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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.

JULY 2006

# CLEAR



**In this issue:**  
**RC Hotel Revisited**  
**Plane Nutz in China**



**CHICHESTER AND DISTRICT**

## Chichester and District Model Aero Club

### Committee 2006

Chairman	Tony Chant	01243 262816
Secretary &	Toni Reynaud	01243 370422
Social Sec.	email address:	tonibr@onetel.com
Treasurer &	Keith Wood	01903 732595
Membership Sec.	4 Buttermere Way, Littlehampton. BN17 6SX	
	email address:	keithwood@supanet.com
Safety Officer	Andrew Gibbs	01243 861804
Competition Sec.	Ray Beadle	01243 670163
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
	email address	bidwg002@wsqfl.org.uk
CD Editor	Bruce Smith	01243-531602
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

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Contribute!

**Cover photo:** Amazing what you can do with 'Paint Shop Pro' isn't it? Every one knows that Andy Gibbs wouldn't be seen dead flying an i/c heli. Or would he?.....

## TUNNEL VISION

from Colin Stevens

Isn't it amazing how money can bring on attack of tunnel-vision?

A couple of weeks ago we took a double-glazing salesman on a tour of our rooms in order to size-up the windows.

Bedroom 1 (Main) has my Chubby Lady perched on top of the wardrobe, and a pair of 2m glider wings overhanging it.

Bedroom 2 aka Hanger 1/Junk Room has:

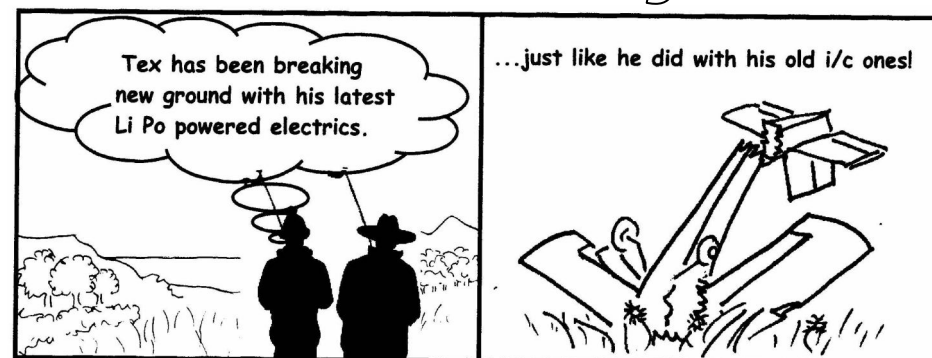
- 2 - glider fuselages plus tails standing up.
- 1 - 6ft glider wing standing up.
- 1 - Phoenix 100in glider fuselage on top of a wardrobe, alongside 5 kit Boxes.
- 1 - Flair Giles wing, standing on end.
- 1 - 2.5m glider wings and fuselage, standing on end.
- Sundry Tx's etc.on the floor.

Bedroom 3 aka Hanger 2 has:

- 1 - glider, fully rigged, perched on one bed.
- 2 - power model fuselages on the floor.
- Charger, meter and cables strewn over a chair.
- 1 - Flair Giles fuselage occupying the whole of the second bed.

"Got any hobbies?", he says.

## TeX & ReX *by Ecurb*



## DIARY OF COMING EVENTS

The following is a list of proposed CADMAC Club events for your information

Legend:	Club-nights	Outings	Competitions	Others
July	13	Outdoor C/L R/C F/F	Flying Night	
July	15,22, 29	Open Glider	Thorny	
July	29	Hastings Show Club	Outing	
August	10	Outdoor C/L R/C F/F	Flying Night	
August	12	AULD	Porthole	
August	19/20	Royal Victoria Park Event		
August	26/28	BMFA Nats - Barkstone Heath		
August	26/28	NO ACCESS TO THORNEY		
September	14	Build a Chuck Glider Night		
September	16	Hop Farm Show Club	Outing	
September	16	Indoor Flying - Seaford Col.	2 - 5 pm	
September	23	Scale Symposium	Thorny	
October	12	Club Auction		
October	14	Loops/Rolls/Spins	Thorny	
October	21	Indoor Flying - Seaford Col.	2 - 5 pm	
November	09	John Farley talk - materials		
November	18	Indoor Flying - Seaford Col.	2 - 5 pm	
December	14	Annual General Meeting		
December	16	Indoor Flying - Seaford Col.	2 - 5 pm	

### Open Thermal Glider 15/22/29 July Thorney Island

Aircraft wing span is Unlimited.

Bungee Launch - Only One Bungee is to be used.

10 min max, 1 min to get down losing all secs. over from score  
Winner is highest total of Two out of Three Rounds.

The Andrews Cup will be awarded to Pilot with the best total time for the three Days.

## Editorial

### THAT THORNEY OLD PROBLEM

*Following John Morris's letter, published in June's CD, committee discussed, once again, the issues of flying restrictions and pilot box siting in a predominantly eastern wind on the Thorney Island Site.*

*There was a great deal of discussion drawing in the many inherent variables and problems but the following tenets were resolved.*

Conservation Area

The conservation area IS NOT the fore-shore area south of the peri track but is in fact the harbour conservancy domain, to the mean high water mark. Thus we can legally fly over the southern end peri track, shrubbery and beach to the MHWM.

### Winds with Easterly components

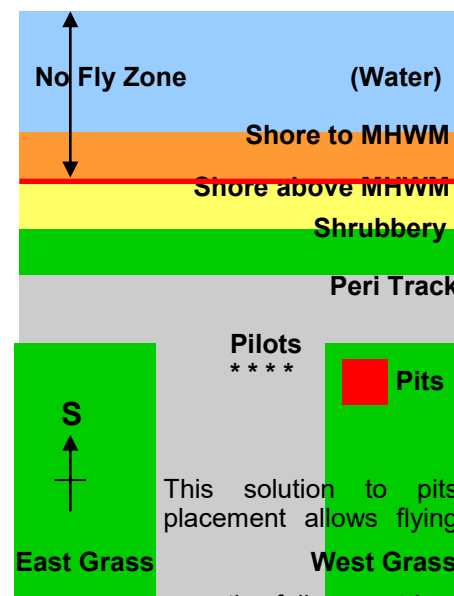
Unless the wind is PREDOMINANTLY easterly (ENE to ESE) we should use the regular pits and pilots' box positions, taking off and landing diagonally across the runway providing that we have suitable models and experience to achieve this safely and without grossly compromising the no fly area to the east.

### Predominantly Easterly Winds

The pits should be moved to the grass on the extreme SW edge of the runway (near the peri track) and the pilots box effectively adjacent to the pits but across the runway. Once again, take offs and landings should be made diagonally across the runway and members should

only fly if they have suitable models and experience to achieve this safely in these conditions and without grossly compromising the no fly area to the east.

The Southern area No Fly Zone and Pits placement in predominantly easterly Winds is shown below.



This solution to pits placement allows flying over the full grass triangle, negates the need to fly behind the pits and has the great advantage of keeping the sun behind you.

We tried it out on Sunday 25/06 and it seemed to work quite well.



*Jim*



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



**Present**

Tony Chant, Toni Reynaud, Ron Hemblade, Mick Blundell, Ray Beadle, Bruce Smith, Harry Walton, Ken Knox, John Riall.

**Apologies**

Keith Wood, Andrew Gibbs,

**Matters arising from previous minutes**

Restatement of permission to fly jets at Thorney Island deferred for 18 months. Restatement of the fact that the southern boundary of the permitted flying area is the foreshore (high water mark). Request all members flying at Thorney Island to keep a lookout for horses on the footpath along the shore.

**Correspondence**

Bruce S – Letter from John Morris (published in June 2006 CD) initiating a discussion on the position of the “Pilot’s Box”. The main thrust is to consider positioning the pilots at the southern end of the runway when the wind is East or West. Bruce S to draft an item for CD to seek Members’ opinions.

Tony C – Letter from a member suggesting that during competitions at Thorney Island, any member flying over forbidden areas should be disqualified and flight terminated immediately. The consensus of committee opinion is that a common sense approach to the problem should be used.

**Club/Membership issues**

No new members this month. John R has sent out one membership application form and one person who has expressed a wish to join has been advised to attend the club night on 8<sup>th</sup> June.

**Monthly meetings/social programme**

**June** - Outdoor Park Flying, C/L & Free Flight. Pegboard to be used – will be supplied by Mick B.

**September** – Build-your-own chuck-glider. Materials will be half sheet 1/16<sup>th</sup> balsa. Provide your own knife, glue and building board. Finished models to fit into a shoebox (to be supplied by Ron H). Longest glide launched from the top of a step-ladder to win. This might be replaced by a talk on technical repairs to model aircraft.

**November** - Ken K - John Farley is booked for the club evening.

**Outside Events**

Response to these is good. Wings and Wheels is fully booked. 2 seats left for

aerobatic in its service form and in all cases the manoeuvres chosen should be typical of the aircraft’s capabilities and custom. (A Tiger Moth would not typically perform a Derry Turn nor would an F15 perform a stall turn.)

Each of the ten manoeuvres and also the ‘Appropriateness of the chosen options’ will be scored out of a maximum of ten points. These are in turn multiplied by the associated ‘K’ factor.

Diagrammatic and written descriptions of all of these manoeuvres along with a list of common errors for each and a judges guide may be found in the BMFA Publication ‘Contest Rules, Section 6, Scale. Which is available from Chacksfield house at a cost of £3.00

Please Contact:

Society of Model Aeronautical Engineers  
Chacksfield House,  
31 St Andrew’s Road  
Leicester. LE2 8RE

Alternately the whole publication or may be downloaded from the BMFA’s Web Site  
(<http://www.bmfa.org>) Then > Resources > Publications > Rule Books > Scale  
in either zip file or pdf format.

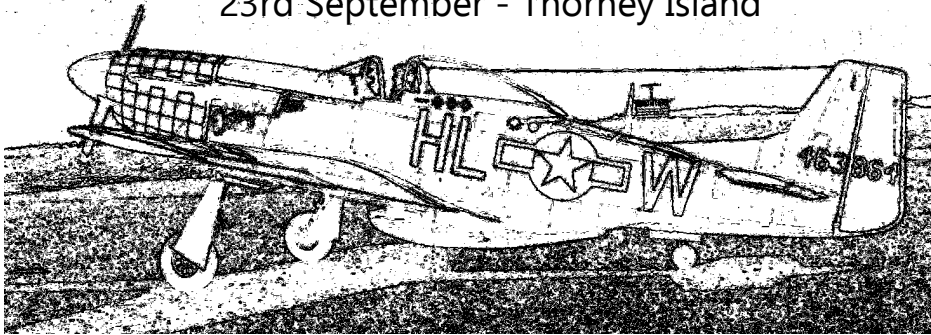
This day is intended to be fun and a great learning experience and definitely NOT a stressful competition.

Please let me know if you’re interested and I’ll provide you with a copy of our Scale Symposium Booklet, an entry form and a couple of marking sheets.



# SCALE SYMPOSIUM 06

23rd September - Thorney Island



This year CADMAC will again attempt to run an exclusively SCALE Day for its members, on Thorney Island. Its been very heartening to see just how many scale models of one kind or another are to be seen on out sites and we hope this event will help develop those very specialised 'scale flying skills' for members.

The aims of the event are to:

- further develop modellers' interests in building and flying R/C Scale models;
- foster a greater understanding of scale competitions; and
- help develop modellers' scale flying skills.

The event will be organised mostly according to BMFA Section 6 Contest Rules with the following exceptions:

- There will be no static judging element to the day;
- Models may be ARTF, kit or scratch built, providing they depict a scale subject type; and
- The flight schedule results will only be published if the pilot so requests.

Like other BMFA Scale events, pilots will be required to fly a schedule of ten manoeuvres chosen from the list on the BMFA Score Sheet. Five of these are mandatory and five are optional. Pilots must indicate also whether or not their subject aircraft was

Hastings, 3 for Hop Farm.

## Competitions

All organised. Next is the Electric Glider at Porthole Farm. The actual competition is to be decided on the day. Regulations for the Scale Comp are to go into CD.

## Training

Two young men progressing well. Several A's have been attempted, but no passes, mainly on safety grounds. The Wednesday evening Electric Glider sessions at Porthole have not been well attended, but those who were there have had good flying.

## Safety

Nothing to report.

## Communications

Bruce S - CD has been printed for this month. It is slightly smaller than average because the Editor has been away for two weeks. Website is OK. Gavin B is requested to provide a reminder of the Westergate Indoor Flying dates.

## Thorney Island

Another bin is to be provided in addition to the present bin, which is getting very crowded with equipment. Ken K to action. The First Aid Box and contents is looking worn – to be checked and replaced/refurbished as necessary.

## Trundle

Nothing to report. No favourable winds this month. Ron H and Tony C keep an eye on the site in passing.

## Porthole Farm

Lots of glitches and three crashes during the last two weeks. One day was particularly bad, but got better as the day progressed. All flyers are advised to use caution and stop flying if the situation gets too bad. The mower is being rebuilt (again!).

## Indoor flying

Nothing to report

## Junior matters

Nothing to report

## BMFA

Ken K gave a report on the latest Southern Area meeting which he had attended. Nothing which will impinge directly on the club. A volunteer is requested for the 3rd July meeting – Tony C and John R will go. John R went to the Achievement Scheme meeting, and expressed concern that indoor electric helis are being used to pass A tests.

## AOB

Because of the impending flying at the Fishbourne Club Playing Fields on three Club evenings, John R asked about the definition of a "Park Flyer". Although there is a definition in the Club Handbook, it was thought that this might have to be reconsidered in the light of increasing use of LiPoly batteries. Committee to observe the models on the field and form a ruling later.

The existence, availability and price of club stickers is to be published in CD. Tony R reported that the Skittles evening buffet was fully self financing. Tony C suggested that there might be room on the calendar for another competition this year. Suggestions welcome!

Next meeting Tuesday 4<sup>th</sup> July 20.00

## JUNE CLUB NIGHT FLY-IN (A SYNOPSIS )

Three or four BIG models- do they count as park flyers? Not really, but as we had the field to ourselves (almost) and most people present were aeromodel minded, it was not seen as a problem to fly a big old-timer type of model slowly and gently round the sky. Adrian Childs gave his usual superb demos with a GWS Formosa and a Yak. Bruce flew his Formosa and demonstrated the retractable undercarriage. John Riall showed us how to turn left after take off when flying the PlaneNutz electric Pitts – a lovely little machine. Colin Stevens flew his Chubby Lady several times, keeping a good altitude away from the cloud of up to seven planes in the sky above the cricket pitch. Allen Miller flew several models - a baby WW1 German plane (Fokker?) about 18" span, a larger Simprop Pfalz (?) and a homebuilt Depron Walrus which looked lovely in the air. Toni Reynaud had two good flights with the Sopwith Scout, though the radio link was lost during the second flight and the plane ended up minus a wing after a steep descent. Keith Stanley floated Andrew Gibbs' Zephyr around the sky for a while, then flew his Graupner Topsy. There were three Trixies with various power systems, all behaving impeccably. The control-line circles were well attended, with Andrew flying an ex-RC piper cub. Adrian flew his Peace Maker and another small combat wing. Bruce flew his Peace Maker and gave his Sig Akrobat a maiden flight. Both Tony and Bruce flew Dick Stepney's profile stunter while Dick treated us to his usual immaculate displays of the Vintage Stunt Schedule. Louis got there with friends at about 5:30, but said it was too windy to fly at that time. Fortunately the wind abated, giving us superb weather and on of the best evening electric fly-ins I and several other people have seen. Flying slowed down to a late stop as the sun set. More to come like this, we hope!

*Toni*

introduce a new model every 6 months. Not really what I wanted to hear.

## Factory 2 – our main supplier

The second day I had my first visit to our main supplier. On entering the factory, I was immediately struck by the number of models hanging on the walls and displayed on the floor, of the assembly area, many of which I had not seen before.

This brand new Pitts 40 is gorgeous (just like XiaoPiao who is holding it with me). This little Pitts is all built up construction with a wingspan of 42" and will fly on a .40 2c or a .52 4c engine.

It has 4 ailerons for really crisp aerobatic performance. I have already ordered two of the very first ones off the production line to try out.



# Plane Nutz goes Plane Crazy

From Pete Wills

“Ni hao, ni zen me yang.”

We at Plane Nutz are nothing if not adventurous (just ask anyone who has seen us flying at Thorney). So it was decided at an earlier Board meeting at the highest Executive level that we should go and see just how these planes we all fly are made. But more than that, we needed to meet our current supplier and visit a few potential ones too. So the trip was duly organised and before I knew what was happening, I was being whisked to Heathrow by the other half of Plane Nutz who you all know as Moley. Thirty six hours, two plane flights and a 2 hour drive, after leaving my house, I arrived at the stunning Pearl hotel.

If any of you ever get the opportunity to visit China, I would suggest you leap at the chance. It is a fascinating country and the natives are very friendly. Now I love Chinese food, but in the “real” China, I was eating things I had never seen in any Chinese restaurant or take-away over here. The food was “interesting” to say the least (just try eating a Duck’s head with chopsticks, or even dog), but delicious all the same. And don’t even ask about the highly embarrassing Karaoke night!!

The town I visited is in an industrial area surrounded by mountains, all very scenic, but judging by the looks I was getting, I think I was one of the first westerners to go there and probably the only one in town that week. English is hardly spoken at all, although all the factories had at least one person (usually a very pretty young lady) who could speak English reasonably well.

## Factory 1

The first factory I visited looked very professional as it was housed in a huge modern factory. This factory’s main product was stainless steel vacuum flasks in all shapes, sizes and colours. However, the actual area set aside for model aircraft production was quite small. This was also reflected in their product range, which although being quite high quality was not very exciting. I was also told that they only intend to



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## Gibbs Guides

User friendly guides by Andrew Gibbs

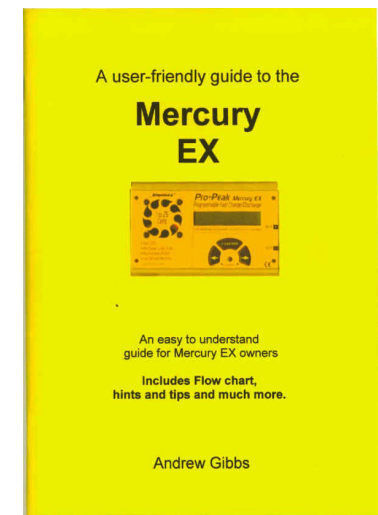
Lithium batteries	£7.75
Nicad and Hydride batteries	£6.75
Mercury EX	£6.25
Super Nova	£6.00

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







Since my last visit, in September 2005, I've been asked many times, "What's RC Hotel really like?" and I've tried to explain, time and again, the various aspects of this aeromodelling holiday haven set on the beautiful island of Corfu.

Having now returned for a second visit this May/June I think I can more succinctly describe the whole experience as **HOMELY!**

The whole ethos of the establishment is geared to helping you enjoy yourself so whether you've forgotten your Master Card for payment (as I did last time) or just put a 3D Hype into a tree (as I did this time) the boss will say, "Don't worry about it. Go flying. That can be sorted out later."

This relaxed, friendly attitude starts, of course with Spiros and his lovely wife Rula and percolates right through the rest of the staff.



Spiros, striking a natural pose!



Rula, her warmth is in her smile.



**Above:** View upwards from the flying field with hangar and workshop in the foreground. Just visible are the fueling and cleaning tables (outside the workshop) and the battery check and starting table on the footpath to the field.



**Centre:** Swimming pool taken from the bar, with one of the two accommodation blocks to the rear.

**Bottom:** Outdoor breakfast area adjacent to the shop/bar/dining room and sited next to the pool.



Andrew and Alexia Gibbs along with Christine and I visited over the Whitsun Bank Holiday week which was not a particularly good choice of time to go to Corfu since the flight prices had been jacked up by the airlines. At certain times of the year you can get a return flight for around £100 but the cheapest we could manage over the Whit dates was £300 with Thomas Cook. Still we wanted to go at that time as the period coincided with Andrew and Alexia's first wedding anniversary and my 60th birthday. As you can imagine, the RC Hotel team, not ones to miss an opportunity, made the most of the celebrations with specially made cakes and a great deal of joviality.



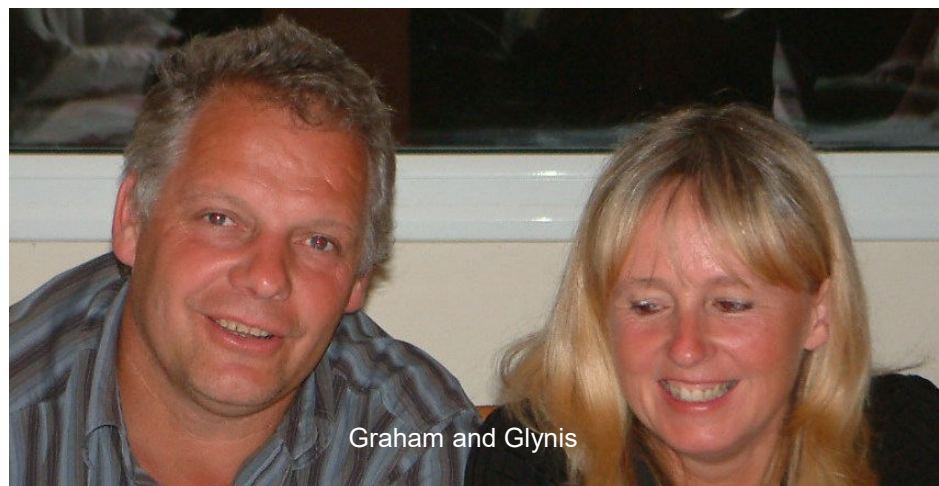
The girls enjoyed their time there and though they were deprived of our company during much of the flying time they chilled out round the pool, went on trips and particularly enjoyed the social side of things.

Andy and I, very much struck with the 'dog in a forest' syndrome did our best to work through the available craft - to no avail really since you need to fly a plane two or three times to really get the feel of it - and also a person who shall remain nameless (although recognisable as Mr Fixed Wing Electric) spent an hour a day having lessons on an i/c h\*I\*c\*pt\*r and was flying solo by the end of the week.

As I've said before the range of craft is vast with all abilities and tastes catered for - each with its own dedicated Tx so there are no frequency issues. It costs about £100 for the week to fly Siros' fleet of aircraft plus £70 insurance of which about £50 is refunded if you don't re-kit any. (Or can't rebuild.) The half board price of around £25 pp pn is excellent value for money providing not only the two main daily meals but very pleasant accommodation in airy rooms with spacious 'en suite' facilities.

The complex is about a 35 minute walk from picturesque Govia, the nearest harbour village/beach and about 17 Km from Corfu Town. It lies at the foot of a shallow valley with the accommodation suites looking down to the swimming pool, bar and dining areas and then on to the hanger / workshop building and finally the flying field. The surrounding countryside is picturesque with mountains, much woodland and only the occasional view of other houses. Corfu is the greenest of all the baleric islands.

I'd like to introduce you to the staff, so that when you visit you'll know their names straight away. For you can be sure that within a few minutes of your arrival, they'll know and remember yours. Firstly though my apologies. I haven't got photos of Joe or Sophia, Rula's mum. Unforgivable. I promise to get them next time, or perhaps you'll help me out if you're visiting this year. Sophia mainly looks after the house-keeping while Joe is one of the resident instructors. He gave me the all clear on my first visit so his judgement can't be all that good!!!



Graham and Glynis

The other instructor, along with Spiros, of course, is Graham, a fine figure of a man with a bluff good humour. With his wife, Glynis and their two children they're currently living a few kilometres away at present but soon to move into their new home on the edge of the campus. (Greek building willing!!) Shortly after I arrived this time I was approached by this smiling, slim, attractive blonde, who greeted me with, "Hi Bruce, how are you? Did you have a good journey?" My immediate delight then rapidly turned to confusion then guilt. What had I got up to after some late night lubrication last September? "Sorry," I spluttered, "I don't remember your name." "Don't worry," she reassured, "we haven't met before, but we have talked through email when I took your booking. I'm Glynis, Graham's wife. I knew you were coming today and I'd seen your picture in Clear Dope" Pheww! That's just typical of RC Hotel Staff. Their friendliness transcends the polite stand-off-ishness you meet in many establishments. They are not just friendly - they become your friends. There is no 'us and them' and you know you're part of the family when you start trading insults with them - its just like a real family. It's a bit hard to explain but this spreads throughout the guests, also, and over your stay you become just one big family so it doesn't matter if you

go in a party or on your own, you become absorbed into the group. Two key female members of the team are Janet and Katriona. Janet staffs the bar area by day and can rustle you up a tasty snack till about 5pm. She'll



Janet



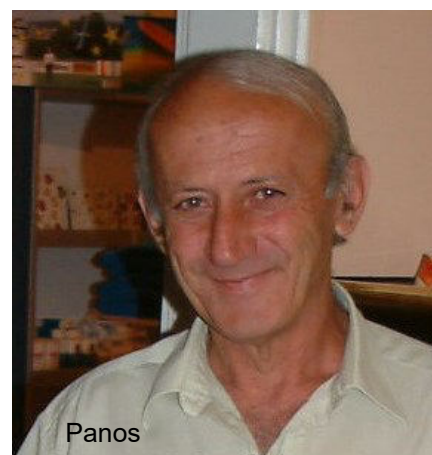
Katriona

take your bookings for trips and evening meals and she also serves your breakfast and evening meal. She always looks this glamorous. (I had to say that or I'd have got the sharp side of her tongue.) Only joking, she's lovely and is seen here celebrating her birthday with the group. Katriona is the Chef and she has magic in her fingers. If you book half board you get a full breakfast plus the evening meal which can be either the set meal of the day or anything from the 'a la carte' menu. There is usually a set desert but you select your starter and main course before 3pm for the meal which is served around 9pm. The choice of food is extensive, the presentation is delightful and the taste is divine. (We can recommend the Trout with Almonds) All washed down of course with juice, beer or wine at rock bottom prices. The spirits are a bit more expensive - but then they don't use an optic! The set meal on Sunday is usually Roast Beef etc. and believe me the Yorkshire puds would put Aunt Bessie to shame. The evening meal is the social climax to the day and if you don't want to retire early, the bar stays open till very late - in fact after a particularly late guitar playing and singing session (about 3am) Spiros announced, "I must get some sleep before an early start tomorrow morning. The bar is still open. Just leave a note of anything you've had and pay tomorrow."



If you don't want to be flying all the time, or you'd just like a break, Spiros puts on a variety of outings on a daily basis. The regular trips are:

Mon	Corfu shopping	5€
Tue	Paleocastritsa	5€
Wed	Gouvia Beach	3€
Thu	Island Tour	30€
Sat	Dassia Beach	5€
Sun	Fab BoatTrip	30€



Panos

If you opt for any of these or any other specials, (eg. a float plane flight!) you will no doubt be mini-bussed by Panos - probably the most courteous and careful driver on the island.

A useful piece of information he divulged is that 'panos' actually means 'up' in Greek.

Speaking of being chauffeured, when you book for RC Hotel, Glynis will ask for your flight numbers so they can arrange for a shiny black 'Merc' limo to meet you just outside the terminal and then whisk you off for the 25 minute transfer to the hotel. Very reasonable too. Likewise, when you leave, the travel arrangements are made for you to get to the airport in good time. You just don't have to worry about little trivialities like that.

