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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.

# GLIDER DOPE





**In this issue**  
**Post Christmas BBQ**  
**Eastern Promise**

**CHICHESTER AND DISTRICT MODEL AERO CLUB**

# Chichester and District Model Aero Club

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

## Committee 2009

Chairman	Tony Chant	01243 262816
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Secretary &	Toni Reynaud	01243 370422
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Treasurer &	Keith Wood	01903 732595
Membership Sec.	4 Buttermere Way, Littlehampton. BN17 6SX	
	email address: keithwood43@btinternet.com	
Safety Officer	Morris Campbell	01243 670294
Competition Sec.	Ray Beadle	01243 670163
Thorney Rep.	Derek Honeysett	01243 371093
Porthole Farm Rep.	Steve Skinner	01243 601780
Slope Rep.	Fred Minay	01243 373526
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	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

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

**BMFA Southern Area Website**

**sabmfa.org.uk**

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

**Cover Photo:** John Hook (Flitehook) breathes the warmth of life into his engine at a bitterly cold Porthole BBQ. Photo: Holcombe/Houseman

## Appendix 2 List of Examiners, Instructors and 'B' Fliers at 01/09

- Registered Area Chief Examiner.  
Mick Galvin
- Registered CADMAC Power Fixed Wing Club Examiners.  
Tony Chant. Robert Horton. Steve Skinner Stuart Whittle
- Registered CADMAC Silent Flight Club Examiner.  
Tony Chant. Ron Hemblade
- Registered BMFA Approved Power Fixed Wing Instructors.  
Tony Chant. Peter Daer. Keith Stanley.
- Registered BMFA Club Instructors Power Fixed Wing.  
Ray Beadle. Mick Blundell Morris Campbell  
George Chant Tony Chant Adrian Childs  
Peter Daer John Fowler James Honeybourne  
Andrew Gibbs Alan Litchfield Greame Ousby  
Kevin Porter John Riall Steve Skinner  
Bruce Smith Harry Walton Stuart Whittle
- Registered BMFA Silent Flight Instructors  
Mick Blundell Tony Chant Keith Stanley
- Registered BMFA Club Instructors (Heli)  
Graeme Ousby
- Registered BMFA B Certified Flyers (Fixed Wing)  
Chris Barnes Ray Beadle George Chant Tony Chant  
Adrian Childs. Andrew Gibbs James Honeybourne.  
Alan Litchfield. Graeme Ousby Kevin Porter. Bruce Smith  
Steve Skinner Keith Stanley.
- Registered BMFA B Certified Flyers (Heli)  
Graeme Ousby

CRYSTAL FREQUENCIES TO BE USED ON CADMAC SITES									
Maximum no. in air	Thorney		Porthole		Trundle				
	4	∞	2	3	∞	1	0	∞	0
I/C Power A/c or E Power A/c	55-79 NSF			55-90 None				slope or thermal	
Glider or Elec Glider		81-90 NSF			55-90			55-90	
I/C Heli or Elec Heli			81-90			55-90		gliders only	
2.4 GHz may be used on all sites for any type of aircraft, subject to the maximum number of aircraft allowed in the air									
KEY	35MHz	27 Mhz	NSF	No split frequencies	∞	Unlimited			



## Events Calendar 2009

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

12th Feb	Talk by Chris Fosse - Designing and building Models
21st Feb	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
12th Mar	Club Auction
14th Mar	Climb & Glide Thorney Island 12.00 noon
21st Mar	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
09th Apr	Talk by George Worley Of Purple Power - Flying Electrics
11th Apr	Bomb Drop Comp Thorney Island 12.00 noon
25th Apr	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
14th May	Skittles Night
23rd May	i/c Scramble Thorney 12.00 noon
02nd June	Light Flight and Control Line + Chairman's Chat
13th June	Slope Comp Trundle 12.00 noon
21st June	BMFA Southern Fly-In Chesford Head
27/8 Jun	Wings & Wheels (Club Outing?)
09th July	Light Flight and Control Line + Chairman's Chat
11th July	Electrics Day Thorney 12.00 noon
25/6 July	Hastings Sow (Club Outing?)
13th Aug	Light Flight and Control Line + Chairman's Chat
15th Aug	Open Glider Comp Thorney 12.00 noon
22nd Aug	Open Glider Comp Thorney 12.00 noon
29th Aug -	Weekend Power Nats Barking Heath
01st Sept	Open Glider Comp Thorney 12.00 noon
10th Sept	Indoor Flying and Chairman's Chat
12th Sept	Loops, Rolls, Spins Thorney 12.00 noon
19th Sept	Weekend Hop Farm Show (Club Outing?)
08th Oct	Table Top Sale
10th Oct	Scale Comp Thorney 12.00 noon
12th Nov	Annual General Meeting - 8.00 pm
10th Dec	Subscription Collection Meeting

## Editorial

"February fill dyke, be black or be it white; be it white, 'tis better to like." Personally I'm not bothered if its black (overcast) or white (snow) in fact I'd be quite happy to add my signature to the 'Let's abolish February altogether' petition. Particularly since January seems to have stolen its thunder and as far as I can see - filled every bloomin' dyke from here to John O'Groats.

I'm sorry for having a rant, but I've just had an email from Colin Stevens saying, "Where were you last Saturday, then? A very nice day on Thorney, very light Westerly, subdued sun....."

I grudgingly replied, "OK don't rub it in. Having been reassured by several weather sites that the wind was going to be blowing in excess of 20mph on Saturday I promised to go walking with the blonde person. Can you imagine my chagrin - we walked the ridge of the South Downs Way between Amberley and Washington (getting on for 200m above sea level) and even at that height there wasn't a puff of wind all day!

Then he had the nerve to come back at me with, "Do you mean to say that you didn't take a slope-soarer with you on that route???"

Still I suppose it is winter, after all and by definition we are supposed to be either frozen solid, fighting to stand upright or of course, in February - building and ark! What gives us the right to think that we should be able to take a model outside and fly it occasionally. That's self indulgence

gone mad!

Anyway, the distinct lack of flying opportunity is obviously the god of aeromodelling's way of telling us that we should be gainfully employed elsewhere: building a new model, repairing an old one, cleaning our tranny's aerial, servicing a motor, cycling a battery or reading about our hobby.

Ah, well we can help you out with that one: Lots of varied stuff in this month's CD to read and inwardly digest: Please acknowledge Keith's warning, make a note of Derek's appeal and also the extension in Rupert's opening hours. We encourage our readers to get 'active' too. Forget computing, it's time to do a bit of real life 'Cutting and Pasting' so please stand by with the ever popular scissors and a Pritt stick!

On page 19 you'll find the first Erratum for the 2008 CADMAC Pilots' Handbook. Please heat up the old horse glue and stick the modified 'Crystal Frequency Map' and 'Appendix 2 - List of Examiners, Instructors, etc.' over those same items on pages 9 and 27 of the handbook, respectively. And if you do this indoors, don't forget to put down several layers of newspaper else you'll run foul of senior management!

Happy landings.

*Bmce*





## Minutes of the Committee Meeting Tuesday 1st January 2009 From Toni Reynaud - Hon Sec.

**Members Present** Toni Busuttill-Reynaud, Bryan Stichbury, Ray Beadle, Fred Minay, Allen Miller, Bruce Smith, Ken Knox, Keith Wood, Tony Chant, Morris Campbell, Derek Honeysett (from 21.00).

**Apologies for absence.** Steve Skinner, Mike Pinn.

**Matters arising from previous minutes.** None

**Correspondence.** Toni B-R had a communication from the BMFA – agenda for the next SABMFA meeting. Also a phone call from John Chamberlain requesting help with an indoor electric helicopter – asked to attend the next Club meeting.

**Treasurer and Membership Secretary's report.** Keith W reported that Ken Turner former member would like to re-join. He has sent him the application form etc but he says he can not afford the £20 joining fee. It is just too much for his budget on top of CADMAC and BMFA. Ken is 81. The Committee's instructions are sought on whether to make an exception. After discussion, it was proposed that no exceptions should be made and that he should pay the normal joining fee. Unanimous vote for. Second application from Naomi Willis, Bognor Regis PO22. Junior aged 10, beginner, Daughter of Keith Willis, existing member. Agreed. Overall membership - Some 102 members (65 %) have renewed their subscriptions so far. Financial - Donation of £5 as contribution to CD postage costs from friend of Bruce. Thorney Island licence paid £927.50 (last year £828.57) BMFA - CADMAC is now formally affiliated to the BMFA for 2009.

Public liability insurance has been increased to £10m. A list of Examiners and Instructors has been submitted to the BMFA. I have contacted each member (except one) and all have responded that they are willing to continue in 2009. Mike Galvin (rejoining member) has been added to the Examiners section. Keith provided a list of all Club Instructors and Examiners. Bruce to include this in CD for members to update their handbooks

**Social Secretary's report.** Toni B-R stated that the programme for 2009 was as discussed last month. To be rechecked and updated copies sent to all Committee members. The letter to the Fishbourne Club has been sent. This month's item is a visit by Manny Williamson, the BMFA Development officer. The Plane Game is still running and providing income for the Club. All our meetings which are of interest to outsiders have been advertised on the model flying website and sent for inclusion in RCME.

The handbook table (Frequency Allocations) has been corrected. This was discussed. Toni to send a copy to Bruce S for inclusion in the next CD – all members to cut and stick in their copy of the handbook

**BMFA representative's report.** Ken K reported he has publicised all our meetings which are of interest to outsiders. He also managed to place the report of the Goodwood VFE into the BMFA News – good exposure for the Club. Thanks to Toni B-R, Bruce S and Ken for combining their efforts on this article. Ken and Derek H are going to B&Q in the near future to purchase the mower box and accoutrements for Thorney Island.



(Above) Signs that the ha'p'eth of tar wasn't spared in the u/c department.: Lightweight screws and ali plates secure the tail wheel unit and also the g/f wheel spats, where the mounting bracket is supported by no less than three bolts.

(Below) Sturdy horns and linkages, once again, for tail-feather controls, and those tube slotted, bolt on tail wings give you all the confidence you



Well maybe the jury's still out on that one but there are signs that they're getting there. I leave you to peruse the evidence and to hope, like me, that the current economic down-turn (China's economic growth slumped to a poultry 6% last year) doesn't devastate their manufacturing base and wither these fresh green shoots of Eastern Promise.

† Wall = a snap from horizontal to



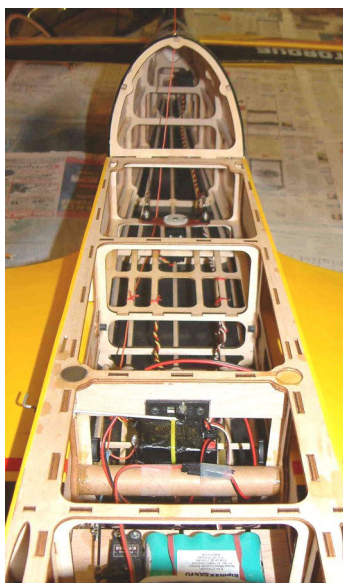
Cheer up –you're not the only one that gets it wrong!

from



*By now, dear reader, you're probably beginning to think that 'Old Smithy's finally lost it - he's rambling on and he hasn't a clue where he's going - or perhaps you're thinking this 'Eastern Promise' title was alluding to the never ending story of Shahrzard from Arabian Nights. Not so. We're moving swiftly towards what the broadcasters refer to as the ever popular 'seamless link.'*

To resume: I have just paid £120 for a box without a manufacturer's name on it. All it says is "Quarter Scale Sukhoi 26 - 68" Wingspan - Other Aircraft in this series - Sukhoi 33, Yak 54 and Cap 300." As I hand over the crisp folding stuff this man says, "You know you can't get spare parts, don't you!" But I don't care - I'm not going to crash it, anyway. (That's another story) And I proudly and victoriously stride back to the tent, holding aloft what Andrew immediately christens Project D.T.C. (Don't Tell Christine.)



**You don't get much wood for your money - but it's been so exquisitely re-**

I am exhilarated with my purchase for although I didn't manage to get the Yak, close inspection of the box content inside that tent confirmed without a doubt - by the beautiful hardware packs, by the sharp laser sculptured components, by the cleverly designed inset wing mountings, by the huge glass fibre gel coat cowling, and the clincher, by the positively engineered bolt on tail section - that this ARTF was manufactured in the same factory, by the same manufacturers as the Extreme Flight series. - - - At last I'd found my dream airframe.

Now it doesn't seem that long ago that Paul, from SMC, was berating the lack of quality in Chinese goods. "Not like the Japanese," he was saying, "where quality and craftsmanship are the hallmark." Well, I had to chuckle, for being 'just a few' years older than Paul, I grew up as part of the post war generation where the influx of newly imported consumer goods was commonly referred to as 'Cheap Japanese rubbish.' Could it be then that Chinese manufacturing has now come of age?

**Good quality aileron horns and linkages come as standard but what about this - "T" section rubber washers that nestle inside the holes of your cowling retaining screws. Excellent idea!**



**Porthole Farm representative report.** Nothing to report.

**Safety Officer's General report and site accident report** Morris has visited both Thorney and Porthole and found the standard of Club flying has been good of late. He expressed the hope that this would continue through the year.

**Editor's progress on production of Clear Dope.** Bruce S reported that production of CD is progressing well. There are still a couple of minor problems transferring data to Bryan, but these are being overcome. There was a meeting between Bruce S, Fred M and Rob on the subject of a possible model display at Goodwood. Rob W and Mike Husband are committed to such a display but there are no plans at present.

**Publisher's progress on production of Clear Dope.** Bryan reported that he has ordered a yellow toner cartridge. All is in order. It has been suggested that the density of the ink used to print CD is too great and that we might therefore be using more ink than necessary. Bruce and Bryan are investigating this. Bryan also made a donation to the Club to cover costs of printing flyers for "Dreams Come True", a local charity. CD has been printed for Thursday Club meeting. It was decided that a few extra copies would be printed for distribution to interested visitors at a cost of £1 each. Tony C stated that we should have a few Membership application forms available too, with Committee members mindful of the postcode restrictions. It was agreed that the number of CDs printed in future should be linked to the numbers of re-joined members.

**Competitions Secretary's report.** Ray B reported that competition dates for 2009 have been amended in line with last month's discussion, and presented the updated list

**Indoor Flying representative report** Allen M and Bryan S reported that the next meet is on 24<sup>th</sup> January. All meeting dates are in the CD. The December meeting had been held and was deemed successful, in spite of an initial clash of users in the hall as reported in CD. The finances are still good

**Trundle hill representative report.** Fred M reported that he was waiting for an updated notice for the Hill - this was passed over by Tony C. Fred to install ASAP. Fred has not been to the Hill recently (but neither has anyone else - it's been too cold!)

Fred proposed slope competition meetings on various Bank Holiday Mondays (Easter Monday Bank Holiday 13 April, Early May Bank Holiday 4 May, Spring Bank Holiday, 25 May, Summer Bank Holiday 31 August) during the coming year. Accepted in principle, subject to weather. As people gather, the type of competition is to be decided on the day. Fred agreed that the meeting with Rob W at Goodwood had been interesting and productive.

**Thorney Island representative report.** Derek H reported that there have been no incidents this month, and that there is greater acceptance of the new pits layouts as people find that they are based on common sense. He will produce a laminated copy of the pit diagrams to be placed on the lids of the equipment boxes.

Installation of the wind-sock is to be moved on. Morris C has it in hand. Tony C stated That there has been a minor problem with the Licence Renewal. On 28<sup>th</sup> September 2008 a model crashed near the limits of our flying area where the two runways intersect, close to an Army Captain and his wife who were walking there. They were not hit and there was no damage, but the Captain wrote a letter of complaint to the Defence Estates, who handle the licensing. The wording of some of the correspondence included the following: ["Can you please write to the club and express my great displeasure at the incident and advise them that should there be any further occurrence then serious consideration will be given to having their licence removed and for them no longer to be able to use the Island."](#) From this it can be seen that our position on the airfield is precarious. Tony C has replied to all

correspondence so far, apologising for the incident, promising an investigation and stating that the Club takes model flying very seriously. He is now trying to recreate personal contact with on-site MoD and Defence Estates personnel to try to smooth things over. He has phoned Defence Estates to arrange a meeting with them to discuss our relationship with MoD personnel, and is awaiting a response. Bruce S asked if a Near Miss Report had been generated and sent to the BMFA? No, but it is not strictly required by the BMFA Handbook. There was discussion as to whether or not we should create a map of our flying area and post it in the gatehouse. Conclusion was No, that is part of MoD's area of responsibility, and we don't want to tread on their toes.

Is there any way of indicating to passers-by that there are low-flying model aircraft in the area? Again, apart from our cones and signs, that is part of MoD's area of responsibility. After further discussion, it was decided that the best way forward at present is for Tony C to continue to try to re-open personal communication channels, and for Committee members to reinforce the Club ruling to fly STRICTLY within our given boundaries and to monitor pilots' behaviour while on the flight line. Morris C pointed out that there is no accident reporting form or system within the Club. Fred M suggested that we should keep accident/incident reporting forms in the equipment boxes. This is to be discussed more fully at a later Committee meeting. Bruce S is to work with Ken K to create a detailed report of the incident and forward copies to Morris C, Derek H and Tony C.

**Thorney non-member flying forms.** None. **Thorney Island general use.** None.

**Junior Members' representative report.** Nothing to report this month.

**Website Report.** Toni B-R is to check all programme, competition and event dates on the website to ensure that they are correct, and email Mike P to get things up to date as and if necessary.

**BBQ Report** The BBQ at Porthole was well attended and the weather was good. Peter Houseman is to be reimbursed for the outlay on provisions. Tony C will send photos to Bruce for inclusion in CD.

**Any other business** Tony C raised the question as to whether there is a need for a Ladies Representative on the Committee. Discussion raised the possibility of combining the Ladies and Junior Reps positions. It was stated that if there is a need for a woman's viewpoint on anything, we have the power to co-opt a lady onto the Committee. In the end, we were undecided, and over the next month will give further thought to the inclusion of ladies in the organisation and running of the Club

#### **Date of Next Meeting**

Meeting ended at 21.40. The next meeting will be held on Tuesday evening 5<sup>th</sup> February 2009 at 20.00.

*Toni*

That kind of gear just doesn't come cheap and you'd be looking at £600 plus just to put the airframe and engine together before you start thinking about high speed, high torque digital servos. So, just like the purchase of my Jag Estate and my Gretsch 'Chet Atkins, Country Gentleman, guitar,' the project had been put on hold.....

Until....Wings and Wheels last year. Now I've got into the habit of dropping in on that famous 'Bring and Buy' for a second time, at the end of the day, and would you believe it, there on a shelf in the inner tent stood a YS 140FZ pumper! The sign said, "Good Condition - £100." What could I do?

Back at the CADMAC minibus John Riall gave it a thorough going over and pronounced that it appeared genuine with good compression and so 'that was that.' Or to be more precise, 'that was the beginning of that' - for now I'd got my 'dream engine' I'd got to start saving my pennies for the airframe - and there was only one candidate in the frame.

A few days after W&W I couldn't resist the temptation to have a little peep at the 'Extreme Flight' site on the old Inter-web to get a bit of a guesstimation of how much I'd have to save and how long it would take.

Horror of Horrors! Extreme Flight now no longer sold the 68" Yak 54. They'd upgraded the model to 74" wingspan with, no doubt, an appropriate price hike, and the YS 140 had just moved from the top of the power range to the bottom!

I was not a happy bunny for several days until, one morning, the thought came to me, that I'd perhaps be able to get my hands on one at The Nats - a great opportunity for traders to sell off old stock cheaply and for punters to get themselves a real bargain. So scrimping and saving began in earnest.

Jump forward two months and I'm camping along-side Andy Gibbs at the 2008 Nationals. I'm in extreme pain since I've got £150 burning a hole in my pocket and I'm on a serious hunt - my quarry must be somewhere on this site.

Eventually - This huge Marquee sporting a banner to warm the cockles of your heart - 'All Kits 50% Off.' I join a milling throng battling with piled up boxes, scrabbling through box contents and jostling for acknowledgement amongst scant staffing - for I have in my hands - a box - Not a Yak 54 but a Sukhoi 26!





# EASTERN PROMISE

from Bruce (That's the article - not a promise from Bruce)

At the very last Sandown Symposium, about four years ago, two things made a great impression on me and shaped the direction of my future modelling:

The first was a demonstration of indoor flying with the new fangled 'Shock Fliers.' I can remember thinking at the time that this had to be an example of ultra light, end point development right from the very start. Well that just shows how wrong I can be, doesn't it - see Alex Whittaker's report on F3P in the February edition of RCM&E - Wow!

The other thing that impressed me greatly was a video display of this young American lad talking you through and teaching you how to fly 3D manoeuvres all captured on a DVD entitled 'Ultimate 3D.' Of course I HAD to buy that. What was particularly good about this format was that as the young Chris Maier talked you through the various transmitter inputs, for any particular manoeuvre, you could see his lightening finger-work in a separate split screen display in the bottom right corner of the main screen, showing his transmitter, live.

My copy of this great DVD, published by JP Media inc. has been just about worn out, over the past four years, and I'm still a million miles from being able to fly all the 3D aerobatics he demonstrates; but I am getting gradually closer, and many of the lessons I've learned from his instruction have nothing to do with 'the twiddling of the thumbs!' In particular, Chris talks about model set-up (Rates, End Points and Exponential), he talks about the equipment you need in your model for 3D flying and probably the most important thing - he talks about the model


choice, itself.

For the demonstration Chris chooses the 68" wingspan 'Extreme Flight' Yak 54, powered by a YS 110FZ four stroke, and having seen this combination in operation on the DVD and at a number of shows since, I've been well and truly panting to get my hands on that self same combination.



Chris with Yak in a clip from the DVD.


Just one little thing, has stood in my way - the cash to buy it with!



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## Membership Renewal

I know many of you would be bitterly disappointed if I did not publish my annual bleat about renewing membership. Under the Club rules (Handbook, page 2, para 1.9), "any member whose subscription is overdue at the February meeting shall have their membership terminated and may be required to rejoin the Club in the normal way". This would include a £20 rejoining fee. Allied to this, any member who has not paid the CADMAC and BMFA subscription will not be insured and therefore not permitted to use the Club flying sites. On a more positive note, the renewal take up this year has been good but if you have not renewed, it is in your own interests to take prompt action.

*Keith Wood, Hon Treasurer & Membership Secretary*



## Thorney Working Party

Can you put a note in your diary, please, that we are having a working party at the Thorney Island Site on

**Saturday 14th March  
from 10.30 am**

Please come and help prepare the site for the new season. (Be nice if all Thorney flyers could help clearing weeds etc )

*Derek Honeysett, Thorney Island Representative*



## Bognor Regis model shop introduces late evening opening

*Trains and Boats and Planes*, the South Coast Model Centre in Bognor Regis is pleased to announce that, starting Monday 26th January, we will now stay open late every Monday evening until 7 p.m. We will open half an hour later every morning at 9.45 a.m.

Commented Rupert Harper: "Many of our customers work full time and a late evening will allow them to buy the items they want without having to come into town on Saturday. What is more, parking in Bognor is free after 5 p.m. which allows customers two hours to browse our extensive stock without worrying about the traffic wardens"

"My wife and I have to pass three schools in the morning on our way to work and starting later will allow us to miss the heavy school traffic" concluded Harper.



I would like to add my thanks to all the helpers, but especially to Ian Holcombe, for the use of his van for transporting the BBQ cooker and food, and his own gas stove for making the hot drinks, also Morris Campbell for looking after the fried onions. My apologies to the members that did not receive any food, but unfortunately the supplies ran out at around 1.45pm so I was forced to close the kitchen !!!!!!!

So please remember that if this event is held next year

**BBQ stands for " Better Be Quick !"**

*So thank you all and safe flying  
for the 2009 season*

*Peter*







Ian Holcombe and Peter have everything under control inside the barn.



..While Tony Chant persuades the group to pose for a photo outside it.

## BMFA Safety Bulletin No.6 SYNTHESISED TRANSMITTERS AND MOBILE TELE- PHONES

Following the crash of an expensive gas turbine model helicopter, the investigation into the cause revealed that the synthesised transmitter being used to control the helicopter was interfered with by a nearby mobile telephone. In this case it was a Multiplex transmitter but it is possible the same could occur with other synthesised transmitters.

The transmitter manufacturer's instructions were scrutinised and found to contain a warning that mobile telephones were not to be used within the direct vicinity of the transmitter and subsequent trials revealed that the incident was repeatable with that transmitter. The UKRCC will be carrying out further investigations to determine the extent of the problem and will be advising in the future.

The BMFA already recommends that mobile telephones are not taken into the pits or flying area for other reasons but be aware that mobile telephones could interfere with synthesised transmitters.

## MANNY TALK GREAT SUCCESS



Members attending the Club Night meeting on January 8th were treated to a most interesting and informative talk by BMFA Development Officer, Manny Williamson. Seen here above with Toni Reynaud (left) and John Hook (right), Manny entertained and educated us all before answering questions from the floor and later from individual. Heaven knows what time he got home!



# POST CHRISTMAS BBQ

From Peter Houseman

Photographs by Tony Chant, Ian Holcombe and Peter Housemen



May I say that the attendance for this event from the members was very good, and hopefully was enjoyed by all. The lighting up of the BBQ was around 12 o'clock., and was greatly appreciated by some of the members for warming their hands. I started cooking the sausages, fried onions, closely followed by, yes you guessed it the burgers. Refreshments of tea and coffee were also available all day long.

Some of the members with the sun shining, but a cold wind blowing, braved the elements, and flew their planes.

There was a brilliant displays put on by Trevor Burley - Terry's grandson, flying his helicopter we all just stared in amazement at his skill and performance. A round of heart-felt applause was given by the on-looking members,. "Well done young man".

