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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



The 'essence' of CADMAC?

In this issue:

Sandown 2003

Skittles Evening

Norman's duo

Southern Report

Rapier Re-hab +

**GALA
DAY**

**CHICHESTER AND DISTRICT
MODEL AERO CLUB - JUNE 2003**

Chichester and District Model Aero Club

Committee 2003

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+

All items for the newsletter should be submitted to:

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Email Address: aerobruce@aol.com

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

Cover photograph: A very sporting Ken Knox sees the funny side of this 'spot landing' during the electric duration event and comes out of it smelling of roses - see page six.

Photograph - Tony Chant

TAIL PIECE



PHOTO NOT BY TONY CHANT

Now we all know that Tony's aim is straight and true, particularly with the old box brownie. This, however, did not appear to be the case in the balloon bursting competition, especially since he'd kept cool over the barbie with the odd amber nectar.

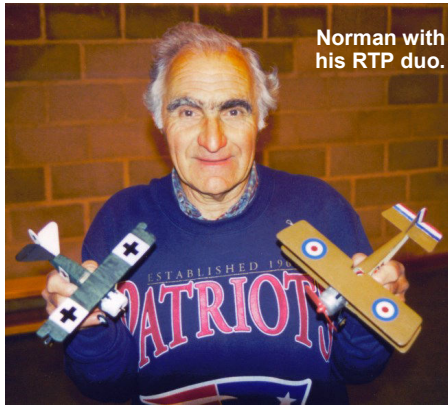


TeX & ReX

by Ecurb



ROUND THE POLE FLYING



The current resurgence of interest in RTP flying is typified by Norman Thair who brought along his two 1/32 semi-scale beauties - a Fokker DR1 Triplane and a Sopwith Pup. Norman has been tempted back to RTP after an absence of over twenty years. Previously he used to fly similar scale models at indoor club meetings in the old New Park Road School hall.

Below:
My RTP P51D which only took about an hour to build out of styro but another two hours to colour in using my grandson's felt tip pens.



The weather was so fine on the evening of the May Westbourne House indoor meeting that Peter Sackman admitted to slipping out for a sneaky park-fly session before joining the rest of us. There was a delightful variety of F/F models in abundance, both electric and rubber powered and one R/C mod. which didn't fly because I remembered everything except the flight box!

INDOOR FLYING

WESTBOURNE HOUSE SCHOOL, OVING.

Next Meeting 19th June at 20.00hrs

NB. This is our only indoor venue now!
Please support it.



British Model Flying Association

Nationals 2003

It is with great regret that we announce that the R/C, Scale and Control Line Nationals, normally held at Barkston Heath over the August Bank Holiday, will not be run this year.

The presence of the Battle of Britain Flight at Barkston Heath this summer has made the airfield unavailable to us and the situation in the middle east has made it impossible to obtain any other military venue for the event.

We have investigated many civilian run sites that might have been used as a venue for such a large event but all of them have either been unsuitable or have not been available.

This year the various disciplines involved will be running separate 'Nationals' at sites and times of their choosing under franchise from BMFA. Information on these events will be published as they are arranged.

The Silent Flight Nationals and the Indoor Nationals will be taking place over the August Bank Holiday as usual. See BMFA News for more details as they are confirmed.

The organising team takes great pride in running the 'Nats' each year and this is a great disappointment to us all. Hopefully, 2004 will bring better news and we look forward to seeing all our friends and supporters at future events.

Chris Bromley, FSMAE
2003 Nationals Co-ordinator

1st May 2003

Editorial

This month sees the publication of my sixth CD as editor and while I've been encouraged by the positive response from members I feel I must reiterate that I've only tinkered with what was already an excellent magazine and for the most part only included what you have sent me.

My only disappointment, has been that far too few of you, for some reason or other, have felt that you either aren't capable or aren't worthy of making a valid contribution and as a result we tend to get the same old gang of 'trusties' making their regular contributions. Bless 'em.

On the flying field I see the most interesting and exciting projects come to fruition and at the monthly club meetings I hear a wealth of experience in a casual conversation and yet, sadly, this hardly ever gets into the broader arena. Tragedy!

What I would like from you is your knowledge, your skills, the experiences you've had - not perfect articles in matchless prose! It doesn't matter a 'pig's burp' if you can't spell, split your infinitives and end all your sentences with prepositions (whatever they are) its my job to sort out that side of things. Don't be daunted by the thumping good articles you read within these pages. Many of them come on tatty old bits of paper and are written as 'brain flow' rather than concisely constructed articles. So much the better, since these more frequently convey the passion which is normally associated within our hobby. Having

spent years deciphering the 'creative writings' of infants and juniors you'll be hard pressed to scribe anything which I can't understand - and if you don't mind me kicking the sentences round a bit and maybe chopping or even adding to suit the available space, I'll do my best to source photos and diagrams where appropriate and present your ideas and experiences as a literary masterpiece! Personally, I can't type anything on the old pc without a jumble of red and green wiggly lines appearing on the screen. I can't spell 'four toffy' and if it weren't for the 'memsahb' who diligently proof reads all the first press copies, the mag would turn out more like some cryptic puzzle in the Sunday papers! Admittedly she does have the occasional problem with things like Fiezler Storch and mAh, but then we've got to keep a bit of the old mystique in there haven't we? It's alarming though, just how much she's picked up already from reading your articles - and you know what these girls are like - before long she'll be writing a piece of her own about being an 'airfield widow' and putting us all to shame! That's where, of course, I'll be able to exercise my editorial rights and reject the piece! Always providing, I've got enough to fill the magazine already!

"Begin writing now!"



year has seen a complete reversal. The BA "Wright Challenge" will be held on the 15th November at Cosford. Schools will be invited as well as the existing challengers to enter via the internet to design an aircraft using CAD. The top 30 teams will then compete at Cosford. The web site will launch early this month and will probably be called www.wrightchallenge.co.uk with a schools day on the 11th June 03 for ages 7-11 and 11-16. BA are putting up £30,000 for this event so look out for details

Roger was unhappy that nobody turned up from the southern area for the meeting of examiners and they are desperate for silent flight, chief examiners.

The "A" and "B" day at Winchester went well. Ken Gale was proposed and seconded as Chief examiner helicopters and Steve Warren for fixed wing and silent flight.

There are 52 affiliated clubs in the Southern area (4 ATC)

Tony Baker's outfit, the Southampton Soaring Association say they have an event booked for 6th and 7th September at Middle Wallop!

Lee Bees requested a subsidy for hosting Balsa Brain - £50 was allocated.

Victoria Country Park is definitely on. The sound and marquee are booked for 16th and 17th August with about six or seven clubs participating from as far away as Oxford and Wareham.

Electric flying is to be held on 15th June at Winchester Cheesefoot Head.

Sailplane and electric glider to be held on 13th July at Tangier Farm, Bishops Waltham and on the same day there will be a fly for fun day at Winchester Cheesefoot Head.

On the 9th August there'll be a pioneering aviation comp at Winchester Cheesefoot Head. Followed on the next day at the same venue by the scale comp.

Membership of BMFA now stood at 33,000. 2000 up, and the number of clubs stood at 661 an increase of 35. The BMFA coffers stood at £340,000, which was mainly for VAT and wages.

European air sport has placed an upper limit of 150Kg on aircraft with a ceiling of 13000ft!

Roger said the Child Protection paper was well in hand and will be validated at the next meeting. There will be short training courses for the elected CPA which will cost £16 but may be sponsored.

The General manager's post had not been filled and would be re-advertised.

The BMFA will host an August Bank Holiday show at Telford.

There had been two near misses reported one with a helicopter and the other with a hang glider. Both were reported by the modellers in question.

Next meeting will be 21st July



BIG BOYS' TOYS ? NOT ANY



Taylor Christie with dad Colin at Porthole.

Sorry lads, the bubble has burst and girl power is about to assert itself amid the hallowed sanctity of our world. We've already got Ena (wine taster extraordinaire) Louth-Davis beating up the skies and well on the way to her 'A.' Then there's that brazen hussy who's dared to write an article in this month's BMFA News. What next you may wonder?

Well the threat comes in the cunning disguise of pretty, young Taylor Christie. With dad keeping a watchful eye from the pits area, I saw Taylor make her first flight under the instruction of John Riall at Thorney Island earlier this month and all I can say is....."Boys....."

BE VERY FRIGHTENED!

BMFA Southern Area Meeting

Monday May 19th 2003

Chair: Roger Bedford

Roger opened his report by saying that it had been an extremely busy period and he had attended lots of meetings. He continued to say that

the Lords Hill sites at Southampton would not now be available for large-scale planes.

He then went on to say that contrary to the vibes from last November's BA challenge where BA showed little interest in the proceedings, this

Chairbourne

For those of you like me, who have been intrigued by the recent articles in Clear Dope by Andy Gibbs and John Riall on electric powered model design and are tempted to follow in their footsteps, I have dug out from my files, rule of thumb design rules passed on some time ago by a guest speaker from the Petersfield Club, at a CADMAC Club meeting.

Estimate a likely wingspan and calculate the resultant wing area.

Assume a sensible wing loading:

Light aircraft
35-55g/sq.dm (12-18oz/sq.ft)

Standard sports
55-80g/sq.dm (18-26oz/sq.ft)

Fast fighter
80-100g/sq.dm (26-33oz/sq.ft)

Calculate the maximum permissible all-up weight.

Weight (g) = Wing area (sq.dm) x
Wing loading (g/sq.dm)

Estimate power requirements according to the following guidelines:

For every 100g of all-up weight you need approximately the following input power:

Light aircraft min 5 Watts

Average model 10 Watts

Aerobatic 20 Watts

Estimate the size of the battery:

Battery capacity (Ah) x Number of

Cells x 60 = motor power (W) x target full throttle flight time (min)

The constant "60" assumes an average voltage of one volt per cell (because battery voltage drops under load it is usually taken that 1 cell = 1 volt) and also takes into account the conversion of hours into minutes.

Now consider whether you can keep to the all-up weight bearing in mind the power system components you are planning to use.

If the result is not satisfactory, start the calculations again based on a different wingspan.

Finally, check that the airframe provides enough space for all the planned equipment when built to the scale you have specified.

N.B.

ARMY OPEN DAY

**NO FLYING AT
THORNEY ISLAND
SATURDAY 12TH OR
SUNDAY 13TH JULY.**

Smelling of roses From Ken Knox

This is the prompt reply I had from Scorpio re my glider in the muck, which I thought amusing and very good service.

-----Messaggio originale-----
Da: Kenneth Knox
[mailto:kenneth.knox@btopenworld.com] Inviato: venerdì 16 maggio 2003 22.09
A: info@scorpio.it Oggetto: Sport Palio

Hi, I have a "Sport Palio Electric" which flies extremely well and I have had many enjoyable flights with it until last weekend when during a competition I lost radio control of it due to an open circuit cell in the battery, the plane then flew itself and landed in the middle of the nearby sewerage farm, the only damage to plane was the tail and the spar, the tail I have repaired and the metal wing joiner/spar can be obtained locally.

However the canopy came off and went into the muck (See attached photographs) and I could not bear to put my hands in the very smelly liquid to try to locate the missing canopy.

I have tried to buy a new canopy from "Ripmax" the UK importer but they do not carry spares for the aircraft.

Is it possible to buy a canopy from you and if so I would like to buy one.

I apologize for not writing to you in Italian but I do not know anybody who speaks your language.
Hope you smile at the strange location of a beautiful plane.

Kind Regards Ken Knox

From: [Marketing](#)

Date: 19 May 2003 14:16:38



To: ['Kenneth Knox'](#)
Subject: R: Sport Palio

Dear Mr. Knox,
as a very old modeller, I cannot afford not to be solid with a modeller when he is in the deep sh... !!!
How happens in these cases I have laughed like a crazy and also the other modellers colleagues here at Scorpio.

Tomorrow we'll send to your address a spare canopy free of charge. On the next time be more careful or... send us, please, another picture of yours!

Apart from these easy jokes, my best regards and best wishes

Leo Pergher Scorpio sr.l

SKITTLES NIGHT SUCCESS



A grinning Tony (I scooped the loot) Chant poses cash in hand. Behind, most of the winning B Team of Dick, Holly, Peter, Evelyn, John, Pauline, Mark, George, Trevor, Christine and far right, finalist Phil.

There wasn't a massive turn-out for the 'Skittles Night' club meeting which was just as well since one third of the hall in the Fishbourne Social Club was taken up by the skittle alley and another third by the dining tables for those who had pre-booked a meal.

The food was hot, plentiful and ready not long after eight o'clock so we dined first and then set about the serious business of the night.

M/C John Riall divided the contestants into two teams, sensibly splitting partners since blood on the alley can ruin your trainers and cause serious accidents to other members. After three rounds the 'B's' were pronounced the winning team and then

Phil, their top scorer with 34 points lined up against Tony, the 'A' team's top scorer with 28 points for the final. Amid a great deal of vocal support Phil fired first and took the round 9:5. Tony replied with a 9:5 win in the second round and so a third was called for which both finalists contrived not to win, drawing, as they did 7:7. A score of 7 looked likely to clinch it for Phil in the fourth round but TC's 9 prevailed. Very many thanks to John for his part and of course to Trevor for organising the event and giving us all such a memorable and enjoyable evening.

COMPETITION CALENDAR JUNE - JULY

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Sat June 14	Control-line & Electrics	1 pm @ Thorney Island
Sun June 15	Loops and Rolls	1 pm @ Thorney Island

Loops and Rolls comp Rules

Schedule will consist of : take off, which is complete, when the model has finished one circuit and passed back over start point, Two right hand rolls, Straight level flight upright, Two left hand rolls, Straight level flight inverted, Two inside loops, Two outside loops, One double reversal, One double stall turn, One top hat, Rectangular landing , Touch down in box.

Manoeuvres to be called for start and finish.

Marked out of 10 points for each manoeuvre

Winner is Max No for One out of Two Rounds.

Bonus of 10% for "A" Cert Flyers

Bonus of 20% for Non Cert Flyers

Sat July 19th	Open Glider	12 noon @ Thorney Island
Sat July 26th	Open Glider	12 noon @ Thorney Island
Sat August 3rd	Open Glider	12 noon @ Thorney Island

Open Thermal Glider.

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.

+++++

Register your entry - Contact Ray Beadle on 01243 670163

All 2003 competition rules are printed in the February edition of CD.

SANDOWN

Model Symposium 2003

One more Sandown has come and gone. The journey there and back was fine , thanks to Mick's driving . I have been to the show about five or six times. Whether I shall go again is doubtful. If I remember rightly the flying models were more interesting then. I remember the wheel barrow ! I know the flying was very good but most of the models looked the same wide wings, powerful engines so they can hang on their propellers. If there were any scale models flying I must have missed them. There were some electric models but not many .

The halls were crowded which is what the show is all about, but it makes it hard to find what you want. I all ways liked see the model railways layout but it was not there this year!

Thanks to Norman for buying the tickets in advance which not only saved money but time as we could walk straight in without queuing.

Ron Hemblode



Photograph - Ron Hemblade

Cowl or Foul

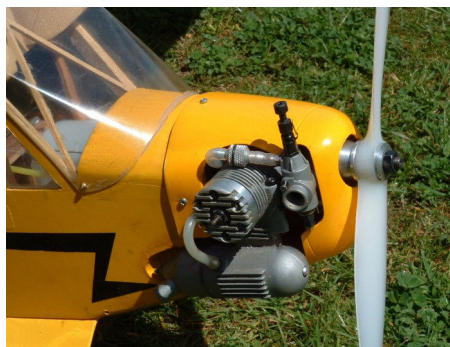
So you've spent a heck of a lot of time building your latest i/c kit (or a little less if it's an ARTF) and your last task before the paint job is fitting the cowl! We invariably leave the cowl 'till last because, no two ways about it, it's a NASTY, FIDDLY job.

Of course we all know that a nicely fitted cowl not only makes the model look good, but it can make quite a difference to the performance - so why do we so hate this penultimate task which should prove the crowning glory to our labours?

Well in the first place we know it's going to be fiddly. You don't get 3D reference points with your engine instructions and there's going to be an awful lot of slipping it on and slipping it off again. Then there's the horror of making a mistake and ruining that beautiful gleaming plastic, GPR or carbon moulding which looked so good up front before we stuck the motor on. Also we know it's going to take an awful lot of time to make a decent job - and we desperately want to crack on now the model's nearly complete. Is it any wonder that some modellers will leave the cowl off, rather than fit one badly!

Well help is at hand! Allow yourself about an hour and you can achieve a beautifully worked cowl with alignment holes in the perfect positions and smooth even lines around all protrusions. Solution - the white hot technological innovation of primary school papier maché!

This nicely worked cowl on Andrew Gibbs' Piper Cub really sets



the model off.

Technique

Smear the new cowl liberally with petroleum jelly (Vaseline or better still Vic if you've got a cold) and then cover it with torn pieces of newsprint. Adjust the size according to flat areas and curves. This doesn't have to be a perfect job - small wrinkles and crinkles don't matter. Now use white glue to give a second coat using white paper. Glue on a third coat using newsprint again and finally a fourth coat of white paper. Finish off with a good coat of white glue and leave in a warm place for half an hour to set solid.

While you're waiting for this to dry you could write an article for CD!

Once dry use a biro inside to scribe round the prop shaft opening and also the rear cowl edge and then having slid a table knife carefully between the cowl and covering to break the vacuum seal, squeeze the sides and slide the mould off the original cowl.

Now you have a disposable paper cowl to work with rather than the precious item which came with the kit. Cut bits off it and stick them

Ramblings from your Social Secretary

WINGS AND WHEELS SPECTACULAR - JUNE 28TH

All places on the coach have now been filled.

HASTINGS - AUGUST 9TH

There are just three places left on the coach at time of going to press.

FISHBOURNE SOCIAL CLUB

The FSC management has kindly agreed to allow CADMAC/FSC members the use of their playing field for limited model flying activities at times where these do not clash with their own activity programme. If in doubt check with management.

Models must be small and light to maximise safety to the general public. Free Flight rubber, CO₂ or electric power only. NO I/C!

Small R/C slow fly park fliers only. All R/C protocols must be observed.

Remember: Other activities will take priority over any flying. We will have to share the field with dog walkers, children playing etc.

SAFETY IS PRE-EMINENT.

Use your common sense! We can either enhance our hobby's profile or lose an excellent flying facility.

Therov.

**At last!
A user-friendly guide
to the Super Nova.
Now available.**

A user-friendly guide
to the

Super Nova



At last! An easy to understand
guide for Super Nova owners

Includes Flow chart,
hints and tips and much more.

Andrew Gibbs

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£3.95 per copy
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See Andrew Gibbs
or call 07973 62 77 38**

**Offer limited to one
copy only per member.**

GALA DAY 2003 - WOW!

So sorry if you missed it! Gala Day 2003 turned out to be a real stonker! Sorry too that limited space restricts the report and the photos but if you weren't part of that mighty throng of members, family and friends you really missed a thrilling day, jam packed with humour, fun, excitement and bonhomie.

Very many thanks to all event organisers for your time and effort. You did us proud. Special thanks to Ray Beadle for conceiving the event and pulling all the right strings at the right time. Special thanks to Chris Collins and helper, Gavin. It was great to have the shop on site Chris and we hope it was all worth your while. Special thanks to Ena and Louis on the wine tasting stall and those committee members who gen-

erously donated bottles. A great idea!

Special thanks to Alison and Tony for once again sweating all day over the hot Barbie while we were free to get on with our flying, and finally..

Man of the Match Award should go, I think, to Mick Blundell for his efforts in getting the flying field, the pits area, the spectator area, the walkway and the car parking areas ready for us on the day. I know Mick worked virtually the whole of Sunday cutting and strimming the site in preparation for the great day. It was well worth it Mick and your efforts, not just for Gala Day, but right throughout the year are greatly appreciated.

(Ed.)

Get yer equipment out!

For the club's

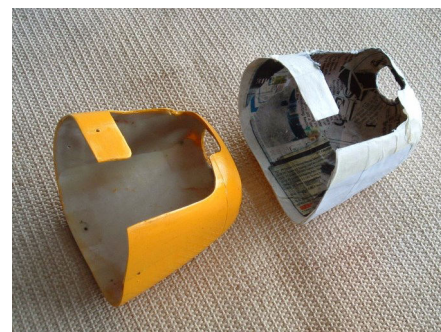
Photographic Competition

"The Spirit of Cadmac"

back again as you will. You could cut it in half along the engine centre line and then fit the two halves - one from each side. (You know like fitting a bathroom carpet round the loo!) Then you can join the two halves together again with masking tape or whatever. If you cut too much off, you can just tape that piece back on and try again.

Once the cutting and sticking is complete, simply slip the dummy back over your precious cowl, scribe round the edges and ten minutes work with a Dremel should produce a work of art!

Ernest



Andrew's Piper Cub cowl along side it's papier maché dummy.

Andrew had to overcome a particularly difficult installation since the MDS 25 muffler had to be inset in the side of the fuselage. He created a cowl which could slip over the engine and then rotate through -45° to locate into it's final position.

RAPIERS



"HOW TO BEAT THE BAN"

By Ian Holcombe

Although most Rapiers would possibly pass the noise levels test on the ground, they all seem to be above the accepted noise level when in flight. Being a Rapier owner myself I talked to other club members about the problem and how we could solve it.

We thought about using various types of foam eg expandyfoam, ordinary foam or possibly bubble wrap.

I just happened to have a large supply of bubble wrap, so with nothing to lose, I stripped the wing covering off the bottom of the Rapier wing and then cut as many strips of bubble wrap as required to fill the wing then recovered the wing with solar film.

Then I changed the propeller to an APC 10x7 prop and "Hey Presto" The Rapier was then quieter than most other R/C planes.

I am using an MDS 40 Engine with a quiet silencer.

Happy Flying - Ian

