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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.

APRIL 2006

CLEAR



In this issue:

Westergate Indoor Meet

Climb & Glide Comp

Xtal Survey Results

Ultimate '40' Review

CHICHESTER AND DISTRICT

Chichester and District Model Aero Club

Committee 2006

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Porthole Farm Rep.	Mick Blundell	01243-670791
Slope Rep.	Ron Hemblade	01243-572819
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Committee appointed positions

Snr. Training Offr.	John Riall	01243-782922
Junior Members Protection Co-ordinator:	Bruce Smith	01243 531602

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cadmac.co.uk
Contribute!

Cover photo: The 'Plane Nutz' Ultimate 40 rounds out on the Thorney runway. See write-up from John Riall on page 14.

NOTICE BOARD

MISSING

At the recent auction someone accidentally took a couple of speed controllers which were put to one side for the buyer and seller to get together and exchange monies.
if anybody has them, to please contact Tony Chant and the matter will be dealt with in strict confidence.

FOUND

Starter and Glow Plug on one of the CADMAC sites. Please contact Tony Chant with details to become re-united.

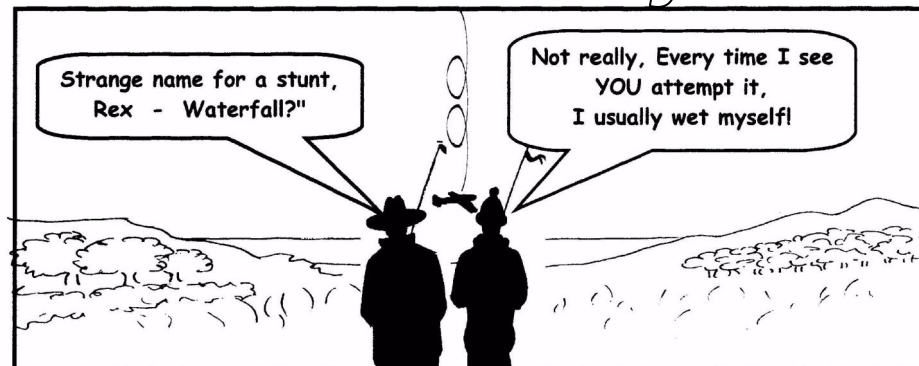
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TeX & ReX *by Cobbo*



DIARY OF COMING EVENTS

The following is a list of proposed CADMAC Club events for your information

Legend:	Club-nights	Outings	Competitions	Others
April	15	Slope Comp	Trundle	
April	16	Indoor Flying - Seaford Col.	2 - 5 pm	
May	11	Skittles and Buffet Evening		
May	13	Bomb Drop	Thorny	
June	08	Outdoor C/L R/C F/F Flying Night		
June	17	Electric Glider	Porthole	
June	24	Wings and Wheels Club Outing		
July	13	Outdoor C/L R/C F/F Flying Night		
July	15,22, 29	Open Glider	Thorny	
July	29	Hastings Show Club Outing		
August	10	Outdoor C/L R/C F/F Flying Night		
August	12	AULD	Porthole	
August	19/20	Royal Victoria Park Event		
August	26/28	BMFA Nats - Barkstone Heath		
August	26/28	NO ACCESS TO THORNEY		
September	14	TBA		
September	16	Hop Farm Show Club Outing		
September	16	Indoor Flying - Seaford Col.	2 - 5 pm	
September	23	Scale	Thorny	
October	12	Club Auction		
October	14	Loops/Rolls/Spins	Thorny	
October	21	Indoor Flying - Seaford Col.	2 - 5 pm	
November	09	John Farley talk - materials		
November	18	Indoor Flying - Seaford Col.	2 - 5 pm	
December	14	Annual General Meeting		
December	16	Indoor Flying - Seaford Col.	2 - 5 pm	

Editorial

La Banco es Vamoos

CADMAC treasurer Keith Wood will be holidaying in Spain for the next three months. (no wonder subs went up) In his absence John Riall has kindly taken charge of the keys to the piggy bank. So if you're a bit short, call John on 01243 782922.

Speed Cameras on Thorney Road?

CADMAC has received yet another letter from Defence Estates complaining of vehicles travelling in excess of 30mph both on the site and along the Thorney Road which also has a 30 limit. Police are now involved with monitoring so BEWARE! Threat of prosecution aside, we've probably only got to get one of our members caught abusing the site speed limits and THAT WILL BE IT!

Slope Comp Venue - April 15th

If winds are not favourable for the Trundle on the 15th an alternative venue will be used. Please ring Slope Rep. Ron Hemblade before 11am (01243 572819) on the day.

More Indoor Events

Mick Blundell has managed to book many more indoor flying sessions at Seaford College. The next one up will be **April 16th** (2pm - 5pm) and there are also dates in September, October, November and December. Toni has applied to have the dates published in BMFA News but please spread the word in any case.

Frequency Pennants

CADMAC Safety Officer, Andrew

Gibbs would like to remind all R/C fliers that displaying a Frequency Pennant on your transmitter aerial showing your current crystal number is a CADMAC rule. Please comply.

Website Input Wanted

CADMAC Webmaster, Lee Hackett, would be pleased to receive more input from members for the website. Why not send him some snaps of your latest model or details of a web-site you've found particularly useful. Lee's contact details are opposite.

Pilots Handbook Errata

Amazingly some members DO read their Pilots' Handbook and a sharp eyed Toni Reynaud noticed that the words "**not take place**" have gone missing between the bottom of page 27 and the top of page 28. Also there is a misprint on the Thorney Island Map (Page 11) where the public toilet NE of the flying area should be marked as WC and not as VC, as is currently shown.

Club Outings

Don't forget to book early for the club outings. Mick Blundell will require a fiver as a deposit for each event you book.



Blundell

**Minutes of the
Committee Meeting
Tuesday 7th March
from Toni Reynaud
Hon Secretary**



Present

Tony Chant, Keith Wood, Toni Reynaud, Ron Hemblade, Gavin Bidwell, Mick Blundell, Ray Beadle, Bruce Smith, Harry Walton Andrew Gibbs, Ken Knox

Matters arising from previous minutes

Keith W contacted BMFA ref copies of "General Notes for Instructors". None arrived yet. There was also one membership application which he is dealing with.

Correspondence

Toni R had a letter from the Fishbourne Social Club asking if CADMAC would like to have a stand at the Open Day, combined with the Military Vehicle Trust. The invitation will be declined, as it will clash with other Club commitments.

Club/Membership issues

Keith W stated that the club now has 117 members. 21 have not yet renewed, and there are 7 new members.

Monthly meetings/social programme

March Club Auction – to be run by K Keith W and Toni R. Auctioneers John Riall and Phil Claridge. Toni R notified other local clubs by email, with no direct responses. Keith W to send sheets in advance to Mike Burton.

April Indoor Flying - Ray B will talk to John Hook to see if he will donate a prize for the indoor flying.

May Skittles Evening – the room and Skittle Alley have been booked. A finger buffet will be provided.

Ken K has contacted John Farley. He is willing to do another talk for the Club – this will be either the September or November club evening.

Outside Events

Announcements to be made each club evening to boost bookings for the minibus visits to the outside events. Dates to be publicised in Clear Dope. A £5 non-refundable deposit is to be taken for each seat booked.

Competitions

March 11th Sat, Climb/ Glide I/C only at Thorney Island. One minute engine

FORUM

Weighty Matters

For some time I have been looking for inexpensive weighing scales. Recently we had a flyer through the door in which Robert Dyas were offering electronic scales at £9.99 reduced from £29.99 so off I go with my piggy bank. I searched the store and eventually found an assistant who said they were sold out BUT she said they were not very good and a lot kept being returned. She recommended another product believe it or not at £6.99, made in China and marketed by Hanson. I am pleased to say this appears to be great, is electronic, measures in grams or ounces up to the equivalent of 5kg. and they have not had any returned despite their being a 5 year warranty. Kitchen scales are OK but it is great to have ones own and not to have to negotiate with her in doors each time a sheet of balsa needs weighing. I am not sure how many members would like to know this but I send it to you in case you could rework the words to make a paragraph for CD.

Geoffrey Ashcroft

Timely Reminder

This turned-up in a search for solder - "Under ROHS (Lead Free) Regulations, after 30th June 2006 leaded solder products must only be used for your own personal projects. It MUST NOT be used for work on Third Party applications or on products to be sold to a Third Party." I note that Squires and others will be withdrawing leaded solder at this date, so perhaps it's a good time to stock-up on proper solder, given the complaints on-line about lead-free. So, how much do you need for the rest of your life?

Colin Stevens

Memphis Belle

Try this website

<http://video.google.com/videoplay?docid=4587919299446103610>

It should work if you have the Google Video Player installed on your computer
Fred Minay

RV-7

For any readers who would enjoy 5,500 pics of the building of a full-size Vans RV-7, plus very much more, see <http://www.rvproject.com/> Rivetting!

Colin Stevens

The Interference Song

Music: - The Streets of London {Ralph M^cTell

(As performed at the March meeting by Flyman and Carbuncle - or as MC John Riall announced - Harry and Bruce unplugged!)

- V1 Have you seen the pylons at the bottom of our runway?
Can you see antenna stretching upwards to the sky?
Maybe they explain the twitches,
Nasty jerks and sudden glitches,
Surely we're at liberty to ask the reason why.
- Chorus So how can you tell me that its only,
Safe radiation in the sky?
Oh please Mr. M.O.D. please don't disrupt my frequency,
I'm tired of filling bin-bags every time I come to fly.
- V2 Maybe you're a little weary,
Reading Colin's pipeline theory,
Makes my tired old eyes go bleary, makes my old head ache.
I can't deny this new creation helps defence communication.
But I prefer my microwaves, defrosting fillet steak.
- Chorus
- V3 As masts and dishes everywhere
Beam pulses through the Thorney air,
It makes me very much aware, each time I fly my plane,
For in my mind there is no doubt, that radiation gives me gout,
It made my bushy hair fall out,
An' prob'ly fries my brain.
- Chorus
- V4 When Harry came to fly my Stampe,
His trousers were not even damp,
His confidence was total as he steered her through the blips.
He started getting rather bold, but when those gremlins took a hold,
We nearly had to run and fetch - a pair of cycle clips.
- Chorus

run, max three minute glide.

Rule for each competition are to be published in Clear Dope for information and discussion.

Training

The revised list of instructors and overseers has been printed as an appendix to the Club Handbook, and in Clear Dope this month.

The 'C' schedule has been published and can be downloaded from the BMFA site at <http://www.bmfa.org/achievement/index.html>. Ken K is to talk to the BMFA about how to train and take this Achievement Test.

Safety

Nothing major to report. Three crashes at Porthole Farm this month, but there are no safety implications. Bruce S ran the Safety Quiz at the February meeting. It was well received by the members.

Communications

Bruce S the printer has reported a full waste ink tank, but rectification has been carried out and the printer is now working satisfactorily. He suggested that another printer be purchased as a standby to get round deadline problems in the future. After discussion it was decided that at the next printer model change a new printer will be bought, then a second of the same model about a year later.

Committee photos have been encapsulated for display at meetings, and ID cards were given to Committee members to wear at flying sites and at Club evenings.

Thorney Island

The bin by the C/L circle has been destroyed. Pieces were removed by the Army. Another bin is to be obtained and positioned. Discussion of the area to be used by Gliders, C/L and small electric. New TX pegs to be made up for Thorney.

Pass management at the gate was variable but most people were getting access OK.

Some pilots are suffering interference at specific places in our flying area. The frequency monitor is to be taken to the field as soon as possible, and advice is to be sought from those within the club who are known to have expertise in this area as to possible causes and cures.

Trundle

Nothing to report

Porthole Farm

Pegs and signs all OK. Rent to be paid - action Keith W – pass the cheque to Mick B for delivery. There is now no padlock on the gate – last person to leave to ensure that the gate is closed.

Indoor flying

The venue at Westergate good – well lit with a snack bar and toilets available. Thanks to Gavin B for arranging this. However, the event was not too well attended, and the club has had to fund £25 to cover the shortfall. Another 5 flyers would have covered this amount. The Indoor Pegs were good.

Mick B has heard from Seabourne College with dates when we can use their hall for indoor flying and a specimen contract. Dates are 18th March, 15th April, 16th September, 21st October, 18th November, and 16th December. The cost will be £360 with a £36 deposit required. Mick B to action. Also Toni R to advertise to other clubs to try to get extra revenue to help cover the cost.

Junior matters

Nothing to report

BMFA

KEN K is to see if any Local Funding is available to help support our indoor flying activities. He also confirmed that the display at Victoria Park is on, and there is an Electric Glider competition at Waltham Chase on 15th July, and an Electric Scale at Winchester Hill.

BMFA states that there should be a Child Protection Officer in each club – we already have one (Bruce S) and BMFA have been notified.

AOB

Keith W stated that Club Accounts since the end of November are Expenditure £5937 and Income £3097, not including the outgoings for Porthole Farm (£250) and the Fishbourne Social Club block membership (£750).

Bruce S volunteered thank to the three new committee members for the timely flow of information they had demonstrated which had made life much easier for all in the first two months of their tenure.

Date of next meeting - Tuesday 4th April 2006 20.00

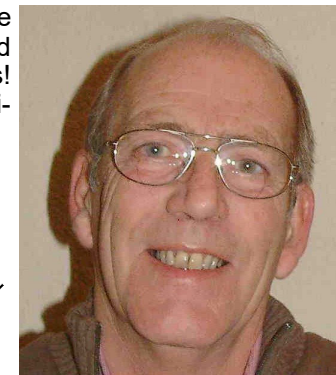
Toni

incidence.” but as all fixings were pre-drilled there was no room for any adjustment and was assumed not necessary. With four standard Futaba ‘148’ servos and a Saito 45S four-stroke fitted the C of G came out slightly nose heavy - not worth worrying about. A run around with the heat iron to take out a few slack areas and some fuel proofer around the decorated parts and all was complete. When assembled it looks good enough to eat. Controls were set as per the instructions - Elevator 10mm, Rudder 30mm and Ailerons 5mm each way which turn out to be a safe start.

After the Club Climb and Glide Competition, Morris eagerly fired up the Saito and said, “You built it, you can test fly it.” (Coward) Still, even I thought it was going to be lively. I opened the throttle slowly. It tracked straight breaking ground into a steep climb. A little down trim sorted this. Two notches of right trim and the Ultimate was flying hands-free. A few circuits just to get used to it - for normal flying, only half throttle is needed. Loops tracked straight, stall turns were good - the rudder bites well, rolls are axial, not snappy at all and inverted flight required very little down elevator. This Ultimate was not a hairy beast. It looked well and was very well behaved indeed until I tried a snap roll - this was ballistic - three gyrations in less than the blink of an eye (a wonder it didn’t snap apart. Ed.) took us all by surprise, but fortunately snapped out of it just as quick, thank goodness.

Slow speed handling was good for a small biplane and I felt comfortable doing a few slow fly-bys for the ‘David Baileys’ to take some photographs before landing. Touch-downs are a treat. Just line her up on fast tick-over, it loses height nicely, round out and it runs along the runway nicely, thank you.

To summarise, this ‘Plane Nutz’ offering, the quality is very good, every part fits accurately and its quick to assemble with no problems. The covering and finish is excellent and this is one model that its hard to pick holes in. It flies as good as it looks and with a Saito 45 up front flies quite fast at full throttle. Even a good 25 two-stroke would be adequate. It’s a safe model to fly on the suggested throws - increase them and I’d think anything goes! It’s not the hairy beast it looks and for a small bi-plane it’s a nice one.



Gavin

ULTIMATE SMALL BIPLANE - from Plane Nutz

As a balsa-basher at heart, I must be sick in the head to build another ARTF model, this time for 'Plane Nutz' owners, directors, partners! I was invited to their emporium just after their first delivery of ARTF kits and we inspected at least eight models of their range - like bees round a honey pot. But on un-packing the Ultimate '40' Biplane, the colour scheme makes you want one. Closer inspection reveals it's accurately and well made. Morris said, "Build it and evaluate it for us. We've got to know what we're selling." That night I purchased a 'Lancair 52' which is also a very pretty model and confirmed that I am sick in the head!



Without a blow by blow account of assembly, this model goes together quickly, all components fit accurately. The bottom wing dowel was already fitted and could be slotted into the fuselage straight out of the box. Even the captive nuts for the wing and undercarriage are fitted for you - you just have to find the pre-drilled holes under the film with a pin. The engine centre lines are marked on the bulkhead and the only skilled work required is fretting out the cowl to suit your particular engine. The nylon outer snakes for the elevator and rudder are fitted also the 'Y' join of the two elevator halves is ready soldered and the only minor task was fitting the throttle control rod to suit the engine. The only modification made was the fitting of extra ply doublers inside the fuz at the cabane strut fixing points (belt and bracers, me.) The undercarriage is a nice unit, adonised, too. The tail wheel assembly is a sprung unit. Nice touch that. The fibre glass spats are rebated to take the under cart, so no dropping spats after take-off. All accessories are good quality - there were a few nuts and bolts short but this was the only criticism found. All the components fitted well without any problems at all. On 'final assembly' the instructions say, "Use the template to line up the top wing



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Gibbs Guides

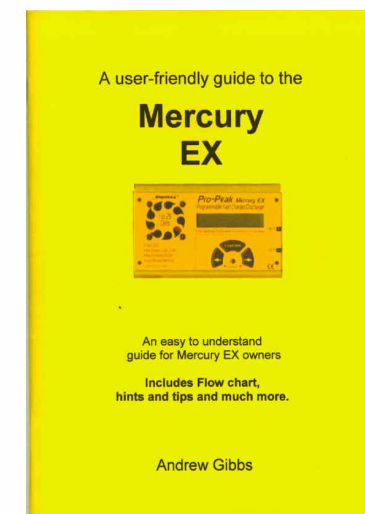
User friendly guides by Andrew Gibbs

Lithium batteries	£7.75
Nicad and Hydride batteries	£6.75
Mercury EX	£6.25
Super Nova	£6.00

Cadmac members may enjoy a £1 discount on above prices when buying at a club meeting.

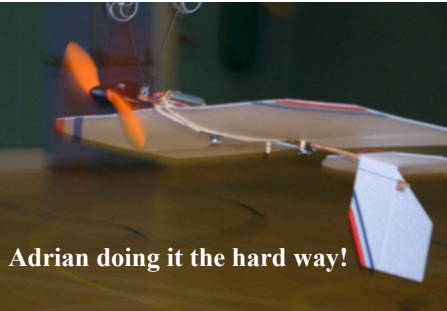
Latest Release
Gibbs Guide to Lead acid batteries

Andrew Gibbs 01243 861 804



Westergate Community School

Our indoor flying season got off to an excellent start with a three hour session at the Westergate Community School. It turned out to be a lovely venue for indoor flying with its light blue walls and its 'daylight tube' lighting. Perfect for photography even without flash.



Paul preparing to take off.
Alan was just hovering around.



8 Adrian was just hanging around.

Thanks to all who came and to those that helped with the timing, funny clock John!

I hope all enjoyed it and will come to the next, which will be a slope comp on the Trundle or electric at Porthole if the wind is not suitable.

I/C Climb & Glide.2006	ROUND 1	ROUND 2	Non BMFA 'A'	10%	TOT	FREQ	POS
Name	Time	Time					
R Beadle	2 05	1 58			4 03	72	5
G Chant	-----	3 39			3 39	68	7
M Campbell	1 58	-----			1 58	59	10
T Chant	3.15	3 15			6 30	77	DNQ
J Ryall	1 58	3 24			5 22	61	2
P Wills	2 14	2 11			4 25	57	3
M Blundell	2 05	1 38			3 43	56	6
B Smith	2 34	3 56			6 30	75	1
B Churchill	2 03	-----	*	0 12	2 15	74	9
H Walton	1 49	1 29			3 18	79	8
C Stevens	2 02	2 02			4 04	?	4

Electric Glider Evening.

For those of you who are interested there will be electric glider flying at Porthole on Wednesday Evenings. Someone will be there from about 1600 hrs, depending on the weather.

This is for anybody that wants to learn and to improve, no limits on what can be flown, some of the new club comps can be tried out to get experience.

No pressure just for fun!!

The first start will be after the clocks go back.

Cheers

RAY

Ray Beadle



I/C Climb & Glide Competition



Tony and Bruce shared the exact same total time of 6m 30s.

Saturday turned out to be a fine day if a bit cold, light wind from the NE. There were eleven entries with models ranging from fun flies, thru a pattern ship to old timers. Two rounds were flown before it got too cold. All Transmitters were checked to see that they were on their frequency and that there were no clashes.

The best time in the first round went to Tony Chant but we lost three models, one to a wheel falling off on take off, but Brian Churchill carried on with the flight and made a good landing on one wheel, well done! Maurice managed to fly into the rough on landing near the pits and damaged the u/c, while George had a loss of radio contact after the engine run and totalled the model. The Monitor showed a spread of radio signals on the bands next to his, this is something that needs looking into!

The times ranged from over 3 mins down to 1.5 min.

In round two George flew Tony's machine and showed Tony how to fly this model, getting over 3.5 mins, but the best time went to Bruce with just under 4 min the lows was again 1.5 min. No problems were noticed in this round but it is interesting to note that engines seem to be difficult to start on Comp days! The result after totalling the two rounds, which included 10% bonus to Brian as he is still a novice, was a win for our Clear Dope editor Bruce Smith, second going to John Ryall and third to Pete Wills.

First Indoor Meeting - March 4th



Peter goes through his pre-flight checks.



Toni launches shortly before his model 'alighted' on 'a light!'



Even your Ed. Managed to get airborne.

The hall was quite warm and pleasant with an access doorway into the cafeteria where a number of our group availed themselves of refreshments amid the scantily clad bodies of nubile young gymnasts, netball, hockey players and the like. The sacrifices we sometimes have to make!

The only down side was the lack of support which meant the day did run at a financial loss but it was never-the-less a great success in flying terms.

Once again, many thanks to Gavin Bidwell for setting up the venue (it was nice to see his dad again) and let's hope the April 2nd meeting will be better supported.

Frequency Crystal Survey

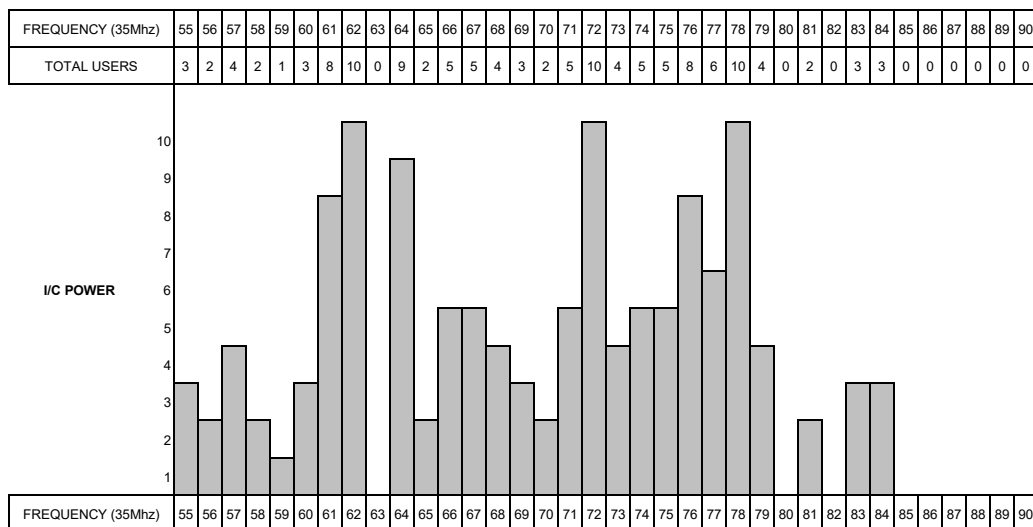
Its quite a few years since CADMAC ran a survey of the frequency crystals in use on their various R/C flying sites. (Before my time here anyway. Ed.) So committee decided it would be a good time to review the situation, particularly in light of the new factors affecting our flying codes of practice:

- 1: There has been an additional allocation of 35 MHz frequencies for out sport;
- 2: We have split electric 'light' flying frequencies from electric 'power' flying frequencies on out Thorney site: and
- 3: Helis, gliders and electric 'light' flying have their own separate 'base' on Thorney Island with peg-board and allocated frequencies. (81 - 90 MHz)

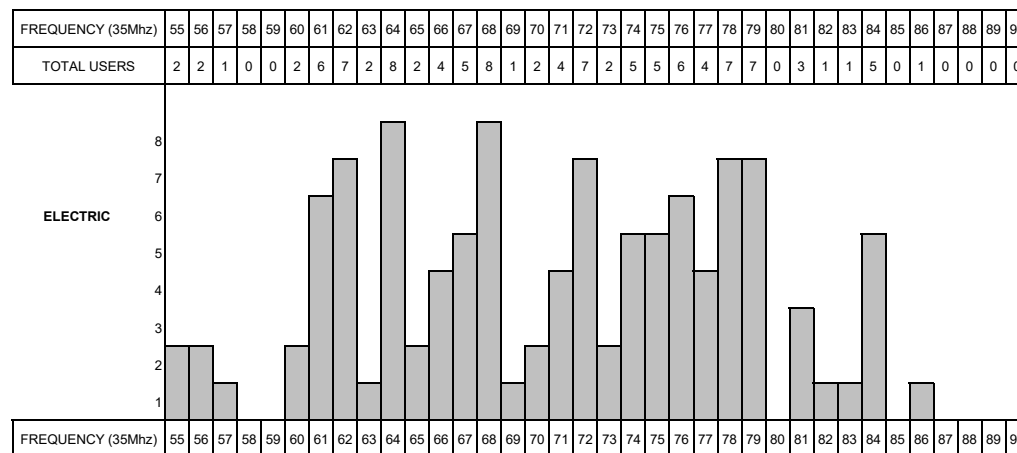
My aim, in producing the survey results in this tripartite format, is to make it as useful as possible for members, so that the next time you purchase a set of crystals you will be able to opt for the less used frequencies (or even un-used frequencies) to suit your particular flying needs. Eg. week-end electric flying at Porthole Farm.

Hopefully the bar charts of frequencies and their distribution are self evident.

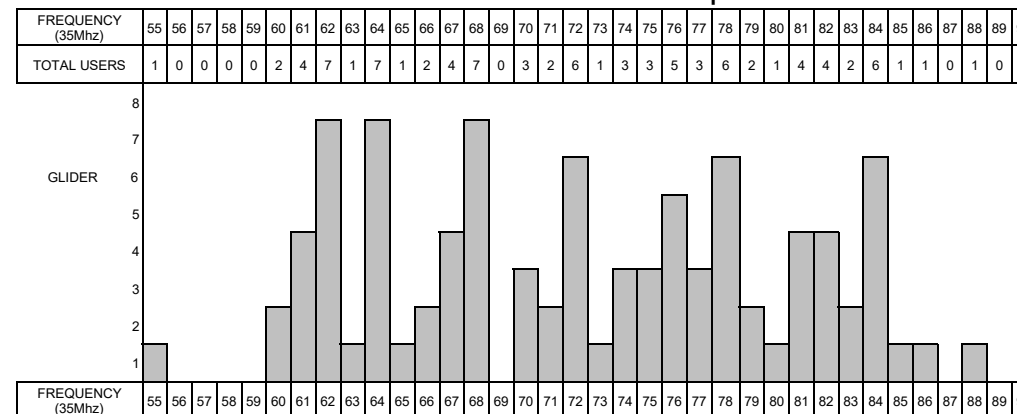
I/C Power - both F/W and Heli



Electric - light, power and heli



Gliders - both thermal and slope soarer



In all, 61 of our 120 members made the effort to respond to the survey which isn't too bad, I suppose, as I know that there are quite a few members who do not fly R/C.

UHF and 27 MHz

I have not published formalised data for these since only one member indicated the use of UHF frequencies and four members provided 27 MHz information of which there were 2 Red, 1 Orange one brown and 1 Blue.

My thanks to those of you who took the time and effort to respond.

DMG