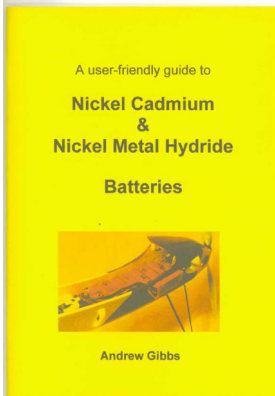


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The articles and views expressed by our members, are not necessarily the views of the editor or committee and therefore we reserve the right to modify and or refuse an article if it is considered in the best interest of the club.

CLEAR



APRIL 2004



CHICHESTER AND DISTRICT

Chichester and District Model Aero Club

Committee 2004

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Secretary & Social Sec.	Trevor Bowry	01243-780949
Treasurer & Membership Sec.	email address: bobbycadmac@freenet.co.uk	
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Safety Officer	Tony Chant	01243-828506
Competition Sec.	Maurice Campbell	02392 637726
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Email Address: aerobruce@aol.com		
Fax to: 01243 531602 but please telephone first.		

Committee appointed positions

Junior Members Protection Co-ordinator:	
Bruce Smith	01243 531602

Visit the club's excellent Web Site,
<http://cadmac.virtualsite.co.uk>

Cover photograph:

Trevor Bowry poses with his Arkansas Traveller, resplendent in her vibrant livery, proudly sporting his matching flight-wear displaying record attempt sponsorship logos.

SHOP FLOOR

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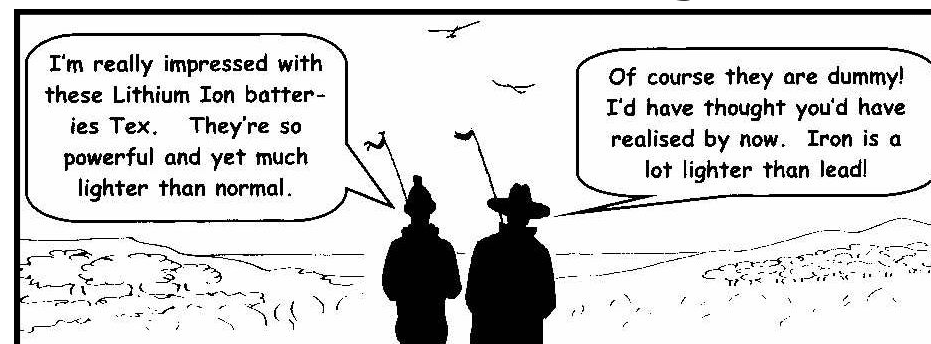
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CADMAC DIARY

INDOOR FLYING

WESTBOURNE HOUSE SCHOOL
OVING

Next Meeting - Thursday
15th April at 20.00hrs

Who knows what will happen next?

**SUNDAY 11th APRIL 2004
and MONDAY 12th APRIL
2004. (Easter weekend)**

SAM 1066 Free flight Rally at Middle Wallop. Competitions organised by the Bourne-mouth Model Aircraft Society. Trimming and sports modes allowed. All flyers must be insured.

**JUNE 20th 10am-5pm
BMFA Southern Area, Elec-
tric Fly-in.**

For further details contact
Andy Palmer
92 Durley Ave, Waterlooville,
Hants PO8 8TZ.

Tel: 023 92 253761. Email:

palmer99@tiscali.co.uk.

SHOW VISITS 04

Sandown - Sat 22nd May
Wings/Wheels - 26th June
Hastings - Sat 24th July
Croyden - Sat 18th Sept

CLUBNIGHTS

MAY - Skittles Evening
Great fun for all - Light buffet availa-
ble on the night priced at £2.00

Contact:
Trevor Bowry 01243-780949

NB. Finalised show dates

Letter to the Editor

May I once again speak of the very happy and helpful atmosphere that prevails in our Club, this not only comes from the members but also from the leadership and devotion of our Committee. During the past 18 months I have had numerous construction problems, in particular with my latest model building, and never have I had a problem of ringing an answer from the membership (sometimes I have had to judge which of several suggestions was best suited). Long may the generosity and willingness of so many continue; my learning curve, which started in the perpendicular, is beginning to lower and is now at about 5%. I am given to understand that even our oldest and wisest reckon they are only at about 50% (some always boast), because of the speed at which everything advances.

Recently we have had talk of Helicopters, and more recently Electric Motors the size of thimbles with enormous power, there will be Jets! How will I ever catch up? There is hope yet that one day we may all be wiser, there is no doubt we will all be older. As one gets older, reflexes and general ability with the sticks becomes more difficult. So be it. There is still much pleasure in watching others succeeding, especially if they are well trained and safety conscious.

Again many thanks to our Committee members who are doing a terrific job with such a diverse membership who have but just one aim -

to get it (the model) up.

GMA

Editorial

CALLING ALL JUNIOR MEMBERS

Due to a misunderstanding, not all of you were issued with a Junior Members' Pack when you joined or re-joined CADMAC from this January onwards.

As a condition of your membership (including permission to fly on any CADMAC sites) I must have your Junior Member's Addendum signed by a parent or Guardian

If you have the form at home, then, please get it completed, signed and send it directly to me.

If you didn't receive a pack then please contact me a.s.a.p. and I'll get one to you.

Please note that this applies to all junior members whether you have joined for the first time this year or you've been a member for many years.



Chairbourne

Further to John Riall's observations on Pilot Box disciplines made in his article in last month's Clear Dope, it would appear from the photograph below, that the U.S. Navy have similar problems,



This is an actual fly-by during deployment of the nuclear aircraft carrier USS Stennis. The pilot was grounded for 30 days but he likes the picture and thinks it was worth it. Yikes!

You know you have a serious modelling addiction when...You host a fun-fly when it is so cold outside that one of the contest events is simply to see who can start their engine.

How do you get a cow out of a spin?Full opposite udder!!



Postcards from Florida courtesy of Mark Kingston.

JETS OVER FLORIDA



NEW WORLD



Hearty congratulations to club-member Trevor Bowry who smashed the Vintage Control-line Indoor Speed record at the Westbourne House meeting on 01/04 ably assisted by his pit-man, club member Mick Blundell.

Trevor's Arkansas Traveller was clocked at 328.6 km.p.h over the statutory ten circuits following a dolly launch and using the RTP pole and swivel to counter a centripetal force of over 47 lbs.

The Arkansas Traveller was origi- 5

nally designed by an American, H.A.Thomas in 1947 as a speed trainer. Trevor's version is powered by an OS 40 FSR fitted with a MVVS super quiet silencer and runs on 25% nitro fuel.. Control lines are 70 ft Brodack stainless steel of 0.018 inch diameter. The model is fitted with a fuel shut off device activated by application of down elevator and a drop out undercarriage is employed although it can be temporarily fixed in position. The original model was powered by a McCoy 60 spark ignition engine and had a fixed undercarriage.

INDOOR F/F COMP

This year's indoor competition, run on the March Club Night at Fishbourne attracted a round dozen competitors including two of our junior members.

Although there were several 'Icara' Butterflies in evidence it was good to see a variety of other sizes and designs including at least one representation of the Alan Whipp design from last August's CD.

Competing in a crowded and obstructed room with a low ceiling was always going to be a game of chance and competitors all took with good grace the trauma of a promising flight cut short by the back of someone's head, the ceiling fan or Ron Hemblade's left knee. (This on at least three separate occasions!)

There was a lot of cunning strategy employed by experts (launching downwards and out of the circle to overcome winding torque from the rubber motor) but this was quickly picked up by the newcomers too and the evening developed into a fascinating spectacle as novices put up good times and experts came to grief. Anything approaching a slow climb pattern was certain to hit the ceiling, stall and dive. Some models recovered and some didn't

During the allocated time, all competitors were allowed to make as many flights as they wished with just their best time being carried forward. The final results are seen below:

Steve Harrison	26 secs
Chris Barnes	27 secs

Don Biles	36 secs
Mick Blundell	23 secs
Richard Etheridge	1m 04 secs
Dave Etherton	48 secs
John Hook	49 secs
Mark Jury	27 secs
Alan Miller	39 secs
Peter Sackman	22 secs
Tony Reynaud	51 secs
Alan Whipp	1m 15 secs

Fortunately the two junior competitors ran out equal first with an identical time of 27 seconds while Alan



Technique & concentration from Alan.

Whipp took the senior prize with a time eleven seconds greater than Richard Etheridge's 1min 04s - the only other competitor to break the one minute barrier.

Many thanks to all the competitors for a very entertaining evening and to the committee members and helpers who timed, scored, judged and made the whole event possible. (Ed.)



Concentration...



Conflagration....



Elevation

JETS OVER THORNEY



CADMAC History was made last Saturday 27th March with the maiden flight of Jim Ruffell's jet powered model from our site on Thorney Island.

To begin with it looked like Jim, a member of the Jet Modellers' Association, would have no luck with his O/D very modified Hobby Jet GT 2000. The Wren MW 54 just wouldn't kick in and on a number of occasions his pit-man, BMFA B Cert holder Trevor Hewson, had to move in pretty sharply with the CO₂ extinguisher to avert a disaster. Fortu-

nately the problem with the starter had occurred before and it was soon remedied with the help of an 8 cell pack for the supply.

With this temporary problem overcome the Wren burst into life to bring a fitting climax to Jim's project, originally begun in 2000. The successful flight saw pilot, crew and spectators alike very relieved and delighted not only that they'd managed a flight which didn't end in disaster but also that they'd created a little bit of CADMAC history on Thorney Island. (Ed.)



Winning juniors Chris Barnes and Mark Jury.



Mick presents Alan with the loot while Ron proudly displays the dreaded knee-cap.

Round the Pole model flying



Electric 'Round the Pole', or RTP, has been around for many years. For those who are not familiar with RTP, models are flown in circles around a pole, in a similar way to control line flying, except that the pilot stands outside the circle using a slot car type hand throttle to control the model by varying motor power. A surprising degree of control is possible by this means.

My first encounter with RTP was at a school demonstration given by a fellow pupil, and I was immediately hooked. I was perhaps 12 years old, (this was 1976) and already very keen on models, all free flight rubber and glider types at that time. However, here was a form of *controlled* model flying, which had the wonderful advantage of not relying on those mysteriously hard-to-start beasts, internal combustion engines. Instead, for power, an electric motor was used, and this was, I think, the beginning of my love of electrically powered model aircraft. A major

advantage of RTP for a young schoolboy was that it was a very low cost way to fly; several models could be made from a single 12" bargain balsa bundle, the motors were cheap and the 'fuel' was even paid for by my parents! I immediately set about getting the necessary equipment and spent many, many hours building and flying outside all manner of electric RTP models, and learning lots about electricity. Eventually I did get to grips with engines, control line, radio control and so on, and these took over from RTP.

My interest in RTP was revived at the 2002 Nationals when I chanced



upon a beautiful model of a Lockheed Hercules, complete with four tiny electric motors and working navigation lights, for sale in the swap meet. No one else seemed interested in this small miracle, so I

batch of B Mk.IV series 11 bombers having Merlin 61 power units with two stage superchargers. 90 more were ordered having astrodomes and were designated as P.R. IXs. Further P.R. marks, including numerous P.R. Mk XV Is, which were for photo reconnaissance work at even high altitudes and had pressurised cabins. The P.R. 32s (numbering was changed from Roman to Arabic from Mk 30 onward) had lengthened wings and were lightened to enable them to reach and operate at 35,000 feet. The pressurisation was achieved by means of a blower attached to the starboard engine hence different numbering of the Merlins.

This model has been built from plans prepared by Brian Taylor and is to 1/8 scale. This is only my second model of recent time, prior to that, whilst at school, I built one or two Kiel Kraft free flight rubber band models which were limited by material shortages.

The basic format of construction follows the method used by De Havilland with the wings being constructed as a single unit. The power units are two RCV 58CD i/c four strokes with a Twin Intelligent Glow switch, driving 12x6 propellers. There are 11 Servos :- 2 Throttle, 2 Ailerons, 2 Retracts, 1 each - Rudder, Elevator, Drop tank release. Tail wheel. Flaps, all served by duplicated seven channel Rx's which in turn are controlled by a Hitec Ellipse 7 Tx. Material used is principally Balsa covered with heavy weight Tissue and Dope. The Mechanical Retracts are serviced by a 6 volt battery

whilst the receivers are separately serviced by two 4.8 volt batteries. Whilst I am pleased with the overall appearance it does not warrant close inspection and the likelihood of flight is something that has yet to be tested. I have learned that each and every part is fully dependant upon each other and a slight deviation in one becomes amplified as progress is made.

Construction was commenced in October 2002 and with considerable breaks it was completed in March 2004. It is finished in authentic photo reconnaissance blue (BS636) and finally weighed in at 15lb which is 24 oz over the target weight although the model has yet to be weighed accurately.

Many of the more technical problems were sorted by the CADMAC experts who rallied to my aid. In particular I have to thank Bruce Smith for his help with the retracts and Mick Blundell for his general guidance and encouragement, who is next to help with a full size??

I must above all include in my thanks the only non CADMAC member for her tolerance and cups of refreshment; where we dined each night was a matter of speculation when the two parts were brought together on the only reasonable sized table in the house.

Geoffrey Ashcroft

A Labour of Love



MOSQUITO P.R.V111 DZ424
540 Squadron

Yes, I'd be grinning, too, if I owned one of these! (Ed.)

The Mosquito was developed initially as a private venture by De Havilland just prior to the outbreak of World War 11 and after much resistance was reluctantly underwritten by the Government after hostilities commenced. Even then they could not get their minds around the fact that it was to be unarmed, the early examples were to have cannon and even an upper turret; after the speed of the aircraft was proven the armament requirement was

dropped. There were many marks and purposes to which the basic design was converted from Bomber, Fighter Bomber, Photo Reconnaissance, Target towing and even passenger transport (BOAC; in the bomb bay) to and from Sweden throughout the latter part of World War 11.

Four Mosquitos P.R.Mk.VIII were ordered from De Havilland, to be converted for photo reconnaissance purposes, at Hatfield from part of a



bought it in the meet's dying minutes. The Hercules is a large model for RTP; it is all built up, spans 840mm (33") and weighs 285g (10oz).

The Hercules appeared at some of last year's Westbourne House indoor meets. I first flew it on 5 meter lines; it flew beautifully, though a little too fast to my mind to look really scale. I subsequently added some simple balsa flaps at an angle of about 20 degrees to the trailing edge of the wing, which also increased wing area a little, as per the full size. These had the desired effect and the model now flies more slowly with a certain graceful quality.

I also tried the model on 7 meter lines, however the tip weight proved to be insufficient for the increased length; the lines went slack and the subsequent crash towards the centre of the circle

was inevitable. The model sustained considerable damage but happily it has since been repaired, this time with enough tip weight, and flies well again.

As I wanted to share the fun of RTP I lashed up a simple 'trainer' by taping a hook and an old slot car electric motor to a small, formerly rubber-powered model. This model is 490mm (19") span,



75mm (3") chord and weighs 47grammes (1 ¾ oz) complete with ancient 'Scalextric' motor. It flies exceptionally well. Many fellow members have enjoyed flying the model which has now flown many times and seems very rugged. One surprise to me at least was that this trainer, if trimmed carefully, (and flown in the opposite manner!) is also just about capable of a loop on long lines.

Our editor, Bruce, was inspired to build an RTP model, and since he is still afflicted with OMBD (Obsessive Mustang Building Disorder) the choice of subject was easy for him! This small model of character is made from Depron sheet and also uses an old slot car motor with a

simple extension shaft.

What is such fun about RTP is that you really feel as though you are controlling the model; you feel connected to it in a similar sort of way to control line flying. However, because you are standing outside the flying circle, you get to see the model cruising past and this can be very satisfying to watch, especially if it's a scale model, in a similar way (for me at least) that makes free-flight models are so fascinating. Loops are even possible with the right model, and with a two-headed pole, two models can be flown simultaneously, so formation flying and combat are both possibilities.

So, if you fancy having a go at an



RTP model, a great way to start is with a small profile model, (scale if you like) about the same size as the 'trainer' I made, using an old slot car motor for power and a small (75mm / 3 inch) prop. Profile models can be built very quickly as they are so simple. It's probably best to avoid long-nosed types at first because the weight of the motor can easily make small models nose heavy (unless you use a simple extension shaft). RTP models usually have their CG between 33% chord and the leading edge, although the exact position is not critical. They also need a hook, about 2" or 50mm long, just in front of the leading edge, for the flying lines to attach to. They can be made without undercarriages and hand-launched, but I always like to have wheels because landing and taking off is good fun. If this has whetted your appetite, you

can find plenty of RTP information on the internet. There is also a specialist RTP retailer, Ballards, (01892 531 803) who do an interesting catalogue for just £2.

Bruce has kindly been bringing my RTP pole and associated equipment to almost every Westbourne House meet, so perhaps we will see some more RTP models over the next few months.....?

Andrew Gibbs