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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.

March 2010

CLEAR DOPE





In this issue
When HEMS Dropped In
A Body Like Mine!
Tangmere 2010

CHICHESTER AND DISTRICT MODEL AERO CLUB

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Chichester and District Model Aero Club

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

Committee 2010

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CADMAC Website - cadmac.co.uk

BMFA Southern Area Website - sabmfa.org.uk

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


Cover Photo: Steve Holland at the Yeovilton Show with his 40 percent Swiss biplane inspired by the Buckers Jungmeister. Photo Ken Knox



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Events Calendar 2010

Club-night Events Competitions Indoor Flying Other Events

All competitions commence at 12.00 noon

Indoor Flying - 1.00 to 2.00 pm Free flight / 2.00 to 5.00 pm Mixed

Sat March 13th	Climb & Glide i/c only	Thorney Island
Sat Mar 20th	Indoor Flying	Seaford College
Sat April 10th	Bomb Drop	Thorney Island
April 2 nd 3 rd 4 th 5 th	Bank Holiday	
Mon April 5th	Slope Day	Trundel Hill
April?	Auction	Romsey
Sat April 17th	Indoor Flying	Seaford College
Sat May 15th	Scramble i/c only	Thorney Island
Sat May 22nd	Indoor Flying	Seaford College
Sat June 12th	Slope Comp	Trundle Hill
June 26 th 27 th	Wings & Wheels	North Weald
Sat July 10th	Electric	Thorney Island
July 4 th 5 th	Hastings	Hastings
Sat Aug 14 th 21 st	Open glider	Thorney
Aug 28,29,30 Bank Hol.	Nats.	Barkestone Heath
Sat Sept 4th	Open glider	Thorney Island
Sat Sept 11th	Loops, rolls, spins	Thorney Island
Sept 18 th 19 th	Southern Model Airshow	Hop Farm
Sun Sept 26	Tangmere 2010	Tangmere Museum
Sat Oct 16th	Scale	Thorney Island
Sat Oct 23rd	RNAS Model Show	Yeovilton
Dec ?	Indoor comp	Seaford College

Editorial

CYCLING BAN MAY 9th

A cycle race will be running between the hours of 13.00 – 15.30 on Sunday 9th May 2010 in our area of the field on the Thorney Island Site. Therefore there will be no flying that day.

COMPS ARE A'COMMIN'

Printed on Page 7 you'll see Ray's revised rules for the first three competitions of 2010. The main change to note is that Ray is placing the emphasis on consistency in the first two events this year.

In the Climb and Glide or I/C Duration, two rounds will be flown and their scores added together. The winner will be the pilot with the longest time when the two results are added.

Likewise in the Bomb Drop Comp. No longer can we drop one bomb on the peri track and then a lucky one on the target to win. Two rounds will be flown and their scores added together. The pilot with the shortest total of two will be the winner.

THE 'EYES' HAVE IT

In publishing Keith Stanley's uplifting article on his recent, most successful cataract operations, with deference to Morris Campbell who's had a traumatic experience in that regard, I'd like to re emphasise that such operations are totally successful in 99.9% of all cases whereas poor outcomes are extremely rare.

TANGMERE 2010 PULL-OUT SECTION

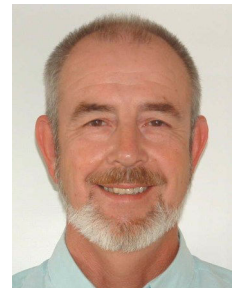
As you'll read from pp 9-12 in this months mag, we're getting organised good an' early for the Model Aircraft Day at our local Military Aviation Museum. I've deliberately spread the information over these four pages so that the entire centre section of the mag can be pulled out and kept at hand for easy reference.

LET'S BE 'AVIN' YA

I was asked by a member, a couple of weeks ago, why we didn't have a regular 'WANTED/FOR SALE' slot in CD. The answer is of course because members rarely let me know what they're looking for or what they want to get rid of. I'm only too pleased to include anything from you, our membership, so please let me know.

Also, while we're talking about it....Just what have you been building in your workshop/kitchen or front room over this never-ending winter? There must be some really good projects going on, so come on, let's be 'avin' ya. Send me a few lines with a couple of photographs so that we can all share in your joy and excitement when commissioning a new model or flying it for the first time.

Jim





Minutes of the Committee Meeting Tuesday 2nd February 2010 From Toni Reynaud Hon. Secretary

Members Present - Tony Chant, Toni Busuttil-Reynaud, Allen Miller, Bryan Stichbury, Ray Beadle, Fred Minay, Keith Wood, Ken Knox, Morris Campbell, Bruce Smith, Peter Houseman, Philip Roberts, John Riall. Derek Honeysett from 21.00.

Meeting started at 20.00.

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

Apologies for absence. None.

Correspondence. Keith W had an email stating that the request for assistance with the funding for Goodwood rental costs would be discussed at the SABMFA Meeting on 3rd February.

Treasurer and Membership Secretary's report Keith W said that there is one membership application form this month from Jon Roberts of Emsworth. He was approved. KW has paid fees for Thorney, Porthole Farm and to FPFA for the use of the Playing Field last summer. Keith W has sent the list of Instructors and Examiners to the BMFA, and managed to untangle the updated system of grading them. Club Instructors are just that, recognised within the Club (for instance, any B-qualified member who is willing to accept the position). Qualified instructors are Club instructors who have been formally examined by an Examiner. Keith then asked if the Club wished to progress the Club Instructors to Qualified Instructors. John Riall suggested that the list be monitored and trimmed according to the ability and/or health of the individuals, EG a newly qualified B pilot could stand with an unqualified pilot flying a simple rudder/elevator model, but could not necessarily "instruct" someone wishing to practice advanced aerobatics. Common sense to be applied.

Keith stated that all on the list have been asked, and they have agreed to be classified as stated on that list. Keith and Bruce S were requested to obtain BMFA leaflets about instructors, and to generate an article for CD.

Social Secretary's report. Toni B-R stated that bus trips can be organised for the dates as follows: Wings and Wheels 26th June, Hastings Annual Model Airshow 24th July, Hop Farm 18th September. Bruce S agreed to drive for Wings and Wheel and hasting as necessary, but cannot drive for Hop Farm. Plane game is organised for this month. In March we should be in the bigger hall on the other side – outline plan is Auction, but as we are not yet sure of the amount of space and/or rooms available, a Bring and Buy is proposed instead. £5 per table. This was agreed.

BMFA Representative's report. Ken K reported that there are vacancies on the SABMFA committee. The next meeting is tomorrow (3rd Feb) and as our requests for assistance with Goodwood and Seaford fees are on the agenda, it would be nice if one or two members could attend. Address on the website. Yeovilton is on 13th February.

As I write this on Wednesday 3rd. February it is just the second day following my 'Cataract removal Procedure'. I had been given a thorough briefing on the procedure from a friend who had undergone it himself – so I had no apprehension whatsoever. I shall have to wait my turn for treatment to the second eye.

As I had been lead to expect the effect is staggering, already I have discarded the Bifocal specs worn for many years, just occasionally I do still need reading glasses on a cord round my neck. The new good eye can make up for the deficiency of the untreated one and by closing each one in turn I can see exactly how poor is the one which previously was the best. There is a huge difference in colour discrimination to say nothing of general clarity. It is truly wonderful to go out walking and suddenly to remind myself that I am not wearing any spectacles at all nor do I need to do so. And it can only get better with time.

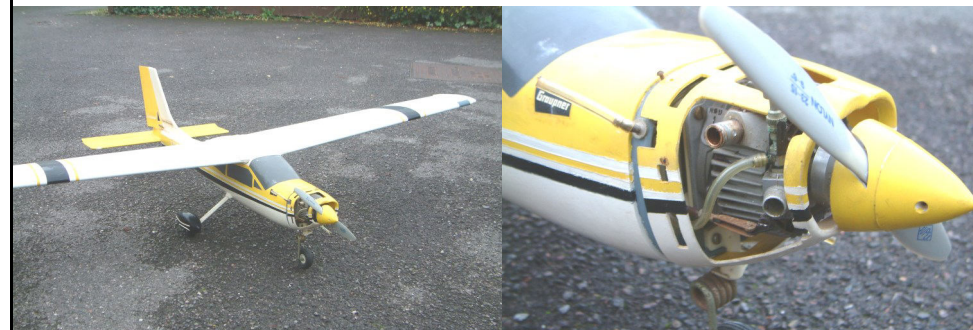
So every indication is that I shall not have to give up model flying and I am very pleased about that. Could it be that you have eyes like mine?

Keith



Keith with his tailless Pelicano

No Offers received so far!



NSU Wankel, rotary engine, currently 'gummed up' in a Cessna Airframe. I'm prepared to donate £25 to the charity for this.. Does anyone want to go £30?

Please let me know asap. **Bruce** 01243 531602 aerobruce@aol.com

YOU TOO MAY HAVE A BODY LIKE MINE. from Keith Stanley

Few CADMAC members will have realised that our hobby, model flying presents a most critical challenge to our eyesight, probably as demanding as any hobby and more so than most. Oh yes I know that I really am an old man now – how pathetic is it when I find myself boasting about my age – anyway for some three or four years till 2009 I know that I have been flying lower and closer than when I was in my prime (no comments please). The reason is of course that I was finding it more and more difficult to know exactly what attitude my model was in and exactly what speed it was flying at. In fact I realise now that I have, over the years been flying effectively more and more ‘Fuzzy’ aeroplanes.

Medication has been robbing me of a lot of energy and so I didn’t get down to Thorney much last year. In September however I had a new canard model as yet unflown and down I went to give it an airing. As I sat watching other members’ models in the air I began to be glad that I wasn’t the person on the sticks and I wasn’t looking forward to trying the new model, solely because of a lack of confidence in my ability to see the model clearly. It really is important you know for certain what is going on up there. I realised that I had reached a break point in the hobby when I found myself asking Steve Skinner if he would fly my model for me. He had not flown a Canard before but was willing to accept my assurance that it would ‘Fly like a trainer’!. For the record the model did fly beautifully and Steve tried a loop (Just) and a Roll (sort of) and brought her in without difficulty. I had declined his offer to hand me the Tx.

I had been forced to recognise that I was past flying, a hobby I have enjoyed for 25 years and there is absolutely no point in building models if I can’t fly them.

On the next morning I was on the phone to Spec savers for a sight test. We can’t give you another free test on the NHS they said because you had one only this June. My reply was that I had discovered that I was now unable to pursue a hobby of 25 years and believed that this was sufficient justification. It appears that this is acceptable according to NHS rules. In fact I have been asking my Optometrists whether my eyes justified referral for more investigation over three or four years and always their reply was that my problem was no more than ‘Age Related Deterioration’.

The young Lassie who gave me the test said that there was no justification for new prescription spectacles but she certainly would write to my GP suggesting referral for Ophthalmic investigation. Just what I had hoped for. I have an excellent GP (and have got to know him well !) and he did immediately refer me as I wanted.

Safety Officer's General report and site accident report Morris C stated that he had not been to Thorney often lately as the weather had not been good. There are sheep grazing on our flying area – care to taken when flying. No reported incidents.

Porthole Farm Representative report. Peter H said there was nothing to report. The weather had not been good, and the patch had been fairly wet a lot of the time. The meeting with Ralph Shrubbs about Selsey Flood prevention had been called off.

Editor's progress on production of Clear Dope. Bruce S said that there was no problem with this month’s CD, although as there had been no Committee meeting in January, content was a bit thin.

Publisher's progress on production of Clear Dope. Bryan asked if persons who had not renewed their memberships according to the list produced by Keith W were entitled to a CD. Answer – Only as far as the February issue. If they don’t renew by the beginning of March, take them off the list. Bryan will be away for the march production – no problem.

Competitions Secretary's report. Ray B said that all competitions are now scheduled, with all clashes (so far) resolved. The list will be published in CD. The first comp is March 13th.

Indoor Flying Representative report Allen M reported that there had been a meeting in January. Bryan S had officiated, costs had been covered and there is cash in hand. Allen will send photos of the Christmas meet to Mike Pinn for the website, and to Ken K for the SABMFA website.

Slope Representative Report. Fred M told us that the notice had been replaced in January. Attendance had not been good, due to the weather. Tony C asked Fred and all present to consider the types of competitions they would like to see on the Bank Holiday meets.

Website Report. Nothing to report.

Thorney Island representative report. Derek H reported that he had not been to Thorney too often recently due to the bad weather. He reinforced the fact that there are sheep on our patch, and to be aware of the electric fence.

Any other business Tony C stated that there had been an approach to Bruce S referring to a possible display event at Tangmere Aviation Museum (TAM), and that some small meetings had taken place. All committee members were requested not to feel that they had been ignored, as all progress so far had been provisional.

Toni B-R gave a quick briefing on progress so far – there had been a first meeting between the management of the Tangmere Aviation Museum (TAM) and Club representatives to discuss the Museum’s request for the Club to arrange a model static and flying display at Tangmere on Sunday 26th September 2010. Informal contact had previously been made between Bruce Smith and David Burleigh, the Tangmere Events Manager. Bruce had contacted Peter H to confirm that he would be willing to arrange a Static Display, Toni B-R to co-ordinate marshalling, Morris C as Safety Officer, and Tony C as Club Chairman.

Basic Premise. David B and Mike W confirmed the request for a one day “display” with static and flying models. The areas to be used for each part of the event were discussed and agreed in outline, with a walk around the hard standing area at the museum

and the main airfield pan area to the north. It was agreed that there is much detail to be sorted as the event draws nearer. Everybody got a feel for the facilities which would be likely to be available, and drew conclusions as to the probable requirements for each party.

Event layout The Static Display will be positioned on the hard standing outside the museum itself. Tangmere Staff will position and man a ticket pay point at the gate to the east of the area. Car parking will be on the old taxiway outside the gate. Tangmere will liaise with local ATC Squadrons to man and marshal the gate and car parking area. The limited amount of mobile fencing in the area at present will be removed and be available for use elsewhere.

The flying pit and display area will be on the old main aircraft pan to the north side of the airfield between the hangars and the cultivated area. The south side of the pan will be the take-off/landing area, and flying will take place mainly over the cultivated area.

Responsibilities At present, it is assumed that CADMAC will provide the following: Overall co-ordination of the modelling side of the event, Bruce S heading.

Confirm the layout of the pit, flying and spectator areas, with specific interest in safety (emergency vehicle access, spectator separation etc) Morris C heading.

Supply and co-ordinate the static display, Peter H heading.

Supply and co-ordinate the marshals for the pit, flying and spectator areas, Toni B-R heading.

Equipment At present, it is assumed that CADMAC will probably have to provide fencing/cones/signs and marshalling around the pit and flying area. TAM will have some tables for use in the static display area. Any extra gazebos, tents, tables or other useful equipment will be welcome.

The committee was requested to confirm acceptance of the event, and to request Bruce S to continue as Co-ordinator. This was agreed.

Enhanced Disclosure – Bruce S stated that due to a change in government point of view, it was now considered unnecessary for a CRB check to be carried out unless an instructor is in regular (weekly) close contact with a minor for an extended period of time. He also stated that his clearance had taken a year and a day to come through, at no cost to himself.

Bruce stated that following the talk from Manny Williamson last year and Bruce's subsequent insurance claim, he had now received compensation for 45% loss of use for his finger damages in a propeller incident.

Fred M suggested that we consider setting up a Flying Field Fund to go towards future purchase or rent of a flying field. There was discussion about Sports Council and lottery funding, but no firm decision was reached.

Bruce S stated that communication with Mike Husband at Goodwood reminded him that there is still a possibility of the Club being requested to take part in organising another model flying display.

Toni

INSTRUCTORS	Achievement	Area Chief Instructor	Qualified Instructor	Approved Instructor	Reg. Club Instructor	
Beadle RD	Bf/w				Y	
Blundell MC	Af/w,As/f				Y	
Campbell M	Af/w,				Y	
Chant GD	Bf/w				Y	
Chant TD	Bf/w				Y	
Daer P	Af/w				Y	
Doe P	Bf/w				Y	
Fowler J	Af/w				Y	
Gibbs A	Bf/w				Y	
Honeysett D	Bf/w				Y	
Litchfield ACL	Bf/w				Y	
Ousby G	Bf/w,Bh				Y	
Riall JE	Bf/w				Y	
Skinner S	Bf/w				Y	
Smith B	Bf/w				Y	
Walton HD	Af/w				Y	

CADMAC FLYING INSTRUCTORS

from Keith Wood



Background

Each year we have to submit our list of Examiners and Instructors to the BMFA. This year the return is far more complicated as there are now four different categories of Instructors.

Set out below is an explanation of the various categories, which provide the key to understanding the attached schedule. My apologies for the myriad of abbreviations but it will make you concentrate!

Registered Club Instructor (RCI)

Selected by the Club itself and listed in the annual return to the BMFA. The Club needs to be satisfied on the individual's required knowledge, background, safety and communication skills. No requirement for testing by an ACI. All CADMAC instructors are within this group.

Approved Instructor (AI)

Must be a current member and have held an A Certificate for six months and put forward to the Area ASC for testing by an ACI.

Qualified Instructor (QI)

An automatic status for an AI who has been an AI for over 12 months and who has held a relevant B Certificate for at least six months.

Area Chief Instructor (ACI)

Appointed by the Area Committee/Area Council. Access is via the ASC.

Summary

The attached schedule shows the position for our Club. We only have Club Instructors and none of the other grades of Instructor.

If any Club Instructor is interested in progressing to the next level, they should discuss this in the first instance, with John Riall, CADMAC Senior Training officer.

Footnote. The above structure is a new initiative from the BMFA and none of our instructors (including John) has, as yet, had chance to respond to the additional demands of further qualification, should they so wish. (Ed.)

Comp rules 2010

From Ray Beadle
CADMAC Competition Secretary



I/C Duration. (Climb & Glide)

All pilots can have helpers or instructors.

Model will be any i/c engine plane

Timed climb from ROG, time to be decided on the day, **shut off** engine

Timed glide to spot land in box.

10% extra for touch in box. Non A, B cert flyers will get an extra 20%

Winner is highest total of Two Rounds.

(NB. Not just the best time of the day.)

Bomb Drop.

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

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

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

Winner is the minimum total distance for Two Rounds.

(NB. Not just the nearest during the event.)

Scramble. i/c engine

ALL pilots will have a helper

Helper will place model in start box

Helper can retrieve the model

The clock will be started then -

The model will be started, normal safety checks carried out.

Take off, do 3 loops, land in a designated box, cut engine, be returned back to pilot box.

Clock stopped.

The time will be void if the model is taxied into the box after landing.
Winner will be shortest time over two rounds.

Non A, B pilots will get a 20% bonus

When HEMS Dropped In

You don't often take a lot of notice of helis overhead unless they sound quite near. Well a couple of weeks back the this chopper sounded as if it was landing on my workshop roof! I dashed outside, only to see it landing in my next door neighbour's garden. Grabbing the old box brownie I 'sprinted' to our rear entrance (Waterside Drive) just in time to meet the HEMS doctor and paramedic climbing over my neighbours fence.... "Quickest route to the A27?" they called, so I showed them down our drive. Five minutes later they all came walking back....the car crash casualties had been scooped up by the local ambulance service. "Is the kettle on?" the pilot enquired, and then, "What's that?" as they passed the open workshop door. Needless to say, they all spent the next half an hour inspecting the contents of 'Hangar 6' and then quaffing copious amounts of tea, coffee and fruit juice in our kitchen. (The blonde person was on top form!)



Too soon, they had to get back to their base at RAF Dunsfold, but not before they'd done a couple of spectacular airborne pirouettes and bowed (nose in) to the gathered throng of Queens Avenue and Waterside Drive residents. Wow, what an exciting lunch-time that was, and it was gratifying that they all seemed as interested to see my assorted collection of RC models as I was to see their real whirlybird. Maybe they'll take up my invitation to 'drop in' for a drink the next time they're in the area!

Fince

R.N.A.S. YEOVILTON Model Air Show 2010

In spite of the cold, the local boys from SABMFA put on a good flying display at the Fleet Air Arm Museum on Saturday 13th February. The museum alone is always worth a visit and full sized displays were interspersed with miniature scale model aircraft of all denominations. Outside there was a wide variety of model aircraft displaying too with jets, scale and full house aerobats. SA Rep Ken Knox had arranged 'assisted passage' for Trev Bowry and me to get through the red tape and air-side where Trevor enjoyed the best seat in the house - sharing the back of Ken's estate with the PA system. If you've never been to Yeovil-ton you're missing a treat, so try and make a date for the autumn model air show on Sat 23rd October when there'll be local club displays, trade stands and of course another excellent display of flying from the SABMFA. Entry to the museum is always included in the price and there's an excellent and very reasonably priced restaurant on site.

Fince

Photo: Ken Knox



Ollie Ladyman gave a top-notch aerobatic display with his DL150 powered Yak

What's in it for me, a club member?

Good question. Well to be honest....hard work. I could say pride. You could strut about all day in a Hi-Viz CADMAC tabard. You could be flying models, displaying models, marshalling interested public or demonstrating skills or systems in the static area, but at the end of the day it'll be work. An event like this requires a heck of a lot of it, and a heck of a lot of good natured people to do it. Of course your involvement, on the day, will guarantee you free access to the museum but you'll be expected to do a bit more than 'just bring a model for the static display.'

Where do we go from here?

Hopefully to the telephone, writing desk or keyboard quickly, to volunteer your services. We need to plan early so get in early, particularly if you have a preference. Morris will be sorting out his Flying Site Safety Team; Tony, as Sites Manager, will need a Task Force; Peter wants to hear from you with your Static Display Models; Toni needs Marshals to do a stint on static display or the flight line and I'll be contacting all our 'B' pilots to arrange a programme of flying slots.

Tony Chant (Sites Manager)

Home: 01243 262816 Mobile: 07766 078977 t.chant11@btinternet.com

Morris Campbell (Safety Officer)

Home: 01243 670294 Mobile: 07812682358 moley@flyer-1.co.uk

Toni Reynaud (Chief Marshal)

Home: 01243 370422 Mobile: 07762 326340 tonibr@onetel.com

Peter Houseman (Static Display)

Home: 01243 606046 Mobile: housemanpeter@aol.com

If there are any ideas you have to improve the day or there're are other talents, facilities or services you can offer then please contact me directly.

Home: 01243 531602 Mobile: 07740 995519 aerobruce@aol.com

There are lots of other positions of responsibility we'll need to fill on the day so please don't delay, get in touch a.s.a.p. I shouldn't think for a minute that you'd be interested in acting as chaperone to the SWAG Calendar Girls would you? Its got nothing to do with model aircraft after all - Guess that's just another thing I'll have to take care of myself! It's a tough job but.....

Bruce

TANGMERE 2010

from bruce

As I mentioned briefly in last month's CD Editorial, the earliest stages of planning have take place to organise a Model Aircraft Day at Tangmere's Military Aviation Museum. This is one further stage in the development of our mutually beneficial liaison with this local attraction.

The friendship has been growing since CADMAC Member and Tangmere volunteer Trevor Bowry was asked to take and demonstrate his gas turbine engine during one of their open days. Subsequent to that, and again in liaison with Trevor, CADMAC has put on a limited, but highly successful, static display in their visitors' car park. At that time, David Burleigh, their newly appointed Events Director, did enquire whether we could put on a flying display, however there was insufficient time before the event to make the necessary preparations.

Now David has requested, and CADMAC's committee has approved, the move to dedicate a whole day at the museum to aero modelling and this will take place on Sunday 26th September so put it in in your diary/calendar now.



Calendar Girls at Tangmere

(Ed's cheap excuse to include gratuitous sex)

One rainy evening last August Tangmere Military Aviation Museum was the venue for a unique photo shoot. Three members of SWAG (Servicemen's Wives and Girlfriends) arrived to be photographed for a 'Calendar Girls' 2010 calendar to be sold as part of the fund raising activities of the Help for Heroes charity.

Continued over

What's happened so far?

Tangmere 2010 continued

To date a few members of our committee have visited the site to assess the viability of putting on a flying display and to get an overview of the requirements for static display and marshalling. Along with Chairman (Tony Chant) and Safety Officer (Morris Campbell) I invited Tony Reynaud and Peter Houseman since they took charge of Marshalling and Static, respectfully, at the Goodwood Show. We've had a meeting with David Burleigh and Tangmere's Mike Weiland, on site, and many questions were posed and answered from both sides.

At the last committee meeting Toni Reynaud gave a report on the Tangmere meeting, and members seemed generally happy for us to progress further with our planning and the development of ideas for the event. It was agreed that we need to hold an extra-ordinary committee meeting for all committee members, quite soon, to further address the structure of requirements and responsibilities. Following that, most probably there'll be further meetings with all interested club members to discuss how you can get involved and help with the day through a variety of roles.

Early in the talks with DB last year I asked for Tangmere to take the lead in making the official requests to the local parties involved for permission to fly model aircraft from the Tangmere apron over the surrounding land. David got down to work early and by the new year he'd received written permission from the local farmer, over whose crops we'll be flying and from the Church Commissioners, the land-owners, for us to fly. Equally important, he'd got permission from the industrial greenhouse owners, adjacent to the site. In reality none of these businesses raised any objections since David included in his applications, a copy of my BMFA Insurance document detailing the extent of our £10M third part cover - good old BMFA.

What's going to happen on the day?

Our joint hope is to provide an interesting and stimulating entertainment for Tangmere's visitors on the day. The military aviation museum will be open to the public as usual with its fascinating indoor and outdoor displays of full sized aircraft and exhibits, related artefacts, collections and flight simulations. I understand that over this particular weekend there will be an exhibition of aeronautical paintings in the Neville Duke Hall. (The educational annex.)

The main visitors' car park will be closed for parking and the whole area will be given over to us for the static displaying of model aircraft, aircraft equipment and model aircraft trade displays. We have some idea of what can be included in this area but you may have even better ones. If you do, please let me know sooner rather than later so that they can be timetabled or built into our site plan.

At two points during the day, probably late morning and late afternoon, we'll be putting on a display of model aircraft flying, probably for an hour each time. Tangmere are very excited about this since they can rarely include full-sized flying amongst their activities and they're particularly keen to have us include war-birds and jets. Having said this, they will, of course, be pleased with any model flying activities which we can put on since it will add that extra dimension to their visitors' experience. Only 'B' pilots, of course, will be allowed to fly on the day as this event will be open to the general public but I'm sure we do have enough experience within the club to stage an interesting display. It's not outside the realms of possibility that we may have the odd guest pilot to put the cherry on the icing but I would implore one and all not to go about giving invitations. I want to keep the flying display very tight and closely controlled for this our first attempt. If its successful and we're invited to repeat it again next year we can think about spreading our wings a little - but not until we've had the experience of getting this first one under our belt.

Below and right:
Views to right and left of the apron showing the service road to the rear.
The take-off/landing and overfly areas are larger than our Thorney Island Site.

