

Clear Dope

November 2018



Chichester and District Model Aero Club: Committee 2018

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Thursday 8th November AGM at Fishbourne

*Remembrance Sunday 11th November Open Glider/open electric day
Collection for The Poppy fund and a piece of Alison Honeysett's cake
12Noon Thorney*



PAGHAM ON PARADE

from Bruce

Allen Miller's static display at Pagham on Parade on Sunday 19th August was a great success and attracted constant attention throughout the day. Covering five tables and conveniently situated in a light corner the 'static' had some lovely scale models along with charts, books, looped video and a flight simulator which was rarely out of use. It was my first time at this surprisingly large event which was overflowing with interesting stalls, live displays, music, classic vehicles and FOOD. I think this about the tenth year Allen has supported and it was all Excellent.



Jermeys DH 112 Vemon flying straight and true and Derek doing the light fantastic launching his Twin Stars one of the very first foam planes made by Multiplex



My Cousin Graham sent me the this story that he had recently written about his Dad ~Bert. Bert set up a small joinery business in Lovedean after the war and I used to love being allowed to visit the workshop and listen to the yarns a being told teabreak

Herbert's Story During the Second World War my father, Herbert Shaw Hudson, worked at Airspeed, a division of de Havilland, in Portsmouth, producing Airspeed Oxfords, a twin engine trainer, which were manufactured in spruce and plywood, with the tail being covered in cloth. He worked an 18 hour day 7 days a week, and in his "spare time" he was in the Home Guard and an ARP Warden. On a spring morning in 1944 my father with his mate Perc Wadey, saw a notice on the Works Notice Board, which drew their attention. It read - "Volunteers Wanted for project - no questions answered". They both thought this might make a change, so they



volunteered! The next morning, bright and early, they boarded, along with 28 others, a 30 seat coach, heading to an unknown destination. This was soon to be revealed, as a Flight Sergeant stood up at the front of the coach and informed them they were going to RAF Brize Norton, in Oxfordshire, and would not be allowed to get off the coach until they had arrived at RAF Brize Norton. On arrival the Flight Sergeant again stood up and said he would let them know in the morning details of the project - "meanwhile have a good night's sleep!" After a good night's sleep, they breakfasted on eggs and bacon which they had not seen for many along year. The Flight Sergeant met them, as promised and said:- "We have a big problem and you guys are here to solve it, using your experience at Airspeed. We have 100 Horsa gliders, but the empennage (tail) (The Rudder was ceasing due to swelling of the plywood ed.) keeps falling off and the pilots are refusing to fly them"

He then produced reams of drawings and specifications which would cure the problem, but all 100 Horsa gliders had to be modified before 1st June 1944 without fail! Despite working long hours, it soon became apparent to the team that they could not achieve the "before 1st June" date due to the very complex nature of the modifications. My father then hit on a solution that would achieve the desired modification and quick to install so he mentioned it to the Flight Sergeant. His response was immediate - "Herbert, you take a squad of men and modify the empennage of one Horsa, no drawing or specifications, just the back of a fag packet will do"

Needless to say, the modifications were done in double quick time and an unsuspecting young test pilot was found to see if the Horsa would fly and, yes, the empennage remain attached. was found to see if the Horsa would fly and, yes, the empennage remain attached.

The test flight was successful, and the pilot remarked how easy the flying controls were, so post haste the team was ordered to modify all the remaining Horsa's to "Herbert's Design" - "but must be done by 1st June 1944 - no if's or but's"

The team set to and managed to carry out the modifications well before the 1st June, and as a 'reward' the Flight Sergeant offered to fly all the men back to Portsmouth (Portsmouth had an airfield then which ceased use in 1973) in a modified Horsa glider, rather than the lengthy journey in a rickety coach.

A few of the men took up the offer and were quickly back in Portsmouth, but my father ironically chose the long coach journey home. Obviously, this 'Reward' flight was in fact a reassurance flight to show the pilots who had to fly these gliders into battle, that the 'modifiers' were confident enough to fly in them. The whole World was to find out the significance of the "1st June 1944", when D-Day was launched – 30 Horsa gliders landed in the first wave in and around Pegasus Bridge, and without them the whole D-Day success would have been questionable.

My father for his innovative thinking was informed that he would receive a "Letter of Commendation", but unfortunately he never received it, it was either lost or destroyed, or maybe never ever written in the turmoil in the Ministry of Defence after D-Day.

Graham Hudson 7/9/2018

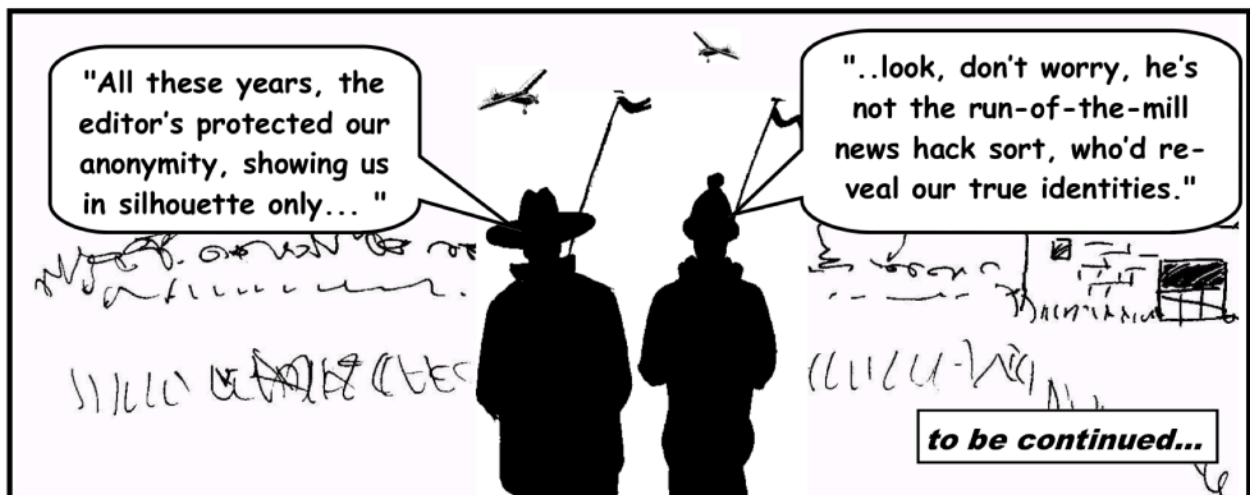


Club Program 2018

6th November	Committee	
8th November	Club Night	AGM
4th December	Committee	
13th December	Club Night	Subscription collection and table top sale

TeX & ReX

by Cobbo



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Clear Dope - November 2007

The club Facebook page is now in its fourth year. It has over one hundred members. It contains many contemporary site reports, and has a wealth of photos in its archives.

Administered by Nick Gates. and David Hayward

Competition Calendar 2018



Date and time	Competition	Venue
Sunday 11th November Remembrance Sunday	Open Glider/open electric fun day Collection for The Poppy fund and a piece of Alison's cake	Thorney



The power train can be obtained from HobbyKing

Zoot Suit Flying Days. All Flying at Porthole

To all Zootsuit Flyers

Just a reminder that the Zootsuit fly-in days start on Friday March 2nd

Get your model finished!!

Give it a different colour scheme

We don't want too many mix ups in the sky.

These are fly in days, the basic rule are a climb of 15 sec and a max time to make of 5 min per flight.

Each day is independent so the pilots on the day are against each other.

So it does not matter if you miss one,

If a running total is required this can be set later. **Ray Beadle**

Zoot Suit Fly-in Days. 2018 All Flying at Porthole



Could
the
lock
at the



Porthole gate lock
you all please ensure
gate is left with the
and cable positioned
bottom of the gate as



For those of you who have not yet discovered it, Nick Gates has set up a group page on Facebook its well worth a look

Here is the link:-

<https://www.facebook.com/groups/Chichesteraeromodellers/>



Now with 90+ members

Flying alone on Thorney is restricted to lightweight electric or gliders, and pilots are requested to concentrate on flying within the grass area to the west of the runway.

The Commander at Baker Barracks Thorney and the MOD have decreed that there shall be NO drone flying whatsoever

When flying at Thorney please keep an eye out for traffic(all kinds walkers, horses, bikes, runners, and low flying aircraft) coming from behind the flyers and inform them accordingly

When Driving Around Thorney be aware of young children on bikes

Please Try to leave Porthole as tidy as possible, making sure no fuel is left on site