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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.

CLEAR DOPE



In this Issue

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Losing Thorney



CHICHESTER AND DISTRICT MODEL AERO CLUB

Chichester and District Model Aero Club

Committee 2008

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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

southernareabmfa.hampshire.org.uk

Cover Photo: Ray Beadle preps his Limbo Dancer for the R/C Scramble Competition held on 21st June with pit crew Steve Skinner looking on. Photo - Colin Stevens
Full report in next month's Clear Dope.

COMP RULES

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.

Electric Duration

Max Time Limit. Total Time in first round 30 min

No limit on cell size or model size.

Each Pilot needs Timer Will try to run in groups to even conditions

Flight 1 4min

Flight 2 5min

Flight 3 6min

Flight 4 8 min

Motor may be run as long as you like in any Flight. Timer to start clock on release of model. Model is to land. Flights to be done in order. Extra time over the required flight time is lost.

For any equals in first round

Second round TIME 15 MIN

Flight 1, 4 min

Flight 2, 5 min

Flight 3, 6 min

Winner is the nearest to the total time required.

RAY



CADMAC MINIBUS OUTINGS

Saturday	26th July	Hastings Model Show
Saturday	20th September	Hop Farm

Book you seat with Toni Reynaud
Telephone: 01243 370422

What followed was a drastic re-draft of the access rules the C.O. would consider re-opening. Gone were the Thursday afternoons which retirees had been able to enjoy, they had been especially suitable for pupil pilots through less pressure on instruction time and quieter flying as well. Further we had to agree to imposition of new strict noise limits, resulting in our having to buy and impose the acoustic meter. That led to departure of one of our outstanding pilots, Chris Merry.

And of course the C.O. insisted that to protect the Emergency Beacon, no flying would take place anywhere East of the main Runway. Incidentally the grass all around the beacon is kept mown short to encourage grazing by Geese, this as a gesture to local farmers, who do not like their growing crops being wiped out.

It takes courage to approach the C.O. for 'Favours', but it did help that I had maintained regular contact with the Second in Command who carries responsibility for dealing with 'Airfield Users'. I had also met the C.O. before this all blew up and it is understandable that they have a Regiment to run and do not want any outside problems to intrude.

The moral of this bit of our history is clear; Rules are there to be followed, by everybody at all times, this is a Military scenario remember and it is wise to keep some regular contact with our hosts in order to be aware how we stand !

Events/Competition Calendar 2008

July 12/19	Sat	12 noon	Open Glider + Electric	Thorney
July 26/27	Sat/Sun		Hastings Show	Hastings
Aug 02	Sat	12 noon	Open Glider + Electric	Thorney
Aug 16	Sat	12 noon	Slope Soaring Comp	Trundle
Aug 23/24/25	Bank holiday		British National Championships	Barkestone
Sept 13	Sat	12 noon	Loops, Rolls and Spins	Thorney
Sept 20/21	Weekend		South of England Model Show	Hop Farm
Oct 11	Sat	12 noon	Scale Comp	Thorney
Oct 18	Sat		Yeovilton Autumn Show	Yeovilton

Seaford College Indoor All Saturdays from 1.00 pm to 5.00 pm

1st hour free flight only. September 27th November 22nd October 25th December 13th

Proposed Club-night Events in 2008

10th July	Outdoor Flying	11th September	Auction
24 July	Club TBA	9th October	Aero Quiz
14th August	Outdoor Flying	13th November	AGM
28 August	Club TBA	11th December	Fees

Editorial

GOODWOOD - THE FUTURE?

Now that the dust has settled following our major involvement in the vintage flying event we can start to think about any future involvement with Goodwood and the possible benefits to CADMAC.

I couldn't make our own recent feed-back meeting since I was on holiday, but from the jungle drums I'm fairly certain that mostly it was regarded as a great success. However, other than getting into the event for nothing, what did the team and more importantly CADMAC as a whole gain from the experience? Well we spread the CADMAC name a little wider in the community, although this wasn't particularly helped by the Goodwood PR Department, and we made some good contacts with the Aerodrome side of the organisation. That's not a lot, though considering the hundreds of hours our members had put into the production and delivery of a pretty good model flying display - ask Bryan Stichbury about standing in the pouring rain for hours on the Monday morning to operate the 'airside' barrier and give our team and others vehicular access to the hangars.

Already, we've been approached by Goodwood to repeat our VFI involvement next year - not on the Bank Holiday weekend but earlier, over Sat and Sun 16th and 17th - and we've also been asked to work with Goodwood and assess the viability of a fully blown 'Sandown' type Modelling Symposium which Lord March is apparently keen to stage on the Goodwood Race Course.

Now currently, regarding the latter, there are a heck of a lot more questions than answers. There are major obstacles,

though non insurmountable, and huge organisational logistics to be undertaken both on the general and model flying fronts. Now Goodwood may well have a professional staff which can swing, easily into action and look after the food and drink concessions, the model trade concessions, the car parking organisation etc. etc. etc, but as we now know, it takes an awful lot of good natured, unselfish volunteers to staff and run just a small display as we did at the VFI: How much more effort, then, will be required to efficiently run a full two day event? How much more can we ask and expect you to give?

Well I think we all know the answer to that one. You'll be prepared to give, and generously too, providing you know we'll be getting something in return, and it'll have to be more than just 'Free Entry' into a prestigious Goodwood/Cadmac Symposium!

Initially of course, there's the prospect of a decent financial return from the proceeds of a Mega 'Bring and Buy Sale' See the Wings and Wheels example - at £1.50 a throw it could be quite lucrative. But much more than that, although it's very early days yet, we could well be looking at the possible provision of an additional flying site, based somewhere on the Goodwood estates or maybe even on the aerodrome with obvious time constraints. This would be a huge reward for our on-going efforts and firmly cement the relationship between the Goodwood and CADMAC organisations.

Of course if we don't want to be bothered, or think it's too big for us to handle - that won't be a problem. The group that used to run Sandown have already said they'll be more than willing to do it.

No pressure then?

DMC





Minutes of the Committee Meeting

3rd June 2008

from Toni Reynaud - Hon Secretary

Members Present

Tony Chant, Ray Beadle, Ray Andrews, Ken Knox, Toni Busuttil-Reynaud, Steve Skinner, Derek Honeysett, Bryan Stichbury, Keith Wood, Bruce Smith, Philip Roberts
Meeting started at 20.00.

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

Apologies for absence.

Morris Campbell, Allen Miller

Matters arising from previous minutes.

Tony C stated that Sir John Forster "Sandy" Woodward GBE KCB has agreed to hold the post of Club President. This position has not been held for some time, and Sandy's name and position are yet to be fully incorporated into the club paperwork. The proposed responsibilities of the position were discussed – Sandy is to be a figurehead with his name on our letterhead, and give assistance as required should the club run into difficulties in negotiations with the MoD.

Correspondence.

Tony B-R – a phone call from a Mr Frank Meaby, – Slindon village are having a Sussex Day on 21st June – would CADMAC be willing to put on a small display for the occasion. It was decided that there is insufficient time for the necessary preparations, especially so soon after Goodwood, so Keith W is to write suggesting maybe next year. This is not to be a totally negative response.

Tony C has heard from Peter Houseman that he is willing to organise static displays on behalf of the club in the future

Treasurer and Membership Secretary's report.

There are three Applications for membership this month: (1) Peter Schomer, Chichester PO19 7LF, a beginner with an engineering background in vintage racing cars. He provided a model for the static display at Goodwood. Because of work, he will be a Thorney Island user. (2) David Shields, Emsworth PO10 7HU, a beginner. He attended the May Club meeting. Again he will be a Thorney island user. (3) Mike Purkis, Selsey PO20 9AX, is a beginner and is principally interested in indoor flying although he would like to train on fixed wing probably at Porthole. He came to the May Club meeting. These three applications were discussed and agreed.

Overall membership is currently 148. Approval to these 3 members will take membership to 151. Interestingly most of last year's membership renewed this time round. .
Fishbourne Club - Keith renewed the Clubs membership on 7 May at £6 per head; no

THE DAY CADMAC WAS EXPELLED FROM THORNEY ISLAND.

from Keith Stanley

It was September 1993 when I as Chairman of our Club, received a phone call from the Major who was then second in Command of 47 Regiment RA, 'I'm sorry Mr Stanley but I have to give the Club one month's notice to quit the Airfield'. Our record then was unblemished access to the field for more than 25 years, ask Don Biles or John Riall for the actual figure.

I was able to establish what had happened. Two RAF Engineer Officers had visited the red and white building with extensive antennae displays lying about ½ a mile east of our present flying site. There they had discovered two CADMAC members laying out their bungees and launching thermal gliders well outside our permitted flying zone, which was as at present but with permission to fly 360' all round the southern end of the runway for a reasonable range. Worse, it seems that they observed one of the Launch lines draped over the antennae. 47 Regiment RA had and still have responsibility for guardianship of this facility, which is maintained by the RAF. It is an Emergency Location Beacon, able automatically to relay a bearing on any aircraft Civil or Military, transmitting on an international distress frequency.

The C.O. of 47 Regiment was most displeased (to put things in polite language) that performance of his command had been found wanting by RAF personnel and his abrupt reaction could have been predicted.

In what follows I have to apologise that the names of individuals who helped us are not in my memory.

I contacted BMFA headquarters for help and was put in touch with the Officer specialising in flying site protection. He very soon passed me on to the Chairman of RAFMAA, a Squadron Leader from RAF Scampton. By coincidence this was also the H/Q of the appropriate RAF Engineering Branch and he got the whole story from the two Officers concerned. In truth the crux of the problem was much more the Inter-Service sensitivity, which had lead to the annoyance of the then Thorney C.O., than the technical aspects, but we do have to accept the absolutely vital importance of the Emergency Beacon operating without interruption.

We were denied access to Thorney for some weeks and then followed a very delicate approach by me to the C.O. for a meeting. I had to eat very humble pie in explaining that the two CADMAC members who had broken our Club access rules had had their mistakes very clearly spelt out. The fact that one is an ex- RAF Officer may have lead to an excessively relaxed attitude to airfield access, but that does not excuse indiscipline. Arthur Horton joined me in the meetings with the C.O. so he can tell you about them.

Goodwood Racecourse Static Display



Just a few words to let you know how the event of the Static display at Goodwood Race course on Friday 30th May 2008 went. The response from the members that took part was very pleasing in that there were approximately 15 well made exhibits on display. We were met by Tim Wetland of Revolution Sports Marketing Group limited, whom I met for the first time, and he was very helpful and obliging, arranging tables and a covered area for our use.

There were quite a few photo's taken by CADMAC and members of the public of our static display, complete with aircraft and with our new CADMAC banners in the background. There was also some full sized aircraft and helicopters on display and there was a lot of interest shown by the general public. So, all in all, we think it was a very successful event.



Peter Houseman (Static Display Co-ordinator—Goodwood VFI)

Peter

change in fees from last year.

Keith also gave a brief account of the current financial position. The only significant commitment for the remainder of the year is costs associated with Clear Dope; probably around £500. We will probably have a further £300 in fees from new members.

Donation - Jack Willard; at the request of the deceased member's son, John Riall organised the sale of modelling equipment. This raised £97. I have asked John whether the Club should write and thank the relatives.

Ken Knox has kindly donated the frequency control gazebo used at Goodwood to the Club. The Club has added pegs, guys etc which were missing. Keith donated a gazebo to the Club two years ago which is stored at Porthole so we now have two available for BBQ's, galas, competitions etc. Similarly, we now have two large printed CADMAC banners for Club events. Chant refrigeration sponsored one of these.

Social Secretary's report.

The Wings and Wheels run has only one seat left.

The next meeting is Outdoor Quiet Flight on the field. I assume the BBQ will turn up on that evening.

The afternoon/evening BBQ/fun fly at Porthole 4th July is still on – Next committee meeting is three days prior, so we should be able to sort any last minute changes then. The only arrangement to be made was the Claridge BBQ Team, and it is in their diary.

Thorney Island representative report.

Derek H reported that the East Wind Pilot's Box position has been tried out in the relevant wind. Reaction from members present was generally good. Comments included a dislike of sitting on the concrete of the runway, and moving the box further north away from the road (which passes behind the pits area). Derek is to redraw the plan to incorporate this suggestion.

The grass has been cut to delineate the pits/seating area on the east and west sides of the runway. The area thus marked works well. The mower will be kept off base for the present.

One person has been noted not using a spinner. As per the BMFA Handbook page 27 General Model Safety para (c), domed prop nuts or spinners are to be used on all I/C or electric powered models.

Not all people are using helpers to get from start-up areas to the take-off points, especially those hand launching models. All members are to be encouraged to use helpers to move models with engines running and for hand launching.

All members are to be encouraged to return the peg to the board after flying - DON'T HOG THE PEG!! Other people want to fly too.

All committee members are to check that the correct access route is used to access and leave the flying site and that the speed limit is obeyed at all times. 30 MPH OR LESS!

Members using gliders or electric long duration models and flying at the glider area

at the western extremity of the allowed area are to ensure that they use only frequencies set aside for that purpose as noted in the Club Pilot's Handbook, e.g. Channels 81 to 90. In this way there can be no clashes with the channels (55 to 79) used at the main part of the flying site. Note also that 81 to 90 may NOT be used at the main part of the site as there are no pegs to control their use. However, when pilots are flying long duration models at the main part of the site and using 55 to 79, please be aware of flight duration so as to ensure fair use of the pegs for all. Derek is to produce a note to this effect for the CD, and to produce a pegboard for 81 to 90 for the glider area

Thorney non-member flying forms.

Nothing to report.

Thorney Island general use. (update section).

Nothing to report.

BMFA representative's report.

Ken K stated that the first batch of photos of the GVFE are on the BMFA Southern Area. Website, but will be thinned out as they are using up a lot of space. He will also put the written report of the event there.

Safety Officer's General report and site accident report

Nothing to report.

Porthole Farm representative report.

Steve S said that the repairs to the barn have been carried out – thanks to Mick B, Ray B and Alan Wells for the work. The scrap mower has been removed from the barn, the current mower needs a new bearing but this is in hand and does not preclude the use of the mower, and the patch and paths have been kept mown.

Porthole non-member application forms.

No report

Porthole general use. (update section).

Nothing to report.

Editor's progress on production of Clear Dope.

Bruce stated that there are no problems with the present issue.

Bryan reported that he will buy two more toners this month. No problems anticipated. A log of costs for the printer is being maintained by Keith.

Competition Rep Report


Ray B stated that the next competition will be the Scramble (for I/C models only). The event will also be an open A Test day – anyone who wants to try the test can do so. The Southern Area BMFA Electric Fly-in will be held at Cheesefoot Head (on the A272 near Winchester) on 15th June. The Open Glider dates are July 12th and 19th and August 2nd. The Electric Glider will be incorporated on July 12th.

Indoor Flying representative report

Little to report since there have not been any indoor meets. Our balance in hand is £111 and the Sept. meeting has been rescheduled to 27th.

Trundle hill representative report.


Ray A stated that electric flight had been trialled on the Trundle with great success –



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INDOOR SCENE

from Bryan Stichbury



BMFA Scale Indoor Nationals - 27th April 2008 Nottingham University

Another enjoyable weekend at the Indoor Scale Nationals. All the results and some photographs are in the current issue (88) of the BMFA News.

With a group of fellow scale modellers, I stay at the Rockaway Hotel in Beeston, on the Saturday night. We have used this location for several years, as it is convenient for the university sports Hall where the competition is held .

We dine out in the evening, this year at an Indian restaurant opposite Trent Bridge cricket ground. I think I said the wrong thing when I stated that I had no interest in cricket, because there was a total silence in the restaurant . Does this qualify as a social gaffe? Static judging seemed to be very strict this year, two entries in the Peanut scale class were disqualified for being 1mm oversize.

I had one of my ROG flights cancelled for assisting with the take-off launch, but I managed to finish 7th in the flying section. However poor workmanship points and an all tissue finish gave me a final overall 12th place out of 21 entrants.

The introduction of Kit Scale as a class has brought new names on the leader board, it remains to be seen whether or not they move on to open scale classes.

Oxford MFC 2008 Free Flight Rally - Portmeadow Sunday 1st June

According to the Oxford MFC web page, Portmeadow belongs to the Freemen of Oxford, who from at least the 11th century have enjoyed the right of free pasture.

That right still appears to be exercised because cattle and horses are still grazed there. The Oxford club have use of the site for free flight, and host a rally every June to which all are welcome. The Meadow does get its' fair share of water and last Sunday was no exception. Wellington boots where the order of the day as several small ponds where in evidence.

My P30 rubber model managed to find one with unerring accuracy, and slowly filled The motor tube while I tried a rescue without the water filling my boots. Managed it with 1 inch of freeboard left.

I am still in the process of trimming the model and my best time was 1 minute 25 seconds. A lot of 2 minute maxes meant a fly-off in most of the classes, but I had to leave before the end of the event, so I do not at this time have a complete results list. However they will no doubt be published on Oxfords web site.

Bryan Stichbury

no problems at all. Goodwood ATC is happy with the way the flyers are phoning to report that they are active on the Trundle.

Tony C requested that Toni R provide him with a copy of the relevant updated pages of the handbook covering electric flight on the Trundle.

Junior Members' representative report.

Nothing to report this month

Web Site Update

Bruce S has sent committee mugshots to Mike P for inclusion on the site. Mike is in contact with the webmaster of the BMFA site and is investigating the cost of possibly upgrading our site. Tony C is also involved in the discussions. Ray A stated that in his opinion the website is OK as it is – it works well, and photos will be added to it later. Tony C and Ken K then had a discussion as to the perceived standard of the website as it stands compared with other local club's websites and agreed to differ.

Any other business

Goodwood Items

Ray B presented a letter from Peter Houseman re the Static Display. The tone is positive, and the full letter will be included in the Goodwood Washup meeting minutes.

Thanks to Peter for his work and the report.

Ray B returned the club frequency monitor to Tony C , and the BMFA frequency monitor for onward transmission or storage. The pegs and control equipment were returned to Bruce S for storage.

Toni B-R returned the ID Swatches to Bruce S for storage, and retained the HiVis jackets so far returned (21 out of 40) for storage.

Ray A has two CDs of photos of the event. Tony C took them for reproduction and to make a slide show for club evening display. A professional quality DVD movie of the event will be available to club members later at favourable prices.

22. Date of Next Meeting

The next meeting will be held on Tuesday evening 1st July 2008

Meeting ended at 22.00.

Toni

Goodwood Vintage Fly-in Event

from Toni Reynaud - photos by Ian Martin

Introduction

In January of 2008 one of our club members was approached by an acquaintance from the Goodwood organisation to see if CADMAC would be interested in providing a model flying display as part of a Vintage Aircraft Fly-in Event at Goodwood Airfield at the end of May. After committee discussion, agreement was reached that we should arrange and run the display, but not take part in the flying as this would drain expertise away from the organisation of the event.

Preparation

Further in-club discussion took place, led by those CADMAC members who had taken part in big displays or competitions or were highly experienced in the model world in some way. The necessary posts were decided upon and filled with volunteers, and more detailed planning started. Safety of the public and the models and adherence to the various applicable guidelines were uppermost in our minds, as was the future reputation of CADMAC. Posts decided upon were:

- Ray Andrews as Flying Display Organiser to co-ordinate between Goodwood and the Club.
- Bruce Smith as Flying Display Director, responsible for the safe conduct of the flying display and for the planning, organisation and subsequent running of the event.
- Harry Walton as Flight Line Director to take full control of the model flying area.
- John Riall as Flight Line Marshal/Scrutineer to directly control the active model flying.
- Roger Andrews as Police/Emergency Services Liaison Officer.
- Tony Chant as ATC Liaison Officer in radio contact with ATC.
- Ray Beadle, John Fowler and Allen Millar as Frequency Control Officers.
- Toni B-Reynaud as Spectator Control Co-ordinator and Marshals.

Personal and BMFA contacts were used to boost the level of the organisation in scrutineering, while approaches were made to various top display pilots. Offers of help and attendance with the Static Display also came from the Southampton Club, and additional outside Control Line pilots offered to attend. In order to make the event run as smoothly as possible, three practice sessions were programmed to hone the frequency/transmitter and flight line control procedures. Extra equipment to help this along was procured/built as necessary. As far as the display site was concerned, there were discussions with Goodwood as to what would be required, and a very professional frequency sweep and trial flights were carried out on the airfield to ensure radio compatibility and no interference. We also had to arrange camping facilities for

where it won the 'Top Biplane' award at the 2008 Top Gun event. The Pyranha and Funjet Turbines whistled around next, followed by a big red/white radial powered Yak. Next to last we had Dave Stephen's 7.5 metre w/s turbine powered ASK21 glider, which wowed everyone with low inverted passes, vertical climbs to loops and wingovers, and not a bowed wing in sight. Just what is it built from? The planned final slot,

WW II all comers, was upset by a few no-shows - Bob Partington's Mk. XIV Spitfire (with on-board Griffon sound system) was the lone representative. We were missing a Sea Fury, Hurricane, Mk. IX Spitfire, Bearcat, Whitley, Mosquito and a B17!

Considering that we lost nearly twenty five minutes of our two hours slot time for full-size aircraft movements, Harry, Bruce and John managed to give all the slot fliers a



Richard Crapp's beautiful Fairey Swordfish

Frenzied activity on the R/C Display flight-line.



decent airing and still got the last craft down on the runway with a full 30 seconds to spare! Total liaison with ATS was maintained throughout the display by Tony Chant - very necessary with the full-size movements.

Day two was washed out by terrible overnight rain - the airfield was awash, and many of the approach roads were flooded. We arrived at 07.30 as on Sunday, cleared up the hangar and static display areas

and went home, but most of us were happy with what we achieved. The pilots were a very sociable lot which made life easy - they were impressed by our organisation and the word professionalism cropped up many times in relation to the whole of the CADMAC team effort. Thanks are due to all the marshals who turned up and did their two-hour stints at various places in the event, and to Ken Knox and Jeannette for keeping many of us supplied with bacon rolls and tea during the day. Thanks must go to all the club members and other helpers for their efforts, and to our sponsors Trident Structural for the HiVis jackets and to Chant Refrigeration for the banners. There were many instances of selfless dedication to duty and team members going the extra mile. We heard that Goodwood representatives were very impressed by the model display and have decreed that there shall be a 'model only' display next year -

Watch this space!!

Toni



Jets roll out for their slot

Model Display time

All the aircraft were assembled in the pound before time for the public to get a look at and talk to the owners. The display started more or less on time at 14.15, defined by Goodwood ATS.

We had a two-hour program of organised slots, starting gently with a Piper Cub, Stearman and Tiger Moth floating round the sky. An EDF Limit and Warthog came next, whizzing around the sky in complete contrast. An Extra 260 flown by fourteen-year-old Aaron Stephens gave a spirited



The very smart Airspeed Display Team from Chesil MFC



3D display, which included knife-edge passes down the strip and tail-touch prop hanging. The pace was upped even more by the appearance of three turbine jets, (A DH Venom, a DH 110 and a Bobcat), then slowed down by the Airspeed group (Oxford, Courier and Queen Wasp) gently chugging around the sky in scale fashion. All this time the commentary from DB Sound kept the audience informed.

The sky had cleared to bright blue by this time, and sixteen year old Oliver Stecher gave a very good solo aerobatic display with his 40%, 150cc, Extra 260 smoker, succeeded by a number of scale biplanes, including Richard Crapp's fabulous Fairey Swordfish which had just come back from Florida

some of the visiting pilots, as they travel in fairly large vans to carry the large models, some also with caravans and BIG motorhomes. There were changes in the list of RC pilots right the way through the preparation period and on the day of the event. This caused difficulties for Bruce in arranging the slots to present like models without frequency clashes. Closer to the actual display time, extra bodies suddenly offered their services in various departments. All in all, the preparation period was fairly full for all those directly involved, and very much so for Bruce who was right in the middle of everything, especially communicating with the



A small part of Peter Houseman's huge static display

pilots and arranging the display slots. On the Saturday afternoon and evening, time was spent at Goodwood finalising the layout and other arrangements, and greeting

some of the pilots. John carried out some of the scrutineering at this time. On the day we had to on site before 08.00 – most people turned up between 07.30 and 08.00. Final shift timing sheets were



Marshals' team talk at the Control-Line arena

given out to the marshals. Other officials re-familiarised themselves with the site and the final layout, adding the CADMAC banner in an appropriately prominent position.

The Static Display was supervised by Peter Houseman. Models were laid out and labelled, with much admiration from the two main clubs for each other's capabilities. There were many glorious models from CADMAC club members, some of which were yet to fly. They varied from ARTF models to painstakingly created scale jobs (Twilight Tear etc),



Pilots' Briefing

RC, C/L and free flight, gas turbine, I/C, electric, power scale slopers and gliders. The Southampton Club also contributed some lovely examples of the hobby, and Peter Turley manned the BMFA stand in this area for much of the day.

The Control Line circle was set up, supervised by Mick Blundell of CADMAC. There were mostly CADMAC flyers, and at least 40 control-line models were either flown or in the static display area. 15 pilots travelled from as far as Aldershot, Bournemouth, Crawley, Horsham, Christchurch, Worthing and Chichester, flying as individuals and not necessarily representing a particular Model Flying Club. The C/L circle was the first thing visitors saw as they entered Goodwood from the external car parks – most people stopped for several minutes and many came over for a closer look. Mick would like to extend his own 'thanks' to each and everyone them who turned up to make his position as Control-line Flight Line Director a most pleasurable experience. He looks forward to seeing them all again next year, should the event be repeated. Each one of them also expressed their enjoyment of the day and thanked CADMAC for inviting them.



Mick Blundell on the c/l handle



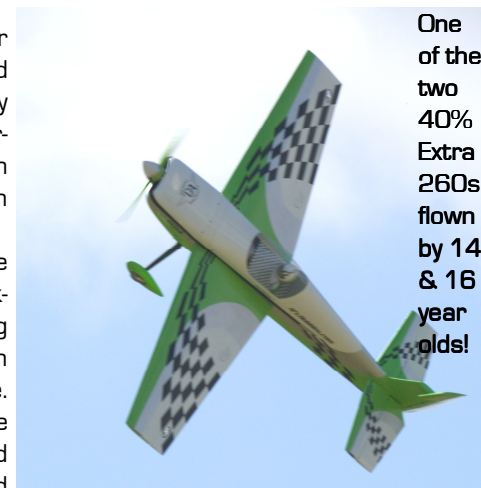
Lots of activity surrounding the frequency control gazebo

Post-event flying continued until after 7.00pm!! Extra tasks of car parking and hangar gate control were requested by Goodwood and allocated to CADMAC marshals – Team Claridge did a good job in between cooking their breakfast bacon butties!

For those with large RC models who were to take part in the main R/C display, booking in had begun on the Saturday evening and continued on Sunday morning, when the transmitter control was put in place. Models were assembled and stored in the hangar space allocated by Goodwood and others moved from the camping area and early arrival vehicles to the hangar holding point and kept in the hangar due to damp weather - it was wet and windy but cleared about 10.00 - in fact the later part of the day for our model display was clear blue sky and a gentle breeze from the east.. Scrutineering took place here too. The models were later moved under escort through the full-size aircraft parking area to the flight line pound as necessary.

Briefing took place at 11.00 for all pilots and as many marshals as necessary. Bruce started off with a welcome speech, then Harry gave the Flight Line Director's safety briefing, and answered questions. Radios were distributed among all officials, and we were off and running!

The marshals controlled access to the technical area and to the pound, talking to all who were interested. The questions ranged from "Do they really fly?" to "Why is that



One of the two 40% Extra 260s flown by 14 & 16 year olds!



Dave Stephen's 7.5m wing span gas turbine powered ASK 21

propeller going round in the wind?". They also patrolled Static and C/L areas talking to the public. The full size guest appearances were not too good – weather at departure airfields precluded many

from attending. However, one very spectacular display turn was an Extra with a Swift glider in tow doing aerobatics (axial rolls in opposite rotations while still attached by the towline!) A Percival Pembroke did a good beat-up of the airfield, and a wing-walker on the upper wing of a Super Stearman took our breath away. A few aircraft were on static display – Harvard, Mk19 Spitfire, Ferocious Frankie P51 (with baby!) who all gave spirited displays after the model flying was completed, Luscombe Silvaires, with four WW1 replicas including Fokker and Sopwith Triplanes turning up later.