

Clear Dope

MAY 2011



Thorney Island

Many would consider that our main flying site is Thorney Island and as far as model flying is concerned it must be the jewel in the crown of all the flying sites in the South of England, however I wonder how many of us consider the history of the Island even though we have been using it for many years.

On the 9th April this year Jeanette (my wife) and I were visiting the island to fly my Sport Palio 2.4m motor glider, but much to my surprise there was no one else there. As I do not like to fly by myself and it being a lovely day we decided to call the Gate house and ask if it was ok if we visited the Church of St Nicholas in the village of West Thorney, We were given the ok so we made our way there. The church is a place of calm and tranquillity, so quiet compared to the similar but larger church at Bosham and is well worth a visit.



St Nicholas, West Thorney / Thorney Island

Now part of Southbourne Benefice, St Nicholas was originally in the Parish of West Thorney, to distinguish it from East Thorney in Selsey, now almost entirely lost in the sea. Before the Norman Conquest West Thorney was part of the Manor of Bosham, and is thus linked with St Wildred who came in 681 to found Bosham, one of the earliest centres of Christianity. Bishop Warlewast, a great church builder, was probably responsible for the erection of the church soon after 1100.



Two views of St Nicholas West Thorney

Thorney Island and the RAF

The fate of Thorney Island was determined by a chance event on 25th September 1933. A Hawker Fury biplane crashed on Thorney Island on that day, killing the pilot. When officials from the Air Ministry decided to check the scene of the accident they realised that Thorney Island due to the stability of the ground would make a top class site for an airbase. Thus the pilot did not die in battle so did not die in vain. So it was that hundreds of years of the history of the small village of West Thorney came to an abrupt, if not permanent, standstill.

The airfield was completed for service in 1938 as a grass strip but over the Christmas of 1941 work started on the main 6090ft main runway and the two smaller subsidiary runways plus the 17 large blister hangers several extra workshops which replaced earlier bomb damage "C" type hangers and a full perimeter track nearly nine miles in length.

Coastal command were the main occupants of the base, flying originally Ansons and Vildebeestes followed by Bristol Beauports, Blenheims, Swordfish, Hampdens, Hudsons, Wellingtons, Liberators which converted in February 1943 to Boeing B17 IIA. Armstrong Whitney Vlls were also used being converted from bombers to Coastal command Anti Submarine duties.

Fighter command also muscled in on the field during the latter years of the war flying Spitfires, Mosquitos, Typhoons (which did not endear themselves to the neighbors due to the howl of their Saber engines). The Royal Navy also took up residence when the navy flight of the RAF's Air-Sea Warfare Development Unit moved in for a stay of three years they flew amongst others Avengers, Barracudas, Fireflies, Sea Hornets. All in all it must have been a very very busy place.

It also attracted the attentions of the Luftwaffe and was raided many times, August 18th was not a good day for Thorney it had its heaviest raids on that day in 1941 and again on the same day in 1942

Once peace arrived the airbase continued in service - The RAF finally left Thorney Island in 1976.

In the 1970s Thorney Island became a haven for so-called Vietnamese Boat People - refugees from the war in South Vietnam seeking a new life and safety in the United Kingdom.

Eventually Thorney Island found a new role with the arrival of the Army - specifically the Royal Artillery, whose 47 Regiment called Baker Barracks "home"

Ken Knox

Bomb Drop Competition Saturday 16th April 2011

Saturday was a cloudy sunny day, with a slight wind from the sea. There were nine pilots this year. Models included the normal fun flies, trainers, a semi-scale Decathlon and an electric fun fly.

Two rounds were to be flown. The lowest total distance from the spot was to be the winner.

Tony Chant crashed his Limbo Dancer before the start and flew Harry Hooks Electric Limbo Dancer in the Comp.

Tony Chant started the round and made a score of 9ft 3in., this was a bad start for the rest of the pilots! John Riall then got 18.8 ft. Stuart Whittle flew next, his bomb gear caused lots of side drag and made the model a bit twitchy, still it got sorted and made a distance of 41.6ft, he was followed by Malcolm Farrington who managed 29.9ft Harry Hook was next and managed 41.5ft but did not watch the bomb this year! Tony Coombe did a nervous 19.4 ft and Don Biles flying his Decathlon managed 41.6 ft, Mick Blundell with the trainer got 59.8ft, Finally Ray Beadle got the farthest distance with 69.7ft

In the second round Tony only managed 30.3ft, but then John Riall got it right with a 1.5ft., Stuart followed with 51.1 ft and Malcolm with 24.6 ft..

Harry this time did 28.4 ft, while Tony Combes was pleased to get 10.6 ft,

Don Biles managing 36 ft, Mick did a 52 ft. and Ray did better than the first round with 29.2 ft .

So after totalling the two rounds the results were,

John Riall 1st

Tony Coombes 2nd

Tony Chant 3rd

It was a very good day. I hope more will come and join us.

Thanks to Harry Walton and Brian Stichbury who did the measuring,

I hope all enjoyed it

Cheers Ray

Bomb Drop. 2011 Name	ROUND 1 Distance Ft	ROUND 2 Distance Ft	TOTAL Distance Ft	POS
John Riall	18 ft.8 ins	1 ft 5 ins	20 ft.1 ins	1
Tony Combes	19 ft.4 ins	10 ft.6 ins	29 ft.10 ins	2
Tony Chant	9 ft.3 ins	30 ft.3 ins	39 ft.6 ins	3
Malcolm Farrington	26 ft.9 ins	24 ft.6 ins	51 ft.3 ins	4
Harry Hook	41ft 5ins	28ft 4ins	69.69ins	5
Don Biles	41 ft.6 ins	36 ft	77 ft.6 ins	6
Ray Beadle	69 ft.4 ins	29 ft.2 ins	98 ft.6 ins	7
Stuart Whittle	41ft.6ins	59 ft.1 ins	100 ft. ins 7	8
Mike Blundell	59 ft.8 ins	52 ft	111 ft.8 ins	9



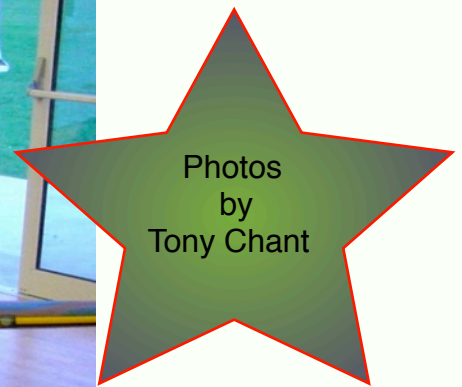
Runway Clearance and Bomb Drop crew Photo by Tony Chant

Tony Nijhuis

Unfortunately due to family commitments I missed last months talk by Tony Nijhuis about his modelling interest and how he goes about designing and building his large scale model aircraft.

He arrived with Colin Hammond, Chair of Hastings MAC, who gave a talk on his Lancaster and Mitchell bombers his also brought along a small Sky-van(I think) and a small unfinished Avro York.

Tony then gave an interesting and informative talk, both speakers were well received by all present



EVENTS CALENDAR 2011

Thursday May 12th Derek Knight of K&P & Andy Septon Fishbourne
8.00pm

Saturday May 14th Blackbushe Show

Saturday May 21st Indoor Flying Seaford College 1 - 5pm

Saturday May 21st Scramble I/c only Thorny 12 noon

Thursday June 9th Light Flight and Control line Fishbourne

Saturday June 11th Pattern Thorny 12 noon

Thursday June 2nd Evening Flying for members Goodwood Aerodrome

Sunday June 12th BMFA Fly-in

Saturday June 25/26th Wings & Wheels North Weald

Thursday July 7th Evening Flying for members Goodwood Aerodrome

Thursday July 14th Light Flight and Control line Fishbourne

Saturday July 16th Slope Competition Trundle Thorney is Closed

Saturday July 17th Electric Fly-In & BBQ @ Porthole

Thursday August 4th Evening Flying for members Goodwood Aerodrome

Thursday August 11th Light Flight and Control line Fishbourne

Saturday August 13th Open glider Thorny 12 noon

Saturday August 20th Open glider Thorny 12 noon

Saturday August 27/29th National Championships Barkestone Heath

Saturday September 3rd Open glider Thorny 12 noon

Thursday September 8th Indoor Flight Fishbourne

Saturday September 10th Loops, rolls, spins Thorny 12 noon

Saturday September 17/18th South of England Show Hop Farm

Thursday October 13th Balsa Brain Competition Fishbourne

Saturday October 15th Scale Comp Thorny 12 noon

Thursday November 10th Annual general Meeting Fishbourne 8.00pm

Thursday December 8th Subscription Night Fishbourne

Dec ? Indoor Fly in comp Seaford College 1 - 5pm

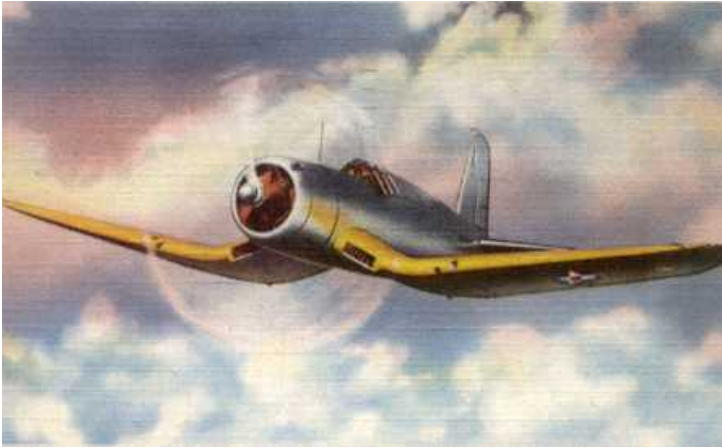
The Committee and Members of the club would like to welcome the following people who are joining our club, they are;

- ★ Richard Davis
- ★ Egan Saunders
- ★ Richard Georgiou
- ★ Stephen Davies
- ★ Graham Endersbee

Competition Calendar 2011



Saturday 21 st May	12 Noon	Scramble I/C only	Thorney Island
Saturday 11 th June	12 Noon	Pattern	Thorney Island
Saturday 16 th July	12 Noon	Slope	Trundle
Sunday 17 th July	12 Noon	Electric Fly-in BBQ starts @ 2pm	Porthole Farm
Saturday 13 th August	12 Noon	Open Glider	Thorney Island
Saturday 20 th August	12 Noon	Open Glider	Thorney Island
Saturday 3 rd September	12 Noon	Open Glider	Thorney Island
Saturday 10 th September	12 Noon	Loops, Rolls & Spins	Thorney Island
Saturday 15 th October	12 Noon	Scale	Thorney Island
TBA December	13:00	Indoor Competition	Seaford



NO

Flying
on
Thorney
Island

On 16 & 17th July
Due to Modified Madness
Hot Rod Show

Finally
Would all you Boy
Scouts out there please
give a thought to an old Cub.
By submitting articles for CD, it
does not need to be related to aero
modelling. We have approximately 140
members who (lets be kind) have an
average age of 50 that's 7000 years of life
experience there must be some interesting
tales to tell

Ken Knox (me aged 9)

kenneth.knox@btopenworld.com

P.S Bruce Smith tried for nine years and only
had help from one or two members

Please note that until we are
informed otherwise all passes
issued to us by the Army at
Thorney Gatehouse are to be
handed back on leaving the
Island