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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.

**MAY 2006**

# CLEAR



**In this issue:**  
Programming an esc.  
Indoor comp results  
Glitching notes  
Fishbourne membership

**CHICHESTER AND DISTRICT**

# Chichester and District Model Aero Club

## Committee 2006

Chairman	Tony Chant	01243 262816
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	Andrew Gibbs	01243 861804
Competition Sec.	Ray Beadle	01243 670163
Thorney Rep.	Harry Walton	01243 375156
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
	email address	bidwg002@wsqfl.org.uk
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

Visit our great website  
[cadmac.co.uk](http://cadmac.co.uk)  
Contribute!

**Cover photo:** New Junior Member, Shane Skinner keeps a close eye on his 'Butterfly' during the Indoor Flying competition at last months meeting. Could be a champion in the making!

## Competition Rules

### Bomb Drop. 13th May - Thorney Island

Each Aircraft is to carry a Water/Sand filled balloon.  
This bomb is to be dropped onto a marked spot from a set height to be declared on the day.  
The distance from the spot is to be measured and recorded.  
Winner is the pilot with the minimum total distance for Two Rounds.

### Electric AULD. 17th June - Porthole Farm

After every 30 min come down to 20 Feet.

Max 10 min.

Class 1, Cad/Mnh sub C cells + brushed motors.

Class 2 Lipo cells + brushless motor.

Run times, 7 cells 2min, 8 Cells 1.5 min, Lipo cells 1min.

Multi round.

Max cell size Sub C or 3 Lipo 3700 mah

Round 1 3min

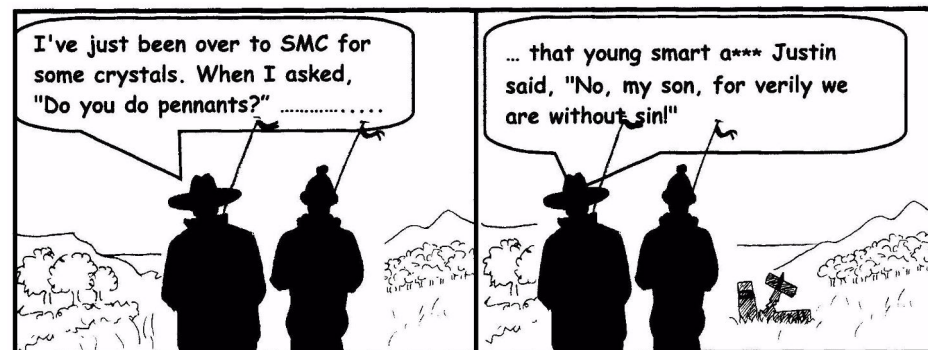
Round 2 5min

Round 3 7min

Round 4 Last down

Motor may be run as long as you like in any round.

TeX & ReX *by Cobbo*



## DIARY OF COMING EVENTS

The following is a list of proposed CADMAC Club events for your information

**Legend:** Club-nights Outings Competitions Others

May	13	Bomb Drop	Thorny
June	08	Outdoor C/L R/C F/F	Flying Night
June	17	Electric Glider	Porthole
June	24	Wings and Wheels Club	Outing
July	13	Outdoor C/L R/C F/F	Flying Night
July	15,22, 29	Open Glider	Thorny
July	29	Hastings Show Club	Outing
August	10	Outdoor C/L R/C F/F	Flying Night
August	12	AULD	Porthole
August	19/20	Royal Victoria Park Event	
August	26/28	BMFA Nats - Barkstone Heath	
August	26/28	NO ACCESS TO THORNEY	
September	14	TBA	
September	16	Hop Farm Show Club	Outing
September	16	Indoor Flying - Seaford Col.	2 - 5 pm
September	23	Scale	Thorny
October	12	Club Auction	
October	14	Loops/Rolls/Spins	Thorny
October	21	Indoor Flying - Seaford Col.	2 - 5 pm
November	09	John Farley talk - materials	
November	18	Indoor Flying - Seaford Col.	2 - 5 pm
December	14	Annual General Meeting	
December	16	Indoor Flying - Seaford Col.	2 - 5 pm

## Editorial

### Speed Limits - Thorney Is.

Chairman, Tony Chant has received a further letter from Defence Estates - just a general one this time to all site users reminding us that not only is there a 30mph (and in places 20mph) speed limit operative on the Baker Barracks site, but that the Thorney Road also has a 30mph speed limit. There have been many complaints from local residents so please ensure that it isn't one of us who gets clobbered first or that could spell the end of our tenure.

### CADMAC Outings

There are still some places left on all the CADMAC minibus outings although they are going fast (that's the places, not the members in the minibus with Juan Pablo Blundell driving!)

Please see Mick if you'd like to book. A £5 deposit will usually be required.

### BMFA Southern Area Electric Fly-In

June 18th 10am to 5pm  
Venue-off the A272 Winchester to Petersfield Road.

Trophies for scale aircraft by popular vote.

Barbecue

Large area of short mown grass.

All frequencies to be used.

Entry fee £3 per pilot.

Non BMFA pilots must be accompanied by a qualified pilot.

For further details contact:

SA Rep. Ken Knox

Or Andy Palmer on 02392 253761

### "When the wind is in the East, 'tis neither good for man nor beast."

Controversy over the grass on the east edge of the main Thorney runway continues to raise its head.

(Usually after a few weeks of east wind!) **Three things should be borne in mind when the wind is predominantly from the east and the pit area is moved to the west side of the runway:**

1. We should avoid overflying the grass area to the east of the runway.
2. We should never fly behind the pit area; and
3. If we can't fly safely within the very restricted remaining areas of our site -  
**WE SHOULD NOT FLY.**

Galling I know - after one flight the other week I had to pack up and take my own P51 home, but as the song says. "Its like that, and that's the way it is."

Discuss.



*BMFA*



**Minutes of the  
Committee Meeting  
Tuesday 4th April  
from Toni Reynaud  
Hon Secretary**



**Present**

Tony Chant, Toni Reynaud, Ron Hemblade, Gavin Bidwell, Mick Blundell, Ray Beadle, Bruce Smith, Harry Walton, Ken Knox, John Riall.

**Apologies**

Keith Wood, Andrew Gibbs,

**Matters arising from previous minutes**

Toni R - Letter from FPA Club ref stall at open Day – reply sent declining the offer.

**General discussion on FPA Club subscriptions**

in hand.

**Correspondence**

Bruce S – email from Colin Stevens ref order of sale of items at Club Auction. No Action, as it is not possible to impose too much order on the proceedings.

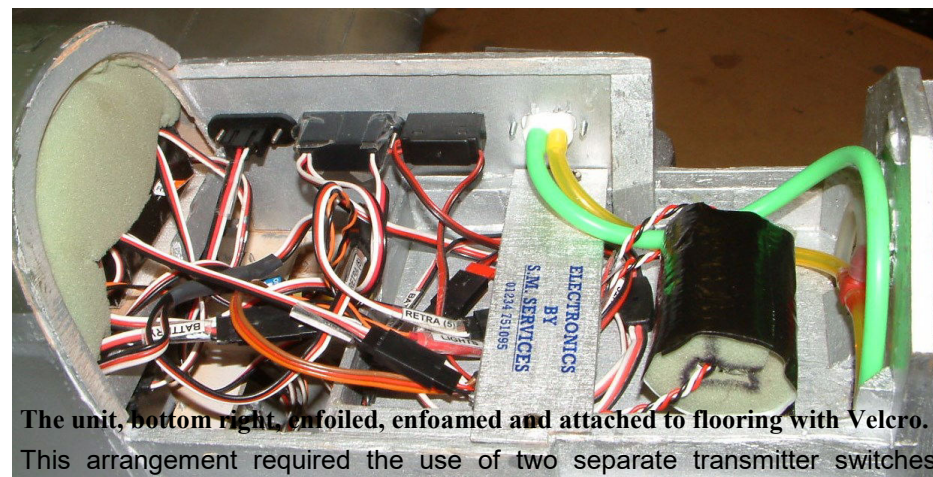
Tony C – Copy of car registration information sent to J Purser and Major Hallam on Thorney Island.

Letter from Defence Estates to all users of Thorney Island – once again there is concern over the speed of vehicles both on Thorney itself and on Thorney Road, Emsworth. There have been complaints from residents. Our position on Thorney is fragile – one confirmed offender and we could lose access to the site. The matter is to be mentioned again in CD, and TC will mention it at the next Club Evening.

Email – concern over electric models with no U/C flying over and landing on the “forbidden” grass area to the east of the runway. Members to be reminded that excursions over this area are to be as small as possible and for the purposes of landing only (dogleg approach); also to keep well clear of the pits when landing. Landing on the other side of the runway is not feasible due to the rough nature of the vegetation and possible subsequent damage to models. The committee members are to monitor this activity and to have a quiet word with pilots who fly

## NATTY GIZMO

The latest enhancement to the several miles of spaghetti contained within the outwardly tidy fuz of my P51D is a retracts sequencer from S.M. Services, those very clever people who produce all kinds of helpful electronic gizmos for aeromodelers. Departing from Brian Taylor's original design, I opted to use a light Naro servo to drive the butterfly, belly doors of the Mustang with a conventional 180° retract servo for the legs.



The unit, bottom right, enfolded, enfoamed and attached to flooring with Velcro.

This arrangement required the use of two separate transmitter switches which, obviously, needed to be operated in the right sequence and at the right time. (The doors also have a servo-slow interface.) Now anyone who's seen my efforts with the Spitfire lately knows that I get confused with the retracts and the throttle-cut switches at the best of times, so to give an old man half a fighting chance I've installed the 'Retract 2' sequencer from S.M. Controlled from a single switch the sequencer operates: door servo/leg servo/door servo and then of course in reverse when the switch is thrown the other way. The gadget comes with standard Futaba servo fly leads and plugs directly into the 'gear' channel of the receiver. Two adjustable pots in the housing allow you to set delay times of up to about 16 seconds between servo operations. For more details on this and other useful electronic aero gadgets log on to: <http://smservicesuk.co.uk/> Don't try a web search on SM Services whatever you do - you'll hit hundreds of very naughty BDSM addresses! (Bondage, Domination and Saido-Masochism)

# FORUM

## HARTING DOWN

Members going to Harting Down for a spot of slope soaring, please note that those very nice people at the National Trust are now levying £2 for parking, 6 a.m. to 8 p.m. Season tickets are £25, details on the notice boards. If you are already a NT member, parking is free, but you must display your car sticker.

**WEATHER** try <http://www.metcheck.com/V40/UK/HOBBIES/aviation.asp>

Colin Stevens

## SYNTHESISED TRANSMITTERS AND MOBILE TELEPHONES

Following the crash of an expensive gas turbine model helicopter, the investigation into the cause revealed that the synthesised transmitter being used to control the helicopter was interfered with by a nearby mobile telephone. In this case it was a Multiplex transmitter but it is possible the same could occur with other synthesised transmitters.

The transmitter manufacturer's instructions were scrutinised and found to contain a warning that mobile telephones were not to be used within the direct vicinity of the transmitter and subsequent trials revealed that the incident was repeatable with that transmitter. The UKRCC will be carrying out further investigations to determine the extent of the problem and will be advising in the future.

The BMFA already recommends that mobile telephones are not taken into the pits or flying area for other reasons but be aware that **mobile telephones could interfere with synthesised transmitters.**

From the BMFA website

**Two good sites** <http://video.google.com/videosearch?q=landing>

**Click on B52** <http://video.google.com/videosearch?q=model+aircraft+>

Fred Minay

too far beyond the boundaries.

## Club/Membership issues

No new members this month. Keith W is doing a good job, and left the membership details complete and up together before going on holiday. John Riall will cover for the duration of Keith's time away.

## Monthly meetings/social programme

**April Indoor Flying** -Ray B talked to John Hook – prize has been donated for the indoor flying.

**May Skittles Evening** – the room and Skittle Alley have been booked. A finger buffet will be provided. Toni R to double check costs and provide tickets for sale at this month's Club evening. About 30 to 40 expected to sell. John R volunteered to run the evening.

**June** - outdoor Park Flying, C/L & Free Flight. Pegboard to be used – will be supplied by Mick B.

**September** – Build-your-own chuck-glider. Materials will be half sheet 1/16<sup>th</sup> balsa. Provide your own knife, glue and building board. Finished models to fit into a shoebox (to be supplied by Ron H). Longest glide launched from the top of a step-ladder to win.

**November**—Ken K - John Farley is booked for the club evening.

### **Outside Events**

Response to these is OK so far. 6 seats left for Wings and Wheels. Reminders to go into CD and be broadcast at Club evenings.

### **Competitions**

All organised. Next is the Slope meeting on April 15th. Call Ron H before 11.00 on the day to confirm that the site is suitable.

### **Training**

The weather has not been kind this month – nothing to report.

### **Safety**

Frequency scanner has a new battery, but still doesn't work. Under investigation. Possible return to manufacturer for test and repair.

### **Communications**

Bruce S - the printer is now working satisfactorily. CD is on target for this month. Website is OK. Updates requested are: John Riall to be mentioned as Club Membership Sec; Speeding caution ref Thorney Island; update the Indoor Flying at Six Villages Leisure Centre; hi-res graphics to be removed (slows down dial-up access); encourage more people to submit for sale items and model photos; events table to be updated.

### **Thorney Island**

Another bin for the glider/C/L area to be positioned by the present normal bin. New set of pegs to be provided for the gliders. Check that the glider frequency pegs are not present on the Power model board. Committee members to check that all pilots are using pennants and wind ribbons on their Tx antennas.

### **Trundle**

Nothing to report.

### **Porthole Farm**

Very wet and muddy. Not a lot of activity except for this past Monday – good turnout. Patch is due the first cut of the year.

### **Indoor flying**

Good turnouts at Seaford and Westergate. Dates for IDF to go to Ken K to confer with BMFA to try to get IDF subsidy for the year. (Action Toni R). Gavin B to pre-book Westergate for early in the months of Feb-

*Toni*

otherwise be eligible to become full members of the club but because of their personal circumstances are only able to conveniently make use of the facilities during the daytime, e.g. for lunches or attend village meetings / social events relating to the wellbeing of the community in general. This membership category attracts a membership fee of £6-00 pounds each year, **which entitles the bearer to use the bar during their monthly meetings, and also to make use of the bar and restaurant at lunchtime on week-days, at present the club is only open for lunches on Thursday each week, but plans are in hand to open a predominantly fish restaurant on Friday lunchtimes.** Of course local clubs that elect to join en-bloc under the Community Membership Rule would no longer pay hire charges. Naturally, this would mean that some clubs would benefit financially overall, but adjustments to the cost could be made for those out of pocket overall. The end result would, however, allow every person using the club to remain within the law, with some added benefits.

It would be most appreciated if you and your members would consider this proposal and give your observations on the matter, in due course.

Yours sincerely,

Nigel Kyte Hon. Secretary

***As a paid up member of CADMAC you automatically become a Community Member of the Fishbourne Club, (Previously an Associate Member), and your subscription is included in your CADMAC Membership fee.***

***The highlighted paragraph above makes interesting reading and is certainly news to me. Don't forget, also, that you can fly a Park Flyer (within the regulations laid down in the new Pilots' Handbook) at just about any time, on the Fishbourne playing fields, providing it does not interfere with other playing field users.***

*Bruce*



**FISHBOURNE CLUB  
FISHBOURNE FLYING FIELD ASSOCIATION  
BLACKBOY LANE, FISHBOURNE  
CH1CHESTER, P018 8BL**

Tel: Chichester (01243) 788368

13th February, 2006.

To Chichester and District Model Aero Club

**COMMUNITY MEMBERSHIP**

Dear CADMAC

Following the introduction of the Licensing Act 2003, which came into force in September, 2005. Private Members Clubs are required to ensure that the sale of alcoholic beverages is restricted to members only.

The majority of persons using the facilities of the Fishbourne Club are members, but over recent years many local organisations have been encouraged to hire the facilities for their club events, without necessarily becoming members themselves. Although this situation has helped the club financially, those attending do occasionally have a drink at the bar, after their personal details have been entered in the Visitors Book. But under the law, this privilege can only be extended on six occasions each year.

Although it is acknowledged that the majority of those persons hiring the facilities do not necessary make use of the bar, nevertheless, it is impracticable for bar staff to determine who has the legal right to order from the bar, particularly during busy periods. Additionally, under the Licensing Act 2003, District Council officials and the local constabulary now have the power to visit premises to check that the Act is being strictly observed.

In order to ensure that the Clubs activities remain within the law, the committee have agreed that the situation must be rationalised to prevent any future breaches. It has therefore, been proposed that clubs hiring the facilities should be offered to join as Community Members, under a category of membership introduced some years ago.

Community Membership, Rule 11 (e) states: Open to persons who would



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## Gibbs Guides

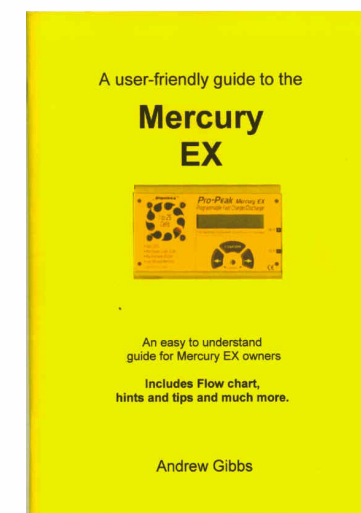
User friendly guides by Andrew Gibbs

Lithium batteries	£7.75
Nicad and Hydride batteries	£6.75
Mercury EX	£6.25
Super Nova	£6.00

Cadmac members may enjoy a £1 discount on above prices when buying at a club meeting.

Latest Release  
**Gibbs Guide to Lead acid batteries**

Andrew Gibbs 01243 861 804



## PROGRAMMING AN ELECTRONIC SPEED CONTROLLER

*from Keith Stanley*

I am old enough and probably conceited enough to believe that if I cannot understand something then probably there will be others equally bemused. That is why I recently sent in my open letter to Andy Gibbs pleading for guidance on selection of the new breed of brushless motors. I had then built a 6ft. tailless powered glider called PELICANO and could not understand what motor to put in it, where previously I would have opted for say a '600' size brushed motor. Well, I had spoken to another Andy at 'ROBOTBIRDS', who had recommended a motor from the bewilderingly long list on their website; the HYPERION motor type Z-2213/24. I ask you what on earth can that signify? To complement the motor he recommended the Hyperion ESC TITAN 20 amp. I had noticed an Hyperion motor on one of Tony Chant's models so if it is good enough for Tony thought I, it will probably do for me.

When the motor arrived from ROBOTBIRDS it was about two thirds the size of Tony's one and no way did it look powerful enough for the 6ft. wing. Another phone conversation with Robotbirds and his recommendation was equally strong so I went ahead and installed it in the model where it looked ridiculously inadequate, lost up in the nose. Then ensued weeks of arctic north easterly winds, which kept me in hibernation.

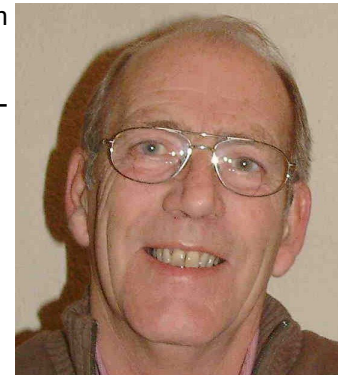


My biggest surprise came when I attempted to install the ESC, which was so peculiar that I was forced to consult the instruction sheet ! This device uses the motor as a loudspeaker, can you believe it ? It is capable of generating about five distinct musical notes in a variety of morse type codes or even tunes. With the transmitter turned on and the throttle stick at maximum you are told to connect the ESC to the battery, it then takes about five minutes to scroll through its range of codes, each of which signifies control of a function of the controller. You are advised to sit quietly and follow on the sheet as this procedure takes place. You then decide whether for instance you want braking to take place on cutting power or

Those hangers, at Thorney, were renovated with metal roofs two or three years ago and I believe, rightly or wrongly, that our frequencies are bouncing back to us at different harmonics, just as those did from the barbed wire fence mentioned earlier - I have a feeling Colin will put me right later. Bless him!!!

Just another point on this subject (without an honorary degree). If you point your antenna at the model you're flying it will be receiving a poor signal. The signal radiating from your antenna is a heart shaped cone. Its best to have your aerial 'side on' to your model. Of course in this day and age of reliable electronics our weakest links and leads - so check them regularly. are the batteries

Stick interference, on the other hand is another matter!



Dear Bruce,

Just a quick e-mail to both Clubs with open invitations to any of your members with BMFA 'A' ratings (or equivalent) for our Fly-ins at our club field at Middlebridge, on the A27 between Pevensey and Hooe.

These will be held on 10/11th June and 9/10th September. On site camping and caravanning from Friday night.

It would be great if some of your club members could attend. A warm welcome awaits any who venture east !!!

**Steve** HMFC Newsletter and Website Editor (Hastings MFC)



## Glitching Notes

With all the articles on radio interference, lately, and how to avoid it, but it has been with us since the crystal radio. In the early 70s, 27Meg AM sets such as McGreggor and Futaba were metal cased. I well remember my Futaba Digimax Rx was very vibration sensitive, having to repair my Barnstormer Trainer several times. (Yes, I had a trainer in 1974, upgrading myself to radio from my free flight and control-line days.) The Digimax was OK on the slope in a glider though. Buying a radio second hand was a risky business then, and more expensive compared to today's prices.

In those days, only six colour frequencies were available along with six split frequencies between these but the split frequencies were banned on CADMAC sites as adjacent interference was common, although they could be used on The Trundel and Harting Hill. I well remember one bright spark found he could fly by swapping his crystals - using his Rx xtal in his Tx and his Tx xtal in his Rx. It did work but lacked a decent range. Still there's always cowboys, whatever we do in life!

There were areas of interference well known to us back then:  
On the Trundel, using Orange Frequency - the Graylingwell Hospital Bleeper, when activated would make the elevator go up and down with every bleep! Survival rate was poor, unless at great height.  
The barbed wire fence that was behind the footpath at Harting Hill would cause problems if you used a 27Meg too close.

In the late 70s, CB radios became all the rage. We used to hate them at the time, especially with boosted power, trying to contact our French cousins from the top of the Trundel. We tried to interfere with them by switching on all our transmitters at the same time. Whether it worked or not I don't know.

The introduction of 35Meg FM in 1981 cured all this and gave us twenty channels as well. Since then I don't think I've lost a model through interference - flat batteries and twice someone switching on, on my frequency yes, but glitches are common, for whatever reason, last last for split seconds - normally on elevator control for me, and will just kick before the plane resumes normal flight. (Still I'd hardly notice one with my Mini-Jazz, would I?)

I do think I take precautions against getting interference. All my receivers are of the Dual Conversion type and I have always flown on channel 61 before we were allocated extra frequencies. 61 was the lowest frequency which halved adjacent interference problems and I found my three HiTech D/C Rx's also very good when used in electric models and worked well with my Futaba FF7 Tx.

whether you require a soft start, which type of battery is feeding the ESC and motor and so on. Next you start the whole process again and this time you pull the throttle stick down to 'Closed' when you hear the appropriate code or tune for the function you require. For each choice you make you have to disconnect the ESC and start the procedure again. On your first encounter with this business I recommend you allow something like 40 minutes.

Happily on Good Friday the bitter winds relented and, having warned Mick Blundell that I was going to be in need of help, I found myself at Porthole with that ever willing gentleman ready to give the old heave-ho. To every one's surprise the Pelicano flew straight off the board and most amazing to me was the perfectly adequate thrust from the tiny motor. Never again shall I doubt the advice from Robotbirds Andy.

What am I trying to say here?

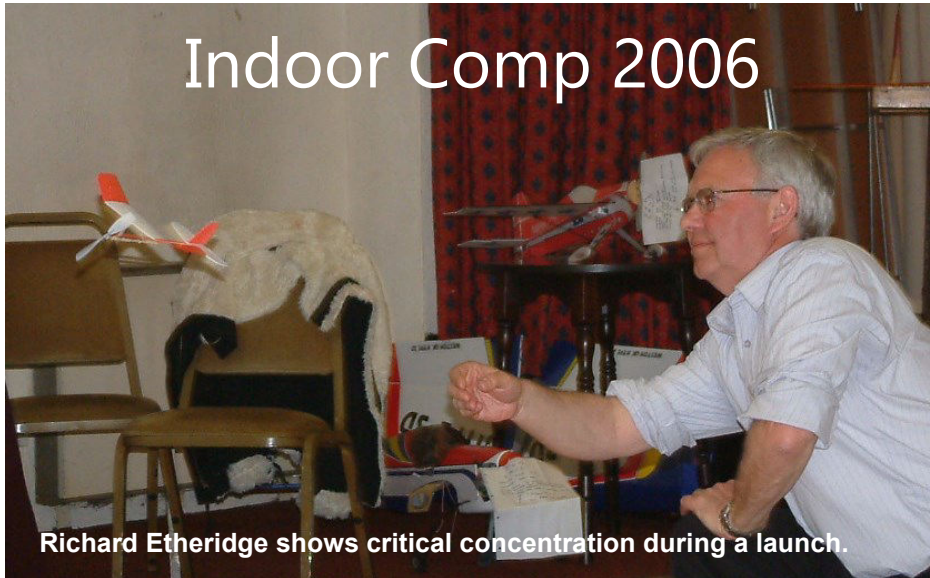
First we **do** need to be able to understand how to choose these brilliant new brushless motors and not to be surprised how much power is now available at so little weight.

Second we have to be ready to cope with complicated installation procedures resulting from the previously impossible capabilities of new electronic kit.



*Keith Stanley*

# Indoor Comp 2006



Richard Etheridge shows critical concentration during a launch.

This year the indoor competition held at Fishbourne club had ten entries. We need to thank John and Pauline from Flitehook who were there and sponsored the night with a voucher for the winner.

Members brought their own carefully made models or obtained them from the extensive range available from Flitehook, I noticed that John even trimmed and tested new models for certain members!

The rules were simple the longest flight of the night won, the first flight was at 8 o'clock and flying went on until about 10 o'clock.

It was nice to see new comers competing and also two juniors along with Mike Blundell and Alan Whipp.

The starting times were very good mostly around the 20 sec, somebody must have been practicing! Slowly the times went up and 30 secs was the average time but Alan could not get away from his first flight because the model kept grounding on the official flights but the test flights were long!

After about an hour the best time was 33sec, then in comes our Secretary Toni Reynaud for his first flight. It was with a model larger than the average and bumped around the ceiling and lights but recovered every time it hit something, the time set was 76 sec this was going to take some beating! Now models were given more turns and times went up to 39 secs but only Richard Etheridge increased his best time to 53 sec.

I hope all enjoyed the evening, I would like to mention Mike Blundell who managed to compete, repair models and coach junior members.

Final results were as follows:

1<sup>st</sup> Toni Renault 76 sec

2<sup>nd</sup> Richard Etheridge 53 sec  
3<sup>rd</sup> Brian Churchill 39 sec

Results in full

Name	Time (seconds)				
L Louth-Davis	24	34	38		
Tony Chant	25	29	30	32	
B Churchill	23	39			
Shane Skinner	26	33			
Alan Whipp	26				
M Blundell	21	26	27		
R Etheridge	22	32	36	51	53
Chris	20	27			
D Biles	12	17	18		
T Renault	76				
S Skinner	25				

P.S. The Slope Comp was cancelled as the wind went off slope.

RAY



Pauline Hook presents indoor competition winner, Toni Reynaud, with his prize, a £10 Flitehook Voucher, while even organiser Ray Beadle looks on.