model is held momentarily in a particular attitude - the model is fixed, by the ailerons, in a very slow roll, while the rudder and elevator move slowly left & right or up & down between maximum and neutral.

- A) Pull a little up then push the stick over to the right to commence the roll. As the model starts to roll ease off the elevator and ease on left rudder.
- B) As you pass through knife edge ease off the left rudder and ease on the down elevator.
- C) As you pass through inverted ease off the down elevator and ease on the right rudder.
- D) As you pass through knife edge ease off the right rudder and ease on the up elevator.

You'll need to groove the stick movements 'till they become automatic - so why not practice at home with your tranny switched off.....

Hold right aileron then...left, down, right, up, left, down, right, up, left, down,

FANCY A ROLL?

HAIRYBATICS #2 from bruce smith

If you've still got a model left from practicing inverted flight we'll move onto this month's manoeuvre, the roll. There are a great variety of rolls you can fly and you don't always need ailerons to roll your model but our purpose here is to consider controlled manoeuvres so I'll assume you're kite is, at least, semi aerobatic.

Positioning: Aim to practice your rolls (at a good height to start with) into wind commencing a little way before the model reaches the pilots' box and finishing a little way after it. Aim not to lose or gain height during the manoeuvre.

Trim: You don't need or want huge deflection of aileron or elevator - there's no skill in pulling a twinkle roll. A neutral CG position would be helpful too.

1) HESITATION ROLL

All but pattern ships need a touch of UP before commencing a roll so full power as your model approaches, raise the nose a smidge then half roll left or right to inverted. Push the stick forward to support the nose (you should know how much you need by now) and hold the model steady for a few heart-beats. Now push the stick forward a smidge to raise the nose once more then half roll your model round to complete the manoeuvre, maybe catching the nose with a little UP to level her out. Lots of practice and concentrate on holding your altitude.

2) AXIAL ROLL

Once you've mastered the hesitation roll the axial roll should be quite simple. All you do is leave out the hesitation. Cut back those aileron rates though, your model needs to be rolling slowly enough for you to see what's happening.

(UP) As the model approaches raise the nose fractionally, commence rolling.

(DOWN) Just before the model becomes inverted add a quick shade of down to once again to raise the nose.

(UP) Once again, just a touch of UP to level the nose as you become upright.

Timing is all important with the axial roll, catching that UP and DOWN just as the model comes inverted or upright. Get it wrong and you model sets off in a direction all of its own - but get it right and you can roll from one end of the strip to the other with little touches of UP, DOWN, UP, DOWN, UP, DOWN etc.

You'll discover too that the model's roll rate increases with multiple rolls so firstly practice two, then three, then four consecutive rolls. My own personal experience taught me that the best way to practice this manoeuvre is to cut your aileron rates right down so that you can hold the stick hard to one side while you concentrate on the up and down elevator movements.

permanent cup will also be presented to winners. A new trophy will be announced at the AGM – the Gerry Devenish Trophy, probably for the best made model of the year. Candidates for the most improved Junior and Senior pilots were identified.

Training

Progressing at Porthole and Thorney. One A certificate passed this month.

Safety

There have been a few instances of mobile phones being present on the flight line lately – all members are to be reminded that this is not allowed. This is a BMFA recommendation.

There has been an instance of too many planes in the air at one time at Thorney Island – Club rules state maximum of four in the air at the main flight line, plus silent flight activity at the separate flight line.

Communications

Bruce S - CD is on track for printing this month. Cleaning cartridges are now failing. A new print head has been bought. Another is to be bought, and see how long these last. The time for a new printer is possibly approaching. The website is OK.

Thorney Island

Attendance has been good recently. A new storage box, is to be installed – action Bruce S/Harry W.

Trundle

Nothing to report.

Porthole Farm

Good attendance recently due to the good weather. Mole pellets have been supplied by the farmer - the club will reimburse him. A sonic mole repeller has also been sourced and will be passed to the farmer.

Indoor flying

Mick B wishes to stand down as Indoor Flying rep. He will be absent on the 18th November – Allan Lichfield will officiate. There was a good turnout at the last event with about 19 people turning up. Seaford is at present self-financing after the first event, which the Club subsidised to the tune of £32.

BMFA

AGM in December.

AOB

Discussion on the possibility of raising enthusiasm within the Club to participate in any of the local BMFA events such as the Electric day at Winchester or electric Gliders at Bishops Waltham.

Next meeting Tuesday 5th December 20.00



Oh no, not the subs again!

Just a brief note to remind members that I will be collecting CADMAC and BMFA subs at the Club meeting on Thursday 11 January next year. The BMFA will set it's subs for 2007 in early December and ours will be announced at the January Club meeting.

Prompt payment helps the Club so if you are unable to make the meeting, then you can always send your sub to me in the post. My address is in Clear Dope and on the Club web site.



Your E mail address please

I am updating the Club's membership list so we have a computerised format for financial records and membership changes. Most of us have access to a PC so could I ask all members to let me have their E Mail address. This makes it so much easier to communicate with members. To date we have had to rely on the post which is time consuming and also has a cost to the Club.

You can send me your details to - keithwood@supanet.com

All the information kept on the Data Base is maintained on a strictly confidential basis as required by legislation.

Keith Wood
Treasurer and Membership Secretary

WEB WATCH

From Colin Stevens

To all the builders in the Club of scale WWI models - an absolute delight - <http://www.aerodromerc.com/>

Be sure to look at their Webzine. I've only just scratched the surface, but there appears to be an enormous amount of building and full-size aircraft info in PDF files. Enough to write a book.



- c) permission is required prior to flight within an Aerodrome Traffic Zone (i.e. the airspace surrounding an airfield – again your local airfield should be able to advise on specific locations);
- d) flights must be below 400 feet;
- e) permission is required prior to conducting flights for aerial work (i.e. when valuable consideration is given or promised in respect of the flight or the purpose of the flight).

Models Over 20 kg In Weight:

Legally any model over 20 kg is no longer a “small aircraft”, and the ANO applies IN FULL.

The LMA on behalf of the UK model associations runs the “Over 20 kg Scheme” for recreational models. This scheme means that the model has to be inspected at various stages of the build by an LMA inspector. Once the build is satisfactorily completed the “certificate of design and construction” is completed and an application is made to the CAA for an “Exemption to Test Fly”. Only once this Exemption has been issued can the model be legally test flown by the NAMED pilot subject to the conditions of the Exemption.

These test flights form part of the LMA flight test schedule. Once the flight test schedule has successfully been completed, an application can be made to the CAA for a “Full Exemption”.

When the “Full Exemption” has been issued the model can then be flown by the named pilot. The model can also then be flown at public events.

The CAA do not charge for these Exemptions – so there is no excuse for not having one.

Remember - without an Exemption you are flying **illegally** and can be prosecuted.

Models Over 80 kg In Weight:

The LMA “Over 20 kg Scheme” has additional requirements for models over 80 kg. Legally there is no difference from the requirements for models over 20 kg.

Models Over 150 kg In Weight:

Any model over 150 kg would need a “Certificate of Airworthiness” which would be issued by European Aviation Safety Agency (EASA). That's beyond the scope of this article!

Roger

MODELS AND THE LAW

Safety Regulation Group
Flight Operations Inspectorate (General Aviation)

From Roger Andrews

The Air Navigation Order 2005 (ANO) contains the regulations that apply to all UK registered aircraft and aircraft flying in UK airspace. These regulations form a number of articles within the ANO. A copy of this can be found under the following link – www.caa.co.uk/CAP393

The legal requirements for models vary depending upon the weight of the model. Specifically the weight is based upon the zero fuel weight or weight of the model without its fuel but including any article or equipment installed in or attached to the model at the commencement of flight. On this basis a “small aircraft” is defined as any unmanned aircraft, other than a balloon or kite, that weighs less than 20 kg (ANO article 155).

Models Below 7 kg In Weight:

ANO article 164 states that only a few of the ANO articles apply to “small aircraft”. For modellers the most important of these are articles 74 and 98.

Article 74 – “Endangering safety of any person or property” is referred to as the endangering article. This applies to **ALL** models and states that “a person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property”.

Article 98 – “Regulation of small aircraft”. The first part of this article applies to **ALL** models, and states that “a person shall not cause or permit any article or animal (whether or not attached to a parachute) to be dropped from a small aircraft so as to endanger persons or property”

Models Between 7 kg and 20 kg In Weight:

In addition to the articles that apply to models below 7kg, there are additional restrictions which are contained within the remainder of article 98. These are broadly summarised as follows:

- a) the person in charge must be reasonably satisfied that the flight can be safely made; permission is required prior to flight in Class A, C, D or E airspace (i.e. in controlled airspace – your local airfield should be able to advise on specific locations);

b)



PLANE NUTZ

www.planenutz.co.uk

Quality ARTF's
.....direct from the importer

Coming soon - YAK 54 3D







Many exciting new models coming soon

8.4g Micro Servos only £6.00

For further information e-mail planenutz@hotmail.co.uk or phone Pete 07851 013160 or Morris 07900 907505..who are Plane Nutz

Gibbs Guides

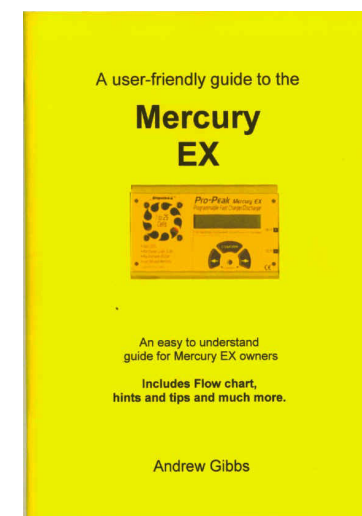
User friendly guides by Andrew Gibbs

Lithium batteries	£7.75
Nicad and Hydride batteries	£6.75
Mercury EX	£6.25
Super Nova	£6.00

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

Latest Release
Gibbs Guide to Lead acid batteries

Andrew Gibbs 01243 861 804



Plane Nutz P38 Lightning

Last month I commented on the Plane Nutz P38 Lightning and on Saturday 7th October braved the blustery conditions at Thorney. For several hours I sat firmly in my chair hoping the wind would ease to test fly it despite being egged on by the assembly. As the tide turned, outdoor conditions eased a little and I could find no more excuses so I lined her up into the Westerly wind across the runway and with throttle opened, let her roll three quarters across the width available then eased her into a brisk climb out confirming ample power from the two 400T motors.

A few clicks of down-trim was all that was needed for straight and level flight. A few circuits at half throttle confirmed that all controls were balanced and she was flying very smoothly considering the conditions. A loop came next and accurate too. From straight and level flight, rolls were no problem either, being twin boomed they look barrelly but its actually an illusion. The best bit is a descending circle, straightening for a low run down the runway and then ending with a climbing turn, the sun glinting on the silver airframe with bright red nacelles and rudders showing up like stop lights. Also with the invasion stripes the model is very visible indeed.

Slow checks came next. At a quarter throttle it was still flyable but it didn't feel comfortable to reduce power further in these conditions but I did gain height to test the glide with power off. It coped well but I kept the P38 into wind as this type of model with tapered wings and a fairly high wing loading is not the sort of model to play around with at near stalling speeds, with any war-bird come to that, let alone a twin.

For the rest of the flight I was really enjoying myself with war bird aerobatics and passes down the runway. After nine minutes with no sign of power loss it was time for terra firma. With a low circuit I lined her up into wind (slap my wrist, I'm over the 'dreaded' grass area) controlling height with the throttle, a' la full size. Over the threshold at two feet, power off and flare out, with little landing roll, using only a quarter of the runway. Then since the P38 has a steerable nose-wheel, just start the motors up again and taxi back safely to the side of the runway. A very satisfying flight, indeed, in more ways than one as this was my first flight since my recent illness and confirmed that my faculties are still in tact. Afterwards I ran the motors for a minute or two and confirmed a ten minute flight can safely be had but suddenly one motor ground to a stop - good job it was on the ground! Back 9n my workshop I found that the fixed stator winding had come loose and turned, causing the fine winding leads to bunch up and blow up against the casing—did not smell too good either! This is not the first time that this has happened. The first T400 motor in the Pitts went the same way. I hope Pete and Morris don't mind me saying this, but I do know they are not importing any more and have sourced another manufacturer for supply. Still, this is where I come into the Plane Nutz Team. With no financial involvement an unbiased assessment of their products can be made, weak points pointed out to their suppliers who are eager to put right sample kits. Some are rejected on looks, build or finish quality. Even modifications, the manufacturers will accommodate. parts for mounting brushless motors or the fitting of top ailerons on the little Pitts. Pete

Looking Back and further back - from John Riall

Another year has flown by and like most of you, I hope, I've finished off those outside jobs before winter sets in before thinking of what to build during those non-flying days to come. Looking back over the year the club has had a successful one. The trips out to the shows are always enjoyable as are the club competitions with the usual banter thrown in—justifiable at times.

Another noticeable thing is the more diverse type of models being flown this year, mainly down to the vast range of ARTFs available now, with electric models getting more numerous each year, perhaps in a few years time, without glow fuel and wearing our old clothes, we shall be looking more smartly dressed on our flying sites - someone will say speak for yourself, on this one. (I said nothing Ed!) But looking back much further, I think I'm right in saying that the club in it's present form is fifty years old this year. Despite having mentioned this several times I am surprised that we haven't celebrated this milestone. There are not many founder members left. Five or six at the most are still alive and the technical advances during this time were beyond our wildest dreams back then,

I really must gather the information and some old photos on the club's history before memory and the old grey matter goes. I can still remember, at the age of thirteen, joining a group of modellers flying in Oaklands Park (the founder members) in 1953. Over these years our flying sites have been hard fought and negotiated for as change of use and smaller open spaces to operate in. We are a minority sport. We have been lucky operating at Thorney Island around thirty two years and have been moved four times to different parts of the island with RAF, Royal Navy, District Council and now the Army in residence. At our Port-hole Farm site we have been in residence for twenty years, thanks to Raiph Shrubbs. I well remember teaching Raiph to fly in the early days but he never kept it up.

When the club was formed, Goodwood Estates let us fly in the overspill car park outside the car race track. We had a large corrugated hut by the clump of trees serving more as a mess room back then and members wives and girlfriends played more of a part. The early sixties saw light aircraft using the car park site and it eventually became Goodwood Airfield which ended the use of our flying site. For ten years I was inactive in the club, work, marriage, mortgage and children intervened, but during this time the club had secured the Trundle Hill as our slope soaring site and also Thorney Island.

We should cherish our flying sites, keep to the club rules. We have had our moments over the years but vigilance on our behaviour, I hope, will keep them for years to come since without them there is no club so we should bear this in mind at all times.

That's enough from an old CADMAC dog for now. I wish you all a Happy Christmas and New Year on or off the flying site.

competition thus has 6 flights the two best times to count. Each team has 3 members and the team prize is decided by summing the 3 individual times.



Larry Cailliau, (America) took the individual title with times of 35mins;14 seconds and 35 minutes 08 seconds. Total =70min 22secs.

Aurel Popa (Romania) was second 35m 13s & 34m 59s Total=70min 12 secs

Junior World champion was Justin Young (USA)

Senior Team title went to Romania and Junior team title to USA..

Top U.K. flier was Derek Richards with best times of 29min 47sec. and 26min 56sec. The U.K. team finishing 5th in the World rating.

Prize giving took place at the banquet on Friday evening followed by a sedate drive to Bucharest on Saturday morning(don't try plum brandy twice in one week).

An "exciting " drive through Bucharest in the early hours of Sunday morning enabled the team to be on time for the TAROM flight back to London. Rumour is that Hungary is the venue for the 2008 event..

Does anyone have any 1/32 sheet, 'C' grain 5 lbs /cu.ft.

Must get building!.

Buyan



and Morris are off to China again, shortly, to source some more products. Pete told me that one manufacturer will produce an ARTF kit from any drawing supplied.

The P38 Lightning used Plane Nutz' Dynam battery, ESC and servos. I didn't use their Micro Rx as I felt that five servos and two ESCs was too much load for it so I used my own Hitec dual conversion mini Rx. All equipment behaved faultlessly except one of the motors so I can't wait for Pete to supply me with two new motors so that I can fly the P38 again - and YES - those ESC arming switches are redundant, on or off!

Justin

23" Class F1D World Championships

Seniors & Juniors 02-07 October 2006 Slanic Prahova Romania.
from Bryan Stichbury.



I understand now why resolutions at the United Nations can take so long to be agreed by all parties. I was at the technical meeting for the Championships, all team managers and timekeepers attend the meeting in order to ensure that we are all singing from the same sheet. Clive King was manager and I was team time keeper. Not that I would time the U.K. team, all time keepers are put into a "pool" and assigned to a team on a random basis. However, there was a problem, the Romanian team manager was not happy.

The championships are held in a salt mine cavern 450' below ground level. As a result, the cavern is thermally insulated. The temperature stays almost constant at 12/14 C with a humidity of around 70/100.

The cavern is 64 metres in height, 33mts. wide and 118 metres long. You can see more by logging onto Google and searching for the UNIREA mine. Now F1D models have a wing span of 55cms (21 5/8") maximum chord of 200mm (7 7/8") and a minimum weight of 1.2 gms. Motive power is rubber, maximum weight of 0.6gms. (alp coin weighs 3.6gms) and with models as fragile as this, any air movement will affect flight. This includes heat from bodies and draughts caused by people moving about. And this was the root of



the problem. Due to the low light levels in the mine, you need torches in order to see what you are doing. With one person holding the model, the competitor winding the motor and another assistant holding the torch, the contest area soon starts to fill up. The Romanians have designed a method whereby the motor is wound on a jig away from the contest area and then taken to the model. This reduces the time people spend in the flight area and hence the air disturbance is less. Good point, worthy of consideration, but not on the eve of a World Championship. Eventually, after much discussion, a vote had to be taken to settle the matter, not to the liking of the instigator of the objection. This was my third trip to Slanic. John Tipper asked me to be timekeeper when he was team manager in 2002, and I had been there again in 2004.

As with any meeting, you meet old friends and make new ones. Twelve teams had made the trip this year, America, Hungary, Germany, U.K. Czech Republic, Poland, France, Canada, Japan, Serbia, Slovak Republic, plus our hosts Romania.

The contest took place over 3 days, two rounds being flown each day. Each

