

CRAWLEY AND DISTRICT MODEL AIRCRAFT CLUB TURBULATOR

March 2017.

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.



Before the prize giving, Terry Knight presented John Dart with a certificate and trophy to thank him for 36 years serving on the club committee. John "Mister K2" has been the leading light behind the K2 Indoor Meetings, so the presentation here was poignant.



This unknown to me modeller had some very nice rubber scale models flying at K2.



Gary looked after the registrations for the nine competitions on the day. Here he is, not very busy.



And here he is, rushed off his feet as Pete Cameron decides which contest to enter.

K2, 5th February 2017. This report from Alex Cameron.



On reading a report of the first meeting in the June 1976 Aeromodeller, I noticed the name Rex Oldridge flying a Fokker EIII, whilst this year he flew a Kalinin K-5! (pictured above).



Peanut had three entrants flying a Nesmith Cougar (two of which can be seen on the judging table).

SEBMFA Crawley FF Indoor Meeting 2017

The first SEBMFA Indoor Meeting was in April, just before the “long hot summer of 1976”. It has continued for over 40 years, following essentially the same format of a mixture of fun-fly and competition. The huge (120ft x 105ft x 30ft high) main hall at the Crawley K2 Indoor Leisure Centre once again welcomed the free flight indoor enthusiasts from around the South East. By 10 o'clock the hall was filling up with the early starters making use of the first fun fly slot to get their models trimmed for the forthcoming competitions.

The first contest was Hand Launch Glider and Catapult Glider. These apparently simple models are anything but, especially if you want to get more than 20 seconds airtime! The smaller models have to be built under a few grams, but strong enough to withstand launch stresses and the occasional bump with the walls, girders or floor.

The next slot was filled with the duration rubber stick models, EZB, Living Room Stick and Gyminnie Cricket. I like the LRS, as the model fits in a shoe box, but the performance is too big to fly in a living room. The name EZB was called “Easy B” originally, as it was an easy to build model that did not require a microfilm covering, in fact it was prohibited. Needless to say, after a few years it became an expert’s class.

Gyminnie Cricket is another American class, designed to be flown in gyms and easier than Easy B. A good model for a beginner. It had double the entry of the EZB and LRS, so simple models are popular.

The next slot was Peanut and Open Scale, with Legal Eagle. This has always been a popular choice, but now, Nick Peppiatt, has written a series of articles, giving away all his building secrets, although evidently, not the secret of how to beat him in a competition.

The first article is in the May 2016 New Clarion page 35 titled "Indoors isn't for Everyone"
See <http://www.sam1066.org/nc0516.pdf>

Americans love dreaming up new classes, so the UK imported the Legal Eagle. It is a simple model built mainly of 1/16 square balsa, tissue covered and the complete plan must fit on a piece of American legal paper, 8 1/2 inches x 14 inches. This competition was introduced only 3 years ago at K2, and judging by entry numbers, it is easily the most popular. Again simple build and good performance equal popularity.

If you are looking for an indoor model, look no further than SAMS Models who provided the aero goodies for sale at K2 this year. The website is <http://www.samsmodels.com/>
The raffle was as popular as ever and thanks to the efforts of Margaret Willes and Dick Stepney a good crowd waited for the numbers to be picked. The first lucky winner, Jack Darby's daughter, Julie, picked an Alula foam glider, kindly donated by SEBMFA Chairman Stuart Willis.

For full competition results go to http://www.sebmfa.org.uk/indoork2_17.html

Finally a thank you to all the organisers who made this a great day out for a lot of people.
Alex Cameron, cadmac comp sec.

First raffle prize, Alula, built and ready to fly.



Flying Field Safety.

Fingers in revolving props is a hazard we all know about and have the scars to prove it. I once saw a bloke on Epsom Downs damage his hand so badly that he was carted off to hospital in an ambulance. With this in mind Tony has sent in the following information.

The committee has given me the OK to purchase on behalf of the club four first aid kits. Two for Grattons and two for Dovers Green. I will carry one kit with me and Ken Taylor will carry the second kit which we will take with us when we go flying at Grattons. Fred Reed the safety

officer suggested that one of the kits remain on site at Dovers Green and the other kit be given to a club member that visits the field more frequently than the others. So that all members know of these kits, in case a club member should be unfortunate to experience an incident that needs attention, would it be possible to e mail all members with this information.

Freeflight.

The season has started again, 19th February being the first day at Ashdown. Unusually, the weather was fair, light breeze with some sun in the morning.

Only seven flyers turned out, best glider F1A (A2) was Gary Oulds with 11.10 with Alex Cameron second and Ken Taylor 3rd.

In the Mini Vintage, Rob Taylor (EG) beat Robin Willes and in the power Neil Allen (EG) was the only flyer.

The E36 class for electric powered duration models under 36 inch wingspan Mike Cook being the only entry.

F1G (Coupe D'Hiver) saw Ken Taylor (EG) in first place followed by Robin Willes.

The above contests were for the National Contest, the results shown are for our South –east area.

A parallel contest runs for the RAFA Shield held over the year at Ashdown between SE area clubs of which only two now compete, Crawley and East Grinstead.

The RAFA results were F1A Glider, Gary Oulds with 6.24. Mini –Vintage rubber, Rob Taylor, 4.31. Power, Neil Allen, 7.27, E36, Mike Cook, 4.37 and lastly F1G, Ken Taylor, 5.05.

The RAFA Shield points after the first of eight meetings is East Grinstead 23, Crawley 22.

Ashdown Regulations.

I was not aware of the limitations on flying at Ashdown until I read Alex Cameron's piece about it on the www.sebmfa.org.uk , if you intend flying up there on a non contest day it is worth looking up the regulations before you go. Otherwise you might find a Ranger breathing down your neck; they are very active and patrol the area constantly.



Photos from Gary Oulds show Neil Allen and Ken Taylor.

Mind the Lines.

Flying continues apace at the Grattons, Tony sends me regular reports and photos which I have to regulate; otherwise it looks like we are a control line club only!

On 22nd February Mike Edgerton flew his yuvenko-f2d.com 1.5cc diesel wing with a CS Oliver Cub, just running in the engine, checking all is good, it was very good so a pleased Mike. Flies so fast Mike decided to use f2d length lines of 52' 3" instead of the normal length of 42' 3" for this class of combat wing. All in all a great day for flying even though Ken Taylor had trouble getting his wings in the air? Eventually he figured out his fuel was not so good but after changing fuel all was good. I bet the fuel was seriously ancient? (Maybe it was some he bought from me, Ed!) Ed's note. In the last issue I mentioned new member Paul Eisner, well, as I was browsing through some Youtube model aeroplane videos I came across some of Paul's. One was of him winning a world title for Control line speed in Australia. It seemed to me that speed flying was becoming limited by the rate at which he pilot can run round the pole. Look it up and you will see what I mean!



Mike Edgerton with above mentioned plane. Dick Stepney wishing he had gone to Specsavers

Hazelwick.

I have been unable to get to Hazelwick lately but I understand that flying has continued in the usual venue, the sports hall. This hall is large enough for most indoor planes and helis, a ceiling height to the roof beams is about 30 feet (guessing again) but it is a pity that it does not have a coffee machine! Flying is on a rota basis devised by Gary Easton which works very well, having a sound count down of the time available in each slot, to prevent over-runs.

A Meeting with regard to the K2 event.

Stuart Willis, SEBMFA Chairman, joined us at the Friday club-night at Hazelwick on 24 Feb to discuss the future of the SEBMFA Indoor Meeting.

A group of Terry Knight, Dick Stepney, Alex Cameron, John Dart & Tony Satchell and Stuart Willis was formed.

After the losses of the previous two K2 meetings, two options were explored to make an indoor meeting that had a chance of breaking even.

Firstly Stuart has investigated the possibility of hiring the K2 hall for half a day. However if a 6 hour slot was booked, an extra hour before and after would be added by the K2 management to get the hall ready and to get the hall cleared. So you are in effect hiring the hall for 8 hours (at £158 per hour). Dick made the point that a meeting with reduced hours, with the same contests being run, would cut the time for fun flying slots and possibly discourage attendance by the "sport" flyers.

A second suggestion would be to hire the main hall at the Angel Centre in Tonbridge. Terry Knight was given a quote of £90 per hour. He also confirmed it was available on the 4 February next year, with the idea of replacing the K2 event in the calendar.

The Tonbridge Gassers and Rubber Fanciers were mentioned as being possible candidates to organise this meeting.

It has been left to Stuart and the SEBMFA committee to decide if either of these two options are likely to produce a successful event.

Finally Stuart wrote cheques out to cover the expenses for trophies, engraving and the losses incurred by CADMAC. I will send the cheque of £294 to Rich Ellis.



Gordon 'down under' says he did not remember putting Hawaii in his satnav that morning!