

CLEAR DOPE



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Scramble Comp Results

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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.

Chichester and District Model Aero Club

Life President: Admiral Sir John 'Sandy' Woodward GBE
KCB

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CADMAC Website - cadmac.co.uk

BMFA Southern Area Website - sabmfa.org.uk

<http://www.southernareabmfa.hampshire.org.uk>

Cover Photo: Ken Knox, caught for once, on the other side of the

camera during CADMAC's Tangmere Static Display last year.




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Events Calendar 2010

Club-night Events Competitions Indoor Flying Other Events

All competitions commence at 12.00 noon
Indoor Flying - 1.00 to 2.00 pm Free flight / 2.00 to 5.00 pm Mixed

Thur June 10th	C/L & Park Flying	Fishbourne Club
Sat June 12 th	Slope Comp	Trundle Hill
Fri June 18th	Bar B Q / Fly-in	Porthole Farm
June 26 th 27 th	Wings & Wheels	North Weald
July 4 th 5 th	Hasting Show	Hastings
Thur July 8th	C/L & Park Flying	Fishbourne Club
Sat July 17th	Electric Comps	Thorney Island
Thur July 22nd	Aero Club Flying	Goodwood
Sat July 24th	Indoor Flying	Seaford College
Sun Aug 8th	BBM Static Display	Tangmere
Thur Aug 12th	C/L & Park Flying	Fishbourne Club
Sat Aug 14 th	Open glider	Thorney
Thur Aug 19th	Aero Club Flying	Goodwood
Sat Aug 21 st	Open glider	Thorney
Sat Aug 21st	Indoor Flying	Seaford College
Aug 28,29,30 Bank Hol.	BMFA Nationals	Barkestone Heath
Sat Sept 4 th	Open glider	Thorney Island
Thur Sept 9th	Club Night	Fishbourne Club
Sat Sept 11 th	Loops, rolls, spins	Thorney Island
Sat Sept 18th	Indoor Flying	Seaford College
Sept 18 th 19 th	Southern Model Airshow	Hop Farm
Sun Sept 26	Tangmere 2010	Tangmere Museum
Thur Oct 14th	Club Night	Fishbourne Club
Sat Oct 16th	Scale Comp	Thorney Island
Sat Oct 23rd	Indoor Flying	Seaford College
Sat Oct 23rd	RNAS Model Show	Yeovilton
Thur Nov 11th	AGM Club Night	Fishbourne Club
Sat Nov 20th	Indoor Flying	Seaford College
Sat Dec 18th	Indoor Party & Comps	Seaford College

Editorial

BBMF STATIC DAY AT TANGMERE

Tangmere have invited us to provide a static display on their Battle of Britain Memorial Event. Participants will, of course, have access to the museum and grand-stand views of the Memorial Flight which is due to attend. Peter Houseman makes this appeal:

If members wish to take part by displaying their models (the theme is WWII) on the 8th August 2010 at Tangmere for the celebration of 'The Battle Of Britain'. There will be a Hunter cockpit in the car park plus re-enactors tents and approx 12/15 other stalls. The space will be limited to something similar to that which Cadmac had last year.

My contact details are as follows:-
housemanpeter@aol.com

GOODWOOD AERODROME

We've been afforded a rare opportunity to fly for two evenings off the grass runway of Goodwood Aerodrome. We'll be flying as guests of the Goodwood Aero Club so while it's not strictly a public event (B Cert only) any models flown must be prepared to meet the highest standards of scrutiny both of build quality and radio installation i.e. 2.4GHz, PCM or D/C PPM only. The dates are Thursday July 22nd and Thursday 19th August. As yet I don't have any details of timing or car parking arrangements but if

you're interested please let me know by email or snail-mail and I'll keep you informed.

INCIDENT REPORTS

As reported in earlier Cadmac Committee Minutes. Any member who has a model crash on any of our sites should complete an Incident Report Form and forward it to Morris Campbell our Safety Officer. Forms are available from the Barn at Porthole and from the mower box at Thorney. At a time when radio interference appears to be ever more prevalent on our flying sites it is absolutely vital that suspected sources are plotted and reports coordinated to provide evidence for a possible investigation.

MINIBUS SHOW TRIPS

It'll be well into June by the time you get to reading this and it's become quite obvious that there isn't a great deal of enthusiasm for our organised coach trips to the shows. Pity really, most people who've been on them seem to enjoy them but perhaps its time to move on now and let everyone make their own arrangements. Try not to miss out - they are really great days out. See you at W & W.

BMCE





**Minutes of the Committee Meeting
Tuesday 4th May 2010
From Allen Millar
Acting Minutes Secretary**

Members Present – Tony Chant (TC), Morris Campbell (MC), Bryan Stichbury (BryanS), Ray Beadle (RB), Fred Minay (FM), Ken Knox (KK), Bruce Smith (BruceS), Peter Houseman (PH), Derek Honeysett (DH) (from 9.00), Allen Miller (AM).

The meeting started at 8.00pm. The Chairman requested that the meeting be held in a formal manner.

Apologies for Absence Toni Busuttil-Reynaud (TR), Keith Wood (KW).

Matters arising from Previous minutes – none recorded.

Correspondence BryanS stated that Mike Husband from the Goodwood Aero Club has extended an invitation to members of CADMAC to fly on the airfield on selected Thursday evenings between 6-9 pm during the months of June, July and August. During this time the general public will be excluded. This originates from a flying display held at Blackbush where 5000 members of the public attended, and Goodwood would like to encourage the activity and thus attract similar numbers. Mike would like us also to reconsider flying at Goodwood racecourse under the general control of the Goodwood road racing club. Lord March was very impressed with our display last year and would like to repeat this. He may also be able to arrange a runway at the race course. In view of the limited time available and the forthcoming event at Tangmere this will now need to be postponed until next year. The club has agreed to fly on the flying evenings provided and dates and times are to be agreed. This will be rotated with full size activities.

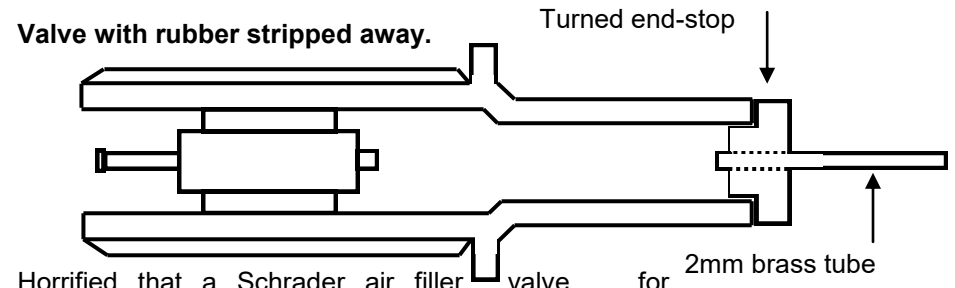
PH stated that he has had an E-mail from Tangmere concerning static displays. In addition to that requested for the 26th August they would also like us to participate in a static display on the 8th August. PH also stated that there would be plenty of display tables provided in response to a comment from Bruce.

TC stated that there is the possibility of an additional flying field. The location is near the Fishbourne club but its exact location will be shown in a meeting with James Hewitt on next Thursday 13th May. PH and TC to attend.

Treasurer & Membership Secretary's report in KW's absence TC gave a brief report. Currently we have 127 members with an additional 2 expected. One new member has moved into our area from Horsham and another is known to Morris.

Social Secretary's report In TR's absence, TC raised some points of interest about immediate future meetings. The Fishbourne club has an official opening to take place on

Save Yourself 22 Quid



Horrified that a Schrader air filler valve for Robert air retracts sells for a mean £22, a car tyre replacement valve ('A' above) was acquired from the local ATS Garage for a much cooler £0.00

It took about ten minutes to cut and burn the rubber sleeve away (once the inner valve had been removed) and about as long to turn a brass end stop, on the lathe before boring it to take a couple of cms of 2mm brass tube. All three brass parts were then soft soldered together (B) to create a cheap and efficient air filler valve.

Once

CONGRATULATIONS



Photo: Ken Knox

To Jeremy (Jet Bike) Stuttard who was examined by John Riall and successfully gained his BMFA 'A' Certificate on Saturday 22nd May.

Jeremy commented, "I still have my CADMAC membership card from 1974 36 years to take an 'A.' Should I hang my head in shame ? My thanks to all who have supervised me, especially John for his patience."

Jeremy has, of course, only come back to power flying recently, after a long, long absence. There were no A/B/C Certificates when he first learned.

Jeremy's model spec is as follows:

E-flite Pulse XT 25e (52" span)	Motor, E-flite Power 32 Outrunner,
770 Kv ESC,	E-flite 60 A 4S 3200 mAh
12 x 8 prop (measured 48 A, 675 W @ 8700 rpm)	Weight 3lb 14oz.
Rx, Spektrum 6200 dual Rx.	

the 23rd May with celebrity Kate Moss performing the ceremony. CADMAC members are invited. The skittles evening scheduled for next month has had to be cancelled since the wooden alley has been badly damaged by being left outside. Instead, Toni has arranged for a raffle to take place. Whilst the building work in the new bar area is still being completed, for the present time, drinks will need to be purchased from the (normal) main bar area. This will be for the next 3 meetings.

Indoor Flying report AM stated that the last meeting which had been kindly officiated by John Riall in AM's absence had been attended by only 7 flyers. Part of the reason is that members from the Basingstoke and PADMAC clubs who regularly attend had gone to other events. This situation is expected to also happen on the next meeting of the 15th May. In view of this meeting also coinciding with the club's scramble competition TC suggested that the meeting be abandoned. This was generally agreed. AM presented a number of provisional dates for future meetings to Seaford College. These are still waiting for agreement. AM will send memos to Mike Pinn and KK confirming the cancellation of May 15th and advising of the new dates.

BMFA rep's report KK Had no new news to report this month.

Trundle Hill report FM stated that the wind had been in a favourable direction for flying during most of the month. He is hoping that this situation is maintained for the slope competition scheduled for the 12th June. Fred reported one minor crash during this month.

Porthole Farm rep's report PH reported that there had been no reported incidents this month. An accident report form box has been installed. Some mowing of the patch has been completed but the main strip is still to be done since the mower is awaiting repair. Warning signs for 'CADMAC flying in Progress' are intended to be posted on the field provided that the farmer agrees to this.

There is a BBQ planned for the evening of Friday 18th June at Porthole at 5pm.

Production of this month's Clear Dope BruceS said that the edition is now ready for printing. BryanS stated that He had got some way through this but the progress was slow since the printer had been playing up while using compatible toner cartridges. He may have to return to using the more expensive HP cartridges to cure the problem.

Competition Secretary's report RB reminded the committee that the scramble competition is scheduled this Saturday 15th May at Thorney – 12noon start. There is also the slope comp for 15th June and the BBQ + fly-in at Porthole for the 18th.

Thorney Island Rep's report DH mentioned that a working party had mown and tidied up the pits on the 24th April. The prevailing easterly wind has been responsible for a number of incidents. Members are reminded to keep well clear of the paddock area and the no fly zones. There is a cycle race scheduled for the 9th May which is due to take place between the hours of 13.00-15.25. This has effectively made the use of Thorney unavailable for that day. Following a request from a member, there was some discussion as to whether the West pilots' box should be re-sited. There was general agreement that the box should be left in its present position.

Safety Officer's report MC stated that there were 2 incidents on the last competition day (10th April Bomb Drop). In other respects, the poor weather has been responsible for little flying. The working party at Thorney (see above) has done good work and the pilots' boxes have been repainted. Members are reminded of the importance of filling in crash / incident reports, blank copies of which should be available at each of our flying sites. TC asked all members of the committee to lead by example in observing the members handbook and also by filling in accident reports.

Website No new information to report.

A.O.B. PH asked about whether guests may fly while not possessing insurance or being a member of any club.

TC pointed out that the BMFA policy is to grant each club the necessary insurance cover to allow any flier 3 free days flying on one of our club sites provided that the member fills in the necessary form and is escorted by one of the club members. It should also be noted that the club's insurance covers all club members to fly in any place public or otherwise provided that there is not a specific no-flying notice on display.

Tangmere arrangements Bruce S had not much to report this month. Minutes have been circulated for the last meeting of the Tangmere committee, Bruce S, RB, KW, TC were in attendance. The next meeting is scheduled for the 18th May at the Fishbourne club at 7pm. All committee members are invited to come. Roger Andrews will take on the responsibility for liaising with the Police and Emergency services during the flying display. Bryan S has been asked to do some commentary on the event. He requested if anyone had information on the history of the fighter station. AM and KK also offered to help with the P.A. work. KK will book P.A., frequency monitor and the gazebo from the BMFA provided that the club can furnish a small cash deposit.

The meeting ended at 21.50

The next meeting will be held on Tuesday 1st June 2010 at 20.00



PORTHOLE FARM BAR - B - Q

This is to remind all members that there will be a BBQ Fun day at Porthole on

Friday 18th June 2010
BBQ starting at 5pm

At this event there will be a balloon bursting competition run by Ray Beadle.
Lets hope for kind weather and a
GOOD TURN OUT BY THE MEMBERS.

Peter

(Peter Houseman - Porthole Farm Representative)



TeX & ReX

by Ecurb



CLASSIC GLIDERS



Photo: Derek Honeysett

I have spoken to a few members regarding an event I wish to organise for some-time in July or August to be held on the Trundle subject to the date and weather

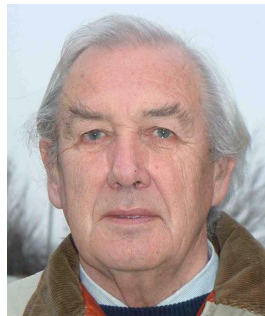
The event will be a "Nostalgic Fly In" where members turn up with their OLD GLIDERS and equipment

So members scour your attics and dust down your finds for a memorial flying experience

Do not worry if the plane or equipment has passed its sell by date as we propose a static display as well

No doubt small prizes could be awarded to the oldest flying and static models

I will bring this subject up at the next committee meeting to finalize details and I would appreciate if you can produce a small advertisement in the next clear dope to give members advance notice



Trust you can help

Fred

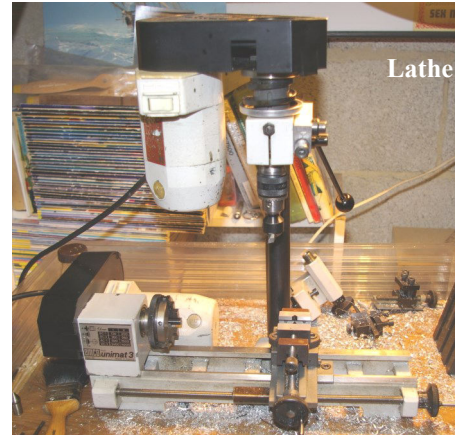
(Fred Minay - CADMAC Slope Representative)

Custom Made Silencers

From Neil MacCaulay



I don't know about you, but I'm very reluctant to pay lots of money for something when I think that I could find a cheaper way to get it; plus the fact that I also enjoy the challenge of making something from scratch. For some years now I have had models where for the sheer look of the thing, I might try to hide an engine silencer within a cowling rather than have some of the monstrous affairs that engines normally are sold with, sticking out the side! So.....make your own custom silencer. It is not as hard as you might think although some specialist tools (lathe) aid the process (See photo Lathe). If you can solder, you can make your own custom job and save yourself £30 - £40 or more in the process and it will be exactly the fit you require for your airframe.



Lathe

For many years I was a regular visitor to the Model Engineer Exhibition held each New Year, initially at Wembley and then latterly at Queen Alexandra Palace. It was at one of these shows that I saw demonstrated a wonderful product called *Technoweld*™ that allowed you to 'glue' bits of aluminium or alloy together. (See photo Basic Kit) When you use Technoweld, the supplied 'solder' reacts with the parent metal to form its own alloy but melts at a lower temperature than ordinary aluminium. The surface must be clean so that an oxide film does not prevent the 'solder' reacting with the parent metal to form the alloy. Thus when two pieces are prepared with this alloy at the joint, heating both parts will melt the 'solder' film to then form a joint as strong as the aluminium parent part.



Basic Kit

At the time of this particular exhibition, I was in the process of preparing an



ARTF for flight but as it had a radial cowling, I was initially perplexed as to how to fix the normal silencer in place without lots of chopping of cowling and airframe. It was at the Techno-weld demonstration that I got that eureka moment. Lets face it, a silencer is basically only a manifold block with a tube stuck on it...enter the custom job! Now I do not profess to be a silencer designer but adopting the principle of using similar volumes between the 'normal' supplied silencer and your custom job, loss of engine power or noise issues appears not to have been a problem.

For the basic materials, aluminium is available as bar stock from metal suppliers and can vary in price but bargains are to be had at various model shows. You will need solid block and tubing. Always on the look out to save money, nearly all my custom silencers have been made using materials that I have found as scrap and therefore 'recycled'. To produce a block, I have melted down old aluminium secondary double glazing frames, easily reduced to liquid form using a camping cooker and steel saucepan. The tubing has been found as either a tube or square frame material.

The hardest part of making your own silencer is the manifold. Starting initially with a square block, this can be machined using a lathe as a milling machine. If you don't have this luxury, it can be made using hand tools although this will take longer. The only critical bit I have found, is making sure that the holes for the securing bolts are exactly the right distance apart especially if they have to

Scramble 2010	ROUND 1	ROUND 2	FREQ	POS
Name	Time secs	Time secs		
G Fridlington	189	62	60	8
T Chant	41	40	77	4
S Skinner	51	36	71	3
M Blundell	49	51	56	6
J Riall	45	48	61	5
J Morris	159	-----	61	10
A Renwick	86	52	2.4	7
H Hook	DNF	DNF	57	11
R Beadle	43	33	2.4	1
P Doe	65	34	79	2
A Miller	144	87	66	9



So the winner was Ray Beadle with 33 sec, Second Peter Doe with 34 sec and third Steve Skinner with 36 sec.

Thanks to all who flew and Alan who timed and all who assisted. it was a good day, lets see if we can do it again next year.

Cheers

RAY



For this Scramble competition the weather was sunny with a light wind from the SW. 11 pilots attended with Alan Evans timing. The rules were: Place model in a start box; Start clock; Start engine; Carry out flight checks; Place model on flight line; Do three loops then land. The clock was stopped when the model was returned to the starting box. George Fridlington got us under way, but had problems this year with his engine so only managed 189 secs. He was followed by T Chant and his Limbo Dancer, who put the model down in the pilot box for a good time of 41 sec. Then came Steve Skinner, with his old Cougar, he managed to get a time of 51 sec. His assistant catching the model on the second bounce! Mick Blundell followed with his Limbo Dancer and recorded a time of 49 sec. John Riall was next, he had a new Wot 4, and the time was a good 45 sec. John Morris joined us this year but had a wayward flight and only managed 159 sec and damaged the u/c on landing. Alan Renwick followed with a flight of 86 sec. Harry Hook came with his rebuilt Cougar which looked very neat but the engine would not start so he had to retire. Ray Beadle had his Cougar again this year but had a sagging engine for a time of 43secs. It does help if the engine is warmed up first. Peter Doe followed with his rudder elevator model which he flew last year. It is quick but a bit twitchy and he did a time of 65 secs. Last came Alan Miller with his semi scale Cessna, not made to fly tight manoeuvres! Went wide on the down wind turn, caught the grass and flipped over. No damage though. I hoped the pilots had calmed down a bit before the second round and were ready to see if they could beat the 43 sec of the first round. This time George had kept his engine warm and did a good 62 sec. Tony followed and bettered his first time with a 40 sec flight! Steve had a good try and did 36sec but his assistant had to fetch it because the engine came off in the landing! Need a new one for next year Steve. Mick and John did not better their first round times with 51sec for Mick and 48 sec for John. Alan also improved his time with 52 sec. Ray got his engine to run better and did a quick time of 33sec. Peter gave his all and produced a time of 34 sec, even got to land in the box so did not need his assistant!

be tapped (as per OS for example) to allow the silencer to be bolted in place. Tolerances can be quite tight. Once the manifold has been manufactured, the silencer body is then formed. As you can see from the photos (See photo 4 Silencers), I have used both round and square tubing to form the body. The secret to a successful custom silencer is planning what the final shape is to be and then looking at how the various components can be prepared to make it. The latest silencer is for my Cessna 182 airframe currently being built.



(See photo Latest Project). Also, do read the Techno-weld instructions carefully as keeping the mating surfaces clean really does lead to good strong joints.

Technoweld can also be used to repair breaks in aluminium and even with care used to replace broken bits by building up layers or blobs of alloy that can then be

machined to repair missing parts, broken threads etc. (See photo Repair). Try it!!

Neil

(Find out more about Techno Weld from the web site: www.techno-weld.co.uk
Aston Works, West End, Aston, Oxfordshire. OX8 2NP
Phone: 01993 851028 or email enquiries@techno-weld.co.uk. Ed.)

Scale Indoor Nationals



Nottingham University
Sports Hall 25th April

Another friendly competition albeit fiercely contested. The standard of workmanship seems to rise year on year, and yours truly is not getting any better! Entries this year were from the Czech Republic, France and the Netherlands.

Open rubber had twelve models that took part in static and flying, Richard Crossleys' Brewster Bermuda taking first place. CO2 /electric was won by Derek Knight with his Tiger Moth leading a field of eight. His performance was quite remarkable given that two weeks beforehand the model was a complete wreck, having had an argument with a wall I had entered Peanut scale with an AVRO 560 which I finished the week before the event.

Not having any opportunity to trim the model, every flight was an experiment. Luckily the rules allow nine flights, best two to count, and I finished 15th out of 18.

Not much better in Pistachio, where the wing on my Piper Cub parted company with the fuselage, and that was that.

Kit scale continues to attract new talent, which was the intent when introduced; fourteen entries here.

Full results can be found on www.scalebmf.a, and click on Competitions.

Roel Lucassen from the Nijmegen club confirmed that INTERSCALE 2010 will be held on 6/7th November all details available on www.interscale2010.nl or www.iifi.nl

So no excuses, dust off the building board and get cracking. Bryan Stichbury.

Bryan



Electric Competition Day Sat 17th July Thorney 12.00

Electric Duration

Max Time Limit

Total Time in first round 20 min

No limit on cell size or model size.

Each Pilot needs Timer and we will run in groups to even conditions

Flight 1 4min Flight 2 5min Flight 3 6min

Motor may be run as long as you like in any Flight

Timer to start clock on release of model. Model is to land on required flight time

Flights to be done in order. Extra time over the required flight time is lost.

If more than one pilot completes this round, a second round will be run.

Second round total TIME 15 MIN

Flight 1, 4 min Flight 2, 5 min Flight 3, 6 min

Winner is the nearest to the total time required.

Scramble. Electric motor

All pilots will have a helper

Helper will place model in start box

Helper can retrieve the model

The motor will be started and normal safety checks carried out. Motor Stopped.

The clock will be started then,

Place model on ground, Start Motor, take off, do 3 loops,

Land in a designated box, cut motor, be retrieved back to pilot box.

Clock stopped.

The time will be void if the model is taxied into box after landing

Winner will be shortest time over two rounds.

Non A, B pilots will get a 20% bonus

Beat the time

Put slips of paper with a time on them put in hat, i.e. 1min 59 sec, 2 min 30 sec etc

Pilot to pick from hat and fly without clock nearest to this time.

Clocked from release to landing.

Two round min. Total difference to win

Cheers

RAY

