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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.

LEAR

DOPE



In this issue

BIRD SLAMMING

BEHIND THE IRON HANGAR DOORS

CLIMB & GLIDE

CHICHESTER AND DISTRICT MODEL AERO CLUB

Chichester and District Model Aero Club

Life President: Admiral Sir John 'Sandy' Woodward GBE

KCB

Committee 2009

Chairman	Tony Chant	01243 262816
	mobile 07766 078977	email:tonychant@talktalk.net
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	email address:	tonibr@onetel.com
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Committee appointed positions

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

CADMAC Website - cadmac.co.uk

BMFA Southern Area Website
submfa.org.uk

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

Cover Photo: Trevor Bowry points out components on the Gas Turbine test-stand at the recent Tangmere Museum Open Day.

REVISED Electric Comp Day - Saturday 11th July

Scramble. Electric motor

All pilots will have a helper. Helper will place model in start box
Helper can retrieve the model. The motor will be started and normal safety checks carried out. Motor Stopped. The clock will be started then, Place model on ground, start motor, take off, do 3 loops, Land in a designated box, cut motor, be retrieved back to pilot box. Clock stopped, The time will be void if the model is taxied into box after landing. Winner will be shortest time over two rounds. Non A, B pilots will get a 20% bonus

Take off/Landing.

Plane will do five take offs and five landings in a marked box.
10 marks awarded for each one in box. Non A, B cert flyers get the extra 20% for touch in box. Winner is highest total of two rounds.

Or

Electric thrash 3 rolls 3 loops 3 spins can hand launch
Scale fly five options from list - competitors to vote best
Spins how many spins in 30 sec
Schedule do five options from list
Limbo under 6ft tape
Spot landing
Balloon hit

Beat the Time

Put slips of paper with time on them in a hat. i.e. 1min 59secs Pilot picks from hat and fly without clock nearest to time. Two rounds, min tot difference wins.

Dice

Pilot & Helper, plane ready. Helper rolls dice until he gets 7 - pilot takes off.
Helper rolls dice 'till he gets 11 - pilots lands. Timed from first throw to landing.
Two rounds. Lowest time wins.

Electric Duration

Max Time Limit. Total time in first round 20 min
No limit on cell size or model size.
Each pilot needs timer and we will run in groups to even conditions
Flight 1 4min Flight 2 5min Flight 3 6min
Motor may be run as long as you like in any flight. Timer to start clock on release of model. Model is to land on required flight time. Flights to be done in order. Extra time over the required flight time is lost. For any equals in first round a Second round total TIME 15 MIN
Flight 1, 4 min Flight 2, 5 min Flight 3, 6 min
Winner is the nearest to the total time required.

Events Calendar 2009

Club-night Events Competitions Indoor Flying Other Events

09th Apr	Talk by George Worley Of Purple Power - Flying Electrics
11th Apr	Bomb Drop Comp Thorney Island 12.00 noon
25th Apr	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
14th May	Skittles Night
23rd May	Scramble (i/c) Thorney 12.00 noon
02nd June	Light Flight and Control Line + Chairman's Chat
13th June	Slope Comp Trundle 12.00 noon
21st June	BMFA Southern Fly-In Chesford Head
27th June	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
27/8 Jun	Wings & Wheels (Club Outing?)
09th July	Light Flight and Control Line + Chairman's Chat
11th July	Electrics Day Thorney 12.00 noon
25/6 July	Hastings Show (Club Outing?)
13th Aug	Light Flight and Control Line + Chairman's Chat
15th Aug	Open Glider Comp Thorney 12.00 noon
22nd Aug	Open Glider Comp Thorney 12.00 noon
29th Aug -	Weekend Power Nats Barketstone Heath
29th Aug	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
05th Sept	Open Glider Comp Thorney 12.00 noon
10th Sept	Indoor Flying and Chairman's Chat
12th Sept	Loops, Rolls, Spins Thorney 12.00 noon
19th Sept	Weekend Hop Farm Show (Club Outing?)
26th Sept	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
08th Oct	Table Top Sale
10th Oct	Scale Comp Thorney 12.00 noon
24th Oct	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
12th Nov	Annual General Meeting - 8.00 pm
21st Nov	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
10th Dec	Subscription Collection Meeting
19th Dec	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm

Hampshire Model Flying Association Meeting - Monday 27 April 2009

John Bennett, recent Champion of the BMFA 60" Slope Pylon Racing and other titles has agreed to come along and give a presentation about his successes and experiences. The Meeting is to be held at our usual venue of the Atherley Bowling Club, Hill Lane, Southampton, starting at 8.00pm.

Editorial

BMFA SA updates

We're very grateful to SA BMFA Rep Ken Knox, this month, for a variety of contributions, especially when Ken's time is mostly having to be spent on his excellent Southern Area Newsletter. One of the greatest innovations, which Ken points out, is the 'Get Southern Area Updates' button on their website. Now this will become increasingly useful to us all, for the following reason: Once you've enrolled, you join a mailing list and get immediate email updates when announcements, cancellations etc are made. Via the SA Webmaster, Ken can get any CADMAC announcements onto their website, and bounced to all on the list within about 24 hours. So, if one of our trips is cancelled, if a competition date is changed or if, say, Thorney Island is closed for the weekend with little or no notice, you'll automatically be notified. Great, isn't it? The Southern Area Website is a pot-pourri of information and articles from all clubs, including CADMAC from within the Southern Region. The short and the long form of their web address is shown at the foot of the page opposite. I can never get on using the short form but that doesn't matter as I've got the long version both in 'My Favourites' and lately on my Toolbar.

NO SHOW - NO GO

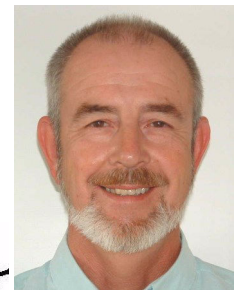
As Club Chairman, Tony Chant, announced at the latest club meeting, don't expect to be able to get on to Thorney Island if you're not carrying your CADMAC Membership Card. You should carry you club member-

ship along with you BMFA Membership Card (Proof of insurance) when you visit any of our flying sites. Of our 150 plus members, only about a third of us are regular visitors to our flying sites so its very possible that if you're a new member or an infrequent visitors you'll be challenged.... And please don't be too upset if you can't prove your CADMAC and BMFA Membership and you're told that you can't fly.

COACH OUTINGS 2009

There are currently three Club Outings planned for the coming season, these are highlighted in red on page 18 of this CD. We normally meet in the Fishbourne car park and are then conducted to our destination in a 13 seater Mini Bus - average leaving time 7.30 am - average return time 6.30 pm with the cost of the bus hire shared amongst the passengers.

Last year, only one of the trips managed to get off the ground, through lack of support, so this year we're opening the invitation to members of other clubs who have already expressed a keen interest. We've been advertising these outings for two months already to CADMAC members so don't be surprised if all the places are soon gone. Secure your place by contacting Toni Reynaud our Secretary.



Toni

Minutes of the Committee Meeting
Tuesday
From Toni Reynaud - Hon Sec.



Members Present

Tony Chant, Keith Wood, Toni Busuttill-Reynaud, Bryan Stichbury, Ray Beadle, Fred Minay, Bruce Smith, Ken Knox, Morris Campbell, Derek Honeysett, Steve Skinner, Al-len Miller.

Meeting started at 20.00.

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

Apologies for absence.

Mike Pinn, Philip Roberts.

Matters arising from previous minutes.

Ken K – If CADMAC wish Mick Galvin to be a Club Examiner, we have to contact the BMFA and nominate him. Tony C stated that Mick Galvin would like to be a Club Examiner, and we would follow procedure.

Correspondence.

Toni B-R had an email from Malcolm Goodman of Hampshire Model Flyers Association. Monday 27th April.

”John Bennett, the current National Champion and a past International Champion, of the BMFA 60" Slope Pylon Racing, has agreed to come along to talk to us about his recent successes and experiences. I am sure that this will be a very interesting presentation on the "greener" side of the sport. The Meeting will be held at our usual venue of the Atherley Bowling Club, Hill Lane, Southampton. Starting at 8.00pm.”

This information to be passed to Bruce for inclusion in CD

Tony C – a letter was sent to Paul Sheldrick of Defence Estates as required in February's minutes. No response.

Treasurer and Membership Secretary's report.

Applications for membership - John Lynham Chichester Marina, Birdham PO20 7EJ. John is resident at the Marina. RCP, Elec, A cert: David Chadwick Arundel BN18 9JE. RCP, Elec, Slope, Indoor, 20 years experience, not sure if he has A cert.

Membership-non renewals - Keith has E-mailed all those who have this facility about whether they intend to renew, and presented a list showing the response. Under Club rules, those who have not indicated that they intend to renew, will now be removed from the database and mailing lists. If they wish to rejoin after the next Club meeting, they will be liable for a rejoining fee (£20). Is this agreed? Unanimous vote FOR.

Financial – Keith gave a brief presentation on the current state of the Club's finances.

CONGRATULATIONS

To Peter Houseman on gaining his
BMFA 'A' Certificate.

Peter was examined by John Riall at Port-hole Farm on Tuesday 24th February.
Not so static now Peter, eh! Ed.



SCALE RULES OK!

A major change in the scale schedule judging this year will impact on our own 'Flying Only Scale Comp' planned for 10th October. From this year, competitors will choose eight options, from the list of manoeuvres, and can fly them in any order. Somewhere amongst those eight, however, the figure eight and descending circle must be included. See BMFA.Org/Resources/Publications/Rule Books Or enter: <http://www.bmfa.org/publications/rulebooks/files/Ru09-sca.pdf> (p96)

Team Scale Shelved


The Scale Technical Committee have put the air brakes on moves to replace the 'Clubman' section of the National Championships with the American style 'Team Scale' (Builder isn't the pilot) as seen at Florida Top Gun etc. Time pressures are too great while the Nats Scale event has only one flight line.

New STC Competition Secretary

Littlehampton's Dave Knot (Scale Nats winner and British Team Member) is taking over from Gordon Warburton as the Scale Technical Committee's Competition Secretary. Good Luck Dave, especially in your aim to run an event in Sus-

sex in mid August. Dave is seen, left, posing for CD with his lovely Hurricane in 2005. Behind, left, a smiling Neil Tidey keeps a watchful eye on yet another scale entry powered by his wonderful Laser engines.




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Fishbourne Club - CADMAC membership of the Fishbourne Club has historically been charged on a per capita basis. Last year we paid £876. As from the 01 March, the Club is changing its status to a "Village Centre". From that date, all community members (e.g. CADMAC) will enjoy Full Membership status with voting rights and unrestricted access to the facilities. New members will be able to join free of charge. However, per capita charges will be replaced by room hire charges at an hourly rate and are projected to increase to £909 for the year. CADMAC would be invoiced monthly and, charges are now subject to VAT. The invoice would be based on the actual hours used and it will require discipline at the meetings to make sure we do not stay later than planned otherwise costs will increase. No allowance has been made for the additional summer meetings. It would be necessary for someone to keep a log of hours so that they can be checked against the invoices, otherwise there could be problems. KW believed that as a result of these changes, there would be an overall increase in annual costs to the Club for the use of the Fishbourne Centre.

BMFA representative's report.

Ken K reported that he attended the SABMFA meeting at Shedfield on the 2nd March. The SBMFA Website is still getting hits worldwide every day. It was suggested that the SABMFA compile a list of speakers who would be willing to travel to Club Evenings. There is a free flight meeting at Odiham on 21st June – pre-booking is necessary with 1066 Model Flying Club. The Winchester Electric Fly-in also takes place on the 21st June. Lasham airfield have offered to host a model flying event at some stage in the future – the possibility grows stronger. There is a model aircraft show at Blackbushe on 16th May – the BMFA stand will be there. PlaneNutz will probably attend but there will be no CADMAC participation. Morris C took the opportunity to offer the PlaneNutz marquee to the Club if it was required at any event.

Ken K is requested to précis this report and pass to Bruce for inclusion in CD.

Safety Officer's General report and site accident report

Morris reported that there had been one minor incident at Thorney Island recently, but there had been no injuries or third party damage. Ken K reported a crash at Thorney due to pilot error. The windsock is ready for installation at Thorney.

Morris praised the CADMAC Incident Report form drafted by Tony C. There was discussion on some small amendments – these to be noted by Morris and carried out by Bruce and passed to Tony C for final approval. Copies of the form will then be stored at the two main flying sites for use after incidents involving near misses, injuries or third party damage, especially anything involving people who are not Club members.

Porthole Farm representative report.

Steve S stated that there had been some use of the site as the weather had improved. Peter Houseman had passed his A on 24th February. Two visitor forms were passed to Toni B-R for filing. The patch has been mowed. No real problems.

Editor's progress on production of Clear Dope.

Bruce S reported that there had been some minor problems this month with collating various sources of information for the errata, but Keith W had provided up to date info which will be available this month.

There is no further information about Goodwood Fly-In events this year.

Publisher's progress on production of Clear Dope.

Bryan reported that he is up to date with everything. No problems present or anticipated. Ink-saving procedures are in progress.

Competitions Secretary's report.

Ray B reported that all this month's competition is Climb and Glide – owner's models, I/ C only. Basically, climb for a stated time, cut engine, glide and spot land.

There will be an All Electric Competition day – various competitions to suit the models present on the day, details to be available later.

Indoor Flying representative report

Allen M reported that the last meeting at Seaford on 21st February had record attendance. There had been a donation from Purple Power for having a trade stand there. Financially the Indoor Flying is healthy – cash had been handed to the treasurer and a float is being maintained. Meetings are scheduled for march 21st, April 25th, June 27th, August 29th, September 26th, October 24th, November 21st and December 19th.

Ken K and Bruce S requested reports for CD and the SABMFA Website – Allen to forward ASAP. Allen also mentioned that the Pagham on Parade event would be static only he will be the main contact and co-ordinator for this event, but will be away on the day, 9 August.

Trundle hill representative report.

Due to weather there has been no flying on the hill – nothing to report, and no contact from anyone wishing to fly.

Website Report.

Fred M reported that the links to the BBC Weather sites were now leading to poor pages since the revamp by the BBC, and that the link to Alan's Hobbies doesn't work. He was requested to contact the webmaster to note the changes and ask that the links be deleted or updated, and also request that a link to the SABMFA site be added.

Junior Members' representative report.

Nothing to report this month.

Social Secretary's report.

Toni B-R stated that this month's event is the Club Auction. Organisation is in hand with Sandra Dawson and John Fowler. Toni B-R to confirm the John Riall is willing to be auctioneer. Ray B requested that the Blue Room be kept locked until he and the helpers arrive in order to keep items in good order. A 60-slot Plane Game is organised for the event.

The following month is a visit and talk by George Worley of 4-Max. He offers 15% discount off any items from the website if ordered in advance and paid for in cash on the night.

Morris C offered an ARTF kit of a Yak as a raffle prize, asking only for cost to be covered. This was agreed, but is to be held until a Members Only night to keep the prize within the Club. Toni B-R to collect and hold.

Thorney Island representative report.

Derek H reported that two heli flyers were on the heli flying area. After conversation with them to check Club membership and BMFA insurance details, one left with out flying. The second heli was felt to be a bit noisy fro flying so close to the horses, so the pilot

BEHIND THE IRON-HANGAR DOORS

Historic research from Ken Knox

In 1930s the Russian army was obsessed with the idea of creating huge planes. At that time, they were proposed to have as many propellers as possible to help carry those huge flying fortresses into the air. Jet propulsion has not been implemented yet.



Not many photos were saved from that time, because of the high secrecy levels of such projects and because a lot of time passed already. Still, on the photo below you can see one of such planes - a heavy bomber K-7.



I don't think the airframe would stand up to the recoil from those guns!

WORK- ON THORNEY ISLAND

and eating



Hours before the Climb and Glide competition got underway on the morning of Saturday 14th March, a goodly group of volunteers turned up to support Derek Honeysett's call for a working party to tidy up the runway. Another item on Saturday morning's agenda was the installation of a large storage unit to house the club's petrol mower so it could be chained to a base and kept in the shelter. (Instead of Derek having to bring it in his car each time.) At lunchtime a large order of pastries arrived from 'Heidi's Pie Shop.' These were duly 'savaged' by the workers. Of course there were a few members who turned up when all the work was done but who still managed to scoff a load of cakes.

Still as perfect gentlemen and ladies all, we wouldn't stoop to

was invited to fly at the normal spot in company with the fixed wing flyers. No problem. Derek suggested that to forestall any possible problems with noise near the horses in future, helis fly at the main spot. Ray B stated that this is the system in use at Porthole, and that it works well. It was decided that the same system be used at Thorney Island and see how it goes. Common sense is to be applied on the field at all times to reduce the number of rules involved. Committee members to discuss progress next month.

On Saturday 28th, Derek had to warn some members about overflying the northern boundary of our site, and one member in particular about flying over the grass area to the east of the runway. He reminded us that our tenure of the site is precarious, and can be terminated at any time. Tony C to mention in Chairman's Chat.

A bigger first aid tin is required – Derek in process of obtaining and filling same. Tony C asked for Accident Record Book to be included.

The working party for the 14th March is still on – members are asked to bring hoes, shovels, loppers, barrows – any tools for scrub clearing. Derek and Ken to fit the new equipment and mower box.

Pilots are to be requested to clear models and equipment from the start-up boxes after flying, to leave space for the next sortie.

Any other business

Bruce S tabled a motion that in accordance with the advice from the BMFA, Members such as instructors or examiners who might have to work with children or vulnerable adults are given the opportunity to apply for a Criminal Records Bureau (CRB) check. There was considerable discussion.

Morris C stated that this check is not mandatory or a legal requirement.

Bruce stated that in his experience it went a long way to avoiding any problems which might arise in the future between Junior Members and other Club members, and would reduce considerably the likelihood or scope of any litigation which might take place. Allen M suggested that pilots holding Instructor or Examiner qualification be asked for their opinion.

Tony C stated that we as a Club should acknowledge that the CRB exists and is recognised.

Derek H volunteered to become a Club Instructor, as he is already fully CRB cleared. The amendment – that in accordance with BMFA suggestions, the Committee agrees that Instructors, Examiners and Committee members who wish to work with children be invited to apply for CRB certification. Proposed Tony C, Seconded Ken K. Vote in favour 10, against 1, abstentions 1. The motion was carried.

Bruce handed out Senior Member's MEIS cards. He also mentioned the Tangmere Open Day, where Trevor Bowry will demonstrate a model jet engine, and Bruce's 1/6 scale Mustang will be on display. Club historical information and banners were handed to Bruce for use on the day.

Date of Next Meeting

The next meeting will be held on:

Tuesday evening 7th April 2009 at 20.00.

The meeting ended at 21.30

Toni



GOOD SERVICE PASS IT ON

From Ken Knox SA BMFA Rep

Late last year I bought a HITEC retract servo from Sussex Model Centre and fitted it to a "Hanger 9 Corsair". I installed the servo to the already pre-installed retracts. At home the servo functioned correctly and was not stalled at the end of travel in either direction. Shortly afterwards I took the model to fly at Thorney Island, where I rigged the plane. When I switched the transmitter and receiver on (Futaba PCM) and selected the wheels down - nothing. The servo was completely dead, (Every other servo worked) I forgot about it and even bought a new one. Then some weeks ago I bought a "Pelican" spinner from Puffin Models for my ill-fated Jamara Discus 2.6mtr Electric Glider. The spinner had a manufacturing fault which I did not discover until after its first flight. I called Puffin who immediately sent me a replacement by return of post. I was most impressed with their service so on the strength of that I decided to return my faulty servo to Amerang who are the importers of HITEC and are located in Lancing, West Sussex, to see if they would offer the same service. I wrote an explanatory letter and asked a friend, who was visiting and who lives very close by Amerang, to drop the servo and my letter in to them. The day after my friend dropped it off I had a phone call from Amerang. They offered their apologies and then confirmed that my servo had an electronic fault and that they would replace it free of charge! It just goes to show that a phone call or a short polite letter works wonders for products that do not give a good service. It is well worth the effort rather than just binning it and saying, "Oh Well."

Southern Area Matters

Blackbush Airport (near Camberley A30 to Hartney Witney) Saturday May 16th
Model Flying, Trade Stands, Admission £6.00, OAP £5.00

Southern Area Electric Flying, A272 Near Winchester Sunday 21st June
Very good BBQ

RAF Odiham Free Flight, Sunday 21st June (To Be confirmed)
This is a National Event see SAM1066 web site www.sam1066.org

Anybody who likes to know what's going on in the area can be kept up to speed by logging on to the **Southern Area Web** site www.sabmfa.org.uk where on the home page there is a tab which once 'clicked on' will notify you via email of all events/news/changes, automatically.



I/C Climb & Glide 2009	ROUND 1 Time sec	ROUND 2 Time sec	TOT	POS
Name				
Dec Cousins	155	132	287	3
K Knox	102	124	226	5
H Hook	134	205	339	1
B Smith	113	62	175	6
D Honeysett	150	145	295	2
F Minay	136	----	136	7
M Blundell	194	70	264	4
R Beadle	128	---	128	8
D Biles	125	---	125	9



Bruce's 'Sledge Hammer' fell out of the sky like it's name's sake in the C&G Comp. Derek Honeysett suggested that lighter wheels might help next time!

I/C CLIMB & GLIDE 2009

From Ray Beadle - Comp Sec



Saturday was sunny, with a light gusty wind from the SW. There were ten entries with models ranging from a fun fly to a swept wing tail less. Two rounds were flown. Tony Chant was flying as a marker and set the best times in both rounds. The climb time was set to 30 sec and the flight times ranged from over 4 mins down to 1 min. The best time in the first round went to Mick Blundell, while Fred Minay put in a creditable time of 136 sec with his Junior Sixty but damaged it on landing in the gusty wind. There was to be no target box due to the gusty wind. In round two Harry Hook was best with 205 sec, keen to win!! The second best time went to Derek Honneysett with 145 sec. Ken Knox was the victim of bad interference over the grass at one end of the runway destroying his Lancair. Tony Chant also had the same problem in the same place but recovered safely, then Mick Blundell had to abort his flight with the same interference. It was decided to stop the comp at this point. The result after totalling the two rounds was a win for Harry Hook, with Derek Honneysett second and Declan Cousins third. Thanks to all who came and to those that helped with the timing. I hope all enjoyed it and will come to the next, which will be the Bomb Drop.

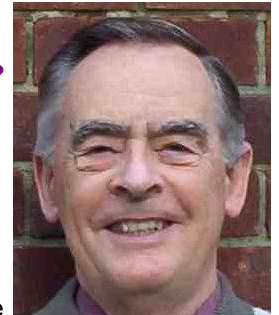
Cheers

Sometimes we are asked - -
What do YOU like to get up to
when you are not model flying?

Well, what about - - -

The Exquisite Art of Dynamic Bird-Slamming

from Colin Stevens



Most of us will be aware of the glider launching technique known as the Discus-Launch, where the model is grasped by one wing-tip and whirled discus-fashion at great speed into the air. Well it can also be used also for creating very striking bird impressions – not bird-song imitations, but a literal impression of bird outlines and features on glass, brought about by the shedding on impact of the powdery coating of their feathers.

Preparation in all phases of production is important, so first of all, a few notes on choosing your bird:

Weight is important. Too light and there is insufficient kinetic energy to yield an adequate shedding of powder. Too heavy, and there is the risk of strain injury to the thrower and a threat to your artist's canvas – to wit, a convenient window pane.

Chickens are unaerodynamic and thus quite unsuitable, usually arriving at the glass parson's nose first, leaving an un-artistic presentation. In any case, we should show them some gratitude. After all, what food-producing machine reproduces itself AND can be eaten when unproductive?



Chickens -
Un-aerodynamic.



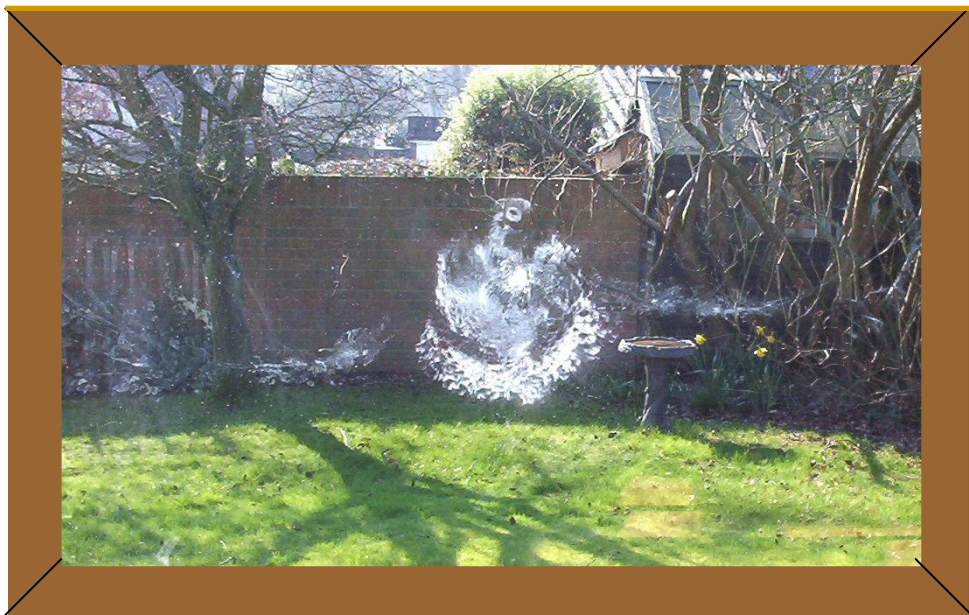
Long necked birds will
centrifuge outwards.



Woodpigeon - Ideal

Long-billed birds have their initial contact with the glass signalled to them early, and thus their protective reactions spoil the symmetry of the image. Even worse are birds having long necks that centrifuge outward, so for ducks, geese and swans – don't even contemplate it, unless you are into the surreal. Larger talking birds can produce an exotic, albeit expensive imprint, but this is really at the behest of your neighbours' tolerance, because the elation of the moment will bring-out an over-reaction of very bad swearing from your bird.

The best choice for most of us is probably the humble wood-pigeon. Plentiful in supply, an ideal weight for most launchers, and most elegant at the point of impact. Take care to invest your time in a good-looking specimen, and reject the plain bird that a pretty one will inevitably turn-up with. As an example, here is a very good impression I recorded one winter morning -



Note its serene expression of sheer pleasure in being launched powerfully into the blue yonder with absolutely no effort on its own part. Many similar images can be found on the Internet, showing that this pursuit is enjoyed by more enthusiasts (“thwakers”) than you might imagine.

Next, preparing your bird:

First of all you have to make friends with it. This is best done by feeding them peanuts - just a few to start with, but building up the supply as you gradually throw them onto the ground at shorter and shorter distances. The bird will soon come right to your feet, and this is the point where you need to change tactics slightly. You now need to get your bird into a more relaxed state, and this is done by soaking the peanuts overnight in a very dilute solution of gin. Now, please be generous about this. Your bird is going to gift you with a noble service beyond the call of nature, so please - no Far-Eastern junk spirits! I would suggest something like Gordon’s. Take no more than about 4 days over this process, gradually increasing the gin concentration to no more than 30% - this, for two reasons:

- 1/ You need your bird in a fluent flying condition for the most artistic image.
- 2/ If your bird becomes relaxed too soon, any tendency to cosy-up to a neighbour’s cat will require you to start the process all over again

Launch Day:

Choose a strong window with a good excess of area to accommodate launch-timing inaccuracies. Don’t forget to clean the glass, as the impact must come as a surprise. Please do lay a couple of cushions or pillows on the ground under the window to break the bird’s fall. It will usually be in good enough condition for more launches when it has had time to sober-up. During this time, the honourable thing to do is to provide some kind of shelter or protection for it from predators – it will thank you for it by returning. You could help it along with the offer of a few peanuts having a very small gin dosage – a kind of “a feather of the bird that pecked it” - gesture.

Technique:

Grasp at least 3 wing-tip primary feathers firmly. We are not looking to invite injury here, and grasping fewer can easily lead to them wrenching-out and causing you whiplash injury to the shoulder. In any case, you might wish to dispense with the bird’s services once you have obtained a satisfactory impression, and this is made much more difficult if it can only fly in circles.

After impact, first attend to your bird’s comfort, especially if it has been rendered temporarily un-airworthy. It’s then a good idea to photograph the impression before it is spoiled by rain or bird droppings.

Further development:

Startling creative effects can be obtained by supplementing your bird’s powder coating with different colour talcs. There is also much scope for experimentation by applying a sprayed mist coating of a slow-drying pigment to the glass to emphasise the dynamics of the impact. Thin dairy cream slightly tinted with a food dyestuff is a good starting point. The Far-Eastern practice of spraying the bird all-over with several different coloured layers of slow-drying enamel is to be deprecated, and is not condoned in the West. In any case, you get paint all over your fingers.

Finally, as so often happens with alcohol abuse, your bird might become a nuisance by refusing to go away. There is a solution that is slightly unfeeling, as it involves launching the bird into a large image of a cat’s open hissing jaws fixed to the inside of the glass. You should not expect, nor deserve, any more co-operation from your bird from that moment on.

Happy Launching!

Note: to the RSPCA, RSPB and all hair-trigger critics -

I was only kiddin’ folks - honest! We love our garden birds, and I found the imprint above one morning on unlocking my shed. No sign of wreckage or fuel residues, so either a Category 1 survivable accident, or efficient crash-site clearance by some other agency - maybe the local fox.