

TRAINS, MODELS AND HOBBIES

High Street, Bognor Regis

Offer a 10% discount to CADMAC Members on all new
aero modelling items.

A current membership card must be shown.

Contact: Alan Wickham on 01243 864727

SUSSEX MODEL CENTRE

57 - 59 Broadwater Road, Worthing

Offer a 5% discount to CADMAC Members on some items.

A current membership card must be shown.

Tel: 01903 207525 smc@sussex-model-centre.co.uk

FLITEHOOK

STOP PRESS

We are now official stockists for the

JP

Range of models and equipment

Contact Pauline or John on: Tel: 0238 0861541.

Email: pauline@flighthook.freeserve.co.uk

The articles and views expressed by our members, are not necessarily the views of the editor or committee and therefore we reserve the right to modify and or refuse an article if it is considered in the best interest of the club.

MARCH 2004

CLEAR



To 'B'
or not to 'B'
that is the
question.

CHICHESTER AND DISTRICT

Chichester and District Model Aero Club

Committee 2004

Chairman	Peter Sackman	01243-373041
Secretary &	Trevor Bowry	01243-780949
Social Sec.	email address: bobbycadmac@freenet.co.uk	
Treasurer &	Alan Misselbrook	02392-470871
Membership Sec.	email address: alan.misselbrook@talk21.com	
Snr. Training Offr.	John Riall	01243-782922
Safety Officer	Tony Chant	01243-828506
Competition Sec.	Maurice Campbell	02392 637726
Thorney Rep.	Harry Walton	07905 054111
Porthole Farm Rep.	Mick Blundell	01243-670791
Slope Rep.	Ron Hemblade	01243-572819
BMFA Rep.	Ken Knox	02392-593104
Webmaster	Richard Farren	07754-390270
	email address: rfarren50@hotmail.com	
Junior Rep	Gavin Bidwell	01243 861293
CD Editor	Bruce Smith	01243-531602

The Aylings, Queens Avenue, Chichester, West Sussex, PO19 8QB
Email Address: aerobruce@aol.com
Fax to: 01243 531602 but please telephone first.

Committee appointed positions

Junior Members Protection Co-ordinator:
Bruce Smith 01243 531602

Visit the club's excellent Web Site,
<http://cadmac.virtualsite.co.uk>

Cover photograph: In sunlit silence many gaze up, up, the long delirious burning blue. Could they be contemplating 'the question?' Or could it just be competitors in the AULD comp at last year's Gala Day?

WANTED

Enya 29 - IV for Class 'B' Vintage C/L Team Racer
Special ball-raced version preferred but will consider standard shaft.
Condition no problem but crank-case must not be broken or badly damaged.

Contact Trevor Bowry on 01243 780949

Electric Glider - Speed 600 or fairly similar size.

3 or 4 channel. Preferably with radio gear but anything considered.

Contact Andrew Gibbs: 07973 627738 or mrandrewgibbs@yahoo.com

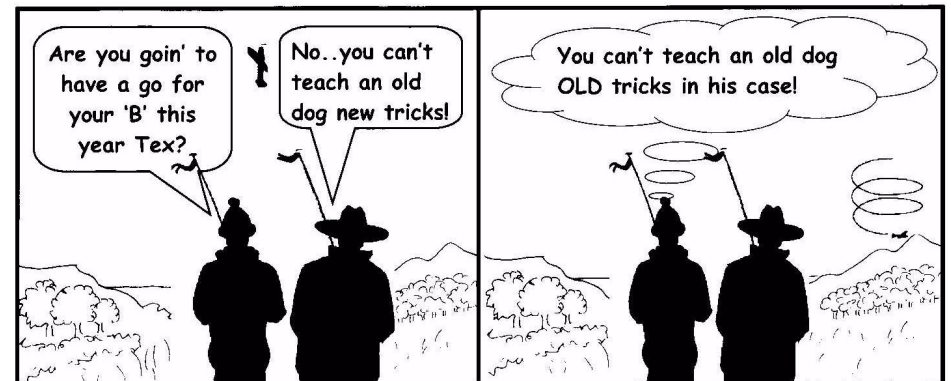
FOUND

Multi-tool in holder

Found in the pit area - Thorney Island - Sunday 15 Feb

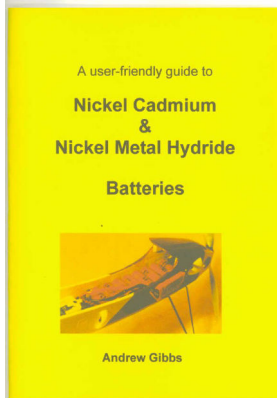
Phone Trevor Bowry on 01243 780949 - identify - and you will be united.

TeX & ReX by Ecurb



A new User Friendly Guide from Andrew Gibbs

The User Friendly Guide to Nickel Cadmium and Nickel Metal Hydride Batteries



Retail £6.75
CADMAC members special price £5.75
One copy per member only.

44pp A5 pages covering charging, discharging, testing, maintenance and much more. Includes 4 useful charging graphs.

07973 627738
mrandrewgibbs@yahoo.com
14 Atherley Court, Hill Lane,
Southampton. SO15 7NG

HAZARDLIGHT

was designed by a former Police Officer and provides safety and protection at a time of need.

Turn it on and Hazardlite emits alternating Red lights like the rear of Police Cars. Use when broken down, changing a tyre or just walking the dog at night. You can even place it in the window of your house to provide location in the event of calling Emergency services.

Hazardlite is completely waterproof and comes with 4 x AA batteries, a fold away cross legged stand and suckers.

RRP £14.95
Special price to CADMAC members only £10.00
Contact Julian Horner
Telephone: 07792 182130



Editorial

Thursday 4th March 7.30 p.m.
Just sitting drinking a coffee after dinner, takin' in the weather forecast and how its goin' to be wet and windy this weekend - when Harry Walton phones.....

.....from Florida of course!!!
“2.30 over here...blue skies...hot and sunny... all wearing shorts.. (pause while a Bearcat screams by) ...fantastic models and flying.... Ali Machinsky....loads of Brits out here.....our gang buying up the stalls.... big petrol engines unbelievable prices.....APC 15 X 8s for £3.00 - that's enough Harry - I'll start saving for next year! In the meantime we'll look out for some great photos in next month's edition of CD from you all.

The one sad note in Harry's report was that John Riall, the old 'Flying Eye' himself, was feeling a bit below par at the time of phoning. Probably the heat and climatic change you'd think, though my guess is its more likely to be something to do with 'the beer with a birthday!' or it may well just be the thought of all that aerobic training he's going to give us when he gets home. Yes, he's really thrown down the fingerless gauntlet this month and given us something to think about. Lots of truth in what he says though, and it would be really good to 'up' the general level of flying throughout the club. By the time I'd read to the end of his report I'd got a lump in my throat and could hear 'Land of Hope and Glory' playing in the background. Many of you will, of course, dissolve

instantly into a babbling jelly at the mere thought of putting yourself through the trauma of taking another test. You've got your 'A' - a licence to 'Fly till you die,' and you don't think having a piece of paper will make you a better pilot. I sympathise totally. I recall very clearly, the elation, upon retirement, of realising that I no longer had to jump through the annual hoops to keep various qualifications up to date. I vowed I'd never take another exam. Then I fell into R/C aeromodelling and had to take the 'A.' That's it now, I thought. Definitely no more exams. Then I went to the NATs in 2002 and was appalled at the low entry in the R/C Scale. A new goal on the horizon. Wouldn't it be great to be in there with the big boys? - Hutson, Reeves, Taylor, Boddington - you'd just learn so much - Oh -major setback - you have to have your 'B!' I do feel now though, that 12 months practice of repeatedly flying all the 'B' manoeuvres, particularly in a structured routine, helped to make me a better pilot. (You may beg to differ!) I also feel a heck of a lot more knowledgeable for reading and re-reading and re-reading all those relevant sections of the BMFA handbook - and of course the whole of our own pilot's handbook. I hope the pages of CD, over the next few months, may inspire you to have a go for your 'B' Certificate. Maybe then John can relax a little spending less on valium and more on glow fuel. (Ed.)

Chairbourne

For some time now, the Committee has been concerned that when Tony Chant, the Club Safety Officer, has been unable to attend a Club flying session for some reason or other, e.g. work commitments etc, these flying sessions lack a focus for "on the spot" safety considerations and decisions. To rectify this situation, it is proposed that the following rule should be added to Section 3 General Flying Rules of the Club's Pilot's Handbook, to become effective on the 1st March 2004 :

"For every Club flying session, a competent Safety Marshal shall be appointed, to ensure that the Club safety codes are followed by all present. The Safety Marshal's responsibilities will also include, establishing for the session (and changing during the session if necessary, e.g. for a wind direction change), the position of the pits, take-off area, flight patterns, spectator viewing area etc. This will normally be achieved by a short pilot safety briefing at the beginning of the session but all pilots must ensure they are personally aware of the instructions for the day whenever they arrive at the flying site.

When present, the role of "Session Safety Marshal" will normally be assumed by the Club Safety Officer. In the Safety Officer's absence, this role will be taken on by one of the attending Club members in the following order of precedence:- a

CADMAC Committee member, a Club member elected by the members present.

Safety instructions issued by the Safety Marshal will be followed by all flying session attendees."

Elsewhere in this edition of Clear Dope, you can read John Riall's first observations on Club flying standards, following his election to the 2004 CADMAC Committee as Chief Training Officer. In his article he particularly expresses concern at the small number of "B" Certificate flyers the Club has in comparison to it's membership numbers. John will no doubt apply his mind over the coming weeks to how this situation might be improved but in the meantime I would like to resurrect a proposal put forward in the February 2001 edition of Clear Dope, in the hope that it might attract more interest from the membership this time round.

The CADMAC Committee view expressed in the 2001 article was that the best way to deliver "B" Certificate training would be in a series of modules, with each individual training module being dedicated to one of the "B" test manoeuvres, the final module covering the stringing together of all the manoeuvres into a complete "B" Test flying schedule. It was felt that in this way, trainees would be able to build up their flying skills, a manoeuvre at a time, moving in sequence from the simpler manoeuvres to the more demanding, under the watchful eyes of Club Training Officer. One of the training

INDOOR FLYING

WESTBOURNE HOUSE SCHOOL OVING

Next Meeting - Thursday
18th March at 20.00hrs

SHOW VISITS 04

Sandown - Sat 8th May

Wings & Wheels - Sat 26th June

Hastings - Sat 7th Aug

Croyden - Sat 18th Sept

+

SOCIAL EVENTS

APRIL - Club Auction

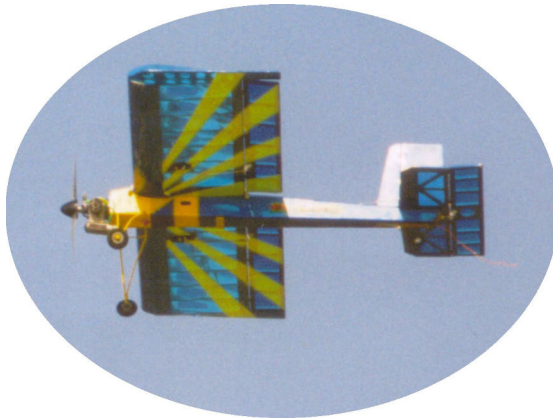
Start sorting and saving now for one of our best social events

MAY - Skittles Evening

Great fun for all - Light buffet available on the night priced at £2.00

Can you fly the 'B' test schedule?

- A. Carry out pre-flight checks as required by the BMFA Safety Codes.
- B. Take off and complete a left (or right) hand circuit and overfly the take-off area.
- C. Fly a "figure of eight" course with the cross-over in front of the pilot, height to be constant. The examiner will expect this manoeuvre to be flown more accurately than the similar manoeuvre in the 'A' Certificate Test.
- D. Fly into wind and complete one inside loop.
- E. Fly downwind and complete one outside loop downwards from the top i.e. a bunt.
- F. Complete two consecutive rolls into wind.
- G. Complete two consecutive rolls downwind using the opposite direction of roll rotation to that used in (F).
- H. Complete a stall turn either to left or right.
- I. Gain height and perform a three turn spin. For aircraft which will not spin, a spin attempt resulting in a spiral dive (not necessarily of three turns) will be acceptable. In each case the initial heading and the recovery heading must be into wind and the model must fall into the spin (no flick spin entry).
- J. Fly a rectangular landing approach and overshoot from below 10 ft. Note that this manoeuvre is a baulked landing, not a low pass.
- K. Fly a rectangular circuit in the opposite direction to that in 'J' at a constant height of not more than 40 ft.
- L. Fly a rectangular landing approach and land (wheels to touch within a pre-designated 30m boundary).
- M. Complete the post flight checks as required by the BMFA Safety Codes.



Starting next month we look at the aerobatic manoeuvres and questions in greater detail to see what the examiners are looking for.

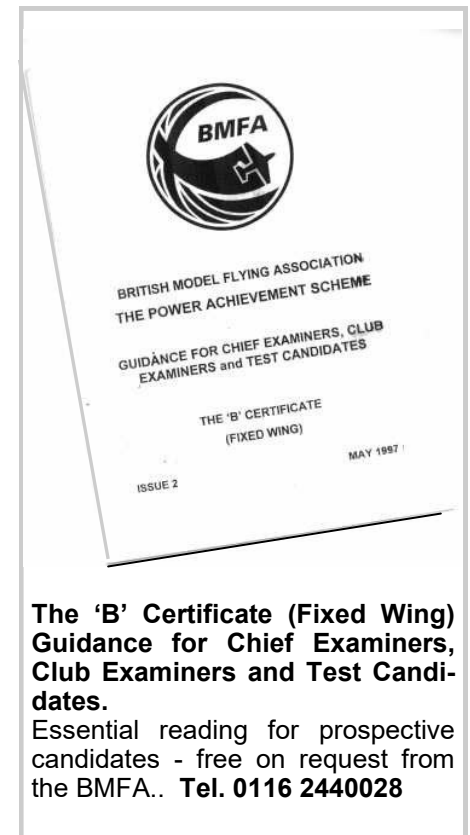
modules would of course cover safety matters based on the BMFA Safety Codes for General Flying and Model Flying Displays.

Any member who wished to enter this proposed "B" Certificate training programme, was to confirm his or her interest with the Training Officer, who would then prepare a detailed Club Training Programme based on the numbers applying and the flying skills of the applicants, which could range from recently qualified "A" Certificate pilots to experienced Club flyers who were just a few practice flights away from "B" Certificate achievement.

Although the Club possessed a "B" Certificate manoeuvres capable training model, it was stated that it would be preferable if members joining the training scheme provided their own. The Training Officer would check out the training applicant's proposed model and let him/her know whether or not it was suitable for the task and if not, recommend the type of model he/she should build/purchase.

If you think as I do, that it is worth resurrecting this training scheme proposal in 2004, please contact John Riall to express your interest. Let's make 2004 the year that the BMFA Fixed-Wing Power "B" Certificate Achievement Scheme really takes off in CADMAC. A thriving "B" Certificate training scheme/environment will enhance the flying skills and hence the enjoyment and sense of achievement of all partici-

pating members. You never know, some of you may feel confident enough after passing your "B" Certificate, to become Club Instructors.



The 'B' Certificate (Fixed Wing) Guidance for Chief Examiners, Club Examiners and Test Candidates.

Essential reading for prospective candidates - free on request from the BMFA.. Tel. 0116 2440028

High Flight

*Oh, I have slipped the surly bonds of Earth,
And danced the skies on laughter-silvered wings:
Sunward I've climbed and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along and flung
My eager craft through footless halls of air.
Up, up the long delirious, burning blue
I've topped the wind-swept heights with easy grace,
Where never lark, or even eagle flew;
And while with silent lifting mind I've trod
The high untrespassed sanctity of Space,
Put out my hand, and touched the face of God.*

John Gillespie MacGee

DON'T GET CAUGHT OUT!

FLYING BAN - THORNEY ISLAND Saturday 27th March

"144 Para Med Sqn (V) will be using the main runway for a parachute exercise onto the Isle of Wight, operating a Skyvan aircraft, between 0700 and 1200 hrs on Saturday 27th March 2004. By order of the the Thorney Island Station Commander, the runway area is "out of bounds" to all CADMAC members during this period."

vre and if you are not fully satisfied with what you have seen you should consider asking for the manoeuvre to be repeated. Some judgement is called for on your part here. A major mistake is grounds for failing the candidate, especially if loss of control has occurred or a dangerous situation has arisen. You should definitely not let them have two or three attempts at each manoeuvre until they get it right but you must give yourself the best chance of assessing the competence of the pilot you are testing. You should consider what you have seen the model do and if you think to yourself "could be better" then a request that the manoeuvre be repeated may be considered. Be extremely careful about using this option, however, as you could be degrading the worth of the test. It must not under any circumstances degenerate into a series of 'practice' manoeuvres.

Repeating the Test

The rules allow two attempts at the test in a day. If the candidate fails the first of these you must consider their performance in deciding what to do next. Many failures are reasonably good pilots or borderline cases and in these circumstances it might be appropriate to offer one or two coaching flights and then a repeat of the test. Remember that many of the candidates will be unfamiliar with flying under pressure and might do very well on the second test. On the other hand, it will probably be obvious to you on many occasions that the pilot you are testing is simply not ready for the test they are taking. In this situation it is better that you tell them so quite clearly. It could then be extremely useful for you to offer to fly a demonstration test for them so that they can gain an idea of the standard of flying required, especially if they have shown a lack of understanding of the manoeuvres and positioning. This, possibly along with a little coaching, is far more useful to everyone than simply telling the candidate that they have failed.

Another possibility that may occur during a test is an engine failure part way through. The rules are that the test should be taken on 'one flight' so if this happens you cannot let the candidate go up again and continue where they left off. In this case you should certainly offer them another test flight but make sure that they have had enough time to sort out what the problem was. Do not let them go straight into another test flight without having a proving flight so that you are both sure that the problem has been solved. How they handled the first emergency might also be of great interest to you!

ry. Most flights will have a combination of direct transitions and positioning circuits between manoeuvres and will help if you discuss this with the candidate before the flight. You, of course, should be watching any extra circuits just as carefully as the rest of the flight as they can tell you a lot about the competence of the flyer. A pilot who transitions directly from one manoeuvre to the next is not to be penalised as this is quite acceptable but watch out for the pilot who hasn't practised enough. Trying to fly the test in this way can get them into some very awkward positions.

The 'B' certificate now allows an intermediate landing. The exact wording of the rule that appears in the member's handbook is - 'The schedule must be completed in one flight. Exceptionally, at a pre-determined point in the flight an intermediate landing may be permitted for the sole purpose of refuelling or the fitting of a freshly charged battery. This landing may only be made with the prior consent of the Examiners. Two attempts per examination will be allowed in any one day. This obviously makes it easier to take the 'B' with electric or turbine powered models although in exceptional circumstances it could apply to any model. You should be aware of the possibility of such an intermediate landing but under no circumstances must you allow an unscheduled landing to be passed under the rule. It must be applied exactly as written and any landing must take place at the point in the schedule agreed prior to the flight.

Trim

It is expected that the candidate will start the test with a model that has been trimmed out previously but they should be able to trim the model out in the air very quickly if necessary. If you see obvious signs that the model is out of trim and the candidate makes no attempt to rectify the matter you should seriously question their basic competence. Any re-trimming should be done on the first circuit and if the pilot cannot accomplish this then you should again seriously think about their basic ability, especially if they put the model in any danger or the model flies behind the pilot or in any other unsafe areas.

Nerves

Quiet competence is what you are looking for during the flight but most candidates will be nervous and you should make some allowance for this. If the flyer is very nervous you should seriously consider abandoning the test for the time. being and offering the candidate a coaching flight or two to settle them down before re-taking the test. This can be done on the same day and can really help those candidates who have trouble with nerves when flying in a test situation.

Repeating Manoeuvres

At 'B' certificate level the candidate should be competent to fly the test with very few errors. If you see any major faults the test should be taken again. It may be, however, that the candidate will make a minor mistake on a manoeuvre.

You might be an aeromodeller if.....

- ...You complain about the cost of getting your kids started back in school because it cuts into your money available for the Swap Meet.
- ...You have complained about your wife forgetting something at Tesco's and you having to go back for it, yet you will drive 60 miles for a £1.49 part to finish a plane for Sunday.
- ...It's September and you have already given your wife your Christmas wish list (with nothing but R/C stuff on it).
- ...You actually enjoy reading these "You Might Be" jokes.
- ...You spend £6.99 on your wife's jewelry earrings at a Swap Meet and £362 for airplane stuff and figure everything is even.
- ...You tape Sunday afternoon football games and formulae1 races and watch them Sunday night.
- ...You crank your leaf blower and hold vertical and adjust the trim.
- ...You buy your daughter (or wife) a doll house kit from Hannant so you will have something to glue together on a rainy Sunday afternoon.
- ...You name your dog "Aileron".
- ...You use coat hangers and duct tape for anything other than hanging clothes and taping duct.
- ...Your transmitter has more computing power than a Pentium V
- ...You introduce your wife as your co-pilot.
- ...You consider a quality evening with the family consist of gluing and sanding.
- ...You show up at the field with your channel 84 transmitter and your plane has channel 48 receiver in it.
- ...It's too cold to wash your wife's car but you'll be going flying.
- ...You can't wait for grass cutting season to get here.
- ...You use an infrared tach to set the speeds of your ceiling fans.
- ...You wash your car or truck on Saturday and will drive through mud to get to the flying field on Sunday.
- ...You'll complain about buses and trucks with all that stinking diesel smoke but add it to your plane.
- ...You spend more time at the field working on your plane than flying it.
- ...You use a chain saw to improve your landing approach.
- ...Your wife uses your spare props to stir her paint can.
- ...You consider a Sunday picnic as a couple of hot dogs at the flying field.
- ...You consider the R/C club meeting as the month's social event.
- ...You spend £250 at a swap meet and question your wife's plans for a summer vacation as too expensive.
- ...You save lolly sticks to stir your epoxy glue with.
- ...You can balance your plane but can't balance your check book.

Flying Eye

The incidents I saw going on in the pilot's box just a few weeks ago made me really think really deeply about members skills, knowledge and experience and that if some trends continue there might need to be a 'Competent Pilot' to police pilot box activities and if necessary take over a transmitter before things get out of hand! The urgent need to improve flying skills within the club is a Priority One Requirement.

Over the past three years the club has been hard pressed to deal with newcomers, bringing them up to an 'A' certificate standard and the older you are the longer it takes. Another factor is the A.R.T.F. market which brings in new members who may not have otherwise taken up the hobby due to a lack of building skills. Some ears will prick when I say that this trend also makes it easy for modellers to buy and attempt to fly models which are far too advanced for their experience and capabilities.

The club has an imbalance of flying skills within its membership, many resting on their laurels with an 'A' certificate! This situation needs to be redressed and it will need to draw heavily on the resources of our few experienced fliers to ensure a healthy club in the future.

Believe it or not, CADMAC is one of the largest clubs in Britain, but when you ponder over the number of 'B' certificate holders (which you can count on the fingers of two hands) it makes depressing reading! For a club of 150 plus members, CADMAC is a very well run club with one of the finest flying sites in the country and I for one think it deserves a little more effort from its membership. As the club's chief flying instructor I shall endeavour to concentrate on basic aerobatic training. My aim is to help members perform aerobatic manoeuvres well, which you will find very satisfying and which of course, helps greatly towards gaining a 'B' certificate. As an 'Old CADMAC Dog' - well - someone has to do the barking! Lets make this club one of the best in Britain by improving our flying skills and our number of 'B' certificate members. This will help us increase the number of our instructors, examiners - even area examiners and as people feel they want to give something back to the club our whole flying skill base will improve. Us old dogs can't lead the pack all the time!



cuse for a poor performance on their part. For instance, a candidate flying a three channel model through the rolling manoeuvres accurately deserves the credit but one who makes a mess of the rolls with the same type of model cannot say that it is the fault of the model. You should make no allowances on this point; the selection of the model to do the test is the responsibility of the pilot and it is they you are testing, not the model. Similarly, the type of model presented cannot be used as an excuse for not completing certain manoeuvres. A pilot cannot turn up with a twin, for instance, and then say that the spin is too dangerous because the model would not pull out of it. Another important point to remember is that the candidate is not expected to build or even own the model they use. There is no reason why a flyer who does not own a suitable model could not borrow one from a friend or clubmate. The use of a gyro or autopilot is not allowed during the test. If any such system is fitted to the model it must be disabled during the test and you should check that this has been done.

Height and Speed

The 'B' certificate candidate should be a confident pilot and this should show in the height and speed at which they fly the test. The height for the majority of the test should be between 100 and 150 feet (that is roughly three to five houses high) and the pilot should make intelligent use of the throttle throughout the flight. This is an important factor and you should particularly watch out for it. A pilot who flies at take-off power throughout the whole flight should not pass; they are not thinking.

Consistency

The combination of appropriate heights and good use of the throttle should mean that, although the model will be flying at various heights throughout the test, these heights will be flown in a steady and consistent manner and you should note if the height flown varies significantly when it doesn't need to. It is a requirement that "all manoeuvres are carried out in front of the pilot" with the implication that the model will be crossing in front of the pilot just beyond the take-off and landing area on several occasions during the flight. Care should be taken by the pilot that the line of approach each time is consistent and you should take particular note if it is not. Unnecessary varying of height and inconsistent lines are valid reasons to fail a candidate at this level as they give a good indication of the flyers general level of competence and they should strongly influence your final decision. Poorly flown height or lines are a sure sign that the flyer has either not practised the test or has not reached the required standard of flying and are legitimate reasons to fail them.

Continuity

Although the manoeuvres are set out in such a way that they can be flown one after the other as a schedule, this is ABSOLUTELY NOT what is expected. The candidate can opt to fly the test in this way but it is not mandato-

That 'B' Test!

Just what are the examiners looking for?
CD cribs the answers straight from the BMFA guide.

General

The 'B' Certificate is "designed to recognise the pilot's more advanced ability, and a demonstrated level of safety suitable for flying at a public display". As an Examiner, therefore, the level of competence required from a candidate should be based on the question, 'has this person demonstrated their flying ability to me in a satisfactory manner and how do I feel about them appearing in public, possibly at a large display, on the strength of the certificate which I may be about to award them'.

For many years the 'B' Certificate has been seen as a 'display licence' but, in fact, it has always been much more than that. It was set up in the first place as a method of encouraging club flyers to gain further flying skills by meeting and being tested to a recognised national standard. Whilst it certainly has its uses in the context of display pilots, the real aim of the 'B' certificate has always been to give the club flyer a personal attainment goal beyond the 'A' Certificate; a level of competence and safety which is attainable by the average pilot with a little thought and practice. The long term strategy behind this is that if enough club flyers qualify for their 'B' certificates then the general standard of flying both within your club and nationally cannot help but rise. Examiners should be pressing this concept positively within their clubs and discouraging the idea of the 'B' as just a 'display licence'.

A pilot capable of flying to 'B' certificate standards and wishing to go straight to the 'B' test without taking the 'A' test may do so but candidates should on no account be forced along this path. A flyer, known within a club to be a good pilot, going through the 'A' before taking the 'B' can be an excellent example to the rest of the club members and this should be pointed out to any candidate wishing to go direct to the 'B'.

The candidate for the 'B' should have studied the BMFA handbook and be familiar with the 'Safety Code for General Flying', the 'Operational Guide, All Models and Radio Control' and the 'Safety Code for Model Flying Displays'. Most of the questions asked at the end of the test will be from these sections of the handbook.

The Model

It is a common misconception that the candidate for the 'B' Certificate needs to fly an 'aerobatic model'. In fact the test can be performed with most powered fixed wing models. The options allowed in the test mean that even a three channel trainer can cope if well trimmed and flown. Having said this, on no account may the candidate use the performance of the model as an ex-

When a plane loses its tail....

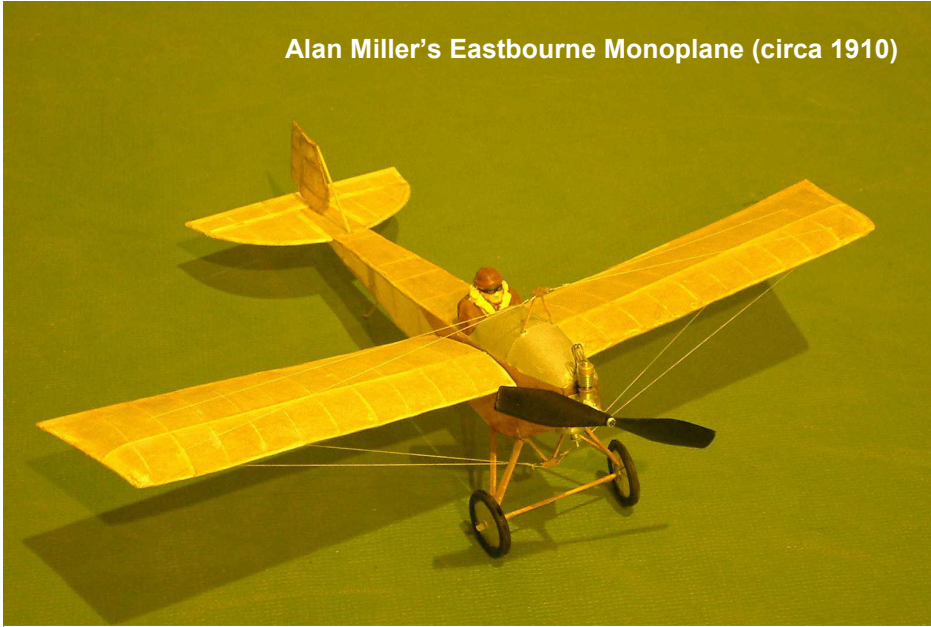


A Krafty 25, K&B 28 power, 8x5 APC prop...weight 3 pounds....built in Feb '98....May 1999 the horizontal was sawed flat off! Elevator pushrod and elevator servo removed. center of gravity went to 12%...Ailerons now become elevons....reflexed up exactly TLAR....7UAF transmitter with P-Mix 1 and P-Mix 2 set for elevons...Rudder as normal, engine

control normal. Takes off just as it did with the horizontal...flies all the maneuvers exactly the same, except it's reluctant to spin.. It also will fly - without- coupling the aileron channels as elevons! Takeoffs are more sluggish, rolls are very barrelish... needs altitude... but it will fly without coupling.



Alan Miller's Eastbourne Monoplane (circa 1910)



Andy and Dave, probably in deep discussion over the trans-Atlantic franchise for Gibbo's Guides?



Dave Harding's R/C Bleriot Monoplane

Photo: Andrew Gibbs

NO ROOM AT THE IN (DOOR MEETING)

Following our pleas for Westbourne House support, last month saw a superb turn-out and a bumper crop of interesting craft to boot.

Alan Miller gave a second run out to his beautiful little free flight Eastbourne Monoplane which runs on a CO₂ powered Gasparin GM 63 (cu.mm) engine and was built from the Aerographics kit. Alan was also one of two electric heli pilots there last month who find the indoor conditions ideal for Hornets, Piccalos and the like. All the way from Philadelphia U.S.A. came Dave Harding, after hearing about our meet at a local model shop. Dave brought his magnificent R/C Bleriot Monoplane which is GWS powered and runs on a couple of lithium cells. Dave, a retired Boeing aerospace engineer, just happened to be over here for a month visiting his mum in Bognor and admits to being practically obsessed by aeromodelling - can you believe that? Nice to see you Dave and we hope you'll get in touch with CADMAC, next time you're over here, and come fly with us again.

Be sure to check-out Westbourne House next month when there could be even more surprises.....enough said !!!!!!!