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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 2007

# CLEAR DOPE



**In this Issue**

**Glider Comp Results**

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**CHICHESTER AND DISTRICT  
MODEL AERO CLUB**



# Chichester and District Model Aero Club

Website - [cadmac.co.uk](http://cadmac.co.uk)

## Committee 2007

Chairman	Tony Chant	01243 262816
Secretary &	Toni Reynaud	01243 370422
Social Sec.	email address:	tonibr@onetel.com
Treasurer &	Keith Wood	01903 732595
Membership Sec.	4 Buttermere Way, Littlehampton. BN17 6SX	
	email address:	keithwood@supanet.com
Safety Officer	Morris Campbell	02392 464364
Competition Sec.	Ray Beadle	01243 670163
Thorney Rep.	Harry Walton	01243 375156
Porthole Farm Rep.	Mick Blundell	01243-670791
Slope Rep.	Ray Andrews	01243 604119
BMFA Rep.	Ken Knox	02392-593104
Webmaster	Lee Hackett	01243-820689
	email address	lee@cadmac.co.uk
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CD Editor	Bruce Smith	01243-531602
The Aylings, Queens Avenue, Chichester, West Sussex. PO19 8QB		
	email address:	aerobruce@aol.com

## Committee appointed positions

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

Cover Photo:

Ron (Top Gun) Hemblade caught during a 'scramble' from Sector 11 Westhampnet Airfield. (Goodwood)

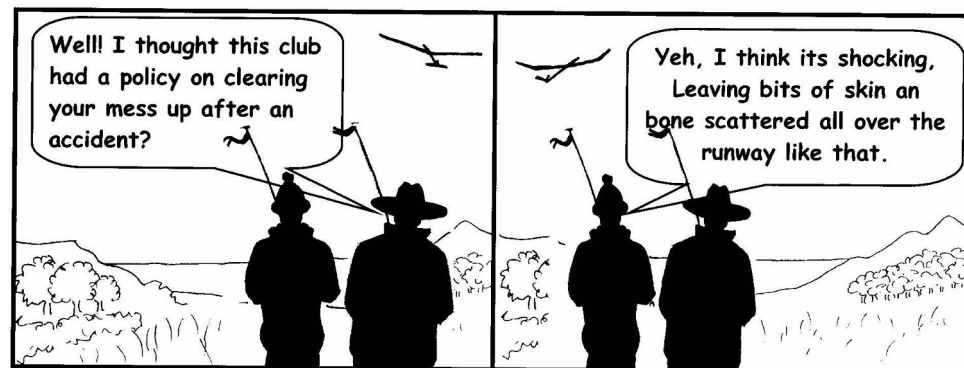
Photograph by Tony Chant

# DIARY OF COMING EVENTS

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

Legend:	Club-nights	Outings	Comps	Indoor	Others
August	09	c/l,f/f.p/f and BBQ	Fishbourne	7.00 pm	
August	11	Scramble/A Test	Thorney	12 noon	
August	18	Indoor Flying	Seaford Col. 2	- 5pm	
August	25/27	Brit Nat Champs	Barkstone Heath		
Sept	13	Club Auction	Fishbourne	8.00 pm	
Sept	15	Slope Comp	Detail on the day		
Sept	15/16	Hop Farm Show			
Sept	22	Indoor Flying	Seaford Col. 2	- 5pm	
Oct	11	Members Forum			
Oct	13	Loops, Rolls, Spins	Thorney	12 noon	
Oct	27	Indoor Flying	Seaford Col. 2	- 5pm	
Nov	08	Plunge moulding / scale detail presentation			
Nov	24	Indoor Flying	Seaford Col. 2	- 5pm	
Dec	13	Annual General Meet	Fishbourne	8.00 pm	
Dec	15	Indoor Flying	Seaford Col. 2	- 5pm	

## TeX & ReX by Ecurb



## SCRAMBLE COMPETITION

**Saturday 11th AUGUST on Thorney Island @ 12 noon**

**Timed Event - i/c only**

## SCALE COMPETITION Saturday 29th September

**Existing entries still stand. New entries most welcome. Contact [aerobruce@oal.com](mailto:aerobruce@oal.com)**

**Your very last chance to  
book on one of the  
CADMAC OUTINGS 2007**

**Hop Farm - 15th September  
Bus Leaves Fishbourne at 8.00**

**Contact Toni Reynaud  
Phone: 01243 370422  
Email: [tonibr@onetel.com](mailto:tonibr@onetel.com)**

## Editorial

I'm copping out of the old editorial ramblings this month as I'm temporarily 50% down on typing digits, having tried to stop the old Fuji 64 by hand. See T&R.

Instead, and far more interesting are the links to a couple of very informative articles sent in by CADMAC Members Roy Scott and Toni Reynaud

Hi Bruce

I have been having a worry over possible interference and so decided to try to get a wider understanding of some of the issues. In so doing I came across a couple of interesting articles which may be of interest to other members so perhaps a topic for Clear Dope. Both are written around the USA frequencies but the principles no doubt still apply to our frequencies. The first addresses radio installation into turbine powered models (but has an interesting section on radio interference), the second is an old (1992) document but I suspect still fully relevant.

[www.uoguelph.ca/~antoon/hobby/rip.htm](http://www.uoguelph.ca/~antoon/hobby/rip.htm)

[www.jetpilots.org/knowledge\\_bank/Radio\\_Installation\\_Guide\\_version\\_1.3.pdf](http://www.jetpilots.org/knowledge_bank/Radio_Installation_Guide_version_1.3.pdf)

I wish I could say that I fully understood all of the issues addressed but no doubt there are members within the Club who can. This leads me onto suggesting that any member who can decipher these articles might be prepared to share his understanding with the rest of us as a subject for a Club Night.

What do you think? Or has it been thrashed to death as a Club topic which I as a Newbie am only just climbing the learning curve?

Does the Club have any policy regarding single/dual conversion receivers and any frequencies to be avoided?

Cheers.....Roy Scott

***Any input from out there? Ed.***

Hi Bruce

What is CynoAcrylate?

This might form the basis for one or two CD articles. I did email Mercury to ask for copyright permission but got no answer, and as the stuff is on the web and we don't have a big circulation, I don't think it's a problem.

Mercury Adhesives website FAQs  
<http://www.mercuryadhesives.com/products.htm>

Regards Toni Reynaud

Bruce



## Minutes of the Committee Meeting - 3rd July From Ken Knox during Toni Reynaud's absence

**Members Present:** Tony Chant, Bruce Smith, Allen Miller, Mick Blundell, Ray Beadle, Keith Wood, Ken Knox and Gavin Bidwell

**Apologies:** Harry Walton, Morris Campbell, Toni Reynaud and Ray Andrews

**Matters Arising from Previous Meeting:** As Toni was not present and due to a technical problem we had not had sight of the last month's minutes we were unable to discuss them.

**Correspondence & Communication:** The letter Tony (Chair) had received from Defence Estates asking us to not use Thorney on weekend 23/24 June had been only received the previous Tuesday which made it extremely difficult to inform club members. As a footnote to this Keith and Bruce were asked if the email address of Members could be verified and a notice put in Clear Dope asking for changes.

Tony (Chair) had had discussions with the Fishbourne club about the none appearance of the BBQ last club night (June), it was agreed that weather permitting a simple BBQ would be laid on for this month. BMFA headquarters had contacted us with regard to the ratification of the club instructors and examiners. This matter was resolved, caused by a box not being ticked in a questionnaire.

Gavin had received an email from a junior members father, this has been passed on to Bruce to follow up

**Treasurer & Membership Secretaries Report:** Keith had returned from his sojourn to Spain and presented us with an interim financial report

Membership: Current membership is 138 (146 at end of 2006)

Keith now holds email addresses for 104 members

There had been two recent applications for membership. They are a Mr R Jacobs from Emsworth who is a beginner and a junior, Thomas Ryan a 10 year old who has applied via his grandfather, both of whom were accepted for membership

**Social Secretaries Report:** Once again nothing to report as Toni is on vacation; however Bruce reported that the club sponsored trip to Wings and Wheels was a great success marred by one incident where a large scale model apparently stalled on landing and hit a person in the pit area. Bruce went on to say that he had had to cancel the planned trip to the Flying Legends show due to lack of interest. However, he reported that four members were going by private car.

**Thorney Island Representative's Report:** As Harry was unable to attend there was no report, however Bruce said that he intended to reprint some of the signs and Ken also reported that he had repaired the newer of the two boxes which had been damaged by weather and incorrect use. It was noted that the wind sock still was not in use and was waiting for suitable fixing positions to be installed.

**BMFA Representative's Report:** Ken informed the committee that the Royal Victoria Country Park was being held on Saturday and Sunday 18th & 19th August and the Southern Area of the BMFA were hoping to have the services of John Riall to carry out



The Guinot Super Stearmans with their dolly wing-walkers gave a dramatic display against a threatening sky and The Shuttleworth Collection's Gloster Gladiator stole a few hearts too.



But without doubt the most evocative part of the whole show was the 'Valdoo' the final fly-past when they put ALL the warbirds up in the air together. On the Saturday this was twenty four of them and you just have to be there to experience the sound and the feel as they peel past in ever changing formations. It was absolutely breath-taking and we all agreed that despite the two hour jam on the M11 on our homeward journey, it hadn't put the slightest dent in what had been a fantastic day. What a pity that so many members had the chance, but missed it.

*Bruce*

Just one of the programmed aircraft didn't make it to the display; P-38 Lightning Glacier Girl developed problems on the way over from the states so her escort, P-51 Mustang, Miss Velma had to complete the journey alone.

Here is a mouth watering list of the participants.

**(Owner:Marque)**

TFC: P51D Mustang G-CBNM  
TFC: P-51-TF Mustang N251 RJ  
SHF: P51D Mustang N-167F  
RAC: P51D Mustang G-CDHI  
OFMC:P51D Mustang G-BTCD  
Rob Davies: P51 D Mustang G-HAEC  
TFC: Spitfire V G-LFVB  
TFC: Spitfire XIV G-SPIT  
Kennet: Seafire G-KASX  
HAC: Spitfire V G-MKVB  
Corsair Warbird: Spitfire F-AZJS  
Cliff Spink: Spitfire XVI G-OXVI  
Cliff Spink: Spitfire V G-LFVC  
ARC: Spitfire XVIII G-BUOS  
ARC: Spitfire IX  
HAC: Hurricane G-HURY  
Hurricane G-HURR  
TFC: Corsair G-FGID  
Corsair Warbird: Corsair F-AZVJ  
ME109G-BWUE  
Fw190  
TFC: Bearcat G-RUMM  
TFC: Hellcat G-BTCC  
TFC: P-40 G-CDWH  
TFC: P-39 G-CEJU

TFC: Wildcat G-RUMW  
TFC: Staggerwing  
TFC: Hawk 75  
D Koblet: M/Salunier HB-RCF  
Kennet: AD4 Skyraider G-RADR  
1-15 Bis: Polikarpov 2089K  
RNHF: Sea Fury WB-930  
Lufthansa: Ju52 D-CDLH  
Salis: Ju52  
Saab B-17  
Tumelissa  
TFC: Nimrod G-BWWK  
HAC: Nimrod  
S'Worth: Gladiator G-AMRK  
S'Worth: Lysander  
S'Worth: Hind  
DOBAF: B25 Mitchell N-320-SQ  
Dakota Norway: DC3 LN-WND  
A Walker: Jungman  
Capel:Yak11 -static  
Mew Gull  
Guinot S/Stearman Wing Walkers



the commentary and also hoped CADMAC would be able to put a control line demonstration on at least one of the two days.

Ken had unfortunately forgot his diary (senior moment) but was unable to give any other dates he has now managed to find it and as writer of the minutes this month has included them below.

Southern area BMFA Glider + Electric Sailplane Comp at Bishops Waltham 15th July contact is Steve Warren on 07979244247

Model World Show at Romsey on Sunday 9th September again contact Steve Warren on 07979244247 ( This show is reputedly very good and is run on something of the format the old Modelville Show )

A 3T's competition is to be held Bishops Waltham by Waltham Chase Aeromodellers on Saturday 22nd September contact Jim Hall on 01489784592

Jim Hall of Waltham Chase club is hoping to organise a competition next year base on the old Sonata / Easy Pigeon 2 meter sailplane. Plans to be announced later in the year.

**Safety Officer's Report:** As Morris was unable to attend due a problem with his shoulder and as no matters were arising the report was closed.

**Porthole Farm Representative's Report:** Mick reported that there had been few flying days this last month due to the weather. He did report however that the electronic mole repeller seemed to working as the resident mole family seemed to be moving away. A meeting was held by the committee at Porthole Farm one cool evening in early June to discuss the location of the pits in certain wind conditions. Several trial locations were suggested and agreed too but further to that and after giving the matter much thought and a further visit to the site, Tony ( Chair) reconsidered the proposal and thought it best that we return to the original pits area as laid out in the current instructions in the club handbook. We went on to discuss and agree that any changes in the rules, except for special occasions such as Gala day, should firstly appear in Clear Dope after discussion and agreement and revising the of the Club Handbook. We also decided that if anybody did request a change it should be submitted to the committee for discussion and be accompanied by diagrams of the proposals.

**Editor's Report on the Production of this Month's Clear Dope:** Bruce reported that the new printer had been commissioned and showed us examples of the better quality, he went on to say that the printing of clear dope was some 300% faster which would make the whole process a much easier task as using an inkjet printer on big print runs was very time consuming and needed constant monitoring. Bruce then brought up the subject of the brushless motor that had been stolen from Flitehook at last month's meeting. It was felt by those present that this act had let us and the club down. Flitehook has given a very good service over the years. It was decided that we should contact Pauline and John, offer our apologise and reimburse them their loss. This was proposed by Tony Chant, chairman and seconded by Bruce Smith, CD editor. Bruce also mentioned he had offered the old printer up for sale in the Month's addition of Clear Dope and any reasonable offer would be accepted

**Trundle Hill Representative's Report:** Ray was not present so no report was available, Ray had sent a report and some pictures to Bruce and they have been included in this months CD.

**Indoor Flying Representative's Report:** Alan gave us two more dates for our calendar for Seaford College they are: Saturday 24th November @ 14:00 to 17:00  
Saturday 15th December @ 14:00 to 17:00

**Competitions Program Report:** Ray (Comp Sec.) reminded us that this Saturday 7th July would be the first of the rescheduled thermal glider competitions start time was to be 12 noon and at the time of writing it looks as though there might be a good slot in the poor weather we have been enjoying.  
He went on to give us two proposed dates for the abandoned scale competition which were to be either Saturday 29th October or Saturday 6th October. It was agreed that the day would be Saturday 29th October.

**Monthly Meetings/ Social Events Programs:** July – C/L. Park and Free Flight + BBQ  
August -- C/L. Park and Free Flight + BBQ September – Club Action ( Revised Format)  
October – Chairman's Night general chit chat to be formalised at a later date  
November – TBA, However Manny Williams (BMFA HQ) is to be approached with the possibility of giving a talk on his expedition to Africa) December – AGM

**Junior Members Representative's Report:** Gavin had nothing to report except that one of the junior member's Dad had contacted him and the details were passed on to Bruce to deal with.

**Web Site Update:** Nothing to report on the site. However, in the writer's opinion the site does leave something to be desired.

**AOB:** Keith (Treasurer) felt that the lounge we held our meeting in was in effect a general meeting room and he and others present had found it very difficult to hear peoples comments due to the general conversation from others in the room, he felt and others agreed that as we were paying for the use of the club we should be able to have a meeting room to ourselves for our monthly committee meetings and not be moved to a general public room as was the case of this July's meeting. This was agreed by all and Toni ( Hon Secretary ) would be tasked to follow this up with the management of Fishbourne Social Club.

**Date of next meeting** Tuesday 6th August



The biggest thrill for me was seeing Twilight Tear fly for the first time. I saw her first at the International Air Tattoo in 2002 when I decided to use her as my scale subject and though I've taken hundreds of static photos, been over her, under her including inside her cockpit on a number of occasions, both fully fitted and when she was stripped right down for refurb STILL I'd never actually seen her fly.



Another real treat was to see the Messerschmitt Bf 109 in the air for the first time. This model was apparently of Spanish origin but never the less just as enthralling decked out in Luftwaffe markings, She made a wonderful spectacle while 'on hold' out on the Duxford apron - especially with the later mark Spitfires circling above as if to challenge, "Come up and play." We did, of course get a dog-fight.

# FLYING LEDGENDS

Duxford IWM - 7th July

Presented by The Fighter Collection and Imperial War Museum Duxford, this is without doubt Europe's premier warbirds air show and surely one of the world's greatest air shows. Flying Legends held at the IWM, Duxford provides a magical two-day show featuring the best of the 'warbirds' - classic American and European piston-engine combat aircraft - seen in an event full of sound and colour. It's an event that just has to be experienced at first hand, as no mere description can do justice to the excitement generated by the individual and formation flying, with both days culminating in a spectacular mass flypast.

I have to start by saying that I was really surprised by the lack of interest in this Club Outing. With just eight members on the list it was likely to make the transport costs quite onerous so I cancelled the minibus and began phoning round the involved parties to see whether they be interested in taking their own car or going up as a passenger. In the end the party was whittled down to just the four of us; Ron Hemblade, John Hook, John Riall and myself, who set off from Fishbourne at a slightly later time in my old black Golf estate.

Once again, courtesy of Ron's disabled sticker, we were shepherded into the first and nearest car park and waved right through almost to the front where we parked conveniently next to the restaurant and toilets. As with the model shows we all drifted off in different directions during the morning session but met up again for lunch before settling down to watch the magnificent flying display, in earnest.



The FW 190 was on static display only.

## Gibbs Guides

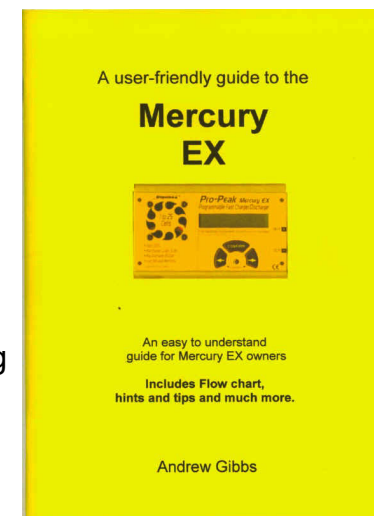
User friendly guides by Andrew Gibbs

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# ELECTRIC GLIDER COMPETITION

This year the electric glider comp was run to a different format to try to give all pilots an even chance and the following rules were applied.

Multi round. Max cell size Sub C or 3 Lipo 3700 mah may not be recharged during comp.

Motors may be run as long and when you like in any round.

Make 4 flights in following order

Round1 4min

Round 2 6min

Round 3 8min

Round 4 10 min

Landing between each

Time to start at launch

Any time over time required for round is void.

Total time for four rounds is 45 mins

Any round not complete at end of slot is lost.

If there is a tie at the end of the 45min, a fly off of all up last down no extra charging allowed

A timer for each pilot

This was run with the second day of the open glider comp and the weather was perfect.

As each pilot needed a timer the 6 pilots were split into two sections, so R Beadle, G Fridlington and T Reynaud elected to go first

Timing the climb to get the correct flight time was difficult to judge and most had to put an extra burst in to help but then had too much height and wasted time at the end of the round. All three completed the 4 rounds in under the 45 min max.

The second group of R Hemblade, J Riall and D Biles followed and all did the first 4 min but Ron found that landing between each round needed care if you wanted to carry on, after repairs all got to the end of 6 min but Ron only did 7.51 of the eight mins so that was one out then John could only do 15 sec of the 10

Open Glider 2007 Final Result	Day 1		Day 2		Day 3		TOT of Best 2 Days	POS
Name	Time		Time		Time			
R Beadle	11.40	5	17.23	2	15.55	1	32.78	2
E Gregory	11.41	4			DNF	6	11.41	7
M Blundell	15.44	2	20.00	1			35.44	1
D Biles			9.03	4	6.36	4	15.39	5
J Riall			13.38	3	11.00	2	24.38	4
A Childs	20.00	1			9.17	3	29.17	3
K Knox	9.54	6					9.54	8
R Hemblade			DNF	5			DNF	10
H Hook	DNF	7			3.50	5	3.50	9
D Cousins	15.10	3					15.10	6

year.

Cheers

Ray Beadle (Competition Secretary)



# Open Glider Competition 2007

This Competition was run over three days in July, three rounds per day. These turned out to be light breeze with sun on two days and quite windy with rain



showers on the third.

For day one seven pilots came, and the lift was strong but patchy in the first round. A Childs hit lift and made the 10 min max, while in round two, A Childs, Mick Blundell and D Cousins made the 10 min max. The third round was difficult with the best time being 6.52.

Day two had Five pilots with quite good life if you could locate it, only J Riall found it and made the 10 min max . R Beadle and M Blundell made the 10 mins in round two and M Blundell only made the 10 mins in round three.

Day three had seven pilots, with the wind quite breezy with rain showers The best time in round one was J Riall with 7.42. In round two R Beadle with 5.55 and in round three. R Beadle was the only one to find lift and did the 10 min max.

So the final result over three days was a win for M Blundell with a total of 35.44. Second came R Beadle with 33.18 and third A Childs with 29.17.

Thanks to all who attended and made the days very enjoyable, come again next

min round so that was two out, Don did the full set to leave four to fly off.

All went on the signal, Tony finished on 10.09, then George finished at 13.08 Ray at 17.22 leaving Don to win with 18.24 and still flying.

This comp was found to harder than expected. The landings needed care and over flying the round time could be easily done. All pilot enjoyed this experience and any comments on how to improve it are welcome.



Electric Glider 2007	Rnd 1	Rnd 2	Rnd 4	Rnd 4	Fly off	Xtal	Pos
	4 min	6 min	8 min	10 min	AULD Time		
Name							
R Hemblade	Yes	Yes	7.51			90	6
D Biles	Yes	Yes	Yes	Yes	18.2+	81	1
T Reynaud	Yes	Yes	Yes	Yes	10.09	79	4
J Riall	Yes	Yes	Yes	0.15		61	5
R Beadle	Yes	Yes	Yes	Yes	17.22	77	2
G Fridlington	Yes	Yes	Yes	Yes	13.08	60	3

Thanks go to all that timed and helped.

Cheers

Ray Beadle (Competition Secretary)

RAY



# My flight in the Harvard from Ron Hemblade

***Proving that you're never too old, Ron (Top Gun) Hemblade describes his experience, last month, at the Goodwood Vintage Flying Weekend.***

I was due to fly at 9 o'clock on Sunday morning but what a morning it was blowing a gale and raining. I thought, "No way will they fly to day." Anyhow my son and I went to Goodwood where I was told that they had tried to phone me to tell me that they were postponing the flight until later in the day. If I returned at 1

o'clock the forecast was better, At 1 o'clock it was fine they said Paddy would be taking me as he was no longer an instructor but liked come back just to fly the Harvard, which was fine with me as long as he knew how to fly it.

I then met Paddy who said, "Every looks fine, so lets go." On the way we met my son and daughter, son in law and granddaughter who'd all come up to watch. Paddy said lets all go over to the plane, which they did. Getting into the plane was a bit struggle as they were made for 20 year olds not 80 year olds but I made sure I got in. Once in it there was plenty of room and I watched as the pilot made all the checks.

Then we were ready for take off I heard the pilot say he wanted to use a certain runway for a photo opportunity.



The climb was fantastic. In no time the whole of the coast was there below us. Unlike airliners where you can only see a bit out of the windows, the view was incredible, flying over Arundel Castle then along the coast to Thorney. "You can take control," the pilot said, which was great but I found the controls a bit on the heavy side. "Do you want to try a roll?" he ask. "O.K." I said. He then took back the controls. I wonder why he wasn't going to let me roll it? The roll was great. Next we tried a barrel roll which I have never done before, and would I like to do another? Then he said, "Do want a loop after a barrel roll?" I said, "No thank you." All too soon my 20 minutes were up so it was back to airfield. We then made low pass the over Goodwood, which was great, then a smooth landing and



it was all over.

I must say a huge "Thank you" to my son, daughter and son in-law for this wonderful experience.

