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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.

December 2009

# CLEAR DOPE



**In this issue**  
**Jets over Thorney**  
**Unleaded please!**

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

|                             |   |                        |
|-----------------------------|---|------------------------|
| Chairman                    | Tony Chant  | 01243 262816           |
|                             | mobile 07766 078977 email:tonychant@talktalk.net              |                        |
| Secretary & Social Sec.     | Toni Reynaud  | 01243 370422           |
|                             | email address: tonibr@onetel.com                              |                        |
| Treasurer & Membership Sec. | Keith Wood  | 01903 732595           |
|                             | 4 Buttermere Way, Littlehampton, W/S BN17 6SX                 |                        |
|                             | email address: keithwood43@btinternet.com                     |                        |
| Safety Officer              | Morris Campbell   | 07812 682358           |
| Competition Sec.            | Ray Beadle  | 01243 670163           |
| Thorney Rep.                | Derek Honeysett   | 01243 371093           |
| Porthole Farm Rep.          | Peter Houseman  | 01243 606046           |
| Slope Rep.                  | Fred Minay  | 01243 373526           |
| BMFA Rep.                   | Ken Knox  | 02392-593104           |
|                             | email: kenneth.knox@btopenworld.com                           |                        |
| Webmaster                   | Mike Pinn   | webmaster@cadmac.co.uk |
| Junior Rep                  | Philip Roberts  | 01243 373739           |
| Indoor Rep                  | Allen Miller  | 01243 261839           |
| CD Print & Distribution     | Bryan Stitchbury  | 01730 812485           |
| 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 Officer                   | John Riall  | 01243-782922 |
| Junior Members Protection Co-ordinator: | Bruce Smith | 01243 531602 |

**CADMAC Website - cadmac.co.uk**

**BMFA Southern Area Website - sabmfa.org.uk**

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


Cover Photo: Flugstaffel Gibbs's Focke Wolf 190 takes to the air during this year's Scale Competition. Her Gibbs even dressed for the partFull report in next month's CD. Photo-



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## Events Calendar 2009

Club-night Events   **Competitions**   **Indoor Flying**   **Other Events**

All competitions commence at 12.00 noon

10th Dec   Subscription Collection Meeting  
19th Dec   Indoor Flying - Seaford College - 1.00 pm to 5.00 pm

An astonishing amount of useful material on building can be found at -  
[http://www.airfieldmodels.com/information\\_source/index.htm](http://www.airfieldmodels.com/information_source/index.htm)  
DO look at the How-To articles!

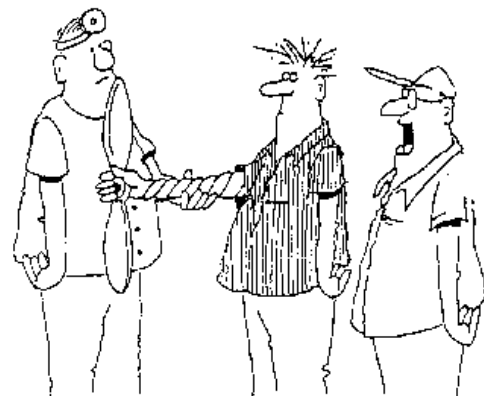
This comes from the Fennis  
Flyers site

The joke alongside is not di-  
rected at any particular  
CADMAC member.

*(No, we're all too slow for that. Ed)*

T.T.F.N.

Colin Stevens



.....And then the prop flew off of the 4-stroke  
and would you believe that ol' Lightning Larry here  
actually caught the sucker ?!"

### RE: PEGASUS BRIDGE

As a little aside to Ken's article about Pegasus Bridge (well worth a visit by the way) some years ago at an Army shooting competition at Bisley a name on the list was Lt Col Pine - Coffin (honestly) who led the relief of Pegasus Bridge from Maj John Howard's unit. I wish I had known at the time of his achievements as I would have been fascinated to hear of his experiences. I should add that he was awarded the DSO and bar and MC.

Regards John Dean

## Editorial

### Flt.Lt. Hugh Cassidy

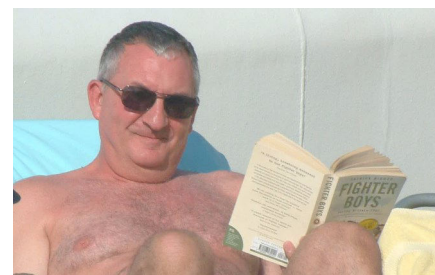
Its my sad duty to inform you of the passing of Flt.Lt. Cassidy of Lavant. Unfortunately I have no information other than a solicitor's letter from his personal representatives. I'd be very grateful for further information from any member regarding Hugh's past involvement with the hobby and club.

### New Porthole Farm Rep. Peter Houseman

Congratulations to Peter who takes over from Steve Skinner as Porthole Farm Representative for the 2010 Season. Peter, a Porthole stalwart, demonstrated his organisational talents coordinating a number of static displays on CADMAC's behalf, not least the massive show during Goodwood's Vintage Fly-In during 2008. All other committee members were re-elected en bloc during November's AGM.



### You were always on our minds!



Following on from the highly successful Hop Farm outing in September the official CADMAC Caribbean Cruise was launched last month. Photos above show ex Thorney Rep, Harry Walton, boning up on scale data on the upper deck plus your Safety Officer and Editor during their impromptu Reggae and Blues Brothers routine on St. Maartins - well somebody had to show the locals how to do it - 'trouble with these Caribbean types - they've just got no sense of rhythm!

*Jimce*





**Minutes of the Annual General Meeting**  
**Tuesday 6th October 2009**  
**From Toni Reynaud**  
**Hon. Secretary**

**Members Present**

Tony Chant, Toni Busuttill-Reynaud, Ken Knox, Derek Honeysett, Allen Miller, Philip Roberts, Keith Wood.

Meeting started at 20.00.

Chairman's request for the meeting to be held in a formal manner.

**Apologies for absence.**

Bryan Stichbury, Ray Beadle, Fred Minay, Morris Campbell, Bruce Smith, Steve Skinner.

**Matters arising from previous minutes.**

Tony C asked that Toni B-R confirm the venue each month while there is upheaval at the FSSC.

**Correspondence.**

Toni B-R had received various communications from the BMFA and distributed them to Committee members.

**Treasurer and Membership Secretary's report**

Keith stated that there was not much to report about finance and membership this month.

**Social Secretary's report.**

Toni B-R stated that the talk from a former Lightning Pilot scheduled for this month had to be cancelled due to the speaker being ill. Ken K volunteered to provide a big slideshow of modelling associated photos for projection. Gratefully accepted. Toni is to research and produce if necessary the voting record forms for the AGM. The room is confirmed as booked, seats are available, a buffet has been ordered. Raffle to be organised. Tony C asked all committee members to email Toni stating if they are willing to stand for the same positions next year.

**BMFA representative's report.**

Ken K reported that he attended the SABMFA committee meeting at Crookham on 17<sup>th</sup> September. BMFA fees are to rise by £1 this year. The Nats were reported as good, but there were complaints about the toilet facilities at the event. Manny Williamson, BMFA Development Officer, is assisting the Beaulieu club in some difficulties. The SABMFA has purchased a new high quality gazebo for use in the area. Ken also reminded us that Yeovilton takes place on 17<sup>th</sup> October. The SABMFA is purchasing more web space in order to better maintain a good display of photos.

The normal standoffs supplied were too short for my installation and as I wanted to build in the downthrust and sidethrust by using different length standoffs a day on the lathe was needed. I only had some hexagon aluminium to hand so a few buckets of swarf were generated but by leaving the last 10mm unturned it was easy to mark the positions of the blind nuts by holding the engine in the correct position, drawing round the hexagon and then marking the centres.

The exhaust system connections need to be made with high temperature tubing held in place with spring clips which maintain pressure even when the tubing goes soft – silicon tubing does not work on petrol because of the higher exhaust temperature.

As an extra security I milled out a mount for the front of the pipe and insulated this with some scrap silicon.

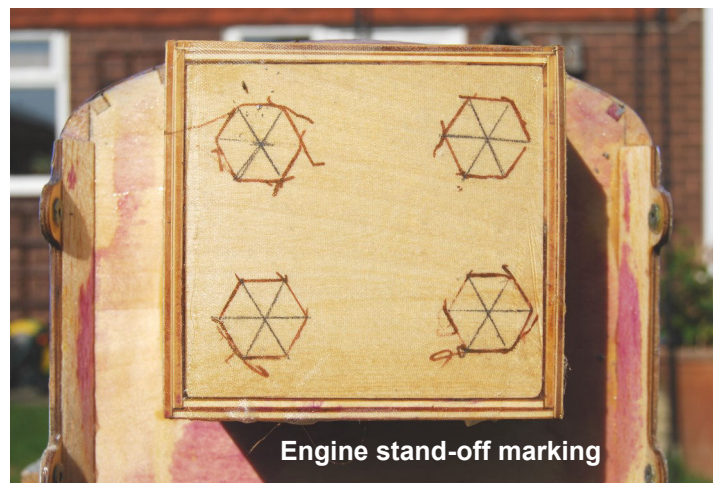
All linkages to the engine are by Sullivan plastic rod/tube as metal pushrods can transmit RF interference.

As a petrol runs with an air to fuel ratio of approx 15:1 against a glow air to fuel ratio of approx 8:1 and at a fuel cost of about £6 per gallon including the two stroke oil compared

with the last gallon of DZ fuel that I saw Bruce buy for £21

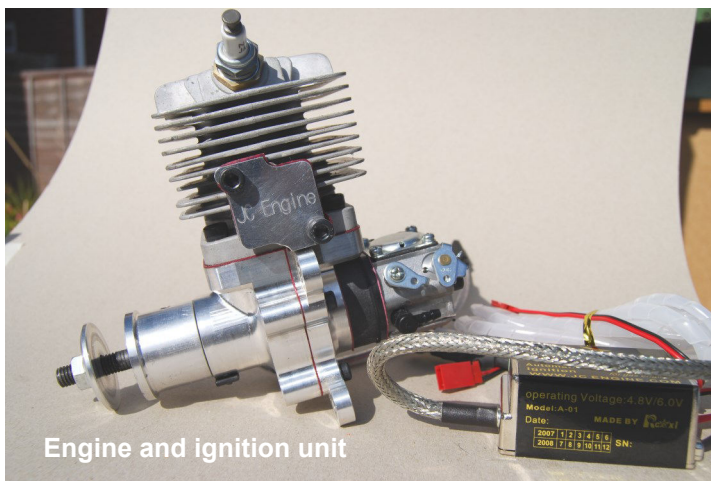
I am hoping for reasonable running costs..... especially if I take my siphon tube to Thorney.

Be careful where you park your car and lock your fuel cap!



*John*

The engine follows what seems to be the trend nowadays with a "commercial" cylinder, piston, conrod and crankshaft assembly fitted to a CNC milled aluminium crankcase and sporting the universal Walbro carburettor. The cylinder etc assembly and carburettor are designed to run for many hundreds of



Engine and ignition unit

hours in industrial environments and should have a lifetime well beyond that which it will have in a model. The eagle eyed among you (if you have bothered to read so far) will notice that there is a polished blanking plate on the side of the cylinder, this is seal off the aperture normally used for sub-piston induction and is fitted because induction is now by rear reed valve.

Walbro carbs are normally very reliable and are fitted with a diaphragm pump so that the tank can be fitted in any position, directly over the C of G being normal. As is usual the carb needs to have the linkage modified for model use (no manufacturer has yet done this) and firstly the throttle return spring is unhooked as it is too strong, this must not be removed as it stops the butterfly pivot from rattling about, and secondly an extension is needed to the throttle arm for which I used 1.5mm epoxy glass board.



Very nice muffler which comes with the engine

A nicely polished silencer is included but one look at this was enough to convince me that it's silencing properties would be next to zero however as the outlet pipe diameter is 22mm it makes a perfect manifold for fitting my Krumscheid quiet pipe which has been hanging around for a couple of years.

### Indoor Flying representative report

Allen M reported that attendance on 22<sup>nd</sup> September was 17 flying plus 2 spectators. The float is still in credit. Allen has composed a letter to Steve Flood, SABMFA, requesting a donation in support of the event. Copies to some Committee members.

### Safety Officer's General report and site accident report

There was no report from the Safety Officer.

**Porthole Farm representative report.** There was no report for Porthole Farm.

### Thorney Island representative report.

Derek H reminded us of the no-flying dates.

Tony C proposed that access to Thorney Island be from 10.00 AM, with flying of QUIET electric models only (no ducted fans models) and gliders from 10.30 to 11.30, from which time noisier electric and I/C models could be flown. Seconded Toni B-R. Vote unanimous in favour.

A working party would be needed in March for tidying the site. Notification at the next meeting and in CD. Pilot's boxes to be repainted – in hand.

### Editor's progress on production of Clear Dope.

There was no report for the CD Editor.

### Publisher's progress on production of Clear Dope.

There was no report for CD Production.

### Competitions Secretary's report.

There was no report for the Comp Sec

### Junior Members' representative report.

There was no report for the Junior Members' rep.

### Trundle hill representative report.

There was no report for the Slope Rep.

### Website Report.

Nothing to report, but one member has asked for Flying Ban notification to be moved to the front page of the website to ensure that everyone sees them as soon as they log onto the site.

### Any other business

Tony C reported that John Riall informed him that the money raised from the sale of Eric Gregory's modelling effects had provided a new trophy for gliding, with the excess being donated to The Rowans Hospice.

### Date of Next Meeting

The next meeting will be held on Tuesday 3<sup>rd</sup> November 2009 at 20.00, venue to be confirmed.

The meeting ended at 21.40.

*Toni*



## Jets Over Thorney - Again



from Bruce with photographs by Ken Knox

*Its over five year since CADMAC ex-member Jim Ruffel made that arduous journey from his home in Christchurch, Dorset to Thorney Island just to have a suitable site to fly his Hobby Jet GT 2000. Back in March 2004, systems were much more primitive and Jim's fireman had to dive in quickly with the CO<sub>2</sub> extinguisher on several occasions before they had the turbine spooled up safely and that first and only flight could be made.*

*Fast forward three years to 2007 and B Cert holder Malcolm Farrington joined CADMAC and made a request to fly his turbine. This came within a month or so of the threatened loss of our Thorney flying site, following complaints from horse owners regarding noise disruption and over-flying of the paddocks. Committee deliberated for some time over this request but eventually declined it, for the immediate future, in view of the tenuous situation of our facility.*

*Two years on and Trevor Bowry and I make a request to committee to fly a turbine on Thorney. Once again all factors are considered, including Trevor's failing health and this time the decision is a provisional 'yes.'*

So it was, then, that Sunday afternoon, 29th September 09, we assembled. Most of the Committee were in attendance since prior notification of the attempt was amongst the pre-conditions. The flight team consisted of Trevor Bowry (Crew Chief), Harry Walton (Fireman) and myself as pilot while the safety team consisted of Tony Chant (Safety Officer) standing in while Morris was away in London and Derek Honeysett as (Flightline Controller.) Tony gave the airframe and installations a thorough inspection and declared himself happy, so it was on to the next phase of the afternoons business, the pre-flight trials.

Prior to the event, I'd prepared a proposed safety layout for the attempt, produced under the guidance of BMFA's own Gas Turbine Guidelines. (In conjunction with the **Jet Modellers' Association** and the **Gas Turbine Builders' Associa**

## A gallon of unleaded please from John Dean

You know how it is, you pop into SMC for a few hinges and some fuel tubing

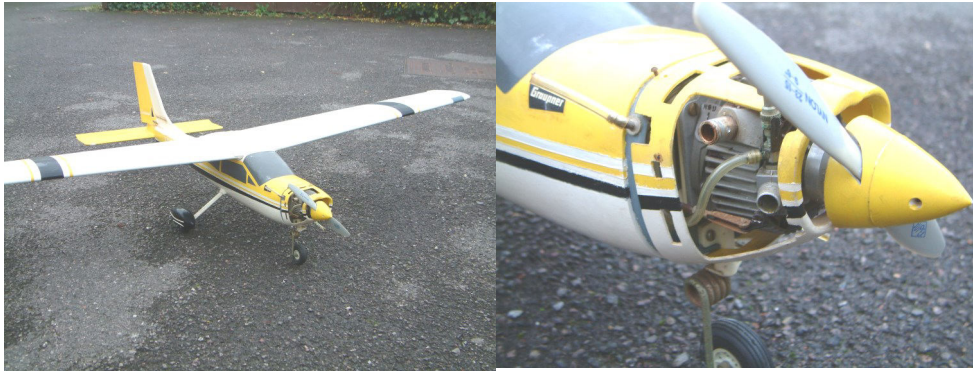


and have a look to see what is hanging up, a quick check on the price and a good look at the goods and out you come with a CMP Katana unflown in pristine condition – too good to resist. A browse around the internet revealed that the model is very tail heavy when fitted with a glow engine, something that I suspected when I saw that the previous owner had moved all the servos as far forwards as possible. Having just converted my Taylorcraft from glow to petrol and been very pleased with the result I decided that this would be the way to go so it was back to surfing the net again to ascertain what was available.

The choice is split between flywheel magneto engines such as the Zenoah or electronic ignition engines like the JC Engines – both types have their merits and I have owned both sorts but decided electronic ignition was the way to go. I had read good reports of a company called Gashangar run by Paul Clarke and after exchanging a few e-mails and phone calls the new JC Engines Area 28 arrived with the knowledge that Paul had run it and all was okay, a small point maybe but reassuring nevertheless.



# AN INTERESTING PROJECT



I've recently been asked, by a charity, to dispose of the above model, apparently donated to them by Admiral Salt. This 61 inch span Graupner 'Cessna Cardinal' hasn't seen service for many a year and although there's no radio gear other than linkages, it is fitted with an NSU Wankel, rotary engine. This very expensive piece of kit is currently 'gummed up' although it is presumed that the integrity of the donor would guarantee it to be in workable order.

Offers please.....

*RMCE*

01243 531602

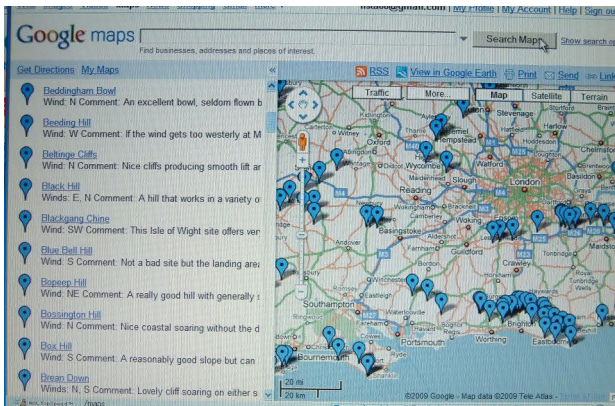
## SLOPE HUNTER

Toni Reynaud has passed on this most useful of sites from Google.

Click on a pointer or hyper-link and it displays all the relevant site information. You can even put in your post code and it'll give you route information to the site from your front door—including the distance and the time it's likely to take.

[http://maps.google.com/maps/ms?](http://maps.google.com/maps/ms?ie=UTF8&hl=en&msa=0&msid=103290592315162107965.000455d330c2eab44f708&ll=51.144894,-0.318604&spn=0.859804,2..460938&z=9)

[ie=UTF8&hl=en&msa=0&msid=103290592315162107965.000455d330c2eab44f708&ll=51.144894,-0.318604&spn=0.859804,2..460938&z=9](http://maps.google.com/maps/ms?ie=UTF8&hl=en&msa=0&msid=103290592315162107965.000455d330c2eab44f708&ll=51.144894,-0.318604&spn=0.859804,2..460938&z=9)



tion.) Copies of this were circulated along the flight-line so that everyone present knew the plan and proposed layout, which included using a start-up area down-wind of the pits. There was a great deal of interest in the trial and the attendant members were very generous in agreeing to stand down from their own flying and confine themselves to the spectator/seating areas during the proposed sessions.

### The Pre-Flight Trials

For ease of operation, the Wren 54 Mk IV powered, twin boomed GoldCat, was elevated on a converted paste table for the start-up procedure: The tank was filled with Jet A1 and the air system charged. All starting interfaces were connected including the **Hand Held Data Terminal**: This gives a read-out of the FADEC condition (**F**ull **A**uthority **D**igital **E**ngine **C**ontrol) along with engine parameters - temperature, rpm etc: With everything connected, I switched on the Tx, Rx and fuel pump power switch then Trevor turned on the gas mixture, connected the glow start and began remotely spinning up the turbine in slow pulses via a started motor with bendix gear. Within seconds a hissing, 'hoaring' sound confirmed that the gas was burning and Trevor read aloud the from HHDT as the temperature climbed inside the combustion chamber..60...70...80...90...100. As the temperature reached our preset 100°C parameter the FADEC switched on the fuel pump and the report '**Ramping**' came up on the HHDT. Trevor now held down the remote starter switch as the revs climbed quickly through 10 000....20 000....30 000... and the temp rose to 400°C. Suddenly at 40 000 rpm the 'Ramping' display changed to 'Running' as the turbine had now reached its pre set 'tick-over' speed and at last the authority for the engine control was relinquished by the FADEC and came to my transmitter. It was just as we were about to disconnect the interfaces that I saw the bubble go down the tygon fuel pipe - within a fraction of a second the revs collapsed as the engine flamed out (Dead



-stick) with that stricken screeching sound that erupts then stops instantly. A plume of smoke rose from the jet's tail pipe and Harry instantly aimed the extinguisher's nozzle at the intake... but he didn't need to pull the trigger. From bitter experience in the past I HAD learned to hit the Tx 'Kill' switch and stop the on-board fuel pump spraying neat fuel into a blistering stationary engine. (Ultimate smoke system)

*A bit disconcerting, maybe, for onlookers, but quite a regular occurrence in jet circles - unlike piston i/c engines, turbines won't tolerate any air bubbles in the system. For this very reason we had purchased a UAT (Ultimate Air Trap) for the model but had chosen to keep the fuel system as simple as possible for the maiden flight as no serious aerobatics were planned.*

However, pulsing the turbine starter motor once again, Trevor quickly had the internal temperature back down below 100° C and I was able to re-set the FADEC from my Tx. This time Gas on, glow on, ramping and running all went smoothly and in no time at all, we'd disconnected the interfaces, I'd raised the throttle stick, and within a few seconds, the turbine speed to a massive 160 000 plus rpm. Now I had full control and we could proceed with the pre flight safety trials.

First up was the 'Fail-Safe' check. If this wasn't set correctly it would have been pointless continuing with anything further. The flickering green LED on the back of my Futaba 2.4 GHz conversion module indicated that 'Fail-Safe' had been set, but as Tony Chant stood by, to witness this test my heart was in my mouth for what seem like an age (about three seconds) between my switching -



#### **Income**

|                        |          |
|------------------------|----------|
| Members subscriptions  | 7,961.00 |
| Auction revenues       | 76.00    |
| Pick a plane comp      | 200.00   |
| General Donations      | 26.00    |
| Eric Gregory donation  | 472.80   |
| YAK raffle             | 25.00    |
| CD sales               | 4.00     |
| Indoor flying receipts | 100.00   |
| Help for Heroes raffle | 40.00    |

#### **Expenditure**

|                                    |                 |
|------------------------------------|-----------------|
| BMFA Subscriptions                 | 3,560.00        |
| Fishbourne Club Hire charges       | 28.00           |
| Rents - Thorney Island licence     | 927.50          |
| - Porthole Farm                    | 250.00          |
| - Trundle licence fee              | 176.25          |
| AGM buffet                         | 140.00          |
| Eric Gregory cup                   | 193.90          |
| Donation to Rowan Hospice          | 278.90          |
| Club Handbook new edition          | 343.84          |
| Web site fees                      | 149.74          |
| Thorney island signs/box/first aid | 199.94          |
| Clear Dope - cartridges/toner      | 819.13          |
| - paper/envelopes                  | 217.71          |
| - postage                          | 327.78          |
| Speakers expenses                  | 35.00           |
| General postage+stationery         | 130.60          |
| Buffet May Club meeting            | 110.00          |
| Sundries                           | 82.45           |
| Donation to Help for Heroes        | 40.00           |
| Book token R Shrubb                | 25.00           |
| <b>Total Income</b>                | <b>8,904.80</b> |
| <b>Total Expenditure</b>           | <b>8,035.74</b> |

#### **2. FINANCIAL STATEMENT 2008-2009**

##### **Income**

|                     |                 |
|---------------------|-----------------|
| From above          | 8,904.80        |
| Bank Interest       | 5.04            |
| <b>Total Income</b> | <b>8,909.84</b> |

##### **Expenditure**

|                          |                 |
|--------------------------|-----------------|
| From above               | 8,035.74        |
| Surplus +                | 874.10          |
| <b>Total Expenditure</b> | <b>8,909.84</b> |

#### **3.ASSETS AT NOVEMBER 2009**

|                 |          |
|-----------------|----------|
| Deposit account | 4,216.23 |
| Current account | 2,862.71 |
| Petty cash      | 91.67    |
| Book assets     | 975.00   |

**Total assets 8,145.61**

#### **ASSETS AT DECEMBER 2008**

|                 |          |
|-----------------|----------|
| Deposit account | 4,211.19 |
| Current account | 1,990.46 |
| Petty cash      | 91.96    |
| Book assets     | 1,215.00 |
| Unsold logos    | 170.00   |
| Stock in hand   | 400.00   |

**Total assets 8,078.61**

#### **4. MEMBERSHIP**

| 2009 | 2008 | 2007 | 2006 | 2005 | 2004 | 2003 |
|------|------|------|------|------|------|------|
| 143  | 155  | 151  | 143  | 131  | 144  | 153  |

Prepared by Keith Wood, Treasurer and Membership Secretary, 31 October 2009





# Annual Statement of Accounts

**From Keith Wood  
Treasurer & Membership Secretary**

1. Set out overleaf are the Accounts for this year, covering the period 4 November 2008-31 October 2009.

2. Financially the year has been uneventful; there was only one exceptional cost being the production of the new Club Handbook (£343.84). All other expenditure was for normal running costs.

3. On the income side, there was a significant donation of £472.80 from the sale of the late Eric Gregory's aircraft and equipment. This has been partly put to funding a new Trophy and the balance of £278.90 donated to The Rowans Hospice. A donation of £40 was also made to the Help for Heroes Charity being the proceeds of a Club raffle.

4. The overall cost of producing Clear Dope was £1,364 including postage, stationery and cartridges. This compared with £2,165 last year; a considerable saving of around £800.

5. Total income for the year was £8,904.80 against an expenditure of £8,035.74; producing a surplus of £874.10.

6. The total cash assets of the Club (Current Account, Deposit Account and petty cash) were £7,170.61 compared with £6,293.61 last year. The overall asset value of the Club, which includes the book value of Club equipment, was £8,145.61 compared with £8,078.61 last year.

7. In my view, the financial position of the Club is satisfactory, there being adequate funds to cover normal running costs and a steady increase in capital reserves.

## Membership

8. Current membership is 143 compared with 155 last year. The reduction is probably due to the recession as there are significant costs involved in starting up radio controlled aero modelling which may have had an impact on prospective newcomers.

Keith



off the transmitter and the turbine starting to fall back to its idling speed. The return to full power with the switch 'on' of the Tx seemed more predictable and I for one was very relieved that I didn't have to start messing with Tx programming at that point in the proceedings.

Secondly, we needed to carry out a range check with the turbine running - as mentioned earlier, turbines produce lots of RF noise. Since all other fliers were kindly standing down, I was able to depart from the normal CADMAC safety procedure and take the Tx to the end of the runway while the model was being restrained on the table. 2.4GHz sets don't have an antenna to reduce for range checks but instead have a range check button situated on the Tx or module. With this depressed, and the correct sequence of flickering green/red lights showing, I went through the usual routine of throttle and control surface movements which thankfully resulted in Trev and Harry wildly waving their arms through different planes back at the table.

Lastly there were the taxi trials to be undertaken. With the model carefully lowered onto the runway I cautiously spooled up in staged waiting for the thrust to take effect so that slowly the jet began to arc its way into position halfway across the runway. The steerable nose leg seemed very sensitive at low speed but as the turbine built up speed the sensitivity decreased and only minor corrections were needed to keep her tracking steadily on the up-wind and down-wind low speed passes. A slight scare occurred when I'd turned again and began to spool up for a high speed run. At about 15 mph the nose wheel jumped out of a small crater on the runway lifting the nose momentarily and looking like a take-off. Fortunately it dropped immediately and I was able to hold the taps open for a couple more seconds before shutting right off. Meanwhile the model had picked up a good turn of speed such that I only just managed to let it bleed off and turn just before the cones at the top of the runway. Taxi back was at a -



more comfortable pace and with all trials successfully accomplished we shut down the turbine, lifted the model back on the table and celebrated with lunch.

#### Maiden flight

Once again the rest of the flight line kindly stood down and the start up and taxi out were quite uneventful. Heading south down the runway, into wind, she accelerated quickly and was airborne within about 40m, climbing out gently with no tendency to track left or right. The turn at the top of the up-wind leg was very smooth and I was already getting the sensation that she was flying on rails. The only trim required was a couple of clicks of down elevator and now having brought the throttle back to half way and flown a few circuits I thought it was time to gain height and try a stall test. At about 200 feet and into wind I closed the throttle, slowly flared out and waited. The stall was hardly perceptible. Just a slight drop of the nose. I held the 'up' in, she repeated the gentle nod and my confidence rose significantly. "Three minutes." called Derek, who was time keeping and I knew it was time to start practising landing approaches, but first I'd just open the taps right up to see how she went vertically. Halfway down the runway on the down-wind pass I pushed the stick right forward and visibly saw the power come in as she accelerated upwards into the long sweeping Immelman turn. Having backed off the power halfway up, now just over the top I hit hard right stick expecting a sluggish response at low speed (no prop wash over control surfaces with a jet) and was almost caught out with a twinkle roll! Wow, what a roll rate! I was, however, still flying on full rates.

Right then, better get the birdie back on Terra Firma (The more firmer the less terror as the old adage goes.) so following an unconvincing call of 'Landing' I commenced the first, of what I expected to be many, landing circuits. Gear down and flaps fully deployed on the down-wind leg she assumed a slightly nose-down attitude but the trim felt good. I put the nose down slightly more to maintain -

speed on a long curved approach through the base leg and as she came round on finals spooled up slightly to 'catch' her descent. She squared up on the runway beautifully and flying her down to the deck I eased back on the stick and she bled of speed better than I dared hope. Straight in first time - I could hardly believe it. Right off the power now, and the main gear touched first as I completed the final flare out. Down came the nose wheel and I was able to power up a couple of notches to keep her rolling forward and come to a sedate halt straight in front of the pilots' box. (Accompanied by much whistling, whooping and rebel yells from spectators.)

But that was it...a non-event really and I've certainly flown many a trainer that was more difficult to handle. As Ali Machinchy says in his 'Gas Turbine Conversion' DVD, most sports jets are no more difficult to fly or space demanding than a typical 0.70 to 0.90 powered aerobatic model. The general consensus on the day was that she flew slower and was noticeably quieter (as noted by BMFA) than many of the i/c powered models there, and I think she proved, beyond doubt, that under close regulation and subject to obvious 'type' constraints, regular turbine flight from Thorney could be distinct possibility for the future.

*Prince*

