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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.

JANUARY 2005

CLEAR



In this issue:

Glow Plugs

NYE Barbie

Engine Cut Switch

CHICHESTER AND DISTRICT

Chichester and District Model Aero Club

Committee 2005

Chairman	Tony Chant	01243-828506
Secretary &	Trevor Bowry	01243-780949
Social Sec.	email address:	relic.chop@virgin.net
Treasurer &	Alan Misselbrook	02392-470871
Membership Sec.	email address:	alan.misselbrook@talk21.com
	1 Swarraton Road, Havant, Hants.	PO9 2HH
Snr. Training Offr.	John Riall	01243-782922
Safety Officer	Andrew Gibbs	01243 804861
Competition Sec.	Morris Campbell	02392 637728
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
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 new website
cadmac.co.uk

Cover photograph: Edge 540 taken from the RAF Aerobatics website. Log on to <http://rafaero.free.fr/voltige4-eng.html> to see stunning aerobatics and read there descriptions.

WANTED

4 channel transmitter in good working order. An inexpensive, older non-computer TX would do fine.

Has anyone got a video copy of '**Flight of the Phoenix**' that they could lend me? I've been wanting to see it for years, and it was broadcast on New Year's day but I missed it as I was on my once yearly trip to a public house. Thanks if you can help.....

Please call Andrew Gibbs 01243 861

Gibbs Guides

User friendly guides by Andrew Gibbs

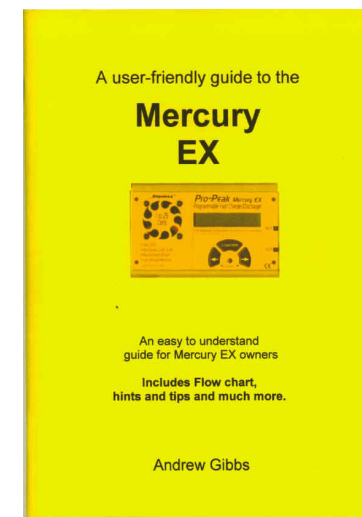
Lithium batteries	NEW	£7.75
Nicad and Hydride batteries		£6.75
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Cadmac members may enjoy a £1 discount on above prices when buying at a club meeting.

Coming soon:

Gibbs Guide to Lead acid batteries

Andrew Gibbs 01243 861 804



TeX & ReX by Ecurb



December 2004

Several pilots observed making repeated passes close (less than 5m) to the pilot box at Thorney.

Response: Club rule 8.6 states 'Models may not be flown closer to the pilot box than 10 meters'. Flying very close to others is potentially very risky. What if the receiver mentioned above had been in one of the models making a very close pass, and what if it failed so that as the model went out of control and injured (or worse) a member? Please remember that none of us are immune from making a mistake, a point well illustrated by the B52 crash at the Nationals, now known to have been caused by an incorrect control command – simple 'pilot error' from a very experienced pilot.

We all like a bit of risk, especially as it gives life some spice. But it's only fair to make sure that we do not get our kicks at someone else's expense. So if you want an adrenaline buzz, (and I for one do) then rather than flying, for example dangerously close to the pilot box, why not try something really skillful like low inverted fly pasts, but at a safe distance from the pilot box? Remember, safe flying does not have to mean no risk – just a sensible minimum of risk to other members. Safety is NOT the opposite of fun!

December 2004

Pilots observed repeatedly flying over the prohibited grass area to the east of the runway at Thorney.

Response: This is a prohibited area and I do not think it is too strong to say we will be in very real danger of losing Thorney if this practice con-

tinues.

December 2004

Pilot observed running up an engine to full power while crouching in front and to one side of the model.

Response: Forces on prop blades are very high; if a blade should break during a run up it will be probably be ejected sideways and slightly forwards. To guard against possible injury, pilots should ensure that they are positioned behind the model during engine runs. Additionally, the pilot should ensure that the model is positioned such that other members are not in the possible line of danger.

Well, that's it for this month. Please do let me know what you think about this column, and feel free to pass on details of any crash, accident or near accident so we can all benefit from your experience or observations.

NB I guarantee that any matter reported in this column will not identify the individual member involved. (The only exception to this will be if I have the written permission from the member concerned)

Andrew



Editorial

Editor's Report To the CADMAC AGM 9th December 2004

The New Year didn't start well for Clear Dope. Paper transport and print head carriage problems which had been becoming increasingly frequent came to a head in January and the printer eventually expired. February's edition of CD was printed in the form of a set of masters which were professionally photocopied and that edition went out with some colour and some monochrome sheets.

The search for a replacement machine caused a great deal of wailing and gnashing of teeth as even protracted searches of manufacturer's web-sites didn't always reveal the full spec. for instance the anticipated print-head life or ink saturation levels of print area. Eventually, however, I came across a little gem in the form of the Canon i865. This combines a good speed and quality with a bolt on duplexer (to print double sided) and has the advantage of separate print heads and ink tanks for each of the two blacks and three primary colours. From January 2005 the use of compatible ink tanks will drastically reduce the print costs.

Further bouts of consternation occurred last January when I had my digital camera stolen from security conveyor at Heathrow and then only this month when my PC collapsed,

following a broadband installation.

In 2005 I would dearly like to receive a much greater number of contributions from both members and committee. Some months this year I've virtually written the whole Clear Dope on my own. As you'll have noticed I've recently begun including a précis version of the monthly committee minutes. These are very light in detail and I feel post-holders on the committee should be communicating their thoughts and feelings far more frequently through the pages of Clear Dope.

Finally I'd like to thank those members and committee members who have made regular or irregular contributions. We all know who they are.

As for the rest – come on get your finger out – everybody's got anecdotes, experiences and interesting ideas. Let's have less jawing and a lot more paper scratching or keyboard fumbling!

WISHING
YOU A
HAPPY AND
SUCCESSFUL
NEW YEAR

Jim



Chairbourne

Welcome to a new season of model flying at CADMAC.

I would like to take this opportunity to thank everyone who has supported me over the past years in different positions within the committee. This as you are aware has led me to the Ultimate position of Chairman of the club, which I am very proud of.

I intend to try and uphold the previous standards of my predecessors and wherever possible improve the club activities and membership involvement.

Thank you to all of you for giving me this opportunity and I would like to wish everyone a happy and prosperous New Year.

I would like to thank Peter Sackman for his dedication and hard work to the position of Chairman over the last five years, a good job done Peter. Thank you.

The New Committee for 2005 is as follows:

Chairman - Tony Chant

Club Secretary & Social Secretary - Trevor Bowry

Treasurer & Membership Secretary - Alan Misselbrook

Safety Officer - Andrew Gibbs

Chief Training Instructor - John Riall

Competitions Secretary - Morris Campbell

Thorney Island Representative - Harry Walton

Porthole Farm Representative - Mick Blundell

Slope Gliding Representative - Ron Hem blade

Southern Area BMFA Representative - Ken Knox

Junior Members Representative - Gavin Bidwell

Clear Dope Editor & Publisher - Bruce Smith

Internet Webmaster - Lee Hackett

A new committee member for this year is Andrew Gibbs, taking up my previous position as Safety officer he will be supported by myself until he has established himself into my old seat which I do not think will take him long to do. Good luck Andrew, you may need it.

Andrew has previous experience with commercial flying and is involved at present with training new pilots to gain their PPL.

The first committee meeting of 2005 was held on the 4th January.

The main tasks were to set the annual membership subscription fees and the clubs 2005 budget.

Following a detailed review of the clubs forecasted income and outgoings for the 2005 season the annual subscription were set as follows for the various

SAFETY

Safety report, January 2005

The full-size flying world is, generally speaking, very safety-orientated. One of the most startling lessons I have learned from full-size flying is how prone we human beings are to making mistakes. Reports are made of accidents and of incidents (potential accidents), and circulated in aviation publications. One of the most important factors in these reports is that they are carefully composed so as to be clear of any information that could identify a particular individual or company. By this means, safety lessons can be learned by everyone in a spirit of openness, and not as part of a culture of blame or fear.

I believe that CADMAC would benefit from a similar approach, and so below is the first edition of a column that I hope will be interesting and useful to us all. Importantly, such reports give everyone a chance to learn from the experience of others without having to make the same mistakes ourselves – reading it might just save you from a nasty crash!

August 2003

Electric fun fly took off, immediately after which the model would not answer the controls. Motor continued to run for a few seconds, causing

model to climb at a steep angle. Pilot could only watch as model crashed approximately 8m from the pits area. No personal injuries but model extensively damaged.

Response: Cause of accident was that as the model took off, the pilot was accidentally standing on the RX aerial, which was trailing some 15" behind the fuselage along the ground. As the model gained speed this caused the receiver to be pulled away from the battery connector which then became unplugged, causing power to be lost to the RX and a loss of control. When the model was rebuilt, the aerial was routed to the top of the fin so that it could not be stood on.

December 2004

On switching on and before engine start, a 0.25 powered model did not answer the controls. Model subsequently found to have suffered RX failure (Futaba FP-R116FB, the type with a fly lead for the battery connection). The receiver in question had no known history of problems and gave no warning of its impending failure. Another modeller reported a similar problem with two identical Rx types which failed in the same way upon switching on.

Response: This RX failure could of course have occurred during a flight, when a crash would have resulted. This event serves as a useful reminder to keep models at a safe distance when flying.

choice is endless and there will be one that solves the problem or at least removes it from the equation.

At some point in it's life the glow plug is going to fail either by burning out or from mechanical failure. The risk of burning out is aggravated by using too 'hot' a plug with a 'hot' fuel and by leaving the starter battery connected for too long after the motor is running. Mechanical failure is usually caused by the element breaking down. This is caused by fatigue due to the pressure shock that it is subjected to thousands of times a minute and although it is in the form of a spring, any metallic spring will fatigue and fail eventually under cyclic loading.

Most glow plug elements are also subject to 'catalytic ageing'. This is a progressive loss of catalytic action, making the plugs less efficient (it basically becomes progressively 'colder'. This could be noticed by a gradual loss of engine performance and / or more difficult starting.

Finally, Glow plug Voltage. This is normally quoted as the voltage rating. This refers to the starter battery voltage across the plug. Plugs are usually rated between 1.2 to 1.5 and 1.5 to 2.0 Volts. If possible try to use the lower rating but do not use a 2.0-Volt supply on a 1.2 to 1.5V plug, exit one expensive plug.

Whether the battery voltage is correct or not can easily be judged visually with the glow plug removed and connected to the battery. With the correct voltage the plug element should glow bright red. If it is a dull red, then the battery voltage is too low and starting can be difficult or even impossible. If the plug element

has a yellow glow, the battery voltage is too high. Before trying this test, make sure the element is dry. A 'wet' plug will give misleading results. Starting troubles are not necessarily due to the wrong grade of glow plug being used. A flat starter battery or a flooded engine mostly causes them. However, a change in glow plug may be indicated to cure problems when running, e.g.

If the engine loses power when the battery is disconnected and cannot be adjusted satisfactorily by the needle valve, try a 'hotter' glow plug or a 'hotter' fuel.

If the engine pre-detonates ('pinks'), try a 'cooler' glow plug or a 'cooler' fuel. This article has been kept as simple as possible and does not cover everything, the subject is far more complex than this article. It is aimed basically at the newcomer to the hobby or anyone else who might want a better understanding of that little piece of equipment that costs a lot and does not appear to last very long. The article, by it's very nature cannot provide all the answers because there are so many variables, but if you have problems, do not reach for the screwdriver and twiddle the mixture control screw, it might not be the guilty party.

Next month, I am going to discuss propeller selection and how it can effect your engine performance and even the flight characteristics of your aircraft.

Review.

membership grades.

(£)	BMFA (£)	FPA (£)	CADMAC (£)	TOTAL
Senior	24.00	6.50	25.50	56.00
Junior	14.00	-----	-----	14.00
F/Partner	14.00	6.50	25.50	56.00
F/Junior	9.00	-----	-----	9.00
Country	-----	6.50	25.50	32.00

Thorney Island: Special Announcement.

CADMAC has received a letter saying that the RSPB and the Chichester Harbour Conservancy have reported that members are flying over the eastern side of the runway. This area is outside of our designated flying area and as such is prohibited airspace. Certain individual members have also made reports confirming this. **This matter represents a sufficiently serious threat to the club losing the privilege of flying at Thorney that it has been the subject of detailed committee discussions.**

The opportunity to fly at Thorney is not a right, it is a privilege granted to us by good fortune and by the efforts the club makes to maintain good relations with the Army. This means operating within the terms of our licence. The Army can take this privilege away any time they choose and nothing is more likely to make this happen than if we break the rules.

The committee would like to take this opportunity to remind members that flying to the east of the runway at Thorney is strictly forbidden and must stop with immediate effect.. Remember, we are being watched.

NB The ONLY exceptions to this are for the hand launching and landing of models without undercarriages. For such models, please make sure that you fly close to the runway and only for the minimum time necessary to take off or land.

*Tony Chant
Chairman
4/1/2005*



Engine Cut from Tx Retracts Switch

I found that fumbling-around trying to find the throttle trim on my Field Force 6 Tx, in order to quickly stop the engine on landing, was impairing my control. It made sense to explore the coupling of the throttle to an unused switched channel on the Tx, in order to positively stop the engine with both thumbs still on the sticks. I chose the UC Retract channel as suiting my fingers best, and also because I have no models with retractable undercars. I think that this may be the best option with the Futaba FF6 Tx, but it's also possible that the Airbrake function could be used, at a penalty of being constrained to the use of a single aileron servo. I feel sure that someone in the Club with more knowledge than me could come-up with a more novel setting.

This is how it did it, so let's get started.

Preliminary Settings:

1. Ensure that the throttle-stop screw on the carb is well-unscrewed, as we are going to add extra servo movement at the closed position, which could cause the servo to stall. This would be worsened by further closing the trim lever. To minimise this risk, I set up my servos with a large offset/differential on the arm to reduce the travel at low settings, and this brings the additional benefit of much finer control at idle - see Fig. 1 (Idle) and Fig. 2 (Max). A similar offset at the throttle lever prevents that dead-motion on the stick where nothing much extra happens from 60% to 100% throttle

- see Fig. 3 (Idle) and Fig. 4 (Max).

Tx Settings:

- 2 Set Throttle Trim to "Max", stick to "Closed".
- 3 Set Elevator Rate ON = Down. This is required to activate the Tx mixing functions, and ties-up this control. The elevator rate function is still

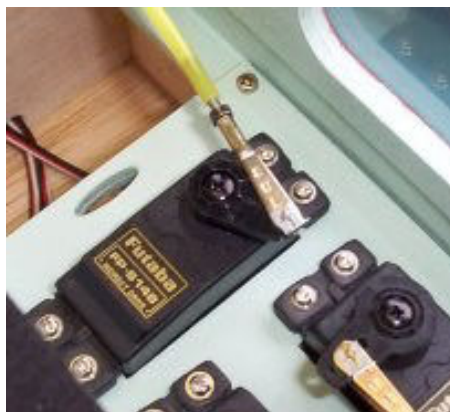
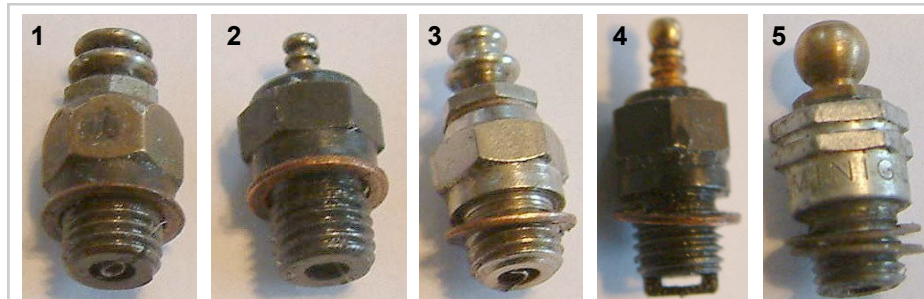


Fig. 1 Idle



Fig. 2 Maximum throw



to perform in a satisfactory and reliable manner.

Glow plugs come in all shapes and sizes, see photos above.

(1) an early example of an O.S. plug,

(2) instantly recognisable modern day plug available in long and short reach configuration.

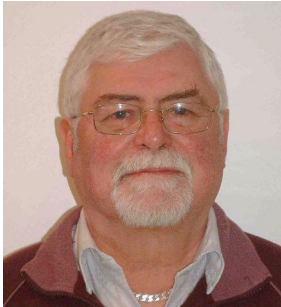
(3) Enya glow plug.

(4) a glow plug with bar across the bottom of the element. The idea behind this plus is that in R/C use where long periods of idle or slow running is anticipated, the bar helps prevent the element from being swamped with fuel and going out, which helps to explain a lot of 'dead stick' landings.

(5) KLG Mini-glow plug. This was the mainstay of U.K. modellers in the early years. It was robust, needed 2 volts to fire it up and handled most of the conditions it encountered, alas no longer available.

I made reference earlier to 'long' and 'short' reach plugs. This refers to the length of the threaded portion of the plug. The majority of engines available today is of the long reach variety, the short reach plugs usually being found fitted to high performance engines, but not always. You can experiment using short reach plugs in long reach engines but not

the other way round. You could finish up with a very loud bang and a hole in your piston, even worse if you make the mistake in a 4 stroke. You can see from the foregoing that plug selection could cure a lot of problems that are encountered at the flying field. Running, starting and idle problems being blamed on other components, e.g. the Carb amongst other things. The plugs that are recommended by the manufacturers are a good, safe and reliable choice, but it is only a starting point and it is well worth investing in a choice of different heat value plugs to sort out problems that you might have with your engines. Model Technics produce a range of plugs that go from Extra cold through to Extra hot in the Firepower range. From cold to Extra hot in the Max Flash range, a warm plug in the Quickfire range and a Medium in the Quickspeed range. O.S., Enya, JP and Taylor also produce similar ranges, the



MOTOR TORQUE

with trevor bowry

As promised last month, the trials and tribulations of that very vital bit of equipment fitted to your engine, The GLOW PLUG. Ignore this article if you only operate Compression Ignition engines.

The credit for inventing the Glow plug is usually given to an American, Ray Arden. The story is that while testing one of his high performance petrol engines he disconnected the ignition system, and found the engine kept running due to self-detonation on a very hot spark plug. Almost over night all the cumbersome in-flight batteries, condensers and ignition points could be thrown away resulting in a massive weight saving.

The core of a Glow plug consists of a coil of platinum (or more usually platinum alloy) wire. This is called the element. Platinum has the peculiar property of heating up to 'red heat' when exposed to alcohol vapour. This is due to what is called catalytic action and takes place with no chemical change in the platinum. The temperature, which the glow plug element reaches, depends on the mass of the element, the combination of compression ratio and fuel charge and the position of the element in the cylinder head. All these factors have to be taken into ac-

count in the design of the glow plug to produce 'firing' of the fuel charge at the right moment. These are not constant for all engines, so different types of glow plugs are produced to cover various different requirements.

Glow plugs can be categorised broadly in three heat ranges, based on the temperatures developed by their elements. A 'hot' plug is one that reaches a high temperature. It is thus mostly used where conditions are less favourable to catalytic heating - e.g. cold weather operation and/or engines with low compression ratios using straight fuels. A 'cold' plug develops a lower element temperature to prevent overheating, and thus pre-ignition, using 'hot' fuels in high compression engines. A 'medium' heat range plug has an element designed to meet average conditions, which is often called a standard plug. From the above, it will be appreciated that changing a glow plug for one of different heat rating can be used to adjust 'timing' of a glow engine (particularly when changing from one grade of fuel to another); and also to meet different conditions. From all this information, it can be seen that you cannot fit just 'any old plug' into your engine and expect it

available though, but must be coupled with aileron, and thus both are no longer independent - see Step 15.

- 4 Retract Switch = Forward (toward sticks) - your choice, but it will reverse the +/- mixing setting detailed later if changed).

Tx Programming:

- 5 Press both Mode keys to enter the programming mode.



Fig. 3 Idle



Fig. 4 Maximum throw

- 6 Run through the Mode options with the up/down arrows until you reach PMX1, the first programmable-mixing mode.
- 7 Press the Cursor key and the INH (inhibit) symbol flashes. Press the "+" Data Input key so that "ON" is displayed.
- 8 Press the Cursor key again to position the flashing black indicator triangle above the channel numbers = Master Channel position.
- 9 The Master Channel is the one which when operated adds movement to the Slave Channel. So the Master is the Retract function, which in Futaba systems is Channel 5. Select this number by use of the +/- Data keys.
- 10 The Slave Channel is now selected by pressing the Cursor key again, and the indicator moves below the channel numbers.
- 11 The Futaba system assigns the throttle to Channel 3, so select "3" by using the +/- Data keys again. We now have the throttle slaved to the retract function. But how much travel, and in which direction? This comes next.
- 12 Press the Cursor key again to turn on a flashing "+" or "-" symbol. This defines the direction. My servos run clockwise (seen from above) to close the throttle, and need "+". This is selected using the +/- Data keys.

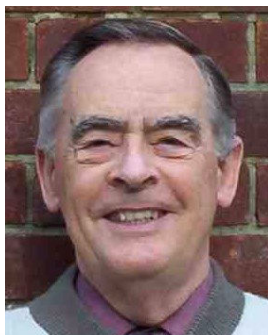
- 13 Press the Cursor again and a "%" symbol comes-up, showing the amount of movement injected into the throttle channel. Use the +/- Data keys to set the required extra throw. I have found 30% to be ideal with my set-ups.
- 14 To prevent the normal in-flight throttle settings from being affected by the coupling, set the Retract switch to its rearward (Engine Run) position and use the +/- Data keys to set "0%".
- 15 The Elevator Rate should now be restored. Run through the Mode options with the Up/Down arrows until you reach "PARA", then press the Cursor key until DRSW appears on the display. Now use the +/- Data keys to set DRSW = "2" (coupled). This mode additionally incorporates Rudder into the dual-rate functions. All three rates now switch on and off together when the Aileron Rate switch is operated, but the rate percentages can still be individually set.

That's it, all done - apart from checking the system live with the Rx working. You might need to fine-tune the setting at Step13 to suit you own hardware set-up. If you wish to operate your retract switch in the opposite direction, or if your throttle servo operates in the reverse direction to mine, you will need to set-up "-" at Step 12. If both apply, then you will need "+".

Further Note:

It's worth spending a little time on setting-up the throttle link mechanics for maximum travel, since I found that assigning a low ATV percentage at Idle flattened-off the travel, spoiling the nicely-graduated control I had achieved by my mechanical offsets. I've not yet explored the Tx exponential settings on the throttle channel, as I prefer to have my servos operating at maximum throws in the interests of best resolution. I don't pretend to be a FF6 expert, and I don't propose to teach my grandmother to suck eggs, so if you know of a better way, let's see it in CD.

A Happy New Year to All,



Golin

Furthermore, if safe flying did rely on the presence of the safety officer then I believe we as a club would have a problem demanding immediate attention. Surely none of us want a club in which safe flying relies on the constant presence of the safety officer?

So, I'd like to change the perception of the safety officer's job from policeman to promoter of safety. I would also like to maintain and build on the club's excellent safety record, and I propose to achieve this by helping to promote a 'culture of safety' within the club. One of the tools I propose to use to achieve this is a regular safety column in *Clear Dope*.

Safe flying will only occur with the support of all members, so if there are any safety-related matters you would like to discuss or suggest, please feel free to talk with me in complete confidence, either in person or by telephone. I am open to comments of all kinds, so even if there is something you disagree with, please come and talk to me.

Here's to lots of safe flying fun!

Andrew Gibbs 01243 861 804.

Andrew

CHOPPER CROPPER From pete wills



A helicopter was flying around above Seattle when an electrical malfunction disabled all of the aircraft's electronic navigation and communications equipment.

Due to the clouds and haze, the pilot could not determine the helicopter's position. The pilot saw a tall building poking through the clouds, flew toward it, circled, and held up a handwritten sign that said "Where am I?" in large letters. People in the tall building quickly responded, drew a large sign, and held it in a building window. Their sign said "You are in a Helicopter."

The pilot smiled, waved, looked at his map, determined the course to steer to SEATAC airport, and landed safely. After they were on the ground, the co-pilot asked the pilot how he had done it.

"I knew it had to be the Microsoft Building, because the answer they gave me was technically correct but completely useless."

A NEW SAFETY OF-



Hi, my name is Andrew Gibbs. It is an honour to have been elected the club's new safety officer at the recent AGM. I would first like to take this opportunity to thank Tony Chant for all of his hard work as the previous safety officer, and to say a few words here to introduce myself and to set out how I propose to carry out my new responsibilities.

As a professional pilot, (I'm presently a flying instructor) I have a background in a safety-oriented profession, and I hope and expect that the experience I've gained in that capacity can be put to good use as safety officer. I hope I am seen as a very approachable

member, and I would like to maintain this. I am here to serve the club and its members, in other words I am here to serve *you*. I am very definitely *not* here to 'throw my weight around'!

Before I put my name forward for the position of safety officer, I was quietly warned by several members that the person in the position was likely to become unpopular. Other members said to me that they felt I was not an ideal candidate because I was not able to attend flying sessions very frequently.

Both of these points caused me to pause for thought, and both ended up reinforcing my belief that the position of safety officer is presently seen by many in the club primarily as a job of 'safety policeman'. My personal view is that this is not a good thing and it is something I would like to change; this is, partly, why I chose to stand for election. I would of course welcome your views on this as well.

Clearly it is one of the necessary responsibilities of *any* member, including and especially the safety officer, to 'have a quiet word' about safety matters with a member if need be. However, to the idea that a safety officer needs to be very frequently at the field to ensure safe flying, I would answer that it is clearly impossible for *any* safety officer to be at each and every flying session that takes place, so it's clearly impractical to rely on the presence of a single individual to ensure safe flying.

CADMAC Committee Meeting Tuesday 30 November 2004 Fishbourne Club 8.00pm



Apologies for absence: Peter Sackman, Ron Hemblade, Ken Knox and Harry Walton

Matters arising from previous minutes: None

Correspondence: Mick Blundell has received a letter from Westbourne House School terminating our Indoor flying sessions as from January. Last meeting there will be 16th Dec.

Club/Membership Issues: There are a couple of applications on hold at the moment. There is a rumour that PADMAC might be folding up and that the club might get a sudden influx of new member applications. The committee considered introducing a waiting list of possibly 6 months. This would enable the club to achieve its membership numbers within its catchment area. [Many existing members are slow to renew their membership at the year commencement.] If this was not achieved then applications would be invited from outside. Peter has posted the list of candidates for the 2005 Committee. Gavin has agreed to stand as junior rep again this year, because although he is over 18, there is nothing in the Constitution that says the rep. cannot be over 18. For Safety Officer position there are two candidates, Mick Pearce and Morris Campbell with the possibility of a third in the form of Andrew Gibbs. The Update/Preparation of the 2005 Pilot's Handbook will be held over until early next year. The problem which arose between a committee member and a club member over safety issues at Thorney Island had been sorted out in a discussion involving the two parties and Tony. The committee agreed that any Acting Safety Officer for the day must have his decisions accepted and the Club would not tolerate any deviation from this.

Monthly Meetings/Social Events Programme: December - AGM. A buffet has been booked and T.B. will liaise with Alan Litchfield for the use of his P.A. system on the night.

Competitions Programme: The awards of various trophies were discussed and it was agreed by a majority vote the following members. Best Scale - Morris Campbell. Most improved senior member, Colin Stevens and most improved junior member Elliot Hollyman. All other winners of the 2004 Competitions would receive their trophies or certificates.

Training: There are no current problems and there were 2 "B" Certificates awarded. G Ousby and A Gibbs.

Communications: After initial Computer problems, publication of Clear Dope is on track. Lee reported that there were some visits to our web site but he would look to improving as time goes on.

Thorney Island: Nothing to report.

Trundle: Nothing to report and the new sign is ready to go up.

Porthole Farm: Nothing to report even the mower now seems to be behaving itself.

Indoor Flying: As reported earlier, Westbourne House School will no longer be available after the December meeting. Mick will see if we can start using Manhood Community College again and Ron has booked us some Friday evenings at Bosham Village Hall. It was also suggested that John Riall might investigate the possibility of using the Southbourne Leisure Centre.

BMFA: Nothing to report

AOB: None

Henry

NEW YEAR'S EVE BARBIE AND THRASH AT PORTHOLE FARM



Photos courtesy of Tony Chant

The afternoon of New Year's Eve saw a great turn out for this new event to the Club Calendar (Traditionally the club used to meet on Boxing Day)

Adverse wind direction and a very low watery sun saw the pits moved, lock stock and barrel, to the far side of the take-off strip but despite the ground being a little rough it didn't spoil the fun or impair the quality of flying.

New also for 2005 was a strong

contingent of helicopter pilots and four choppers. Graeme Ousby now a Heli 'B' as well as f/w 'B' flyer gave a thrilling demonstration of low level inverted flight which Mick Blundel was heard to comment could turn out to be very useful if the club's mower packed up again!

The one sad event during the day occurred when the wings on Andy Gibb's ME 109 gave way in straight and level flight. Andrew had just introduced a rudder on his wirey little Cambrian war-bird and he thinks the incredibly increased roll

rate may have over-stressed the wings.

Alison and Tony's services at the Bar BQ were, as usual, greatly in demand and the food went down very well and very quickly.

Our thanks, once again, to Tony for organising the event and the barbie and lets hope that all CADMACs other events in the New Year will be just as well attended and successful as this one.



Andrew's ME109 plus rudder but sadly minus wing.