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The articles and views expressed by our members, are not necessarily the views of the editor or committee and therefore we reserve the right to modify and or refuse an article if it is considered in the best interest of the club.

CLEAR



In this issue:
Corridors of Power
Ray Hanna

CHICHESTER AND DISTRICT

Chichester and District Model Aero Club

Committee 2006

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Secretary &	Tony Reynaud	01243 370422
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Porthole Farm Rep.	Mick Blundell	01243-670791
Slope Rep.	Ron Hemblade	01243-572819
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The Aylings, Queens Avenue, Chichester, West Sussex. PO19 8QB	email address:	aerobruce@aol.com

Committee appointed positions

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

Visit our great website
cadmac.co.uk

Cover photo: 'Cool Take-off.' Adrian Childs' Spitfire climbs out through a sunny but very cold North Westerly.

Crystal Frequency Survey

I'd be greatly obliged if you would take the time to list any crystal frequencies that you fly on, under the appropriate headings below, and then return this sheet to me some time, some way, in the next couple of months. I'll then draw up a list of frequency distribution to be published in Clear Dope later in the year.

Many thanks in appreciation of your time and effort.

Bruce

✕

Member's Name				
		Glider	Electric	i/c Power
35MHz				
27MHz				

Please return by some method to: email: aerobruce@aol.com
Bruce Smith, The Aylings, Queens Ave. Chichester. PO19 8QB

DIARY OF COMING EVENTS

The following is an early list of proposed CADMAC Clubnight events for your information, which may well be subject to change.

February	09	Quiz Night
March	09	Club Auction
April	13	Indoor Flying Competition
May	11	Skittles and Buffet Evening
June	08	Outdoor C/L R/C F/F Flying Night
July	13	Outdoor C/L R/C F/F Flying Night
August	10	Outdoor C/L R/C F/F Flying Night
September	14	TBA
October	12	Club Auction
November	09	John Farley talk - materials
December	14	Annual General Meeting

Social Secretary Toni Reynaud intends to run at least three club outings to: Wings & Wheels; Hastings; and Paddock Wood.

Competition Secretary Ray Beadle intends to programme: Electric AULD; i/c Climb and Glide; Open Glider; Bomb Drop; Loops Rolls & Spins; plus two other electric class competitions once the dates for the club outings have been set.

Editorial

AN OPEN LETTER TO ANDY GIBBS

Dear Andy, I know that you are a very busy man but I want to ask you for more help to the struggling average modeller, following your excellent Battery guides. I cannot be the only one who, convinced that the latest developments in brushless electric motors render the noise and mess of i/c engines no longer inviting, cannot understand which brushless motor to choose.

In the old days it was easy, we all know that the cubic capacity of an engine, 15, 20, 40, 60, etc. guides us straight to the appropriate engine for a given airframe. But I have just been trying to choose which motor to buy for a 6ft. tailless glider with all-up weight of around 1 Kg. Lengthy and expensive phone conversations with on-line suppliers have left me further confused, at length the motor which arrived seemed ridiculously small and had far too short spindle projection. If only they were categorised by say, wattage consumed or even i/c engine capacity equivalence, then I would have some idea. Then there are sometimes reference to 'Turns' – what on earth am I to understand from that? The first entrepreneur to make brushless motor selection easy will clean up the market.

Please Andy get into print for us

with a Guide to Choosing Brushless Motors – and incidentally many thanks for your Battery Guides.

Keith Stanley

A little birdy tells me that Andy has been doing something quite exciting with Toni Reynaud - and they've been collaborating on batteries/ motors/props/ gearboxes too! I don't think you'll have to wait too long Keith.

Crystal Usage Survey

Could I enter a plea again to get you to invest a few minutes of your valuable time and let me know, some how, which crystals you use for i/c power, electrics and for gliders. I've included the sheet in the back of CD once again but if you want to phone me or send an email, that would be just as acceptable.

Just like Keith, many modellers are moving over to electric power and the published survey should prove very useful when you come to select a new set of crystals for a Tx / Rx setup.



Andy

**Minutes of the
Committee Meeting
Tuesday 6th December
from Toni Reynaud
Hon Secretary**



Present

Tony Chant, Keith Wood, Toni Reynaud, Ron Hemblade, Ken Knox, Gavin Bidwell, Mick Blundell, Ray Beadle Comp Sec). Bruce Smith

Apologies for Absence

Andrew Gibbs,

Welcome extended to all members of the Committee for the New Year, especially to the new members.

Matters arising from previous minutes

Safety - Ken K has not yet been able to gain clarification from BMFA on the matter of the club's position insurance wise would be if an accident happened to a unqualified pilot while under the supervision of a non approved instructor. He will try again soonest.

No feedback from Defence Estates although the increased rent for the use of Thorney Island has been paid.

RAY HANNA (Edited from FlyPast—Feb 06)

DECEMBER was changed irrecoverably when the death of Ray Hanna was announced on the 2nd. Ray had died peacefully at his apartment in Switzerland; he was 77.

Not long before he had been flying Spitfire MH434. It was in this aircraft that many would say Ray showed the world how he had taken the gift of wings and turned it into an art-form.

He was humble about his achievements, did not take adulation at all well and was forever grateful for the life he was able to lead. Whether he liked it or not, his colleagues, his friends and his audiences poured praise on him, treasured him and were thankful that he could share his time with them.

Ray's love of flying was shared by his son, Mark. Ray used his flying training skills to teach his son to fly at the age of 16. A bond like no other developed between the two. They were the best of 'squadron' buddies and - wingtip to wingtip - an intuitive pair of flyers.

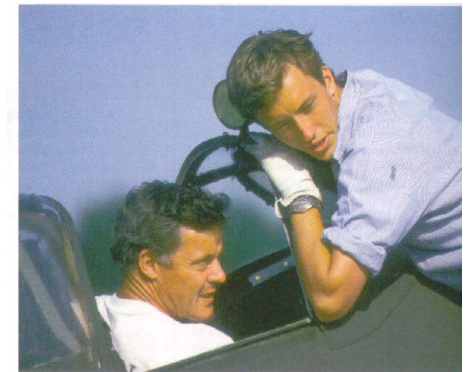
Together, in 1981 they formed the Old Flying Machine Company, turning it into a warbird 'stable' that set the benchmark for the others.

Airshows, film and advertising work were taken on with professionalism, skill and innovation. That OFMC was entrusted with the Breitling brand for its incredible warbird fighter team shows the regard in which OFMC – and indelibly the Hannas - were held.

In the world of film flying, OFMC was in great demand. Its credits are legion. Let the following icons suffice: Piece of Cake (TV series), Empire of the Sun, Memphis Belle, Saving Private Ryan. The yet-to-be-screened Fly boys will be fine testament to Ray's prowess, either side of the camera lens.

Mark's death in Spain in September 1999 caused tears to be shed the world over.

Ray had lost so much more than a son but he pledged that OFMC would go on and he continued to work with it until his death.



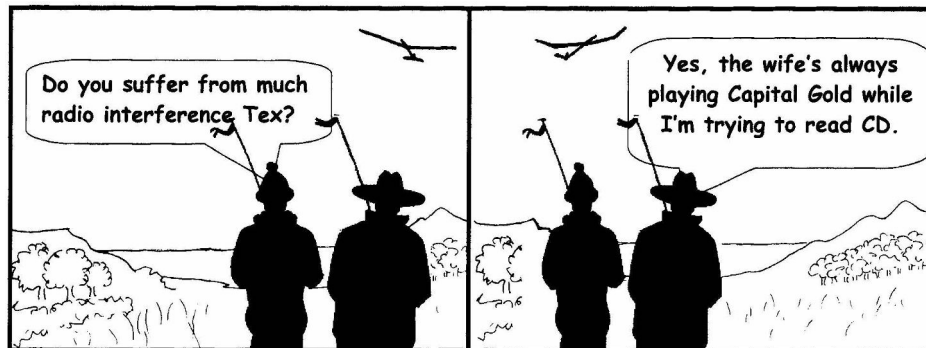
*Father and son, a combination that could not be beaten.
Ray and Mark with Spitfire IX MH434 at La Ferté Alais,
France, 1984. KEY-DUNCAN CUBITT*

wire now exits from between the two layers. Use a piece of tape to hold the two layers together adjacent to the aerial exit point. In effect, what you should now have done is to shield the first approximately 30 mm of the aerial wire from where it exits the receiver case between the two layers of foil. The remaining length of the aerial wire may now be routed in the model as before.

The next operation is to fold the foil that overlapped the aerial exit end of the receiver case into the same configuration that you use when wrapping the end of a parcel, ensuring that the end of the case is completely covered, with no gaps in the foil covering. secure this end with some tape to prevent it coming loose later.

Having done the above, we must now turn our attention to the end of the case where the servo leads and battery lead plug in. Gather all these leads up tightly together as close behind the servo lead plugs as is practicable and secure them together as a bundle with a tie wrap or tape. finally, wrap the projecting length of foil at this end of the case very tightly around the bunched leads and for about another 25 mm down them, so that the last 30 mm or so of your servo and battery supply leads are also screened prior to them plugging into the receiver. Wrap some more tape around the outside of this foil screen also, to prevent it from becoming unwrapped. You can now wrap your normal vibration insulating foam around the whole package and fit the receiver into the fuselage.

TeX & ReX by Ecurb



Correspondence

Letter received from Goodwood Estates. The rent for the use of The Trundle as a slope soaring site has been increased from £100 to £130 +VAT. It is assumed that this has already left Club funds, as it is paid by Direct Debit.

Club/Membership issues

There have been 2 new applications for membership. These were circulated for consideration. There was discussion about members being able to forward fees to the membership Secretary independently to relieve the load on him during the January and February enrolment meetings. Keith W said he would comment after his first enrolment meetings.

Proposed Club Membership Fees for 2006-01-04

Some increases are necessary to cover the increases in Thorney and Trundle rents and the BMFA Insurance fees. A raise per member of £3 covers the rents, so the total costs per Senior member for this year is set at £35 plus £26 BMFA costs (plus £15 joining fee where applicable). Junior fee is £16 (BMFA Insurance cost only) plus £1 joining fee where necessary.

Monthly meetings/social programme

The provisional programme for the year was suggested as following. Toni R to set up the Skittles evening and associated buffet (for up to 80 people), and to liaise with the Fishbourne Social Club on the subject of the summer flying evenings. Ken K to talk to John Farley to see if he will do the Materials Talk in September or November, and to investigate an aeroplane quiz. Toni R & Keith W to co-operate on running the Auctions.

January	Membership Renewal night
February	Membership Renewal and Quiz Night
March	Club Auction
April	Indoor Flying Competition
May	Skittles Evening
June	C/L, Park and Free flying (Quiz backup)
July	C/L, Park and Free flying (Quiz backup)
August	C/L, Park and Free flying (Quiz backup)
September	TBA
October	Club Auction
November	Possible Material talk by John Farley
December	AGM

Outside Events

Probable minibus visits to Hastings, Paddock Wood, Wings and Wheels. Publicise the Model event at Victoria Country Park on 21st August.

Competitions

No competition dates will be set until after the dates of the main outside visits, competitions and events are known, to avoid clashes and increase the attendance at our comps. Probable comps will include: All Up Last Down electric, Climb and Glide I/C, Open Glider run over three days, possible slope soaring event at the Trundle with a backup comp at Porthole if the weather is not suitable, Club Scale, Bomb Drop, Roll, Spin and Loop, and possibly two electric comps. Ray to collect all trophies and store/re-issue as necessary. A new trophy in honour of Jerry Devenish will be created, probably for best-built model of the year.

Training

The list of Club Instructors is to be updated. Some "A" qualified people are considered good enough to be classified as "minders" for non-A pilots who have reached a reasonable level of skill but not yet passed their test. There was also some discussion on the way forward on the subject of Electric fixed wing and I/C fixed wing tests and certificates.

Safety

Nothing to report.

Communications

Bruce S reported that he is on track for producing the January CD. A change of ink supplier seems to have helped the printing problem

Thorney Island

Nothing to report.

Trundle

Nothing to report except low attendance of members to the site. Ron H will also not be able to attend for a period of about six weeks after February due to social and medical reasons.

Porthole Farm

Nothing to report.

Indoor flying

Ron H stated that the Bosham Village Hall was still available more or less on demand. It was agreed that the hall was OK for electric hellis, but not much else. Mick will write to Seaford College to try to agree dates for the use of their hall again. Gavin is investigating the use of the Sports Hall at Westergate Community School. Possible Dates are Sat 4th March and Sunday 2nd April.

Junior matters

Nothing to report



For the technically minded, Roger says the transmissions are in the order of 2 - 3 GHz in frequency and consequently cannot and will not be detected by any of our available 35 MHz band monitors. The transmission strength is in the order of 25 watts so it can easily swamp our receivers which are operating on a maximum of 100 mwatts transmitted power. The signal does not enter via the receiver's aerial but directly onto

the printed circuit board in the receiver where, because the interference frequency is so high, the printed circuit tracks act as an ideal aerial for it.

Some people have queried how it is that at certain times no interference is detected. The prognoses put forward by OFCOM (Office of Communications, the UK independent regulator and competition authority for the UK communications industries), is that although the microwave frequencies are so high that there should be no possibility of them interfering with the 35MHz band there is the possibility that perhaps two or more frequencies are 'beating' together and the resulting harmonic is the one that is causing the interference. This certainly could explain why sometimes we do not have any trouble as these particular frequency transmissions are not all active at the same time, only occasionally.

So much for the cause, so how to beat it?

The answer is to wrap the receiver completely in aluminium foil so as to form a 'Faraday' cage around it. Provided that this screen does not come into contact with either the battery positive or negative bare wires, but remains entirely isolated, then it will have no effect on either the tuning or the sensitivity of the receiver at all.

So how best to do this?

Firstly, cut yourself a piece of kitchen foil that is wide enough to easily wrap around your receiver case at least twice with an overlap. The length of this foil should be such that it will overlap the rear of the receiver case, where the aerial exits, by about 15 mm. It should also overlap the end of the receiver case where the servos plug in by at least 60 mm.

Commence your shielding by first wrapping one complete layer of foil round the receiver case at 90 degrees to the axis of where both the aerial and servo leads exit, ensuring you leave the appropriate overlaps at each end as described above. Now take the aerial wire of the receiver and lay this back along the top of the first layer of shielding that you have just wrapped around the receiver, then wrap a second layer of foil over the case in the same direction as before but make sure that the remaining length of the receiver's aerial

Toni

Beware the Corridors of Power!

From the internet via Colin Stevens

In recent weeks several pilots at the club to which I belong have experienced intermittent interference when flying over certain parts of the racecourse on which we are sited. Several models have been lost as a result and models being flown on ALL channels seem to have been effected. Similar problems have also been experienced at another model flying club not so far away since a new communications M3 mast was erected close to their flying site.

This communication system apparently emits short bursts of directional radiation at regular intervals between similar masts or aerials and it is just unfortunate if a model happens to be in a particular spot when it occurs. We have just such a mast at our site! Club Secretary Roger Stone has spent time investigating the phenomena and coming up with suggested measures to overcome the effects of this radiation and this article is derived from what he has published about it on our club Newsletters.

The affect of this interference has been to generally cause a receiver to drive one or more servos out of position for a period whilst the model is passing through a segment of airspace. This is a particular hazard if the model is fitted with a PCM receiver since the 'glitch' can cause the receiver to go into 'failsafe' lockout with disastrous effects. The effected areas of sky are normally only of a very narrow width and most models, if flying straight and level as they pass through them, will in all probability only exhibit a momentary 'glitch'.

The type of interference being experienced is, apparently, known as 'pipe' interference, and this is why in our case only two narrow paths seem to be effected. This 'pipe' interference is caused by dishes mounted on the mast 'talking' to similar dishes mounted on other masts, in our case the mast referred to at the other club site mentioned above and also a mast off at the opposite direction. The transmission areas and consequently the interference areas are only the same diameter as that of the dishes, which means that flying either higher or lower than the dish height means that no problems are encountered, explaining why some members at our club have so far never experienced these difficulties. My simple graphic, below, attempts to depict this pattern of radiation and interference as I understand it from Roger's explanation.

Apparently the radiation from these masts, although so far removed from our frequencies as to have apparently no possible effect on the 35 MHz band, does somehow directly effect the microprocessor in modern PCM receivers.

Subscriptions for 2006

Just a brief note to explain the increases in Subscriptions for 2006 approved by the Committee at it's meeting on 3 January.

Rents for Thorney and the Trundle have increased this year by £280. It is also expected that there will be an increase in other areas of club expenditure during 2006. With a membership of circa 140, the Committee considered that an increase of £3 per head would be needed to cover known and anticipated costs. Cadmac subscriptions were therefore set at £35 pa.

In parallel, BMFA subscriptions have been raised from £24 to £26 pa (Seniors) and from £13 to £16 (Juniors).

Club membership

just a reminder !

Please remember that under the Club Constitution (clause 1.9), any member who has not paid their subscriptions by the March meeting (9 March) shall have their membership terminated. Bearing in mind the pressure on the Club from prospective applicants, it is wise to renew if you wish to continue flying at Club sites.



Keith

Keith Wood

Treasurer and Membership Secretary

If you haven't renewed yet
then send your cheque to:

Mr. K. Wood
4 Buttermere Way
Littlehampton
West Sussex
BN17 6SX

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Adrian Childs with his Spitfire



Sandy Woodward with his SE5



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Gibbs Guides

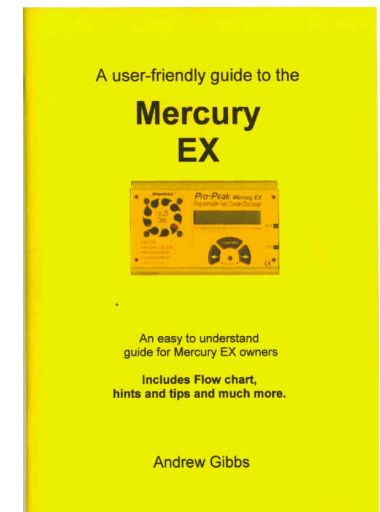
User friendly guides by Andrew Gibbs

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

Andrew Gibbs 01243 861 804



Further Presentations



SCALE
FLYING
TROPHY

Presented to
Harry Walton

MOST
IMPROVED
FLIER

Presented to
John Morris



JANUARY SUNSHINE



Peter Daer with his 'Pogo'



And I've fallen in love with the Formosa 1

Bidwell Productions Presents

Two sessions of Gentleman's Indoor Flying
At the Westergate Community School
Lime Avenue, Westergate.

Saturday 4th March - 11am to 2pm

and

Sunday 2nd April - 2pm to 5pm

Flying area - four badminton Courts

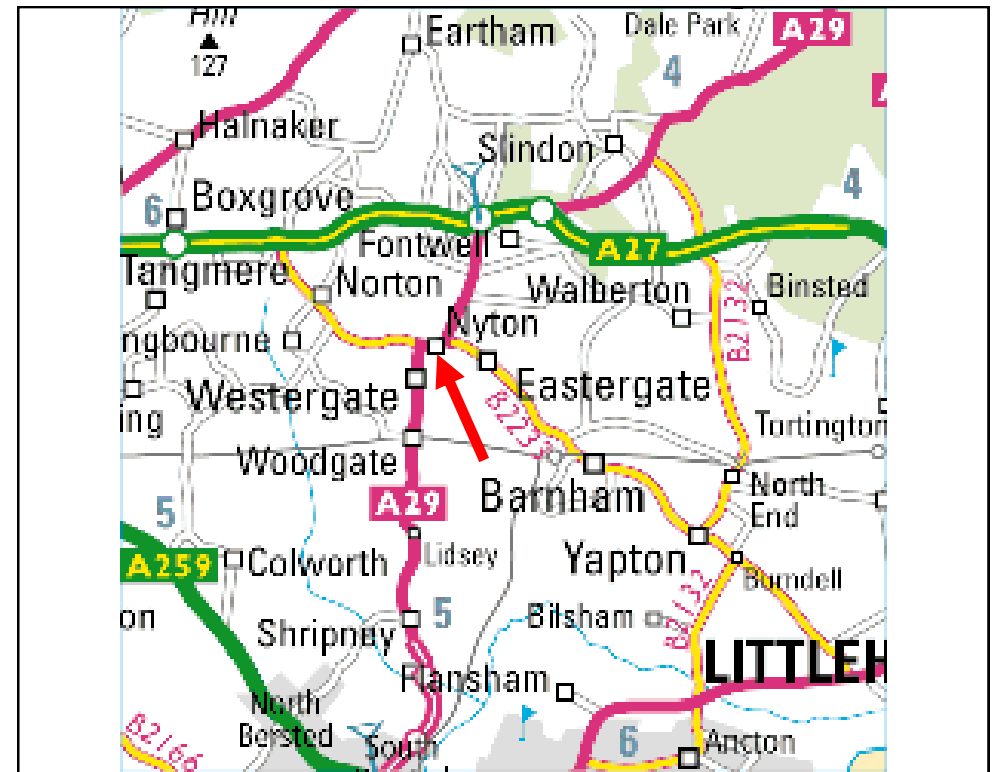
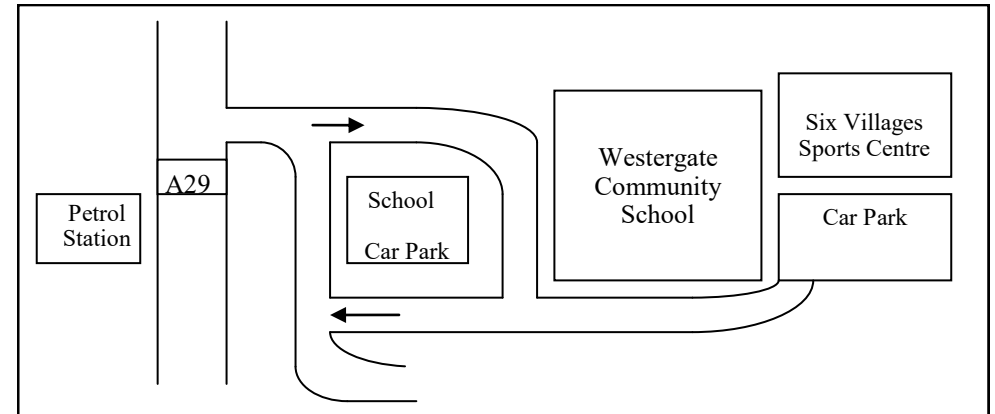
Session Fee - £5 per flying entrant

Please try and support these events if you can, as such venues are very costly.

Gavin
Bidwell



Junior Rep.



From Chichester: If you are travelling from either Chichester or Arundel on the A27 take the A29 intersection at the Fontwell roundabout and follow that road. At the memorial roundabout turn right and then the leisure centre is 200 yards on the left, then follow the above map to the Sports Centre.