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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.

May 2008

CLEAR DOPE



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Super 60

CHICHESTER AND DISTRICT MODEL AERO CLUB

Chichester and District Model Aero Club

website - cadmac.co.uk

Committee 2008

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The Aylings, Queens Avenue, Chichester, West Sussex. PO19 8QB		
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Committee appointed positions

Snr. Training Offr.	John Riall	01243-782922
Junior Members Protection Co-ordinator:	Bruce Smith	01243 531602

Cover Photo: While the chaps squabble about who's wheeling the Monty Don barrow and who's wearing the Charlie Dimmock jumper - new CADMAC member Sandra Dawson strides off to start the work of tidying up the Thorney Island Runway - more pictures next week.

COMP RULES

Scramble.

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 a loop, land in a designated box, cut engine, be retrieved back to pilot box.
Clock stopped, winner will be shortest time over two rounds.
The time will be void if the model is taxied after landing.
Non a, b pilots will get a 20% bonus

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



Events/Competition Calendar 2008

May 3,4,5	Bank Hols (1 day)	Goodwood Practice	Thorney
May 10	Sat 12 noon	Goodwood Practice	Thorney
May 25/26 [†]	Sun/Mon	Goodwood Vintage Flying Event	Good-
wood			
June 14	Sat 12 noon	Scramble (i/c only)	Thorney
June 15	Sun	BMFA Southern Elec Fly-in	Checkford
Heath			
June 28/29	Sat/Sun	Wings & Wheels	North Weald
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

Seaford College Indoor All Saturdays from 1.00 pm to 5.00 pm

First hour free flight only.

March 22nd	September 20th	November 22nd
April 26th	October 25th	December 13th

Proposed Club-night Events in 2008

10th April	Indoor Comp	28 August	Club TBA
8th May	Skittles Night	11th September	Auction
12th June	Outdoor Flying	9th October	TBA
26th June	Club TBA	13th November	AGM (provisional)
10th July	Outdoor Flying	11th December	Fees (provisional)
24 July	Club TBA		
14th August	Outdoor Flying		

Goodwood Vintage Flying Event R/C Practice/Rehearsal Days

May 3rd hopefully	Bank Holiday (first good day)	Goodwood Practice	Thor-
ney			
May 10	Sat (checking in from 10.30)	Goodwood Practice	Thor-
ney			

N.B All CADMAC pilots are very welcome to attend and fly at these two sessions.

We will, however be operating a double peg frequency control system along with flight line control and marshalling..

In Tray

Hi

I have recently got back into radio controlled gliding after a break of a couple of years.

As part of my renewed enthusiasm, I have set up a website:

www.rcgliding.co.uk.

The site is largely aimed at beginners, but the forums in particular might be useful to more experienced fliers as well.

If you think this might be of interest, I wondered if you would consider passing on details of this site to your club members, either in your next newsletter, via email, or by adding a link to your own site (I would of course provide a reciprocal link).

Regards

Jonathan Wood

What a magazine we've got this

Editorial

month! Looks like you aeromodellers are finally coming out of hibernation with the excellent copy I'm receiving at the moment. Still I suppose we've got to do something - flying weather's been dreadful. I've actually flown twice in the last six weeks - Once to put my Sledge Hammer over the VOR Tower at Goodwood - to see what would happen and for about 5 minutes in the Bomb Drop Comp.

Well not actually in the Comp - about three minutes before it. Ray measured my first drop at 15 feet - but when the old Hammer got caught by a nasty gust on landing and damaged, the old scrooge said I'd have to

scratch from the comp and that my score wouldn't count. What a meanie!

My flight over the VOR Tower had been preceded by several hours of frequency scanning in the vicinity by Allen Miller and a great many low passes by the Tex&RexVORbuster! as seen above, which was mounted on a three metre pole and hoisted aloft and into the evil beams by Tony Chant



and Ray Andrews. Fortunately, although only controlled by a single conversion receiver, it responded perfectly to all my inputs and suffered no interference throughout the test. This then gave me confidence to put the Hammer up - once again with a single conversion Rx and despite passes directly over the tower, no problems were encountered. Which is a good job - otherwise there'd be no model display at the coming Goodwood Event!



Ray



Minutes of the Committee Meeting 1st April 2008 from Toni Reynaud - Hon Secretary

Members Present

Tony Chant, Morris Campbell, Ray Beadle, Ray Andrews, Ken Knox, Toni Busuttill-Reynaud, Steve Skinner, Derek Honeysett, Bryan Stichbury.

Meeting started at 20.00. Chairman's request for the meeting to be held in a formal manner.

Apologies for absence.

Keith Wood, Bruce Smith, Allen Miller

Matters arising from previous minutes.

None.

Correspondence.

Tony C had a report from Keith W – Three applications for membership were discussed. Jerry Gibson, Bognor Regis, beginner, R/C power, recommended; Julian Horner, Chichester, A cert heli & fixed wing (former member), recommended; Steve Buckall, Worthing – this applicant is outside our catchment area – not recommended.

Present membership is 141 (16 not renewed), will be 143 with these two.

EGM Response 156 letters/forms sent out, 100 (64%) returned. All in favour, no dissenting comments.

Auction Night – Total value of sales £1,233. Proceeds to Club £99.90 plus £44 donation. 80 present at start, down to 40 at 9.45.

Keith has contacted the Fishbourne Social Club with information about the new members who have joined CADMAC – no response as yet.

Tony C had a report from Allen M

Indoor Flying at Seaford. The third indoor meeting of the year was held at Seaford College on the 22nd March, this time with an extended, 4-hour, slot. The first hour was dedicated purely to free flight in order to give the free flight modellers a more reasonable amount of time. This was in response to pleas from a number of free flight members who wished not to be competing with helicopters and other miniature models during their flying slot.

The extended time has proved successful, popular and made the meetings less manic so it is intended to continue with it for the foreseeable future. No RC flight will be allowed during this slot. It is also hoped that it will promote and encourage the free flight discipline within the club. There were 23 attendees at the meeting including 3 juniors. The next meeting is on Saturday 26th April from 1 to 5pm.

Goodwood The first part of the frequency monitoring has been completed and the findings are generally favourable. This was reported at the separate Goodwood committee meeting. Since the VOR antenna array has been shown to be the most dominant signal source in the area it was decided that we should offer the frequency monitor up closely to the antenna array in order to investigate swamping effects.

It is essential to provide damping at the midway point if this system is used. Ideally, anti-vibration engine mounts should also be incorporated.

As I can never seem to get enough flying practise to improve my skill level beyond the minimum level of competence and rather prefer building to flying anyway, this sort of model make an ideal subject – so I will probably continue to work my way through the Ben Buckle vintage range (KK Outlaw is next). As a matter of fact, this might be a good time to raise the issue of single channel control (plus optional engine). Seeing as we are always looking out for new competition challenges, why not have a class in which the model control is restricted



to just one surface like in the good ol' days, and make those spot landings prizes a bit harder to win?

Mike

SUPER 60

From Mike Notter



The Super 60 is, of course, an old chestnut in modelling terms with many thousands having been built since its introduction by Keil-Kraft kit in 1961 or thereabouts. My 3 channel version comes courtesy of Ben Buckle, but is more-or-less identical to the original as far as I can tell, with just a minor mod to the rudder plus the addition of servo rails and (perhaps) an elevator.

Having beavered away for months, the final (yet to be flown) result of my incredibly slow work program is shown in the photos below. I am not a vintage purist, so the covering is linen Solartex with painted-on trim + fuel proofer. Letters/numbers are inkjet-printed water slide transfers which, in the event, ended up by being stuck on with the fuel proofer as the adhesive seemed to be incompatible with Solartex.

Power is provided by a PAW 29 R/C diesel, which might be an overkill but should make for a lively performance. It's worth mentioning here, that I have slightly beefed up the wing centre-section to cope with the extra stress in the event of (typically unplanned) aerobatics.

By the way, the one problem I have encountered using diesels of this size for R/C models, is that the vibration level is sufficient to cause severe whipping in pushrod-type control linkages of the traditional type (e.g. 1/4" square balsa rods).

Also, possibly, we could investigate using a single conversion receiver with a servo close to the antenna to investigate its performance. No opportunity has been available yet to do this final part of the exercise, because of either poor weather or other commitments. However it will be finalised as a matter of urgency so that the BMFA safety assessment can be completed.

Treasurer and Membership Secretary's report.

See Correspondence, Section 4.

Social Secretary's report.

Bus trips - 5 booked for Wings and Wheels, 2 for Hastings and 2 for Hop Farm. We hope for more bookings as time goes by.

October 9th set as the Quiz night.

Thorney Island representative report.

A working Party has been set up for the runway clearing. Date set for Saturday 5th April, with Sunday 6th as a backup day if bad weather occurs.

Flying at Thorney has been minimal over the last month due to the lousy weather. No incidents have been reported.

There has been continuing microlight activity, but they have kept well clear of the CADMAC flying area.

Thorney non-member flying forms.

Nothing to report.

Thorney Island general use. (update section).

Derek and Morris C (Safety Officer) have had concerns over flying in easterly winds. Derek presented a plan and diagram for moving the pits and pilots' box to the southern end of the runway for this wind condition. The committee is to consider over the next month and report conclusions next month. Generally, there was approval for the plan. The new pilots' box will be painted in on the working party day and labelled EWO (East Winds Only).

BMFA representative's report.

Ken K distributed hard copies of this month's BMFA Southern Area newsletter, which contains an item about the Goodwood VFE.

Roger Blake, who gave the talk on "Low tech repairs to high tech gliders" is unwell. Best wishes card to be sent from the Club

Ken reported the Meon Valley Soarers Association is now affiliated to the BMFA.

Safety Officer's General report and site accident report

Morris C has nothing to report. In general, he is happy with the way the club is self-policing during flying. The new system of pit areas and pilot boxes at Porthole Farm is working well. He is happy working with Derek H as the new Thorney Rep. He also re-stated that ANY crash or safety related incident MUST be reported to a Committee Member as soon as possible for onward transmission to the Safety Officer.

Morris agreed that at Goodwood VFE Tony C would act as the Club Safety Officer as Morris would be running his PlaneNutz trade stand. Ray A stated that at the event Morris would have a Goodwood radio to be kept informed of any incidents requiring his attention.

Morris asked if a risk assessment had been carried out and documented for the event and presented to the Club. Tony C stated that it was in the course of preparation for presentation to the BMFA.

Morris suggested that the PlaneNutz marquee could be used as a rally point for CADMAC for the duration of the event. Ray A stated that First Aid facilities will be

provided by Goodwood.

Porthole Farm representative report.

Steve S said that some comments had been received about the new flying rules – these were presented to the committee and discussed. Signs have not yet been posted, but members have been made aware of the new rules.

There has been one crash, near the Poo Farm. The member concerned has been given a verbal warning about being in a non-flying area. Two members are close to taking their 'A'.

Signs about the new rules will be posted this week. One change to the rules has been made from experience so far. If there are any questions about the new flying rules during a club evening, they should be referred directly to either Steve S or Ray B.

Porthole non-member application forms.

No report

Porthole general use. (update section).

Repairs are to be made to the Barn. Steve, Mick B and Ray B are to source the materials and carry out the repairs. Bill to be presented to the treasurer. Proposed Tony C, Seconded Ray A, unanimous vote for.

Editor's progress on production of Clear Dope.

Tony C welcomed Bryan Stichbury to the committee is his position of CD production. Bryan thanked the committee for the opportunity to help the Club.

Bryan reported that he is close to running out of black toner and needs to buy a new one to keep a spare in hand. He will order it this week. Black costs £67, colour costs £87 each. He will in future use local (Midhurst) shops to buy stationery.

On a separate theme, Bryan reported that his trip to the Indoor Competition at Nijmegen had gone well, getting 10th out of 14 in Peanut Scale and 3rd in duration.

Tony C asked that Bryan talk to Bruce S (after his holiday) about the production of the Committee Banner.

Bryan stated that he has joined the Goodwood Flying Club – this might be useful at the GVFE.

Competition Rep Report

There will be the Club Indoor Flying competition next Club evening 10th April, Ray B and Mick B to officiate. The Bomb Drop will take place on Thorney Saturday 12th April. Everything in the competition world is OK.

Indoor Flying representative report

See Correspondence, Section 4

Trundle hill representative report.

Ray A stated that the weather has been lousy of late, but one or two people have been flying. No problems. Waiting for the new notices to be laminated, then they will be put in place. MVSA Chairman and Vice Chairman have been made aware of the new rules covering electric models and phoning ATC before flying. No electric models have been flown there yet. Still awaiting clearance from Goodwood estates ref use of 4x4s on special occasions.


Tony C – Any progress on the footway repair. Ray A said that Goodwood Estates were going to check the state of the gateway and repair it if they feel that it is necessary

Junior Members' representative report.

Nothing to report this month

Web Site Update


The website is now actively being updated and improving all the time. Mike Pinn is do-




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Fishbourne Indoor Competition 2008

Report from Bryan Stitchbury

This was a closely fought but interesting contest between Louis, Alan Whipp, Tony Chant and Richard Ethridge.

Technical innovation was shown by Tony Chant using a battery powered winder, and flying a micro film covered "Butterfly" design. Tony later changed to an all plastic model which I have not seen before, but looked to have potential. Louis, Alan and Richard were flying conventional foam models.

First flights were somewhat cautious, Alan posting 14 secs, Richard 22, Tony 18 and Louis 12 secs.

The longest single flight decides the winner and all entrants increased their times with each attempt.

Alan Whipp took the lead with 58 secs, Louis posted 49 secs, whilst Tony and Richard came equal third with 39 secs each

That is how the competition ended, and Flitehook kindly donated a microfilm covered "Super Butterfly" as the prize.

Results

Alan Whipp	58 secs	1st
Louis	49 secs	2nd
Tony Chant	39 secs	3rd=
Richard Ethridge	39 secs	3rd=

Victor: Alan Whipp



ing good work. Site now looks professional.

Any other business

Derek H said that his phone number in CD is incorrect. Bryan S and Bruce S to correct.

Ray A – said he has been approached by Revolution sports – they have an event at Goodwood Racecourse on the Friday the weekend after the GVFE, and would we like to attend to put on a flying display. Ray said No for us – all agreed this was the correct answer. They then asked if we would care to put on a static display – about 10 to 15 bods with models. After discussion it was decided to put this to the members at the next club night. Contacts would be Ray A and Peter Houseman.

A short discussion on the static display for the GVFE. More feedback is required from Peter H on progress.

Toni B-R stated that the beginnings of a system for the spectator marshalling has been created. 16 volunteers at present. Basic system is to be 2 hrs on, 2 hrs off, with each marshal doing different spot on each turn to ensure best coverage from event and personal points of view. Ken K offered to talk to the Petersfield club to try to find more volunteers – accepted. Tony C will also gee up CADMAC at the Club evening.

Ken K donated pass holders to be used on the day.

Ray B asked for clarification on who will be in charge of Frequency Control. Ray A stated John Fowler I/C, assisted by Ray B and Allen Miller.

Ken K will get the BMFA Frequency Control equipment for the Freq Control Team to practice with, and the BMFA display stand for the event.

Derek H – What if someone flies at the Trundle on the day? Ray A – their first move is to phone ATC, who will forbid flying.

Another meeting is required for the GVFE Committee. Wed 16th or Thurs 17. Toni B-R to arrange the room

Bryan requested that he could use the club laser printer for occasional private use. Propose Toni B-R, seconded Ken K, voted unanimous for.

Date of Next Meeting

Meeting ended at 22.05.

The next meeting will be held on Tuesday evening 6th May 2008

Toni

NIJMEGEN IN-DOOR 08

From Bryan Stitchbury

Nijmegen is said to be the oldest town in the Netherlands. First settled by the Romans some 2000 years ago, their military camp was called Noviomagus, from which the current name derives. You see, I like to know all these useless bits of information. *(It was also the early Roman Name for Chichester - Ed.)*

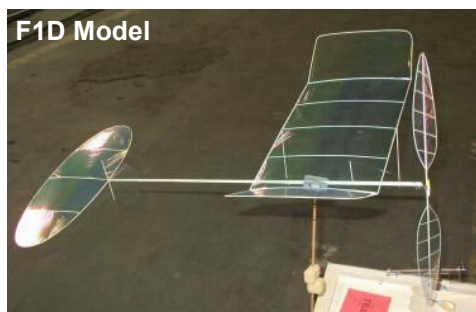
It is also the home of the Nijmeegse Luchtvaart Club, now in its' 75th year and to celebrate the anniversary the members decided to make one of their indoor contests an International event much like the Flemalle contests which used to be held in Liege, Belgium. Several of the current Nijmegen members took part in the Flemalle event as juniors and great oaks from little acorns grow. Due to a crowded domestic calendar, and availability of the hall, they (the club) decided in January to hold the event in March. Indeed, my invitation arrived by e-mail on the 7th January.

Wanting to support this initiative and after contacting members of the old Escadrille Flemalle, we entered six scale fliers from the U.K. Together with three duration fliers; this was the largest of the "teams" entered... I decided to go by train as I wanted to do some sightseeing before and after the competition. So I booked Euro star from a most impressive St. Pancras station (yes T5, you could learn a lot from this project), to Brussels, then via Roosendaal to Nijmegen, arriving on Thursday afternoon.

Bostolance



Friday was one of my "tourist" days and the hotel gave free hire of a bicycle to it's guests. As she handed over the keys to the bike shed the receptionist told me that there were reckoned to be twice as many bicycles in Holland as people!! When I looked at the two floors of cycle racks at the railway station, I can quite well believe her. Yes two floors of cycle racks, and not a car park in sight.



In the second round most pilots had better results, even if the wind was getting stronger with signs of a squall coming up over Hayling. John Riall was best with 22ft although Steve was blown off course by a big gust and could only get to 66ft. While Tony C got to within 26ft and the Decathlon flown by Don Biles managed 37ft. Ray finished the round just before the first heavy rain shower came and ended the fun!!

So only one model was badly damaged and Mick could not fly the second round when his trainer was blown over in a gust and damaged the tailplane. Interesting to note that most pilots did Harrier landings and then tried to hold the model down on the ground with elevator until the helper got there.

It was a difficult day! Thanks to all who came and to those that helped with the measuring, I hope all enjoyed it

Cheers Ray

(Ray Beadle - Competition Secretary)

RAY



Bomb Drop. 2008 Name	ROUND 1 Distance		ROUND 2 Distance		POS
S Skinner	34		66		3
J Riall	35.5		22		1
M Blundell	77.5		-----		6
H Hook	DNF		DNF		7
B Smith	DNF		DNF		7
T Chant	37.5		26		2
D Biles	120		37		4
R Beadle	106		56		6

BOMB DROP COMPETITION 2008

Saturday was a sunny day, with a very strong gusty wind from the south west, measured at 25/28 mph. with heavy rain showers forecast.

There were eight brave pilots gathered on the side of the runway, trying to hold their models and equipment down! Models included the normal fun flies, a trainer and a semi-scale Decathlon.

As many rounds as could be got in were to be flown. The nearest to the spot was to be the winner.



We lost a model in the practice before the start, Bruce bent his Hammer when it caught a gust just before touch down and flipped over on to the wing tip, funflies don't take that!

In the first round, pilots found the wind took some getting used to. The model would rise vertically, be very difficult to fly in a steady line and then needed a helper to be ready on the landing to grab the model before it blew away.

Steve Skinner had to start the round and made the best score of 34ft. Tony Chant tried to hover into the wind in front of the spot and let the model drift back to where he wanted to drop the bomb. Found it hard to cope with the gusts but managed 37.5ft. John Riall lost the bomb before his take off and had a second try, this time getting a 35.5ft.

Mick Blundell with the trainer got to within 77.5ft and then did a lovely controlled landing. The rest of us just chucked the bomb in the long grass!

Having adjusted the saddle height to suit my short legs, I ventured out into the cycling world. These people have got the system sorted. Proper cycle lanes, traffic lights for cars, pedestrians and cyclists, and yes some roads are out of bounds to bicycles and some roads are out of bounds to cars. And not a fluorescent Lycra garment to be seen.

A pleasant day was spent cycling around the Old Town, followed by drinks and dinner with Dutch friends in the evening.

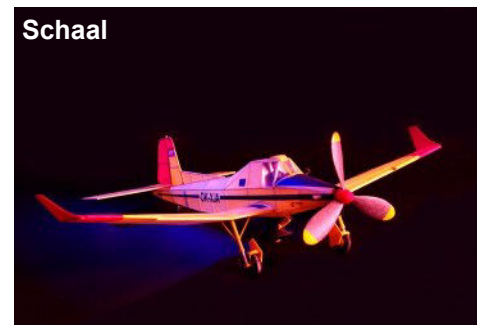
The Jan Massinkhal in Nijmegen, site of the contest is large enough to accommodate 6 tennis courts and has a 7.8m clean ceiling, so there was no fear of getting hung up on beams or girders.

The event was efficiently organised and, with a view to repeating the event next year, the organisers gave us all appraisal forms so that we could make comments and offer constructive advice. Timekeepers were provided by the club, mostly drawn from the juniors in the club, and they were very good.

An adjoining bar provided lunch for the two day event, as well as an excellent buffet supper on Saturday evening.

As to the scale events, Divs Masters placed first in combined Co2/ Electric and

Schaal



first in Open scale rubber, with Dave Prior second, having had to rebuild his Sopwith Baby after a collision with a table.

Our duration fliers had a good day. Bob Bailey coming first in F1L and FID closely followed by Mark Benns in FID and Geoff Lefevre in FII

I managed 10th out of seventeen in Peanut scale and third in F1L (EZB) Bob Baileys' winning time in F1L was

11:52; my third place time was 3:58,

Talking to Bob after the flying, we compared model weights. His weighed a smidgen over 1.2 Gms, whilst my creation tips the scales at 2.6gms. Does anyone have some light balsa available??

On Monday I took the train to Amnhem and visited the memorial garden to the Airbourne troops who fought there. The bridge they tried to take is now called John Frost Bridge after the general in charge, and also The Bridge to the Future. All in all a most enjoyable weekend, and I hope to go again next year.

Bryan (CD Distribution Manager)



Goodwood Event Model Flying Programme - Version at 24/04/08

GOODWOOD VINTAGE FLY-IN - RADIO CONTROL FLYING DISPLAY										
SLOT	FREQUENCY AIRCRAFT AND PILOT								Mins	Time
1	60	Piper Cub Ron Ferre	72	Tiger Moth Ian Mansfield	2.4	Tiger Moth Neil Tidey	69	Neuport 24 Don Billingham	9	14:15:00
2	74 2A	Adrenaline Sonny Milgate	83 2B	Easy Jet Jan Bassett	59	Pyranha Kevin Saunders	61	Limit Bob Ryan	5 5	14:24:00 14:29:00
3	82	SU 31 (S) Steve Lancaster	70	Yak 54 Oliver Stecher	2.4	Extra 260 Aaron Stephens			9	14:34:00
4	61	DH 110 Sea Vixen Steve Brett	2.4	DH 110 Sea Vixen Mick Burrell	2.4	Bobcat Ian Burridge	74	F15 Sonny Milgate	9	14:43:00
5	64	AS5 Courier Pete Marks	2.4	AS30 Queen Wasp Dave Cooper	87	AS10 Oxford Phil Parmiter			9	14:52:00
6	72	Hanibal Ian Mansfield	2.4	Fairey Swordfish Richard Crapp	62	Pup/Stearman Neil Tidey	69	Hawker Fury Chris Golds (M)	78	Phoenix Don Billingham
7	63	ASK 21 Dave Stevens							7	15:11:00
8	67	Mk. XIV Spitfire Bob Partington	70	Hurricane Oliver Stecher	74	Rare Bear Mick Burrell	72	Mk. IXT Spitfire Richard Rawle	9	15:18:00
9	83	Delta 2000 Jan Bassett	2.4	Warthog Kevin Saunders	65	Special Fun Jet Bob Ryan			7	15:27:00
10	61	DH Venom Steve Brett	74	Aermacchi MB339 Mick Burrell	2.4	Panther/Bandit Dave Stephens	2.4	Harpoon Andy Owen	66	F 15 Aaron Stevens
11	79	AW Whitley Mike Trew	77	B17 (S) Steve Lancaster	69	Hendon (M) Chris Golds	57	Wellington (M) Tony Nijhuis	72	DH Mosquito Richard Rawle
12	2.4	Extra 260 Oliver Stecher	2.4	Super Extra Sonny Milgate					10	15:53:00
13	WW II Fighters and Bombers all-comers								12	16:03:00
KEY	(S)	SUNDAY ONLY	(M)	MONDAY ONLY	TOTAL DISPLAY TIME				120	16:15:00