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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.

June 2007

# **CLEAR DOPE**



**In this issue**

**Middle Wallop**

**A Vintage Gem**

**We Are Not Alone!**

**CHICHESTER AND DISTRICT  
MODEL AERO CLUB**

# Chichester and District Model Aero Club

**Website - [cadmac.co.uk](http://cadmac.co.uk)**

## Committee 2007

Chairman	Tony Chant	01243 262816
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: keithwood@supanet.com	
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Competition Sec.	Ray Beadle	01243 670163
Thorney Rep.	Harry Walton	01243 375156
Porthole Farm Rep.	Mick Blundell	01243-670791
Slope Rep.	Ray Andrews	01243 604119
BMFA Rep.	Ken Knox	02392-593104
Webmaster	Lee Hackett	01243-820689
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Indoor Rep	Allen Miller	01243 261839
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

Cover Photo:

Close up on Mike Notter's delightful Fokker D8 converted from an old F/F plan for lightweight R/C. Do not be fooled by ze monacle! I haff you in my sites!

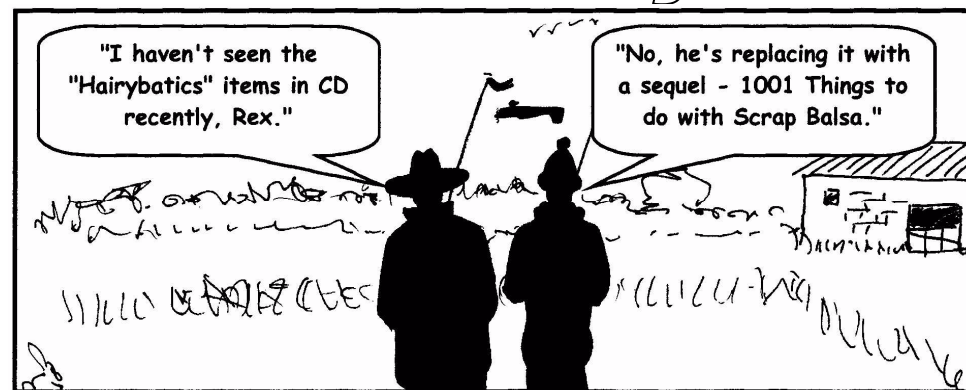
# DIARY OF COMING EVENTS

The following is a list of proposed CADMAC Club events for your information.

**All outing dates have now been verified and booked.**

Legend:	Club-nights	Outings	Comps	Indoor	Others
June	16	Scale Comp	Thorney	12 noon	
June	23	Wings and Wheels	North Weald		
July	07	Flying Legends	Entry Ad£28 Con£22 Dis£8		
July	07	Glider Comp	Thorney	12 noon	
July	12	c/l,f/f.p/f and BBQ	Fishbourne	7.00 pm	
July	14	Electric Glider	Thorney	12 noon	
July	14	Glider Comp	Thorney	12 noon	
July	21	Glider Comp	Thorney	12 noon	
July	28	Hastings Show			
August	09	c/l,f/f.p/f and BBQ	Fishbourne	7.00 pm	
August	11	Scramble/A Test	Thorney	12 noon	
August	18	Indoor Flying	Seaford Col.	2 - 5pm	
August	25/27	Brit Nat Champs	Barkstone Heath		
Sept	13	Club Auction	Fishbourne	8.00 pm	
Sept	15	Slope Comp	Detail on the day		
Sept	15/16	Hop Farm Show			
Sept	22	Indoor Flying	Seaford Col.	2 - 5pm	
Oct	11	Plunge moulding / scale detail presentation			
Oct	13	Loops, Rolls, Spins	Thorney	12 noon	
Oct	27	Indoor Flying	Seaford Col.	2 - 5pm	
Dec	13	Annual General Meet	Fishbourne	8.00 pm	

## TeX & ReX by Cobbo





# Way to go!



Terry Prendergast

The family of Second World War fighter pilot Terry Prendergast wanted to say farewell to him in style. So they decided to reach for the sky - by building him a cardboard coffin modelled on his wartime Hawker Hurricane aircraft. They even painted the 7ft by 5ft replica in camouflage colours and wrote on the side 8608, the number of the plane he flew in the war. His son, Andy, said, It's a sad occasion but this was a way to remember him. I wanted a fun way to let everyone know my father had died. "Dad was great fun, generous, thoughtful, very intelligent and very creative. "But he was also a frugal chap when it came to himself he would have thought it was a dreadful waste being put in a wooden coffin only for it to be burned.

By Mike Carter - Daily Express - Friday 11/05/2007



Many thanks to Jim Billingham for sending in this item.

## IT'S THE PITS!

Editorial

I know the weather's been shocking, of late, and there's not been that much flying down at Thorney over the last month so maybe it's the lay-off that's caused a few memory lapses recently for I've been asked on three separate occasions by different club members to re-affirm the safety procedure for operating around the pits area... so here goes:

### TAKE OFFs

Prior to take-off, models should be positioned **UPWIND** of the Pilots' Box and Pits area - they should be carried or wheeled out. (I know I'm guilty, here, as I've taxied the Spit away from the start-up area then parallel with the pits to the holding area - sorry shan't do it again!)

### UP WIND LOW FLY- PASTs

These are potentially very dangerous manoeuvres and should be performed approximately down the centre of the runway or even a little further away from the pits/pilots' box.

### DOWN WIND LOW FLY- PASTs

These must be treated as part of the circuit and **MUST NOT** be flown over the runway at all - but over the grass area.

### GENERAL FLYING

No manoeuvre should be executed which causes the aircraft to fly directly towards to pits/pilots' box. Eg. Figure 8s or reversals must commence into wind.

### LANDINGS

Whatever the wind direction, models should be landed on a path divergent from the pits and pilots' box.

### TAXIING

If engines are still running after landing, models which have passed the pits/pilots' box should ideally be taxied to the side of the runway and out of the active zone for retrieval. If a model would have stopped level with pits/pilots' box it could be carefully taxied up-wind and then to the side, as above.

A model coming to a halt reasonably short of the pits/pilots' box should have its engine killed and be retrieved from where it stopped.

Under no circumstances on any of our sites should a model be taxied back to the pits/pilots' box as this involves pointing a running engine directly at people.

*Amce*

## CORFU 2007

Last year John Morris and I had an enjoyable week at the RC Hotel with plenty of models to fly. The food was good, the accommodation fine, a very nice swimming pool and a nice bar to sit round and tell stories. I hope to arrange another week in September after all the little darlings have gone back to school.

If you're interested, give me ring on **01243 572819** *Ron Hemblade*

## Minutes of the Committee Meeting Tuesday 2nd May from Toni Reynaud - Hon Secretary



**Members Present** Tony Chant, Bruce Smith, Ray Andrews, Allen Miller, Harry Walton, Morris Campbell, Toni Reynaud Mick Blundell, Ray Beadle, John Fowler Ken Knox

**General** Tony C had had a conversation with the Thorney Island Liaison Officer, who is generally satisfied with the way that our flying operations on Thorney are going. There has been one complaint about flying over the Shore footpath. Tony said that he would look into the matter, but as that is our southernmost boundary for flying, it was allowed. Passes are in the process of being updated. There is a possibility of our entry procedure being changed, but no details are available as yet.

It was mentioned that the Trundle Rep and Indoor Rep had not been elected at the AGM, but had been informally co-opted to do the jobs since that time. To formalise the situation, Tony Chant proposed that Allen Miller be co-opted as Indoor Rep and Ray Andrews be co-opted as Trundle Rep. These were seconded by Bruce Smith, and the Committee voted unanimously in favour. These members are therefore co-opted to fill the positions as named, regularising the situation created at the AGM where the positions had not been filled.

**Correspondence** Tony C had an email from the Admin Sec of modelhelicopters.com. This is a new website and includes a link to CADMAC, and would we reciprocate. Our Club logo has been sent to them, and the site has been looked at and thought of as a good site. Tony C had an email from Bruce S referring to event on Thorney Island on the afternoon of Sunday 30<sup>TH</sup> April. The new South-West pilot's box had been agreed to be used as a trial for this year (2007). However, some members still want to use the old position on the west side of the runway for flying in easterly to north-easterly winds. The new South-West box is the first choice and **MUST BE USED** in these wind conditions. Feedback to the committee is requested from the members on this matter by letter, phone, email or personal conversation at any opportunity. There was a suggestion that if the old centre box were to be used in these wind conditions that the pits should face the grass area, and would therefore see all models when flying (if they were correctly flown over the grass area) and that the flight path to approach and land (after flying over the grass area) should be to the south and up the runway into wind. This flight path means flying would take place all round the pits and pilot box, which is not acceptable from a safety point of view and is contrary to the guidelines given in the BMFA Handbook. There followed a discussion of flight paths when using the SW Pilot's box. The conclusion is that when using this box, **DO NOT LAND FROM THE SOUTH**. The flying area is over the grass to the north of this box, and the approach should be on an easterly heading north of the box and pits, into wind to land on the runway. This prevents flying behind the pits and box. Also, the pit area should be established south of the peri track at

## WE ARE NOT ALONE!

Here's something interesting. I don't recall hearing anything from the BMFA about the fairly recent bottom-end and top-end frequency additions not being for exclusive model use. Here is an extract from one of the appropriate frequency allocation tables at:

[http://www.ofcom.org.uk/static/archive/ra/publication/ra\\_info/ra365.htm](http://www.ofcom.org.uk/static/archive/ra/publication/ra_info/ra365.htm)

34.5 - 38.25 MHz

MOBILE

Radio Astronomy Government.

SRDs (Short Range Devices) operate in this band and they are exempt from licensing. The use includes model aircraft control systems which have **exclusive use** of the sub-band **34.995-35.225 MHz**, SI No. 1987/776 applies to this sub-band. Cordless audio devices for use with domestic audio equipment operate in the bands 36.61-36.79 MHz and 37.01-37.19 MHz, specification MPT 1336 applies, see also RA 114 Marine data buoy telemetry operate within the band, specification MPT 1264 applies.

Short range emergency alarm systems for the aged and infirmed operate on three spot frequencies in this band, **34.925, 34.950 and 34.975 MHz**, they are exempt from licensing. Specification MPT 1338 applies, see also RA 114. Protection required for the Radio Astronomy service within 80 km of Cambridge in the sub-band

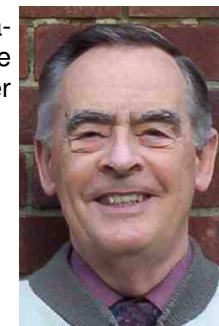
<http://www.ofcom.org.uk/static/archive/ra/topics/spectrum-strat/uk-fat/uk-fat2002.htm> comes-up with data buoy info (e.g. Cambermet???) -

UK30 **34.5 - 34.995 MHz** and **35.225 - 35.5 MHz** may be used for paging, alarms for the elderly and infirm, and maritime data buoys.

**34.945 - 35.305 MHz** may be used for model aircraft control systems.

On the face of it, you may come to the conclusion that operation on Channels 60 and below, and Channels 82 and above present some risks. I wonder if anyone in the club has better info? Does it explain any of our interference hits?

*Golin*





# Gala Day 28th May

Unfortunately this was blown out by the wind, I would like to thank all who put their time and effort into preparing this event.

At 10 am the Claridge brothers had got the barbi going in the barn and were preparing some burgers and hot dogs for the helpers that had already arrived. However, with the wind at force 5 it was decided that the general and demo flying would not take place, however young heli instructor, Trevor Burley, assisted by grandad, Terry, flew an electric 3D helicopter display that had to be seen to be believed - not only once but 4 times !

Maurice Campbell had arranged for loos to be on site and already had the marquee up along with a van full of Plan Nutz products.

Quite a few club members came to brave the elements and help consume the hot dogs and I would thank them for their support.

As Usual the Tuesday was perfect!!

Cheers Ray

## Glider Competitions

As this event was cancelled at the May Club Meeting - The Green Triangle has not been mown yet - It will be re-run on the following dates:

7th July 14th July 21st July

The Electric comp which was planned for the 14th July will be run with the gliders on that day but at Thorney and not at Porthole as was originally advertised.

Cheers

RAY



## 2.4 Gigs

I am happy to report that the Futaba 6EX 2.4 GHZ System was successfully installed in my Junior 60 model aircraft and taken to Thorney Island Airfield on Sunday 20th May for its first outing. After a powered down range check. and the usual pre-flight checks John Riall took the plane up. I am happy to say that the plane flew without mishap and was under control throughout the flight.

Further details on this system can be found on the following website:

<http://www.futaba-rc.com/manuals/index.html>

For further information scroll down to the 6EX 2.4GHZ and download the 2.2MB Full instruction manual where the setting up and all necessary information is available.

Regards *Fred Minay*

the junction of the peri track and runway.

There is a feeling in the committee that members are not receptive to being lead on subjects such as this, and think that the committee is working without reference to members' opinions. The members vote the committee in to run the Club, and should therefore abide by the decisions the committee makes. The members have recourse to Extraordinary General Meetings to re-elect a new committee if they wish to change the workings of the Club, or can volunteer for committee duty at the AGM if they wish to do a better job. Morris C stated that he believes that many members do not know that for the period of the trial, the easterly pilot box and pit position is out of bounds in easterly to north-easterly winds. Morris C had an email stating that committee members should have public liability insurance when carrying out club duties. It was confirmed that the BMFA Insurance provides this.

**Treasurer and Membership Secretaries report** Current membership is 131. Three new apps. Discussed and approved. Charlie Strapausis (Junior Member) has attended a club meeting with his father and the paperwork for his application is now complete. Jack Watts (Junior Member) has not attended any meetings. John has spoken to his parents/guardians and all necessary paperwork has been returned. Nick Dunnet is a beginner and his application is complete.

John also presented the financial position of the Club. There have been no requests for funds to be made available. Mick B requested funds to buy new batteries for the Club training buddy-box. This was approved. Ken K reported that the BMFA is donating £250 to the Winchester Medical Foundation (a local charity) in remembrance of Roger Bedford, and suggested that the Club might do something similar. Tony C proposed that the Club make a donation of £50, which will be covered by the Spot the Plane competition over the next few months. Seconded by Harry W, unanimous vote for.

A payment was made to Morris C for the shale for the Porthole Farm driveway. A second payment will be needed to cover the cost of the next load – proposed Tony C, seconded - Mick B, unanimous vote for.

**Social Secretaries report** Skittles and Buffet evening are organised and in FSC diary. Only 10 people so far have paid, but it is not anticipated that this will be a problem on the night. Dates still as per the CD. Last month's Spot the Plane winner was R Jeeves - £20 to him and to Club funds.

**Meetings/Social Events Programme** See advert elsewhere in CD

**Competitions Programme / Gala Day Update** This month's competition is Open Glider. It will take place on three Saturdays. (See Page 16 - Ed.) The Gala Day preparations are on course. Comps on the day will be All Up Last Down and Balloon Bursting. Local Safety Officers are required for movement control round the site. Site layout is finalised. Gazebos are required for shelters. Refreshments are sorted. Trainer and buddy box are OK. Sound system and radio mic are OK and a commentator arranged. Demos and fire precautions are set. Entrance track repair is in progress, toilets are organised, road signs and Tx and Model control are sorted.

Tony C minuted thanks to Ray for all the hard work in setting up the gala Day and to the achievements of the working parties at Porthole for assistance in the preparations.

**Safety Officer's Report** Morris C accepted the information about flying in E-NE winds at Thorney, and appreciates the support of the committee and Chairman for his actions. Recent winds from the north and north-East have made life as Safety Officer difficult, but that's the job. He requested that all club members, especially those running the Glider Comp this month, remain aware of the limitations of the site.

**Junior Members Representative report** Nothing to report

**Clear Dope Report** No problems in production. Ray A to investigate cost of laser printer with duplex fitting.

**Website report** Nothing to report – all OK at the moment.

**Thorney Island report** There have been problems with the passes for access recently, but these have all been due to Army problems. We are at their mercy if they cock up! The new equipment box needs to be reinforced with tie wraps or similar – in hand.

**Trundle Hill report** New signs produced and fitted on site. The winds have been totally wrong for flying there recently.

**Porthole Farm report** The mower failed this month. A helicoil was fitted for the plug and a new clutch lever bearing fitted. Morris C offered another mower recovered from his local recycling centre as a replacement. As reported earlier, the road repair is in progress and rubble has been placed to repair the hole by the entrance.

It was suggested that in future the pits will be placed by the barn for added safety. It was discussed and agreed that this placement would be trialled for some months – paths to the pilot box will be cut.

**Indoor Flying Report.** The meeting at Seaford College on 28<sup>th</sup> April had 16 (plus one junior) attendees and brought in £82. The current balance for the Indoor Flying Fund is £93. That was the last meeting until August. Attendances have been about 20-30% outsiders.

**BMFA Report** Ken K reported that Hants County Council have made a grant of £1000 towards the cost of an Aeromodelling display at the Royal Victoria Show this year, so we feel obliged to have a presence there. Our contribution is requested to be Control Line display (Mick B et al) and commentary (John Riall).

The BMFA presence at Yeovilton was well accepted to the extent that the BMFA have been requested to return next year. There will be a towline glider comp at Waltham Chase, postal competitions are to be held for various disciplines, and the Free Flight event at Middle Wallop over Easter was good. There will be a meeting of Area Examiners soon.

**AOB** Tony C said that there were more models appearing that might be considered noisy. All committee members are requested to query the pilots/owners of such models, and if they do not have a Sound Test Certificate, request that a sound test be done as soon as possible.

**Date of next meeting** 5th June 2007, 8:00 pm

*Jon*

**WE DO NOT HAVE THE RIGHT TO FLY JUST BECAUSE WE WANT TO. MEMBERS SHOULD ALWAYS CHECK LOCAL WEATHER CONDITIONS PRIOR TO SETTING OUT FOR THE FLYING FIELD AND THEN TAKE ONLY MODELS SUITABLE FOR THE PREVAILING CONDITIONS - PROVIDING THEY HAVE THE SKILL TO TAKE OFF AND LAND THOSE MODELS WITHIN THE CONSTRAINTS OF THE RUNWAY'S WIDTH.**

The following references are relevant:

### **CAP658**

During 1996 some changes were made to the Air Navigation Order which re-defined Model Aircraft as SMALL AIRCRAFT .....

At the same time the Civil Aviation Authority (CAA) issued Civil Aviation Publication 658 (CAP 658) - Small (Model) Aircraft: A Guide to Flying.

Whilst the recommendations in CAP 658 are not regarded as legal requirements, one of the reasons why it is issued by the CAA is to provide a guide to what would be considered '**reasonable practice**' in the event of a model flier being **prosecuted by them under the Air Navigation Order**.

(In other words - failure to comply with the recommendations **isn't illegal** - but could well be construed as '**reckless or negligent**' behaviour in the light of the ANO. **Vide Articles 74 and 73.**)

### **From the BMFA 2007 Members' Handbook**

#### **pp 16 (k)**

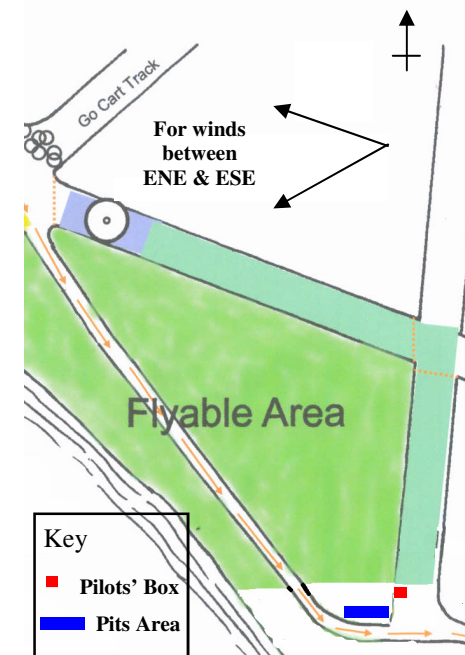
#### **CAP 658 says**

For any model aircraft flying, first choose an unobstructed site and at all times keep a safe distance from persons, vessels, vehicles and structures.

Then only fly in suitable weather.....

#### **pp 18 (d)**

Do not allow flying all around the field 'control line' fashion. Lay out an area of dead air-space that takes in the pits.....



# PLEASE READ

*Last June our committee agreed upon a Code of Practice for the siting and use of the Pilots' Box on Thorney Island at times when the wind is PREDOMINANTLY EASTERLY.*

*The instructions for flying under these conditions were subsequently printed in the Editorial of the July 06 edition Clear Dope.*

*Recently members have been flying models from the 'old' alternative Pilots' Box which have been occupying air-space on both sides of, as well as in front of and behind the Pits and Pilots' Box. This must not continue.*

## Winds with Easterly components

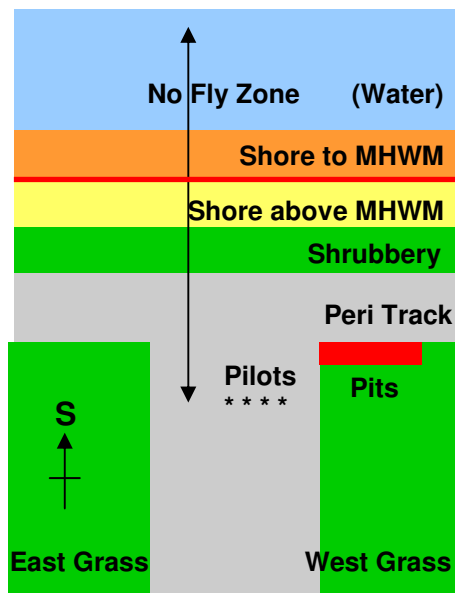
Unless the wind is PREDOMINANTLY easterly (ENE to ESE) we should use the regular pits and pilots' box positions, taking off and landing diagonally across the runway providing that we have suitable models and experience to achieve this safely and without grossly compromising the no fly area to the east.

## Predominantly Easterly Winds

The pits should be moved to the grass on the extreme SW edge of the runway (near the peri track) and the pilots box effectively adjacent to the pits but across the runway. Once again, take offs and landings should be made diagonally across the runway and members should

only fly if they have suitable models and experience to achieve this safely in these conditions and without grossly compromising the no fly area to the east.

The Southern area No Fly Zone and Pits placement in predominantly easterly Winds is shown below.



This solution to pits placement allows flying over the full grass triangle, negates the need to fly behind the pits and has the great advantage of keeping the sun behind you.

Pilots should only fly under these conditions if they have the experience, skill and a suitable model to take off across the runway and turn immediately left.

LARGE/FAST models are not suitable for Thorney Island in these conditions.

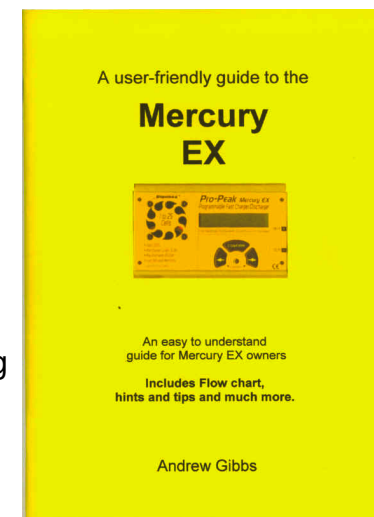
## Gibbs Guides

User friendly guides by Andrew Gibbs

Lithium batteries	£7.75
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Cadmac members may enjoy a £1 discount on above prices when buying at a club meeting.

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.....direct from the importer



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## SAMs' Meet - Middle Wallop (Society of Ancient Modellers)

JR's scripts have been missing for a few months so having not much to do on a Monday morning, sitting outside by the garden table, with a clear blue sky and the temp in the 70s I was thinking, 'I could go down to Porthole.' Even being retired I'd feel guilty going flying three days on the trot - not that I think Kath would mind.

The grape vine tells me that Porthole is used more than Thorney these days - Good Friday saw a head-count of thirty. On Thorney you could count the flyers on two hands! I reckon the retirement area on the Manhood Peninsular has a lot to do with it. I expect there will be some flack from that remark but April has been a perfect month for flying - even better than Malta.

The Easter forecast was good. I heard Mick Blundell was going to Middle Wallop for SAM's Free Flight meeting on the Sunday. A quick phone call secured a lift - Bless Him! A quick trip into the loft to retrieve my Vic Smeed designed Mam'selle and unsieze the 0.5cc Dart diesel. On arrival - the customary walk along the flight line and the 1940s/50s nostalgia hits you in the face - so does meeting a few old club members - Jack Allen with wife Kath, Tony Penfold and Dave Etherton who won the A1 Towline Glider Cup on the Saturday. Well done Dave, I hope I have the right information.

We had just claimed a patch of Middle Wallop turf with our folding chairs when we heard Adrian Child's cheerie voice and that set the scene for the day. The wind-sock hardly moved all day. Perfect, except my Dart was being difficult to start though I must admit that fuel looked like strong tea and was a few years old. A quick trip to John and Pauline's stand (Flitehook) soon sorted that out and with fresh fuel I was thirteen again - except that the model was a Veron Cardinal



plan to balsa sheet, I found the most satisfactory way was to insert carbon paper between the two and prick through with a needle. This gives a crisp and precise image on the wood.

All in all, the original design was adhered to faithfully, with only a few modifications to accommodate and provide access to, the R/C gear. The latter consisted of a 50mAH 4.8v NiCad, two micro servos (4.3g each) and a 8g RX. 1mm carbon push-rods provided the linkage to the rudder and elevator surfaces.

In terms of finishes, I tend to adopt an 'impressionist' technique with scale model subjects. Excessive detail is to be avoided and invention freely resorted to, provided it is appropriate and enhances the final appearance. By such means, only a very moderate amount of work is generally involved. In this case, I covered the entire model with lightweight 'Starspan' blue tissue and applied a bit of 'vaguely authentic' decoration using black and white Humbrol enamel plus masking tape. For accessories, a simple Spandau-style machine gun was constructed out of scrap balsa, paper and a bit of aluminium tubing, while the Prussian style pilot (inspired by Gert Frobe in 'Those Magnificent Men.....') was carved out of a dense pink foam material. Finally a small step was added to the fuselage. May not appeal to the purist, of course, but looked OK to me.

Flying? I'll let you know how I got on when we get a calm weekend here at Thorney.



*Mike*



and mine was not the lightest! An enlargement of the plan by 12.5% on the firm's photocopier (fits onto A3) to yield 24.75" span, appeared compatible with an expected all-up weight of 7oz or so. Conveniently, this also allowed the abundantly specified 1/32" sheet balsa to be replaced by 1mm thickness.

The original model was powered by a 0.46cc ED Baby, which I imagine must have put it in the Ferrari class at the time. I opted for a 0.25cc Schlosser diesel in



my enlarged version and hoped that engine performance improvements over the years would make up for any shortcomings.

I built the wing first, because it looked quite challenging. It was! Undercamber, taper in both chord and thickness, washout, jiggling – it had the lot. Fortunately aileron control was not required, or indeed practical with this small model. Subsequently tackling the fuselage was almost straightforward in comparison, although fabricating the wing support struts was a bit tricky. It's worth mentioning, that having tried a variety of methods for transferring the outline of a shape from

back then. I was surprised that the Mam'selle was still in trim from its last outing. Adrian and his mate had several F/F models one of which was a Mercury Magna which was flying most of the day. But to watch the competitions going on is something else - The Vintage Power - some with spark ignition engines; 'A' Frame Twin Rubber, Vintage Rubber, even Phil Smith - Veron Designer - flying his F/F, ducted fan, Mig 15 in fact every type of F/F model was seen flying during the day.

A perfect day out, thanks to my chauffeur Mick, as I probably wouldn't have gone on my own.



An earlier shot of John (Cool Hand) Riall launching the Mam'selle.

PS. If you heard a rumour that JR was seen at the recent Seaford Indoor Meet flying other peoples models AND an indoor heli - Yes it's true!

And he's joined the Old F-rts Club too!



**BOOK YOUR PLACE QUICKLY**

**Don't miss out!**

**CADMAC OUTINGS 2007**

**Wings & Wheels - 23rd June - 7.30**

**Flying Legends - 07th July - 7.00**

**Hastings + LMA - 28th July - 8.00**

**Hop Farm - 15th September - 8.00**

**(Last figure is time bus leaves Fishbourne)**

**Contact Toni Reynaud**

**Phone: 01243 370422**

**Email: tonibr@onetel.com**

**LARGE  
MODEL  
ASSOCIATION**



**LMA Events for 2007**

Rougham	5 <sup>th</sup> and 6 <sup>th</sup> May
Longhorsley	27 <sup>th</sup> and 28 <sup>th</sup> May
Cosford	14 <sup>th</sup> and 15 <sup>th</sup> July
Rufforth	11 <sup>th</sup> and 12 <sup>th</sup> August
Catton	18 <sup>th</sup> and 19 <sup>th</sup> August
Much Marcle	1 <sup>st</sup> and 2 <sup>nd</sup> September
Duxford	22 <sup>nd</sup> and 23 <sup>rd</sup> September
Hendon	28 <sup>th</sup> October

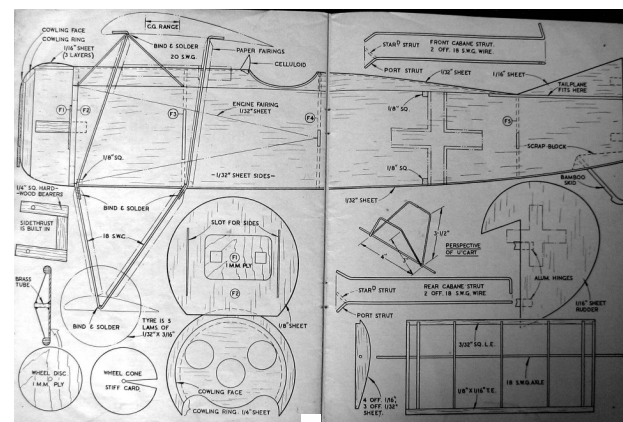
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Thanks to CADMAC Member Roger Andrews for LMA events calendar.

# REDISCOVERING A VINTAGE GEM

**from Mike Notter**

I always home in on those piles of old magazines and books that can often be found at aeromodelling events. They seem to rekindle the fascination that attracted me to the hobby as a child and – significantly – are ARTF free! Also, they sometimes contain plans of model designs which are long forgotten, or are otherwise quite difficult to obtain today. As such, while thumbing through a rather tatty March 1954 'Aeromodeller', I came across the little 22" span Fokker D8 free-flight power job designed by Ron Moulton. Further research revealed that it was published some years ago by Nexus in their Plans Handbook No.1 as one of a pair of plans under the title 'Twosome'.



Immediately captivated, I wondered if it would be suitable for R/C conversion using just rudder and elevator control (I like retaining the commitment factor that comes with omitting engine control). Surprisingly for a free-flight design, there was no wing dihedral apart from that provided by a thickness taper in the rib sections towards

the wing tips (a vague reference to the use of washout was included). As the appearance of the D8 is rather spoiled by the addition of dihedral, enthusiasm prevailed and my reservations were forgotten. A few calculations revealed that the original design weight of 4.75oz was not realistic, even with micro R/C gear,

