

Clear Dope



January 2024

Chichester and District Model Aero Club: Committee 2024

Chairman: Derek Honeysett: chairman@cadmac.co.uk

Hon Secretary & Treasurer: Tim Kerss: secretary@cadmac.co.uk

Thorney Rep. and Safety Officer: Derek Honeysett: thorneyrep@cadmac.co.uk

Deputy Thorney Rep: Fraser Dibden: thorneyrep-2@cadmac.co.uk

Portshole Farm Rep. and Safety Officer: Ken Smith: portholerep@cadmac.co.uk

Deputy Portshole Rep: George Gilchrist: portholerep2@cadmac.co.uk

Slope Rep and Safety officer Trundle Hill: Steve Newman: sloperrep@cadmac.co.uk

Webmaster: David Hayward: webmaster@cadmac.co.uk

Junior & Welfare Rep: Ray Shivjee: juniorrep@cadmac.co.uk

BMFA Rep & CD editor: Ken Knox: editor@cadmac.co.uk

Membership Secretary, Jeff Cosford: members@cadmac.co.uk

Competitions' Secretary: Robin Colbourne: compsec@cadmac.co.uk

Social Rep: Ian Carby: socialrep@cadmac.co.uk



Firstly Happy New Year to you all,

There have been a few changes to the Committee Tony Chant has stepped down from the chairmans position having been the incumbent for eighteen years, Derek Honeysett takes over the roll, Alex Webb and Jeremy Stuttard have stepped down Fraser Dibden and Ian Carby have taken their rolls. Ray Shivjee has taken Alex roll as junior rep

Dear members

Those of you who were at the 2023 AGM will know that after seventeen years as chairman Tony Chant has decided to stand down and I have been elected to be the new CADMAC chairman from January 2024.

Many CADMAC members will have met or fly with me, however some members probably won't know me so I thought I would take this opportunity to tell you a little bit about myself.

I joined CADMAC in the early seventies whilst I was still at school, my first RC model was a Graupner Filou two channel glider using Skyleader radio and I remember quite clearly being taken to Harting hill by my dad and John Riall test flying my new model then giving me the controls only stepping in when it started to get out of control.

That was it the bug had bitten, unfortunately not being able to drive in these early days meant getting to the flying sites was difficult without a lift. With my friend (ex CADMAC member) Mike Callow we used to fly our models in the fields at the back of the Bourne School Southbourne, our first i.c. model was a Keil Kraft Outlaw that we shared but very soon we both had DB Tyro Majors.

Following these early glow models we both got into slope soaring, during this time Thorney Island was only available every other week so when you went to the slope there was always plenty of CADMAC members to give advice etc., names like Ray Hackett, Joe Lucas, John Riall, Ray Moss, Tony Chant and Mick Galvin come to mind. In my early slope soaring days when the wind was South East we would even fly from the Trundle car park, this practice was stopped many years ago as obviously a little dangerous.

Being an apprentice electrician for Southern Electricity Board at Chichester meant I was earning and could afford to buy occasional kits etc. One of the first slope models I built was a Mick Galvin design called Vee Too, quite a few CADMAC members built these as they looked great and performed really well. Other slope models that I built around this time included Apogee, Amigo, Mijet, Topaz, Ridge Racer, Axle and Avenger, and I really feel I learnt to fly properly by flying slope soarers as it makes you appreciate airspeed.

My early i.c. flying at Thorney island was with a couple of Crescent Bullets although in those days we were on 27MHz and I remember losing one of my Bullets on its first flight due to interference possibly caused by CB radios. Before too long the early 35MHz sets were available and reliability was much improved especially when I bought my first JR transmitter from Harry Brooks in Portslade.

I continued flying both slope soarers and i.c. models throughout the eighties and very early nineties, then followed a pause in model flying for several years although keeping my membership up I didn't really fly.

During this time I was very interested in Opel cars especially Opel Monza's owning several over the years. I also did my Private Pilot's License at Goodwood in the mid-nineties flying Piper Warriors something I really enjoyed however due to work commitments at the time found it hard to remain current especially in the winter. My favourite memory was flying with ex CADMAC member Chris Juggins in his Piper Saratoga to Sardinia for a long weekend where I did a lot of the flying. I stopped flying full size around 2004 when both of my friends who I flew with gave up as well.

I had returned to model flying around 2000 initially flying my Bullet at Beaulieu when we took our children camping at Roundhill that was it, the bug had bitten again!

During the early 2000s I built a Mike Birch Capricorn I had had since I was an apprentice and restored my Terry Westrop Jupiter both of these are extremely rare patternship's and are still flown occasionally.

Over the following years I built many more models gaining my B Certificate and joining the committee in 2008 as the Thorney Island Representative and later T.I. Representative & Site Safety Officer. Looking after Thorney Island on behalf of the club has at times been challenging with many changes being imposed on us over the years however it is also a privilege to look after Thorney on behalf of CADMAC to ensure we remain on this fantastic site and intend to continue this role alongside my chairman's position.

Those of you who fly with me know that I love aerobatic models, that said I still have a keen interest in slope, thermal and electric gliders. Having test flown a couple of EDFs for a member a few years ago these have caught my interest and I now have four scale EDFs that I fly when the conditions are right. My wife keeps telling me I have far too many models! I don't think you can have enough and I tell her you need models for different conditions and occasions.

I retired in 2021 after eighteen years as lecturer at Chichester College in Electrical Installation and Electronic Security Systems thinking I would have loads of time to build models and fly however I was also diagnosed with cancer in 2021 which has changed my life forever.

Aeromodelling and CADMAC plays a very big part in my life and in May 2022 I returned to Chichester College on a very part time basis which has giving me some very useful modelling income.

I am looking forward to being the chairman of CADMAC and intend to fly at Portshole and the Trundle more than I have in 2023.

Tony Chant and I joined CADMAC around the same time and I would like to take this opportunity to thank Tony for being the chairman for the past seventeen years, for the other committee positions he has held and the work he has done in the past for CADMAC.

Derek Honeysett





Jeff Cosford won the 2023 award for the Precision Power/ Gutteridge Cup for the Fun Fly competition.

Derek Honeysett won the Flying scale trophy for the best scale model





David Hayward won the 'invisible' Jerry Devenish Memorial Trophy Bowl for the best build of the year

Derek presented Tony with a laser engraved crystal trophy and SMC voucher for the clubs appreciation for his service to the club over the years





Tony displays his award which was engraved with the above image. Well done Tony

Possibly nothing to do with modelling, but who knows.

Ian Carby our new social rep. writes

I find that my mind is very good at meandering. Usually when cutting the grass, but a good meander can happen at any time.

Apart from flying model aircraft, like a lot of us my interests vary widely. But I do have two topics that have persisted for a many a year. First is radio. From the days of valves, I just loved the way an inanimate box would slowly burst into life with a familiar hum and unique aroma as those little glass bottles started to glow and heat up. Radio is just pure magic.

Second one is time. Well more specifically digital clocks. I just love the way they tell you exactly what the time isn't. So I spend quite a lot of my time making or thinking about clocks. Nothing so elegant as those mechanical marvels, but digital displays looking for elusive moments when they show the right time. I have digital ones that tick like an old grandmother (clock that is), I generate my own Yapton time pips at six (or there a-bouts) each evening, some clocks are locked onto GPS, others occasionally pick up the MSF signal generated by the NPL. Network Time, yes, use that too, NTP Time Servers, made one of those from a Raspberry Pi and it is blinking away under the desk as I type.

So here I am with a Phase Six almost finished, a Wots Wot and Ultimate hanging off the picture rail waiting for the wind to drop, and the glue I ordered has arrived for the three more models still in their boxes. The rest, well I don't have enough picture rail for them all.

So this meander is about binding, or an example of binding that models the concept for which I claim absolutely no originality.

Think of a whole number, any number, but preferably between 1 and 10.

Now multiply it by 9.

If you the result has more than one digit, add the digits together until you end up with a single digit number.

Subtract 5.

Think of the corresponding letter of the alphabet.

Think of a country beginning in that letter.

Think of the second letter of that country.

Think of an animal that begins with that letter.

Think of the colour of that animal.

The answer, well, can be found on the last page of this edition

David Haywards Mew Gull, Photographer credit to CADMAC member Paul Diette of www.FoundLightPhotographer.com



Air ACES Chichester Presentation

- January 2024

‘The Spitfire and Seafire’

Presented by Mr. Rod Dean

Monday 22nd January - 1845 for 1930 hrs



Top aviation speaker, Rod Dean, is returning to Air ACES to give another of his enthralling presentations.

Rod, who has recently agreed to become a patron of Air ACES, has been actively involved in aviation for over 50 years as both an RAF fast jet pilot and for over 30 years as a display pilot, mainly flying vintage piston and jet engine aircraft. He has flown a variety of World War Two fighter aircraft such as the Spitfire and the Mustang.

This presentation, 'The Spitfire and Seafire', will be a review of the development of the Spitfire from the Mk1 to the Seafire Mk 47, covering the major variations including the various engine combinations, gun installations and the increasing need for more fuel. The improvements in performance and the handling aspects of the Spitfire are also discussed.

AirACES is an aviation talk society, providing its members with regular talks, given by experts in many different fields related to the world of aviation.

NEW VENUE The talks are now held at the **Avisford Park Hotel**, Yapton Lane, Walberton, Arundel, BN18 0JS. 7pm for 7.30 start. Members £5, Non-members £10 and under 16s FREE. Doors open at 6.45 no pre-booking, no reserved seating

For further information about AirACES, please see www.airaces.org.uk, or call David Batcock on 07502 400657

T24 and Glider Photographer credit to CADMAC
member Paul Diette of
www.FoundLightPhotographer.com



So are we bound or not.

If you are thinking of grey elephants from Denmark, then it worked and we are now bound.

Anything else then your someone else's model and you certainly don't want to follow my efforts at flying!

Try the 'Think of a number puzzle' on friends and family. You will be surprised how many people come up with the right answer. But it proves a point on sending messages with hidden keys.

And the odd terms, well GPS is now a familiar friend. NPL is the National Physics Laboratory based in Teddington. If you remember those big antennas near Rugby on the M1, well some of them were used to broadcast an extremely accurate time signal by the NPL. The transmitter site is now at Anthorn in Cumbria. NTP is Network Time Protocol, which is how your computer knows the time and is locked to a world wide configuration of very accurate clocks. If you want to see it in action just type in 'Time.is' on google or safari or whatever you use.

More accurate than anything I make.

Ian Carby.

Flying alone on Thorney is now not allowed on the grounds of safety

When driving around Thorney be aware of young children on bikes and 20mph speed limit

Please Try to leave Porthole as tidy as possible, making sure no fuel is left on site & lock the gate.

30 metres from "uninvolved" persons"

15 metres when taking off & landing, subject to mitigations

From 1 Jan 21 BMFA Article 16 is law: know the separation minima!

The Commander at Baker Barracks Thorney and the MOD have decreed that there shall be NO drone flying whatsoever

When flying at Thorney please keep an eye out for traffic(all kinds walkers, horses, bikes, runners, and low flying aircraft) coming from behind the flyers and inform them accordingly

The club Facebook page is now in its fifth year. It has over one hundred members. It contains many contemporary site reports, and has a wealth of photos in its archives. Administered by Nick Gates. David Hayward & Ken Knox

Here is the link:-

<https://www.facebook.com/groups/Chichesteraeromodellers/>