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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.

OCTOBER 2006

CLEAR



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Scale Symposium

Rial Report

Nats Scale Diary 06

Light Flight



CHICHESTER AND DISTRICT

Chichester and District Model Aero Club

Committee 2006

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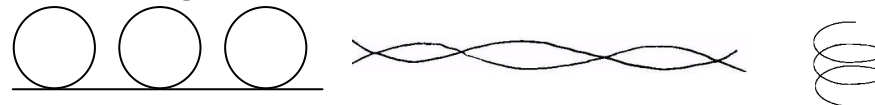
Committee appointed positions

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

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Cover photo: Dignitaries inspect Richard Crapp's magnificent Fairy Swordfish at the Scale Nationals, Barkstone Heath.

LOOPS, ROLLS AND SPINS



Saturday 14th October—Thorney Island

The last competition of the year will be a zany aerobatic thrash composed of the three elements.

Competitors will, in turn, perform a timed climb to a safe height and then perform three inside loops, three rolls and one three turn spin. The manoeuvres can be performed in any order the pilot chooses and the timing will stop following completion of the ninth element.

The object is to perform the manoeuvres in the shortest possible time.

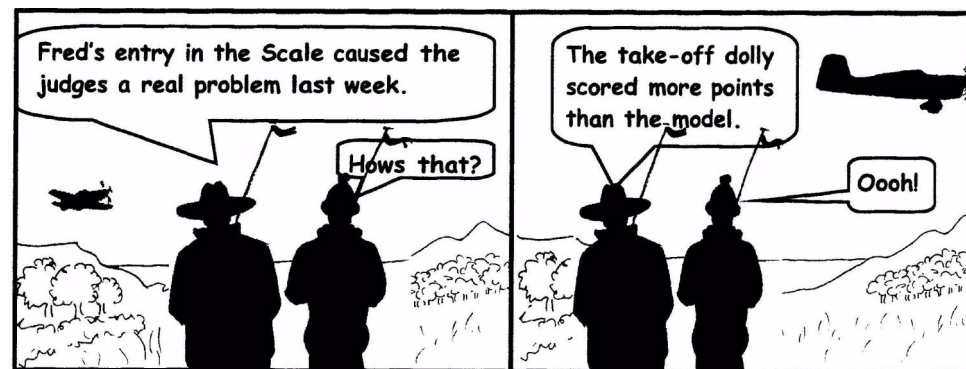
Come along and have some fun with your sports hack or whatever.

Please remember though:
A spin always commences from a stall whereas a spiral dive (which will not count) is just a vertical roll.



RAY

TeX & ReX by Cobbo



DIARY OF COMING EVENTS

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

Legend:	Club-nights	Outings	Competitions	Others
October	12	Club Auction		
October	14	Loops/Rolls/Spins	Thorny	
October	21	Indoor Flying - Seaford Col. 2 - 5 pm		
November	09	John Farley talk - materials		
November	18	Indoor Flying - Seaford Col. 2 - 5 pm		
December	14	Annual General Meeting		
December	16	Indoor Flying - Seaford Col. 2 - 5 pm		
January		Subscriptions		
February	04	Indoor Flying Westergate		2 - 5 pm
March	04	Indoor Flying Westergate		2 - 5 pm
April	08	Indoor Flying Westergate		2 - 5 pm

ODE TO A PONGY PLANE

A pilot in out club named Terry, Likes to fly his planes rather smelly,
Its not the fuel that is wrong, that is causing the pong,
But the s**t that's smeared all down its belly.

For at Porthole as you know, if deadstick you should go,
And the wind is just right, you'll end up in the sh*te,
And that gives you ego a blow.

When you beat up the skies, Remember, Be wise,
Keep up-wind of the farm, so you come to no harm,
And the smell will not water your eyes

Porthole Poet

ANNUAL GENERAL MEETING BUFFET AND PRESENTATIONS

THURSDAY 14th DECEMBER

Your chance to have a moan, kick the present committee off or if all else fails, get elected and work for the club yourself!

Editorial

Frightening, isn't it? October already and notification of the AGM. I just don't know where this year's gone to. Well I do really, most of it's been spent doing the wrong kind of building, but the end is in sight. The trellis posts are in, the walls are built, the lawn is sewn and the decking is laid - and what's more important - the blonde person appears to be happy with it all so it looks like my penance has been served for spending two and a half years on Twilight Tear. I'm getting excited and can't wait to get my teeth into some real building again - maybe a big biplane - see what Santa says.

This month's edition has a distinct scale bias but there's a full two page Riall Report which casts its net in a variety of diverse directions plus a little report on kitting your Parkies for night flight.

I've not had any complaints yet, so glamour features once again in CD on page 6 and also 16, providing you put your thumb over the top left corner of the page. (Sorry Fred)

Don't forget that John Farley will be talking about 'Materials' at the November Club Meeting. Sounds dull? Well don't you believe it. John is a dynamic and humorous orator and you'll be missing a treat if you can't get.

Hopefully, in next month's CD I'll be starting a series on Aerobatics for beginners. I've fought shy of this project for some time now as there are others in the club far more qualified than I - but as members are now threatening violence and blackmail I'll have a go. Perhaps I'll also introduce some of the scale manoeuvres later on, and maybe much later we'll be able to re-issue all the articles as a self help publication for members.

See you at the last comp of the year, hopefully.



Bmce

Minutes of the Committee Meeting Tuesday 5th September from Toni Reynaud Hon Secretary



Present Tony Chant, Toni Reynaud, Bruce Smith, Keith Wood, Mick Blundell, Ken Knox

Apologies Ron Hemblade, Ray Beadle, Harry Walton, Andrew Gibbs,

Matters arising from previous minutes

Bruce S proposed a minor change in the wording of the August minutes for inclusion in this month's Clear Dope. (Steve Skinner passed his B cert, and can now act as an instructor. His performance is to be monitored following his interest in becoming an examiner) Gavin B is now the key member at the Indoor Flying at Seaford College on 16th September instead of Tony C.

Keith W stated that he has made an application to the bank to change the Club signatory and the accommodation address.

Correspondence

One letter from BMFA handed to Ken K.

Email from Alan Wallington of Waltham Chase Aeromodellers Indoor Flying events confirming their dates for 2006 and requesting that any new events that we arrange do not clash with theirs.

Club/Membership issues

Keith W stated that there were 4 applications this month. They were discussed and approved. After the last four members were accepted, membership is now at 134. He also requested that the Application form on the website is changed to include the full details of the new members' car for access to Thorney. He will liaise with Gavin B and Lee to achieve this.

Keith W presented an interim financial statement.

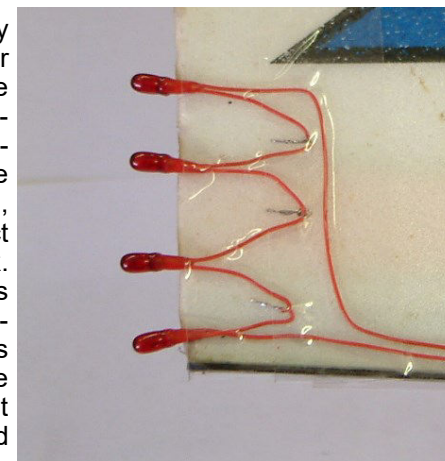
Monthly meetings/social programme

September – build a glider evening.

October – Club Auction – Toni R and Keith W to create an advertising flyer to send to other clubs.

November - Ken K - John Farley is booked for the club evening.

mAH lipo. I chose red and green, obviously for port and starb'd wings and then amber for the rudder all connected with fine wire (from Squires) giving plenty of spare between fuz and rudder. The great advantage of these grain of rice (as with the grain of wheat) bulbs, is that unlike LEDs, they have no polarity so you can connect them either way round and they still work. Also using these voltage values there was no need to start getting technical and adding resistors to the circuit. For lightness (lack of weight) I didn't insulate any of the soldered joints between the bulbs and just stuck them to the wings with Diamond Tape. The ends of the groups were connected in series and spliced into the ESC's lead to the battery via an additional BEC plug and socket, although you could splice them in directly with a light-weight on/off switch.



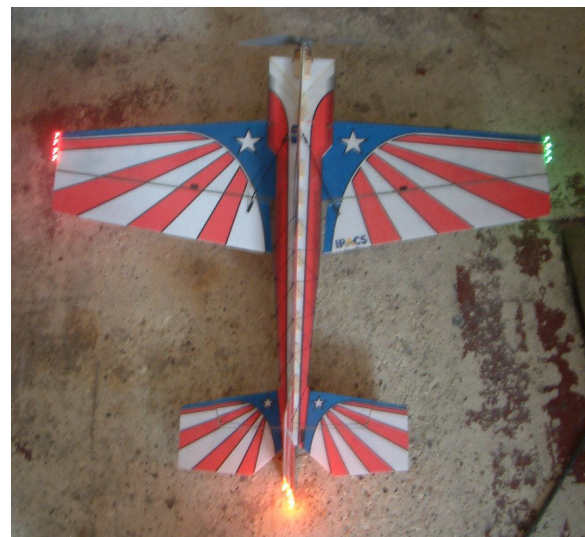
Following Brian Jones' advice, I flew at dusk, firstly, to get used to the lights but giving aircraft silhouette assistance to its orientation. My second flight was begun in the dying embers of dusk and ran into full dark conditions since my flight pattern was far more sedate and lasted well over fifteen minutes - the lights seemed to have little effect on the battery run time. By the end I was performing fairly hairy aerobatics and still managing to keep my orientation and was very pleasantly surprised that it was much easier than I thought it would be.

Have you got an old shockie or park flier you could try it on? Believe me it's great fun. For further details on the ultra bright LEDs contact Fred on his website:

<http://www.optoelectronics-online.co.uk>

How about we have a dark-fly session at the November Club meeting?

See you on the park - or maybe not!



Bruce

L I G H T F L I G H T



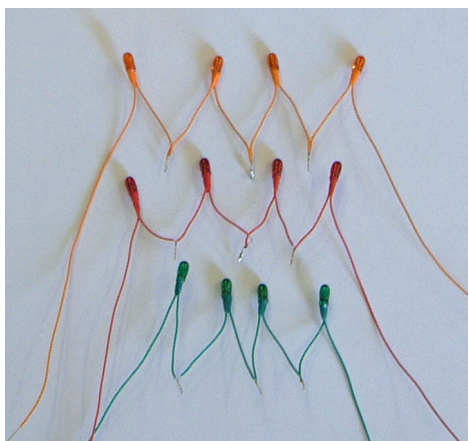
Fred and Kerry + illuminated mods at Fishbourne

Just because the nights are drawing in doesn't automatically mean an end to evening park flying sessions at Fishbourne.

For the cost of literally pennies and the investment of an hour of your time you can open up an exciting new chapter in your flying experience.

I've been interested in the idea of night flying since Brian Jones and Kevin Saunders from the Brighton area flew their Moogies at dusk during one of Andy Gibbs all electric days at Thorney. So when my old mate Fred Lee from Notts came down the other week with his dismantlable 2/3 depron Cougar with ultra bright LEDs aboard, I just had to pull my finger out and organise something myself for the September Clubnight.

A trip over to Squires in London Road, Bognor, was obviously called for. There I purchased three (5) packs of the 'grain of rice' type bulbs which are nominally 3volts each. My plan was to connect these in series, in groups of four, as shown in the picture, right. Each group makes a 12volt load which was to be driven from the 3 cell, 11.1 volt lipo battery in my Shockie. A quick check on the multi-meter showed that the bulbs pull approximately 30 mA apiece, so each group pulls 120 mA and the three groups when connected in parallel pull a combined 360 mA - just



over a third of an amp/hour - so they'd burn for well over two hours on my 800

Outside Events 1 seat still available for Hop Farm, 16th September.

Competitions

There was no attendance at Porthole Farm for the AULD comp due to bad weather.

Training

Oct 8 BMFA Southern Area Silent Flight Examiner's Workshop, Glider Only, No Electric. At Aldershot MC Site, East Worldham, South of Alton, Hants. Contact Terry Weeks on terry2weeks@aol.com This is an opportunity for anyone who wishes to take the Glider A.

Safety

Ken K provided a new first Aid kit and waterproof box for Thorney.

Communications

Bruce S - CD is on track for printing this month. Cleaning cartridges are working well. Members are contributing articles. Gavin and Lee to check that the email section of the website is OK.

Thorney Island

Nothing to report.

Trundle

Nothing to report.

Porthole Farm

Nothing to report.

Indoor flying

Waltham Chase Aeromodellers Indoor Flying events are on 14th October, 11th November, 20th January 2007, 17th February, and 17th March 2007. All events run from 7.00 p.m. to 10.00 p.m. and will be held at the Main Hall, Havant Leisure Centre, Civic Centre Road, Havant PO9 2AY.

BMFA

Ken K gave a précis of information and events from the Southern Area meeting of the BMFA. Important items include the fact that the 2.4 GHz frequency is now available for use for model aircraft control. The AGM for the BMFA SA is 20th November at 8.00 pm. All are welcome, and details can be found on the website <http://www.hants.gov.uk/southernareabmfa/>.

AOB

Next meeting Tuesday 3rd October 20.00

Jon



The last time I saw Heather Clarke she was a cute 10 year-old, but I think you'll agree, when this gorgeous brunette turns up to see you seven years later you have to say - s · d the picture of the plane!

A TRIP TO HOP FARM

A trip that ended with a bit of a sour note and where two members, unfortunately, had to drop out. The journey to and from Hop Farm was uneventful, thanks to Mick's careful driving.

When we arrived at the site however, even using the disabled card, some members were unhappy that they had to walk so far. I think they wanted to park on the flight line. Before we all split up, we agreed to return to the bus at 4.30. The show itself was enjoyable with some good flying - the highlight was a full size display by Will Curtis in the Sukoi 26m. The war birds pyrotechnic display went wrong with the loudest bang I have heard for a long time. Stalls themselves seem to be in to two halves, but I managed to find the beer tent ok.

Most of the members returned to the bus as arranged at 4.30. Some never returned till about 5.20. This is why I say the trip end on a sour note. Not a happy ending to the last trip of the year.



Ron Hemblade

Ron Hemblade
CADMAC Slope Rep.

Sunday 27 August Day 2 of Nats

Didn't sleep last night - just passed out! Feel quite shaky this morning (touch of the old DTs) still elated, though, as now have achieved goal set back in 2002. The rest, now, is just for pleasure? Last night, introduced Fred to the 'extreme survival trial' otherwise known as 'free flight night' and he lapped it up. Trip out this am. for Fred to get some cash and cigs but while parked in garage fore-court this elderly driver tries to remove the front end of my Golf with his Megane. Quick details exchange and rush back as we go after noon. Wind now 25mph and gusting to 35mph. Numerous withdrawals - but fools rush in etc, etc. Anyway I came here to fly so I'll put my little 4lb ARTF up where those 30lb monsters fear to go. I'm shaking quite badly now. Its maybe the DTs, the cold, delayed shock, nerves, or all of them combined.

I'm getting lots of support though from CADMAC members: Tony Chant, Mick Blundell, Peter Doe and Colin Stevens have all turned up to give me encouragement, and its greatly appreciated - then my hat blows off and nearly finishes up in the next flying arena.

Our turn to go again. Fred lifts his toe, the wheels do a half turn and the Chippy goes up like a Chinese kite.

Woa! Really struggling to keep the wings level and gusts are frightening - (a few flights back a beautiful Mossie was blown out of its loop and KO'd.)

I struggle with a wickedly ragged routine up to my Cuban Eight. Then half way up the second loop a gust hits the Chippy and she's flung backwards - and toward the crowd line. I'm more wobbling than shaking now!

I tell the judges I'm aborting! Approach and landing. Keep the revs up down the back leg. What!!! Suddenly the Chippy is floating in surreal fashion and cart wheeling very slowly through the air. Full throttle - no control - nose turning down - pull back - and her nose just comes up before she hits the ground - at the very end of the flight line - we literally bring the Nats to a halt to retrieve. Sad sight - Prop, cowling, fuz and tail feathers all perfectly in tact - but wings re-kitted.

Trying to look confident before the Sunday session. Photo: Colin Stevens

So that is the end of my Nats 2006. I'd scored over 966 points on the Saturday which wasn't the lowest score of the event (close though) but we'd had some good times. Very many thanks to all those who supported, and especially to Fred Lee. Does any one fancy trying their hand in the 2007 Scale?



Chippy before the stall turn!



fuz, all gear re-installed and we've run the engine up and set the slow running. Everything back in the car and we set off for Barkstone arriving 6.30 pm. Now we can think about something to eat and drink since breakfast!

Saturday 26 August Day 1 of Nationals

Hardly slept last night - tent too near hangar/bar - burger van generator did go off about 2am but noisy crowds went on till nearly 4am. Still, nice day. Surrender TX early and attend Pilots' Briefing then spend morning doing trade stands. Drift over to Scale Arena early pm. with Fred and prepare mentally. Our turn to go!! Can't have the peg yet, flyer before me scratched and we must wait for current flier to land and clear Tx. HERE WE GO!

Engine starts instantly. Cross runway take-off required. Problem - idle too high - unreliable if reduced. Aircraft must stand stationary before take-off so Fred, slyly, stands back but with his toe on the aerial. "Take off into wind. Now." Fred eases up his toe and away she goes. Not too bad but model seriously out of trim. "Finished!" I fly two circuits and eventually get her to fly straight and level 'hands off' but its obvious that there's no side-thrust and far too much down-thrust. Still, too late now and we battle on through the schedule with constant calls and prompts from Fred. At last we're into Approach and Landing and although its at right angles to the main flight path she absolutely creams in and runs straight as a die. "Oh No! throttle won't cut and she'll run off the edge of the runway, nose over and lose all of the landing marks" So like a fool I let go the rudder stick to bring the throttle trim back and she promptly does a 'David Duckham' swerve. Still she's down. Phwew!



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Andrew Gibbs

THE RIAL REPORT

Our Ed. Is begging for articles to print. Well, its not because there's nothing to write about. It just needs someone to put pen to paper now and again. Does it not? For me this year, there's so much going on during July, August and September with shows, events and holidays etc. Let alone the profusion of models being churned out by our members, myself being one of them, having built quite a few of the 'Plane Nutz' range.

The first of these was the scale 'Lancair 63" fitted with my OS 52 FS. The flying qualities are quite good. Its quite aerobatic with increased aileron throws, also quite slippery due to its clean lines and the tricycle undercarriage insures those creamy landings making it a super sports model.

The electric Pitts is a very pretty model but does require top ailerons to give more control authority. I understand the next batch will have.

The CAP 232 flies very well indeed on the 400XT brushless motor and APC E 9 X 3 3/8 prop. I have used 1250 mAH and 2100 mAH Li Po batteries put prefer using the 1250 pack. It gives 8 minutes flight and being lighter it gives a more nimble performance.

The little spitfire is a cracker! The flying performance is as good as it gets being very light indeed. Just hand launch it and it flies right out of your hand as the undercart looks silly when fitted. It will do the basic manoeuvres and just floats in, power-off, to land. The only criticism I have is that the cowl does not look very scale-like. The 400 T motor, APC E 8 X 6 and 1250 mAH Li Po battery suits it very well.

I have just finished their P 38 Lightning. Although primarily for two 0.12 cc two strokes, a small amount of work is required to convert to electric. ie battery hatches, motor mounting spacers. I opted for the following electric conversion. Two 400 T brushless motors with APC E 8 X 6 props.

Two ESCs, two 2100 mAH Li Po batteries and a separate 270 mAH Rx battery. In doing so the throttle control wires from the two ESCs and 'Y' joined but the centre RED wire is taken out of the throttle plug at the Rx end as we're not feeding the Rx supply via the ESC throttle control leads.

This model does eat up 'Y' Leads, let alone ten pairs of 3.5 mm plugs and sockets. On final assembly, with the batteries it weighed just under 4 lbs. It goes together quite quickly and accurately. Five micro servos are required - two for the elevator, two for the ailerons and one for the steerable nose-wheel. The batteries occupy the space which the tanks took up, but one thing did surprise me, on conducting the final Radio/Power check I found that the Rx switch also armed the ESCs with both their arming switches off! The motors ran up perfectly,

SCALE NATS DIARY 06

from bruce

Sat July 22 Five weeks to British National Championships

Damaged the nose of P51 Twilight Tear today. Scale quality repair impossible in time available. Will have to scratch if no replacement.

Fri July 28 Four weeks to Nats

Plane Nutz have come to my rescue with very good deal on an ARTF Super Chipmunk (informed incomplete) which Morris delivered this afternoon. I re-direct my comp entry from Clubman to Flying Only.

Sat August 5 Three weeks to Nats

Chipmunk almost completed despite lack of building instructions in box. Has gone together well and looks good. Harry W has provided me with a s/h ASP 56 FS engine and Ali has done me a great deal at the Hastings show today on four digital servos.

Sat August 12 Two weeks to Nats

Flew Super Chippy for the first time today. No vices but, thrust line too low - model screws on rolls and CG too forward - model spiral dives rather than spins. Left Thorney early to effect trim changes.

Sun August 13 Two weeks to Nats

Have added 2° upthrust to engine and moved battery from fire-wall to rear of servo tray. Chippy now trims out perfectly, flies axial rolls and lifts her nose in the spin. I have many enjoyable flights practicing the various scale manoeuvres.

Sat Aug 19 One week to Nats

Have decided on my scale schedule for the Nats which will include a three turn spin, a four point roll and inverted flight. However, my son's family have come down to stay with us this weekend so there's no chance of practicing my schedule before the Nats! Manage to persuade everyone that Royal Victoria Park is a great day visit and take my Twist 3D to get one flight's stick time in, in very dodgy wind conditions.

Thursday Aug 24 Two days to Nats

Drive up to Nottingham to stay overnight with Fred Lee who'll pit and call for me this weekend. Tomorrow we'll have a few practices of the schedule in the morning on Trent RCMFC's site before we set off for the campsite at RAF Barkstone Heath.

Friday 25 August Setting off for Nats today

Slept well at Fed and Kerry's. Two good practices on Trent's Site then Chippy went 'deadstick on take-off - good 'stall turn' then in vertically. Fuselage length reduced by 1.5 inches. Gear into car, dash to Gee Dee Model Shop in Notts to purchase heavy duty glass cloth, 5 min epoxy and 1/8 ply. 4 1/2 hours later Fred's re cut all formers and servo tray, I've glassed out the

Saturday 23rd September dawned bright and breezy and although the forecast predicted a SSE, it was nearer EES on Thorney and blustery too. Harry Walton fell foul of the gusts on finals during the practice hour when one strong gust literally stopped his SE 5 dead then as he opened up then next took his lovely model right over his head, and in! Conditions were not ideal and flying from the usual pilots' box, to provide a judging window, meant taking off from the opposite side of the runway, so under the circumstances Peter Doe (SE 5a) and Mike Notter (Hawker Tomtit) decided that 'discretion was the greater part of valour,' and scratched. Steve Skinner (Cessna 172) scratched also, with a lame excuse - he was all bandaged up following a knee operation that week!

So after a pilots' briefing and a short demonstration, by yours truly, on how not to fly and call a scale routine, the six remaining pilots prepared to 'go over the top' as it were, and 'get themselves shot down.'

Without doubt, all were incredibly good sports and very game for putting themselves under the intense pressure of comp conditions but none more than Allen Miller. His Fokker D7 bi-plane really struggled in the high winds and incredibly Allen managed to execute manoeuvres he'd never even tried before.

Ken Knox brought his big FW 190 which was the ideal type of model for the day, and promised to do well but the gremlins got into his engine and it just wouldn't pull through the manoeuvres.

Ray Beadles' 'Grasshopper' again would have flown so much better had the wind been more reasonable. Ray struggled in the air with this light electric model and of course it lost marks in the tone and tuning section of 'realism.'

Fred Minnay brought his newly re-built ME 109 and Morris Campbell volunteered to fly it for him - this involved taking off from a radio controlled launch dolly. The Messerschmitt 'nearly' made a big impression on the judges, but fortunately hit the ground about a yard upwind of them at the first take-off attempt. For attempt 2, judges and TX controller resorted to 'Plan B' - hiding behind the Tx Tent but fortunately Morris managed to coax the obviously tail heavy model airborne, only to deadstick on the first circuit.

Keith Stanley's Gemini Twin powered Piper Cub took the wind conditions well in its stride and apart from wanting to do a three turn spin, when Keith wanted to do a descending circle it really looked the part. A nose-over in the rough on landing lost valuable points for Keith, however.

Rob Horton's big Yak was the ideal craft for the windy conditions and expertly piloted, it powered its way, relentlessly through a very tightly controlled routine to score the highest marks of the day, by a good margin.

My sincerest thanks to: Mick Blundell, who despite all my attempts to confuse him worked hard all day as flight-line co-ordinator and Tx Control; John Riall, who couldn't be put off by a mere heart attack and two mini-strokes to judge to proceedings; and not least all the game competitors who made the day a real success in very difficult conditions.

More photo's next month.

RM

though and I just hope and assume that the arming switches are redundant in this case. - Or is JR still on a learning curve, delving into brushless equipment? I have not flown it yet, but the power delivery seems more than adequate.

That's enough of ARTF models as they're not really my scene, but I did remove the dust from a shelved, partly finished control line model and made an attempt to finish it. A 1952, vintage stunt model called 'Calamity Jane'. I was drawn to it when Dick Stepney flew his, last year. There's something about elliptical winged models - they fly right don't they and just had to borrow Dick's plan. The wings were covered in Solartex vintage opaque yellow. The fuselage was dope/tissue and sprayed dark blue - all in keeping with the 1950s finish and a Fox 35 up front. I get more excitement from flying C/L than I do R/C these days but at the first outdoor meeting I just couldn't keep the Fox running for more than a few seconds. It was just not sucking up fuel - so I gave up. Dick recommended a few mods so for the next outdoor meeting I'd got the needle valve assembly turned round the other way and some tip weights fitted to the outer wing. This time the Fox fired up and was running just like a stunt motor should. The first flight, on 60 foot lines I took it easy as it was my first C/L flying for a year - a few loops, bunts and some lazy eights was enough adrenalin for me. The model felt well balanced - more than I did when the flight was ended. I told Dick, "It bunts tighter than it loops." Dick said his CJ loops tighter than it bunts but he said the wing incidence is difficult to align. However they both flew very well and its nice, having old CADMAC dogs doing what they did in short trousers some Years ago.

Keeping with control line, the Chichester Club's effort at the Queen Victoria Country Park Show just demonstrated how out of practice we are with no inhibitions of making total Pr'ts of ourselves in public. Still it was amusing for all else to see! Totally un prepared with stubborn engines. Tony C and Mick B did manage to fly with two in a circle - streamer cutting. One successful streamer cut managed to stop the engine. Not to be out-done, Peter Doe decided to have a go with his 'flying plank' combat model - his flight path looked like an oscilloscope at 10 Hz! The excuse was that the streamer was too heavy, making his elevator too sensitive. All this time Tony and Mick were rolling on the grass - either giddy or in convulsions of laughter - and me on the radio mike trying to comment on what was going on. We had eight control line models with us but the air was very turbulent at low level so we didn't fly our large stunt models. We really should do more C/L flying as when we do we enjoy it so much. The show's attendance was down on previous years as were the display fliers on both days. With the prospect of the BMFA not funding the £300 per day marquee it may well have been, sadly, the last of these shows.

John Riall



SCALE SYMPOSIUM		Manoeuvre																									Grande Total		
Pilot	Aircraft	K Factor	Take off	Straight Flight	Figure Eight	Descending Circle	Cycle Landing Gear	Touch and Go	Lazy Eight	Stall Turn	Immelman Turn	Inside Loop	Split 'S'	Cuban Eight	Roll	Inverted Flight	Chandelle	Triangular Circuit	Rectangular Circuit	St. Line below 6m	Wingover	Overshoot	Approach & Landing	Engine Sound	Speed of Model	Smoothness of Flight	Choice of Options		
Robert Horton	Yak 18 PS	10	63	27	72	81				42		54		45	42	45							102	18	56	54	96	797	
Keith Stanley	Piper Cub		77	24	50	23												33	36	36	42		33	36	27	49	40	84	590
Ray Beadle	Grasshopper		72	12	50	50		24	42									21				27	27	42	5	39	24	96	531
Ken Knox	Focke Wolf 190		36	20	50	41	33		24	12	24				15									60	12	39	18	84	468
Allen Miller	Focker D7		54	12	18	23				16	12	18	30		15									78	23	56	15	84	454
Morris Campbell	Minay's Messy		Mission Aborted																										0
Harry Walton	SE 5a		Scratched																									0	
Mike Notter	Hawker TomTit		Scratched																									0	
Steve Skinner	Cesna 172		Scratched																									0	
Peter Doe	SE 5a		Scratched																									0	