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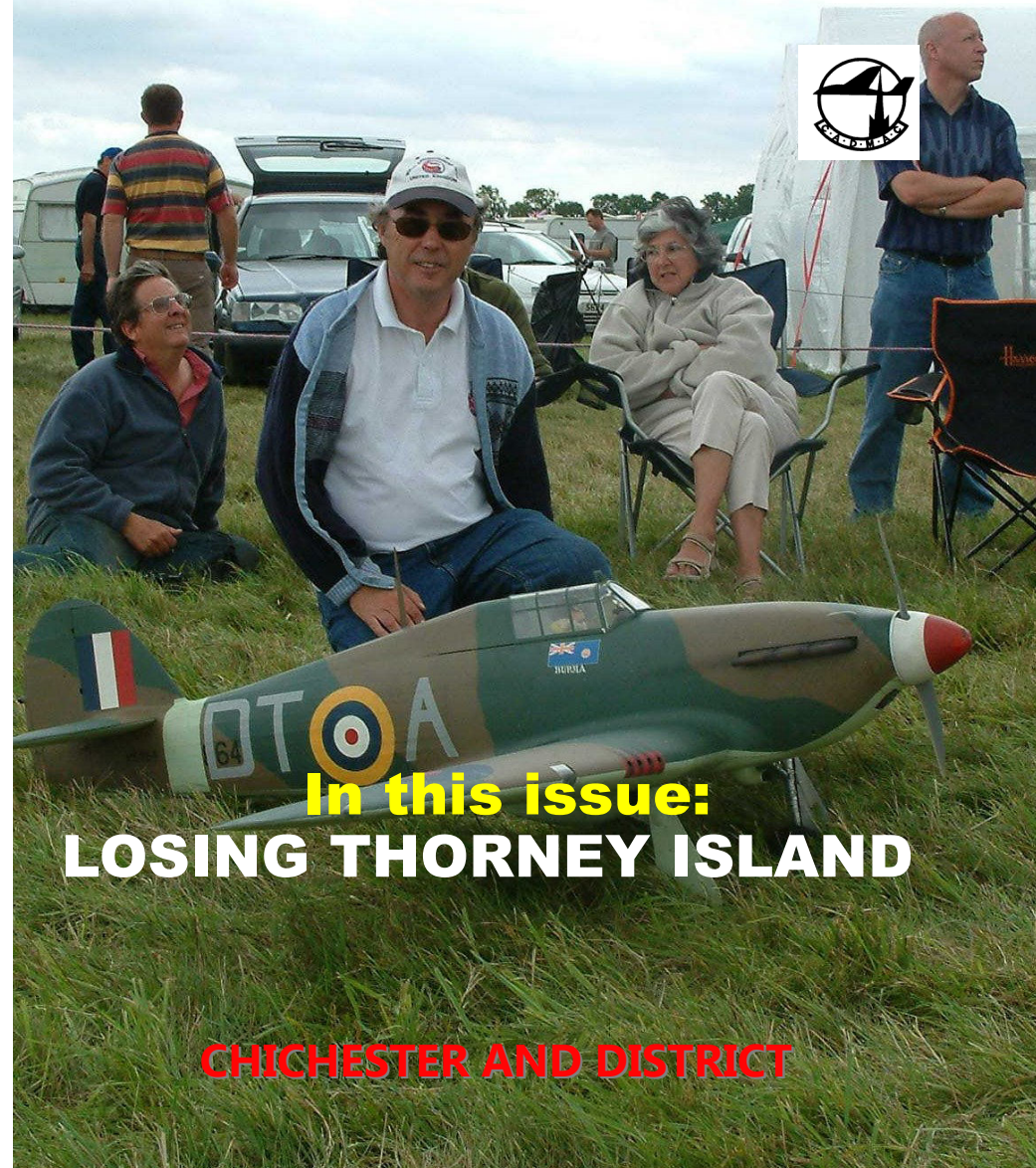
Contact Pauline or John on: Tel: 0238 0861541.

Email: [pauline@flighthook.freeserve.co.uk](mailto: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.

SEPTEMBER 2005

# CLEAR



**In this issue:**  
**LOSING THORNEY ISLAND**

**CHICHESTER AND DISTRICT**

# Chichester and District Model Aero Club

## Committee 2005

Chairman	Tony Chant	01243 262816
Secretary &	Trevor Bowry	01243-780949
Social Sec.	email address:	relic.chop@virgin.net
Treasurer &	Alan Misselbrook	02392-470871
Membership Sec.	1 Swarraton Road, Havant, Hants. PO9 2HH	
Snr. Training Offr.	John Riall	01243-782922
Safety Officer	Andrew Gibbs	01243 861804
Competition Sec.	Position vacant	
Thorney Rep.	Harry Walton	01243 375156
Porthole Farm Rep.	Mick Blundell	01243-670791
Slope Rep.	Ron Hemblade	01243-572819
BMFA Rep.	Ken Knox	02392-593104
Webmaster	Lee Hackett	01243 820689
	email address:	lee@cadmac.co.uk
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		

### Committee appointed positions

Junior Members Protection Co-ordinator:  
 Bruce Smith 01243 531602

[Visit our great website  
cadmac.co.uk](http://cadmac.co.uk)

Cover photo: Dave Knott with his Hurricane was the out-right winner of the F4C Scale Nationals. He also took the 'Flying Only' title with his T28.

## DIARY OF COMING EVENTS

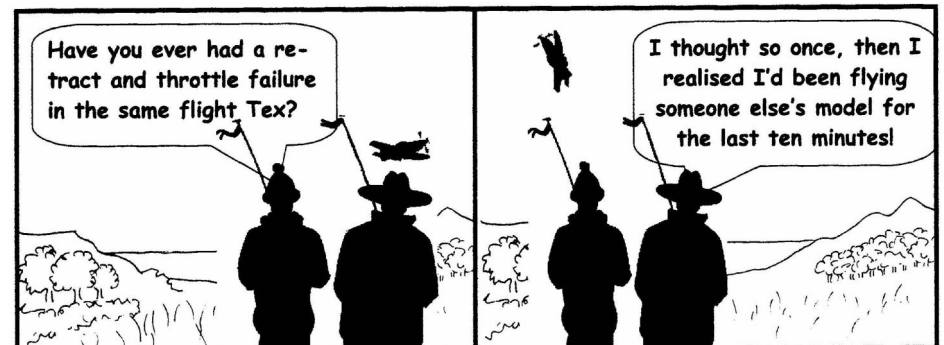
8th Sept	DVD and Video Club night.		
10th Sept	Indoor Flying—Seaford College	2pm—5pm	£5
17th Sept	Southern Model Air Show	No places left	
01st Oct	CADMAC Scale Symposium	16th Sept closing date	
13th Oct	2nd Auction night.		
15th Oct	Indoor Flying—Seaford College	2pm—5pm	£5
10th Nov	John Farley Lecture		
8th Dec	Annual General Meeting.	Buffet provided	

## CONGRATULATIONS

TO

Peter Doe and John Fowler  
 who have both passed their BMFA 'A' Certificate Test  
 this last month at Porthole Farm.

## TeX & ReX *by Ecurb*



## R/C Scale Symposium

There has been a lot of interest in this event, and we have had to limit the number of entries to 18 max.

If you already have details please make sure you get your entry card to me by or before Friday 16th September as this will be the closing date.

If you're interested and haven't got details yet please get in touch, pronto.



*DMCE*

## TOP GUN 2005

The event was run over two days and was split into three rounds plus a fly-of. The rounds were Saturday morning, Saturday afternoon and Sunday morning, each round flown before a panel of judges.

The highest position in each category (WW1, WW2, Jet, Multi, Aerobatic) were the class winners and received the Top Gun Class Trophies.

The Class Winners were:

WW1	Ian Redshaw	DH-2
WW2	Greg Veasy	P-47 Thunderbolt
Multi	Mike Eccles	Ju-52
Jet	Ali Mashinchy	Strikemaster
Aerobatic	Steve Holland	Zlin

And the winner of the fly-of and Top Gun for 2005 was

**Ali Mashinchy with his Strikemaster**

## Thorney Island Special Announcement

CADMAC has received a letter from Major Hallam complaining that members are SPEEDING on roads on the base, flying and landing OUTSIDE of our designated flying area, SIGNING in Unauthorised persons onto Thorney Island and NOT giving way to Horses in a proper manner whilst being on Thorney Island.

A copy of this complaint has been passed on to Mr Jon Purser who grants our licence every year.

**All of these actions must stop with immediate effect.**

I am requesting that all members of CADMAC refresh their memories by reading the CADMAC handbook on rules for using this site.

Anyone found breaching any of the rules in the CADMAC Handbook would be asked to leave the field.

Such persons shall be reported to the committee for further action, which could result in termination of their membership.

**This matter represents a sufficiently serious threat again to the club losing the privilege of flying at Thorney.**

The opportunity to fly at Thorney is not a right; it is a privilege granted to us by good fortune and by the efforts the club makes to maintain good relations with the Army. This means operating within the terms of our license. The Army can take this privilege away any time they choose and nothing is more likely to make this happen than if we break the rules.

The committee would like to take this opportunity to remind members that flying to the east and the north end of the runway at Thorney is strictly forbidden and must stop with immediate effect. Remember, we are being watched.

Tony Chant 02/09/2005  
Chairman CADMAC



**Minutes of the  
CADMAC Committee Meeting - Tuesday 2nd August 2005  
from trevor bowry - hon secretary**



**Apologies for absence.**

Mick Blundell, Andrew Gibbs, Alan Misslebrook and Lee Hackett

**Matters arising from previous minutes**

None

**Correspondence**

Letter received from MVSA reference flying at Trundle. Ron H has sorted the matter out.

**Bank Transfer**

Still ongoing

**Monthly Meetings/Social Events Programme**

As before. John Farley confirmed for November. Book £85 Buffet for AGM

**Competitions Programme**

Due to an on-going heavy work schedule, the Competitions Secretary had found great difficulty with the running of the events programme to date. After some discussion he offered his resignation to the committee, which was accepted by the Chairman.

**Training**

Nothing to report except that Ray Beadle has passed his "B". A "C" certificate is now ongoing, John R and one other to progress.

**Safety**

Nothing to report except that the scanner is not working. It will be sent back to S.M. Services

**Communications**

No problems with the production of Clear Dope.

# RESULTS ROUND-UP

Round 1	Flight 1	Flight 2	Flight 3	Total	Position
Ray Beadle	8 18	8 08	5.22	16 26	2
John Riall	10 00	5 31	4 23	15 31	4
Eric Gregory	7 45	10 00	-	17 45	1
Don Biles	10 00	4 12	5 47	15 47	3
George Chant	5 33	5 33	2 37	11 06	6
Harold Hook	7 25	3 47	-	11 12	5
Ken Knox	-	3 15	-	3 15	9
John Smith	1 59	2 22	-	4 21	8
Eric Humby	4 32	4 32	-	9 04	7

Round 2	Flight 1	Flight 2	Flight 3	Total	Position
Ray Beadle	3 08	9 48	-	12 56	2
John Riall	4 28	10 00	-	14 28	1
Eric Gregory	3 32	5 25	-	8 57	5
George Chant	2 43	-	-	2 43	7
Harold Hook	1 43	-	-	1 43	8
Eric Humby	4 50	1 41	-	6 31	6
Ken Knox	5 55	3 31	-	9 26	4
Don Biles	6 03	3 52	-	9 55	3

**Overall**

Based on aggregated positions in both rounds and then times

Position	
1	Ray Beadle
2	John Riall
3	Eric Gregory
4	Don Biles
5	Eric Humby
6	George Chant
7	Harold Hook
8	Ken Knox
9	John Smith

# Thermal Glider Competition

**Round 1** I arrived at Thorney early for the first round as I had to fit a new line to our club bungee, running out Mick Blundell's line first so as to make sure they were the same length - we don't want any bickering, do we? - replace the rotten elastic band on the chute and we were ready to do battle, most competitors having a trimming flight first. There was a fair breeze blowing with some menacing dark clouds about.

We all thought flight times would be poor but Ray Beadle put in 8' 18" which gave us all something to beat so I put in a max 10 minutes, throwing the gauntlet down. Next was Eric Gregory, he's always closely watched, usually with about three stop watches on him, managing 7' 45," then 'wild card' Don Biles put in a 10 minute max - this comp is going to be hard fought for, well it is, every year, even Harold put in a 7' 25." Those big black clouds were sucking up some nice lift at times.

The second flight saw Ray with an 8' 08" I tried to follow him, the lift had gone and I returned a 5' 31." Then Eric followed for a 10 minute max, then the wind went westerly and times decreased from there-on. Eric decided he'd done enough for 1st place and elect not to go for the third flight. The highest time was Don, returning a 5' 47," the lift had surely gone. After the comp, several of us flew electric models - it was nice to see John Smith, at 82 yrs flying a Peco Jet delta. He's always flown delta models as long as I can remember. I'd like to think that I'll live to 82. Despite a chilly day for August, it was an enjoyable, competitive days flying.

**Round 2** The following Saturday the forecast was not looking good but the morning looked better than the previous week except the wind was stronger and 8 of the 9 contestants turned up to do battle. My pre-contest test flight returned 12 minutes - things were looking good but the first flight's highest score was Don Biles with 6' 03" it had turned quite chilly, our winter woollies being worn.

At the start of the second flight a hazy sun came out. Ray and I went up the lines within thirty seconds of each other, gaining the same height and occupying the same air-space - I thought we nearly collided several times (only trying to tip his wing, really) competitive stuff this! Ray touched down a 9' 48" and I squeezed out a 10 max but after this the lift had gone and the wind increased. The next highest time was Eric Gregory at 5' 25" unfortunately Eric turned down-wind and unable to control his landing, broke his wing. Ken Knox's scale sailplane looked promising in a strong wind. He was the only one capable of reaching the fore-shore, penetrating very well. When Ken gets the hang of Thermal soaring, the model looks very competitive indeed. No one had a third flight, not wanting to risk damaging their models and twenty minutes later the rain came down. The four top places were well fought for, all the sail-planes were different designs and we were all surprised at the amount of lift about considering that both Saturdays were chilly cloudy and windy.

Tony C and Lee H need to talk reference the web site

## **Thorney Island**

There has been continued good attendance but a lot of debris is being left. Tony C to produce new signs and get them into place.

## **Trundle**

Nothing to report

## **Porthole Farm**

School trip to Porthole was a success. Frank, Mick, Ray and Bruce making sure that everything ran smoothly. New 5mph speed signs need to put in place after complaint from Farmer.

## **Indoor Flying**

Bosham saw a 100% increase in attendees, 6 of us! Flying has been reintroduced at Seaford College, first meeting 10<sup>th</sup> of this month

## **Junior member activities**

Nothing to report

## **BMFA**

£1000 has been received from HCC for the RVCP event. Tony Baker has resigned as PRO. There is a new format magazine on the cards.

## **AOB**

There will be a small contingent of Club members going to the Nationals this year. Bruce and Trevor entering in R/C Scale, Trevor in C/L Scale.

## **Thorney Island Scale Day**

After the BMFA pulled out of the event, Bruce Smith will run a one day event and has started putting things in motion.

**Date of next meeting. Tuesday 6<sup>th</sup> September at 2000hrs.**

Trevor.

**ERRATA** (Re. Antenna article in Clear Dope, August 2005)  
Mike Notter.

Some parts of the original article have been reproduced incorrectly due to font problems. The corrected text is given below:-

Location	Original Text	Replacement Text
P.6, 2 <sup>nd</sup> para	wavelength(l) 0.12l 0.15l	wavelength( $\lambda$ ) 0.12 $\lambda$ 0.15 $\lambda$
P.6, 3 <sup>rd</sup> para	0.5l	0.5 $\lambda$
P.6, 4 <sup>th</sup> para	l/2	$\lambda$ /2
P.7, Figure 1	Induced cur.....etc.  Input terminals at ....  R =	Induced currents on matched Rx antenna @35MHz when illuminated from side with wave of 1 V/m amplitude  Input terminals at wire junction  R = 2.25 $\Omega$
P.7, 1 <sup>st</sup> para.	R = 2.25W	R = 2.25 $\Omega$

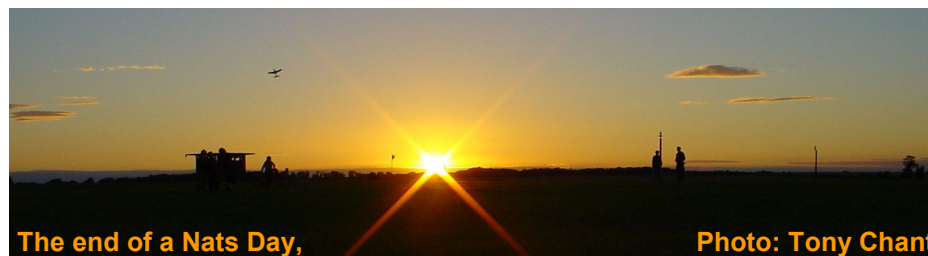
models to be judged in the Clubman and that we could discount two of them. And so they were proved right. This made such a difference to my feelings about the competition now. My flying score sheet showed that I'd actually amassed 642 points for my flight while I'd only been scored on seven out of the ten manoeuvres. This however didn't reflect my true score since I'd had 10% of my marks deducted for flying the whole schedule with my retracts down and there were other time penalties as I'd been in the air for over 19 minutes. One of the competitors only scored 805 points for a full schedule so I suddenly didn't feel too bad about that either.

I've got plenty to work on now. I'd said all along that I was only entering the Nats to participate this year and I feel I achieved all my goals, and some. I'm definitely back in there next year - going for gongs! I know I've got a decent model now, and I've got a year to get my schedule flying up to spec. If I don't get in the top half of the table next year I'll be very disappointed.

Back home from the Nats on Monday night, and Tuesday morning Trevor and I set about finding the cause of those gremlins. Not too difficult a task in the end. The plastic throttle linkage had MELTED since it came within a quarter of an inch of the flat back-plate of my BCM 'in-cowl' silencer. The retract problem was caused by the failure of a brand new Futaba 'Y' lead.

Finally I'd just like to say a big thank you to Trevor, Harry and Andrew for all their ongoing help and support, to Joanne and Nick Heather for the loan of the tent and all the camping gear, and last but not least to my father-in-law, Jim Billingham - without all Jim's modelling tools Twilight Tear would never have been finished at all. Not forgetting, of course, all members of CADMAC who have offered help with suggestions, advice and encouragement. Thank You All.

*Jimce*



The end of a Nats Day,

Photo: Tony Chant

slipped back over the runway, reasonably down-wind of the judges and on a decent line. "Got away with that then," I thought to myself. And then just as quickly, "beware the dreaded tip-stall! Get some flap in," I pulled down half flap and she went up in the air like she'd just hit a ski ramp!

"Never use flaps on a dead stick landing," Adrian instructed me (usefully sometime after the event!) but Tear resumed her pact with gravity and now flopped unceremoniously onto the runway. "At least she didn't nose over," I was thinking to myself, but Harry's caution, "Just don't look!" as he carried her back to the pit area, made it obvious that I hadn't got away scott free. Close inspection, shortly afterwards, confirmed that I'd cracked the starboard wing covering and a couple of the main spars had come adrift from the box section and skin due to the heavy impact. It was obvious that my Nats was over for 2005 since I wasn't prepared to do a patch-up job that might fail in flight and I'd still to sort out the two unexpected system failures. I put Twilight Tear back on her cradle and positioned her outside the static judging tent. "Lets hope she gets judged quickly, then we can pack her safely away for the journey home." We waited 'till 4.30 pm. At last I was asked to bring her into the tent and after a further 15 minutes the judges were ready. At least I'll get some appreciation, now, for my masterpiece?

Well, to cut a long story short I spent the best part of an hour and a half slipping further and further into a deep depression. I had to hold it this way, hold it that way, stand her on her nose, show them this documentation, show them that documentation, this was too long, that was too short, this was the wrong shape etc. etc. etc. I eventually emerged from the tent feeling like a naughty school-boy who just had a thorough tongue lashing from the head. To add insult to injury, I picked up my tranny on the way out since all scale flying had ceased now, and guess what? I discovered when I went to check out her systems - the retracts were working perfectly and I could hear the throttle servo moving sweetly!

All packed up and back to the tent, I didn't feel too sociable at all, but Tony dragged me of to the free-flight circus. Once in that totally mad environment, coupled with my instinct for self preservation kicking in and I soon started to forget about the day's woes. I made a good impression on the night-time 'Malt' drink that evening, thinking that I wasn't going to have to get up at the crack of dawn to book my tranny in. Then I remembered that I still had to, even though I was scratching from the flying side of the comp. Oh ....

Sunday morning was again sunny, but the grass was damp. I got in the wash room early again and with Trev and Harry, was up on the scale flight line in good time. I really didn't want to, but was fatalistically drawn to the score boards where yesterday flight and static scores had now been posted. WHAT! NEVER! Twilight Tear was TOP of the leader board in the static judging. After everything the judges had said about the model I could hardly believe it. We were all walking about six inches off the ground for the next hour or so and kept bumping into people who were congratulation us. At this point Trevor and Harry moved into espionage mode. They emerged from the static area about ten minutes later to report that there were only three more

Location	Original Text	Replacement Text
P.8, Figure 2	$X_c = 838W$ $R = 0.82W$  ....incident wave @  <i>Missing text&gt;&gt;&gt;&gt;&gt;</i>	$X_c = 838\Omega$ $R = 0.82\Omega$  ....incident wave @35MHz  Radiation pattern as before
P.8, 1 <sup>st</sup> para.	0.82W 838W	0.82 $\Omega$ 838 $\Omega$
P.9, Figure 3	$R =$ $X_c = 839W$ 0.69mH 3.3KW  Turns  Tuning coil (primary turns resistance about  Maximum (saturated) Rx output occurs when $V_m =$  $G_v = V_m/$	$R = 2.25\Omega$ $X_c = 839\Omega$ 0.69 $\mu H$ 3.3K $\Omega$  Turns ratio = 4:1  Tuning coil (primary turns resistance about 0.3 $\Omega$ )  Maximum (saturated) Rx output occurs when $V_m = 5.2\mu V$  $G_v = V_m/V_a$

Location	Original Text	Replacement Text
P.10	$0.02/(4p \times 1000^2) =$	$0.02/(4\pi \times 1000^2) =$
P.10,para.5	377W	377Ω
P.10,para.7	5.2mV	5.2μV
P.11,para 1	20mV	20μV
P.12, Figure 4	Xc = 464W    R = 0.32W Xc = 527W    R = 0.08W	Xc = 464Ω    R = 0.32Ω Xc = 527Ω    R = 0.08Ω
P.13, para 3	50W ...0.32W to 24W)	50Ω ...0.32Ω to 24Ω)
P.14 Figure 5	X <sub>L</sub> = 50W    R = 50W	X <sub>L</sub> = 50Ω    R = 50Ω

## UAV flies at air show

If you thought that the rules for flying large models (20Kg+) were only for our benefit, remember, the Big Boys have to comply as well re this article from Flight Magazine.

*Dave Etherton*

### DEBUT

An unmanned air vehicle has flown at a European air show the first time. The Boeing ScanEagle flew two 10 min simulated search and rescue missions at the Royal International Air Tattoo (RIAT) at RAF Fairford UK. The Civil Aviation Authority gave clearance for it to fly under the rules that apply to leisure operators of large remote control model aeroplanes and the RIAT supervisory team said it was to fly within the circuit area at 400ft (120m), at all times being capable of gliding to a controlled, safe landing.

Justin Wastnage / London / Flight International / 19 - 26 July 2005

up, full power, hold her, hold her, ease back on the stick and she was airbourne. Phew! Take-offs commence some 20 to 30 metres down wind from the judges and at least I'd managed to get away without decapitating either of them. Now into the schedule. The take-off manoeuvre ends after rotation, retraction and the first 90° turn so the routine commenced. Steady climb-out, doors open, retracts up, no retracts up, please up!! The retracts would not go up. I'd completed my 90° turn and was well into the down-wind leg and they just wouldn't move. I checked visually that I'd got the right switch, which I had, and a little voice in the back of my brain was saying, "It's time to panic now!" With hind-sight, at this point I should have flown a couple of circuits and re-trimmed the model for cruising speed with the wheels down, but I wasn't thinking that rationally at the time and so I set about flying my schedule with a model that wanted to nose dive every time I released the stick. Harry's voice was a calming influence at my side as he talked me through the schedule and gave me height and distance info. Apart from the elected 'circuit demonstrating the lowering and raising of landing gear' I didn't think the routine was going too badly. I'd decided to keep the speed right down having watched a Spitfire fly earlier, so the Mustang was cruising around quite comfortably on about half throttle although I was flying on constant up elevator.

When it came to my outside loop I gunned the aircraft into her upward arc but came off the throttle too early, just before the apex. She slowed down in that last arc of the climb, almost got overtaken by the strong down-wind gust, tip stalled and went into a beautiful spin. I heard the gasp from the crowd and imagined myself ignominiously bagging up the remnants of two and a half year's work.

In desperation I flung the throttle open full and held my breath. Good old Super Tigre, she reacted instantaneously, the spin cooled, I eased her out of the dive and started breathing again. Concentrate, concentrate.

Split 'S' and Barrel Roll to go. The split 'S' is arguable the easiest manoeuvre of all to perform although the positioning around the judges is critical. The Barrel roll though is another creature entirely. I'd never actually practiced one with a scale model at all, let alone Twilight Tear! I positioned her, announce it, called "Now," and hit aileron, elevator and rudder - whilst saying a silent prayer. Wow, I couldn't believe it - got to be just about the best the judges have ever seen! (Scored 5 out of 10) Now I was really cooking, that was my last manoeuvre, a cracker, just the approach and landing to go, NOTHING CAN STOP ME NOW! How very true!

As I eased back the throttle stick I couldn't help noticing that the throttle was not easing back with it. I shook the stick. No response! Flicked 'Idle Down' and 'Throttle Cut' switches. No response. I just don't believe it!

Reluctantly I announced to the judges that the throttle was stuck on full open. "Don't worry," says Steve Kessell, "just fly round and burn your fuel off, then you'll get points for a landing if you you're down in under seventeen and a half minutes. As Tony Chant was later to recall, I then proceed to give "an eight minute demonstration of pylon racing," (should have built a Reno Racer) until my fuel suddenly gave out, as you would expect - flying away and right up-wind - just where you don't want to be with heavy scale model. I flicked Tear onto her back and dived for speed, then keeping the nose down, kind of slewed and side



Thankfully everything was working as it should be, so we positioned all our gear on the 'active' side of the rope and made our way to the pilots' briefing for 8.45. I'd already learnt that 'Clubman' was flying first on Saturday morning, last on Sunday afternoon and middle on Monday. My greatest fear was that we'd be scheduled to fly first, but fortunately there were some old Nats hands up before us and 6th slot gave us plenty of time to assess preferred circuit size and approach lines.

The morning passed very quickly as we discussed 'TT' with enthusiastic spectators and posed for photographs - all of us swimming in the heady glory of being 'the other side of the rope.' BUT "Pride comes before a fall!"

In no time at all (well a little less time than it takes to smoke a whole pack of ciggies) a marshal was carrying out my transmitter case and bringing us the peg. Harry was pit crew and caller, and our routine had been discussed and practised at great length so we moved like a well oiled machine through the first stages of setup.

He'd positioned the craft and flight box on the runway's edge while I handed



Photo: George Chant

the judges the scoring sheets and I must admit my nerves were far calmer than they'd been for those initial flights down on Thorney Island. Throttle open full and a priming burst with electric starter, then it was 'glow stick on' and the Super Tigre burst into life. Good old ST!

(You have to signal to the judges that you're about to start the engine and your timing commences from this point. You have a limited time to start the engine and get airborne and if you over-run this the flight is nullified.)

Pre-flight checks were carried out on full throttle and then Harry was wheeling her out into the centre of the runway. Throttle down and idle down switches in place and as Harry stood back - just a twinge of nerves as I realised how many people were watching. A call to the judges. "Take off." "Now." then it was idle up, slowly open the throttle, steer gently on the tail-wheel, tail comes

## MOBILE PHONES AGAIN!

### A serious safety warning from the BMFA

I recently received an NHS Warning bulletin on the potentially dangerous interactions of portable communications equipment on sensitive electronic equipment such as ECG monitors, drug infusion pumps, intensive care equipment etc, (If you have been in a hospital recently, you may have seen all sorts of notices prohibiting cellphone use on wards).

Virtually all of [his type of equipment has microprocessors in them together with their adjacent memory chips called EPROMS ( Erasable Programmable Read -Only Memory ). The Medical Devices Agency (MDA) which performed the measurements and risk analysis which prompted this warning bulletin found that beyond one metre separation of cellphone and such equipment, the risk of malfunction from EMI - electro magnetic interference - was insignificant. However at distances of less than one metre there was a one in twenty chance of malfunction.

There is no doubt in my mind that the possibility of cellphones interacting with PCM sets - in particular the EPROM memory holding the stored settings - is very real indeed, within a distance of one metre.

Having chewed the matter over with our RF consultant and Safety Officer they are in agreement with the following directive:

#### To Event Directors:

Portable phones should not be used or switched on in the following areas;

1. Pilots box
2. Start-up box
3. Tx Control

#### To Members:

Portable phones should not be used within one metre of a PCM TX or RX whether it be in the workshop or in transit or on the flying field. If inadvertently this happens then the settings should be verified.

**Many thanks for forwarding this warning go to**

**Joe Farrington**

**(Chairman, Trent Radio Control Model Club)**

# CLUBMAN

## Competing in the R/C Scale Clubman event - BMFA National 2005

It can't have escaped your notice that I had entered the Clubman Event in this year's Nats. Essentially there are three scale events taking place:

1. Clubman This is open to all-comers throughout the UK, although this year it was billed as an international event;
2. F4C This is the master class and is made up, of builder/flyers who have already won the clubman event, as that disqualifies them from re-entry for Clubman for the next ten years; and
3. Flying Only where it is not a pre-requisite to have built the model yourself and there is no static judging element.

During the weekend, competitors in all events are required to make three flights, one on each of the days - Saturday, Sunday and Monday. At some point during the weekend you are summoned to the Static Judging Tent where two very experienced and knowledgeable judges pore over every aspect of your model and scale documentation. In all it takes about an hour and a half while they check your drawings and photographs against your model, for scale accuracy, colour accuracy and complexity, marking accuracy and complexity, surface texture and realism, craftsmanship quality and complexity and scale detail accuracy and complexity.



Twilight Tear made her maiden flight on Thorney just a week before the Nats.

In the Clubman event, the static score is added to the best two of your three flight totals and in F4C it is your static score and just the best flight total that counts.

My Clubman campaign began shortly after the 2002 Nats and though I was hoping to have 'Tear' finished by this May, at the latest, it was in fact only the week-end before the Nats that she took to the air for the first time.

'Our Team' consisted of Trev Bowry, Harry Walton and myself, with 'the spirit' of Andy Gibbs floating around us somewhere in the ether. (Andrew had had to cancel his participation due to induction and training for his new pilot's job.

The three of us set off in convoy on the Friday morning for Barkstone Heath aerodrome in Lincolnshire and having stopped off in Grantham for supplies made a timely entrance at the venue around 5.45pm. We began erecting our tent in the usual CADMAC area (near the hanger) and provided a great deal of amusement and entertainment for George and Tony Chant who'd already got set up, particularly since we'd borrowed the tent and hadn't a clue what it looked like when fully erected. Anyway, after a bit of a struggle and much chuntering under the breath we had our huge three bedroom 'igloo' soundly guyed down to Lincolnshire and Harry was heating up the spag bol he'd prepared the previous night. The meal went down very well accompanied by, wine a few tinnies and a single malt. No time for late night partying though and we were soon tucked up with our teddies.

Six o'clock Saturday morning and we hit the Nats at a run. I was the first to the showers (a new innovation for Barkstone) but I wasn't in them long - the generators hadn't been switched on yet, and the icy cold water certainly woke me up. On return to the tent, Harry had the breakfast on and my bodily warmth was soon restored as I tucked into several large mugs of coffee and bacon sarnies. I'd had my tranny checked and verified the night before so by eight we'd all abluted, washed up, and packed up. I gave my tranny and flight pack a booster charge before transportation to the scale area over half a mile away - at least at Barkstone you can travel around by car - and we were soon unpacking it all again and putting the model together for the first day's flying. I'd just managed to snaffle the '79' peg to check her out before going onto the flight line (Scale fly on just two frequencies, 61 and 79) when up came 'The Maestro' himself and showed great interest in what he instantly recognised as one of his own.



BT with TT