

CHICHESTER AND DISTRICT
MODEL AERO CLUB
ANNUAL GENERAL MEETING 2007

AGENDA

1. Minutes of 2006 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. 2007 Competition Winners Trophy Presentation

Interval and Buffet

17. Election of 2007 Committee members

December 2007

CLEAR



In this Issue

Laser 150 F/S

O/D Electric Edge 540

Seaford Snaps

CHICHESTER AND DISTRICT
MODEL AERO CLUB

Chichester and District Model Aero Club

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

Committee 2007

| | | |
|---|---|-------------------------------|
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| | Mobile: | 07766 078977 |
| | Email: | tony@tonychant.freemove.co.uk |
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| Treasurer & | Keith Wood | 01903 732595 |
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| 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 |
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| CD Editor | Bruce Smith | 01243-531602 |
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Committee appointed positions

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

Cover Photo:

Full flap and gear down - iconic? This Spit lines up for the classical bumpy landing on grass at Duxford's Flying Legends.

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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.

PARTING SHOT !

Two British traffic patrol officers from North Berwick were involved in an unusual incident, while checking for speeding motorists on the A-1 Great North Road .

One of the officers (who are not named) used a hand-held radar device to check the speed of a vehicle approaching over the crest of a hill, and was surprised when the speed was recorded at over 300mph. The machine then stopped working and the officers were not able to reset it.

The radar had in fact latched on to a NATO Tornado fighter jet over the North Sea , which was engaged in a low-flying exercise over the Border district.

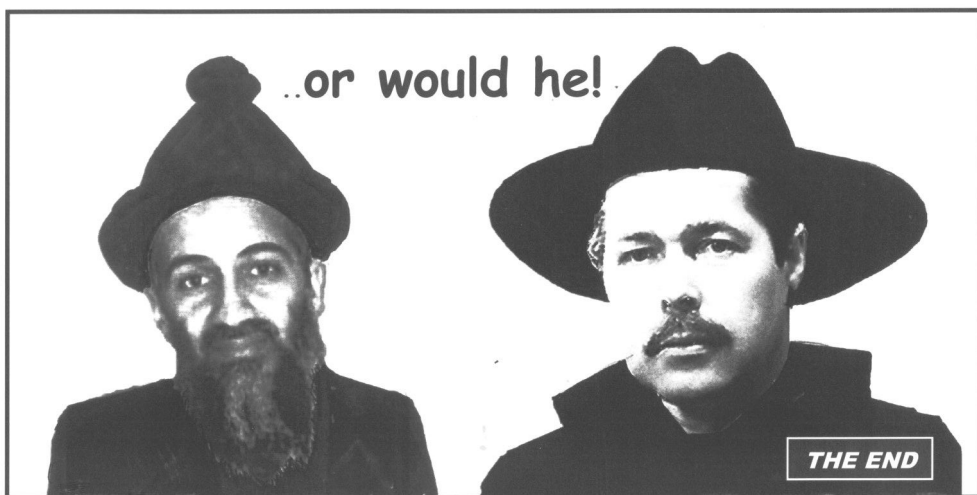
Back at police headquarters the chief constable fired off a stiff complaint to the RAF Liaison office.

Back came the reply in true laconic RAF style...

"Thank you for your message, which allows us to complete the file on this incident. You may be interested to know that the tactical computer in the Tornado had automatically locked on to your 'hostile radar equipment' and sent a jamming signal back to it. Furthermore, the Sidewinder Air-to-ground missiles aboard the fully-armed aircraft had also locked on to the target. Fortunately the Dutch pilot flying the Tornado responded to the missile status alert intelligently and was able to override the automatic protection system before the missile was launched".

Bloody Shame!

TeX & ReX *by Cobbo*



Editorial

As another year comes to an end I'd like to say a personal "Thank you" to ALL CD's contributors over the last twelve months. Yet again we've had new first-time contributors along with the old die-hards. I must make a special mention of our Secretary, Toni Reynaud for his excellent minutes which keep us all informed so well and to Keith Wood our Treasurer and Membership Secretary not just for his frequent contributions to CD but for the constantly up-dated membership lists he sends me, to ensure an accurate CD Pick-up Sheet and mailing list.

A very special thanks must go to Colin Stevens. I don't think there's been a single issue published this year without at least one significant contribution from Colin, whether it be a full blown article, a pointer to interesting web sites or an hilarious idea for Tex and Rex under his 'Cobbo' pseudonym. I'm going to miss the regularly emailed doses of his humour - much of which is not printable. (For National Security reasons - of course.)

I must publicly express my gratitude to the CADMAC committee, not only for their work on our behalves throughout the year, but particularly for their support for the purchase of a really good laser printer - previously I'd literally had to put aside four days to print the 150 or so copies of CD - the new machine does the lot in a single day and has taken so much strain out of the job with its reliability.

I sincerely hope that one of you will pick up the gauntlet and take over the editorship of our little magazine who's readership reaches as far afield as Australia and South Africa, so I've

been told. I have stated, in committee, that if no new editor is forthcoming at the AGM, I'll continue for a short while, to produce an information sheet in a greatly simplified format so that you continue to receive minutes of the committee meetings along with any important notices - but lets hope it doesn't come to that. If it does, however, members will still have an outlet for their projects and articles through (our BMFA Representative) Ken Knox's really excellent Southern Area Newsletter. Ken, I know is always delighted to receive photographs, copy or notices. If you don't already read it you can find it on: www.south-ernareabmfa.hampshire.org.uk

I'm going to miss my love-hate relationship with CD and I'm going to miss being that one face that new members recognise but I'll enjoy the freedom to get on with a number of projects in mind. (Last year I told you about my desire for a big petrol engine - look where that got me!)

As for this, my last issue of Clear Dope, well I hope you'll forgive my being somewhat self indulgent - there's very little going on at this time of year and I couldn't see my last edition going out in four pages. My thanks, of course to Allen for his indoor pictures and to you for your indulgence these last five years.

On behalf of all the CADMAC Committee may I wish you a very

**MERRY
CHRISTMAS**

DMCE



Minutes of the Committee Meeting

6th November 2007

from Toni Reynaud - Hon Secretary



Committee Members Present

Tony Chant, Harry Walton, Morris Campbell, Toni Reynaud, Ray Beadle, Keith Wood, Bruce Smith, Allen Miller, Mick Blundell, Ray Andrews, Ken Knox. Gavin Bidwell

Members Observing John Riall, Steve Skinner

Apologies for absence.

.Allen Millar.

Matters arising from previous minutes.

No Matters Arising

Correspondence.

Toni R presented a couple of items from the BMFA - 60th AGM to be held 24th November. Agenda and programme included, minutes for last year's meeting to be ratified, Annual Report, SMAE Supplementary Information, Summary of Financial information, SAME Annual reports and Accounts, and Proposed budget for 2008.

Similar from Southern Area BMFA – Newsletter, Notification of AGM on 19th November, 2006 minutes for ratification. Also included is a proposal to simplify the questions part of the A and B certificates, Balsa Brain advert, and report on RVCP Show.

Tony C – A letter from Southern Water stating that new equipment has been installed at the sewage works near Porthole Farm which uses methanol. It is therefore a chemical hazard and a possible fire hazard. There is to be NO OVERFLYING of the sewage farm from now on. Tony C to announce to the members at his next talk, and this detail is to be included in the New member's briefing. Keith W to draft a reply to Southern Water/ 4D.

Tony C referred to an email/letter from Harry Walton, and asked if there was any further action to be taken. Harry stated he had no more to say on the matter.

Bruce S stated that he had withdrawn his request to become an examiner. John Riall expressed apologies to all, which were accepted. All parties now feel that the matter is closed.

Photos by Allen Miller



Above: Peter Daer with R/C Sukio 27

Left: "All hands to the pumps!"

Below: Phil Claridge, Terry Burley and Richard Ethridge on the flight line.



SEAFORD INDOOR AUG 07



TL: Richard Ethridge with electric powered Free Flight tug, glider and CADMAC banner.

BL: Brian Stichbury preparing a Free Flight model.

BR: Derek Ascott with his Electric Fly.



Tony C stated that although there had been no letter from Thorney Island, we will assume no flying on Sunday 11th November (Remembrance Day). Announcement at next Club evening.

Treasurer and Membership Secretaries finance and membership report. Four applications for membership, all interviewed by one or more committee members at last meeting - approved. This takes membership to 149 (143 this time last year). Statement of accounts is in preparation and the draft will be presented at the AGM.

Social Secretaries report.

The room is confirmed for the AGM. Buffet is to be provided by Club Members, Toni R to co-ordinate. Harry and Bruce also volunteered. Mrs Riall to be asked to organise a Raffle for that evening. There will be a Christmas BBQ at Porthole Farm on 28th December. George Claridge will officiate. Toni R to confirm.

A trial mass emailing to Club members was carried out. The response in terms of receipts, rejected email addresses, and no answers was disappointingly low. Keith will ask members to check addresses at the payment night next year. Toni will investigate mass emailing further.

Thorney Island representative report.

Nothing to report. The new Commanding Officer made himself known to John Riall and other Club Members on Sunday afternoon.

Harry stated that he would not stand for re-election as Thorney Island rep at the AGM.

Thorney non member application forms.

None.

Thorney Island general use. (update section).

A line is to be drawn under the numbers on the new pegs to avoid confusion due to inversion.

BMFA representative report.

Ken K, stated that the Southern Area Newsletter had been removed from the Hants web site – investigation are underway as to why this has happened. The 70th anniversary celebrations of the Southampton Club went well – some excellent models were on display. Southern Area AGM is coming and the position of Chairman is still vacant. Steve Skinner has been retested by an “independent” examiner and is now himself a Qualified Club Examiner. Congratulations were offered by all. Ken also suggested that the Club present a team for the Balsa brain competition. The Yeovilton show was very good – the Navy were impressed by the organisation and the models which were flying.

Safety Officer's General report and site accident report

Morris C stated that there have been no accidents or incidents of note, and no major problems with pilots, and that he would like to see this situation continue.

Porthole Farm representative report.

Mick stated that he would not stand for re-election as Porthole Farm rep at the AGM. He will be happy to continue as the interface with the owner and to continue with keeping the strip mown. Ken K proposed that Mick's membership fees be waived in recognition of this service, which is not the easiest task. Seconded Bruce S, unanimous vote in favour.

Porthole non member application forms.

Nothing to report.

Porthole general use. (update section).

A line is to be drawn under the numbers on the new pegs to avoid confusion due to inversion.

Editor's progress on production of Septembers Clear Dope.

Bruce S reported that this month's CD is a bit thin. He has a report and photos of the indoor meeting at Seaford coming from Allen M. He has not yet had to order any toner cartridges, but the first black one has run out. Black is the smallest and cheapest cartridge and lasts about four issues of CD for a cost of £70. Toni R to investigate refilling the cartridges as opposed to getting new ones.

Bruce stated that he would not stand for re-election as Clear Dope Editor at the AGM. He will be happy to help with a handover period. A vote of thanks was given in appreciation of work done on CD over the last five years.

Trundle hill representative report.

Ray A reported that he had had a phone call from G Bentley of the Aldershot Club requesting that their club members be allowed to fly at the Trundle. The Aldershot Club would reciprocate with access to one of their flying fields. Ray asked for more details in a letter, which is yet to arrive. The general consensus was that this would probably be acceptable.

Mick B asked if we should consider lifting the 100" rule for the Trundle. As this is an Air Traffic Control stipulation, we need to talk to them about this.

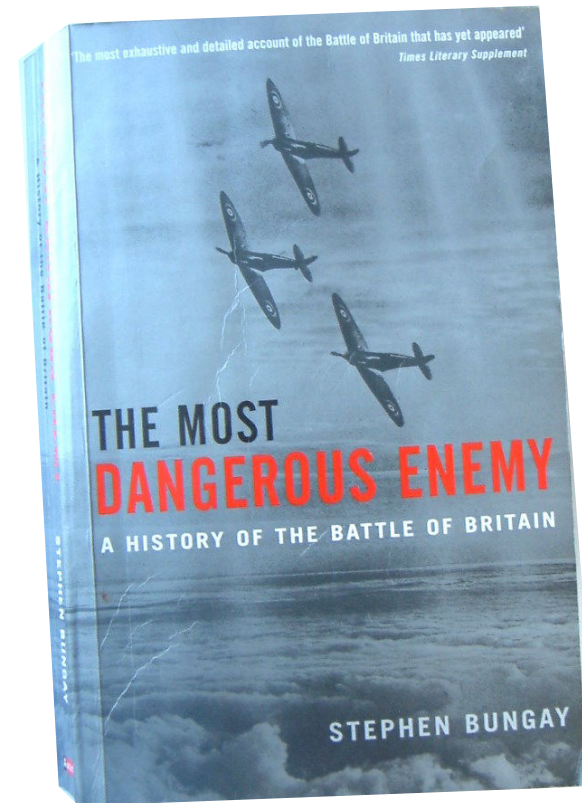
The Advice Notice on the hill has run due to water ingress. A new notice is to be printed on the laser printer and fitted.

Ray will talk to the Goodwood Estate to see if it might be possible to use a 4x4 vehicle on one or two occasions next year to ferry members with walking difficulties from the car park to the flying site on the hill

Indoor Flying representative report, finance and member lists.

Tony C relayed a report from Allen M Only one person turned up at Seaford College when flying had been cancelled at short notice because the floor was being

CHRISTMAS



Already hailed as the standard work, whose comprehensiveness is unlikely to be surpassed, *The Most Dangerous Enemy* is a magnificently authoritative history of the British battle that most galvanises the imagination and symbolises the destiny of a nation.

But in rigorously re-investigating every aspect of the Battle of Britain - and above all the traditional version of Britain's victory as 'a close-run thing' - Stephen Bungay tells a story full of surprises. Whether assessing the development of radar, the relative merits of the Spitfire, Hurricane and Messerschmitt, or the crucial role played by Fighter Command's Keith Park, this book

— uncovers the unexpected truth behind many of its time-honoured myths.

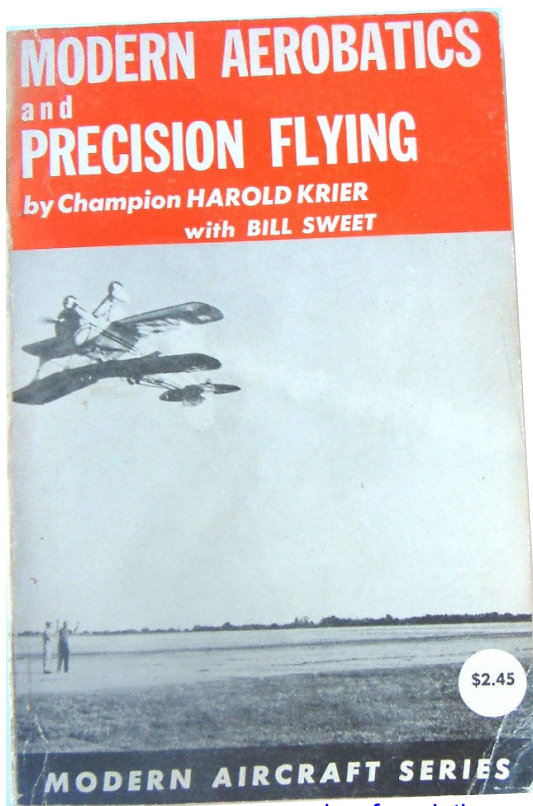
Not only a major work of modern history but also a truly compelling narrative, *The Most Dangerous Enemy* confirms the Battle of Britain as a crucial event in European history with important lessons for today.

A fascinating case history in illusion and reality. He dispels the myths and kills the clichés... Admirable.

Geoffrey Smith, Sunday Times

A BOOK FOR

This is a truly fascinating book for anyone remotely interested in aerobatics and the history of flying. Harold Krier was a pioneer, a showman, a multiple champion and a fearless test pilot who died spin testing new types of aircraft. His book catalogues the early days of aerobatics and the development of the Aresti cryptographic system. He describes in great detail how manoeuvres are flown and judged and he details his narrative with exquisite hand drawings of the com-



licated manoeuvres he pioneered. His book reveals his love of flying, his fellowship with other aeronaughts and some interesting in sights - The tiny Pitts Special at 17 foot wingspan was for instance a 'Girly' craft, favoured by the likes of Betty Skelton (Little Stinker), Joyce Case Funsch (Joy's Toy) and Caro Bayley (Black Magic), whereas the guys flew the larger, more powerful Wacos, Stear mansk, Buckers and Great Lakes Specials.

His book, one of the 'Modern Aircraft' Series is published by Sports Car Press and although now out of print, there are many copies out there still to be had via the internet or obtainable through large distributors. Mine came from South Africa and cost just under £10 including postage and packing.

Find out more about Harold Krier (The Kansas Gentlemen) via your search engine or type in:

icasfoundation.org/hall_fame/2004/krier.htm

to see film footage of his flying and his induction into the ICAS Hall of Fame.

repaired – all other members and would-be attendees had got the message.

Competitions Program.

Ray B reported that all trophies had been allocated for this year except for the Jerry Devenish trophy, which will be sorted at the next Club evening by a show of hands by the members. One cup is to be repaired, and engraving is still to be organised as soon as all trophies are returned by this year's holders.

Monthly Meetings/Social Events Programme.

November - Bruce is prepared and happy to give an on-screen and practical presentation of techniques for producing scale detail.

Toni R passed Plane Game cards to Keith W to delegate that evening.

December – AGM. Room confirmed, buffet will be in hand later this month. Nominations are required for the posts of Thorney Island rep, Porthole Farm rep, Clear Dope editor and Junior Member's rep. Investigate the possibility of more club meetings during the summer next year.

Tony R to talk to the Playing Fields Association about free evenings

Junior Members representative report.

Nothing to report. Gavin will not stand for re-election as Junior Member's rep at the AGM.

Web Site Update - Progress report.


Tony C has the password and other necessary detail from Lee H to enable access to the website. Changes are being made – watch this space!

AOB.

None


Date of Next Meeting 04/12/07.

Toni

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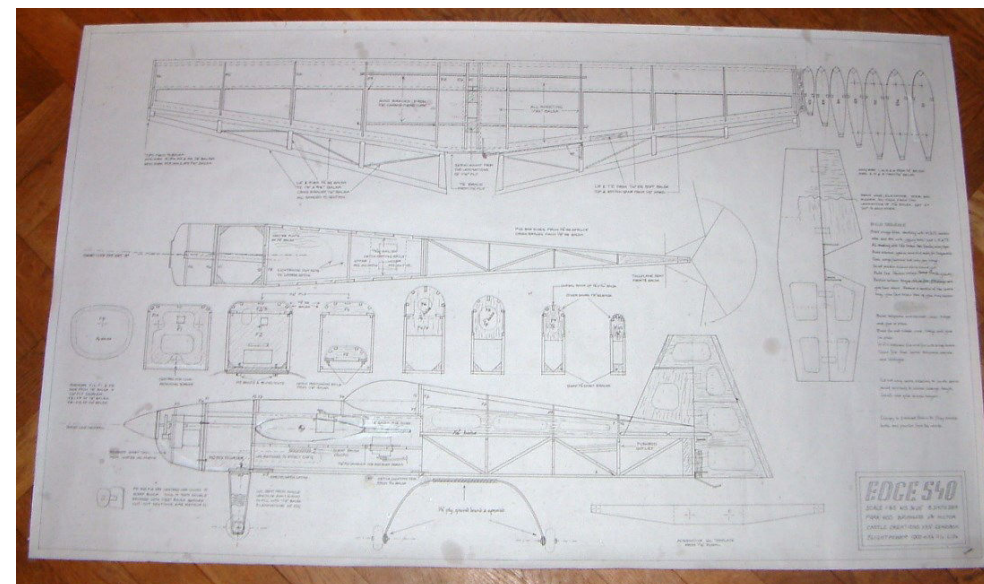
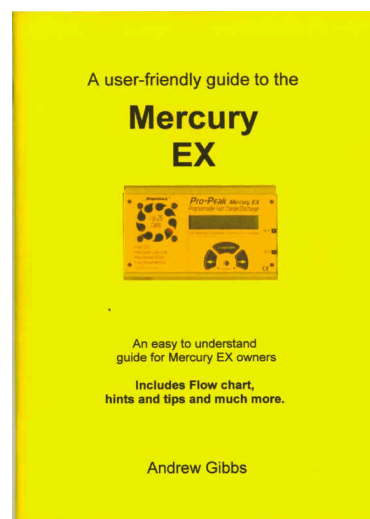
Gibbs Guides

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



The model should fly well on the standard Formosa power train and any brushless set-up should give good 3D performance. My model uses a Park 400 brushless in-runner, Castle Creations 3:1 Gearbox, E 12 X 6 prop and E Flight 3S 1200 mAh lipo. This combination pulls around 12 amps giving a power consumption of approximately 130 watts and gives nine minutes flight.

Early tests proved most satisfactory - a typical Edge smoothness combined with a high degree of manoeuvrability. The rake on the ailerons ensures the highest angle of attack at the root thus dramatically reducing the tip stalling characteristic of this wing shape - but the flat spin 'is to die for!'

Of course, having spent a lot of time designing in lightness, I then went and covered the model in the heavy Pro Film and fitted a Futaba 8 channel dual conversion receiver! Fortunately this doesn't seem to have greatly reduced its performance - the Edge will prop hang so she should harrier and with a little over half throttle she'll knife edge all day. Aerobatic manoeuvres are crisp and sure, as you'd expect with its pedigree. Although initially conceived as a park flier she handles wind very well and she's flown comfortably at Fishbourne, Porthole and Thorney Island. Anyone with an aging Formosa is most welcome to borrow the plan to copy, though I should warn that construction techniques favour the more experienced builder. Finally - besides sporting the ever-popular Tex & Rex emblem on the stabiliser my Edge also displays a decal on the cowl which reads. "Inspired by the 14 men of Tain." If this doesn't ring a bell you're obviously missing out on one of the finest pleasures known to mankind. So, the next time you go into the supermarket or wine shop, have a look what is says on the side of a bottle of Glenmorangie.

NEW LAMPS FOR OLD!



Photo courtesy of Andrew Gibbs / AMI

One evening, a couple of months back, in a moment of inspiration

brought on by that sense of euphoria which comes only with over indulgence in the Highland Water, I decided to design my own model! The Glue/Foam ratio of my Formosa park flier had just about exceeded 1:1 so I thought I'd build a new airframe to utilise all the Formosa's control linkages and power train. Being highly delighted with the flying characteristics of my Super Tigre 90 powered Edge 540 I decided to scale down its dimensions to give a 36" wing span (for obvious reasons) and so dusting off my old T.D. instruments I set to work on the old blank canvas.

Strength and lightness were my main concerns in the design which is mostly constructed from one eighth square strip and one thirty-second sheeting. The wing 'D' section isn't webbed but its semi rigidity comes from two lengths of one eighth carbon fibre tubing. The tail feathers needed to be strong as they'd have to cope with huge throws so they're constructed from two laminations of one sixteenth balsa set at right angles then dremmed out to give the lightness.

Initially I'd intended to form the cowl from my own plug by plunge moulding but I discovered 'Vortex Plastics' produce a shallow press-moulding for a couple of quid, so my design was modified slightly to accommodate this. The model is finished off with a canopy cut from a 3 litre fizzy drinks bottle, painted inside.

Sad to have lost them Happy to have known them.

Ex CADMAC member Mr Terry Howell passed away on the 23rd November 2007. He was very well known within the free flight section of our hobby and a regular and lively character at indoor meetings.

John Farley OBE AFC CEng, who entertained us so brilliantly at club nights with his magnificent presentations, passed away in September 2007. John demonstrated that humility which is so often associated with the highest achievers. Visit his lecture on Harrier development at

http://www.harrier.org.uk/history/history_farley.htm

NEXT MONTH'S MEETING SUBSCRIPTION NIGHT

End of Season
Barbie & Fly-in
Friday 28th Dec
Porthole Farm
From Noon

SERIOUS KIT FOR SCALE MODELLERS

As a relative new-comer to R/C aero-modelling I'd never heard of 'Laser' engines until that fateful visit to the Scale Line at the Nats in 2002.

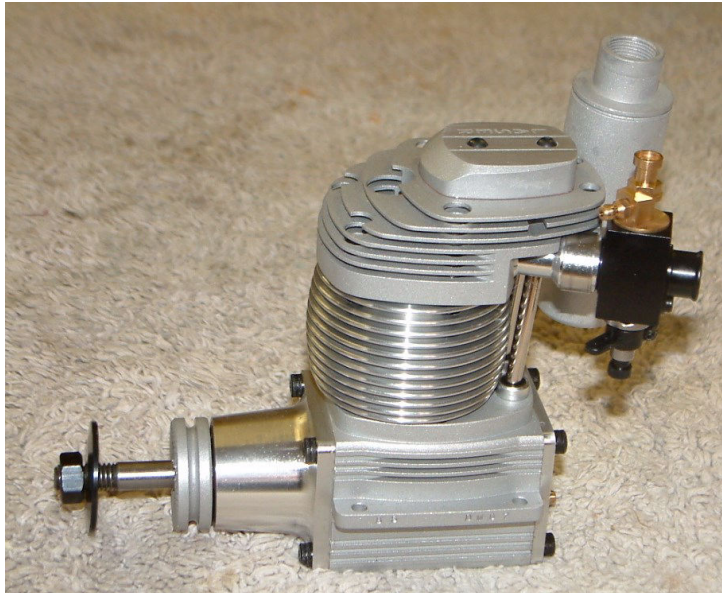
I soon became aware, though, that these superb creations of Neil Tidy and AGC Sales Ltd. are internationally renowned as the Rolls Royce of model aero engines particularly in scale circles.

Over the last few years I've heard a lot of rumours about them but still knew very little (Neil doesn't need to advertise his products in the mags) and it was only within the last couple of months that I actually handled one for the very first time.

A couple of years ago I re-modelled my 72" w/s Flair Spitfire from a 1B to a 9C. Now having recently decided to upgrade the retracts to an air U/D system I thought I'd go the 'whole hog' and fit a top of the range motor - and there literally is no competitor for the Laser.

The build quality may be superb as Neil uses the best materials and techniques but what puts Lasers miles ahead of the opposition is their design. They are smaller and lighter than traditional conventional four-strokes and they're actually designed to FIT INSIDE model aircraft. That beautifully sculptured cylinder head profile is literally lost inside the spit's cowl. No ugly rocker cover sticking out here - that's all been moved to the back where height isn't such an issue.

The exhaust and carb are situated right behind the cylinder and push-rods and oh so cleverly located with double 'O' ringed shafts and cylinder head clamp



bolts - and they both swivel!

No ugly exhaust protruding through the side of the model now - it will come out right underneath - just where you want it. But what about the throttle control horn?

Wonder of wonders - it's mounted right on the outer most point of the engine so you don't need a degree in three dimensional geometry any more and you can easily

create a straight line pushrod between the servo and carb. (All these years I've been routing mine through the fuel tank!)

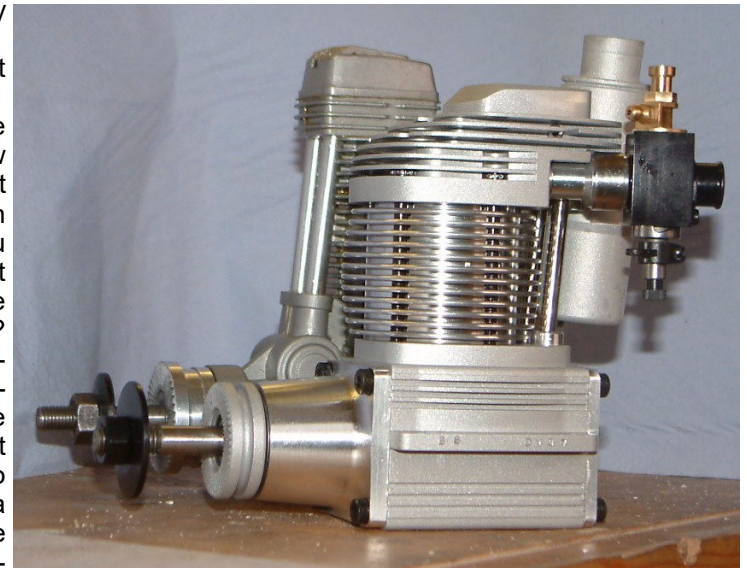
Laser engines are no use at all for pattern ships or anything else you might want to send screaming through the sky.

They are brilliant for scale and general sports models though, where their slow revving high torque will swing very large very efficient props with that silky smooth exhaust tone which the scale judges seem to dream about. (I think 95% of F4C competitors [world-wide] used Laser engines last season.)

"Ah yes, all this comes with a great price tag," I hear you mutter in to your pint of 'Old Tanglefoot.'

WELL YOU'LL BE AMAZED!

Check out Neil's website on:
www.laserengines.com



Laser 150 profile compared to a conventional 120 f/s.

