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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.



# Chichester and District Model Aero Club

## Committee 2004

Chairman	Peter Sackman	01243-373041
Secretary &	Trevor Bowry	01243-780949
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Treasurer &	Alan Misselbrook	02392-470871
Membership Sec.	email address: alan.misselbrook@talk21.com	
Snr. Training Offr.	John Riall	01243-782922
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Slope Rep.	Ron Hemblade	01243-572819
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## Committee appointed positions

Junior Members Protection Co-ordinator:  
Bruce Smith 01243 531602

**Visit our brand new  
website  
[cadmac.co.uk](http://cadmac.co.uk)**

## Cover photograph:

A view up the Static Display flight-line at the Fishbourne Playing Fields Association's Open Day last month.

## FOR SALE (JR having another clear-out)

Electric Glider 81" wing span complete with mini servos,  
650 motor + folding prop and Jeti speed controller. (No Rx)  
All new - twelve flights only - my reserve model. £80.00

JR XP 643 Complete Radio Set  
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1 new JR 627XZ PCM receiver £25.00

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OS SF 25 (new) engine (No Rx) £75.00

Micro Mould Starlet 42" wingspan aerobatic model  
Complete with servos and OS 25 engine (No Rx) £50.00

Contact John Riall at the club on the field or telephone on: 01243 782922

**TeX & ReX** *by Ecurb*





## Competition Calendar 2004

All comps will start at 12 noon.

September 12th - Sunday - B Certificate Competition - Thorney Island

October 17th - Sunday - Bomb Drop - Thorney Island

**Slope Soaring Competition - Venue - Trundle Hill - New date to be set**

4th/25th September - Andrews' Sailplane Cup (Thermal Glider) Venue

## Forthcoming Events

21st/22nd Aug	Royal Victoria Park Hobby Extravaganza.
28th/30th Aug	BMFA Power Nationals. RAF Barkston Heath
18th September	Croydon Model Show, club coach trip (seats )

## FOR SALE

**Brand new OS 40 LA complete with silencer and 8oz fuel tank. £45.00**

**Contact Tony Cowell on 01243 674222**

**INDOOR FLYING**  
**WESTBOURNE HOUSE SCHOOL**  
**OVING**

**Next Meeting**  
**19th August at 20.00hrs**

## Editorial

With three successful show visits under our belt there's just Croydon left this season, as far as club outings are concerned. This show, organized by the Croydon Model Club on September 18/19 is now called the Southern Model Air show and will be held at the Hop Farm, Paddock Wood, Kent. (Just north of Tumbidge Wells) As well as the usual flying displays and trade stands there'll be a boating pool and model car racing track.

Admission charges as follows:

Adults: £6.50 Family Ticket: £17.00  
Senior Citizens/Children £3.50

Trevor Bowry and Ron Hemblade have arranged for a minibus which will be going to the show on Saturday 18 September, and there are still seats available. For those of you who've never been on one of our club jollies I thought I'd give a rough outline of the proceedings to see if we can tempt a few new faces for the next outing.

We like to get to the shows quite early so we usually arrange to meet in the car-park of Fishbourne Club between 7 and 8 am, depending on how far we've got to travel. There are frequently huge bring and buy sales and obviously the best bargains are soon gone. Also the best of the show bargains may also have gone for those who turn up late. The Bosham Monday Club minibus, which we use, is very new and in excellent condition with disabled lift, good ventilation and comfortable seats. Our resident driver, Mick Blundell is most careful and courteous and journeys seem to go very quickly and smoothly. (That's not to

say that driver baiting isn't one of the most enjoyable pastimes during the journeys.) We're charged 60p per mile for the hire so on arrival we double the mileage and split the cost between the passengers. Of course we don't all go to spend vast amounts of money, despite the rumours, but there usually are lots of specialist stalls, dedicated to aero modelling and many members like to go to at least one show each season to stock up on the special little bits and bobs which are so cheap at the shows but so expensive in a little poly bag from the local retailers. (e.g. A bag of 200 assorted length M3 nuts and bolts for £1.50.) Some people like to spend most of the day methodically perusing the trade stands to find out what's the latest on the market and of course everybody is thrilled and excited by the models which are on display and the quality of the flying on view. The events are quite inspirational for any number of reasons.

On arrival we all tend to go our own separate ways making short alliances throughout the day, then as the afternoon draws on we tend to all congregate as a bunch to watch the last of flying together. We have even been known to have a beer when we get back of Fishbourne! Fancy a laugh and a good day out? Give Trevor a ring on 01243-780949 and I'll see you on the coach.

*Trevor*

## Demon Tweaks For your standard 600 motor

Taken from the Vortex Website.

You could be forgiven for thinking that a new motor must be in the best of health, and it's not far off. In truth though all motors need to be run in to get the best from them, and this applies more to a standard "can" motor than to a "hot buggy" one. There are several tricks which can be tried and we at Vortex don't claim to know them all, and just like anyone else we sometimes ask "the experts".

In this case we talked to Nigel Hawes of RCME whom we thank for this great tip.

First you need a non metallic jug with about 3" of water in. Add 4 - 5 drops of washing up liquid to the water.

The wires from the flight pack will need to be long enough to allow the motor to be totally immersed in the water, without the battery connections coming in contact with it.

### THIS IS VERY IMPORTANT

Connect the flight pack directly to the motor and slowly lower it into the water.

This is where the fun starts! Because you are going to get wet! The motor will whine like hell and

the water will get very frothy and turn a dirty grey. Don't be put off by this, it's perfectly correct. Keep the motor running for about a minute then lift it out and run it until dry.

Repeat this process two or three times using clean water each time.

When this is done the ends of the



brushes in the motor will be a perfect fit to the armature shaft. Dry the motor and lubricate with light oil or "Slick 50" an alternative to oil containing PTFE. Remember to oil both ends of the motor case

All being well, there should be a noticeable improvement in performance.

The motor will sound freer running and higher in pitch, and you can typically expect another 1000 RPM with a prop fitted.

If all this seems like a lot of extra work and you would like to really get your new Vortex Warbird around the sky, then we suggest fitting a Hot 600 Buggy motor as a replacement for the standard motor supplied in the kit.



stolen by a nineteen year old lad from the Hastings club who flew like a world champ. Their secretary was telling us he rolled up at the club 18 months ago asking to be tested for his 'A.' Now Ali has taken him under his wing and they make a formidable duo. We all thought that the trade stalls were down a bit on last year but that didn't stop CADMAC members caning those traders present. As with all shows there are great deals to be had on the day and I know for a fact that three of our members each bought a complete T7CP radio set for £165 and another member bought the T9CP tranny with nicad & xtal for £198.

*Bruce*





# HASTINGS



Another sunny day and another Model Airshow. This time a lie-in and meet at Fishbourne at 8.00 am. Mick Blundell on the stick once again and we were off to Hastings. The wind got up quite strongly during the day but that didn't detract from the absolutely breath-taking displays we saw. There were display teams, local fliers, aerobats and warbirds. Ali Machinchy was only one of the stars of the show on this particular day. He of course gave breath taking displays with his Sukhoi and his Eurofighter but some of his thunder was



## WEATHER-WISE FROM OUR NET HOUND (An email I received this month from Colin Stevens)

I used to use Chimet for local weather reports, but I've just found another weather site even more pertinent to South Thorney.

<http://www.cambermet.co.uk/wind.htm>.

Does everyone in the club know about this one?



Picture enclosed shows location. They operate a WAP mobile phone reporting service, but not a direct land-line phone service, as far as I can see.

## AEROMODELLING DEFINITIONS

Extracts from the Tex&Rex Aeromodellers' Annual 2003

**ANGLE OF ATTACK** - Direction from which you are hit after setting up a nice mid-air with your club mate's new plane.

**AUTOROTATION** - What your car does on icy roads.

**BALSA** - What P-51 pilots have a lot of.

**BALSA STRIPPER** - Lightweight female dancer, rhythmically removing covering, to show inner structure to drooling RC Pilots.

**BLIND NUT** - Judge at a pattern contest.

**BULKHEAD** - Removable part of fuselage. Comes off on landing.

**CARPET FIBRE** - When others are bragging about their high-tech composite planes and you have only the Gentle Lady you built on the floor of your two-room apartment, mutter quickly (under your breath), "Yep, this baby's reinforced with Carpet Fibre!"

**CIRCLE TOW** - How to point someone in the direction of the scoring tent when you have both hands holding your plane together until the quick epoxy sets.

**CRASH** - Quick method of removing radio and engine from a model to fit them in your new one.

**CRASH** - Also: Synonym for "re-kitting" a model

**CENTER OF GRAVITY** - Point in which G-forces, dedicated to separating wing from fuselage, do their stuff.

**CANARD** - Frequently seen at ponds. Willing opponent for dogfights.

**COMPUTER** - Device that enables you to make mistakes at the speed of light.

**CYANOACRYLATE** - Special glue, instantly curing when parts are misaligned, will hardly (if at all) cure when parts are correctly aligned.

(To be continued)

# ANDREWS GLIDER CUP

The first of the three comps happened on Saturday 10th July. By 1.00 pm eight contestants had arrived on a warm, overcast but windy airfield. After the usual flight testing the competition was soon under way. Mick Blundell set the pace with time of 4:22 soon to be overtaken by George Chant whose time of 5:39 lead the first round.

The second round saw some good times but, alas, George 'Cs' wings folded on the line giving him no score and leaving Adrian Childs a few seconds ahead of Ray Beadle in this round.

In the third, Adrian put in a time of 5:49 with no further opposition giv-

ing his best two fights a combined time of 10:58 and making him the winner on the day.

Well done to Ron Hemblade who had a disastrous competition last year. With a little more practice on the bungee his model could put in some very good flights.

The next two competitions, we hope to have in September.

Wot a luvly stress-free day gilding is.

*Mick Blundell*

Xtal	NAME	ROUND 1	ROUND 2	ROUND 3	BEST 2
62	Mick Blundell	04:22	04:05	03:16	08:27
72	Adrian Childs	03:46	05:09	05:49	10:58
80	Don Biles	02:47	03:02	-	05:49
68	George Chant	05:39	-	-	05:39
84	Ron Hemblade	01:17	04:07	00:34	05:24
77	Ray Beadle	05:31	04:55	03:32	10:26
61	John Riall	02:55	02:16	02:10	05:11
74	Eric Gregory	04:27	02:00	02:31	06:58

year. Finally we were taken into the assembly room where on a decent sized modeller's table all the separate kit contents come together in one box. This room had wall to wall shelving with boxed sets of component packs all gathered together painstakingly by hand. There were boxes of props and spinners, boxes of cut length elastic, cowls, canopies etc.etc. A five minute trolley dash would have been nice.

So, next time you're looking for something to build, have a look at the Pro Scale range from West Wings. We can vouch that the wood choice and quality is excellent as is the design and production.

Keep a look out for them on the trade stands or contact them directly West Wings is a trading name of

Pro Scale Ltd. 7 Gilly Gabben Industrial Estate, Helston, Cornwall. TR12 6BB. Phone: 01326 221434 and get a copy of their catalogue.

They really are a great bunch of people and their endeavors deserve reward in an age where so many of our small specialist suppliers are driven out of business by the big boys.

*Pro Scale*







This table saw was originally owned by 'Solarbo'

unit was divided into clearly defined areas of product and material storage on one hand and tooling and production on the other. There was an awful lot packed into the factory yet it seemed very tidy and well thought out. Impressive machinery stood about that most of us would sell our granny for. CNC laser cutting equipment, in another room a vacuum forming machine but oddest of all a good old-fashioned printing press. West Wings have their printing dies etched and cut. This is why, as Trevor Bowry remarked recently, their balsa printing is razor sharp, and not smeared across the face of the wood as in some other



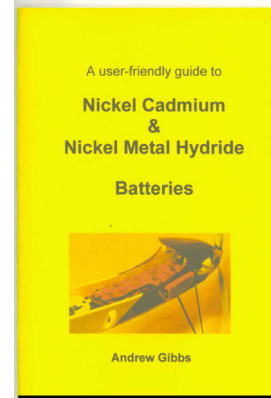
Tools of the trade: Above, CNC cutting technology and below vacuum moulding machine. Yes please Santa!



kits. The range of aircraft they produce is quite stunning considering the size of the organization. They make two sizes of scale rubber powered models, easy-build profile scale models, sport and duration rubber powered models, FF gliders and gliders and electric powered models for radio control. In the main office we were treated to a sneak preview of the newest design to roll off the drawing board. Something really special and exciting but - sworn to secrecy - we aren't at liberty to disclose until it's been officially launched, later in the

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# FANTASY OF FLIGHT

A detour from the Florida Jets by John Riall

Kermit Weeks Fantasy of Flight Aircraft Corporation is at Polk City Florida. Well what can you say? Only pictures can really do it justice. 90% of the aircraft here are in flying condition and restored better than new. You enter through a WW1 theme area with a film of WW1 flying history then into a WWII pilots' briefing room - another short film and all the sound effects in semi darkness.

Next, through a fuselage with the doors open, stars and clouds going by and a strong breeze - ready for a parachute drop! Then you walk into a dispersal area with a B17 parked up. Where else can you enter the back of a B17, hear the intercom chatter and the guns firing then walk up to the cockpit and have a chat with the pilot?

Next into the hangers. Over 46 aircraft on display from the diminutive Gee Bee and Bucker Bestman to the mighty Short Sunderland which you could clamber all over. Pick of the bunch was the lovely Grumman F3F biplane and a the rarest Dakota on floats. On to the restoration hanger and workshops with an informative guide. The storage areas with aircraft to be restored had hundreds of engines - some RR Merlins still in manufacturer's wartime crates! There are five other aircraft storage facilities elsewhere, full of aircraft, spares and engines. What Kermit Weeks restores he also flies not to mention the vintage cars here and there. We can only dream on.

At 2.30 pm they demonstrate the flying qualities of their Feisler Storch, the German WW2 STOL aircraft. Almost hovering in the breeze it taxis back within 20 feet of you. What a great day out.

Back at the car. Boot up and a cold beer. Gosh, it's a hard life out here! During the day a biplane was flitting about, giving flight for \$55. A closer look was called for. This vintage early 30s aircraft with a nine cylinder radial engine carried four passengers plus the pilot - so - four CADMAC members parted with \$55 and in the New Standard D125 barnstorming with Waldo we did go.

We donned our 'Biggles' gear and belted up. Myself and Mark up front, Morris and Mick in the middle of this open cockpit biplane. The radial engine coughed and spluttered into life and then running sweetly taxied into wind. (This engine was fitted to 'Spirit of St. Louis' on its Atlantic crossing.) I thought, where else could you peer between radial engines through a wooden prop, in its wash with three of your mates? The engine only increases 400 rpm to full power. The tail comes up early, vibration surprisingly low and we hardly feel her leave the ground as she climbs slowly over Interstate Highway 4. Then the lakes come into view. After gaining height and levelling off over a large lake at 70 knots the barnstorming begins. A few tight wing-tip turns showing off its lovely elliptical wing tips, a couple



**Closet modeller? Christine disappears into the 'stock room' to fetch out another fine example of Pro-Scale / West Wings products.**

to have a word with one of the designers. (Would we?) Moments later she re-appeared with Ron Marking one of the company's two designers. The other, Peter Shepherd, was elsewhere on business. Ron too was a little guarded with us to begin with - we had turned up totally un-announced, of course, but our interest and enthusiasm for their business seemed to percolate through and he was soon talking with great enthusiasm about their ethos, their set-up and the range of products. While Andrew and Ron

were in deep conversation about product development, Christine, who very shyly refused to be photographed, confided that she did a lot of the model building for the photo-shoot sessions. She admitted that she particularly enjoyed that part of her job but confessed to being something of a perfectionist, this was borne out by the build quality of the models we inspected mostly kept in a cubby hole just off the main reception - a real Aladdin's cave.

Soon we were invited into the factory part of the building and we felt very honoured since everyone was extremely helpful and prepared to give of their time. The large factory



**Andrew and Ron discuss the design details and flight characteristics of the Orion 'E' which is based on their slope soarer but with modified fuselage and tail-plane design.**



# CHEEK OF THE DEVIL

Just south of St. Austell (S'nozzel) in Cornwall and around the headland from the picturesque harbour of Mevagissey lies the bay of Pentewan, a haven for caravaners, campers and boaty people of all kinds. T'was here, this mid July, that our two erstwhile CADMAC members encamped, suitably equipped with aerial paraphernalia and intentions to teach those seagulls a thing or two about flying. Bored with harassing other campers, frightening children and driving away all forms of coastal wildlife they were looking elsewhere for gratification when they alit on a newspaper advert for the annual air display at RNAF Culdrose. So, having dispatched the memsahibs on a (very costly) shopping trip to the nearest retail therapy unit, and having eventually concluded that the display was at the air base near Mawgan, Cornwall and not the air base near St Mawgan, Cornwall, we set off through the thick smog known to the locals as a light sea mist. Upon our arrival, around mid-day, the barely visible squaddie on the gate assured us that clear blue skies were forecast for 1.00 pm, the advertised commencement of the flying display, but young Gibbs, no Tom Noddy in matters aeronautical-ly meteorological decided to pull rank and, following a short telephone conversation to a certain flying school near Cambridge we had the full aviation forecast for the Cul-

drose area. And it was bleak. What to do then? Neither of us fancied shelling out fourteen quid just to walk round the museum - and mostly helicopters at that. How about cutting our losses and investigating that roadside sign-board we'd glimpsed through the murk on our way in. It could have been our imaginations playing tricks on us but No! Sure enough, as we retraced our steps, just a few hundred yards from the air base and fronting a small industrial estate we again read that sign board: West Wings - Pro Scale Ltd. Could it possibly be....

Nothing ventured, nothing gained, we thought, and so up we parked and armed only with Gibbs' charm and my camera we proceeded to ring the door-bell of this unprepossessing building. The door swung open and we were invited into the foyer by a very pleasant, smiling, middle aged lady who introduced herself as Christine. We introduced ourselves and declared our interest and while she declined to buy a cut price copy of 'The User Friendly Guide to the Cottage Model Aero Industry,' she never the less didn't throw us out on our ears or set the dogs on us. (Funny how you only notice the warnings after you hear them barking.) We talk for some little time about the company and its products, while Christine (Roberts) was no doubt sussing us out before she asked us if we'd like



of mild stalls - it just nods its nose. Nose down and gaining speed then up for a mild stall turn, nothing high 'G' (no one lost their cameras.) This was repeated several times. Great fun! Another stooge round the area then a large circuit round the airfield descending slowly, low over the fence to a perfect touch-down after a 25 minute flight. It seemed a privilege to have a flight in this almost unique aircraft (only four were made.) The owner's father took us up. His mother saw to tickets, helmets etc. The book documenting its

history and restoration was interesting. During the prohibition period in 1933 its owner was caught smuggling spirits. The present owner we met the following week, but that's another story!

A handwritten signature in black ink, appearing to read 'John Smith', is written in a cursive style.





# Fishbourne open Day



Ably assisted by Ron Hemblade, Mighty Mickey is prepared for take-off.

Saturday 17th July was a sunny but, as last year, windy day for the FPFA annual open day. As we'd been invited to display in the afternoon, Tony had had more time to safely prepare the area with signs, barriers, flightlines, TX monitor, tent etc.etc. In all a heck of a lot of work before he then set about providing free beer and barbie for any CADMAC members who turned up to support. We put on an massive static display - thanks to members for bringing their mods - but due to the high winds our flying displays were limited. Dick Stepney with his Leprechaun and mighty Mick Blundell with his Mighty Mickey put on an excellent control line stunt display although Mick, a little less mightily, suffered from interference (between brain and hand) and con-

verted Dick's Peace Maker into a Piece Maker! (Sorry!) The R/C flying came from Alan Litchfield with his Kaos, Tony and John who flew their electric gliders to good effect and John also managed to give a good account with his Aerovan despite the wind which proved too great for my Shock Flier. The flying and static displays attracted a great deal of attention throughout the afternoon including that of a minor urchin clutching a shiny £1 coin who wanted to know how much it was to have a go.

I didn't quite catch John's reply!

*John*



Above: Dick keeps a close eye on the sausages as Tony does an impromptu Mrs Beaton for club members.

Below: A very chukka looking John Riall beams triumphantly upon having safely and impressively landed the twin without losing it over the back of the down-wind trees.

