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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.

**April 2010**

# CLEAR DOPE.

**In this issue**  
**Gas Turbine C.O.P.**  
**Climb and Glide**  
**Anyone for Tennis?**

**Free to all CADMAC Members**  
**Price £1**

**CHICHESTER AND DISTRICT MODEL AERO CLUB**



# Chichester and District Model Aero Club

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

## Committee 2010

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## Committee appointed positions


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

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

**BMFA Southern Area Website - [sabmfa.org.uk](http://sabmfa.org.uk)**

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


Cover Photo: Winners of this season's first comp - The Climb and Glide. Right to left - Mick Blundell, Malcolm Farrington & Adrian Childs



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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 <sup>nd</sup> 3 <sup>rd</sup> 4 <sup>th</sup> 5 <sup>th</sup>	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 <sup>th</sup> 27 <sup>th</sup>	Wings & Wheels	North Weald
Sat July 10th	Electric	Thorney Island
July 4 <sup>th</sup> 5 <sup>th</sup>	Hastings	Hastings
Sat Aug 14 <sup>th</sup> 21 <sup>st</sup>	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 <sup>th</sup> 19 <sup>th</sup>	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

### Thorney Island Working Party

**Saturday 17<sup>th</sup> April**

**From 11.00 am**

All Thorney Regulars.

Please bring spades, rakes, buckets, strimmers etc. The sooner its done, the sooner we can fly.

### Extra Minutes

As all our ardent minute reading enthusiasts will note, this month's CD contains an additional treat. The whole section of the February minutes relating to gas turbines has been held over 'till this month and is here included along with the committee's approved Code of Practice for their operation, which will only be allowed on the Thorney Island site.

### Jerry's Jet-bike

Ingenious glider and cycling enthusiast Jeremy Stuttard has come up with a novel way of combining his two passions. "There's just no place to peg out a bungee on the Thorney runway," observed Jeremy, at a recent Trundle sloping session, "so I came up with the idea to hand launching gliders from a jet powered bike."

Jeremy calculates that once 'the blue touch paper has been lit' the jet bike should reach speeds in excess of 120mph. "This should make for a fabulous glider launch," he enthused, "achieving a far better result than you'd nor-



Ingenious Jeremy



chute from below the saddle to bring down his speed once the successful launch has been made and he's now planning to incorporate an inflatable dinghy into the system just in case the drogue doesn't open at the end of a high speed run in a southerly direction!

mally expect with either a bungee or a winch. Jeremy hopes to make the maiden 'flight' in late April, once the working party has cleaned up the Thorney runway. He intends to deploy a drogue para-



Jeremy





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

**Members Present** - Tony Chant, Toni Busuttil-Reynaud, Bryan Stichbury, Ray Beadle, Fred Minay, Keith Wood, Ken Knox, Bruce Smith, Peter Houseman, 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.**

Allen Miller, Morris Campbell, Philip Roberts,

### **Matters arising from the previous minutes**

Toni B-R stated that in future minutes will be a record of conclusions and actions, not a complete record of all discussions, and will therefore be smaller.

### **Correspondence.**

Ken K passed a letter to Keith W. This was the £100 received from the SABMFA to assist with paying the cost of renting The Trundle. Accepted

Fred M had a phone call from a potential member – asked him to attend the Club evening on Thursday 11<sup>th</sup> March.

Bruce S had a phone call from Ken Bell asking if the tabletop Sale is still on. According to the website, no.

Keith W had a phone call from a beater at Dunsford – found a model. Keith collected and holds same. Owner identified by Ray B

Toni B-R had an email from a gentleman who wished to dispose of a large number of plans. Accepted, collected, and now being listed on a database so that Club members can peruse and borrow.

### **Treasurer and Membership Secretary's report**

Keith W said that he has paid a total of £239 to Fishbourne for the use of the various facilities last year. Membership is now 127, with 17 members not rejoining. A list of non-rejoining members has been circulated. A rejoining fee is now in operation.

### **Social Secretary's report.**

Toni B-R stated that the big hall and the smaller hall next to it will not be ready for use by Thursday, but will be in use the month after. The small hall is the one we used to use but about 6 ft smaller in length and has its own bar. It is also about 5 ft higher.

A rotary tool has been purchased as a raffle prize. It will be used in place of the Plane Game one week. No guest speaker bookings have been made or will be made until the new facilities have been considered as suitable.

Bruce S suggested that a social walk be arranged for those Club members who would like to participate. Agreed. Note to go into CD to check support.



Fun fly slots and competition slots gave everyone an opportunity to take part. Dave Atherton's' Prairie Dog was circulating very nicely, as was Richard Ethridge's' electric Hangar Rat. Richard has managed to trim the model to tow a CADMAC banner and a 9" wing span glider, no mean achievement.

I opted to fly in Peanut scale, finishing 4th out of 6 with my Andreason BA4-B, this event won by Mike Hadlands' Bucker Jungmann.

Living room stick is always a gamble, dicing with girders, pipes and ducting that we see in the roof space of sports halls.

I managed one flight of 3 mins 10 secs before getting hung up in the roof space after 2min. 45 s. And I finished 6th of 6.

John Olds logged two flights of 5mins. 15s to claim first place, followed by Nick Peppiat with 5mins and 4mins 57s.

All told another thoroughly enjoyable day, and my thanks go to the Crawley members.

If they could market how they do it, they would make a fortune.

Full results of the K2 event are on the Crawley web site together with a video of the Hangar Rat mass launch.

<http://www.cadmac.org.uk>

Bryan

# Anyone for Tennis?

**35th Crawley Indoor Meeting, 5th at the K2 Centre.**  
**From Bryan Stichbury**      **photos from the web**

The 35th annual Crawley Indoor meeting took place on Sunday February 7th 2010.



Even though this has been a regular event over the years somehow the K2 hall had been double booked with a table tennis competition!

The BMFA tried to help, and it was suggested that the meeting could be held on February 14th. Note that, no suggestion that the table tennis event be re-scheduled. Those

of you with a grounding in conspiracy theories, or of a cynical nature can form their own opinions.

On the day the hall was divided by a full length net curtain and we were allocated 2/3 of the space. Not ideal by any means, models hung up on netting are extremely difficult to retrieve as we all know.



## BMFA Representative's report.

Ken K reported that Yeovilton was cold, but the display was good. The Chesil Beach Club has offered their display aircraft for Tangmere.

At the SABMFA meeting there was discussion of an area Gala event. Airfields are being sought. Requests to resurrect Balsa Brain have been received.

Bryan S reported that the indoor meeting at Crawley clashed with a table-tennis meeting – we have it easy at Seaford.

A list of SABMFA Clubs is on the website – request to attach it to ours too. Ken to contact Mike Pinn.

## Safety Officer's General report and site accident report

No report offered.

## 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. Should there be signs? Peter H tasked with designing signs for both footpath approaches. Tony C asked if Peter had any ideas for events at Porthole – please consider, discuss and arrange.

## Editor's progress on production of Clear Dope.

Bruce S said that there was no problem with this month's CD.

## Publisher's progress on production of Clear Dope.

Bryan stated that there had been a little problem with the printing of CD. Sorted with help from the HP website. Toner suppliers had been contacted and replaced free of charge two faulty toner cartridges.

## Competitions Secretary's report.

Ray B said that this month's comp is the Climb and Glide, I/C only, March 13<sup>th</sup>.

## Indoor Flying Representative report

No report offered.

## Slope Representative Report.

Fred M told he had visited Goodwood and made useful contacts. There is no information on airfield event because they are usually organised at fairly short notice. He is attempting to get a key for the gate to the Trundle so we can get vehicular access for less mobile club members.

Tony C asked about Trundle comps. Fred said that after consultation he had agreed to decide on the type of comp on each day, depending on the wind. Senior sloping members to be asked for guidance.

The notice is still OK, in place and legible. Fred asked if we could ask Goodwood Estates to sort out the muddy pedestrian gate surface and the Club pay for it. No, just ask Goodwood Estates to fix it. Keith W will pass contact information to Fred.

## Website Report.

Nothing to report.

## Thorney Island representative report.

Derek H reported that there were no sheep on our patch on his last visit, and that the electric fence is now partially dismantled and disconnected. There have been four incidents this month. Report forms are to hand. Will be completed and passed to Tony C for archiving and to Morris C as Safety Officer.

There is a Cycle race on Thorney on 9<sup>th</sup> May between 13.00 and 15.30. There is to be no flying during this time. A working party is provisionally arranged for 17<sup>th</sup> April. A new Defence Estates Officer has been appointed – a meeting is to be arranged. There is no information as yet about any possible microlight Flying event this year.

#### **Any other business**

Bruce S presented the draft of the rules for flying turbine powered models (jets) on Thorney Island. Item 5 stated that no turbine powered model's maiden flights be conducted on Thorney Island. After discussion, Bruce amended this item to include "unless carried out by an experienced turbine pilot." Proposed Ken K, seconded Toni B-R that the rules as presented and discussed were accepted. 7 For, 1 Against, 1 Abstention. Passed.

Bruce also gave a briefing on the article to go into CD to present the Tangmere Day to the members. There was some small discussion, but no conclusions were reached and no actions allocated.

#### **Date of Next Meeting**

Meeting ended at 21.40.

The next meeting will be held on Tuesday 6<sup>th</sup> April 2010 at 20.00.

### **Special Section Carried over from Minutes 2nd February 2010**

#### **Flying Jets on the Thorney Island Site**

Bruce S proposed that turbine powered models (jets) be allowed to fly from the CADMAC Site of Thorney Island subject to the following conditions:

1. *That they are powered by a turbine engine not exceeding 80 Newton of thrust;*
2. *That they have a wing loading of less than 0.01 lbs per square inch; (10 lb model 1000 sq in, approximately 25oz/ft<sup>2</sup>)*
3. *That they have a dry weight of less than 7Kg;*
4. *That they pass scrutiny (both build & failsafe) by a suitably knowledgeable member, prior to a day's flying; and*
5. *That no turbine powered model's maiden flights be conducted on Thorney Island.*

Bruce then gave a quick presentation to illustrate his proposal, as follows:

If we were an all-electric club, would we consider allowing the use of I/C models?

There is no real control over what a guest flyer might bring along to fly, so a jet might be flown outside of committee knowledge.

We must also consider what other types on models might be brought along and flown.

(1) **A thrust of 80 Newtons** is roughly equivalent to 18lb. Received wisdom is that a 2:1 power to weight ratio is needed to "prop hang", so 80 N would just prop hang a 9lb plane. Bruce's Stearman would require 267N to prop hang. This restriction will inherently limit the size of the model.

(2) **Wing Loading** – the Gold Cat as flown has a wing loading of 21oz/ft<sup>2</sup>, while the Super Reaper is 22 oz/ft<sup>2</sup>. Trevor's BAE Hawk, on the other hand, is 47oz/ft<sup>2</sup> and therefore way outside the proposed limits. This demonstrates that the proposal refers to lightly loaded aircraft.

# **Comp rules 2010**

From Ray Beadle  
CADMAC Competition Secretary



## **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

## **Slope Competitions**

**Monday 5th April and Saturday 12th June**

Comps will be decided on the day to suit the conditions

Two rounds will be run.

RAY



I/C Climb & Glide.2010	ROUND 1 Time mins		ROUND 2 Time mins		BOX LAND 10%	TOT	PO S
Name							
T Chant	3.02		2.39			5.41	7
J Riall	1.56		1.34			3.30	10
G Fridlington	2.11		2.10			4.21	9
S Skinner	2.52		3.05			5.57	4
D Honeysett	1.11	x	1.10		07	2.28	13
M Blundell	3.35		2.45			6.20	2
H Hook	1.07		1.32			2.39	12
Dec Cousins	1.14		1.11			2.25	14
B Smith	2.08	x	2.51	x	30	5.29	8
M Farrington	2.28		5.19			7.47	1
Adrian Childs	2.49	x	3.09		17	6.15	3
T Combes	1.32		1.19			2.54	11
G Chant	3.09		2.48			5.57	4
R Beadle	2.23	x	3.14		14	5.51	6



Above left: Malcolm Farrington's Hype which 'cleaned up' this year with a massive 5 mins 19 seconds flight in the second round, almost 2 minutes longer than his nearest rival. Above Right: Last year's competition winner - Harry Hook's distinctive Cougar 2000, one of five Cougars involved in the competition.

(3) A dry weight of less than 7Kg leads to models no larger than many presently used I/C models. Also when models exceed this weight you are into using metal geared servos, heavier control runs, duplicated redundancy systems, and similar facts which lead to even heavier models. Sub 7kg allows the use of relatively standard equipment.

(4) That they pass scrutiny (both build & failsafe) by a suitably knowledgeable person, prior to a day's flying. This will already have been done anyway at the maiden flight and at any previous flying session away from Thorney. It is also assumed that the build will have been carried out with reference to experienced jet modellers. It also raises the possibility of there being, within the Club, a Serious Models sub-committee.

(5) No maiden flights to take place on Thorney Island. These should take place at venues where experienced jet operators are available to oversee and offer help. It also reduces the possibility of any incident which is more likely to take place on a maiden flight rather than when flying a tested aircraft. The end result would be tried and tested models with experienced pilots only at Thorney, thus reducing any real or perceived risk further. (This was subsequently amended as per the 02/03/10 minutes Ed.)

It also goes without saying that any jet modeller will have to comply with the BMFA rules for turbine powered models.

Bruce then asked for questions

Morris C asked if jet pilots must hold the BMFA B certificate in order to fly. (BRITISH MODEL FLYING ASSOCIATION Code of Practice for the Operation of Gas Turbine Powered Model Aircraft. Pilots must be competent to a standard equivalent to the British Model Flying Association Powered Fixed Wing Model Aircraft "B" Certificate of Proficiency. T B-R)

Bryan S asked if the possibility of a crash into long dry grass in dry weather carried a risk of fire. Bruce replied that statistically there was a greater risk of fire following a crash with electrically powered planes using LiPo batteries. Also the Standard Operating Procedures (SOPs) for jet models required that a "fireman" be present, so the risk, however minimal, is covered. Also, a turbine will stop running if only a very small bubble of air is present in the fuel feed, and SOP require both a physical and electronic fuel cut-off system, so that in the event of a crash situation developing, the pilot would have cut the fuel before the impact with the ground.

Tony C said that there is a clause in our contract with the Defence Estates Agent that we have no fires at all while on Thorney Island.

Derek H stated much of the grass area to the south is a SSSI, and that any encroachment onto it could cause the Club problems.

Ken K considered that most of the year the grass would be far too damp to burn. He has also seen model fires involving LiPos and I/C powered models, and considered the risk with jets to be no greater.

Bruce stated that a LiPo fire is classified as a Class D fire, the worst possible type, with extinguishing and chemical problems far greater than jet fuel fires. He described a lithium based fire in some detail.

Tony C asked if Bruce considered the Thorney Island site big enough to fly jets. Bruce replied that as far as the type he was proposing is concerned, Yes.

Ray B stated that if 80N thrust is equivalent to a medium to large size glow engine, we should also consider the fact that ARTF models have grown bigger in the past ten years or so, and that this size of engine is now not unusual.

Morris C stated that he did not want to see jets flown at Thorney. He also made the following points: Jets have LiPos on board, which is a double fire risk; He has seen videos of jets flown by Ali Machinchy which have crashed with a resulting fire; We have to be mindful of the Conservation ethos with the SSSI adjoining our flying site; and he sees no reason why smaller jets should not fly on any other of our Club sites. He also put the point that if it becomes known that we allow jet flying, other people might join the Club just for that facility, and he thinks this is not desirable.

Derek H stated that we have nearly lost the use of this site before over what we regarded at the time as relatively insignificant events. He suggested that the introduction of a new and unusual sound and very fast aircraft might create just such an event. Bruce replied that the sound, though unusual, was in most cases quieter than many I/C models, and that he had seen several I/C models which were both noisy and very fast. Derek also stated that allowing jets might be the thin end of a wedge leading to a predominantly jet-based Club. Bruce replied that it was in the remit and power of the Committee to control this.

Fred M stated that glow fuel is bio-degradable, and that jet fuel is not. Operation of jets would therefore lead to greater pollution of the flying area. Bruce replied that Jets burn hotter and therefore burn a greater percentage of their fuel, and that two-stroke I/C motors, by their very nature, exhausted unburnt fuel that was not bio-degradable (Mineral oil).

Keith W stated that although he had no direct experience of this situation, in his opinion jet flying was only feasible where the Club or organisation concerned had full control of the flying site. As Thorney is a multi-use site, we cannot exercise such control, so the risk of problems is greater. He cites Wroughton as a good single use flying field for jet operation.

Ken K said that with all the objections raised so far we might as well stop flying all types of model aircraft. In his opinion, the noise generated by a small two-stroke motor flying high and slow, or a bigger two-stroke flying fast low aerobatics, is far more annoying than the sound of a jet. He stated that there really is no problem as far as birds in the area are concerned.

Peter H asked if we have to approach the Base Commander for clearance. Tony C replied No, we regulate our own activities within the remit of our contract.

Ray B suggested that if deep scrutiny of jets during build and flying is required, is the use of log books a good idea? Bruce replied that BMFA provide these on request to 'B' pilots as a standard procedure and he agreed that this would be useful to check pilots' previous experience.

Toni B-R asked for clarification as to why no maiden flights on Thorney. Bruce replied that it was to ensure that only tried and tested models with experienced pilots flew there in order to reduce the risk, real or perceived, as far as possible.

John Riall asked if Malcolm Farrington's model had been maiden, and whether Malcolm had any experience with jets. Tony C replied that Malcolm has flown jets previously, but wasn't sure about the model.



Ray 'The Stopwatch' Beadle had to wear a protective glove to avoid RSI in his right hand.

with 3.35 mins, if he could get it trimmed properly it would be difficult to beat!

Bruce Smith managed to land in the box with a time of 2.08 mins and Adrian Childs with his FU2 did 2.49 and made the box, the only other to make the box was Ray Beadle in a time of 2.23 min. but George Chant with his big fun climbed high and did the second best time of 3.09 min but no box.

In round two only Bruce managed to make the box and so he is the only one to make the box twice in this comp !

Tony could not better his first round with a 2.39 min, Steve did better with 3.05min, while Mick only managed 2.45min but this gave him the lead with a total of 6.20, then Bruce came in with 2.51 and the box but this only gave him a total of 5.28 with his added bonus.

Malcolm Farrington flew next with his Mini Hype, got a bit of lift and managed an outstanding 5.19 min which made his total 7.47,

so this left Adrian and George needing to put in good time and hit the box to challenge him. Adrian got to 3.09 but no box and George only got to 2.48min.

Declan Cousins managed to land on the sea shore with his Shoestring but it survived as the tide was out. The result after totalling the two rounds and adding the bonuses was a win for Malcolm Farrington 7.47 min, second Mick Blundell 6.20 min and third Adrian Childs 6.14 min.

Thanks to all who came and to those that helped with the timing. I hope all enjoyed it and will come to the next comp which will be the Bomb Drop.

Cheers

RAY

Spectators and competitors alike - all gripped with the tension of the event..





# CLIMB & GLIDE

from Ray Beadle - photos Ken Knox



Saturday was a lovely day after the last few weeks of freezing weather, sunny with a light wind from the sea

It was nice to see 14 entries for the first comp of 2010 two rounds were to be flown. The climb time was set to 20 sec and the flight had to touch down in a large marked area. 10% was added to scores if the model landed in this area. The two round times were to be added together.

We had quite a few Cougars, a Limbo Dancer, a Big Fun, a Mini Hype, a Wot 4, a Uno What, a scale Shoestring, an FU2 and a Pylon free flight own design with radio!

Tony Chant started us off and did 3.02 min. this was a good time for the rest to aim for but got caught out by the wind and could not make the box. Steve Skinner made a 2.52 min no box. The first to make the box was Derek Honeysett with his Uno What in a time of 1.11 min

Mick Blundell now came with his latest model, he's called it Micky's Monkey a pylon free flight with glider wings and a 25 engine it should glide well if it will climb straight he had only flown it once before and could not get it to turn so has added twice the rudder area. It did climb straight and did the best time of the round



Mickey's Monkey - threatening to be back next year with a .91 2/s up front!

Allen M asked if Bruce had seen a model jet crash. Bruce replied Several, but no fires. Ken K added that he had seen six jet crashes, with no fires.

Derek H stated that he foresaw a possible problem from birdwatchers.

In conclusion, Bruce stated that turbine powered planes should be considered as just another model, and that properly regulated, he could see no probability of losing the site. He then restated his proposal in detail as above. This was seconded by Ken K.

A vote was taken by show of hands. The result was 6 For, 4 Against, 2 Abstentions.

Tony C stated that with his personal reservations, the way forward now is to formalise the rules for flying turbine powered models on Thorney Island, and for these to be agreed by the committee. Boundaries are to be strictly observed when flying.

Bruce proposed that a Sub-Committee be set up for this purpose. This was rejected, as the present committee can handle it. Bruce will talk to other experienced jet flyers in the Club to formulate the rules.

Keith W stated that application forms to join the club require applicants to state disciplines of interest to them This would be a first line of defence against the Club devolving into a major jet-flying organisation

*Tom*

What difference will jets make to a normal flying session on Thorney? *from Bruce*



Suitable for Thorney Island



Wing loading too great

The simple answer is...not a great deal. Its unlikely that there'll be many jets or that they'll be flown regularly. Pilots will need to negotiate flying slots with other users, just as heli pilots do, and if for instance there are two jets models present, then they'd need to fly in the same slot. Otherwise jet flying needs to keep within the same boundaries as other models and abide by the same and stricter regulations than those for other i/c powered models. Jet flights tend to be quite short - 6 to 8 minutes - but they'll hopefully add a 21st Century dimension to our hobby. The operating procedures are slightly different to prop driven aircraft so their Code of Practice for Operation, which has been reproduced, overleaf, has been drawn up by Roger Andrews, Trevor Bowry, Malcolm Farrington and myself, before being presented to, and accepted by, our committee.

## The Safe Operation of Model Gas Turbines

### Applications

A formal application for permission to fly a gas turbine model on Thorney Island (CADMAC's only suitable site) must be made to the Hon. Secretary. Only when written permission has been granted may flying take place.

### Models

Turbine powered models allowed to fly from the CADMAC Site of Thorney Island will be subject to the following conditions:

1. That they are powered by an engine not exceeding 80 Newton of thrust;
2. That they have a wing loading of less than 25oz per foot<sup>2</sup>;
3. That they have a dry weight of less than 7Kg; (Article 89 ANO)
4. That they pass scrutiny (both build & failsafe) by a suitably knowledgeable member or members, prior to their first flight on Thorney Island; and
5. That no turbine powered model's maiden flight be conducted on Thorney Island other than by an experienced turbine pilot.

### Pilots

Any pilot wishing to fly a turbine powered model on Thorney, must comply fully with all BMFA's 'Code of Practice for the Operation of Gas Turbine Powered Model Aircraft,' all other relevant BMFA guidelines and all CADMAC regulations.

Where necessary, proof of a new jet pilot's experience gained with a new model should be recorded in their BMFA 'B' Pilots' Log Book. This should detail the event, date and model flown and be verified by the FLD or event organiser.

### CADMAC Code of Practice

The turbine parking and operating area will be situated Down-Wind of the pits.

Turbines should be started on the hard area adjacent to their parking area.

Jet models should be taxied out with restraint from the start-up area to a safe take off point.

In general flight, jets will keep beyond a general display line which is 50m forward of the crowd line.

Jets may take-off and land between the 50m and 30m lines.

Following a flight, jets should be taxied back to the start-up / cool-down area and parked into wind until the cool-down process has been completed.

Jet models should not be flown when the hay is dry and ready for cropping.

It is strongly recommended that turbine powered models are controlled by 2.4GHz radio equipment.

