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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.

FEBRUARY 2004

CLEAR DOPE



In this issue:

A Tribute to Ray Hackett

Park Rule Change / Show Trip Dates



CHICHESTER AND DISTRICT

Chichester and District Model Aero Club

Committee 2004

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Committee appointed positions

Junior Members Protection Co-ordinator:
Bruce Smith 01243 531602

Visit the club's excellent Web Site,
<http://cadmac.virtualsite.co.uk>

Cover photograph: 'Hook Launch,' winner of this year's Spirit of CADMAC photo comp. Tony's wife Alison, in chosing this photo, may or may not have realised that with his taped-up-prop e-glider, pilot Fred Lee from the Trent RCMFC (Notts) was a guest of CADMAC, literally joining in the 'Spirit' of things on competition day. His model is pictured being ably launched - by CADMAC's answer to the Chippendales - Harry Hook

An aircraft is about to crash.....

An aircraft is about to crash. There are five passengers on board, but unfortunately only 4 parachutes.

The first passenger says, "I'm Johnny Wilkinson, the best flyhalf in Britain, the English need me, it would be unfair to them if I died". So he takes the first parachute and jumps.

The second passenger, Graca Machel, says, "I am the wife of the former President of South Africa. I am also the most dedicated woman in the world." She takes one of the parachutes and jumps.

The third passenger, George W. Bush, says, "I am the President of The United States of America. I have a huge responsibility in world politics. Apart from that, I am the most intelligent President in the history of the country and I have a responsibility to my people not to die." So he takes a parachute and jumps.

The fourth passenger, the Pope, says to the fifth passenger, a ten year old schoolboy, "I am already old. I have already lived my life, as a good person and a priest I will give you the last parachute".

The boy replies "No problem your popeness, there is also a parachute for you....."

America's most intelligent President has just jumped out the airplane with my school bag round his neck..."

FOR SALE

MYFORD ML.7. LATHE needs a little attention £200 ono
See Mick Blundell or phone me on 01243 670791

TeX & ReX by Ecurb



Social Events Calendar 2004

The following events have been booked for the regular Thursday night club meetings.

MARCH - Indoor Flying

Lets have a comp for the Alan Whipp free plan design (Sept 03 CD)

APRIL - Club Auction

Start sorting and saving now for one of our best social events

MAY - Skittles Evening

Advanced Notice

Change to Park Flying Rules

With effect from 03/02/04 the following conditions have been withdrawn from the regulations governing park flying at the Fishbourne PFA Sight.

***Only geared motor/propeller combinations may be used /
No direct driven propellers are to be used on park fliers.***

This means that it is now permissible to use direct drive motor/prop combinations on models, providing that they meet all the other park flier requirements.

Editorial

Chichester & District Model Aero Club



Medical Emergencies Information Card

Carry the card!

If you received CD by post last month you may have been surprised by the inclusion of a MEIC - a what? A Medical Emergencies Information Card. You'll probably have been even more surprised that there was not a jot of info anywhere in CD explaining just what it was or why it was there. Sorry about that chaps, but time and space were at a premium last month. If you've not worked it out so far, then, the idea came from a proposal at the AGM that senior members might benefit from a similar scheme to that incumbent upon our under 18 colleagues. The card is strictly private to yourself, but carried on your person or in your

flight box it might just prove a life saver if you were ever involved in an accident or collapse of some kind.

Healthy Eating CD?

Those amongst you who are well accustomed to handling and handling over wads of folding crinkly in the model shop will have already clocked the fact that this is a slimmer CD. I must point out immediately that this is certainly not a ploy on behalf of the editor to establish a leaner, meaner, even greener finely honed and toned version of the popular rag. It's just that I'm short of content this month. Maybe by next month our usual motley crew of regs will have finished building Santa's presents and we can get back to the 'Full Fat' version.

Back from the USSR

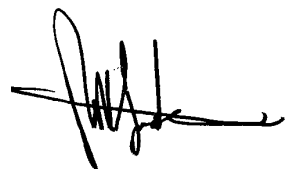
.....and if you're wondering why you've not been thrilled and delighted this month, by a dazzling display of tasteful holiday snaps from yours truly's little sojourn to the Fed. Rep. - its because he got his camera knicked! Not by the Soviet immigration authorities, not by the Moscow Police and not even by the Russian Mafia - but by someone straight off the Heathrow x-ray security conveyor belt. No wonder they call it 'Thief Row Airport!'

Chairbourne

Just a few notices arising from discussions held at the January Club meeting. Those of you who attended this meeting will already know that we now have a Competitions Secretary to serve on the Club 2004 Committee. Maurice Campbell, following the AGM and some thought about it over the Christmas period, decided to volunteer for the post and was proposed, seconded and accepted at the January Club meeting. Maurice is hoping to bring some fresh ideas to the 2004 competition programme but being new to the task, would appreciate any help and advice he can get from members in running the events. He will be publishing a competitions programme as soon as he gets his "feet under the table". So, anyone interested in giving a hand, please contact Maurice who will be pleased to hear from you.

On the subject of help from the membership, John Riall, wearing his Club Chief Examiner and Training Officer hat, made a request at the January Club meeting for more members to assist him in pilot training. Any member who would like to help in this important Club activity, please make himself known directly to John.

Finally, following an editorial review scheduled to take place at the February Committee meeting, the 2004 CADMAC Pilots Handbook should be available for distribution in February/March.



FLYING BAN THORNEY ISLAND Saturday 27th March 2004

"144 Para Med Sqn (V) will be using the main runway for a parachute exercise onto the Isle of Wight, operating a Skyvan aircraft, between 0700 and 1200 hrs on Saturday 27th March 2004. By order of the the Thorney Island Station Commander, the runway area is "out of bounds" to all CADMAC members during this period."

INDOOR FLYING

WESTBOURNE HOUSE SCHOOL OVING

**Next Meeting Thursday 19th February
20.00 to 22.00 hrs**

Poor support in recent months has left the indoor flying account very much in the RED

We are in danger of losing this venue!

CADMAC SHOW VISITS 04

Sandown - Sat 8th May

Wings & Wheels - Sat 26th June

Hastings - Sat 7th Aug

Croyden - Sat 18th Sept

Put these dates in your diary now and contact Trevor a.s.a.p. if you wish to book a place in the mini-van.

Re: Heli Hazard

Ref the CD item on the potential hazard from electronic counter-measures emissions from low-flying helicopters, I thought that you might be interested to know that it's already happened to a MVSA member a couple of years ago.



A Chinook suddenly appeared around the edge of the south slope, following the route of the A3. As it came into line-of-sight of the model, the model immediately rolled onto its back and spiralled into the trees. It was checked-over after recovery of the wreckage, and nothing was found to be wrong with the radio.

.....

The owner took up the matter with the MOD and was eventually compensated in the sum of £49.99. My concern is this, however. The

owner was not completely convinced that it was an electrical interference issue, and might have been due to rotor wash. He was a beginner under instruction, and since I was on the spot, I can say that the helicopter was much too far away

for there to have been any rotor effects. What I can't say is what he conveyed to the MOD as a cause, and therefore the MOD might not have got the message about the risks presented by their jamming systems.

Your caution is timely therefore, and we all need to take care.

Colin Stevens



STATION STAFF OFFICER
47th REGIMENT ROYAL ARTILLERY
Baker Barracks Thorney Island
Emsworth Hants PO10 8DH
Telephone: (01243) 388356 Military: 94295 8356
Facsimile:(01243) 388244 Military: 94295 8244



Mr P M Sackman
1 Clovelly Road
Emsworth
Hants Date:
PO10 7HL

Your Reference:

Our Reference: 1004/76
30th December 2003

Dear Peter

USE OF THORNEY ISLAND BY CADMAC

There are a number of activities within the next three months that your member should be aware of as they may, and in one case will, affect your clubs activities. These are as follows:

January 2004

Sun 4 Thorney Island Shoot - In the areas of the following parts of the Island - NW, NE and East of the Island as far down as the Sailing club

Sun 4 RSPB Bird Count on Pilsey Beach conducted by Chichester Harbour Conservancy

Sat 10 Thorney Island Shoot — In the areas of the following parts of the island - NW, NE and East of the Island as far down as the Sailing club

Sat 24 Thorney Island Shoot - In the areas of the following parts of the island - NW, NE and East of the Island as far down as the Sailing club

Sat 31 Thorney Island Shoot — In the following parts of the Island - NW, NE and East of the Island as far down as the Sailing club

February 2004

Sun 1 RSPB Bird Count on Pilsey Beach conducted by Chichester Harbour Conservancy

Sat 14 457 Battery (V) - Exercise on the island — Areas not yet finalised

March 2004

Sun 22 RSPB Bird Count on Pilsey Beach conducted by Chichester Harbour Conservancy

Sat 27 144 Para Med Sqn (V) - Main Runway to be used for a Skyvan aircraft for a parachute exercise onto the Isle of Wight between 0700 and 1200 hrs. No Model Aircraft are to be used during this period and the runway is Out Of Bounds to everyone during this time.

There may well be late additions to this list that at this moment are not known about. You will be informed of these as they become known if, at all possible.

Yours truly

Chris

VCJHallas
Major (Retd)
For Station Commander

A WARNING!

Sunday 18th January was a lovely warm, sunny, windless day at Thorney Island. The tide was way out leaving the mud flats exposed for a long way - a day for a disaster?

The first one happened within an hour of my arrival. An 'A' certificate holder was flying when he got into difficulty. The model plunged downwards (they never seem to go up!!) out of sight. Within minutes we found ourselves looking at the plane sticking out of the mud vertically and up the leading edge of the wing about 100 metres out. The owner proceeded towards the model, only to find the mud was like walking on ice and already he was sinking into the soft mud.

I advised him to leave the model. This was not an easy decision and he was soon struggling out towards it. Every step he took, his feet went deeper in the mud, and falling over many times he eventually got to the plane. The tug of war, trying to get it out of the mud, seemed endless. In the end, out it came. After more frantic moments, he was back on terra firma.

I had only been back at the flight line a few minutes when the wings, of another model, departed with the fuselage. (That could be another story about ARTF!). The wings fluttered to the ground, but the fuz carried on, only to crash almost next to the first model's landing place! This time we tried to lay stepping stones but they sunk out of sight when they were stepped on. History repeated itself, but when trying to tug it out of the mud the fuz broke behind the trailing edge. By now the owner was up to his calves. Somehow he pulled himself free. Leaving the bits, and both his shoes, behind.

A QUESTION

Are our models more important than our lives?

My family would not think so!



One of my pictures gives an idea of the amount of washout built into the tips. However the short fuselage is giving me trouble and really needs to be built in a jig to achieve alignment. Other pictures with this will give an idea. I have currently taken a pause in construction (in other words I haven't yet decided how to go on with it).

So it was that I reacted positively when an elderly neighbour six months ago offered:

'This Tiger Moth which I have almost finished'.

I knew that he had been an aircraft engineer in the Royal Navy and later with British Airways so I was not surprised when, having wiped the dust off her and examined the few parts not yet covered, to see an apparent good standard of construction. That was then – now Oh dear!

The Tiger's upper wing is in one piece and not too twisted but the lowers are not joined and once again I can see why construction came to a halt!. One of the main spars has been cut off flush with the root rib so I have been faced with cutting in and improvising a structure at the highest stressed area of the wing. Then I was pleased to see aileron servos in the structure. However, unfortunately they had been epoxied in and the extension leads carry strange connectors seemingly imported from Outer Mongolia. I just cannot build a model with fittings incapable of replacement when they go wrong. Not that I have often had to cope with a failed servo but a servo lead once parted (on the field of course, but happily

during ground checks) and always I have been able, back in the shop, to dismantle and replace. (Frustrating snags of this type are often the result of handling in and out of the car, or occur during assembly)

I hope that I do not sound too much like an ungrateful curmudgeon but when somebody, however skilled an engineer they may be, has never been involved in actually operating model aeroplanes then they are likely to build in problems – sometimes bringing construction to a halt. Experience and careful thought enable most of us in our building to keep thinking forward so as to avoid building ourselves into an impossible challenge. (I shall complete the Crosswing, promise). Furthermore we do try to build models that are easy to operate on the flight line, and which can be maintained when components fail, and by the way these are aspects to be considered when buying an ARTF.

I suppose that like everybody else, I should be buying ARTF models but funnily enough I actually enjoy struggling with these construction problems – there's no fool like an old fool!

Keith Stanley

BEWARE OF GENIAL OLD GENTLEMEN BEARING GIFTS.

By Keith Stanley

I have always maintained that our hobby is a clandestine affair. Mostly for safety reasons, few people ever see models flying unless they have been to Epsom Downs or chanced to see gliders on our own Slope sites. So acquaintances may suddenly learn that you or I are a modeller, who actually flies our models! In these circumstances more than once I have been approached on these lines:

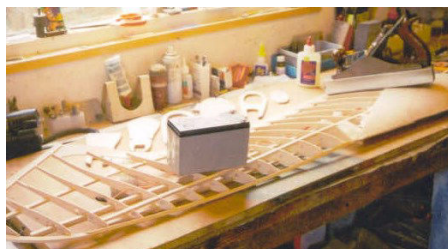
'I've got this model aeroplane in the loft and never got round to finishing it, might it be of any use to you?'

I can never refuse such an offer, which is how, over time, I have finished up in the workshop with certain 'funny' airframes. Club members may remember an 8ft. sesquiplane on tricycle gear with an elegant 'T' tail, powered by my ancient OS 120 four stroke. She really looked as though she should have been a seaplane because the lower wings were little more than stubs. Anyway it had been somebody's idea to incorporate swinging wings instead of ailerons to achieve roll control but the mechanics had never been finalised and I could see why. I fixed the wings and gave her ailerons. She actually flew very well until one day the engine cut on climb-out following a low pass and with so much drag she just stopped, there was not enough height for recovery so she just fell onto the tarmac. You've guessed it, there was no

crash resistant strength in the airframe and it was a write-off.

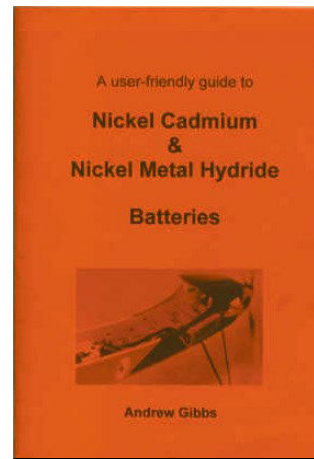
I have written before about the vintage swept wing pusher design I have taken on, a John Cross classic called 'Crosswing'.

Well, the 8ft. tapered wing is at last ready for covering (thank heavens).



A new User Friendly Guide from Andrew Gibbs

The User Friendly Guide to Nickel Cadmium and Nickel Metal Hydride Batteries.



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mrandrewgibbs@yahoo.com

**14 Atherley Court, Hill Lane,
Southampton. SO15 7NG**

Yet More help Needed!

I'm STILL building my P 51D Mustang from the Brian Taylor plan and I have a further problem with my retracts. Brian's mechanical system works perfectly and at the throw of the TX switch, the centre (butterfly) doors open, the retracts spring out and lock and then the butterfly doors close. Throw the switch the opposite way and the reverse sequence is enacted perfectly - but all much too rapidly! The retract servo condenses ten seconds worth of real time activity into one and a half seconds, 'and it just doesn't look scale!' I have purchased one of the 'servo slow' gysmos which works perfectly on a normal proportional servos. It can be set to slow the throw time by up to about ten seconds. It does not, however, work on a retract servo, which must have 180° of movement and end-stops. Has anyone else come across this problem or is there anyone who can suggest a solution - short of scrapping the whole system and fitting air retracts! Any help would be greatly appreciated.

Binge



Ray Hackett

*A dedicated member of our band -
with words from Gerry Devenish and
source material from Dave Etherton*

FULL SIZE PLANS! MICROWAVE

A simple and successful
RADIO CONTROL MODEL
for sub-miniature equipment

Designed by R. Hackett

MODELS built to this design have been successfully flying for over two years, with both the Cox 0.010 and the 0.020. It is a "hot ship" that should be treated with respect, until you really get the feel of the controls. Have plenty of altitude before attempting any manoeuvres and always fly with the engine at full revs.

Any of the new 3 v. all transistor receivers will fit this model. The designer modified a "Fred Rising Lightweight" escapement for use with 3 v., by adjusting the spring to pull in at 2.4 v. and repositioning the torque rod bearing, which he reinforced with Araldite. There are now, however, several genuine 3 v. escapements on the market, which can be fitted without alteration.

Model Aircraft - April 1964



MATERIALS

Balsa
2—1/16 x 1/16 x 36 in.
1—1/8 x 3/16 x 36 in.
2—1/8 x 1/4 x 36 in.
1—1/2 x 3/16 x 36 in.
1—1/8 x 1/8 x 36 in.
2—1/16 x 3 x 36 in. sheet.
1—1/32 x 3 x 36 in. sheet.
Small pieces of 1/8 in. sheet; 1/16 in. ply; 16 s.w.g. wire; 1/8 in. dowel



'Goldie' another R.H. design circa 1970

It was with much sorrow that I learned of the death of Ray Hackett on the 10th December 2003. Ray was a life member of CADMAC and many of us owe a great deal to him for his unfailing help and enthusiasm for all things connected with aeromodelling and with CADMAC in particular, where he was a founder member in the forties and became Treasurer for many years. Ray served in the RAF as a radar technician and after demob became a dental technician for many years before becoming a Manager of a local firm making costume jewellery. From there he went on to run his own business in the building trade as an Artexer. Ray's expertise with his hands was well known as was his ability to design and fly many types of model aircraft from free-flight scale to R/C, the Aerotutor, Stingray and Minitutor being some of his more memorable designs as well as a simulated airliner known as OMUGA (Outer Mongolian Underground Airways). He was also often involved in outside competitions, particularly in the F/F Scale event at the Nationals. Since his retirement, Ray gradually gave up Aeromodelling and took to computing and helping with SCOPE (a charity for the handicapped) where he became very involved with computing and organising outside activities. His sudden death from a heart attack saddens all of us and this was reflected in a vast congregation at his funeral on December 18th, with many friends, people from SCOPE and members of CADMAC in attendance. So long Ray, we will all miss you. RIP