

# CRAWLEY AND DISTRICT MODEL AIRCRAFT CLUB

# TURBULATOR

April 2016.

CADMAC was founded in 1960, and is affiliated to the British Model Flying Association, which is the governing body for all aspects of model flying in Great Britain. The Turbulator newsletter has been produced since 1965, relying on regular reports and contributions from Club members. The Club website is at [www.cadmac.org.uk](http://www.cadmac.org.uk).

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## **Hazelwick.**

The indoor season ended on 18th March with a smaller attendance than last year. Gary reckoned that the free flight brigade had increased, together with the small helis, but that the RC indoor flyers were not abundant, particularly towards the end of the season.

Mid air collisions were few, except for me who managed five! Fortunately the 2D model was easily mended being only made of 1/16th square and tissue covered. Most 2D models were of the Night Vapour variety. But a couple of hairy planes made for an exciting evening most nights. One of these was Ken Taylor's twin engine pusher a poly-whatnot RTF which went at about 20 mph, so lots of wall bashing was evident!

Small helis were all much alike, mine being a Chinese clone of a Chinese model. The inclusion of gyro stabilizers on these helis was much appreciated by the flyers, some of whom started out as novices!

Some very clever 3D flying was demonstrated by Terry Adams and Robin Bennett, these ultra light models going through some very peculiar stunts, like landing on the wall!

Free-flight tended to peak just before the K2 event with extra time given for last minute trimming of these lightweight models. Junior member, Tom, flew some very nice models but often got stuck in the roof beams (as did his dad!), necessitating the use of the long poles of Ken or Alex. Early in the year we did see a large heli flown, but this was really too large for safety despite the impressive control shown by the pilot. (Why do helis need to fly inverted?).

We must give Gary Easton a very big 'Thank you' for his organization of the Hazelwick evenings, he was always first in and last out and his superb timing system was top class, particularly after the demonstration of the Horsham timer at K2 which he copied.

## **Free Flight.**

The early competitions at Asdown Forest are more of a survival scenario than a pleasant day in the countryside. Two events have taken place since the last Turbulator (I missed out March!). The first meeting in February was mainly down the Roman Road direction with lots of gorse in the way. I am afraid I do not have the results, they have disappeared into a black hole in my computer.

March came in like a lamb and went out like a lion as the saying goes. The lamb bit coincided with the March meeting but again the were 'winds light to variable' as Eccles once said many times The contest was flown with a difficult wind direction, flights crossing 'Death Valley' on the south side of the usual area. Another hazard was the town's crossed a busy Public Footpath and meant running through knee high bracken, not a good idea. Our usual hardy team of Gary Oulds, Mike Cook and Alex Cameron earned enough points to overtake our rivals, East Grinstead, the Taylor brothers and Neil Allen being the opposition.

### **Mind the Lines.**

Flying at the Grattons has been going on, depending on the floods and weather. Some new models are expected this year and I await reports about these. With my tame scribe Tony being away there has not been much to report.

### **Holy Trinity.**

The summer (?) season has started at the school with the usual Bring and Buy. It was very quiet when I arrived, not much going on at all. But it all perked up when Keith Funnell turned up with the contents of his loft! Lots of kits and radio stuff, mostly older styles (as you would have in your loft!) and money was soon changing hands.

The second week was the Wally Barnes static model contest, not as well supported as last year and with the weather relatively fine some flying was taking place in the field. Gary and Robin were flying helis, Gary's T-Rex 450 doing well in the light wind. On the soggy field the freeflyters were warming up their arms with chuck gliders while Kev flew something bigger, a 1.5metre DLG jobby.

The contest was supervised by John Dart and the results were as follows:-

- 1<sup>st</sup> place            Wagtail, stunt control liner by Dick Stepney.
  - 2<sup>nd</sup> place            Sleek streaks, small historical rubber models by Pete Cameron.
  - 3<sup>rd</sup> tied place      Mosquito, electric RC by Robin Bennet and Mini- Mimi, an RC chuck glider by Jack Darby.
- Other models were 'Taurus' a very large C/L stunt model by Dick James and Mimi, a 1metre DLG by Jack Darby.



Trex as flown by Gary.



Kev and Alex discussing the finer points of DLG.



Wally Barnes Tophy winner by Dick Stepney, Wagtail.



2<sup>nd</sup> Place Sleek Streak pair.



Joint 3<sup>rd</sup> place Mosquito, has retract undercarriage.