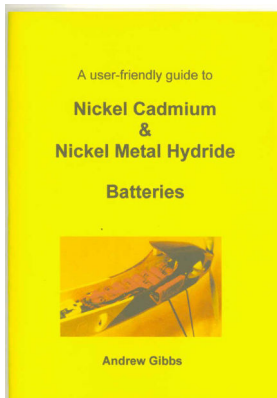


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The User Friendly Guide to Nickel Cadmium and Nickel Metal Hydride Batteries



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Contact Julian Horner
Telephone: 07792 182130



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.

JUNE 2004

CLEAR



In this issue: Florida Jets II Sandown Report Competition Results



CHICHESTER AND DISTRICT

NO FLYING

At Thorney Island this coming week-end 12/13 June as the army will be carrying out exercises. Competition postponed.

Chichester and District Model Aero Club

Committee 2004

Chairman	Peter Sackman	01243-373041
Secretary & Social Sec.	Trevor Bowry	01243-780949
Treasurer & Membership Sec.	email address: bobbycadmac@freenet.co.uk	
	Alan Misselbrook	02392-470871
	email address: alan.misselbrook@talk21.com	
Snr. Training Offr.	John Riall	01243-782922
Safety Officer	Tony Chant	01243-828506
Competition Sec.	Morris Campbell	02392 637728
Thorney Rep.	Harry Walton	0790 5054111
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
Fax to: 01243 531602 but please telephone first.

Committee appointed positions

Junior Members Protection Co-ordinator:	
Bruce Smith	01243 531602

Visit our brand new
website

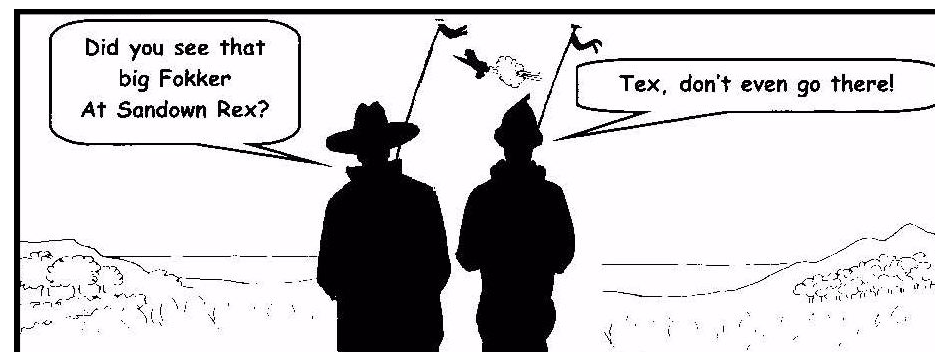
Forthcoming Events

Please note: - All spaces for the Wings and Wheels Show are now taken.

20th June	BMFA Electric Fly-in. Winchester Site
26th June	Wings and Wheels Club Coach trip (Full)
4th July	BEFA Electric Fly-in Middle Wallop Airfield
4th July	BMFA Scale Day and BBQ. PADMAC site Thicket Farm
18th July	BMFA Southern Area Glider Fly-in. Tangier Farm Bishop Waltham
24th July	Hastings Model Show. Club Coach Trip (seats still available)
21/22nd Aug	Royal Victoria Park Hobby Extravaganza.
28/30th Aug	BMFA Power Nationals. RAF Barkston Heath (Grantham, Lincs)
18th Sept	Southern Model Airshow, club coach trip

Trevor.

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Ramblings from your Social Secretary

The model show organized by the Croydon Model Club on September 18/19 is now called the Southern Model Air show and will be held at the Hop Farm, Paddock Wood, Kent. (Just north of Tumbridge Wells) As well as the usual flying displays and trade stands there will also be a boating pool and model car racing track.

Admission charges are as follows:
Adults: £6.50 Family Ticket: £17.00
Senior Citizens/Children £3.50

The minibus will be going to the show on Saturday 18 September and there are still 6 available places.

Editorial

I was very surprised, at our June committee meeting, to discover just how many new members our club attracts each year. The rules and regs of how we operate are mostly all printed in the 'Pilot's Handbook' and I'm sure everyone does read it through eventually, but I often wonder whether we ought to have a new members induction session from time to time. The new member who got lost - the other side of Thorney Island or the new member who discovered, 'the hard way,' that there's a water-filled ditch between the grass and hedge at Porthole Farm, might be inclined to agree!

Paramount amongst our procedures, of course, is flight-line safety and the person responsible for it is you. Whether the Safety Officer is present on site or the safety marshal of the day is standing next to us it doesn't absolve us from our primary responsibility for the safety of those around us and their property.

Personally, I'd like to see, or hear, everyone voicing their safety concerns on site whenever they arise. It doesn't need to be aggressive, in fact it **shouldn't** be aggressive and a humourous retort or mock apoplexy can avert an immediately dangerous situation. At less threatening times a quiet and friendly word in the ear can guide an erring colleague back to the straight and narrow without causing discord or loss of face.

The flight-line situation at Porthole Farm is pretty much self evident, mainly because of the excellent work put in by Mick Blundell who not only keeps the T/O and landing area

in prime condition but also mows the pathways, the pits and the seating area. The situation on Thorney Island is very different, however. We have the pilot boxes painted on either side of the runway. We have the flight-line/starting area/pit and seating notices displayed on the frequency control board but these don't tell the whole story about where it's safe to set up. They can't because it varies so much according to the wind direction. So, for new members to the sport in particular I'd like to just run over some of the more critical aspects of flight line safety on this flying site. Much of the following is just a case of common sense or good practise. We cannot include every single safety scenario in the pilots handbook although a great deal of it is to be found in the BMFA Members' Handbook.

When the wind blows diagonally across the runway at Thorney, the pilots', pits and seating areas are in a relatively less dangerous location - providing, of course that all are facing into wind. It's when the wind direction is essentially up or down the runway that potential hazards occur. Of the two main functions which take place in front of the pilots' box (take-off and landing) the most dangerous, by far, is the take-off. Hence in these wind conditions extra safety consideration must be given to seating and start-up areas.



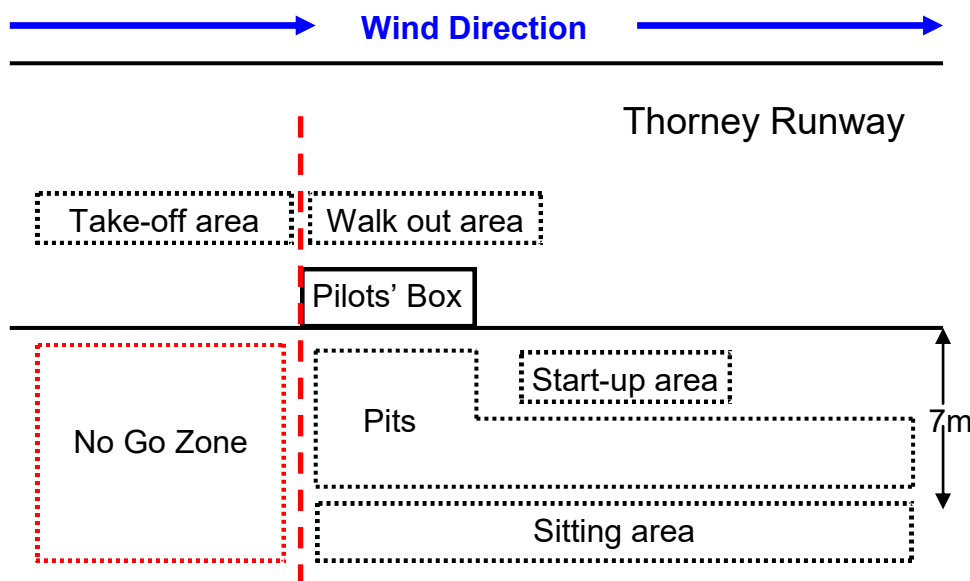
INDOOR FLYING WESTBOURNE HOUSE SCHOOL OVING

**Next Meeting
17th June at 20.00hrs**

Every aircraft is a potential hazard until its had its first flight of the day and been trimmed out. At take-off any aircraft is very susceptible to tracking and wind change anomalies, not to mention pilot error or the vast array of system failures possible and all just at a point where the model is almost flying and least amenable to control. Wrong model on the computer set, reversed aileron or rudder, tyre coming off a wheel or just a tendency to ground loop - I've seen them all - and they invariably end with the aircraft skewing sideways off the runway. THUS when the wind is more or less parallel with the runway NO ONE should

be sitting further up-wind than the end of the PILOT BOX. Think of an invisible line level with the up-wind edge of the pilot box. Apart from possibly access or retrieving models, the only people to move ahead of that line should be pilots wheeling or carrying their models out for take-off. ALSO when walking out, pilots or helpers should cross in front of the pilots in the pilots' box thereby giving a clear visual signal as well as their clearly called audible signal that there is someone on the runway.

Bmfa



Two other safety measures I think we could consider are:

- (1) Not starting up i/c engines immediately behind the pilots' box; and
- (2) Using the no-go zone as a run off area after you've landed. (I know you'd never taxi back towards the pilots' box or pits—would you?)

24) Is it permissible to TAXI directly out from the PITS to the flight line? Give reasons.

25) Bearing in mind that many of the public, as well as club members, are keen to watch an aircraft being started up, what should you always be aware of and what should you do about it?

26) How should you check that a control surface hinge is secure and operating properly?

27) Why do we do the nose-up power test? How and where should this be done?

28) When going out to the flight line to take off or retrieve a landed model, what must you do?

29) How and why should you clean your transmitter aerial and what should you never do to it, apart from bending or breaking it?

30) You have just put a new receiver and/or some servos into an aircraft model which is a known and well trusted flier. On the bench everything seems to be working correctly and batteries fully charged. What check must be carried-out before flying?

Thanks to Peter Vidgeon (Hanworth Airpark MFC)

If you managed to answer all the above questions with ease then well done. They were, however cited as examples which might be used for an 'A' Test candidate!

Check-out the safety issues:

- When you're organising or flying at a public display;
- When you're flying on or looking for a new site;
- When you share sites with another aero sport; or
- When you fly in a designated military area. Do you?

All the answers (and many more) are to be found in the BMFA members handbook.

STOP PRESS

As you've no doubt read in the June BMFA News, new guidelines for some of the BMFA Achievement Schemes have just been published.

(Thanks a bundle BMFA - Ed.)

The Guidelines for the 'A' and 'B' will now be referred to as 'Test Standards for Chief Examiners and Club Examiner. Guidance for Test Candidates.

Available from Chacksfield House. [Www.bmfa.org](http://www.bmfa.org) or watch this space

TEST SAFETY QUESTIONS.

The following are a few examples of the kind of questions that can be asked by a BMFA Examiner. The list should not be considered exhaustive, nor are the questions placed in any order of importance. You really need to study all the relevant sections of the current BMFA Handbook and the current CADMAC Pilots' Handbook thoroughly before taking the test.

- 1) Which 35 MHz frequency control peg system does CADMAC use?
- 2) Describe the limits of the 'Flying Area' on a normal flying day.
- 3) What does Article 64 of the Air Navigation Order state?
- 4) What does Article 63 of the Air Navigation Order state?
- 5) Complete the following phrase (as written in the BMFA Handbook). "Model flying must not only BE safe - it must be _____ to be safe."
- 6) Why is it not recommended that you fly alone?
- 7) Why is it recommended that 'welded rechargeable airborne battery packs' only be used?
- 8) If you use PCM radio equipment, what should be checked prior to each flight?
- 9) On arrival at the field, what safety checks should be carried out?
- 10) Models should be checked thoroughly prior to each flying session, but also after - what?
- 11) An aircraft you are flying appears to have jettisoned something. What should your next action be? (Duck?)
- 12) Which kinds of propeller must NOT be used at any time?
- 13) What is the biggest source of vibration on an IC powered model aircraft?
- 14) Why should the on-board battery/receiver be well protected and fixed to the airframe?
- 15) What should you ensure when starting an engine?
- 16) When setting a 'Fail-safe' system, what should be the minimum requirement?
- 17) Flyers, when operating on adjacent channels, should carry out an 'Adjacent Channel Check' before flying. Describe how the BMFA recommend this is done.
- 18) How often do the BMFA recommend this is done?
- 19) The BMFA recommend you are 'S' 'M' 'A' 'R' 'T' when using your transmitter. What do these prompts stand for?
- 20) What are the recommended checks before each flight?
- 21) What are the recommended checks after each flight?
- 22) Your IC engine has stopped and you are coming in to land, when the approach path is blocked by a crowd of running children. You know you cannot turn in time, nor can you climb over them. What should you do?
- 23) Is it permissible to TAXI directly towards the flight line? Give reasons.



Sunday 16th May dawned sunny and warm for the duration comp with an excellent turn out and a variety of models. Once Chris Kingston's piped Cougar had bored its way vertically upwards, however, there seemed little doubt as to who'd eventual win - that was until his dad, Mark, fly-

ing the same missile shaded him in the first round. Amid much friendly banter and desperate techniques to score extra with a 'box' landing only Peter Daer got within touching distance of the Kingston's Cougar. Many thanks to Morris (Comp Sec) and to John R and Mick J for their help.



Winners - Mark Kingston (2nd) , Chris Kingston (1st) & Peter Daer (3rd)

CADMAC in Florida - Part 2

Words and pictures by John Riall

This is what we came out here for. The event runs for four days, Thursday to Sunday. Harry has now joined us. Next to my room in fact on the 2nd floor. A short drive to the back end of Lakeland Airport. On entering and extra \$5 buys you VIP parking under the shade of the trees and right in line with the runway. Perfect.

A stroll round the flight line and trade stands (not as many as you'd think) though this is the top end of the market and the show isn't up and running fully yet. The run-of-the-mill gas turbine ARTFs were flying all day, including Ali Machinchi (World 3D Champ, World Jet Champ and proprietor of Als Hobbies. Ed) Gas turbines of today are easy to start and reliable. There were not many flame-outs all week in fact but the sound

is so realistic compared to full size and it puts a different perspective on the hobby.

By the time we returned to our car, a large pick-up had parked along side us. The two chaps had erected their chairs in the back and had a grand stand view. They were very hospitable offering us drinks and a seat on their tail-gate. We were parked just off the runway so the aircraft came past us at about 10 to 15 feet, only about 40 feet away. Great! I'm sure Tony Chant would have cringed as they were straying towards the fence. One came overhead and I quite expected the tree we were under would claim a victim.

At midday the general flying stops for the scale Top-Guns to shake out their beautiful models. Some



A snip at only £700.

Again the downstairs hall was packed to capacity with retailers and there were many show specials and bargains to be had. The upstairs areas were improved this year with several club displays, a Large Model Association display, a Society of Antique Modelers display and even more trade stands.

The standard of flying was very high as you'd expect in rather blustery and difficult wind conditions. Ali Machinchi was headlining the displays this year but seemed to be putting a lot of emphasis on the turbine heli side of things (nothing to do with the business I'm sure.)

I was most impressed by the Island Hobbies display of Capiche 50, the new 90 sized 3D and the 140EX whose pilot just rolled it and rolled it down the race-track till he had to pull up or else he'd have hit the fence. Wow. Thanks Trevor and to Ron H for booking the coach.



The day was just as sunny as last year - but about 20° colder!



Saturday 22nd May and eleven intrepid show goers departed FSC at 8 am in the Bosham Monday Club Coach. Our journey un-eventful and our arrival in good time for the opening. Many thanks to Norman Thair's

pre-booking of the tickets - we not only got a considerable discount but we were able to walk straight in while the mugs queued.

Above: Sharon from the LMA with the Aggressor 240 for sale.



This big Fokker caught everyone's attention in the main hall.

are museum quality: the detail, weathering, mechanics, exactly to scale - awesome! Quite a few of the builders do not fly the models themselves, they will prepare and start the turbines themselves and then have a professional pilot to fly them, which they do to perfection. It is hard to tell, at times, that you're not at a full-size show. Some of the models even deploy a drag chute on landing. Scale jets that caught my eye were - a scratch built DH Swallow, a Grumman Cougar, a Tri-Star in

cluster bombs which opened their rear fins on leaving the Sabre and spinning to the ground. On landing the drag chute deployed a full sized. It makes our modeling seem very primitive indeed.

After the scale flying, over to the marquee for food. There was a good menu from which to choose and a large table with free salad and relish. Plates filled and it was over to another marquee with tables and chairs. They sure do it



British Caledonian livery, a Hawker Hunter, F86 Sabre and a couple of Phantoms which looked very realistic in flight. Landings were spot on and they looked very stable models to handle. One model, however stood out from the rest, an F100 Super Sabre. We had a chat with the builder. He could not say how many hundreds of hours it had taken to achieve the weathering and detail, even down to a map in the cockpit. His pilot pro flew it to perfection, even dropping

right over there, like the huge trailers they transport their models in, frequently with fitted workshop - makes you feel sick! No half measures here, even a company with a mobile workshop to overhaul gas turbines on site.

Walking back through the stands, Mick and Morris are taking an unhealthy interest in gas turbine engines - egging each other on to buy one. I'm sure one of them will before the end of the week. Other

stands display tasty glass fibre mouldings, miniature pneumatic cylinders for under carriage doors, air brake wheels and models with the top hatch off which looked like a plumber's nightmare. All at a price, of course, and not just two hundred quid for a model ready to go.

After a lazy day out, a quick shower, then down to the Lone Star Steak House. How they produce a thick juicy steak with bacon round the edge that you can cut like a knife through butter, I don't know. (I shouldn't be writing this, as I can see CD readers will be dribbling all over the page.) We washed the steaks down with a couple of beers then back to Morris's room for a few stiff drinks to round the day off nicely. We were on holiday after all.

Shopping Extravaganza at Graves We had arranged to meet Mark at Graves model shop at around 10.30. The exterior belies what's inside. It looks like a small warehouse from outside but once inside it's crammed from floor to ceiling with every conceivable goody you could possibly want. I kid you not. Hundred of ready built models hanging from the ceiling. Not a square inch is wasted. It really does take an hour to grasp and observe what's for sale and the sheer choice on offer. If you bought on impulse? Well my bank balance told me different so you have to prioritise. Most things are roughly 40% cheaper than back here and Mr. Graves gave us an extra 6% which is the purchase tax out there. We all bought OS FS engines. Props were very cheap too. Morris was very tempted by a Saito 3 cylinder FS engine



very jovial and sporting atmosphere amid much banter. The buffet provided by FSC at just £2 per head was excellent in both quantity and quality, as we've come to expect. At the end of the rounds the 'A' Team were declared the winners by 357 points to 324 and the highest scoring player from each team, Mark Walters with 42 in the 'B' Team and John Riall with 40 from

the 'A' Team went head to head for the loot - and just as you'd expect - as soon as money became involved John shaded it! Many thanks to Trevor for the organisation, John for his M.C.ing and of course to Fishbourne SC.



Bowling King-pins Mark Walters and John Riall.

BOWLED OVER

May's Club Night at the Fishbourne Social Club once again saw the annual indoor bowls competition. Traditionally this night has not been overly attended since the bowls comp does tend to dominate the evening and its not so easy to circulate and discuss the one true faith.

M.C. John Riall announced that the competition wouldn't be following the strictest of indoor bowling rules (no change there then) and he divided the competitors into two teams which would compete against each other.

One alteration in the rules from last



A few of the many Bowling Belles at the May meeting. R2L: Christine Smith, Mary Litchfield, Pauline Hook, Kath Riall and Alexia Ling.

This year, however saw an excellent turn-out with many members bringing their better halves to this very social event. In the past members have had to be dragooned to take part but this year the problem was keeping the competitors down to a manageable number.

year allowed all bowlers to have a crack at a full set of pins. This proved to be very popular although it was hard work for the 'setters' putting all the pins up and returning the balls after each competitors turn but it was a much fairer arrangement. In all three rounds were played in a



but he didn't succumb in the end while Mark and Mick were inspecting kit contents on the counter - getting them home though, that's another story! Balsa wood stocks were almost non existent - sign of the ARTF times - balsa bashers are a dying breed out here too. At the till, credit card transactions "across the pond" run at an all-time-high. Don't ask us what we bought - but staggering out into the hot, bright, Florida sun (with Sussex still cold and frosty) we thought a photograph was appropriate. The only down-side was our wallets - still we'll worry about that next month!

As it happened there was a Wing House restaurant next door. After all that excitement a few cold beers and a light lunch was called

for in the shade of the restaurant veranda. Being served by very shapely ladies in leotards and tights soon changed the conversation. A very enjoyable lunch, in good company, of course.



Harry Walton made a full sized aeronautical excursion before traveling down to meet the rest of the group .

Photos courtesy of H. Walton



It must be Mick Jones behind the camera capturing the whole group.

COMPETITION CALENDAR 2004

All comps will start at 12 noon.

Power F/W Competitions Venue - Thorney Island

June 13th - Sunday - Carrier Deck (Postponed)

July 11th - Sunday - Scale - ARTF and self build
Extra 10% for self build

September 12th - Sunday - B Certificate Competition

October 17th - Sunday - Bomb Drop

Slope Soaring Competition

Venue - Trundle Hill

Saturdays - May 29th - July 31st - Sept 25th

Andrews' Sailplane Cup (Thermal Glider)

Venue - Thorney Island

Saturdays - July 10th - July 17th - ??????

For further details contact Morris Campbell on 02392 637728

Pensioner hit in face by model aeroplane

A man was in critical condition on Friday morning after he was hit in the face by his own model plane.

The 67-year-old from Southend, who has not been identified, suffered massive facial haemorrhaging after the accident on TwoTree Island, at about 9am on Thursday. Paramedics alerted surgeons at Southend Hospital to prepare the theatre so they could start operating as soon as he arrived. They praised another man who arrived at the scene, who may have saved the man's life by keeping him sitting upright to prevent him from choking. Steve Lancaster, another model plane enthusiast, was second on the scene after the accident. He said: "The man was sitting up and he was conscious. He knew what was happening but he had very nasty cuts."

Published Friday June 4, 2004

(Courtesy of Colin Stevens)