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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.

AUGUST 2006

CLEAR



In this issue:

TT's Nats Hopes Dashed

Photos from the Shows

CHICHESTER AND DISTRICT

Chichester and District Model Aero Club

Committee 2006

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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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Cover photo: 60% Pitts piloted by Ali Machinsky protégé James Morris was one of two similar beasts at the Hastings show where most of the displays were LMA.

Saturday 30th September

Has been re-designated as a further glider competition day on Thorney Island due to poor conditions experienced on the previous days. Please note that other general flying is not permitted during the glider comps.

CONGRATULATIONS

Congratulations go to three club members passing BMFA Flying Achievements Scheme awards last month.

Roy Aston achieved his 'A' certificate and both **Steve Skinner** and **Terry Burley** achieved their 'B' certificate. Well done to all of you and perhaps especially well done to Terry who is well past the first flush of youth. It just goes to show that its all wrong what they say about 'old dogs!'

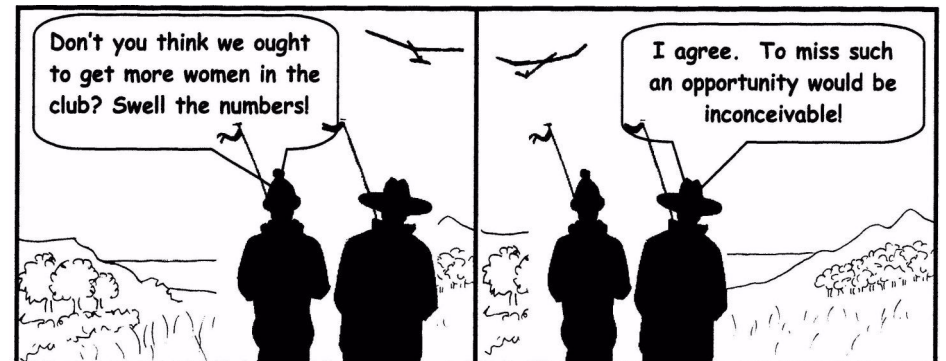
BANNED FREQUENCIES

It has come to our attention that park fliers operating on frequencies between 2.1 and 2.4 GHz are legally for sale at local model shops.

Committee and BMFA would like members to know that:

- (1) BMFA Insurance will not cover any accidents which occur whilst using such equipment;
- (2) Only the stated ranges within the 27MHz and 35MHz bands are covered by our insurance; and as a result
- (3) All other such equipment is banned from any of the CADMAC flying sites.

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
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	Build a Chuck Glider Night		
September	16	Hop Farm Show Club Outing		
September	16	Indoor Flying - Seaford Col. 2 - 5 pm		
September	23	Scale Symposium		Thorny
September	30	Revised Glider Comp		Thorney
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		
January		Subscriptions		
February	04	Indoor Flying Westergate		2 - 5 pm
March	04	Indoor Flying Westergate		2 - 5 pm
April	08	Indoor Flying Westergate		2 - 5 pm



Weight Watchers edition again!

Editorial

This month I only received CD contributions from Toni Reynaud (our secretary) Keith Wood (our Treasurer) and Colin Stevens (our resident wag.)

Isn't it time you pulled your finger out! Lots of us go to the shows, everyone has 'experiences' on the field or commissions new models.

I spend between four and seven days a month putting CD together—don't expect me to write all the reports as well. I hear so much 'hot air' talked all the time about Aero-modelling and I often feel like interrupting and saying, " why the H*ll don't you spend less time talking and put your thoughts on paper for the benefit of everyone!"

Anyone who has the slightest doubt that the future's electric should have a look at and listen to the streamed video on:

<http://media.putfile.com/Sound-equipped-81inch-P-47-Flight-1>

Above: Pete Nicholls' electric Hangar 9 P47 on finals at Middle Wallop. The new sound modules fitted to large electric models can kick out 80 watts RMS of digitally sampled sound through two on-board loudspeakers - that's 90 dBA at one metre.

Merlin, Wasp and Benz engines cough and splutter into life, clank and rattle as they tick over then throb and roar with ever changing frequency as the throttle is progressively opened. And they fire guns!

The video is good but hardly does justice to the model sound in real life.

Jimce

**Minutes of the
Committee Meeting
Tuesday 6th June
from Toni Reynaud
Hon Secretary**



Present

Tony Chant, Toni Reynaud, Ron Hemblade, Ray Beadle, Bruce Smith, Harry Walton,

John Riall, Gavin Bidwell.

Apologies

Keith Wood, Andrew Gibbs, Mick Blundell

Matters arising from previous minutes

There was discussion about the Park Flying that took place on Thursday 9th June. Feedback from the members voiced concern that there was no clear pit area or flight line. First committee member to arrive on 14th July is to gather up the members present and define these areas by consensus. Things to note – Pegboard by pits; pits by the outside table/patio area; cricket strip to be used as takeoff area if agreed by all; **NO FLYING OVER THE C/L AREA**; clear the flying area after landing. In fact, all the normal stuff.

Bruce S has done an article in CD in reply to the letter from J Morris regarding flying on Thorney when there is an east wind. He has tried the suggestion of flying from the southern end of the runway, and thinks that it works well. John R suggests that there should be a discussion of this matter one club evening with all interested members present, but there is doubt if many are interested enough to turn up for such a discussion. A final statement was agreed that ALL members, when flying in easterly winds, should turn IMMEDIATELY after take-off to ensure that there is no massive encroachment into the forbidden area. It was stressed again that too many reports of models flying over the grass to the east of the runway might possibly lose us the use of Thorney.

It was noted that when pre-A cert pilots need a stand-by pilot or instructor, they should not use a neck strap on their Tx, as this prevents the safety pilot from taking control in the even of loss of control. Three models have been lost recently when this situation has arisen.

It was noted that many pilots under instruction give no thanks to the many instructors in the club. We would like to see this situation remedied to encourage



Ali also treated us to a heart stopping low level aerobatic display with this 16' wingspan, Wren turbine propelled, all glass sailplane. Tony Nijhuis flew his latest design, the Wellington, below, which, like many of his other designs can be purchased in 'plan and wood-pack' form, where all the wing ribs and fuz formers are laser pre-cut.



HASTINGS



Another great day out with a huge LMA presence and a lot of very different models. Bob Johnson flew his 60% Bleriot Monoplane (with Vickers designed flaps.) Ali Machinsky flew his turbine powered Concord in Virgin Atlantic livery (if only). He told me this is the most difficult of all his aircraft to fly.



the instructors to continue their good work.

Tony C gave John R a note that A Misselbrook's name is still on the Club Accounts. This must be updated ASAP.

Club/Membership issues

One new member has joined. Tony C to check if Mr R Aston has had his membership documents yet. K Wood is to ensure that all new members receive a Pilot's Handbook.

Monthly meetings/social programme

June - Outdoor Park Flying, C/L & Free Flight. Pegboard to be used – will be supplied by Mick B.

September –A technical talk on repairs to model aircraft.

November - Ken K - John Farley is booked for the club evening.

October – Club Auction – Toni R to broadcast the event to other local clubs to try to boost attendance and turnover.

Outside Events

2 seats left for Hastings, 3 for Hop Farm.

Competitions

No-one turned up for the Electric Glider at Porthole Farm, so there are no results for this.

Training

There have been two B's and one A awarded this month. John R appears to be doing most of the raining an examining – more help would be welcome, as would appreciation and thanks from the trainees. Some discussion was had on the different approaches used by various trainers in an attempt to formulate a standard method and items covered.

Safety

The frequency checker is to be returned to the Committee for general use.

Some ARTF Park Flyers are sold with 2.1 to 2.4 GHz radio systems. These are not legal in the UK, and are not insured by the BMFA in the UK. THEY MUST NOT BE USED! All members are requested to check their models for this.

Communications

Bruce S - CD has been printed for this month. The printer is now fully functional. There is to be a flyer in all CD's this month requesting all members to update their vehicle details – member's name, vehicle make, model, colour and registration number. New photos would be appreciated too. Website is OK.

Thorney Island

The First Aid Box and contents are looking worn – to be replaced. John R to source a box, kit and incident book.

Trundle

Nothing to report. No favourable winds this month. Ron H and Tony C keep an eye on the site in passing.

Porthole Farm

Nothing to report.

Indoor flying

Dates for flying at Westergate are confirmed as 4th Feb, 4th March, and 8th May, 2-5 pm.

Junior matters

Nothing to report

BMFA

Nothing to report.

AOB

Next meeting Tuesday 1st August 20.00

Joni

CADMAC Pilots Handbook No 54

The handbook was revised and updated last summer. The Chairman is keen that all Club members have a copy so that they may familiarise themselves with the Club rules and their obligations when using flying sites and Club facilities. If you do not have a copy, then please contact me at a Club meeting, by E-Mail or telephone.

Fishbourne Club Membership

I have this year's membership cards for the Fishbourne Club. In the interest of CADMAC finances, I can not post these individually to Members so if you have not got your card, then please contact me at a Club Meeting.

Keith Wood

Treasurer and Membership Secretary

keithwood@supanet.com

01903 732595



MIDDLE WALLOP



Lots of interesting stuff at the all electric day - sports, aerobatics, scale and ducted fan jets (including JePe's 204mph world record holder.)

My favourite was John Ranson's ME 109, built from the Brian Taylor plan and containing his 'half pound' sound system (Benz engine and m/c guns.)



WINGS AND WHEELS



W&W gets bigger and better every year. Even Spiros from RC Hotel came over. The Bring and Buy is always a major feature and everyone's first port of call. A great club trip day + we met up with many friends. Below, Fred's Pan European caused as much interest than much of the flying displays.





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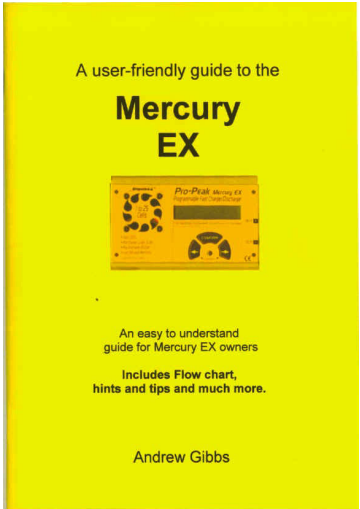
User friendly guides by Andrew Gibbs

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.

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TT NATS HOPES DASHED



Sadly P51D Mustang 'Twilight Tear' won't be competing in the Clubman Scale event at the British National Championships this coming August 26th to 28th at Barkstone Heath, Lincs.

Following her 2nd place in the static judging at last year's Nats I was hoping to get a decent result in the flying this time but that all went out of the window following a bad landing which broke the nose through its weakest point.

The accident occurred a couple of Saturdays ago, following the Sailplane Comp down on Thorney Island. I took TT down there about 3 o'clock in the afternoon to see if I could get in some serious practice on my scale schedule once the gliders had finished. It's quite difficult to practice during normal flying sessions as I have to keep half an eye on other craft and can't always use the sky with the freedom you experience in a competition when you're the only one up.

The forecast all morning had been Wind Southerly Speed 9 mph. It had been raining but that was due to fizzle out by about 2 pm so I thought 'Perfect,' and set off with high expectations.

As I passed the hangars I met the last group going home from the comp, which had been cancelled through rain and variable wind, but they all said they'd come and give a bit of moral support.

When we got down to the power site the wind, which was fairly light, was straight across the runway (not ideal at all) but never one to miss out on a bit of show-boating I decided to fly anyway. My first flight was pretty un-eventful, apart from the take-off when 'TT' hit a large puddle and the schedule went

pretty well although I was required by 'the judges' to repeat one of the manoeuvres!

When it came to landing we couldn't decide, to begin with, which direction would be best but eventually opted for a North/South approach. It was always going to be tricky as I'd need full flaps (no head-wind) and considerable rudder (plenty cross-wind) and my first approach was too fast and too angular. Second time round, though, looked good on all counts and she was descending at a steady rate when at about six feet she bounced up off the ground effect air and put her nose up. This was most alarming and very uncharacteristic since in the near two dozen flight she'd had previously, three or four landings had been on full flaps and about a dozen on half flaps but she'd never exhibited this tendency before. I don't know whether the cross wind and rudder had played any part but that's where she was and the tip stall was imminent and certain. With a lighter model I could probably have got away with gunning the throttle, but a bad experience on take-off a couple of months ago taught me that this would just cause her to torque roll over onto her back so I bled a little throttle in and steered aileron towards the dropping wing as it went. (To have put corrective aileron in would have further increased the attack angle of the stalling wing-tip.) Well it nearly worked!

She virtually flat spun onto the deck and I suppose under the circumstances I got away with it quite lightly but it was quite obvious that she'd sustained intermediate damage. Inspection revealed that there was a little underwing damage at the tips and a cracking at the root. Part of the under-belly had broken away also since the wings and spinner had taken the majority of the impact. The retracts, cowl, cockpit and the tail feathers weren't touched, luckily, but there was a break through the weakest, and narrowest section of the fuz just forward of the wing leading edge. It could have been worse.

Back home again it only took a couple of hours to repair the structural damage but it will take weeks, if not months, to reinstate the scale finish and artwork. Reluctantly, I had to admit that she wouldn't be flying in the Nats this year and probably never again. I set my target back in 2002 and mostly achieved that last year. Now I'll take my time and bring her back up to spec, probably install a geared electric motor and a sound module to preserve her as an exciting R/C static display - I'm fairly certain she'll eventually finish up at Duxford with her big sister, either in Hangar 6 or in the American Hangar.

As for me, well Plane Nutz has just done me a great deal on a Super Chippy so I think I'll get up to the Nats anyway and enjoy myself making up the numbers in the 'Flying Only' Scale event.

Any one care to join me?

Bruce