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Offer a 10% discount to CADMAC Members on all new
aero modelling items.

A current membership card must be shown.

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FLITEHOOK

For all your indoor and free flight needs.

Individually weighed balsa, spruce and plywood. Props for
all disciplines, adhesives, electric & C/O2 motors, IC eng,
don't forget the fuel! Hundreds of kits for all types of flying
enjoyment (inc Ben Buckle). See them all at club indoor

meetings or contact Pauline or John on:

Tel: 0238 0861541.

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



DOPE



In this issue:

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WHIRLING WONDERS

CRAWLEY 2003

SOUTHERN AREA REPORT

GALA DAY DETAILS

**CHICHESTER AND DISTRICT
MODEL AERO CLUB - MARCH 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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The Aylings, Queens Avenue, Chichester, West Sussex, PO19 8QB
Email Address: aerobruce@aol.com

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

Cover photograph by Carolyn Farren: The Webmaster launches his Phase 6 from the Trundle and at a stroke becomes immortalised as our 'On the Slope' Logo. To see more great photos of our members' models, just log onto the Club's website as shown above.

COMPETITION CALENDAR - APRIL

Sat April 05	Pico Jet Practice and Race	12 noon @ Thorney Island
Thurs April 10	Indoor Rubber	08 pm @ Club night
Sun April 13	Take off/Landing	01pm @ Thorney Island
Sat April 26	Pico Jet Practice and Race	12 noon @ Thorney Island

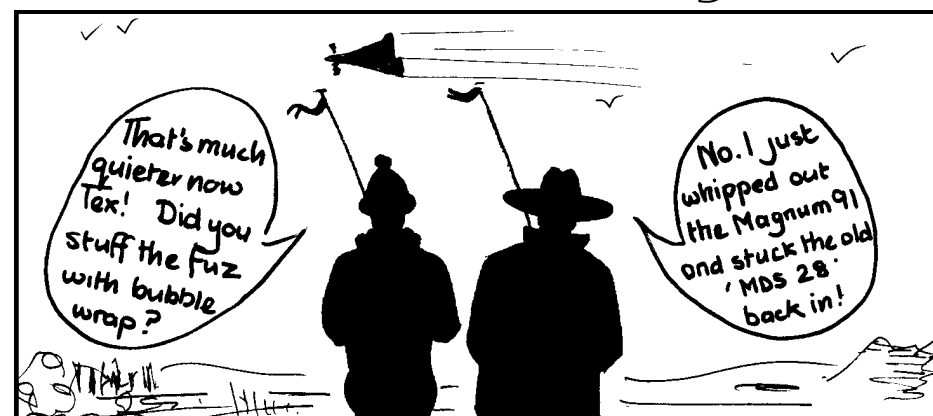
Register your entry - Contact Ray Beadle on 01243 670163

FOR SALE

Giant Scale AVRO 504K	10 foot wingspan	£650
Neuport 23	7 foot wingspan inc radio gear	
Super Tigre 2500	Fuel up and go	£450
ZLIN 50L	6 foot wingspan inc radio gear	
ASP 20cc engine	Fuel up and go	£350
Phone Glen on 01243 530984	08.00 to 22.30 answerphone	

TeX & ReX

by Ecurb



PORTHOLE GATE

SHOCKING REVALATIONS FROM OUR PORTHOLE FARM REP!

Due to an increase in fly-tipping in the Porthole area, farmer Shrubbs is asking us to keep the gate locked.

The first flier to arrive will need to unlock the gate and then re-lock the chain around the gate. There is no need to re-lock the gate while flying is in progress. Just push it to. Only the last one out will need to lock it again. Can you remember the combination number?

I hope this will not be too much hassle to you. Our host is only too pleased to have us on his land. It's

the others he's not happy about.



Yes it's disgraceful what some editors will do to try and boost circulation isn't it? Conning the readers into thinking they're in for some juicy bit of scandal! Why anyone should want to tip flies is beyond me anyway, we just feed the dead ones to our dog CADA. Ed.

Editorial

Now I know you'll have read about it while you were devouring your new BMFA Members' Handbook, avidly seeking out those awesomely fascinating rule changes - but just in case it **has** slipped your mind while you were fretting over the Iraq crisis and pondering whether or not a stray scud missile could feasibly demolish your modelling shack - an article on pages 10 to 11 makes it blatantly clear that the gruesome reality of child abuse has poked a bony finger into our happy little world!

Since the BMFA has *suggested* that all clubs consider formulating a policy/set of procedures for the protection of juniors and vulnerable adults, it would be foolhardy, in the extreme, not to subsequently take steps to set such a train in motion for the protection both of junior and adult club members.

Astutely, as you would expect, our galvanising chairman placed such an item on the February committee meeting agenda and I, with the tridentine qualities of an education background, a big mouth and a certain 3 letter word tattooed on the forehead, basically copped for it! What I mean is - I left the meeting borne on wings of ecstasy - glowing in the sure and certain knowledge that I had become the clubs very first Junior Members' Protection Coordinator! Yes I can hear you muttering over your half of cooking.."new boy ... slyly taking on more committee power...world domi-

nation etc. All true, though this may be, it has been my experience in the past that you ignore such *suggestions* at your peril, whereas prompt and proactive action usually ensures that the problem disappears without a trace and that all your hard work was in vain.

What I do know for certain is that where an incident occurs, the authority, investigating an organisation, invariably demands to know:

- (a) What policies, procedures and guidelines the organisation has in place; and
- (b) Who is responsible for overseeing their implementation within the organisation.

With this in mind then me an' t' committee would commend to you the two enclosed booklets - The BMFA Guide to The Children Act 1989 and the clubs own policy and guidelines, 'Caring for young members.'

Please read and inwardly digest, then hope and pray that we can all safely slip them into some dark corner of our filing system to gather dust. Please don't forget their contents though, and should you ever have concerns BE BOLD and speak out. I know, 'it's never likely to happen in our happy little world,' but there's many a relative or neighbour who's thought just that in the past and there's many a tiny headstone to show just how wrong they were.

Sweet dreams.

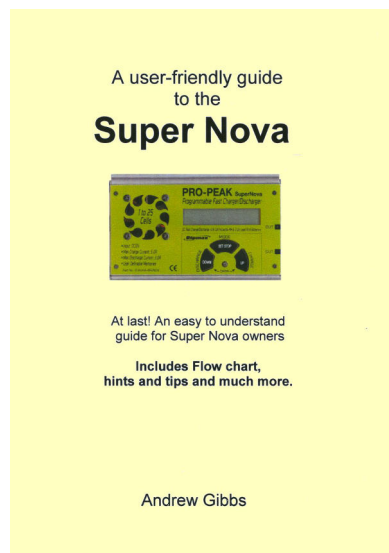


NEW!

At last, a user-friendly guide to the Super Nova. Now available.

ONLY £3.95

Special price of £3.95 per copy for CADMAC members only. See Andrew Gibbs or call 01243 839 737



Chairbourne

In line with the BMFA Code of Practice for the minimisation of noise from model aircraft, CADMAC has adopted the BMFA recommendation that no model shall be operated which gives a noise measurement at 7 metres of more than 82db(A). This requirement is reflected in General Power Flying Rule No. 4.10 of the CADMAC Pilots Handbook. Rule 4.11 of the Handbook allows the Club Committee to amend this maximum noise limit, on a site-by-site basis, to meet the noise sensitivity of individual sites. It is "perceived" noise not measured noise however that causes complaints. A complainant rarely knows or is interested in what the noise measurement is in dbs, all he knows is that the perceived noise is excessive. Therefore site noise measurement limits may have to be adjusted to meet the acceptable perceived noise requirement for a particular site.

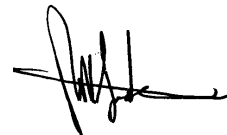
With this in mind and following concerns raised by members about the noise generated by a particular model type, the Balsacraft Rapier, a review has been conducted by the Committee into the perceived noise verses measured noise of this delta wing model, plus it's potential for generating noise complaints at Club flying sites. The outcome of the review was, that although just meeting the 82db(A) limit when measured on the ground, the Rapier's perceived noise in the air was judged to be excessive and therefore posed an unacceptable noise threat to all our flying sites. Test flying seemed to

SKITTLES EVENING MENU

Steak and Ale Pie
Ocean Pie
Chicken Curry
Vegetarian

indicate that the high in-flight noise was generated by fuselage resonance/drumming. With the aid of Club member Ian Holcombe, a Rapier owner, a fuselage modification has been developed, involving the filling of the fuselage cavity with bubble wrap, which reduces the in-flight noise of the model to an acceptable perceived level. The Committee requests that all Club members owning a Rapier fit this modification if they intend to fly it at CADMAC sites. Details of the modification can be obtained from Ian.

Unmodified Rapiers are banned from flying at all CADMAC sites with immediate effect. This action is being taken in the best interests of the Club as a whole and the Committee therefore asks for the full cooperation of all Rapier owners in this matter. A flying site lost through noise complaints is rarely regained.



SHOP TALK

Since announcing in Clear Dope that Trains Models and Hobbies offer a 10% discount to CADMAC members on aero modelling related items, we have been genuinely surprised and delighted at the number of members in the club that have taken advantage of the offer. A big thank to everyone who came into the shop with some great ideas on what you would like to see stocked on the shelves. Well since announcing the offer you have certainly kept me busy and on my toes. I don't think a day has gone by now when there isn't a club member in the shop either buying their new kit(s) and spares or just popping in to have a look and say hello. It certainly makes my day when I here reassuring comments on how well the shop is stocked now with useful goodies.

Some of you have noticed that there are a lot more kits on the shelves now as well as a greater range of spares. A large number of new kits are now in stock and are on the shelves towards the back of the shop. You will find everything from indoor electric helis to twin engine semi scale DC3's. We also have a good range of trainers in stock from vintage to the latest ARTF models.

The spares wall is growing on an almost weekly basis. I have paid particular attention to this area to make sure that the right type of spares are always in stock. I always welcome suggestions or ideas in this area on what you would like to see here.

A number of you have asked if it would be possible to stock Flair Spectrum paints. Up to now we have supplied these to order mainly due to the

fact that we already carry the full range of Tamiya, Humbrol, Revel and Games Workshop paints. I am sure you can understand that more valuable floor space would be needed to stock Spectrum sprays and at the moment space is definitely a premium! I am sure that we would be able to stock a limited range of the more popular colours should the need arise at a later date.

The number of new members in the club that have joined through the shop has been very encouraging, not only from the shops point of view but more importantly for the benefit of the club. I always have time for customers who have a genuine interest in this great hobby of ours and I always point them in the direction of CADMAC. I think that poor Alan Misselbrooke must cringe every time his phone rings now. Even though I tell potential new members that they can get all the info they need over the net on our superb web site, some customers still insist on asking a real person over the telephone for information and an application form. Thank you Alan for your time and patience. If you are a new member and you need help or advice please feel free to pop into the shop for a chat. You are very welcome. But please remember that there is a wealth of help and advice within the club so please don't be frightened to ask any of the members.

See you in the shop!!

Chris Collins.

Manager

Club Gala Day

Bank Holiday Monday. (May 26th) At Porthole Farm.

Trade Stand (Chris Collins)

Electric Gliders APLD
Control Line
Balloon Burst
Electric Free Flight)
Electric R/C
Park Flying
Scale Flight
Fun Flying
Dress Up Your Model
Fly the Longest Banner
Pico Jet Racing
PLUS - Chuck Glider

Wine Fayre

572819
670791
670163
373041
839737
868163
782922
530407
263236
670163
605279
★

Barbecue (Tony Chant)

Ron Hemblade
Mick Blundell
Ray Beadle
Peter Sackman
Andy Gibbs
Peter Daer
John Riall
Mick Pearse & Chris
Alan Litchfield
Ray Beadle
Richard Farren
PLUS - Rubber

A GREAT FUN DAY FOR FLYERS FAMILY & FRIENDS

- ★ Enter any or all the events - contact the person named along side.
- ★ Control line will run from the patch and will be held on its own.
- ★ The timing for the other events is open.
- ★ Offers of help for short spells during the day will be very welcome.
Contact event organiser: Ray Beadle on 01243 670163

GET YOUR MUG IN THE MAG!

Ramblings from your Social Secretary

I would like to start off this month by giving a big thank you to Peter Doe who gave us a talk on the use of composite materials in our hobby. He bought along his own graphic displays and examples of what can be done with this material and put the whole subject across in a very understandable format. Once again Peter, thanks very much for your time and effort, well done. This now brings me on to question of other members sharing their skills and modelling techniques with the club. If you think that you can talk and keep our fellow members entertained for maybe 1 to 2 hours at a club meeting come and have a chat, you never know the thing that you have taken for granted all these years, might just be the information other, newer members have been waiting to hear.

I have still had no formal requests about getting a coach up for either Sandown or other shows. Time marches on and before long it will be too late to get a coach organised so give it some thought.

There is the annual Southern Area Balsa Brain competition-taking place on the 20th. March at Thorngate Theatre Hall, Bury House, Bury Rd. Gosport starting at 8.00pm. This is being hosted by Lee Bees and they invite all clubs in the area to take part. If you think that you are up to it, we need a team of 4. It's a good night out and food is provided!

Finally, I now have the menu for the Skittles night in May. Tickets are available at £5.50 each and the choice of menu can be found elsewhere in this issue.

Regards,

Trevor.

CADMAC SKITTLES EVENING

May 8th 2003

Starting at 8pm

Come and enjoy a fun evening out. As in previous years, participants will divide into teams and a meal can be purchased - tickets are priced at £5.50 per head and are available on club nights from Trevor or Bobby or by telephone 01243 780949. Last chance to order will be May 1st.
Make a note of this event in your diaries and plan to be there.

REMEMBER, SKITTLES EVENING, MAY 8th.

Back Bencher

Ron Hemblade's article, the other month, sent me back to my teen years, as I was in the Air Training Corps from 1953 to 1959 and well remember flying from Thorney Island in a Vicker's Varsity. We were picked up early in an RAF lorry from our squadron H.Q. in Oaklands Park (where the Minerva Theatre now stands) and taken to the mess for breakfast. Ten of us then boarded the Varsity bound for Biggin Hill Air-Show. Our duty was to guard the aircraft propellers in the static display - two of us in turn for one hour. The rest of the day was then our own and by the time we arrived back at Thorney, around 7 pm in the evening, we'd had a long and enjoyable day.

Most of my flying experiences were in Chipmunks but the first was in an Anson from Andover and I was surprised by the level of vibration during take-off. Being a navigational trainee I recall looking out of the 'astrodome' on the fuselage roof.

What did take my eye, while at Andover, was the Bolton Paul Balliol advanced trainer being flown there - more like a fighter than a trainer!

In 1956 at West Malling I climbed into a Chipmunk. The pilot said, "Hi ya, young man. Are you strapped in, ready to go?" "Yes Sir." I replied. "Call me Jack." He said. "Have you been up before?" "Yes Jack, several times." (Hoping for some aerobatics.) Well Jack didn't disappoint and that was my first experience of the

horizon gyrating 360° and 'G' Forces. Great fun!

Later on, by coincidence, at Hamble airfield in 1958, we cadets were taking turns in the back seat of a chipmunk while the pilot stayed strapped in with the engine running. On plugging in the intercom a voice said, "Are you ready son? All strapped in tight?" "Yes Sir." I replied. As the canopy closed the voice said, "By the way, call me Jack." - Yes, it was the same pilot that took me up at West Malling. We had quite a chat and he gave me every manoeuvre a chipmunk could do plus an extra twenty



minutes as it was the last flight of the day. A real bonus for me.

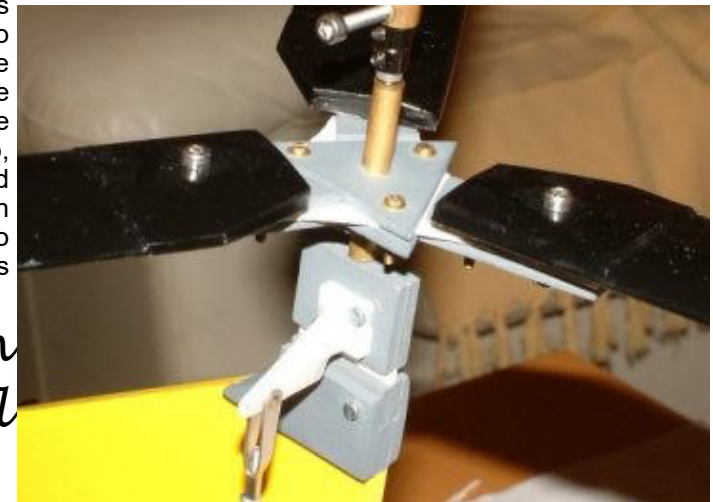
I can't think of any other youth organisations offering opportunities like these, in the fifties. All free on the RAF. I was lucky enough to be offered a week's gliding course at RAF Hawking in Kent and will relate my experiences there, in a future article.



USA.

As you can see from the images it isn't exactly rocket science and the average modeller will have no problem building it. I still plan to improve the model and try to simplify it even further. If anyone is keen to build a gyro already, I have the permission of the designer of the 'Simple G'autogyro, which was featured in an earlier edition of Clear Dope, to make copies of his plan.

Sean
Hull



Whirling Wonders

Here I am again, attempting to encourage all you starch wing enthusiasts to have a go at gyro flying. Many folks think that autogyros are some form of helicopter when in fact they have much more in common with fixed wing aircraft.

So what exactly is an autogyro ? In its simplest terms an autogyro is an aircraft with rotary wings. When it was first flown back in 1923 its inventor Juan De La Cierva was endeavouring to build an aircraft that was impossible to stall and in that he succeeded with his C4 autogyro. Most of the early autogyros used conventional aircraft controls and had stub wings enabling them to use ailerons for roll control. A popular myth about autogyros is that the blades 'windmill' round, in fact the blades of a windmill are pushed round by the wind but on an autogyro a delicate balance of aerodynamic forces 'pull' the blades round. Windmilling produces torque, autorotation produces speed and lift !

Autogyro development continued and eventually Cierva developed a method of directly controlling the rotors that allowed him to do away with wings completely. The British company Weir built his C30 autogyro



Cierva C4, 1923

as the Avro-Rota which was extensively used in World War II for radar calibration purposes, one was even reported to have successfully avoided the attentions of an ME-109 !

The great thing about these aircraft is that the radio control versions that I build and fly use the exact same principles and use identical methods



of control. A lot of people seem to avoid autogyros as they mistakenly believe that they have the same complexity and difficulty of control as helicopters when in fact its all very simple. With this in mind I have designed an autogyro that uses the simplest of controls and is extremely easy to build and fly, I call it the 'Whirling Dervish' and if successful I will endeavour to draw up a plan for it. It uses no special materials and requires no machining of parts in its construction. It has only recently made its first flight and early performance is very encouraging. The rotor hub is designed so that the model can be ground launched unlike most of my other gyros that need to be hand launched. I don't take full credit for its design in as much as that which makes it fly successfully, is due to the hard work of gyro fliers like Jim Baxter of the

BMFA Southern Area Meeting

Meeting held 3rd February 2003 Chair - Roger Bedford

Roger reported that membership at 10th January was over 11,000, same time last year was under 10,000!

Ken Gale said he would only be too willing to come and have a chat to our committee about helicopter flying, Ken has just been ratified as a chief examiner for helicopters, which he was quoted as saying was more scary than flying his fine scale heli's in public.

John Rial is to be asked if he will be once again the master of ceremonies at the Royal Victoria on the 16th - 17th August.

Balsa Brain is to be held at Berry House, Gosport on the 20th March.

There will only be three free flight events permitted at Middle Wallop this year due the present crisis with Iraq. Roger also said that there were doubts that the "Nationals" would go ahead at Barkstone Heath for the same reason!

The Fleet Air Arm Museum at Yeovilton is hosting an indoor show on the 22nd February, the BMFA have a display there and there will be "Dart Building" for the kids, last year as a big success with over 50 being made! Lots of trade stands and things of interest all set out in and amongst the full size exhibits

On the 17th May Brooklands Museum is hosting a "Dambusters" flyin, all our welcome the only proviso is

that the model must represent any type that was either built or flown in or out of Brooklands. Contact Jenny Lane on 01932857381 if you wish to fly.

On the 13th May Winchester club are holding an "A" & "B" test day for helicopters and fixed wing my notes also mention examiners but I am not sure in what context!

On the 13th July Winchester clubs are holding a "Flyin" and BBQ all clubs and all model types welcome.

On Saturday 9th August Salisbury Club is hosting, at Winchester club's site a competition in celebration of 100 years of powered flight. This will be for scale models of aircraft designed and flown between 1903 & 1913, there seems to quite a bit of interest in this event so it was moved from the scale day mentioned next.

Date Change: The Southern Area Scale event being hosted by the Winchester club on the 3rd August is to be moved to the 10th August which is a Sunday.

The next Southern area meeting is to be held at Shedfield Reading Rooms on the 12th May.

BMFA Representative



CRAWLEY 2003

The first Sunday in February means only one thing - Crawley Indoor. Its been that way for the last twenty years. This magnificent venue is only available one day each year so even if there are other attractions on the same day, Crawley wins for me. Quite why a club based south of the Thames should persist in booking Middle Wallop so as to clash with this meeting is a mystery; particularly as many have a problem deciding which event it is to be. The old problem of 'you can't please all the people all the time,' I suppose.

Total numbers attending i.e. flyers and spectators were a little down this year - but there have been times when things were becoming a bit crowded in the past. Alas, smaller numbers equals less income - Catch 22! However, there was no lack of models and the 'local' group of six members could muster some thirty flyable models. O.K. so six were 'Butterflies.....'

John McStea had his usual squadron arranged on the table. With his familiar tongue in cheek style, he calls this one 'Flasher One,' and the next one 'Flasher Two,' but before the reader gets carried away their names are merely a reference to the fact that they are equipped with flashing lights. They're a mixture of kits, magazine free plans and own designs. Some are traditional balsa and tissue, some insulation foam and some Depron. Power sources also vary - rubber, electric and CO₂. Next door, Mike Hudlass also had a



The ubiquitous Butterfly - invariably on sale at the FlightHook stand.

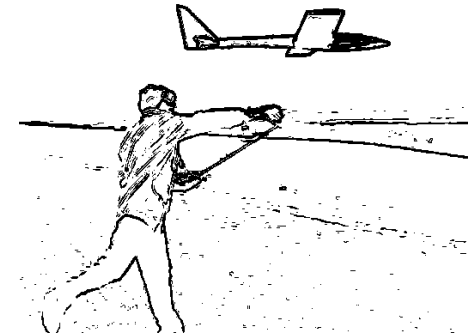
table covered in models, I counted eight, at least, including a Fike and the almost mandatory Piper Cub in Cub Yellow of course. However, Mike admits that two of the foam cabin models came from the above mentioned J.M. building board. Dave Etherton had his usual 'Prarie Bird' (must be almost vintage now) which looks much more at home in this larger venue than in the confines of the club indoor meetings.

The exploits of Richard Etheridge in F/F aero-towing are well known at CADMAC (indoor) meetings and he again demonstrated this to good effect causing much finger pointing from other flyers and spectators. Using his very high aspect-ratio own designs, Richard had three powered models to act as tugs - the largest of which is now 48" wingspan and three sizes of gliders including a 6" one towed aloft by a foam Butterfly. Amongst all of this there was some serious competition flying going on.

I never cease to be amazed by the prototypes which modellers dig out to build. Open Scale was won by Dave Masters with a Sopwith Triplane having seen off the competition from a Piper Cheyenne,

Bucker Jungmann, Andresson B144, Lacey M10, Compter Swift, Lippisch Stork and, much more unusual, a Bristol Freighter. If that was not variety enough, Peanut Scale had to offer: Mustangs, SE5s, FW 56, Hellcat, Stampe and Waco SRE - all perfect examples of the i/d modellers' art.

If the action inspired you to have a go then FlightHook had their range of goodies available. In all the event was excellent value for money and of course there were no worries about the weather!



On The Slope

So far this year has not been all that good for slope soaring; when the wind has been right on the Trundle the sun has been low which made things not so enjoyable. The north winds blew but they were cold (which may be o.k. for some). There were one or two days on the west slope; and north west slope which all ways meant a long walk , and with the south east blowing no soaring.

By the way there were some discussion at the committee as to whether the 100 ins rule should be looked at in regards the Trundle , but with the height restriction I wonder if it would be a good move . Myself I have just built a Bird of Time which is 110 ins so I am unable to fly it on the Trundle.

If anyone has any comment to make about this rule let me know and I will bring them up at committee.

Dave Etherton

INDOOR FLYING

**MANHOOD COMMUNITY COLLEGE, SELSEY.
First Thurs of the Month**

**WESTBOURNE HOUSE SCHOOL, OVING.
Third Thurs of the Month**

**New flying times for Westbourne House
20.00hrs to 22.00hrs**

Mick Blundell - Porthole Rep.

Ron Hemblod