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

MAY 2004

CLEAR



In this issue:
Flying The 'B' Test
Florida Trip - 1st report
Radio Interference Foiled

CHICHESTER AND DISTRICT

Chichester and District Model Aero Club

Committee 2004

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Committee appointed positions

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website
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Cover photograph:

Mick Jones' flying Colin Christie's Spit beats up the Thorney strip and livens up an otherwise dull and misty Saturday afternoon in February.

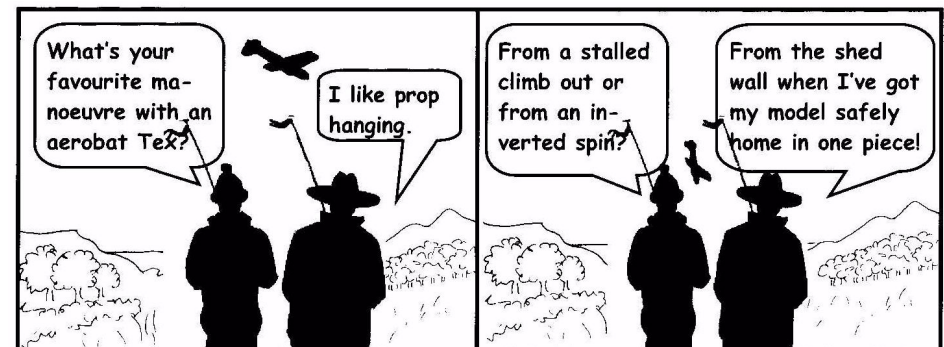
Forthcoming Events

Please note: - All spaces for the Sandown Show and the Wings and Wheels Show are now taken

22nd May	Club Coach trip to Sandown Show (Full)
29th-31st May	Free Flight Nationals at RAF Barkston Heath
6th June	Hayes and District MAC 2004 Electric Fly-in, Cranford Country Park Hayes Middx.
20th June	BMFA Electric Fly-in. Winchester Site
26th June	Wings and Wheels Club Coach trip (Full)
4th July	BEFA Electric Fly-in Middle Wallop Airfield
4th July	BMFA Scale Day and BBQ. PADMAC site Thicket Farm
18th July	BMFA Southern Area Glider Fly-in. Tangier Farm Bishop Waltham
24th July	Hastings Model Show. Club Coach Trip (seats still available)
21st/22nd Aug	Royal Victoria Park Hobby Extravaganza.
28th/30th Aug	BMFA Power Nationals. RAF Barkston Heath
18th September	Croydon Model Show, club coach trip (seats available)

Trevor.

TeX & ReX by Ecurb





To Chris Barnes for gaining his 'B' Certificate while still a Junior Member. (This of course qualifies him to fly any of Mick Pearse's models any time he wants! Ed.)

INDOOR FLYING
WESTBOURNE HOUSE SCHOOL
OVING

Next Meeting
20th May at 20.00hrs

Editorial

NEW WEBMASTER

I'm really delighted to report that I've been let off the hook. Ever since last month's club meeting where Lee Hackett, while relaxing in a 'full nelson double wrist-lock and Boston Crab' kindly agreed to take over the club's web-site.



New Webmaster Lee, whose interest in model aircraft began following the appearance of a strange wing-like growth from the back of his head.

Initially, Lee plans to recreate Richard Farren's good work but in a format which will be more user friendly

to club members whose PC's have slower download speeds.

The aim will be to build a website which club members feel they can trust to supply 'up to date' information about site closures, club night schedules, competitions, weather etc. He'd like all club members to actively participate in supplying content and ideas for the website, so if you've something to say, ideas to share, building projects of interest, anything to sell or any other related topics you feel would be of interest to members then he'll be waiting for your phone call or email.

Telephone: 01243 820689

Email: lee@cadmac.co.uk

The entire website won't be fully operational by the time you read this as there's a heck of a lot of graft involved, but Lee's done some excellent work so far. Take a look for yourself.

SHEET BALSA COMPETITION

Bring a blade, balsa cement and cutting board to next month's meeting. We'll supply the balsa and further instructions for an -

ON THE NIGHT
BUILD & FLY COMPETITION
THURSDAY JUNE 10th

Norman Cyril Jackson V.C

I read in a newspaper report during w/e 18.4.04, that the V.C won by Sergeant Norman Jackson RAFVR during WW2 was likely to come up for auction following the death of his wife. The report went on to say, that because of the extraordinary nature of the exploit which won him his decoration, his medal was expected to fetch a very good price. My curiosity aroused, I decided to do some research into the facts surrounding Norman Jackson's award.

Anybody who thinks that decorations came easily to members of bomber crews during the Second World War might change their mind if told the story of Sergeant Norman Jackson, a flight engineer of 106 Squadron. His exploit may have been the most amazing of the war and certainly it was the most unusual. It happened on the night of 26/27 April 1944 when 215 Lancasters and 11 Mosquitoes raided Schweinfurt. The pathfinding aircraft inaccurately marked the target, strong headwinds upset the bombing schedule and enemy fighters incessantly attacked the bombers. Even the terse official language of Jackson's citation, gazetted on 26 October 1945, cannot mask the high drama of his exploit and over half a century later it still has the power to horrify an 'ordinary' reader.

**Sergeant (now Warrant Officer)
Norman Cyril Jackson,
106 Squadron RAFVR**

In recognition of most conspicuous bravery. This airman was

the flight engineer in a Lancaster detailed to attack Schweinfurt on the night of 26th April, 1944. Bombs were dropped successfully and the aircraft was climbing out of the target area. Suddenly it was attacked by a fighter at about 20,000 feet. The captain took evading action at once but the enemy secured many hits. A fire started near a petrol tank on the upper surface of the starboard wing, between the fuselage and the inner engine.

Sergeant Jackson was thrown to the floor during the engagement. Wounds which he received from shell splinters in the right leg and shoulder were probably sustained at that time. Recovering himself, he remarked that he could deal with the fire on the wing and obtained his captain's permission to try to put out the flames.

Pushing a hand fire-extinguisher into the top of his life-saving jacket and slipping on his parachute pack, Sergeant Jackson jettisoned the escape hatch above the pilot's head. He then started to climb out of the cockpit and back along the top of the fuselage to the starboard wing. Before he could leave the fuselage his parachute pack opened and the whole canopy and rigging lines spilled into the cockpit.

Undeterred, Sergeant Jackson continued. The pilot, bomb aimer and navigator gathered the parachute together and held on to the rigging lines, paying them out as the airman crawled aft. Eventually he slipped and, falling from the fuselage to the starboard wing, grasped an air intake on the leading edge of the wing. He succeeded in clinging on but lost the extinguisher, which was blown away.

opposite direction to that in (j) at a constant height of not more than 40 feet

The comments above about parallel upwind and downwind legs and the type of turns required all apply. Height control should be good with no wavering and 40 feet is just over one house high.

(l) Fly a rectangular landing approach and land (wheels to touch within a pre-designated 30 metre boundary).

All the comments in (j) above apply accept that the pilot should call **LANDING**. The visual checks of the active area are very important and as in (j) you should watch for head movement.

If the candidate opens the throttle and climbs away then they should have a very good reason, such as people on the runway. Any reasons offered by the candidate for an unscheduled overshoot cannot include not being lined up correctly or anything similar. At this stage they should be capable of getting it right,

(m) Complete the post flight checks as required by the BMFA safety Codes.

The candidate should NOT take their transmitter with them when retrieving their model. If no one else is available to hold it then you should offer. When the model has been retrieved and returned to the pits area the transmitter should be returned to the pilot.

The post flight checks are set out clearly in the handbook but you should watch particularly that the 'Rx off, Tx off, frequency system cleared' sequence is followed correctly.

**BMFA Publication
The Power Achievement Scheme
Guidance for Chief Examiners, Club**

**Examiners and Test Candidates
The B Certificate (Fixed Wing)**

Next Month - The Questions

After an appropriate time (depending on the model) controls must be centralised, any anti-spin actions taken (sometimes necessary) and the model recovered onto the same heading it had when the manoeuvre was started. An 'aerobatics' spin which finishes in a vertical dive is not required but is acceptable. Allowances should be made for the heading of the model to be slightly off line (no more than ten or fifteen degrees) as the spin finishes but this should be corrected during the pull out. Do not accept a manoeuvre which requires more correction than this during the pull out.

If the pilot cannot take the model at least through the beginning of the spin in a competent fashion it is a sure sign that they have not practiced the manoeuvre. If they make a good job of the entry but are not accurate enough on the exit, you might consider allowing another attempt at the manoeuvre as the spin can, on some occasions, be a difficult manoeuvre to predict, depending sometimes on the model as much as the pilot.

It may be, in fact, that the model will genuinely not spin without fundamental changes to control movements and/or centre of gravity and this is not what you are testing. In this case a spiral dive is acceptable although you should note that this is not an option. You may only accept a spiral dive if the model has proved to your satisfaction during the test that it will not spin.

Bearing all this in mind, if the model shows a reluctance to spin you should allow the candidate two or three attempts before accepting the spiral dive and moving on, each attempt following the entry procedure outlined above. Note that the requirement for accurate recovery from a spiral dive is exactly the same as for a spin and you should

make no allowances beyond those noted above. Do not accept any excuses from the pilot that his model is too fragile to spin; the section on the suitability of models applies.

(j) Fly a rectangular landing approach and overshoot from below 10 ft.

Note that this manoeuvre is a baulked landing, not a low pass.

Watch out for the downwind leg not being flown parallel to the upwind leg and the turns being flown either too tight or too wide (most will-try to fly them too tight and almost try to put a ninety degree 'snap' turn in, which is not a requirement). Throttle should be reduced either just before or just after the last crosswind turn with the crosswind leg descending into the turn on to final approach.

Once established on final approach, on line and descending, the throttle should be closed to idle to set up the final descent rate. The aim of all this is to have the model at a speed, position and rate of descent which will guarantee an accurate touchdown on the landing area. Only when this is QUITE CLEAR and the model is below 10 feet should the throttle be opened and the model climbed straight ahead back up to circuit height. Watch out for correct throttle control.

The pilot should call this manoeuvre out loudly as an OVERSHOOT and you should take note that he has visually checked the active area before and during the manoeuvre (watch for head movements). Anything less than this is not satisfactory. Discuss this with the candidate before the flight as, if the overshoot is simply flown as a low pass, the candidate should fail.

(k) Fly a rectangular circuit in the

By this time, the fire had spread rapidly and Sergeant Jackson was involved. His face, hands and clothing were severely burnt. Unable to retain his hold, he was swept through the flames and over the trailing edge of the wing, dragging his parachute behind. When last seen it was only partly inflated and was burning in a number of places.

Realising that the fire could not be controlled, the captain gave the order to abandon aircraft. Four of the remaining members of the crew landed safely. The captain and rear gunner have not been accounted for.

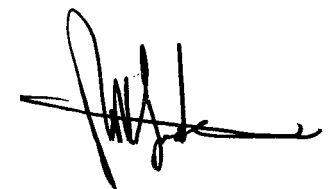
Sergeant Jackson was unable to control his descent and landed heavily. He sustained a broken ankle, his right eye was closed through burns and his hands were useless. These injuries, together with the wounds received earlier, reduced him to a pitiable state. At daybreak he crawled to the nearest village, where he was taken prisoner. He bore the intense pain and discomfort of the journey to Dulag Luft with magnificent fortitude. After 10 months in hospital he made a good recovery, though his hands require further treatment and are only of limited use.

This airman's attempt to extinguish the fire and save the aircraft and crew from falling into enemy hands was an act of outstanding gallantry. To venture outside, when travelling at 200 miles an hour, at a great height and in intense cold, was an almost incredible feat. Had he succeeded in subduing the flames, there was little or no prospect of his regaining the cockpit. The spilling of his parachute and the risk of grave damage to its canopy reduced his

chances of survival to a minimum. By his ready willingness to face these dangers he set an example of self-sacrifice which will ever be remembered.

The Lancaster's captain, Flying Officer F Mifflin, and the rear gunner were killed in the crash, the others spent the rest of the war as prisoners.

Jackson, aged 25 at the time of his exploit, had completed 30 missions and the 'Schweinfurt job' was to have been his last. And so it was. Despite his dreadful condition, his first captors treated him badly, even forcing him to walk on his broken ankle. His natural fitness and determination brought him through this and later ordeals. His astonishing experience did not become known until after the war when the members of the Lancaster's crew were repatriated. Jackson had said nothing about his courage but the navigator, Flight Lieutenant F Higgins, and the others unanimously recommended him for a high decoration. Norman Jackson died in March 1994.



Something Different

What did you build that for? Err... you must admit its different, and I must admit I'm a sucker for free Mag plans at times too. Having built the 'Kestrel' before November last year I have been reluctant to fly it as there was some debate as to where the C of G was. The plan shows it on the leading edge of the wing though in his text, the designer, Cyril Carr says it should be 1 1/4 inches from the LE and having read other builders' remark on its flying antics in the mag (most of them bad) I was reluctant to find out the hard way.

I had fitted a 40 four stroke up front which put the C of G on the LE as per plan but having second thoughts

I decided to fit a 25 two stroke in order to bring it back to where the rotor posts were. Even then 3oz of lead was needed in the tail to achieve this.

Come Sunday 28th March and I'd plucked up enough courage to fly it, now feeling ready for anything that the Kestrel might throw at me. Opening the throttle it tracked straight but was reluctant to leave the ground and when it did a shallow climb out was a achieved though once rudder was applied it was Dutch rolling quite well. I fed in some up trim, got the rudder rates on and things started to settle down so that hands off the sticks flying



downwind using the opposite direction of roll rotation to that use in (f).

All the comments in (f) above apply but you can allow a little more leeway on the centring of the manoeuvre as the model will be travelling faster over the ground. You should, however, be satisfied that the pilot is making a reasonable effort to centre the manoeuvre. Make sure that the model rolls in the opposite direction to (f).

(h) Complete a stall turn either left or right.

This should be flown from standard height and line but not directly in front of the pilot. The model should be flown past the pilot for about 100 yards before the manoeuvre is performed, returning past the pilot at standard height and line when the manoeuvre is complete.

The direction of the stall turn should be nominated by you and it should be performed away from the imaginary crowd line behind the pilot i.e. if the wind is from the right, the model is flown past the pilot from left to right, pulled up and stall turned to the LEFT. Although you should not expect a perfect manoeuvre, it should be a recognisable stall turn, lot a chandelle or a wing over. The 'vertical climb and dive' should be near vertical, the throttle should be used in the appropriate manner and the model should not 'fly' over the top n a semi-circle.

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). The spin should be performed in front of the pilot

but a little further out than the other manoeuvres. The height should be appropriate to the type of model being flown and the pilot should gain that height in a smooth and neat manner.

There is only one way to perform the spin.

The model must be flown into wind and before it reaches a point in front of the pilot the throttle must be closed. As the model slows down, level flight must be maintained by steadily increasing amounts of up elevator until, at a point approximately in front of the pilot, full up elevator is reached (the model should be slow and nose up at this point but not climbing). Full rudder must then be applied and the model allowed to fall into the spin. The model should not stall and then spin but it should be flying close enough to the stall so that applying full rudder will cause one of the wings to stall and initiate the spin. Ailerons may be used in the spin (and many models will not stay in a spin without aileron being used) but they must NOT be applied until the model has begun to fall. Note that this does not mean that the model must actually be spinning before the ailerons are applied but it must at least be falling into the spin.

A 'flick' entry, which is not allowed, will always result in one wing of the model rising as the manoeuvre is entered and part of the first rotation will take place in the horizontal plane instead of the vertical. In most cases it will then be very difficult to decide exactly when to start counting the turns of the spin, especially if the manoeuvre has been entered at too high a speed. Look carefully for all these points and insist on a correct low speed 'falling' entry to the manoeuvre.

The climb to an appropriate height for the manoeuvre should be executed neatly and, after tracking in on the standard line, the bunt should be executed directly in front of the pilot. A perfect bunt is not required but the exit height and line should be very close to the original.

Skewing out is a sign that the model has not been trimmed correctly or that the wings were not level at the start of the manoeuvre. The pilot should not get into this situation to start with but if they do then they must be able to compensate; if they cannot then you have to draw your own conclusions,

The throttle should be closed for the first part of the manoeuvre but don't expect it to stay off for too long. Many models will not complete this manoeuvre if throttle opening is delayed to the bottom of the bunt.

For aircraft (scale aircraft specifically) which for reasons of structural strength or control limitations cannot perform an outside loop, a Split S or Reversal (from level flight, half roll to inverted, hold, then pull through half loop to recover in level flight) may be accepted by the examiner. The candidate may request that they fly this option and you will have to decide if this can be allowed. In making your decision, bear in mind that you are testing the pilot, not the model.

If, in your opinion, the model is capable of performing an outside loop, then you should request that the pilot flies that manoeuvre. Only if you are certain in your own mind that the model will not bunt should you allow the option.

If you do allow the option, the manoeuvre may be done either upwind or downwind and should be performed on the standard line but from higher than the standard height to allow sufficient room for a smooth safe recovery. The

manoeuvre is not performed in front of the pilot and the model should be flown, in level flight and on the correct line, past the pilot for a distance of around 100 yards before the manoeuvre is initiated. The inverted hold should be for a second or two and there should be no noticeable deviation from level flight during the short time the model is inverted (a small 'down elevator' input may be required). Whilst Inverted the throttle should be closed and, as the model slows, a smooth half loop is performed to recover in level flight and on the standard line. A recovery that is significantly off line or too low or a half loop that is pulled too tight are signs that the manoeuvre has not been practiced and are not acceptable.

(f) Complete two consecutive rolls into wind.

These should be performed from standard height and line and must be continuous rolls with no straight flight between them. The model should be half way through the two rolls when it passes in front of the pilot although you may allow a little leeway here.

There should be no serious loss of height or direction during the manoeuvre although slight barrelling of the rolls is permissible. The speed of the rolls should be such that the pilot has to make noticeable elevator inputs to maintain the model's height.

'Twinkle rolls' that are so fast that no visible elevator input is required are NOT acceptable, you have to be sure that the pilot is using the elevator. Slow rolls which require elevator and rudder input are acceptable if the pilot can perform them but are NOT a requirement. Don't forget to note which way the model rolls.

(g) Complete two consecutive rolls

was attained. Now I was taking things gently - it does have some funny habits to get used to. Giving slight down almost causes the rotors to stop where-as up causes them to speed up and I didn't feel 100% certain that things were quite right particularly since the engine was losing power and it was difficult to maintain height, however, a safe ARRIVAL was achieved. Back at the pits I was surprised to see scuff marks on the top decking, made by the rotors - its hard to believe that they flex that much! Luckily, I thought, I had fitted two retaining collets on the rotor heads so dispensing with one of these raised the rotors by 1/4 inch but it was obvious after the next flight that this was not sufficient - the rotors were still almost stopping when the nose was pushed down hard. I had four flights with the Kestrel learning more about her with every flight e.g. it will almost prop hang if the elevator is held on full 'up' but there's no response with the rudder, conducting an overshoot, there's a delay before there's enough speed to increase rotor speed for up elevator to take effect. I found all this out accidentally while performing a touch-and-go! There's a lot more to learn with this autogyro but yes, it does fly, and I was pleased to take it home in one piece.



COMPETITION CALENDAR 2004

All comps will start at 12 noon.

Power F/W Competitions

Venue - Thorney Island

May 16th - Sunday
Max Glide and Spot Landing

June 13th - Sunday
Carrier Deck (Fit an arresti hook)

July 11th - Sunday
Scale - ARTF and self build
Extra 10% for self build

September 12th - Sunday
B Certificate Competition

October 17th - Sunday
Bomb Drop

Slope Soaring Competition

Venue - Trundle Hill

May 29th - Saturday
July 31st - Saturday
Sept 25th - Saturday

Andrews' Sailplane Cup

(Thermal Glider)
Venue - Thorney Island

July 10th - Saturday
July 17th - Saturday
July 24th - Saturday

RADIO INTERFERENCE FOILED

Sourced by Terry Burley from the internet.

For some months there have been a number of inexplicable crashes at the Thicket patch. While it is generally accepted that most 'bent' models arise as a result of pilot error or problems relating to inadequate pre-flight checks, rather than radio interference, it has become apparent that the number of crashes where no rational reason could be found has significantly increased. In a number of cases these crashes have happened when the models were being flown by experienced pilots and the models have simply gone totally out of control.

Most of you will be aware that there is now a large mobile telecommunications mast overlooking our site. In view of this the committee decided to seek advice from the BMFA and it was arranged for a technical advisor to visit us complete with computer test gear to monitor the output from the mast. I don't propose to go into all the technical detail (frankly, I don't understand most of it) but yes, we do have a problem.

What appears to happen in layman's terms, is that although the mast sends out energy in the microwave frequency band, the power output is such that it overwhelms our very small transmitter output on 35 Mhz. Interestingly it is not our Rx aerials that pick up the mast transmissions, which in any event are feeding a

tuned circuit which rejects other than our own transmissions, but the receiver itself. The microwaves pass through the plastic receiver cases in our models and can be picked up directly by the rest of the circuitry - the lands on the circuit board, for example. Computerised systems are the most vulnerable but all types of Rx are potentially affected. We have been advised that mobile phones should never be switched on near to the patch in fact they should be switched off and left in your car. Also, see the comments on mobile phones in the BMFA handbook - they have been warning us. The problem is that once a mobile phone is switched on, even if not in use, the mast and phone continue to talk to each other at regular timed intervals.

This means that the mast is going to transmit in the direction of the patch. The output from the mast varies according to the mobile phone traffic which may explain why sometimes we can fly without problem until one day.....

WHAT TO KEEP IN MIND AND DO?

1) Firstly bear in mind that this problem does not seem to be affecting everyone or anyone all of the time. I have been flying my Future 2000 regularly at the patch for nearly two years and only recently did it sud-

climb out should be at a steady angle and straight until operational height is reached when the throttle should be brought back to cruise power, the model levelled out and the first turn of the circuit started.

The type of circuit is not stated so either racetrack, rectangular or circular is acceptable. This choice of circuit type applies to the rest of the flight as well except when a type of circuit is specified for a manoeuvre.

On completion of the circuit, the model will be flying into wind past the front of the pilot and, for safety reasons, just over the far edge of the take off area. Tell the candidate prior to the flight the line that you want them to be following. You must make sure that the candidate is clear on this, the line will be set by the model flying across in front of them on a heading which should be agreed before the flight (usually, but not always, into wind) and passing over a set point. This first pass in front of the pilot is extremely important as it sets the standard height and line for the rest of the test and this standard height and line will be referred to often in these notes.

(c) Fly a "figure of eight" course with the cross-over in front of the pilot, height to be constant.

The examiners will expect this manoeuvre to be flown more accurately than the similar manoeuvre in the 'A' Certificate test.

The manoeuvre should be flown slightly better than as shown in the 'A' Certificate diagrams in the handbook. The crossover point must always be in front of the pilot and, after a run in at standard height and line, the model MUST be turned through ninety degrees in the first turn so that it is flying exactly away from the pilot. The first circle must also end with the model flying

exactly away from the pilot, through the crossover point before it is turned into the second circle. Both circles should be of the same diameter as seen from the ground and this implies that they will be flown at varying bank angles.

The main problems with this manoeuvre nearly always happen on the first circle and if they do not get it right they will either finish up with the crossover way downwind, fly too near the pilots line or panic as the model accelerates towards them as it begins to come downwind and pull far too much bank (vertical!) to get the crossover point correct. This is not a sign that they have thought about the manoeuvre or practiced it.

The second circle (3/4 circle actually) is rarely a problem. The manoeuvre finishes, as in the 'A' certificate diagrams, with the model flying at standard height and line across the front of the pilot, not with another turn away.

(d) Fly into wind and complete one inside loop,

Run in height and line in should be standard and the manoeuvre should be performed exactly in front of the pilot. A perfect loop is not required but the exit height and line should be very close to the original. Skewing out is a sign that the model has not been trimmed correctly or that the wings were not level at the start of the manoeuvre. The pilot should not get into this situation to start with but if they do then they must be able to compensate; if they cannot then you have to draw your own conclusions. Watch that the throttle is used during the manoeuvre and penalise the pilot if they fly the manoeuvre at a constant high throttle setting.

(e) Fly downwind and complete one outside loop downwards from the top i.e. a bunt.

FLYING THE 'B' TEST

(a) Carry out pro-flight checks as required by the BMFA Safety Codes.

The pre-flight checks are laid out clearly in the BMFA handbook. The candidate should also go through the pre-flying session checks, also laid out in the handbook. Ask the candidate to go through their checks as if the test flight was their first flight of the day.

Points to look for are that the candidate has a steady and regular ground routine, especially when starting and tuning the engine. Nerves should not play a part in the pits and you should satisfy yourself that the candidate is fully in control of what they are doing when preparing their aircraft for flight.

A neat ground layout makes a good impression and is to be expected from 'B' certificate candidates. A poor performance in this area is not grounds for failing the candidate, however, but it is inevitable that you will be making mental notes of all aspects of the candidates competence and this is one that might have an effect on a real 'borderline' case.

Pay particular attention to the way the candidate uses the local frequency control system and make sure that they understand it and use the correct sequence of 'get the peg, Tx on, Rx on'. Also watch carefully and take note that the transmitter controls, trims and switches are checked by the pilot.

Any candidate who switches their radio on before checking the frequency control system should be failed on the spot. If there is no one else available then there is nothing to stop you aiding the candidate by holding the model for the power check, carrying it out for take-off

etc. but any such actions must be performed by you directly on the instructions of the candidate. You must not prompt them or carry out any actions of your own accord.

(b) Take off and complete a left (or right) hand circuit and over-fly the take-off area.



Take off must be done with the model a safe distance from the pits area and on a line which does not take the model towards the pits, other people or any other danger area. The pilot may stand where he chooses but if he stands out on the strip (behind the model when it starts its run) he should inform other pilots flying that he is going out onto the active area. Take off should be straight with the model not being pulled off the ground too soon. Abandoning the take-off for genuine reasons should not be penalised. It's far better that the candidate shows that they are thinking about what they are doing rather than trying to coax a model with a sick engine into the air. If a take-off is aborted in a safe manner you should immediately reassure the candidate that they will not be penalised for taking correct actions, even though these may conflict with what the test requires.

denly go out of control. While making a gentle turn for a landing approach at about half throttle it suddenly went into a violent loop and all control was lost and could not be re-established in the several seconds before it went in. Significantly, a number of mobile phones were switched on in the pits area at that time' Subsequent tests by a qualified JR trained engineer confirmed there was no problem with the gear but that some of the settings had reverted to the original factory settings. The advice was that this was almost certainly down to the mobile mast transmissions. I was told that this is an increasingly serious problem now being experienced by many clubs up and down the country,

2) The BMFA representative has advised us that dual conversion Rx's are less affected than normal Rx's - non computerised Rxs less than those containing micro processors. However, all are potentially at risk.

3) The answer and cure is fortunately cheap and relatively simple. You need to shield your Rx with aluminium foil. Wrap the receiver, but no part of the aerial (this is important) in ordinary kitchen foil. Make sure it is aluminium and not tin foil.

The BMFA expert also suggests that about a quarter the length of each servo lead from the receiver end should also be wrapped in foil. This effectively prevents any of the microwave transmissions entering directly into the Rx and you can then safely fly.

**So its off to Maplins then -
or Tesco**

Maplins sell aluminium self adhesive tape. This can also be used but I would advise you not to stick it directly to your Rx case as it can be



difficult to get off again without damage. Make a simple case for the receiver out of thin card and then stick the tape to the card. The tape is also very useful for winding round the servo leads and does no damage as it can be removed fairly easily and the wire cleaned with thinners.

I have a feeling Maplins is going to sell a lot of tape !

CADMAC in Florida - Part 1

Words and pictures by John Riall

Florida Jets, Daytona Bike Week and CADMAC! Well, where do I start. I don't believe I'm doing this trip. Our taxi and the 747 Jumbo are all on time. Seated ahead of us were Mark Kingston and his wife while Maurice Campbell, Mick Jones, Mick Quinn and I all occupied one centre row as we left the grey Gatwick skies for the blue space above and the sea of fluffy clouds below. After the in-flight meal came the in-flight drinks, and they seemed to flow all the way to Florida. Maurice said they would, and he was right - free whisky at that! We were treated very well indeed.

Once arrived we had to upgrade our car to a Dodge Interceptor with a 3.5 litre V6 lump up front. Riding in style out of Sanford Airport we noticed one poor XXX who'd had a head on collision just 1/4 of a mile out of the airport - write off debris everywhere. I wonder if they gave him another hire car? (I wonder if they reminded him which side of the road to drive on - Ed.)

In Lakeland our hotel rooms were clean and functional. En-suite, small kitchen, queen sized beds, just right for our purposes and since we were spread over three floors the room phones were handy to communicate with each other. After a quick shower it was down the road for dinner and a few beers and restaurants were very plentiful. Next morning a trip to the Wal-Mart Super Stores was called for to stock

up on supplies. This store is the land of plenty and choice with everything at almost half UK prices. Petrol £1.00 a gallon. (Rip-off Britain we surely are.) A cool box was an essential purchase since the ice machine by the hotel lift was free to use - a nice touch we appreciated every day.

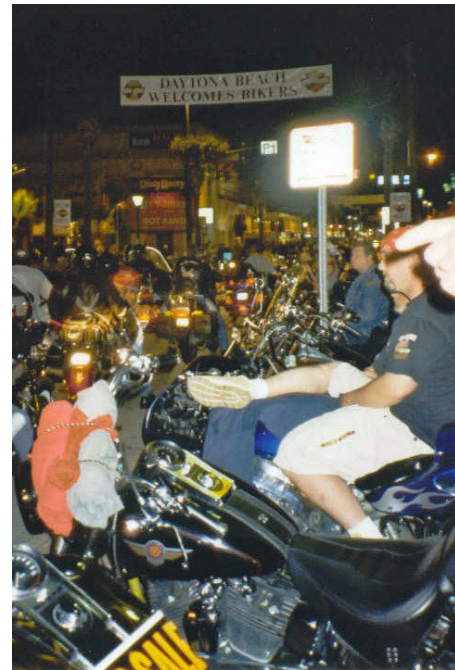
A trip to Daytona during 'Bike Week' was a must with Harleys everywhere and over a million bikers descending on the event but first to Flagler Beach and an excellent fish restaurant recommended by Maurice from his previous trip. We took the opportunity to strip off and chill out on the nine miles of pure white sandy beach which was virtually deserted apart from mad dogs and Englishmen who go out when it's 80° in the shade. We also diverted to Flagler Airport, en route to Daytona, for a couple of drinks. One notable aircraft there was an immaculate Twin Sea Bee seaplane, perfect for this area with so many lakes and airfields.



In Daytona we managed to park up near the main street as nearly all the parking lots were reserved exclusively for bikes. As the sun went

down the spectacle began. The roar of Harleys, most of them specials. The art-work and the chrome has to be seen to be believed and trikes with V8s called hogs, I think, all touring the main street 'till the early hours.

Riders were male and female, young and old. One bunch of NYPD bikers included an 80 year old, whose mates had to hold his bike



while he dismounted. Most looked like Hell's Angels dressed to kill but the whole event was orderly with no one speeding and all good humoured and friendly despite there being thousands on the street. Some of the girls also spectacular on or off the bikes!

(Shame on you John! Ed.)



This brash, ultimate bike posing week could only happen in America and its certainly a site not to miss if you're in the area. A late drive back to Lakeland ended what was certainly one of the highlights of our stay.

Next time. Florida Jets, Graves Model Shop and 3 more CADMAC members join the pack.

A handwritten signature in black ink, which appears to be "John Riall".