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Offer a 10% discount to CADMAC Members on all new
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A current membership card must be shown.

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FLITEHOOK

For all your indoor and free flight needs.

Individually weighed balsa, spruce and plywood. Props for
all disciplines, adhesives, electric & C/O2 motors, IC eng,
don't forget the fuel! Hundreds of kits for all types of flying
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meetings or contact Pauline or John on:

Tel: 0238 0861541.

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.

Chichester and District Model Aero Club

CLEAR DOPE



Newsletter - February 2003



"For heaven's sake, don't open the throttle yet!"

Chichester and District Model Aero Club

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+

All items for the newsletter should be submitted to:

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The Aylings, Queens Avenue, Chichester, West Sussex, PO19 8QB
Email Address: aerobruce@aol.com

**Visit the club's excellent Web Site,
<http://cadmac.virtualsite.co.uk>**

Cover photograph:

Chris Merry's giant 'Hots' as described in the December 2002 issue 'Ten Years Ago' item. Photo courtesy of Dave Etherton.

FOR SALE

LIMBO DANCER - including MDS 38 engine but no radio gear. £50.00

PANIC - aerobatic biplane inc 5 servos
suitable for 46 to 53 2S engine. £75.00 ono

Contact Mick Pearce on 01243 530407

ESTATE SALE

I have been asked to assist in selling on the model aircraft and associated accessories of a well known aeromodeller.

The Items have been priced to sell quickly.

STICK - Ready to cover complete with electric motor £25

PRAIRY BIRD 50 - complete with servos and new Thunder Tiger engine. Require wing to be covered. £50

BIRDIE 10 - with servos. Super little aircraft for 10 size engine. £25

AMIGO MK 11 GLIDER - complete with servos, wing to be covered.
Great fliers off line or slope £25

SMALL R/C PLANE - complete with Super Merlin diesel £40

GLO START and CHARGER £5

K&B 45 ENGINE NEEDS A CLEAN Super engines £25

IRVINE 25 - This is a really nice engine £25

HOT AIR GUN £10

HEAT SEAL IRON £10

WELLER 15w SOLDER IRON WITH IRON STAND £10

HOBBYMAT UNIVERSAL MD 65 LATHE - as new with accessories.
Priced to sell quickly. (Check out the price new!) £350

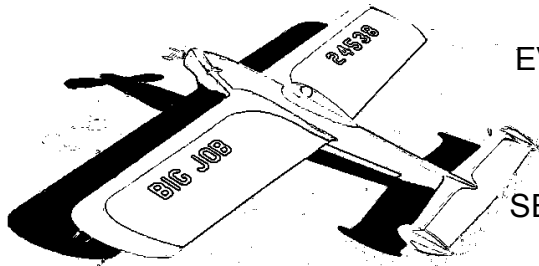
A RADIO CONTROLLED POWER BOAT - Don't know much about this but it is well built and comes complete with glo engine (could be a 15 or 20) with recoil starter and I think there is one biggish servo inside.
Has to be worth an offer in excess of £50

There are a considerable amount of other items which are open to offer.
Items such as three transmitter, odd tools, the usual modelers bits and bobs.

You are invited to come and make an offer, but please remember that this is an estate sale. To arrange a viewing of any of the above items please ring: MRS REYNOLDS ON FAREHAM 01329 235159 or if you need any advice ring me, KEN BELL ON 01329 234690

**CONTROL
LINE
AEROBATICS
PILOTS'
ASSOCIATION**

C/L Information from Dick Stepney



**CALENDAR
OF
EVENTS
FOR
THE
2003
SEASON**

Date 2003	Event Title Event Location	Contact Name Contact Telephone
16 th March Confirmed	CLAPA Pilots Seminars 2003 All day event on Control Line	Paul W or Gail E 020 8958 6731
Date TBC	Nottingham Centralised	Bill Draper 01159 282 997
6 th April Confirmed	Oakington - Near Cambridge Centralised F2B and Class 2 only	Roger Ladds 01205 290 420
13 th April Provisional	Witham Cup - Rickstones School, Witham, Essex F2B, Class 2, Beginners Stunt (Barton Schedule), Basic Carrier, Class 1 Carrier, Club Scale	Gary Chruuch 01206 240 957
27 th April Confirmed	P5 Autos Trophy - Milton Keynes F2B, Class II, Classic, Vintage, Vintage Combat, Carrier Deck. Fun fly.	John Benzing 01895 634 428
4 th May Provisional	Clipston - Nuneaton F2B only	Norman Hall 01455 449 533
10 th -11 th May Confirmed	Barton B.A.S.H. 2003 2 day event encompassing Stunt and racing events. No F2B.	Malcolm Ross 01925 766 610
1 st June Confirmed	Wharfedale Cup & Nev Dickinson Trophy - Wharfedale near Otley F2B only	Jeff Smith 01132 603 557
7 th -8 th June Confirmed	CLAPA Championships - National WaterSports Centre, Nottingham All disciplines. Fun fly. CLAPA members only. PRE-ENTRY ONLY.	Ray Lloyd 01706 212 184 Jim Hatch 01254 708 415
15 th June Confirmed	Oakington - Near Cambridge Centralised F2B	Peter Jackson 01327 843 932
29 th June Confirmed	Chiltern Cup - Slip End, Luton F2B, Class 2 and Classic	Rex Landon 01525 875595
20 th or 27 th July Date TBC	Merco/Pampa F2B Trophies - venue TBA Class II, Classic, Vintage, Vintage Combat. Fun fly.	John Benzing 01895 634 428
10 th August Provisional	Scampton Club Competition Centralised. F2B and Class 2 only. PRE-ENTRY ONLY.	Alan Watson 01427 616 965
23 rd - 25 th August Date Confirmed Venue Provisional	British Nationals - RAF Barkston Heath, nr Grantham, Lincolnshire Centralised. All R/C and C/L disciplines. Fun fly. PRE-ENTRY ONLY.	BMFA 01162 440 028 Glen Alison 01815 195 318
Date TBC	Doug Blake Trophy - Slip End, Luton F2B, Class 2 and Classic	Rex Landon 01525 875 595
14 th September Confirmed	Barton Cup - near Manchester F2B only.	Ray Lloyd 01706 212 184
28 th September Confirmed	Oakington - Near Cambridge Centralised	Roy Cherry 020 8844 1727

Editorial

What a bumper packed issue this month. It's been a job and a half cramming it into 20 pages!

'Two points I'd like to stress:

(i) Please check out your details on the club xtal frequency record (page 11) and then inform Tony of corrections or updates;

(ii) Check out the indoor flight nights for yourself. I took a flask to Westbourne House School and brought it home untouched - just too much excitement & activity!

Mega-thanks to our contributors for their superb items and articles.

Keep 'em comin'

Chairbourne

In order to provide "a period of grace", the Club allows members up to March to renew their Club membership without losing Club membership benefits such as receiving Clear Dope, access to the Thorney Island flying site etc. The Club Membership Card shows an expiry date of 03/year to reflect this situation. I must remind members however, that this concession only covers the CADMAC element of your membership. There is no such concession on the BMFA element. If you wish to fly from the start of the new membership year, your BMFA insurance must be renewed immediately in January on expiry of the previous year's cover. A January payment of Club subscriptions will ensure you are fully covered from the start of the year.

On a different and important topic, those of you who have read the 2003 Edition of the BMFA Members' Handbook, will have seen a whole new policy section on the Promotion

of Welfare and Care of Children and Vulnerable Adults in Model Flying (Pages 10/11). The BMFA states that it has developed a robust policy covering this subject and strongly encourages affiliated Clubs to adopt this policy and the associated guidelines to ensure they are following good practice and their legal obligations, not only to protect children and vulnerable adults but also those working with them. The Committee has requested a copy of this policy document from the Leicester office and will be reviewing it's contents with a view to developing a CAD-MAC policy on this issue, based on the BMFA recommendations. To assist it in this review, the Committee would welcome inputs from members, particularly those who may have professional experience in this field (i.e. teachers, scout group leaders etc.). As we have a number of Junior members, of immediate interest to the Committee, would be the membership's views on the recommendations for "Caring for Junior Club Members" (see page 11 BMFA 2003 Handbook).

Peter Sackman

AIRCRAFT MAINTENANCE PROBLEMS & SOLUTIONS

Never let it be said that ground crews and engineers lack a sense of humour. Here are some actual logged maintenance complaints and problems, known as "squawks," submitted by QUANTAS pilots, together with the solution recorded by maintenance engineers. By the way, Qantas is the only major airline that has never had an accident.

P = The problem logged by the pilot.

S = The solution and action taken by the engineers.

P: Left inside main tyre almost needs replacement.

S: Almost replaced left inside main tyre.

P: Test flight OK, except auto land very rough.

S: Auto land not installed on this aircraft.

P: No.2 propeller seeping prop fluid.

S: No.2 propeller seepage normal. Nos. 1, 3 & 4 propellers lack normal seepage.

P: Something loose in cockpit. -...

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on backorder.

P: Autopilot in altitude-hold mode produces a 200-fpm descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what they're there for!

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windscreen.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with words.

P: Mouse in cockpit.

S: Cat installed.

Contributed by
Jerry Devenish

This next cutting came from the "Feedback" column by Fred Modulation of CD February 1988.

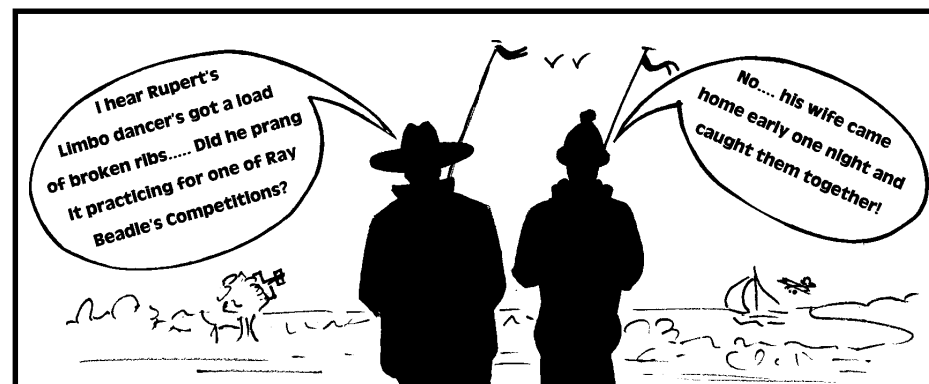
It's also amazing how many computer buffs there are in our 'clan' apart from Ray and Jerry and at least two others who work in the industry. Just wait around at the end of Club meetings and see how many are talking about ROMS and RAMS, with the odd INTERFACE thrown in for good measure! Perhaps this is the secret behind Eric Gregory's thermal success.

In 2003 you'd be hard pressed to find anyone not familiar with RAMs & ROMs. That's 15 years of progress for you!

Done Etheater

TeX & ReX

by Ecurb



New!

At last, a user-friendly guide to the Super Nova.
Now available.

A user-friendly guide to the
Super Nova



At last! An easy to understand guide for Super Nova owners

Includes Flow chart, hints and tips and much more.

Andrew Gibbs

Special price of £3.95 per copy for CADMAC members.
See Andrew Gibbs or call 01243 839 737

Flying back in time

MONEY, MONEY, MONEY

Supplied by A. Horton
First published Jan/Feb 1977

Overheard in a certain model shop, in Victoria Road, Portslade.

Enter one wealthy (stinking rich) oil man from Iran:-

"Good morning Sir, and what can we interest you in?" "I urm liking de look of all de mod-els do ave ere, are day all for sale?" "But of course", (proprietor shuffles around from behind the counter detecting man with surplus money) "Have you anything in mind Sir?" "Umpl.,.,.do day all fly?" "Oh yes Sir. Which one would you like?"

"Vell, I sink.....ump.....I sink zat one." (Pointing to an ARTF full house aerobatic job in a large box.)

"That one Sir is a very nice model, flies very well. Price £45", "Sank you. Vill zat fly now?"

"Oh no Sir, you want an engine; one of these should do", (displaying a tray of 40-45 size motors)

"Diss a good vun, yes?" "Just what you want for that model Sir."

"Good vill it fly now?"

"Oh no Sir, you require a radio, something like this." (pointing to his demo set on the wall)

"Yes I vill ave vun of dem" (a six channel Sprengbrook R/C set at £175 now rests alongside the engine and kit).

"Ah! dis is good, vill it fly now?"

"Oh no Sir, you want some fuel - a gallon of the best, and you need a battery, a starter, plus props and plugs etc, etc."

"Ah good, dis vill fly now, yes?"

"Yes Sir, all you have to do is build the kit."

"But you do dis for me, no?"

"Well no Sir, we don't build them".

"Vell, I go avay now and vill be back at arft past do. If tis not ready I not vant!"

Proprietor calls upstairs to his radio workshop. "I say boys, have you got much on? Well drop everything, I must have this ready to fly by 2.30!"

At the appointed time, our friend returned, payed for the goods in CASH (makes you sick) and departed. Two hours later he returned with the model Back in Kit Form! "It did not fly as vell as do say it vould!"

"Ah, well, yes, ump, where did you fly the model Sir?" "BRUNSWICK SQUARE, HOVE."

For those not familiar with Brunswick square – one side borders the sea front and the other three aspects could be described as the 'Sloane Square' of the south coast. Somewhat up-market, even in 1977.

Ramblings from your Social Secretary

January has now passed and we are well into February and the weather has still not improved much what with gale force winds, heavy rain, intense cold and snow. It seems that everything is conspiring to prevent us from getting some decent flying in.

As you will see on other pages of this newsletter, we have our annual auction on the 13th of March and our Skittles Evening on May the 8th.

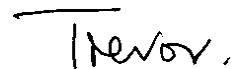
These are both normal club nights. I hope to get John Riall to be our auctioneer again. It always seems to be a popular event so hope to see lots of you they're getting rid of some of that equipment that you no longer use. As they say, one man's junk is another man's treasure.

As far as the Skittles night is concerned, I hope to get the meal price and variety has last year's but this is still to be confirmed. This is another

good evening for all the family and it is a good opportunity for the "Model Aircraft Widow's" to get together and have a good chinwag.

Coach trip's to show's this year, hopefully will include some of the other flying displays and shows other than Sandown. There is the Wings and Wheels, Hastings Flying Show and countless others. We have the possible of another bus as well as the Selsey one that we have used in the past, as members just let me know now what shows you would like an organised trip to and I will do my best to get it going. It is no good coming up to me 2 or 3 weeks before an event and asking if a coach has been organised, we need plenty of lead-time to ensure that a coach is available and sort out costs. More and more events are now appearing in the model press and I will try to keep you informed of local ones as and when they arrive.

Safe flying!



CADMAC ANNUAL AUCTION NIGHT

Fishbourne Social Club - Thursday 13th March - Starting at 8p.m.

Items for Auction will be received from 7p.m. on the night. Registration forms will need to be completed and the cost will be £1.50 per lot. A discount will be available for multiple lots; this will be negotiated on the night. Items of a modelling nature only will be accepted for auction. All transactions will be between the buyer and the seller. CADMAC will only act as the processing agent and auctioneer. Remember, items for auction only cost £1.50 per lot. It is a good night out, so come and enjoy yourselves.

To get to the Fishbourne club, make for the Fishbourne roundabout on the A27 (Chichester by-pass). Take the A259 Fishbourne and Bosham road. Opposite the Blackboy P.H. is Blackboys Lane and the Fishbourne club is approx. 100m down on the right. If you cross over the level crossing you have gone too far.

CADMAC COMPETITION CALENDAR FOR 2003

Sun March 16	I/C Duration Club Trainer	1pm @ Thorney Island
Sat March 22	Pico Jet Practice and Race	12noon @ Thorney Island
Sat April 05	Pico Jet Practice and Race	12 noon @ Thorney Island
Thurs April 10	Indoor Rubber	08 pm @ Club night
Sun April 13	Take off/Landing	01pm @ Thorney Island
Sat April 26	Pico Jet Practice and Race	12 noon @ Thorney Island
Sat May 10	Electric Duration	12 noon @ Porthole Farm
Sat May 17	Electric Duration	12 noon @ Porthole Farm
Mon May 26	Gala Day	11 am @ Porthole Farm
Sat Jun 14	Control-line Day & Electrics	
Sun June 15	Loops and Rolls	01pm @ Thorney Island
Sat July 19th	Open Glider	12 noon @ Thorney Island
Sat July 26	Open Glider	12 noon @ Thorney Island
Sat Aug 02	Open Glider	12 noon @ Thorney Island
Sun Aug 17	3 Manoeuvres/Club Trainer	01pm @ Thorney Island
Sun Sept 14	Bomb Drop	01pm @ Thorney Island
Sun Oct 12	Water Carry	01pm @ Thorney Island

COMPETITION RULES FOR 2003

All pilots can have helpers or instructors.

I/C Duration.

Model will be the Club Trainer(Junior 60)
 60 sec timed climb ROG Timed glide to spot land in box.
 10% extra for touch in box. Non A, B cert flyers get the extra 10%
 Winner is highest total of Two Rounds.

Take off/Landing.

Plane will do Five take offs and Five landings in a marked box.
 Marks out of 10 awarded for each.
 Non A, B cert flyers get the extra 10% for touch in box.
 Winner is highest total of Two Rounds.

Electric Duration,

45 sec timed climb from hand launch. Timed glide to spot land in box.
 6 min max, Bonus 10% points for max
 10% extra for touch in box. Non A,B cert flyers get the extra 10%
 Three Rounds to count. If any ties, fly off to be 45 sec climb, last down wins.

This model is 490mm (19") span, 75mm (3") chord and weighs 47grammes (1 ¼ oz). It flies exceptionally well. Many members enjoyed flying it that evening, and I hope the experience will encourage a few more of us to bring an RTP model to future meetings.

What is such fun about RTP is that you really feel as though you are controlling the model; you feel connected to it in a similar sort of way to control line flying. However, because you are standing outside the flying circle, you get to see the model cruising past and this can be very satisfying to watch, especially if it's a scale job, in the same way that free-flight models are so fascinating. Loops are even possible with the right model. More than one aircraft can be flown at the same time, so formation flying and combat are both possibilities.

So, if you fancy having a go at RTP, a great way to start is with a small profile model, (scale if you like) about the same size as the 'trainer' I made, using an old slot car motor for power and a small (75mm / 3

inch) prop. Profile models can be built very quickly as they are so simple. It's probably best to avoid long nosed types at first because the weight of the motor can easily make small models nose heavy (unless you use a simple extension shaft). RTP models usually have their CG between 33% chord and the leading edge, although the exact position is not critical. They also need a hook, about 50mm long, just in front of the leading edge, for attachment to the flying lines. They can be made without undercarriages and hand-launched, but I always like to have wheels because landing and taking off is good fun. If you are interested, you can find plenty of information on the internet and/or you can call me on 01243 839 737. There is also a specialist RTP retailer, Ballards, (01892 531 803) who do a catalogue for £2.

See you at Westbourne House with your new model next month? I think our editor is thinking about making an RTP model...

Andrew



Round the Pole model flying

Round the Pole, or RTP, has been around for many years. Models are flown, in circles around a pole, in a similar way to control line flying, except that the pilot stands outside the circle using a slot car type hand throttle to control the model.

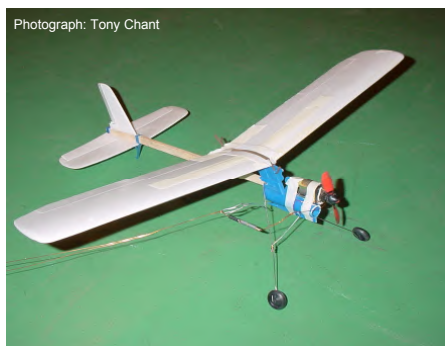
My first encounter with RTP was at a school demonstration given by a fellow pupil, and I was immediately hooked. I was perhaps 12 years old, (this was 1976) and already very keen on models, all free flight types at that time. However, here was a form of *controlled* model flying, which did not rely on those mysterious beasts, internal combustion engines. Instead, for propulsion, an electric motor was used. Another major advantage was that it was a very low cost way to fly models. I immediately set about getting the necessary equipment and spent many, many hours building and flying outside all manner of electric RTP models, and learning lots about electricity. Eventually I did get to grips with engines, and control line, radio control and so on, and these took over from RTP.

My interest in RTP was revived at the Nats last year when I chanced upon a beautiful model of a Lockheed Hercules, complete with four tiny electric motors and working navigation lights, for sale in the swap meet. No one else seemed interested in this little miracle, so I



bought it in the meet's dying minutes. The Hercules is a large model for RTP; it is all built up, spans 840mm (33") and weighs 285g (10oz).

To cut a long story a little shorter, this model appeared at the last Westbourne House indoor meet, and was flown, to the interest of many, on 5 meter lines around a new pole constructed by my father and me. The pole uses ball races to carry the power from the fixed pole to the rotating model. While there, I lashed up a 'trainer' model by taping an old slot car electric motor to a small, formerly rubber-powered, model.



Loops/Rolls

Schedule will consist of : take off, which is complete, when the model has finished one circuit and passed back over start point, Two right hand rolls, Straight level flight upright, Two left hand rolls, Straight level flight inverted, Two inside loops, Two outside loops, One double reversal, One double stall turn, One top hat, Rectangular landing , Touch down in box.

Manoeuvres to be called for start and finish.

Marked out of 10 points for each manoeuvre

Winner is Max No for One out of Two Rounds.

Bonus of 10% for "A" Cert Flyers - Bonus of 20% for Non Cert Flyers

Open Thermal Glider,

Aircraft wing span is Unlimited.

Bungee Launch.

Only One Bungee is to be used.

10 min max, 1 min to get down losing all secs. over from score

Winner is highest total of Two out of Three Rounds.

The Andrews Cup will be awarded to Pilot with the best total time for the three Days.

3 Manoeuvres/Spot Landing.

Club Aircraft To Be Used. Flight is Timed from take off to landing.

Each round is:- Take off, Climb for 30 secs.

Do 3 Loops, 3 Rolls, 3 Spins, in any order.

Winner is Minimum time for Two Rounds.

Bomb Drop.

Each Aircraft is to carry a Water/Sand filled balloon.

This bomb is to be dropped onto a marked spot from a set height to be declared on the day.

The distance from the spot is to be measured and recorded.

Winner is the minimum total distance for Two Rounds.

Water Carry.

The Model will carry a Plastic Coffee Cup Strapped to the side of the fuz .

It will be filled with water (no lid)

The plane will take off and do Two complete circuits then make a landing in the marked box .

The remaining water will be measured.

10% will be added for landing in box.

A second round will include a loop.

Ray Beadle



For any further information you may require or to register your entry for any of the events contact: Competition Secretary - **Ray Beadle on 01243 670163**

Back Bencher

The festive season has come and gone and one or two of you have been showing what Santa brought you. An 'FF9' for example! I shall have to revise my begging letters to Santa next year!

The Christmas Barbie and Fly-in saw quite a few diehards flying at Porthole Farm, and wellie boots were certainly in fashion. My model collected as much mud as fuel goo. The mole hills were like cow pats, but it was all very enjoyable. My two grandsons, ferreting around in the yard, as little boys do, found all sorts of treasures by the rear barn wall including two broken props, a 13 X 7 carbon cam folder and a 12 x 6. I had to ask myself, "Did these mod-

els hit the wall inside the yard? Tut tut!" Many thanks must go to Tony and Alison for providing the excellent Barbie on the day.

The other month I had charged my 3D model but the weather was bad so I didn't go flying. The following week the forecast was bad so I didn't charge the model but then Sunday morning turned out fine. I quickly put a two and a half hour charge on before going to Thorney thinking that the battery would be all right for a couple of flights. How wrong can you be! Ten minutes into the first flight I thought I had a couple of glitches, then the model was reacting slowly to my commands and as I turned for a hasty landing I lost all control ending in a vertical descent! After retrieval, four eager club mates, each with a different

The 21 ribs in each swept, tapered wing are each of different size of course, at the tip the last seven have pronounced reflex and it took me nearly three hours to trace them all out, many more to cut them from 2mm. balsa. The first three are also laminated, I like laminating critical components but they do take time. Of the three spars, one is 1/4" thick balsa sheet tapered from 3/4" deep at the root to 1/4" square at the tip. I suspect that this is a 'modern' addition by the Traplet Draughtsman, whose skill does not come up to the exceptional standard of John Cross. When I first presented my 21 ribs to the spars on the building board I found that the depth of the slots cut into several of them is greater than the depth of the spar.

I was given some excellent advice many years ago when I was fitting out a 29ft. yacht. (Incidentally it took me all my holidays and spare time for 18 months). A friend said: 'One day you will hold a piece of timber you have carefully shaped and you will realise that it is wrong that is de-

cision time and you must throw it away and make another piece'. He was absolutely right and I have followed that advice ever since and that is why I am now putting aside my two carefully cut tapered spars and tomorrow will be cutting two new ones. What a good job I always buy plenty of timber.

Well my respect for John Cross as a Draughtsman and aircraft designer is undiminished, imagine working out the exact shape of all those different ribs and I do like a design that pleases the eye. It will be a challenging project and I shall report on progress as I make it.

Keith Stanley

I used to live about 5 miles from the Goosedale museum and passed by the signpost frequently. When my interest in aeromodelling was re-kindled some three years ago I decided to pay it a visit, only to discover that the signpost had gone and so had the museum. (Ed)



The old Back Bender himself at the Xmas Barbie and Fly-in.

CADMAC Skittles Night

May 8th 2003

Starting at 8pm

Come and enjoy a fun evening out. As in previous years, participants will divide into teams and a meal can be purchased. It is hoped to keep the price the same as last year (£5.00). Tickets and menu will be available at the next club meeting.

Make a note of this event in your diaries and plan to be there.

REMEMBER, SKITTLES NIGHT, MAY 8th.

A VISIT TO GOOSEDALE (AND THE RESULT)

I suppose it must have been about 1991 that I seized an opportunity to visit the model Aerodrome and museum at Goosedale in the east midlands. I remember that the drive took me 2 1/2 hours. Founded by a gentleman called Ron Ward, originally from Angmering, he had wanted a home to do justice to his outstanding collection of large scale model aircraft. Most of them had come in from his connections in Germany. At Goosedale several times each summer he used to bring over top class German scale modelers, usually sponsored by KING engines, to hold a flying display. I travelled up to a business meeting, taking some old clothes in my case and the 9ft. Aeronca Champ in the car, booked into an hotel and registered a day's leave for the following day.

I had met Mr Ward before he moved north, semi-legally he had organised some flying on one end of the old Ford runway and when I flew there (with Ali Maglinchy senior, now owner of All's models) I observed that he didn't suffer fools at all well. In other words he did not score in diplomacy. Any way having found Goosedale I was not at all disappointed, the old farm buildings had been converted to a large well-equipped workshop with about four chaps involved in building a huge Dakota, there was an enormous mu-

seum hall and about 50 acres of open, if undulating, meadowland. There was even a lake at the lower level. Having admired the 100 or so huge models on display for at least 90 minutes I lunched in the restaurant there and then set up my model to fly. Local flight regulations were undemanding and I had this huge facility to myself all afternoon. It really was relaxing flying although it never does seem natural to fly without the usual club barracking and badinage. Truly I thought this is the kind of setup we have always needed -it must be too good to last - and it was! I learned later that neighbouring farmers and residents had got him closed down because of the nuisance caused to them.

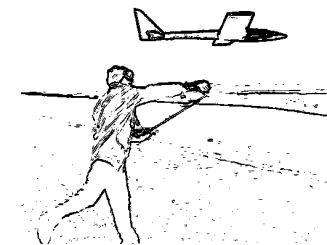
From that visit to the exhibition hall one memory persists. There were several most elegant and unconventional large models from the designs of John Cross, who was designing and building, I suppose in the 50's and 60's, canards, flying wings and other unusual forms all to a very high standard. Probably they were free flight or only mildly remotely controlled. Thus I come to my present winter project, fool that I am.

Traplet Publications have a John Cross design in their plans range, it is a graceful flying wing with pusher configuration around 8ft. span and it is called 'Crosswing'. Traplet claim that this vintage design has been updated and now I believe I know how!

make of tester confirmed my worst suspicions - a flat battery! The unit was a Sanyo 900 M/Ah 4.8v pack purchased at the last Plumpton Show three years ago and I thought it should still be sound, so on my return home I decided to investigate further. The battery was charged for 48 hours and showed a charge of 5.3 volts, then discharged at 200 M/A which lasted for 4 hours 20 minutes - which indicated a sound battery. It was then recharged for 48 hours and left for two weeks by which time the battery had discharged itself flat. Again it was charged for 48 hours and left for a week. This time it was almost flat. The burning question is, do I continue to use it as it does give its rated output when used straight after a charge? Adrian says he has a couple of packs like that! The model is now repaired and ready to go. It's already worn out one new engine so it's worth a new battery to be on the safe side. As I've said before. Batteries and connections and our radio's weakest links.

Our A.G.M. revealed a membership close to 150 last year but the attendance did not reflect anything like this number with plenty of food left over. Still there was a notable change in the committee. Bruce, our new editor - bless his cotton socks - has been badgering me for a scribble already, just like Alan and Trevor before him, so things haven't changed that much!

John Reilly



On the Slope

The first time I flew at the Trundle was in about 1946 when we flew our 3 footers which was purchased from a model shop in the Hornet where fish and chips are now sold .

After every flight it meant a long walk to retrieve the model back and that was from the top of the ramparts there were wooden fences and no rules in those days .We flew other models but it was a very hit or miss affair, and the loses were high! Perhaps that's why I like slope soaring now, some times I get my model back!

Then the army, marriage and politics which kept me busy for many years, until one Sunday I was on Butser Hill and watched the flyers landing their models back near them and I realised how much things had moved on. So I purchased a model and found I enjoyed model flying and I think the Trundle when conditions are right is one of the best places to fly. So now as slope rep I would like to help any body I can to enjoy what I think is the best form of model flying.

Ron Hemblod

Gull's Eye View



No, these are not Tony's spy satellite photos to check that safety procedures are being followed precisely, but a couple of the excellent aerial snaps which Greame Ousby shot, late one Saturday afternoon in January when he was invited up for a quick flip by one of the microlight aeronauts. (Lucky X X X !)



Table 1, below, shows the various frequency xtals used by members as of 30/04/02 while table 2 details their distribution.
Data: Tony Chant

Table 1		HELP US TO KEEP THE RECORDS UP TO DATE		Table 2	
FREQUENCY XTALS USED BY CLUB MEMBERS - INFORMATION CORRECT AT 30/04/02					
Ray Andrews	72				
Roger Andrews	66	74			
Peter Ayling	62				
Ray Beadle	72	77	61	62	76
Don Biles	10	30	62		
Mick Blundell	66	62	84	77	67 74 81
Trevor Bowry	62	70			
Terry Burley	55	57	78	77	67 72 65 66 74 85
Hue Cassidy					
Maurice Chambell	62	61	73	67	83
George Chant	68	78	66		
Tony Chant	74	64	62	85	77 27 55 70
Adrian Childs	73	72	27	78	67 60 64 81
Arthur Claridge	69				
George Claridge	77	62	71		
Phil Claridge	68	74	82		
Chris Collins	79				
Peter Crewes	76	67			
Peter Daer	76	75	84	78	68 83 66
Lio Davies	62	72	70		
John Dawe	85	77			
Jerry Devonish	65				
Garry Dumbrell	70				
Paul Farren	82				
Richard Farren	27	82	60		
Andrew Gibbs	75	61	80		
Richard Goddings	69				
Eric Gregory	84	83	74		
Chris Harris	66				
Ron Hemblade	64				
Richard Hobson	84	72	76	68	
Ian Holcombe	71	79	76		
Darren Holder	73				
Bill Honeybourne	68				
Robert Horton	66	67			
Eric Humbey	70	82			
Bill Ingram	68	62			
Ron Jeeves	74	75	68		
Derek Jelley	74				
Mick Jones	67				
Ken Knox	71				
Frank Lawton	78				
John Leech	80	64			
Dave Lewis	61				
Alan Litchfield	72				
Richard Lucey	74				
John Morris	61	84			
Mick Pearse	72	55			
Bill Pethers	61	76	67		
Kevin Porter	70				
John Ralli	79	84	61	62	81
Bruce Smith	75	79			
John Smith	27				
Les Smith	70				
Peter Smith	64				
Ron Smith	63				
Keith Stanley	79	76	82	84	69
Norman Thair	70	76			
Sam Tolly	64				
Harry Walton	76	80			
Sam Walton	79				
Alan Wilson	74	85			
Keith Wood	73	68			
Colour Key		35 MHz		27 MHz	
					UHF

XTAL	No.
27 MHz	2
	1
35 MHz	55
	56
	57
	58
	59
	60
	61
	62
	63
	64
	65
	66
	67
	68
	69
UHF	10
	20
	30