

TRAINS AND BOATS AND PLANES

High Street, Bognor Regis

Offer a 10% discount to CADMAC Members on all new aero modelling items.

A current membership card must be shown.

Contact: Rupert Harper on 01243 864727



Sussex Model Centre

We offer a 5% discount to CADMAC Members on some items. A current membership card must be shown

New Catalogue • 344 colour pages of the latest Kits, products & accessories.

Pick one up from the shop only £3.95
If you would like it posted add £1.30

Web www.sussex-model-centre.co.uk
FAX: (01903) 202933 Email smc@sussex-model-centre.co.uk
57-59 Broadwater Rd. Worthing: W. Sussex BN14 8AH Tel: (01903) 207525/233817



FLITEHOOK

We are now official stockists for the

JP

range of models and equipment

Contact Pauline or John on: Tel: 0238 0861541.
email: flitehook@talktalk.net

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.

JANUARY 2009

CLEAR DOPE



In this issue

The Simple Life
Crimped Connections
Christmas Indoor Meet

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
mobile:07766 078977	email: tony@tonychant.freemove.co.uk	
Secretary &	Toni Reynaud	01243 370422
Social Sec.	email address: tonibr@onetel.com	
Treasurer &	Keith Wood	01903 732595
Membership Sec.	4 Buttermere Way, Littlehampton. BN17 6SX	
	email address: 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
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 Offr.	John Riall	01243-782922
Junior Members Protection Co-ordinator:		
	Bruce Smith	01243 531602

CADMAC Website - cadmac.co.uk

BMFA Southern Area Website

Cover Photo: Don Biles with his lovely gull winged Corsair over on Thorney of a lovely winter's afternoon. N.B. Did you spot Tex and Rex trying to make a come-back?

Proposed Events 2009

Seaford College Indoor

All Saturdays from 1.00 pm to 5.00 pm

1st hour free flight only.

Jan 24th Feb 21st Mar 21st Apr 25th

Club-night Events in 2009

08th January	Talk by Manny Williams 'What can the BMFA do for you?'
12th February Models	Talk by Chris Fosse of 'Wot' fame. Designing and building
12th March	Club Auction
09th April	Talk by George Worley Of Purple Power - Flying Electrics
14th May	Skittles Night
2nd June	Light Flight and Control Line + Chairman's Chat
9th July	Light Flight and Control Line + Chairman's Chat
13th Aug	Light Flight and Control Line + Chairman's Chat
10th Sept	Indoor Flying and Chairman's Chat
08th Oct	Table Top Sale
12th Nov	Annual General Meeting - 8.00 pm
10th Dec	Subscription Collection Meeting

Why, it's the wheel chocks of course—Stupid!



What's Missing

In this Health and Safety Quiz picture question sent in by Terry Burley?

Answer at the foot of page 19

Editorial

HAPPY NEW YEAR

By the time you read this you'll probably have already broken a number of New Year's Resolutions, so why not, for a change this year, formulate a few aeromodelling ones. It doesn't take a great deal of thought to pin down the progressions we'd like to make - there's always room for improvement with either or flying or building. How about promising to practice some different aerobatic manoeuvres or to practice your scale flying. Maybe you can get your 'A' Certificate this year or even your 'B.' This year could be your first opportunity to discover the great thrill of flying a model you've built yourself rather than just assembling an ARTF or if you're a regular builder this could be the year to start that scale masterpiece you've always promised yourself. Your resolutions could be more social than practical such as resolving to get to more club nights, to be more friendly and helpful to new faces down on the flying site or simply you might even resolve to be more careful and safety conscious in your approach to our hobby. Whatever your resolutions, hopes and endeavours for 2009, may I, on behalf of the CADMAC Committee send our very best wishes for your continued success and improvement. On a personal note, my resolution is not to crash in 2009. I have achieved it so far, but as I'm actually writing this on New Year's Day that's not been too

difficult - I wonder if it'll still be in tact after tomorrow afternoon's BarBQ at Porthole Farm!

FABRICS AN' STUFF

Here is a website that will be of interest if you build your own models. The site is called 'Fabrics and Stuff'. Type this into your web search engine. The material comes under technical fabrics as below

http://www.fabrics-n-stuff.co.uk/product_info.php?cPath=58&products_id=116&osCsid=13d8873e45a26884e1d1479ca44fc2f1

as you can see its very cheap

Cheers Fred Minay

ERIC GREGORY

I regret that I've lost track of whoever sent me this message.

Could you please let your members know that Eric died peacefully at The Rowans Hospice after several weeks in hospital.

His funeral was held at the Chichester Crematorium on the 18th of December.

Bince





Minutes of the Committee Meeting Tuesday 22nd December 2008 From Toni Reynaud - Hon Sec.

Members Present Toni Busuttil-Reynaud, Bryan Stichbury, Ray Beadle, Allen Miller, Bruce Smith, Steve Skinner, Ken Knox, Keith Wood, Tony Chant, Derek Honeysett (from 21.00).

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

Apologies for absence Morris Campbell, Mike Pinn.

Introduction Tony C welcomed Fred Minay to the committee, and requested that the meeting be held in a formal manner.

Matters arising from previous minutes. None

Correspondence. Toni B-R had a communication from the BMFA – minutes of the SABMFA AGM. Tony C had one membership application, which was being processed. He has heard nothing from the MoD yes reference Thorney Island rental for 2009.

Treasurer and Membership Secretary's report. Keith W reported that there is an application from one person, who attended a Club evening in November - Arun Srinivas, Havant PO9 i/c, elec, A cert Thorney user. Accepted. Also an application from Horsham RH20 - Mick Galvin, a former member, committee member and Chief Examiner, and exceptionally good flyer. His history with the Club is in his favour. Proposed by Tony C, Seconded by Toni B-R, vote 9 for, one against – membership granted. Tony C stated that Mick would have to be presented with the new Pilot's handbook and abide by all the new rules that have come into force since he was previously a member. Approval to these members takes current membership to 157.

Fees for 2009 – Keith gave a summary of the running costs for last year (2008) and projected running costs for 2009 as about the same plus the additional cost of the Handbook (about £400), a contingency of £400 to cover unforeseen incidental costs, and inflation to provide some protection if there is an increase in licence costs for Thorney, Trundle and Fishbourne. Membership currently stands at 157. Some members will not renew and new ones will join so the average fee generating membership during the 12-month period could be say 150. Any additional income from Fund raising, donations etc would be added to the Club capital. From this, the recommendation is that fees for senior members should be increased to £40, against £37 this year and equivalent to 77p per week, still low compared with fees for other Clubs. Fees for juniors and the joining fee for new members would remain at zero and £20 respectively (this was increased last year).

BMFA fees for 2009 remain unchanged at £28 for seniors and £15 juniors. Proposed Tony C, seconded Bruce S, that this fee change be accepted. Unanimous vote for

Social Secretary's report. Toni B-R presented an outline programme for 2009. There was some discussion on detail, a Table-top sale was added for the October Club evening.

South East Area, BMFA Indoor Free Flight Scale and Fun fly.

From Bryan Stichbury

Hosted by Tonbridge Gassers and Rubber Fanciers (TGRF) at the Angel Centre, Tonbridge, Kent.

TGRF are a group of Indoor fliers who hold regular monthly meetings at the above mentioned venue, on Saturday evenings between 6pm and 10 pm.

This year was their first all-day meeting. It was a great success, and a most enjoyable atmosphere prevailed.

The Crawley club provided scale judges Don Coe and Tim Chard and TGRF Members provide the Action team without which the event could not have taken Place.

Competitions were held for the BMFA Dart, Gyminnie Cricket (standard and Lightweight), Hangar Rat and Butterfly. Scale events were Kit scale, Open Scale, Peanut and Pistachio. Enough Variety there to satisfy everybody. Results are available on the SEBMFA Website.

I certainly enjoyed the day, and am looking forward to their next all-day meeting. Make a note in your diary for the Crawley indoor meet, on Sunday February 1st 2009 at the K2 centre .
Bryan Stichbury.

PURPLE POWER

from Toni Reynaud

George Worley visit: Club night - Thursday 9th April 2009.

George wrote:

A projector and screen would be fantastic as I use power point presentations.

The talk generally consists of me doing a short talk of who I am, my modelling history and a bit about 4-Max.

I also have a presentation of how I work out which motor and battery are required.

I then generally open the floor and take questions, this seems to work quite well.

In order to get a few more bums on seats I offer 15% discount off any items from the website if ordered in advance and paid for in cash on the night.

Check out the website: <http://www.4-max.co.uk>

TC



Free flight scale had two entries, Alan Whipp and visitor Nick Peppiatt. Nick was flying a "Chambermaid", whilst Alan entered his Monocoupe.

In R/C scale, visitor Barry Williams entered a Piper Cub and a Tiger Moth, there is ambition for you.

The pylon races were initially around three balloons, but this had to be modified to two and then one due to a high attrition rate (among the balloons).

Prizes went to Tony Chant in the pylon event, Nick Peppiatt in free flight scale and Barry Williams in R/C scale.

I hope that all enjoyed the meeting, I certainly enjoyed trying to organise it.

Once again, our thanks and gratitude to Seaford College hockey team for allowing us use of their hall.

Bryan

Presentations by Bryan to:

Top: Nick Peppiatt (Free Flight)

Centre: Barry Williams (R/C Scale)

Bottom: Tony Chant (R/C Pylon)

TC



TC



George Worley of Purple Power is booked for 9th April. If the weather for the Light Flight evenings in the summer is unsuitable for flying, there will be modeller's "Show and Tell" and/or model based DVD shows. A letter has been drafted to the Fishbourne Club to request/confirm the Club bookings for 2009 based on this programme. This will be amended and sent. The updating and printing of the handbook is complete. Thanks to Brian Stichbury for his assistance in the production using the Club printer and stapler. Copies were distributed to the committee, and after some discussion it was agreed. One table (Frequency Allocations) was found to be inaccurate (after three previous checks!). This is to be corrected and a new table distributed with the handbook at the next Club meeting. The bulk of the handbooks have been passed to Keith W for distribution at the Subscription Collection meeting. Copies of the handbook are to be sent to MVSA for their information. Tony C reminded us that there are a considerable number of self-adhesive Club logos in stock to be distributed two to each member with the new membership cards for 2009. Tony C requested that a raffle be operated for the December meeting. There was discussion as to the format of prizes and ticketing.

BMFA representative's report. Ken K reported that the Southern area AGM took place as advertised, and that he and Tony C had attended. There is another meeting at Middle Wallop on 30th January, on planning for 2009. All members are invited to attend. It was stated that the SABMFA needs a new secretary, or it may cease to exist as a separate body. Some of the Club functions have been included on the website, and more will be placed there. Waltham Chase indoor meeting are advertised in RC Model World – should we try to get ours in there too? They also get a BMFA Subsidy for their meetings – any possibility for us to get one too? This to be investigated by any member on an opportunity basis.

Porthole Farm representative report. Steve S – Weather has not been good for model flying this month. Tony C asked Steve to organise a BBQ on Friday 2nd January, with the assistance of George Claridge. Ray Beadle stated that Ralf has felled trees and they encroach on the area normally used for parking. This might be a problem.

Safety Officer's General report and site accident report One reported minor incident – general Club flying has been quite good of late. Weather has not been good for model flying this month.

Porthole non-member application forms. Nothing to report.

Porthole general use. (update section). Nothing to report.

Thorney Island representative report. Derek H reported that it had been quiet of late, probably because the weather has not been good. Fred M and Ken K reported that the grass cut areas were still OK and did not need trimming.

Derek stated that there would be a need for a working party in the new year for runway trimming and white line painting. Fred M stated that there is a need for a windsock for those using 2.4 GHz – the Tx antenna is too short to satisfactorily mount a wind tell-tale. After discussion, it was decided that Morris C has a windsock and is in the process of organising sockets for it at each pilot's box. Derek H to contact Morris for further information and progress the scheme.

Thorney non-member flying forms. None.

Thorney Island general use. (update section).

Ken K reported that he would get the box for the mower this month.

Editor's progress on production of Clear Dope. Bruce S reported that there have been no problems with the production of December CD although material is a bit thin – padded using lots of photos from the AGM. More articles are needed. Fred M asked if photos could be placed on the website – Bruce stated that Mike P has it in hand.

Bruce S reported that there is as yet no further information about organising any model displays on the Goodwood Estate in 2009. He will contact Rob W in the near future to introduce Fred M as the new Trundle rep and raise the subject then.

Publisher's progress on production of Clear Dope. Bryan reported that he has ordered a set of toner cartridges. Some have arrived, as have the invoices. All is in order

Competitions Secretary's report. Ray B reported that provisional competition dates have been set for 2009, with a couple of queries about clashes with Wing & Wheels and Hop Farm. Toni B-R to forward dates. The Electric event will be open to ALL electric models, not just gliders. Rules to be refined later. Fred M asked if there was any mileage in holding the Electric Day at The Trundle. Discussion reminded us that we can only use electric assisted gliders at that site. However, Tony C asked Fred to organise a slope/picnic day during the summer.

Indoor Flying representative report Allen M reported that there were 20 attendees at the November meeting. There was one safety issue, in that a larger (about 600 size) electric heli had contact with another slow electric model, destroying it, and later collided with the wall while avoiding another model, destroying itself. After discussion, it was decided that helis be limited to 400-size, and that pilots for helis other than basic indoor models must show their A licence before flying. Allen is away for the December 13th meeting – Bryan S has received the finances for the food at that meet. Keith and Ray will assist in competitions, there will be free flight, scale and R/C electric.

Trundle hill representative report. Fred M reported that he has been to the Trundle for a check visit. The notice is in place and in good condition. The process of notifying Goodwood ATC at the start and end of flying works well. The gate area is muddy – can we do anything about this? Not our problem – if we do any repairs or alterations, we become liable for any injuries subsequently caused by that repair. Goodwood estates problem – Bruce S will raise the matter on his next visit to Rob W. At Butser Hill, Fred spoke to several MVSA members about The Trundle. Expect more visitors in the future.

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

Any other business Keith W has sent off the Committee member's renewals to the BMFA – this is the first step in the annual renewal of Club status.

The Committee were concerned to hear that Eric Gregory was unwell and a letter had been sent with the Club's wishes for his recovery.

Another member, John Connors of Manor Road, Selsey had sadly passed away and a letter from the Club had been sent to his family expressing sympathy.

Tony C stated that if in future there are incidents on any of our sites which involves a person from outside the club, Committee members are not to get involved, but to pass the problem to Tony C, who will deal with it as Chairman.

Date of Next Meeting Tuesday evening 6th January 2009 at 20.00.

The meeting ended at 21.40.

Toni



Alan Whipp launches



Nick Peppiat and scale model



John Riall's 'And Now'



Andrew Gibbs with slow flying Mercury 'Evolution'



Barry Williams with 'Cub.'



George Kill with his heli

Christmas Indoor Meeting

Seaford College - December 13th 2008

Report from Bryan Stichbury


Photos Ray Beadle and Tony Chant

Saturday 13th was a very wet day, I think that we all agree on that. Alan Miller had asked me to organise our Christmas indoor meeting, so it was somewhat disconcerting to arrive at the hall to find the car park full and the hall occupied!



Peter Daer sporting a twin rota bug! - Quite a change from his usual indoor steed - a fast styro bipe.


Had I overslept, got the wrong day, why was everybody so early? The answer of course was the weather. Driving into Seaford College you could see water running off flooded sports fields, and as a consequence the hall was being used by the College hockey team. I explained that we had booked the hall, and they very kindly and courteously agreed to finish their training session and allow us to hold our event. I had decided to run a scale event for R/C and free flight as well as a pylon event for R/C. No doubt due to the weather numbers were a little down, with only 10 club members present. Andrew Gibbs introduced George Worley of Purple Power who is giving a talk in April on electric power. George had brought some of his products with him and fielded questions on the subject.



PLANE NUTZ

www.planenutz.co.uk


ASW 28 (99")



£139 !!

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

Indoor Helis




Only £75 !!

Dynam


LiPo Batteries
11.1V 15C
850, 1250, 2200 mAh
Servos (std, mini, micro)

Sky Wing 70



£129 !!

CAP 232 EP




£59

For further information e-mail sales@planenutz.co.uk or phone now sole proprietor Morris on 07812 682358 .. who is Plane Nutz.

Gibbs Guides.com
User-friendly guides by Andrew Gibbs


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

Telephone: 01243 861 804
e-mail: mrandrewgibbs@yahoo.com
New website: www.gibbsguides.com



Latest Gibbs Guides release:

Schulze isl 6-330d Chamäleon £9.50



Crimped Connection Concerns

From Colin Stevens

I've taken a fair amount of trouble over the years to monitor the condition of my Rx batteries, but I've done very little downstream of the charge connector to check the condition of the wiring for Black Wire Corrosion, instead just watching for sluggish servos. Thus I decided on my two most-used models to have a look at the volts on the aileron servo cable that's accessible once the wings are removed. Using a digital voltmeter and a 500mA switchable load, I had a couple of surprises –

1/ One Rx-Aileron cable assy. was dropping about 0.2V – not a disaster, but something definitely not right, and no guarantee that it wasn't going to get worse.

2/ On the other model, the switch was very erratic in contact resistance in the "Off/Charge" position, and dropping about 0.25V when "On".

Fiddling with the Futaba-style connectors, I noted that when the cable was pulled backwards from the connector body, the volts-drop reduced. These were commercial crimped connector leads. Would they be improved by soldering? I decided to run some fairly crude tests on 6 sample crimps to see, with the following results:

SAMPLE	Volts-drop at 2A load, unsoldered	Volts-drop at 2A load, soldered
1-red	0.063	0.053
1-black	0.072	0.044
2-red	0.112	0.034
2-black	0.187	0.032
3-red	0.043	0.032
4-black	0.055	0.031

- The cables for these tests were each about 12cm long, and were cut from a switch harness that's had about 4 years use.
- A couple of these cables have been pulled, but which, I can't remember. Maybe the results show that Sample 2 has not been disturbed.
- Samples 1 and 3 are not big numbers, but they show a trend of unpredictable deterioration, but also that all crimps were greatly improved by soldering.

lent fine, Folksplane great, Piper J3 Cub super, Lockheed Lightning I don't think so and here it comes: Supermarine Spitfire not yet.

Oh I hear you say in reading this 'Stanley is writing for the newcomers to our hobby.' Quite right but don't forget that as time goes by some of us begin to appreciate freedom from complication and frustration, a machine that is reliable and not temperamental, giving us in fact a simple life. I have known models which require half an hour's work in assembly before they are ready to be taken to the flight line (No comment - Ed.), or that need a 10 lb. Lead Acid battery to be carried out there. Think about such things and leave them to others.

This philosophical musing on our hobby leads me naturally on to the recent innovations, from which we are all now able to benefit. Alan Litchfield tells me that he hasn't built an IC powered model for two years and who's to say that he is wrong? I have been very agreeably surprised how comfortable and easy life has become when I don't have to lug the half gallon of fuel from the car park. Nor any longer do I have to fret if my transmitter is adequately charged, nor worry in the knowledge that I have consistently for years over-charged it. Why ? because the new 2.4 GHz Tx runs on 4 AA batteries and so efficiently does it run that they last for months – and that is also why it weighs so much less than any of my old transmitters. And another thing Alan who knows about these things, tells me that the new 'Spread Spectrum Technology' is actually cheaper to manufacture than the old 35 MHz stuff. So there is no reason to buy another old type Tx.

I haven't mentioned yet what benefits we derive from the combination of new Lipo battery technology with the unbelievable performance of our brushless motors. Truly these developments have transformed our hobby into a pastime which is more convenient and satisfying than ever before.

How much is it worth to know that your motive power will be available without hesitation when you want to fly and will never leave you up there without any. No more 'Dead Stick' landings, Phew this is really living. By the way I never liked messing about with my models on the field, principally because it seems inevitable if I do that some minute component will disappear into the grass never to be seen again. I don't even charge batteries on the field, two fully charged ones will give me all the flying my nerves can stand

So what about ARTFs? I have to say from what I have seen that the standard of forethought and planning in them is as superb as the quality of design and construction, to say nothing of the standard of finish and of art work. So if you see the model of your dreams portrayed on the box – go for it, but just remember that when you damage it you will have to be very lucky and really clever to be able satisfactorily to repair it.

Keith



IN PRAISE OF THE SIMPLE LIFE

From Keith Stanley

One of the truths I have learned over many years is that:

'The beautifully finished model hanging so temptingly in the model shop –
IS ALWAYS THERE BECAUSE IT'S A BEGGAR TO FLY!'

To be absolutely honest there was almost one exception and that was a Feisler Storch complete in every detail (with Slats as well as Flaps!), which was so light that after landing it always blew over before I could get to it. I remember it even had a packing case strapped to the cabin floor marked clearly 'ACHTUNG' though I never knew why. You see there is always a reason why the original owner did not want to fly the thing.

But we all get over the stage of buying models someone else has built. We realise that there are aspects of construction which can make a world of difference to the pleasure we derive from operating it and indeed to the reliability of its operation. I learned that Servos must be connected as close and as directly to the relevant flying surface as possible. The miniature ones now available have made this proximity much easier to achieve. No it will not do to employ a snake pursuing a tortuous path from A to B. For Tail end surfaces it has to be a direct rod link or a closed loop and that rod will be so much happier if it slides through a steady bearing at the halfway point.

Are you right handed? Then all the controls of your IC Engine need to be on the starboard side of your model's nose for operation by your left hand while your right hand does the propeller flicking. This leads naturally to side-winder installations, which look so much neater anyway. Does your high-winger have a complicated centre section? most do, so give thought to allowing decent access to the works beneath the spars holding the wings in place. I flew at an Old Warden display some years ago and the Scrutineer insisted on full dis-assembly of one such model - not made by me incidentally.

On this model you are building is it possible that you may have to undertake repairs some day? Can you get at every component and device that just might stop working for you? Some thought in the early build stages can make a world of difference to solution of such problems. Can extension leads be connected and secured together in such a way that they can be pulled out of the airframe (Towing a messenger line of course)?

There is of course a law of maximum perversity in such matters, it runs something like this:

'Beauty and detail of scale reproduction in any model will be in inverse proportion to the ease with which it can be serviced or repaired'.

That is why it is always best to chose for your scale attempt some aeroplane which in the full size is effectively nothing more than a big model. Druine Turbu-

- The results for soldered crimps also showed much better consistency, indicating that all strands are now connected, even though the soldering doesn't penetrate right through the crimp – that's a good thing, too, because we can't afford to have solder wicking right back to the outer-sleeve clamp for fear of the strands fracturing in use.
- 2A was chosen as a test current, since large servos can pull this level of current at start-up.
- I didn't see any evidence of Black Wire Corrosion.
- The tests were done with care, but merit being repeated to minimise contact between dissimilar metal of croc-clips etc. The test connections were identical for unsoldered and soldered crimps, however.
- I did some pull tests on the defective aileron cable, and once again saw the resistance drop by about 0.1 - 0.2 Ohms on all 3 cores.

If I go back to the late 1960's, crimped connections were urged on us in the Avionics industry, with much insistence that they are to be preferred to soldered connections, since under high-pressure the conductors are freed of their oxides and become cold-welded together. Yes, there were problems with crimp "spring-back", but these were manageable, we were told.

Coming back to the extremely fine strands used on our RC cables and the proportionately crude shaping of the crimp, can we really imagine that such an assembly method succeeds in cold-welding all or any of them? I've prised one or two open (almost impossible), but found no evidence of welding, just a dull tarnishing penetrating into the crimp. Presumably my pulling had disrupted this tarnishing and improved the contact.

To pursue the matter further, I did an online search and in Paul G. Slade's book - "Electrical Contacts" – I found that he states that very fine wires should not be crimped, but another process used, e.g. soldering.

In recent years I've been making-up all my own cable assemblies with heavy-duty cable and connectors from Ashtek, and I use solder exclusively. There has been a learning-curve to surmount, but now I find it easy to do. It surprises me, however, that with Black-Wire Corrosion always on our minds, un-plated bare copper conductors are the norm in our critical applications, whereas their use is prohibited in military and aerospace use.

On the basis of what I've seen, I propose to solder all of my remaining commercial cables, or re-make from new, as time and convenience allows – unless of course someone comes-up with some bad news about the soldering process that I'm unaware-of.

Golin





From right to left: Fred Minay (Slope rep.) Pete Wills, George Friddlington, Derek Honeysett (Thorney Rep.), Morris Campbell (Safety Officer), Don Biles, Derek Ascot, Neil Macaulay, John Riall (Senior Training Officer), Colin Stevens, Philip Roberts (Junior Rep) and Harry Walton.



Pete Wills' Giles 202 on touch-down.

GREAT TURN-OUT TO BEAT THOSE WINTER BLUES

Well it had to happen sooner or later - a bit of decent weather, that is. After what seems like months of wet weekends and high winds, at last (by the law of averages) we managed to get a good weekend of fair settled weather. Although only five of us turned out on the Saturday, by the Sunday 7th December there was a full 'baker's dozen', braced for the elements but shedding layers like an onion in a casserole. What a great afternoon - lots of witty banter, no incidents, cloudless blue skies, warm sunshine and absolutely NO WIND!

Sorry, if you missed it!

Bruce



Phil Roberts' (ex. Pete Wills) Spitfire Mk.1B