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JP

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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 DOPE



In this Issue
Scramble Comp.
Wings & Wheels

CHICHESTER AND DISTRICT MODEL AERO CLUB

Chichester and District Model Aero Club

Committee 2008

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Committee appointed positions

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

CADMAC Website - cadmac.co.uk

BMFA Southern Area Website

sabmfa.org.uk

Cover Photo: Comp specialist John Riall pitting for Steve Skinner at the recent Scramble competition. Photo - Colin Stevens

Thurs 28th August - Fishbourne New Thorney Pits Layout

An illustrated talk and discussion on the newly proposed layout
by Thorney Representative, Derek Honeysett.

CADMAC MINIBUS OUT-ING

Hop Farm

Saturday 20th September

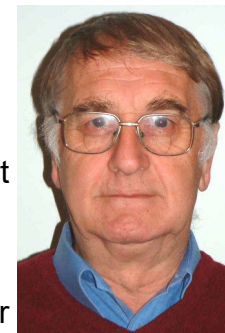
Book you seat with Social Secretary Toni Reynaud

~~Telephone: 01243 370422 Email: tonibr@onetel.com~~

COMP RULES

3 Manoeuvres/Spot Landing.

Each pilot will have a helper.
Any kind of aircraft may be used (i/c or electric)
The model will be placed in the designated start box, started and safety checked.
The flight will be timed from take off to landing.
Each round will be composed of:
Take off / 3 Loops / 3 Rolls / 3 Spins in any order
then land in the designated box .



RAY

FLITEHOOK

John will not be attending our club meeting on 14th August as he will be away and as a result the Tardis Van will not be teleporting to Fishbourne at the next meeting.

Pauline will be coming as usual but in her car, so she will only be able to bring a limited amount of stock and pre-arranged orders..

If you'd like Pauline to bring something specific to the meeting then please order it by contacting Flitehook on:

02380 861 541 or email:flitehook@talktalk.net

Events/Competition Calendar 2008

Aug 16	Sat	12 noon	Slope Soaring Comp	Trundle
Aug 23/24/25	Bank holiday Barkestone			
			British National Championships	
Sept 13	Sat	12 noon	Loops, Rolls and Spins	Thorney
Sept 20/21	Weekend		South of England Model Show	Hop Farm
Oct 11	Sat	12 noon	Scale Comp	Thorney
Oct 18	Sat		Yeovilton Autumn Show	Yeovilton

Seaford College Indoor All Saturdays from 1.00 pm to 5.00 pm

1st hour free flight only. September 27th October 25th November 22nd December 13th

Proposed Club-night Events in 2008

14th August	Outdoor Flying (Park-Fly Radio Control + i/c Control-Line)
28 August	Thorney Pits Layout Briefing - Derek Honeysett
11th September	Auction - 'Honest John' Riall on the gavel.
9th October	Aero Quiz - From John (Quizmaster) Dean - BRING A PEN
13th November	Annual General Meeting
11th December	Fees Night - BRING A PEN AND YOUR CHEQUE BOOK!

Free Flight Events Full details - www.freeflight.org www.sam1066.org

23/24/25 Aug	SAM 1066 fun contests	Middle Wallop
29 Aug / Fri	BMFA - Glider/Rubber/Power	Little Rissington
12 October	SAM 1066 trimming & contests	Middle Wallop
30 November	Croydon MAC - Coupe & Power Comp	Middle Wallop

Editorial

Well into August now and a couple of shows and several Comps under our belt.

At the time of writing the weather's been pretty good recently - unless, of course, you've been wanting to fly model aircraft! I think this year's going to break all the records for High Winds. MEMO: Buy a kite!

Quite a few contributions coming ClearDope's way in recent weeks: Ex Chairman, Peter Sackman, sent in this link. Check it out, if, like me, you like to see big models with 'chain saw' engines!

<http://users.skynet.be/fa926657/files/B29.wmv>

Colin Stevens writes

"Just a crumb of comfort to those unfortunate modellers who have set fire to their model, garage, shed, car, etc. when charging lithium batteries - if you are going to have a fire, do it like the experts. This report at http://www.mlive.com/business/index.ssf/2008/05/trial_by_re_sparks_battery_mak.html describes how a lithium battery fire completely destroyed the laboratory of Harding Energy Inc. in Michigan. Harding describe themselves as "World Leaders in Battery Technology", yet even they managed to burn-down their own premises by unattended charging. After all - as they say - they are the experts."

Happy charging *BMCE*



Next month

Can we re-create Sandown at Glorious Goodwood's Trundle-top stadium? Full report on the flying trials at the Race Course.

PLUS

Graham Lloyd writes about this interesting amphibious 'Pushme-Pullyou' and other projects of his which have come and gone in the last year.





Minutes of the Committee Meeting 1st July 2008 from Toni Reynaud - Hon Secretary

Members Present

Tony Chant, Ray Beadle, Ken Knox, Toni Busuttill-Reynaud, Steve Skinner, Derek Honeysett, Bryan Stichbury, Keith Wood, Bruce Smith, Allen Miller
Meeting started at 20.00.

Chairman's request for the meeting to be held in a formal manner.

Apologies for absence.

Morris Campbell, Ray Andrews,

Matters arising from previous minutes.

None.

Correspondence.

Keith W presented a letter from Alan Lichfield thanking the club for their good wishes, and explaining his present state of recovery.

Allen M – a call from Ray Radnell of Pagham parish Council requesting a model display on the 10th August at St Ninian's Parish hall area. Tony C stated that there would not be a flying display of any sort, but that a static display would be OK and that we should approach the membership for people to take part. Allen M is to reply with tentative arrangements and take on the organisation.

Following on from this, Tony C raised the possibility of a new indoor flying site at Manhood Community College where a new sports hall is being built. Allen M is to contact Mr Gilmore to open negotiations


Bruce S – an email from Mike Husband (Goodwood) concerning possible dates for the racecourse event next year. Bruce replied with a possible date which was acceptable. Mike also requested data input from Bruce regarding different aspects of the organisation of such an event. Bruce gathered data at the Wings and Wheels event, also got contact details from Jane Stephenson who organises that event to pass to Mike.

Ken K – email from RAF Odiham requesting a possible small flying display on 19th September. Site to be inspected before a final reply.

Treasurer and Membership Secretary's report.

There are two Applications for membership this month: (1) Paul Sandbrook, Selsey PO20 9JD - Paul is a beginner, likely to be using the Porthole site. He has attended a Club meeting. (2) Graham Bills Littlehampton BN17 6QX - Graham is an experienced flyer and has attended a Club meeting. These two applications were discussed and agreed. Approval to these two members takes membership to 153.


Keith also informed the committee that he has turned away four potential members recently who wish to fly helicopters. None of these had an A Certificate.




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Great entertainment from the Caterham Club with their massed 'Panic' display.

The standard of flying was excellent throughout the day with a great variation of Aerobatics, 3D flying, Trade Teams, Scale and War Birds. The jets were breath-taking as usual and included Dave Stephens' (Bob Violet Models) Grumman Panther and Steve Brett's beautiful scratch build DH Venom (both seen at the VFI.) Ali Machinsky was there at the Als Hobbies Stand but wasn't flying this year for some reason and Heli slots seemed to have been noticeably reduced although there was an exponential increase in the number of trade stands selling helis and spares.



Steve Brett 'drives' his DH Venom to the flight

The general consensus was that the trade stalls were down a bit this year and their marquees seemed smaller, too. The bring and buy event gets bigger and bigger though and I couldn't help sticking my head in, just once more before we all met up by the bus for the homeward journey. "Buy Me! Buy Me!" a big four-stroke yelled as I entered the top tent and before I could stop it, my birthday money had swapped itself for a fuel injected YS 140FZ in very good condition. At £110 for a £400 engine it was an offer I just couldn't refuse and following my wife's frequently demonstrated, similar examples of fiscal prudence, I rejoiced, once back home, at all the money I had saved! And - by the time you come to read this I may even be out of hospital!

Graham Ousby is our only qualified heli instructor and he cannot give a commitment to regular training. I have suggested the Hayling Island Club but they are a small Club (25 members) with a waiting list of 7 applicants. Keith reported that the minimum cost of a repairs insurance offered by the manufacturer of the laser printer was £153 pa. The Committee ratified the action taken by the Treasure in consultation with the Chairman and Secretary, not to take up the insurance. The printer was an office quality model which would have lighter use than in an office and carefully looked after by one person so it was reasonable to expect that it should be trouble free during its service life. Stock of the Club Handbook is now down to 10 copies.

Social Secretary's report.

The Wings and Wheels run took place with 10 people on board. One member missed the bus.

The next meeting is Outdoor Quiet Flight on the field. The BBQ will turn up on that evening. The last BBQ was satisfactory to all concerned.

The afternoon/evening BBQ/fun fly at Porthole 4th July is on schedule.

No special arrangements have been made for the extra meeting on 24th July. Tony C has arranged that the events list on the website now shows Chat with Chairperson.

Thorney Island representative report.

Derek H - there still seems to be some confusion about the new pit and starting box layout. He has improved the diagrams as requested and tabled new diagrams for discussion. Using specific start-up boxes will stop the spread of users down the side of the runway into possible danger areas. The second diagram with wind direction arrows was agreed. Discussion on the East and East/North East wind layout ended with the reiteration of the statement in the club handbook - *If you are in any doubt about the ability of you or your model to fly safely in the prevailing conditions DO NOT FLY.* Morris C (Safety Officer) has agreed these diagrams in previous consultations

Derek is to cut the grass to the pattern shown on the diagram – the start-up boxes are to be big enough for four people to use.

Derek is to prepare a presentation to explain to members the changes. Derek and Tony C to give the presentation on August 28th, and to prepare diagrams for posting on site at Thorney.

A few minor safety incidents have been noted - Not all people are using helpers to get from start-up areas to the take-off points, especially those hand launching models. All members are to be encouraged to use helpers to move models with engines running and for hand launching.

All members are to be encouraged to return the peg to the board after flying - DON'T HOG THE PEG!! Other people want to fly too.

Tony C tabled thanks to Derek for all the work put in to getting to this stage.

There was a query passed on from member Martin Church – as yet there is no access pass for him at the gatehouse. Tony C said that this is an Army problem – these things take time!

Thorney non-member flying forms.

One from Toni B-R – filed.

Thorney Island general use. (update section).

Nothing to report.

BMFA representative's report.

Ken K reported that the BMFA Southern Area thought that CADMAC did extremely well with the Goodwood VFE – a good mix of real and model aircraft.

BMFA Southern Area also discussed the request from RAF Odiham – they are keen to help as the site has been used for model flying for many years and they are keen to keep it so.

Ken requested that Allen M provide him with a poster giving Seaford College location and indoor flying event dates, preferably on Club letterhead with College logo added.

All flying sites should have their OS coordinates displayed at the site in case of emergency – emergency services have been known to be unable to find some places!

To commemorate the 90th anniversary of the RAF a book has been published – not available for general sale. Ken had two copies, one pristine and wrapped. After discussion it was decided to present this to Rafe Shrubbs, owner of Porthole Farm.

Safety Officer's General report and site accident report Nothing to report.

Porthole Farm representative report.

Steve S – a mower has been donated by a club member. Some maintenance work has been carried out on it, more to do, (cost minimal and absorbed by the Club) but it is a useful item. Thanks to the member.

The Water Board are happy with the way flying is carried out at Porthole, keeping clear of the poo farm They also appreciate that there was no flying on their Presentation Day. In general there has not been much flying because of unfavourable winds. The car park area grass has been cut in preparation for the BBQ, and other site maintenance is ongoing.

Porthole non-member application forms. No report

Porthole general use. (update section). Nothing to report.

Editor's progress on production of Clear Dope.

Bruce stated that there are no problems with the present issue. There was insufficient space for the Competition results this month, but they are on the website.

Bryan reported that he had been requested to send a copy of CD to Rob Wildeboer (Goodwood) and Trident Structures (sponsor of the banners). They have already had two months copies. Decision was made that they could have this month's copy as it contains the Goodwood VFE report.

Tony C requested an updated postal list for CD.

Ray B reported that duplicated copies of CD were being posted out to members. Postal list to be double-checked.

Competition Rep Report

Ray B stated that the Open Glider comp will take place on July 12th and 19th and August 2nd. A single bungee will be used. Electric comp will be on July 12th. Rules as in CD. All comps start at 12 noon, and no other flying is permitted while the comps are under way. Next month's comp will be Slope at The Trundle, Ray A organising (maybe!)

synthetic landing strip “...no problem at all....you can just leave the wheels up and belly-land in seven inches of grass!” Mick Burrell was particularly helpful and felt we'd need a 'big name draw' though, to get such an event off the ground, “I'll talk to Ali and get back to you,” he said, and he did. As I crossed to the other side of the flight line, delineated by the 'Dave Bishop World Domination Battle Bus.... “He's British, you know,” I caught sight, for the first time, of a large number of very large WW1 scouts and fighters - these must be 'Dawn Patrol' I guessed, drawing on my recollection of the Pilots and Planes pages mentioned earlier so I set off to investigate.



Dawn Patrol

Dawn Patrol, it transpires, is the brain child of Harrogate based, Dave Tappin and this was the very first time the group had actually flown together in public. Dave's idea is to chart the development of the First World War fighter, friend and foe, represented by these magnificent third scale models. He's got about twelve at the moment (too many Pups he says) and would like to raise squadron strength to about fifteen so they can display in three slots of five. Absolutely perfect, of course for our Vintage Fly-In, but since pilots come from all over the country we'd need to try and negotiate expenses for them. I watched the group fly later and was very impressed by both their skilful handling of these large slow models in the blustery cross-winds and also by the excellent historically detailed commentary given by Dave throughout the performance.



A nice collection of WWII Warbirds was displayed by the TJD Trade Group.

The day was warm and sunny - picking up from where we left off with last year's shows although there was quite a strong breeze across the runway it didn't seem to bother the pilots too much. There was nothing calling out to me from the bring and buy, so having picked up a couple of bits and pieces from the trade stands and an 82 crystal for Ron Hemblade I decided to get on with some serious research.



Thus, sporting the ever

Steve Carr relaxes between 3D Slots sub Edge

popular 'box e-brownie' slung casually over my left shoulder and with clipboard clutched in my right hand (the internationally recognised symbol of power and authority) I proceeded to blag my way through the ropes and onto the flight line. In next to no time I'd beaten 'frequency control manager' Dave Hayfield into submission, with the May Copy of Clear Dope and I now proudly disported a "PRESS" sticker across my left breast. Unfortunately the sticker would not stay on my new unwashed T shirt and so it had to be stuck on my clip-board - thereby doubling my authority. Like John Simpson entering Bagdad in a Burka I now had unlimited access. Pilots, models and organisers found no place to hide from my serial snapping shutter and my relentless, Paxman-like questioning - I even got the telephone number of Jane Stephenson the over-all event organiser. (That's another story!)



Champ Dave Wilshire poses for CD.

There were a lot of old friends there from the Goodwood Event - Mick Burrell, Ollie Stecher, Dave & Aaran Stephens, Steve Brett, Neil Tidey and the Tiggy Gang etc, and it was a good opportunity to catch up with them, get even more feed-back and sound them out, both over the Vintage Fly-In for next year and the possible 'Symposium' Event at the Race Course. The general feeling on landing crosswind on a mono directional race-track was, "...difficult but not impossible..." and as for putting gas turbine jets down on a small-footprint

Indoor Flying representative report

Little to report since there have not been any indoor meets. Meets this year are booked for September, October, November and December.

Tony C requested that Allen investigate other indoor flying event dates in the area to broadcast to Club members.

Trundle hill representative report.

Nothing to report this month

Junior Members' representative report.

Nothing to report this month

Web Site Update

Committee mug-shots are on the site and the associated email links work. The information about membership, fees and joining info as requested by Keith W are now on the site. Club evening information has been updated.

Keith W stated that his title is Membership secretary/treasurer, not treasurer alone, and requested that this be updated on the site.

Tony C asked what people would like to see on the website - general feeling was photos of models.

Any other business

Toni B-R to ask John Riall to be Auctioneer on 11th September.

Goodwood

Bruce S has suggested a possible date for a Racecourse Event which was acceptable to Mike Husband, who also requested data input from Bruce regarding different aspects of the organisation of such an event. Bruce gathered data at the Wings and Wheels event, also got contact details for Jane Stephenson who organises that event to pass to Mike. Talking to the pilots at W&W elicited that they do not anticipate a problem flying/landing in restricted areas/crosswinds.

Tony C stated that in his opinion the conclusions of the De-Brief Meeting were not totally representative of the Clubs opinion - there were too few people there. Also if we are to progress on the racecourse event, we should have an opportunity for B and experienced and large model flyers to trial fly at the racecourse. Bruce to arrange. This would help determine whether to be part of both events (airfield and racecourse). Ken K suggested asking an LMA member to be present at this trial. Ray B mentioned the advisability of early booking of pilots to reduce the possibility of calendar clashes.

Ken K suggested that we formally ask for expenses to be covered next time

Date of Next Meeting:

The next meeting will be held on Tuesday evening

5th August 2008

The meeting ended at 21.30.

Toni



This competition also included a chance for anybody to take their A test before the scramble event took place. The weather was sunny light wing from the SW and as only four pilots entered, it was decided to run the Scramble comp on the next weekend. John took one pilot, Trevor Quantenance through the A test, which



he passed.
Well done Trevor!!
The Scramble as run the next Saturday with 8 pilots, the weather was overcast with a light wind from the SW
The rules were, place model in a start box , start clock, start engine , carry out flight checks, place model on flight line , do a loop then land. The clock was stopped when the model was returned to the starting box.
John Riall got us under way, no problems this year with his glow starter. This time John left his

Sample W&W Web page.

WINGS & WHEELS - Pilots and Models

Name David Wilde Model DHK8 Swallow Span 2m Weight 15lbs Engine Super Bee Note	Name David Wilde Model Rafale Span 45" Weight 15lbs Engine P60 Note	Name Peter Wilson Model Camel Span 112" Weight 38lbs Engine 100cc King <i>Patrol Team</i>
Name Stephen Morris Model Albatros DIII Span 118" Weight 40lbs Engine Zenoah 62 <i>Patrol Team</i>	Name Patrick Dare Model Sopwith Pup Span 122" Weight 37lbs Engine Zenoah 80t <i>Patrol Team</i>	Name Pat Cuss Model Fokker Dr2 Span 96" Weight 17.5Kg Engine Zenoah 62 <i>Patrol Team</i>
Name Pat Cuss Model Bristol Span 120" Weight 13Kg Engine 3W 60 <i>Patrol Team</i>	Name Richard Curry-Peace Model Sopwith Pup Span 110" Weight 29lbs Engine Zenoah 38 <i>Patrol Team</i>	Name Richard James Model Sopwith Pup Span 109" Weight 14Kg Engine G38 <i>Patrol Team</i>
Name Ian Redshaw Model DH2 Span 113" Weight 21Kg Engine Zenoah 62 <i>Patrol Team</i>	Name Ian Redshaw Model Sopwith Pup Span 108" Weight 14Kg Engine Zenoah 38 <i>Patrol Team</i>	Name Richard Scarborough Model Fokker D7 Span 115" Weight 19Kg Engine Zenoah 62 <i>Patrol Team</i>
Name Christopher Poyser Model Sopwith Pup Span Unknown Weight 15Kg Engine Zenoah 62 <i>Patrol Team</i>	Name Simon Dingley Model Sopwith Pup Span 113" Weight 15Kg Engine Zenoah 62 <i>Patrol Team</i>	Name Simon Wright Model Spitfire Mk IX Span 70" Weight 11lbs Engine Roto 25cc petrol Note
Name Simon Wright Model Messerschmit Bf109 Span 70" Weight 11lbs Engine 20cc Note	Name John Greenfield Model Glider Tug Span 2.4m Weight 7.8Kg Engine Zenoah 62 Note	Name John Greenfield Model Ventus Glider Span 6.0m Weight 8.5Kg Engine N/A Note

WINGS & WHEELS



For the last couple of months I've smiled (inwardly) each time I've walked

The Panic Team 'in control!'

into the upstairs office at home, for there on the notice board I'd see a folded A5 sheet pinned up with a couple of glossy A5 fliers proclaiming 'Wings and Wheels Spectacular.' I've been pre booking my tickets, via the web for quite a few years now so you can imagine my chagrin, when, on the Saturday morning of our visit I eagerly removed the carefully folded A4 sheet only to discover that it was a reminder from W&W and not a pre-booked ticket at all. Sacre Bleu!

The Bosham Minibus pulled into North Weald Airfield just before 10.00 o'clock and after arranging meet-up times back at the bus for lunch and homeward departure we all set off for the flight line, the bring and buy or the trade stands. Traditionally CADMAC crew tend to 'do' the trade and Bring & Buy in the morning, then meet up for lunch at the van, deposit their newly acquired booty in the van exchanging it for portable seating ready to disport themselves on the flight line for the afternoon's entertainment. I had no plans to 'buy' at this particular show although money from a recent birthday was smouldering quietly in my wallet. I did have a fairly lengthy set of objectives for the day, however:

- (1) Drive the minibus on the outward and return journeys;
- (2) Take photographs for a future CD article;
- (3) Interview pilots for a future CD article;
- (4) Collect a variety of statistical data on the show for the Goodwood Organisation;
- (5) Discuss restricted, cross-wind, stadium flying with display pilots;
- (6) Talent spot suitable displays for another Vintage Fly-In; and
- (7) Talent spot suitable displays for a possible Goodwood Race Course Show.

Oh, Yes, I nearly forgot -

- (8) Relax and enjoy myself.

The Wings and Wheels organisation has really got its act together this year and had included a vast amount of interesting and useful information on its web-site. Not only did it include a plan of all the trade stands along with a detailed programme of events for the morning and afternoon sessions, but this year for the first time it also gave details of all the show pilots and the models they would be flying, which really allowed you to plan your 'mustn't miss' elements in the comfort of your own home.

finger stall on and bounced the plane on the runway at the bottom of the loop, chipped the prop but still made a good time of 0.57

He was followed by Ken Knox with a small shoulder wing plane Bad starting and an engine cut in the air led to a time of 1.40. Then came George Fridlington who wanted to leave the glow start attached when flying but it was pointed out by his able assistant and he recorded 0.51.

Mick Blundell flew next and recorded a time of 1.12 amazing that engines don't run as well until they are warm! eh Mick? Steve Skinner came next, he whizzed



round the loop but came too low on the approach for landing by 3/4/ft, still the assistant didn't have to go far to get the bits, the time was good 0.27.

I was next, and was so keen I beat the starting clock and had to start again! but did a time of 0.52 could be better if the engine doesn't sag! Don Biles followed me but couldn't get the engine to run properly, so took 4.30, then





came Peter Doe with the only plane he has left in one piece, hard to fly in a given direction, still he managed 1.04.

I hoped the pilots had calmed down a bit before the second round, This time John had changed the prop and bettered his first time to 0.50, Steve had to fly John's plane as his had not had time to let the araldite dry!, he beat John with 0.49.

Ken got his engine to run better, but it still cut out in the loop, although the time was better at 1.26. George came next, put on a grand flight and managed a good time of 0.43

Then Mick who still could not wait for the engine to warm up! had to start the engine 4 times was timed at 2.10 although his assistant did not have to move more than 3 paces.

I had a better flight this time, although the engine still sagged with a time of 0.43.

Don did not go so it was Peter to see if he could win, he had a good try and his assistant only had to go 4/5 paces to get



the model but the time was only 0.54.

So the winner was Steve Skinner with 0.27, Second equal George Fridlington and Ray Beadle with 0.43

Thanks to all who flew , timed and assisted, it was a good day, lets see if we can do it again next year.

Scramble 2008	ROUND 1		ROUND 2	FREQ	POS
Name	Time		Time		
J Riall	0.57		0.50	61	4
K Knox	1.40		1.26	75	6
G Fridlington	0.51		0.43	60	2
M Blundell	1.12		2.10	77	7
S Skinner	0.27		0.49	71	1
R Beadle	0.52		.43	72	2
D Biles	4.30		-----	59	8
P Doe	1.04		0.54	79	5