

CHICHESTER AND DISTRICT
MODEL AERO CLUB
ANNUAL GENERAL MEETING 2005

AGENDA

1. Minutes of 2004 AGM
2. Chairman's Report
3. Secretary/Social Secretary's Report
4. Treasurer and Membership Secretary's Report
5. Senior Training Officer's Report
6. Safety Officer's Report
7. Competition Secretary's Report
8. Thorney Representative's Report
9. Porthole and Indoor Flying Rep's Report
10. Slope Soaring Representative's Report
11. Editor's Report
12. BMFA Representative's Report
13. Junior Representative's Report
14. Webmaster's Report
15. Any other business
16. 2005 Competition Winners Trophy Presentation

Refreshment Break

17. Election of 2006 Committee members

DECEMBER 2005

CLEAR



In this issue:
CADMAC Safety Test
Plane Nutz



CHICHESTER AND DISTRICT

Chichester and District Model Aero Club

Committee 2005

Chairman	Tony Chant	01243 262816
Secretary &	Trevor Bowry	01243-780949
Social Sec.	email address:	relic.chop@virgin.net
Treasurer &	Alan Misselbrook	02392-470871
Membership Sec.	1 Swarraton Road, Havant, Hants. PO9 2HH	
Snr. Training Offr.	John Riall	01243-782922
Safety Officer	Andrew Gibbs	01243 861804
Competition Sec.	Position Vacant	
Thorney Rep.	Harry Walton	01243 375156
Porthole Farm Rep.	Mick Blundell	01243-670791
Slope Rep.	Ron Hemblade	01243-572819
BMFA Rep.	Ken Knox	02392-593104
Webmaster	Lee Hackett	01243 820689
	email address:	lee@cadmac.co.uk
Junior Rep	Gavin Bidwell	01243 861293
CD Editor	Bruce Smith	01243-531602

All Clear Dope contributions to:
The Aylings, Queens Avenue, Chichester, West Sussex. PO19 8QB
Email Address: aerobruce@aol.com

Committee appointed positions

Junior Members Protection Co-ordinator:
Bruce Smith 01243 531602

Visit our great website
cadmac.co.uk

Remember the summer?
Your very tanned editor (it must have been sunny) prepares his
P51D for maidens and the Nats, way back in August.

TRAINS, MODELS AND HOBBIES

High Street, Bognor Regis

**Offer a 10% discount to CADMAC Members on all new
aero modelling items.**
A current membership card must be shown.

Contact: Rupert Harper on 01243 864727

SUSSEX MODEL CENTRE

57 - 59 Broadwater Road, Worthing
Offer a 5% discount to CADMAC Members on some items.
A current membership card must be shown.
Tel: 01903 207525 smc@sussex-model-centre.co.uk

FLITEHOOK

We are now official stockists for the
JP

Range of models and equipment
Contact Pauline or John on: Tel: 0238 0861541.
Email: pauline@flighthook.freemove.co.uk

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.

How do you fly?

From Pete Wills



Tree Release

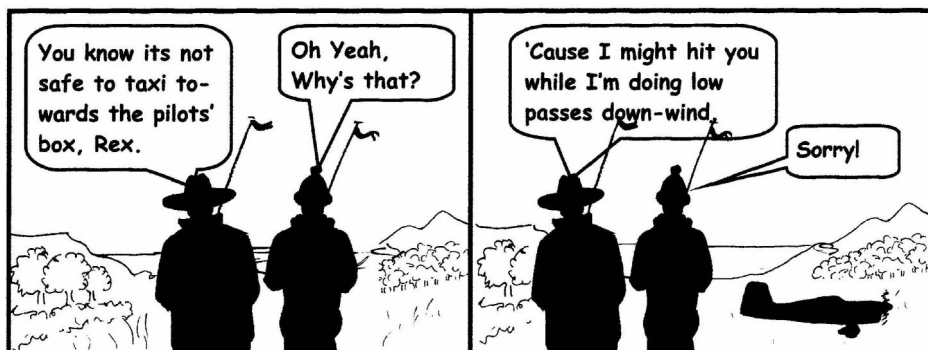
From Ron Hemblade

COSHAM:

A fire crew had to rescue a man after he got stuck up a tree.

A crew from Cosham Fire Station were called out to help Darren Russell, 27, after he climbed 50ft up the tree in Drayton Park, Cosham, to retrieve his radio controlled aeroplane on Saturday evening.

TeX & ReX *by Cobbo*



Editorial

Well as you see, Clear Dope is up and running on all four cylinders again thanks to Andy Gibbs who ordered us a new print head from Germany.

This months edition is very thin on the ground regarding your contributions, although there are two new and exciting features in the forms of 'Plane Nutz' and the 'Safety Exam.'

Plane Nutz is a newly launched business venture between Pete Wills and Morris Campbell who have begun importing medium-large scale models directly from the manufacturers to sell in the UK at well below the usual shop prices. Sounds good and if what Pete and Morris tell me is true, the quality is excellent also. Read more about this on Pages 14 to 15.

Safety Exam

This idea of Andrew's came as a result of repeated discussions in committee where regular breaches of our safety and social rules are discussed. Committee have discussed the ways in which the exam could be used and suggestions range from combining it with the 'A' Test to including it in a 'Safety Evening' as one of the monthly club meeting features.

The great appeal of this exam, however, is that Andrew wants it to be treated as an open book exam - it's not so much a device to TEST pilots' knowledge, but rather a device to ensure that they have that

knowledge. Andrew has kindly allowed me to print this pre-launch version of the exam in this month's CD and it will hopefully cause some little discussion at the December AGM night - something to go through if you get bored of the proceedings!

However, the exam was meant to be launched in 2006 to coincide with our new format handbook so don't be surprised if you get some of the answers wrong, quite a few changes have been made since we've brought the Pilots' Handbook up to date.

Tex & Rex by Cobbo

As you'll see, on p18, another angle on the skewed life and habits of our favourite aerophiles is admirably demonstrated by this new blood, and with a touch of satire, too. Since I'm always a bit backwards in these matters it's great to have another source of input. If you ever get any ideas for a good cartoon (PRINTABLE AND NON OFFENSIVE) then please pass them on to me and I'll make sure either Cobbo or Ecurb give them the treatment.

Wishing you a
Very Happy
Christmas
And New Year



Jim

**Minutes of the
CADMAC Committee Meeting Tuesday 2nd November
from trevor bowry - hon secretary**



Apologies for absence

Alan Misslebrook and Lee Hackett

Matters arising from previous minutes

None

Correspondence

Southern area newsletter received and pertinent matters discussed

Club/Membership issues

All applications for membership and changes to information held by CADMAC, to now be Directed through Tony C.

Monthly meetings/social programme

John Farley is still okay for the November meeting and Trev. B to check that buffet is okay for The AGM.
George Claridge has agreed to run the BBQ at the end of the year, venue Porthole Farm.

Training

Nothing to report

Safety

Andrew presented his Safety Awareness sheets to the committee and it was agreed that they Might also form the basis of a quiz night.

Communications

Editor reported problems with the printer that is effecting the production of Clear Dope. The committee sanctioned the purchase of a new print head. The Web page has also been updated.

Thorney Island

Nothing to report except there was a mid-air collision between Ian Sanders and John Riall.

Trundle

Nothing to report

To Tony Reynaud on passing his



**BMFA 'A' Test (FWE) on Sunday
27th November at Thorney Island.
John Riall, who carried out the**

examination in moderately light winds, said that Tony had flown the test 'inch perfect' with his electric powered 'Trixie' a model which had been started by the late Gerry Devonish.

**DON'T
FORGET
YOUR
SUBS
NEXT**

Gibbs Guides

User friendly guides by Andrew Gibbs

Lithium batteries	£7.75
Nicad and Hydride batteries	£6.75
Mercury EX	£6.25
Super Nova	£6.00

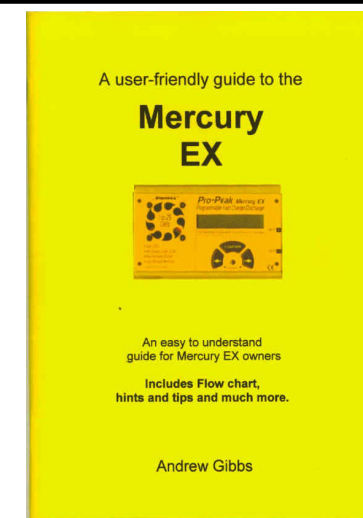
Cadmac members may enjoy a £1 discount on above prices when buying at a club meeting.

Latest Release

Gibbs Guide to Lead acid batteries

Andrew Gibbs 01243 861 804

Visit www.gibbsguides.com



ALL MODELS MUST GO

(Moving home and job)



**60" Wingspan Fun-Fly
Offers?**



**38" Hand launch glider
2 JR Nara Servos and
flight battery. Offers?**



**60" unfinished, scratch
built Trislander. Inc. 3
sp 400 motors, + 6x5.5
props, Kontronic Easy
5000 S/C, Futaba R138 8
channel Rx + 67 Xtal.
Offers around £100
CONGRATULATIONS**



**Huge 56" span Hawker
Hunter kit with G/F fuz
for tractor prop or gas
turbine.**

Offers?

Telephone: 02392 255711 Mobile: 07876 293201
E-mail: greg.cann@cannet.plus.com

Porthole Farm

Roof has been repaired and has been accepted by Raiffe as satisfactory.

Indoor Flying

Nothing to report from Bosham Hall.

Mick B has sent a letter to Seaford College reference future use.

Ron H is still awaiting a reply from Westbourne House School reference a return to there.

Junior matters

Nothing to report

BMFA

Nothing to report except that Ken K will be attending the Southern area AGM.

AOB

The sale of the late Gerry Devenish models etc. at the club auction raised approx. £400. This included sales outside the auction. The money will be going to St. Wilfred's Hospice.

Date of next meeting: - Tuesday 6th December at 2000hrs

DON'T FORGET

Annual subs are due from the first meeting of 2006.

If you haven't paid your subs in the new year you are not covered by BMFA insurance and

**YOU MUST NOT FLY ON
ANY OF THE CADMAC SITES**

CADMAC SAFETY EXAM

CADMAC takes safety very seriously. The introduction of a safety exam reflects the importance that the club places on safety, on member's responsibilities towards other members, and the well being of the club.

This is an 'open book' examination – the use of reference material is permitted and there is no time limit. The answers are readily available. You will find most of the answers to the exam questions in the following references:

BMFA Members' Handbook
CADMAC Pilots Handbook

Andrew



Questions

1. The reason CADMAC has a safety exam is:

- A To ensure the safety and well being of all club members and visitors
- B To help ensure our flying site privileges are preserved
- C To protect members of the public
- D All of the above

2. What is the maximum speed limit for vehicles on Thorney Island?

- A 30 mph
- B 40 mph
- C no official limit is posted
- D 20 mph

3. Safety matters are important to CADMAC. Ensuring safety is primarily the responsibility of:

- A The Safety Officer
- B Committee members, and espe-

- cially the Safety Officer
- C The club rules
- D Every club member

4. Some important rules govern the flight path of models and specify minimum distances that models may be flown from people. This is because even a relatively small model colliding with another person could:

- A Damage your model
- B At worst, cause them to suffer a serious injury
- C Kill them, especially if the model were to collide with their head
- D Spill fuel, which is an environmental hazard

5. As a responsible club member you appreciate that safety is everyone's business. You notice another club member breaking a safety rule. An appropriate way to deal with this is to:

models I used to buy bin bags by the 100. The cost of replacing these models was getting more than I could hide from the wife. I knew then that I needed to get my costs down or give up. Gradually the attrition rate came down to a reasonable level, but still the thought was there about reducing the cost.

Then one evening a few months ago while I was round Morris's house having a quiet drink, we got chatting again about the possibility of setting something up and started discussing the practicalities of such a venture and realised that it wasn't so far fetched as we had once thought.

So after a bit of scurrying around the good old Internet to try and find out who makes them and how much they make them for, we were surprised at the huge mark-up, even taking into account the shipping costs, import duties, VAT etc.

This got us thinking 'We could do that much cheaper'. We found several manufacturing companies in China and after getting prices, the next thing I know we had invested about £1000 of hard earned cash between us on plane samples.

Most of the samples we received were just not up to our quality standards, as we want to be able to fly these planes too. But after receiving the last four kits (a 70" P47 Thunderbolt, a Lancair 52, a 65" P51D Mustang and a 40 size Ultimate), which are all superb quality, we are pleased to say we have found our supplier. By the time you read this, our first stock of 50 planes will be on their way to us, arriving early January (just in time for that winter building project). We are trying to provide a decent range of both Warbirds and Sport/Scale planes, but if any of you would like something not in our catalogue, please let us know and we'll try and help. Our aim is to get up to a few of the southern shows next year, and for that we need to have plenty of stock (plus somewhere to store it – any offers?)

The company is called Plane Nutz because everyone tells us that we must be to get into this – we'll see. We now have a small initial range of 12 models and as the advert says, we can save you up to 30% on shop prices. We have spent many hours checking and re-checking our costs to bring you the most competitive prices possible (so don't ask for more discount!) We hope to expand this range as time goes on with gliders and electric planes. Our website is currently under development, but in the meantime, please feel free to see either Morris Campbell or myself for details or Catalogues.

Pete Wills



PLANE NUTZ

**Almost Ready To Fly models
direct from the manufacturer**

Save up to 30% on Shop Prices!!!






Warbirds including *Mustangs, Spitfires, Thunderbolts, Hellcat* etc.
Most Warbirds have f/glass fuselages.

Sports models from **Cessna 182, Lancair, Ultimate, YAK 54**, and if you're really brave, a **C160 Transall**



For further information e-mail planenutz@hotmail.co.uk or phone Pete 07851 013160 or Morris 07900 90750.....who are Plane Nutz.

Plane Nutz takes off.....

For many of us who are either too lazy or just don't relish the months of work required to build a plane from a kit or plan, the ARTF is an ideal route. But have you ever wondered where your beautiful new shiny ARTF Kit was made? The chances are that it was made in China. Over 90% of our general flying ARTF's are manufactured there, with a few in Vietnam (VMAR), Taiwan, some in Eastern Europe and USA. Big names such as YT International, Flair, Chip Hyde, Great Planes, World Models, Hanger 9 etc. all have their planes made in China.

So why are they charging so much, when they must be so cheap to produce with the reduced labour rates out there? Every time Morris visits the USA and brings back all these kits and engines at ridiculously cheap prices, we both wonder why we are paying so much here.

The idea of doing something ourselves actually first surfaced several years ago when we were both in PADMAC and I was still learning and trashing so many

- A Do nothing as it may cause offence
- B Shout 'you idiot! Don't you know the rules?'
- C Remind them of the rule in a public manner that can be overheard
- D Quietly, privately and respectfully remind them of the rule.

6. You always try to stick carefully to club rules. However, one day you inadvertently break a safety rule, and are respectfully reminded of the rule by another club member. An appropriate response would be:

- A Start an argument
- B Blame the reason for the rule breaking on someone else's actions
- C Claim you were not breaking any of the club rules
- D Acknowledge the reminder in a respectful manner

7. What must you do before switching on your transmitter at a CADMAC site?

- A Ask if anyone else is on your frequency
- B Make sure you have the peg corresponding to your transmitter's frequency
- C Ask if anyone else is on your frequency and then shout 'switching on'
- D Check your licence to transmit is in date

8. Select the manoeuvre that is NOT allowed at Thorney Island or Porthole Farm:

- A Low passes in the direction of take off and landing
- B Inverted low passes in the normal

- circuit direction
- C Flying downwind over the landing and take off area
- D Inverted circuits

9. What is the maximum speed limit for vehicles at Porthole Farm?

- A 10 mph
- B 5 mph
- C Any sensible speed
- D 15 mph

10. After a heavy landing, what should you do?

- A Have a scotch to calm your nerves
- B Check the your model carefully for damage, leaving the wing in place
- C Refuel and fly again, and hope for the best
- D Check your model carefully for damage, taking the wing off for an interior inspection as well.

11. The maximum allowable number of airborne aircraft at the Thorney Island i/c site is:

- A No limit
- B No more than 4 models
- C 4 models but up to 6 on Bank Holidays and Special Designated Days
- D One electric and 4 i/c models

12. What must your 35 MHz transmitter have fitted before you commence flying?

- A A frequency flag clearly showing the channel in use
- B An orange frequency flag indicating the channel number of the crystal fitted

- C An orange frequency flag and a pennant to indicate wind direction
- D A CADMAC sticker, in date

13. Why are 'wineglass' pattern manoeuvres not permitted OVER THE T/O Landing area at Cadmac flying sites?

- A Because it would prevent others using the runway
- B Because alcohol and flying do not mix
- C Because in one direction the model would be making downwind passes over the take off and landing area i.e. flying towards prevailing circuit traffic
- D Both a and c

14. Models may not be flown closer to the pilot box than:

- A 5 metres
- B 10 metres
- C 12 metres
- D 15 metres

15 Under what circumstances may a model be flown over the car park or the pilot box or pits area?

- A When fewer than 3 people are present
- B Only if the model is flying at an altitude above 10 metres
- C Never – it is strictly forbidden
- D Provided the pilot is intoxicated

16 Permission to fly at Thorney Island is entirely at the discretion of the Army, who have imposed strict

boundaries on the permitted flying area. The terms of this licence do not permit us to fly models

- A Further East than the Eastern edge of the North/South runway
- B Further North than the Southern edge of the East/West runway
- C Both a and b
- D During weekdays unless the model is electric

17 If even one single model is observed to be flying outside the permitted area at Thorney Island the club could, at worst:

- A Receive a verbal warning
- B Receive a letter of reprimand
- C Lose Thorney as a flying site, permanently and for ever
- D Have all committee members shot at dawn

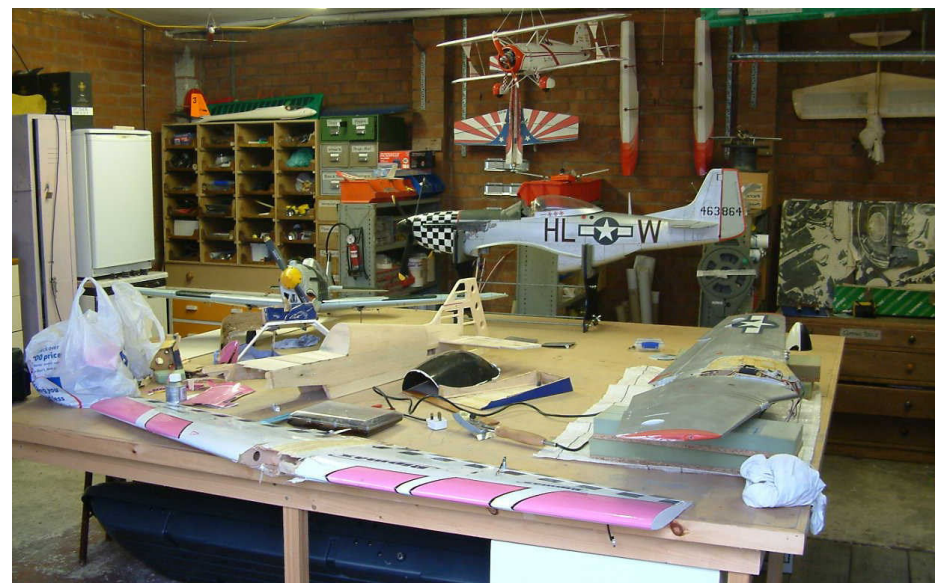
18. Where may you *not* fly at Port-hole farm?

- A Over the barn
- B Over the sewage works
- C Over the pilot box area and pits areas
- D All of the above

19. Concerning electric models, when should the propeller be considered 'live', i.e. liable to start rotating?

- A Only when you are in possession of the appropriate frequency peg
- B Only when your TX and RX are

TAKE US IN YOUR SHED



I was pondering last month. I often do, you know! How to create a bit of enthusiasm, from you, to make a contribution to Clear Dope.

The idea came to me, for good or bad, that it would be interesting to hear what members get up to in their modelling shack. I quickly grabbed the box brownie and took this shot of the untidy mess which passes for my den, where you can see at least two repair jobs going on at the same time. During a halt in the spraying process of the repair to my Mustang wing, after the Nats, I summoned up the courage to get the 'Aqua Giles' down out of the roof where it had been sulking since it last went AWOL from TX control.

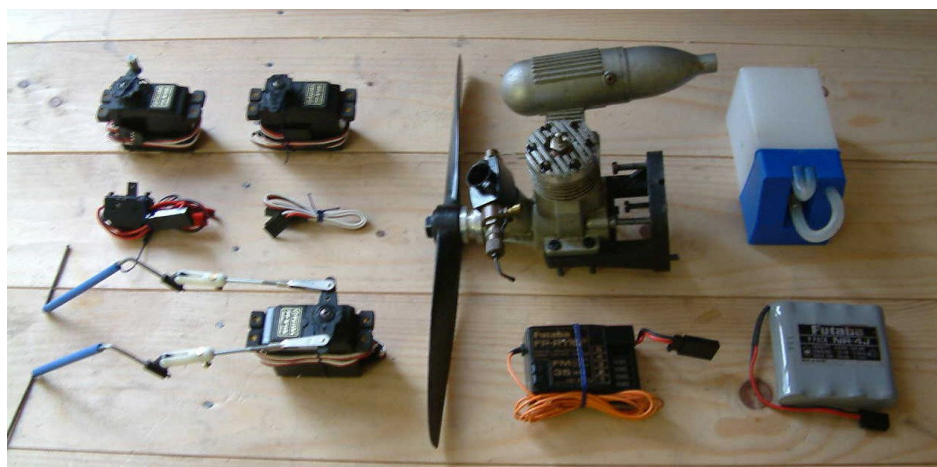
I was in the process of stripping off all the covering prior to commencing the repair which is now more or less

complete.

Why don't you write a few lines, with or without a photy, and let us know about your current project, or just about your workshop - how its organised, or some technique you developed or your way of doing things. We modellers are always interested in each others' sheds and the way we go about doing things - there are always so many different ways of tackling problems - so give us the benefit of your experience or give us a laugh and tell us about something that went drastically wrong. Surely I can't be the only person that makes a major cock-up of things from time to time.

DMC

GOING FOR A SONG



I took very little cash to the last club auction - I was determined to keep my hands in my pockets this time as I was re-fitting the 'nautical' Giles G202, again!

I did stick my neck out to the tune of fifteen quid, however, when John said this particular rather un-attractive little plane had a Futaba receiver inside. Well I was going to shell out £40 for the small Futaba DC one anyway so I coughed up. What a little gem I bought.

Next day I discarded the airframe but not before I had retrieved the entire contents which had all been neatly fitted, showed next to no signs of wear, and in some cases were carefully enclosed in small polythene rappers.

My little haul amounted to:
1 X Ervine 25 engine + muffler
1 X Cosmo 9 X 5 prop

1 X Glass filled engine mount
1 X 125 ml fuel tank
3 X Futaba 148 Servos
1 X Set of aileron torque drives
1 X Switch harness
1 X 200mm servo extension lead
1 X Futaba in-flight battery pack and
1 X Futaba single conversion RX

Work out the cost of those new!

I've since swapped the D/C RX in my Hot Knife with the S/C RX and it's given no glitches in 20 odd flights so I can now use the D/C RX in the Giles.

Just sorry I missed the £50 Pitts Special with an OS 120 up front!

Jim

both switched on

- C Only when commanded to do so by the throttle stick
- D Any time the battery is connected to the model

20. CADMAC rules stipulate that it is strictly forbidden to taxi back to the pits area. This is because:

- A Control of the model could be lost due to another TX being switched on
- B Control of the model could be lost due to receiver failure or other malfunction
- C Any model pointing at the pits area with a running engine is potentially dangerous
- D All of the above

21. In which places do club rules permit a transmitter (TX) to be turned on?

- A Anywhere
- B Strictly in the pits and pilots box areas only
- C In the pilots box and in the car park, provided the aerial is retracted
- D Only when the appropriate frequency peg is held

22. If weather conditions, such as wind speed and direction, make it difficult for you to fly your model within the allowed airspace at Thorney Island, you should:

- A Ignore the rules as no-one will notice
- B Fly carefully, but breaking the

airspace rules as little as possible
C Make the decision not to fly under the present conditions because breaking the airspace rules will endanger the club's continued use of the site.

- D Temporarily extend the airspace to suit your personal needs

23. Models flying aerobatics must not be flown closer to the pilots box than:

- A 10 metres
- B 30 metres
- C 50 metres
- D 20 metres while model is erect and 25 metres while inverted

'Hope you got them all right

Andrew

CADMAC ACCOUNT 2005

STATEMENT OF ACCOUNT 2004...2005

INCOME		EXPENDITURE	
SUBSCRIPTIONS		BMFA Subs	
Auction revenue			£2,533.00
Indoor flying		Fishbourne Club	
J. Devenish collection		Rents.	£805.00
Raffles	£85.27	Thorney	
Donations	£180.00	Porthole	£600.00
Sales	£71.04	Trundle	£250.00
TOTAL	£54.90	Trophies	£117.50
	£6,209.21	EXPENSES	
PETTY CASH BOOK		Gift (Raffle.)	£25.00
In hand	£9.11	Xmas buffet	£70.00
Jan.	£5.04	Bowling buffet	£85.00
Mar.	£20.00	B.B.Q.	£35.69
Jun.	£20.00	Scanner	£49.00
Expenses	£54.15	Prizes... Bowling.	£15.00
Balance	£26.39	CLEAR DOPE	
	£27.76	Inks	£414.72
CASH IN HAND		Paper/envs.	£112.66
Sale of Logos	£14.10	Post	£132.89
		PRINTER Service	£121.44
		ST. WILFREDS HOSPICE	£87.00
		AMP & MIC...	£40.00
		Trainer & Film	£31.49
		To Petty Cash Book	£45.04
		CREDIT envelopes	-£30.53
TOTAL INCOME	£6,223.31	TOTAL EXPENDITURE	£5,539.90

FINANCIAL STATEMENT 2003...2004

INCOME		EXPENDITURE	
Subs etc. from above	£6,223.31	From above	£5,539.90
Bank interest	£19.39	Surplus / Deficit	+ £702.80
TOTAL INCOME	£6,242.70	TOTAL EXPENDITURE	£6,242.70

ASSETS at December

	2005	2004	
Deposit A/C	£3,395.89	£3,376.00	
Current A/C	£1,978.61	£1,309.30	Prepared by
Petty cash in hand	£27.76	£9.11	Alan Misselbrook
Cash in hand	£14.10	£14.10	Hon. Treas. CADMAC
Book assets	£1,097.00	£1,240.00	
Unsold Logos	£212.00	£212.00	
TOTAL ASSETS	£6,725.36	£6,160.51	

Membership

	2005	2004	2003	2002	2001	2000
	131	144	153	141	127	107