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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.

**JUNE 2008**

# CLEAR DOPE



**In this Issue**

**A new Life President**

**Aero Towing**

**Skittles Night**

**CHICHESTER AND DISTRICT MODEL AERO CLUB**

# Chichester and District Model Aero Club

## Committee 2008

Chairman	Tony Chant	01243 262816
mobile:07766 078977	email: tony@tonychant.freemove.co.uk	
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	Morris Campbell	07812 682358
Competition Sec.	Ray Beadle	01243 670163
Thorney Rep.	Derek Honeysett	01243 371093
Porthole Farm Rep.	Steve Skinner	01243 601780
Slope Rep.	Ray Andrews	01243 604119
BMFA Rep.	Ken Knox	02392-593104
	email: kenneth.knox@btopenworld.com	
Webmaster	Mike Pinn	webmaster@cadmac.co.uk
Junior Rep	Philip Roberts	01243 373739
Indoor Rep	Allen Miller	01243 261839
CD P&D Manager.	Bryan Stitchbury	01730 812485
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

[CADMAC Website - cadmac.co.uk](http://cadmac.co.uk)

[BMFA Southern Area Website](http://southernareabmfa.hampshire.org.uk)

[southernareabmfa.hampshire.org.uk](http://southernareabmfa.hampshire.org.uk)

Cover Picture: Ian Holcombe's heli demonstration during a Goodwood rehearsal over on Thorney surprised many and highlighted just how much Ian's heli piloting skills have come on. Photo: Sandra Dawson

# COMP RULES

## Scramble.

ALL pilots will have a helper.  
Helper will place model in start box.  
Helper can retrieve the model.  
The clock will be started then,  
The model will be started, normal safety checks carried out, take off, do a loop, land in a designated box, cut engine, be retrieved back to pilot box.  
Clock stopped, winner will be shortest time over two rounds.  
The time will be void if the model is taxied after landing.  
Non a, b pilots will get a 20% bonus

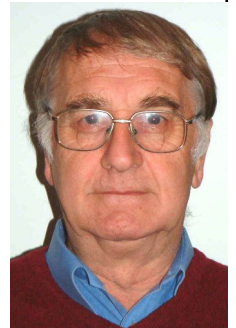
## Open Thermal Glider,

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.

## Electric Duration

Max Time Limit. Total Time in first round 30 min  
No limit on cell size or model size.  
Each Pilot needs Timer Will try to run in groups to even conditions  
Flight 1 4min  
Flight 2 5min  
Flight 3 6min  
Flight 4 8 min  
Motor may be run as long as you like in any Flight. Timer to start clock on release of model. Model is to land. Flights to be done in order. Extra time over the required flight time is lost.  
For any equals in first round  
Second round TIME 15 MIN  
Flight 1, 4 min  
Flight 2, 5 min  
Flight 3, 6 min  
Winner is the nearest to the total time required.

RAY



# Events/Competition Calendar 2008

June 14	Sat	12 noon	Scramble (i/c only)	Thorney
June 15	Sun		BMFA Southern Elec Fly-in	Checkford Heath
June 28/29	Sat/Sun		Wings & Wheels	North Weald
July 12/19	Sat	12 noon	Open Glider + Electric	Thorney
July 26/27	Sat/Sun		Hastings Show	Hastings
Aug 02	Sat	12 noon	Open Glider + Electric	Thorney
Aug 16	Sat	12 noon	Slope Soaring Comp	Trundle
Aug 23/24/25	Bank holiday		British National Championships	Barkestone
Sept 13	Sat	12 noon	Loops, Rolls and Spins	Thorney
Sept 20/21	Weekend		South of England Model Show	Hop Farm
Oct 11	Sat	12 noon	Scale Comp	Thorney
Oct 18	Sat		Yeovilton Autumn Show	Yeovilton

## Seaford College Indoor All Saturdays from 1.00 pm to 5.00 pm

1st hour free flight only. September 20th November 22nd October 25th December 13th

26th June	Club TBA	11th September	Auction
10th July	Outdoor Flying	9th October	Aero Quiz
24 July	Club TBA	13th November	AGM
14th August	Outdoor Flying	11th December	Fees
28 August	Club TBA		

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## Editorial

### Quick Thoughts on Goodwood

Now that the dust has settled we can begin to look back and take stock of what happened over the Bank Holiday Weekend. I know we'll need to wade through a full length de-briefing meeting with the whole of the CADMAC Team before we can begin to move forward, but I don't think I'm being pre-emptive when I venture to say that CADMAC's involvement with the Goodwood Vintage Fly-In was an unqualified success.

Well before the due dates a number of 'chapters' of our involvement were independently meeting with the Goodwood authorities regarding their own particular contributions, and the recurring comment that kept coming back to me via dealings with The Estate was 'Professionalism.' This was repeated on numerous occasions by the RC Display Pilots with whom I came into contact and I'll bet the other 'chapter' teams got the same response.

I personally noted a tremendous spirit amongst the team and there was a great deal of - 'Going that extra mile' and 'personal sacrifice' to ensure that our contribution was a success - an example from the RC display - We discovered on the Sunday morning that not all the pilots had turned up, many had brought completely different aircraft than originally stated and many were now using different frequencies than were previously advised - BUT - the teams coped with it - marshals, frequency control and flying display officers. There was no panic, no shouting, no running round like headless chickens and apportioning

blame - they just got on with it in a very professional manner. Unplanned take-offs and landings by full sized aircraft cropped a massive 25 minutes from our very tight two hour schedule AND YET the team got all the slots airborne and down again safely with a calm smoothness, which no doubt belied their blood-pressure, within our allocated time slot and with almost thirty seconds to spare. (Yes, I've told them all to tighten up for next time.)

Our planning was far from 100% perfect. It was a huge learning curve for us all. Even the conditions seemed out to thwart us and yet we pulled off a major PR coup. The Goodwood Authorities and particularly Lord March were unusually impressed. We've been invited to repeat our part in the event next year and there are now serious considerations for a Sandown type event at the Race Course in 2009.

I'd just like to say a huge THANK YOU to you if you took any part in the event and helped make it the tremendous success that it was.

Check out the Southern Area website [southernareabmfa.hampshire.org.uk](http://southernareabmfa.hampshire.org.uk) for some great photos of the event from Ken Knox and Ian Martin.

Hopefully CD will carry a full report and pictures next month.

*DMC*





## Minutes of the Committee Meeting 6th May 2008 from Toni Reynaud - Hon Secretary

### Members Present

Tony Chant, Morris Campbell, Ray Beadle, Ray Andrews, Ken Knox, Toni Busuttill-Reynaud, Steve Skinner, Derek Honeysett, Bryan Stichbury, Keith Wood, Bruce Smith, Allen Miller

### Meeting started at 20.00.

Chairman's request for the meeting to be held in a formal manner.

### Apologies for absence.

Ray Beadle, Philip Roberts

### Matters arising from previous minutes.

None.

### Correspondence.

Tony C – 1. response from the BMFA about our Goodwood VFE Site Survey – all parts found acceptable, no problems foreseen.

2. Call from Thorney island asking for a complete new list of members and cars – in hand.

3. Call reference the current medical condition of Alan Lichfield. Keith W has been requested to send a letter to his wife to pass on the best wishes of the Club members. This has been done.

### Treasurer and Membership Secretary's report.

One application for new membership received today – applicant contacted and requested to attend the Club evening on Thursday. Current membership 151.

### Social Secretary's report.

Bus trips - 5 booked for Wings and Wheels, 2 for Hastings and 2 for Hop Farm. We hope for more bookings as time goes by. Chairman will mention on Thursday. Skittles arranged for Thursday. Chairman stated that the catering at Fishbourne Club has changed hands yet again, so he has arranged a buffet for Thursday, and also arranged for BBQs to be present at the park flying evenings.

October 9<sup>th</sup> confirmed as the Quiz night. No firm bookings for the extra 3 evenings as yet.

### Thorney Island representative report.

Working Party for the runway clearing was well attended and successful. New clips have been fitted to the box lids. A mower has been donated for use on Thorney Island to demarcate the pit areas – Thanks voted to Harry

the equipment you are using carries a valid CE mark otherwise you may become personally liable for the legality of it's operation. (Jan 2007)

### Page 69, Column 2, Add New Section 'Grey Imports'

There is a small but increasing trend, driven in many cases by the ease of internet shopping, for flyers to directly import equipment from sources outside the EU for their own use. All frequency bands are affected by this and sets on both 35 MHz and 2.4 GHz are especially involved.

Now most of us are not familiar with ED and UK law on this subject but you should consider the following very carefully.

It is a fact that the onus for making sure that the equipment meets EU standards rests not on the manufacturer but on the original importer into the EU. This applies whether the equipment carries a real or bogus CE mark or no CE mark at all.

This means, of course, that equipment bought through the normal model shop chain is warranted to be legal by the major importers who do the original importing into the EU. However, if you have imported equipment directly from outside the EU for your own use then you are personally responsible for it's legal operation within the UK.

This is extremely important to you as a user because you may inadvertently find yourself in serious trouble if you are involved in an incident.

Just to take two instances;

(1) The application of bogus CE marks to equipment manufactured and supplied from certain parts of the far east is not unknown. If you have one of these sets you have no idea whether it is legal to operate or not.

(2) The USA and Canada have higher power limits for 2.4 GHz equipment than we do and it is known that most Spectrum sets sold there have been built to take advantage of these higher powers. If you have personally imported a set from the USA then it will almost certainly be illegal to operate in the UK unless it has been re-calibrated by the official importers. (April 2008)

### Page 74, Column 1, Third Paragraph, Change Paragraphs to read -

The 2.4 GHz band is for general model use in the UK. The equipment uses spread spectrum or frequency hopping technology and does not operate on a fixed frequency. The band is also used by many computer applications such as wireless networking and Bluetooth devices. (Jan 2007)

*RMCE*

## 2.4 GHz Technology - An Era of Change

*At the Goodwood Event last weekend I was informed by a number of pilots that at a number of recent displays 2.4 GHz transmitters, because of their method of operation, were no longer being required to be held in the traditional Tx Control Area like their 35 MHz counterparts. Apparently at one large public event there were only six transmitters in the Tx Control Tent!*

*The whole spread spectrum/frequency hopping technology revolution is now upon us, and maybe in ten years time, the Club Peg Board will be a thing of the past. The following BMFA Handbook addenda may just have slipped past you in the recent mailing so I include it here because of its over-riding importance. Please plough through it.*

### **Page 20, Column 1, Aerials, Add New Paragraph (e).**

A point that is often overlooked, even by experienced flyers, is that the placement of 2.4 GHz receiver aerials is much more critical than for 35 MHz equipment. You must read the manufacturers installation instructions very carefully and take note of the information they are giving you. If you don't take care to do this you may find yourself flying equipment that is low on airborne range simply because the aerial configuration you have set up is inefficient. If you do not have the original instructions, visit the manufacturer's website and download the information from there. (April 2008)

### **Page 68, Column 1, Section 5, The 2.4 GHz Band.**

#### **Various Paragraphs Changed – Section to now read -**

Identification will be by a single black ribbon.

This is a worldwide Industrial/Scientific/Medical (ISM) band, similar in scope to the 27 MHz band. There are two currently available types of equipment. One uses spread spectrum technology and does not operate on a fixed frequency. There are 80 channels available and each set uses two channels during operation. They automatically set themselves to a pair of unused frequencies when switched on. Operation is constantly self monitored and the set will move to an unused frequency if any interference is detected.

The other technology in use is frequency hopping which operates in a similar manner to mobile 'phones. All should be self regulating when it comes to selecting frequencies to use and the two different operating systems will co-exist with each other. Consequently, no direct frequency control is required for the band. (Jan 2007)

### **Page 68, Column 2, Frequency Bands Overview, 2.4 GHz.**

#### **Change Paragraphs to read**

The 2.4 GHz band is useable for most regular R/C applications. The band is used by many computer applications such as wireless networking and Bluetooth devices but the method of operation of the R/C equipment in this band means that the possibility of interference from such devices is extremely low. (Jan 2007)

### **Page 69, Column 1, R/C Equipment Type Approval. Add new Note (c),**

From December 2006, 2.4 GHz radio equipment has been available that is suitable for general R/C use, including model aircraft. This equipments subject to the regulations of CE marking, just the same as 35 MHz and 27 MHz sets, and you should take care that

Walton for the mower

### **Thorney non-member flying forms.**

Nothing to report.

### **Thorney Island general use. (update section).**

The new East Wind Only pilots' box still to be painted

### **BMFA representative's report.**

Ken K stated that the new BMFA Southern Area. Website is up and running – please visit and check it out. Some local competitions were mentioned – check on website. Bruce requested to put Ken' email address into the CD – OK.

Roger Blake, who gave the talk on “Low tech repairs to high tech gliders” has passed away.

### **Safety Officer's General report and site accident report**

Morris C has nothing to report. In general, he is happy with the way the club is self-policing during flying. There has been continuing microlight activity on Thorney island, and relations between CADMAC and the pilots are good – offers of a flight to anyone interested.

### **Porthole Farm representative report.**

Steve S said that signs have been posted, and members have been made aware of the new rules. They have been accepted and are working well so far. The patch and paths have been mown.

### **Porthole non-member application forms.**

No report

### **Porthole general use. (update section).**

Repairs are yet to be made to the Barn. Weather and available time have been the sticking point. Morris C offered more hardcore for the drive and paths – accepted, but please hold for the moment.

### **Editor's progress on production of Clear Dope.**

Bruce stated that he is in the happy position of having more than enough copy for the CD at present.

Bryan reported that he has bought a new black toner and the bill has been sorted. Two more toners will need to be ordered soon. His knowledge of computer operations is increasing rapidly!

### **Competition Rep Report**

Tony C stated that the Scale Comp has been rescheduled to October 11th

### **Indoor Flying representative report**

The last meeting was April 26<sup>th</sup>, a 4-hour slot, which was reasonably well, attended – 16 people. Financially overall we are still well in the black. Next meeting Sept 20<sup>th</sup> – changed to 28<sup>th</sup> due to conflict with Hop Farm. A new Bursar is in place at Seaford College – no problems anticipated.

Safety Issue for discussion – better separation of fixed wing and heli flying is needed to prevent collisions. There was some discussion around two points: 1. dividing the flight line so that Helis were on the right of the front flight line and other models on the left as you go in thru' the door, and

2. dividing the flight time into 15 – 20 minute sessions, but the problem with this is that people are going to be hanging around for quite a long while, especially if we have a second or third free flight slot as well.

**Trundle hill representative report.**

Ray A presented a notice proclaiming a flying ban the weekend of the Goodwood VFE for approval – given. Sign to be in place as soon as possible.

Tony C – Any progress on the footway repair. Ray A said that Goodwood Estates were going to check the state of the gateway and repair it if they feel that it is necessary – ongoing – still with Goodwood estates.

**Junior Members' representative report.**

Nothing to report this month

**Web Site Update**

The website is now actively being updated and improving all the time. Mike Pinn is doing good work. Site now looks professional. Suggestions for additional material included requests for photos of Committee members, Club models and events, and a request to link to the Southern Area Website.

**Any other business**

Tony C presented a design for a banner to advertise the Club ad Goodwood VFE, including Chant Refrigeration as sponsors. Two banners will be ordered, cost to be split between Club funds and the sponsor. Proposed Morris Campbell, Seconded Ken Knox, Unanimous vote for.

Derek H said that a few more cones are needed for demarcation when the EWO Pilot box comes into use. All members requested to look out for spare cones.

Bruce S requested that Trevor Bowry be added to the CD Postal List.

Agreed.

Toni B-R stated that a meeting to brief Goodwood VFE marshals will be held next Wednesday – Tony C requested that a full GVFE Meeting take place on the same evening

**Date of Next Meeting**

The next meeting will be held on Tuesday evening 3<sup>rd</sup> June 2008

**Meeting ended at 21.30.**

*Toni*



After three final rounds, Phil emerged the clear winner with 27 points over runner-up Mark's 17 points. Victory went to the B team by the narrowest of margins with 245 points to 244.

There were not as many entrants as previous years but it was nice to see six partners (our better halves) participating.

*John Hill*



The winning Clarridge technique.

# SKITTLES NIGHT


from John Riall - photos by Tony Chant



The battle lines were assembled at eleven per side with A and B teams. A brisk pace ensued with the usual barracking and jeering going on. We had completed three rounds by nine thirty so it was time to consume the well-stocked buffet and give me time to tot up the scores so far.

When we resumed play it was soon realised that some of the competitors had gone home so we decided not to run a fourth round. Straight into the final then with the two contestants with highest scores - for a cash prize, of course.


*Just like a Prize-Fight* Phil Claridge and Mark Record stared each other out before the battle commenced. Phil opened up with a pacey ball: It bounced out of the alley, bounced out of the hall through the fire-door and could have demolished the cricket pavilion outside. I felt sorry for the brave souls stacking the pins.



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# NEW CADMAC LIFE PRESI- DENT

Clear Dope is delighted to announce that  
**Admiral Sir John 'Sandy' Woodward GBE  
KCB**  
has agreed to become our Life President



Courtesy of H.M.S. Brilliant.

'Sandy' joined the Royal Navy in 1946 at age thirteen. He became a submariner and his first command, in 1969, was the nuclear hunter-killer Warspite. In 1978 he was appointed to the Ministry of Defence.

He was promoted to Rear Admiral and in 1981 appointed Flag Officer First Flotilla. In 1982 he commanded the South Atlantic Task Groups in the Falklands War under the Commander-in-Chief Lord Fieldhouse. For his efforts during the war John Woodward was knighted. In 1983 he was appointed Flag Officer Submarines and NATO Commander Submarines Eastern Atlantic. In 1984 he was promoted to Vice Admiral, and in

Both glider and tow plane are fitted with servo operated tow releases and the normal sequence is for the glider to release with the tow plane only releasing in case of a hook up or an emergency. The tow lane is about 100ft long and after the call



of "all out" the tow plane throttles up, the glider lifts off first and then depending on the model it is either a blast to height or a few gentler circuits. I couldn't really judge at what height the releases took place but I think it will mean a visit to Specsavers before I have a go!

If anybody is interested there is an excellent website at

<http://scalesoaring.co.uk>

and the dates for the 2 day meetings at Middle Wallop are

10/11 May, 7/8 June and 6/7 September.



I am currently putting together a 4.2 metre Ka6e and should also have a tug finished later this year – anybody fancy trying it out at Thorney?

*John*



# SCALE GLIDER AERO-TOWING

from John Dean

I have an interest in scale gliders but being put off by the thought of climbing hills for launch or retrieval I thought I would pay a visit to an aero-tow meeting. So I set off for Siege Cross Farm near Newbury a few weekends ago for the first TVSA meeting of the season. My initial impressions were of good organisation, plenty of activity and a wide range of gliders from half scale modern glass/carbon models to a good number of plan built vintage models, the common factors being large size and excellent workmanship.



3 metres is about the smallest wingspan and 4 metres is pretty common with 5 and 6 metres being nothing unusual.

Tow planes are invariably petrol powered with a capacity of 62cc upwards with nothing under 88" wingspan. As the tow plane can spend a protracted amount of time at tick-over waiting for a glider to hook up the reliability of the Walbro carb and magneto ignition is almost a universal requirement.



1985 he was a Deputy Chief of Defence Staff. Before retirement in 1989 he also served as Commander of the Naval Home Command and Flag Aide-de-Camp to H.R.H. Queen Elizabeth II.



Photos: Tony Chant

# CONGRATULATIONS

Sandy Woodward may have lost his sea-legs these days but on Sunday the eleventh of May he won his Flying Wings by passing his 'A' Fixed wing flying certificate. Well done Sandy, but the pilots' box isn't the bridge, you know!

On behalf of the membership, may I be permitted say how proud and hon-

to





# SCENE ON THORNEY

Volunteers prepare for a Goodwood 'practice.'



Sandra Dawson prior to her second training session with her neat electric trainer.



A sturdy band of stalwarts prepare to wage war on Thorney's overgrowth and weeds.