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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 2009

# CLEAR DOPE



**In this issue**

**Barbie  
Tangmer 39  
Hastings Highlights**

**CHICHESTER AND DISTRICT MODEL AERO CLUB**

# Chichester and District Model Aero Club

**Life President: Admiral Sir John 'Sandy' Woodward GBE  
KCB**

## Committee 2009

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## Committee appointed positions

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

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

**BMFA Southern Area Website - [sabmfa.org.uk](http://sabmfa.org.uk)**

<http://www.southernareabmfa.hampshire.org.uk>

Cover Photo: Birmingham's own Robbie Skipton torque rolls his DA 150 powered 46% 'Composite ARF' Extra for the Als Hobbies

## Events Calendar 2009

Club-night Events Competitions Indoor Flying Other Events

All competitions commence at 12.00 noon

13th Aug	Light Flight and Control Line + Chairman's Chat
15th Aug	Open Glider Comp Thorney 12.00 noon
22nd Aug	Open Glider Comp Thorney 12.00 noon
29th Aug -	Weekend Power Nats Barkestone Heath
29th Aug	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
05th Sept	Open Glider Comp Thorney 12.00 noon
10th Sept	Indoor Flying and Chairman's Chat
12th Sept	Loops, Rolls, Spins Thorney 12.00 noon
19th Sept	Weekend Hop Farm Show (Club Outing?)
26th Sept	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
08th Oct	Table Top Sale
10th Oct	Scale Comp Thorney 12.00 noon
24th Oct	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
12th Nov	Annual General Meeting - 8.00 pm
21st Nov	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
10th Dec	Subscription Collection Meeting
19th Dec	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm

## Sometimes you do have to be a Rocket Scientist - from Terry Burley

Scientists at Rolls Royce built a gun specifically to launch dead chickens at the windshields of airliners and military jets all travelling at maximum velocity. The idea is to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

American engineers heard about the gun and were eager to test it on the windshields of their new high speed trains. Arrangements were made, and a gun was sent to the American engineers.

When the gun was fired, the engineers stood shocked as the chicken hurled out of the barrel, crashed into the shatterproof shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back-rest in two and embedded itself in the back wall of the cabin like an arrow shot from a bow.

The horrified Yanks sent Rolls Royce the disastrous results of the experiment, along with the designs of the windshield and begged the British scientists for suggestions.

Rolls Royce responded with the following one-line memo:

Defrost the chicken !





My early impression was that there weren't as many people there this year. That all changed just before lunch when they let the hordes of youngsters loose to mop up the spoils from the toffee bomber - 'Glad I wasn't standing in their way!

*RMCE*

## Editorial

### Tempus Fugit?

Since there was no July Committee meeting, therefore no minutes appear in this month's CD.

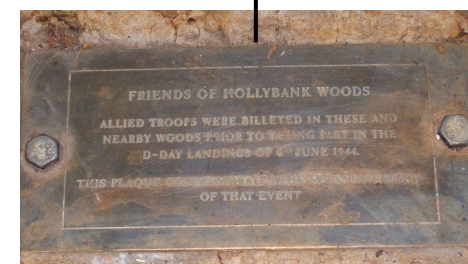
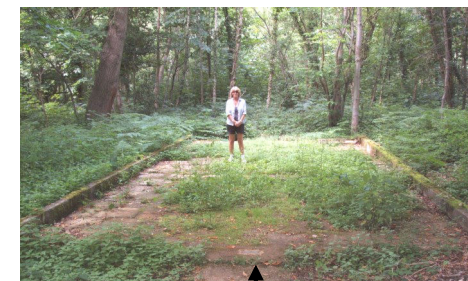
### It happens to the best

The next time you're feeling really gutted that you've just re-kitted your latest ARTF, spare a thought for the elite builders who lose two or three years work with a prang. Martin Fardell, Editor of Scale News (News letter of the BMFA Scale Technical Committee) reports of the May 24th England/Scotland Comp at Church Fenton..."the only downside to an otherwise excellent weekend was the loss of two fine models on Saturday. Mick Reeves crashed his Spitfire with an engine cut and Richard Crapp's Ryan PT22 'flicked in' during a Lazy Eight."

### D Day Memorial

Much as I love to get down to Thorney Island, of a weekend, I also love to put on the old hiking boots and go legging it about the countryside with the 'blonde person.' (You get double Brownie Points for 'quality time' with senior management.) While crushing fauna and flora underfoot, a couple of weeks ago, and within a few days of the 65th Anniversary of the D Day Landings, we came across this clearing in the Hollybank Woods, just north of Westbourne. Well defined is the base of a Nissen hut and a commemorative plaque to record the billeting of allied troops, in the woods, prior to the D Day invasion of 6th June 1944.

For a moment the dappled, sunlit woods took on a wholly different feel with a vision of a nervous, bustling, temporary community. A web search has revealed nothing thus far, so if you know any further details - which forces - what disembarkation points etc. I'd be interested to hear further.



The plaque reads:  
*Friends of Hollybank Woods. Allied Troops were billeted in these and nearby woods prior to taking part in the D-Day landings of 6th June 1944. This plaque commemorates the 60 Anniversary of that event.*

N.B. WW II Trivia for your delectation included overleaf.

*RMCE*





# WW II TRIVIA

*I'm not quite sure whether it's just the boy in most of us chaps (sorry Sandra and Naomi) but at some time or another, we want to build and fly a war-bird of some kind...and it goes further....we seem fascinated with knowledge (trivia) regarding the conflict. Well here's something to whet your appetite from history buff Col D. G. Swinford, USMC, Ret. (Ed.)*

You have to dig deep for facts like these:

1. The first German serviceman killed in WW II was killed by the Japanese (China, 1937), the first American serviceman killed was killed by the Russians (Finland 1940); the highest ranking American killed was Lt Gen Lesley McNair, killed by the US Army Air Corps. So much for allies.



2. The youngest US serviceman was 12 year old Calvin Graham, USN. He was wounded and given a Dishonourable Discharge for lying about his age. His benefits were later restored by act of Congress.

3. At the time of Pearl Harbour, the top US Navy command was called CINCUS (pronounced "sink us"), the shoulder patch of the US Army's 45th Infantry division was the Swastika, and Hitler's private train was named " Amerika." All three were soon changed for PR purposes.!



4. More US servicemen died in the Air Corps than the Marine Corps. While completing the required 30 missions, your chance of being killed was 71%.

5. Generally speaking, there was no such thing as an average fighter pilot. You were either an ace or a target. For instance, Japanese Ace Hiroyoshi Nishizawa shot down over 80 planes. He died while a passenger on a cargo plane.

# HIGHLIGHTS



3D Aerobatics honours were divided between Brummie Robbie Skipton (See CD Cover) and top competition winner Steve Carr. It's the first time I've seen a Brit perform his 3D Routine to music and I have to say I wasn't overly impressed. Neither were the crowd for it got a very poor response. Not that there was anything wrong with Steve's flying - that was brilliant, as usual, but the quality of the sound-track mixing left an awful lot to be desired. When you intermix a variety of sound tracks

you need to get timing, tempo, volume and tone all blending at the edit and it just wasn't happening. They've been doing it seamlessly for years in The States and Europe and it looks like we've got a long way to go to catch up.

I was delighted to see the TJD Warbirds Team on duty again. What a great display they always give with their one third scale models. This year they teamed up with third scale Spits, 'Gert and Daisy' (Bulverhythe Historical), Tony Nijhuis's Zenoh 26 powered Wellington (Plans available from Slec) and Brit Team Scale local boy Dave Nott with his Arnhem liveried DC3. What a sight and sound!



Greg Veasey's 'Petrol Jug'

# HASTINGS

No Ali Machinchy this year or Stevens Clan, they were all over in Belgium for the Pampa Jets but the organisers had never-the-less managed to put together a real pot puri of delights. I couldn't get on the Saturday and although the forecast was n't good for the Sunday - the weather was, and I managed to get sunburnt on the back of the neck and ears!

The ever popular Caterham Panic Team were on duty once again and produced a scene of even greater airborne chaos with their swarm of electric Zaggis. Can you imagine about a dozen of them all looping in the same bit of air-space - it could



The Caterham Team with traditional 'Panics.'

only have been luck that there weren't any collisions - or perhaps there were - Zaggis are renowned for being pretty much indestructible.

To mark almost exactly 100 years to the day since that first epic flight across the English Channel, Chair of the LMA, Dave Watson flew his 140cc horizontally opposed twin powered, 60% scale model of Bleriot's Monoplane.

On a further historical note, Roger Bale flew his magnificent 50% Fairey Swordfish which is an exact copy of the very last aircraft to fly from the Arc Royal.



6. It was a common practice on fighter planes to load every 5th round with a tracer round to aid in aiming. This was a mistake. Tracers had different ballistics so (at long range) if your tracers were hitting the target 80% of your rounds were missing. Worse yet tracers instantly told your enemy he was under fire and from which direction. Worst of all was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo. This was definitely not something you wanted to tell the enemy. Units that stopped using tracers saw their success rate nearly double and their loss rate go down.



7. When allied armies reached the Rhine, the first thing men did was pee in it. This was pretty universal from the lowest private to Winston Churchill (who made a big show of it) and Gen. Patton, who had himself photographed in the act.

8. German Me-264 bombers were capable of bombing New York City, but they decided it wasn't worth the effort.

9. German submarine U-120 was sunk by a malfunctioning toilet.

10. Among the first "Germans" captured at Normandy were several Koreans.



They had been forced to fight for the Japanese Army until they were captured by the Russians, and forced to fight for the Russian Army until they were captured by the Germans, and forced to fight for the German Army until they were captured by the US Army.

SAVING THE BEST FOR LAST....

11. Following a massive naval bombardment, 35,000 United States and Canadian troops stormed ashore at Kiska, in the Aleutian Islands. 21 troops were killed in the assault. It would have been worse if there had been any Japanese on the island.

*AviArt Illustrations from Geoff Nutkins and Gil Cohen*



# BURNT BANGER BARBIE

**Friday 3rd June - Porthole Farm**

Where are all the pilots?



They're certainly not flying as the tractor put paid to that for a while..



Communication's very hard when your web-site's gone down, but quite a few members who heard the announcement at the May Club Meeting turned up on a very blustery but sunny afternoon. There wasn't a great deal of flying done - a few brave souls chanced their arm but most of the action took place around the barn where George Claridge was cooking up a storm on the Barbie. As usual, on these occasions, there was a great deal of good natured banter and many of the world's problems were put to rights. What a pity more members didn't make it for despite personal sacrifices in the form of heroic eating, George still had to take a lot of good food home.

67 Spruce Avenue, Waterlooville, Hampshire. PO7 8HR  
24th July 2007

Dear Brian

I enclose the letter I received from the Roy Castle Lung Cancer Foundation in answer to the cheque I sent them.

Thank you for all you help in selling Trevor's planes etc.

Yours sincerely

Jennifer Quaintance



MB

Jennifer Quaintance  
67 Spruce Avenue  
Waterlooville  
Hampshire  
PO7 8HR

16 July 2009

The Roy Castle Centre  
4-6 Enterprise Way  
Wavertree Technology Park  
Liverpool L13 1FB  
Tel: 0151 254 7200  
Fax: 0151 254 7273  
email: [foundation@roycastle.org](mailto:foundation@roycastle.org)  
[www.roycastle.org](http://www.roycastle.org)

Dear Jennifer,

On behalf of everyone at the Roy Castle Lung Cancer Foundation I would like to express our grateful thanks for the generous donation of £350 raised in memory of your brother, Guy Trevor Quaintance. Please can you extend my thanks to all those at the local British Model Flying Association for their support and generosity.

Every penny raised translates into achieving our ultimate aim of defeating lung cancer. The disease claims the lives of around 35,000 people each year, more than breast cancer, bowel cancer and leukaemia combined so your kind support is much needed and very much appreciated.

I think it is very kind of you to think of others and donate the money raised. It is the generosity and support of people, like yourself, which allows us to believe that one day we will defeat lung cancer.

Thank you so much again for your support, it is truly appreciated.

Yours sincerely

Matthew Boyle  
Community Fundraising Manager  
0151 254 7215  
[matthew.boyle@roycastle.org](mailto:matthew.boyle@roycastle.org)

Once again we are indebted to Brian Churchill for his endeavours in this regard. (Ed.)



For my part, the day seemed to pass by very quickly. There's just so much to see and lots to do at Tangmere, even on a normal day's visit although as usual I never really managed to get away from the display. There was lots of witty banter, as you can imagine, and lots and lots of interesting people to talk to - fighter and bomber pilots from a variety of theatres, engineers, navigators and air staff of all kinds: Children and parents with a wealth of questions and as you'd expect, quite a lot of interest in CADMAC, where we fly and how to become a member.



*Did you know that fellow, highly renowned modeller, Chris Golds has a number of his paintings featured in the museum?*



All in all a very successful day, I think - flying the CADMAC banner and broadening peoples awareness of our existence. 1000 thanks for the personal sacrifices of our small but very professional band - you did a great job. Special thanks to Ken and his camera, once again, for providing a great record of the day.



Extra thanks to Trevor for the invite and all his help - not to mention the free lunch vouchers! What a pity that so many CADMAC members missed out on such an excellent day.

*RMGE*



**Quelle Surprise!**  
They're in the barn again with the ever popular nose bag on.





## June Club night at Fishbourne



There was a good turn out for the outdoor park and c/l flying at last month's club meeting. During the evening, Club Examiner, Steve Skinner presented Robert Stone with his Fixed Wing 'A' Certificate, gained over at Porthole on May 29th. Congratulations and Well done Robert.

There was loads of atmosphere to the day with period costume and beautiful old 'PB' and 'T' series MGs. The many historical artefact displays were enlivened by the addition of costumed groups - pilots, air crew and land-girls. The local Air Training Corps held regular 'drill' sessions and there was much speculation as to whether one particular young lady recruit was actually wearing a Mae West under her tunic, or not! The programme of planned air displays, sadly had to be changed because of the windy conditions and we were all disappointed that the Hawker Hurricane couldn't come due to its 5 mph cross-wind take-off restriction. The Tiger moth display suffered a similar fate. We were treated, however, to a new craft, soon to become familiar over our skies with the arrival of one of the two Classic Flight de Havilland DH.89A Dragon Rapides which have



now moved from their previous base at Coventry to Plane Heritage's base at Goodwood. Then, fortunately for us, as previously mentioned, Dieter Sinanan (Senior Goodwood Flying Instructor) was able to get off the nearby airstrip and provide us with a spectacularly tight aerobatic display with the Chipmunk. Dieter, as usual, gave great value for money with the Chippy with a good fifteen minutes of passes, reverses, loops, rolls and hammerheads before he disappeared over the horizon. Half an hour later, he was back and the familiar growl of that husky radial announced the commencement of a similarly thrilling display - this time in the ex-Gary Newman Harvard.



Despite the fact that there were only five CADMAC members in total, plus Trevor of course, we managed to put on a 'real quality' static display. We'd been allocated quite a large area in front of Tangmere's Phantom, Sea Vixen and Harrier with sufficient metal barriers to enclose our circle and clearly display the CADMAC banners. Greatly assisted by Trev's daughter, Tiff, we also managed to procure sufficient tables to mount all but one of our exhibits and the overall effect was most satisfactory.

Working round the display anticlockwise we had:

**Geoffrey Ashford's Lysander.** Geoffrey, who couldn't stay for the day, was reluctant to bring his Brian Taylor plan model, modestly feeling it lacked 'Star Quality.' He couldn't have been more wrong - it drew masses of attention and was particularly relevant in view of the newly commissioned SOE display area in the main halls.

**Harry Walton's Harvard.** Built from the 'Flair' kit and strikingly finished in camouflage with crisp decals is a most eye catching model. Once again particularly relevant to the day in view of Dieter's forthcoming flying display in the Goodwood full-size version.


**Ken Knox's Warbirds Hangar.** Ken managed to cram four models into his car for the day as well as, thankfully, his camera. In line he had his trusty 'Mick Reeves' Focke Wolf 190, his ARTF, gull winged Corsair, and a lovely little Hawker Sea Fury. Strange how his 'axis' contribution, drew attention, lurking menacingly amongst the remaining allied ensemble.

**The P17 Stearman and P51 D Mustang** from my stable came next, built from a Flair kit and a Brian Taylor plan, respectively.

**John Fowler's DH Tiger Moth.** This magnificent model, built from the Brian Taylor plan had many an old pilot transfixed with a wistful tear in the eye as they harkened back to the earliest days of their flying career and the many happy hours they'd put-in on Tiggies. John and his good lady wife, Margaret, had put themselves out a great deal to support the event, changing previous arrangements and travelling in two cars from Upper Beeding to present the 'Mighty Moth.' Not an ounce of the effort was wasted, however, and John admitted to being most surprised at the interest his exhibit arose and the questions he was asked.

**Ken Knox's Midget Mustang.** The Reno Racer, 'Dago Red,' was not, of course, strictly in keeping with the '39' theme of the day but it caused quite a lot of interest and Ken was able to inform about the development from the Anglo-American prototype.


**Lastly my Mk. IXc Spitfire.** This started life as an ARTF Flair Mk. Ib which I managed to re-kit before re-building as the later marque. This proved interesting to the youngsters only, or so it seemed - probably due to it being sited adjacent to 'The Hurricane Society's' stand - I did start to get fed of hearing mutterings of '...a better gun platform, you know..' Still I was just pleased that they hadn't brought along their one third scale replica to show my Spit up. The photographs of the almost complete model looked frighteningly impressive!



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# TANGMERE 39



*Following on from the success of the static and gas turbine demonstration in May, Trevor Bowry, on behalf of the Military Aviation Museum, invited us back to help celebrate the aircraft involved in training and fighting during the Second World War, which began seventy years ago this year. Despite a torrential downpour while we were setting up, we never-the-less managed to have our dramatic and exciting static display ready, well before the gates opened to the public at 10 am.*



*from Bruce Smith with photographs from Ken Knox*