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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 2007

# CLEAR DOPE



**In this issue**

**Competition Results  
Helis for FW Dinosaur  
Battery Checking**

**CHICHESTER AND DISTRICT  
MODEL AERO CLUB**

# Chichester and District Model Aero Club

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

## Committee 2007

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	Morris Campbell	02392 464364
Competition Sec.	Ray Beadle	01243 670163
Thorney Rep.	Harry Walton	01243 375156
Porthole Farm Rep.	Mick Blundell	01243-670791
Slope Rep.	Ray Andrews	01243 604119
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	
Indoor Rep	Allen Miller	01243 261839
CD Editor	Bruce Smith	01243-531602
The Aylings, Queens Avenue, Chichester, West Sussex. PO19 8QB		
	email address: aerobruce@aol.com	

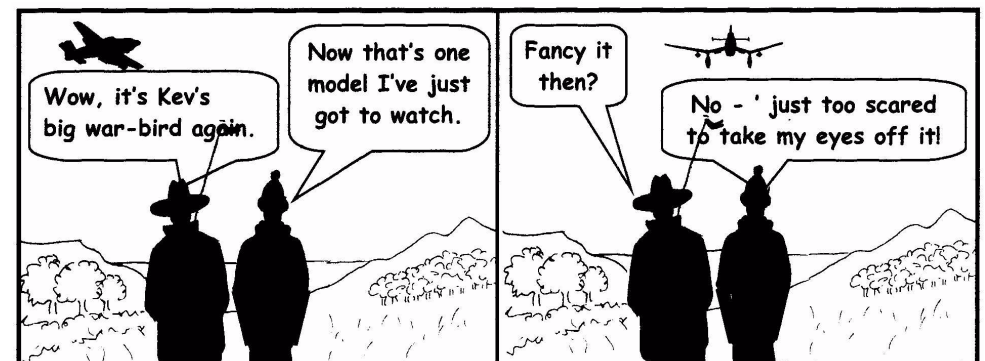
## Committee appointed positions

Snr. Training Offr.	John Riall	01243-782922
Junior Members Protection Co-ordinator:		
	Bruce Smith	01243 531602

Cover Photo: Your Ed's rebuilt old Flair Spitfire Mk 1b now rejuvenated as a Mk IXc and sporting Merlin 66 fishtail exhausts, sprung oleos and a dashing 'Invasion Stripes' livery. Photograph - Andrew Gibbs

**GALA DAY**  
**Monday 28th May**  
**Starting 12 noon**  
**BBQ & Refreshments**  
**Members flying**  
**Demonstration Flying**  
**Trade Stands**  
**AULD & Balloon Comps**  
**M & F Toilets**

TeX & ReX *by Cobbo*



# DIARY OF COMING EVENTS

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

**All outing dates have now been verified and booked.**

Legend:	Club-nights	Outings	Comps	Indoor	Others
May	10	Skittles and Buffet	Fishbourne	8.00 pm	
May	12	Open Glider Comp	Thorney	12 noon	
May	19	Open Glider Comp	Thorney	12 noon	
May	26	Open Glider Comp	Thorney	12 noon	
May	28 (Mon)	Club Gala Day	Porthole	12 noon	
June	02	Open Glider Comp	Thorney	12 noon	
June	14	c/l,f/f.p/f and BBQ	Fishbourne	7.00 pm	
June	16	Scale Comp	Thorney	12 noon	
June	23/24	Wings and Wheels	North Weald		
July	07	Flying Legends Entry	Ad£28 Con£22 Dis£8		
July	12	c/l,f/f.p/f and BBQ	Fishbourne	7.00 pm	
July	14	Electric Glider	Porthole Farm	12 noon	
July	28	Hastings Show			
August	09	c/l,f/f.p/f and BBQ	Fishbourne	7.00 pm	
August	11	Scramble/A Test	Thorney	12 noon	
August	18	Indoor Flying	Seaford Col.	2 - 5pm	
August	25/27	Brit Nat Champs	Barkstone Heath		
Sept	13	Club Auction	Fishbourne	8.00 pm	
Sept	15	Slope Comp	Detail on the day		
Sept	15/16	Hop Farm Show			
Oct	11	Plunge moulding / scale detail presentation			
Oct	13	Loops, Rolls, Spins	Thorney	12 noon	
Oct	27	Indoor Flying	Seaford Col.	2 - 5pm	
Nov	08	TBA			
Dec	13	Annual General Meet	Fishbourne	8.00 pm	

## Editorial

### Temporary Parking

Committee have asked me to remind you that you mustn't park your car on the Thorney Island Peri Track near the end of the runway either to deposit or to pick up your planes and equipment while flying's in progress.. BMFA our insurance underwriters state very clearly how far vehicles must be parked from the flying zone even temporarily. Not only does this action create a distraction for pilots but if your vehicle gets hit you'll probably have voided your own insurance since your company would want to make a claim against the pilot and the BMFA would become involved.

### Model-helicopters.com

have created an all new Model Helicopter community website for all modellers to use and enjoy for free. You simply register a username and password and can chat, discuss within a large amount of forums and view videos, library, sell and buy online.

[www.Model-helicopters.com](http://www.Model-helicopters.com)

It'll be very impressive when all the links are completed.

Check it out.

*Jimce*



### TRUNDLE - You have the authority

The last few times that I have been up to the trundle I've seen people flying kites, the large ones that will lift a person. And a few Sundays ago there was a chap who had a buggy for connecting to the kite. I did not see him use it and I wasn't sure if we have the authority to approach these sort of people. Back home, I got in touch with Edward White from the Goodwood Estate and explained the position. He assured me that they would be very happy for us to approach these people and ask them to desist. (Near our flying site there is a sign specifically banning kite flying there.) He also told me that in the event that a member of the public wouldn't comply then we could get in touch with their own security and they would act.

Would anyone interested in slope soaring on the Trundle please make a note of this number - and don't be afraid to use it if you have to. It can only help OUR cause if we're seen to be helping the estate.

The number for security is 07909 876823

Ray Andrews - Slope Rep.

*Ray*





## Minutes of the Committee Meeting Tuesday 6th March from Toni Reynaud - Hon Secretary



### Members Present

Tony Chant, Allen Miller, Mick Blundell, Ken Knox, Morris Campbell, Bruce Smith, Gavin Bidwell, Toni Reynaud, John Fowler

### Apologies for absence

Ray Andrews. Harry Walton, Ray Beadle,

### .Correspondence

Toni had two emails from prospective members. Forwarded to John and others for action, and replied. Also email from R Wilkes ref Auction evening. Noted.

Email from Winchester Club member asking to join. He works at the Sewage Farm by Porthole Farm, so it was agreed to permit him to fly there as a guest after completing the appropriate form.

Email from D Baker – on holiday in the area and would like to fly helis. Received too late to answer – no action.

### Treasurer and Membership Secretaries report

Current membership is 131. No more renewals received from previous members. Three new apps received with notes from Keith Wood. Discussed and approved, but one Junior Member application needs additional information from Parent/Guardian – an information pack is to be sent. J Watts has emailed that he will come to this month's Club meeting and make himself known. Parent/Guardian information also needed.

Jamie Hewitt has produced proof of insurance – membership card to be updated.

John also presented the financial position of the Club. No major outgoings planned for the future other than the audio-visual equipment already under action.

### Social Secretaries report

Toni has contacted FPFA re dates of evening flying with BBQ. Ratified by their committee and in diary. BBQs organised, but will remind each month before the Club nights.

Skittles and Buffet evening. organised and in FSC diary. Buffet organised for £150 to cater for 25 people per team plus others.

### Dinner Dance Arrangements

Costs for sit down meal approx £17. Cost of band/music not known at this stage. Committee members to gather opinions on the Dinner for December, and to locate/suggest sources of music Total cost likely to be in the region of £20 pp. Provisional date Saturday 8th December

Indoor 12 04 2007					POS
	Time Secs				
Name					
L Louth-Davis	dnf				
Tony Chant	50!!				
A Miller	24				4
B Stichbury	33				3
Alan Whipp	16	29	43		1
R Etheridge	23	26	34	37	2



**Pauline Hook (Flitehook) presents Alan Whipp with his prize - a goody bag of his own choosal! Note how Ray is trying to look like he's doing some work!**

# INDOOR COMPETITION 2007



This year the indoor competition held at Fishbourne club only had four 'time scoring' entries.

We need to thank John and Pauline from Flitehook who were there and sponsored the night with a prize for the winner.

The rules were simple - the longest flight of the night won.

There was a late start due to the outdoor flying in the perfect evening air, the starting times were around the 20 sec, slowly the times went up and 30 secs was the average,

After about an hour the best time was 30 secs, Bryan Stichbury started with 33 secs but could do no better. Richard Etheridge increased his time to 37 secs., but Alan Whipp got his up to 43 secs. Alan Miller struggled all night but could only record 24 secs.

I hope all enjoyed the evening, I would like to thank Mike Blundell who timed and noted the times on the score board.

Final results were as follows,

1 <sup>st</sup>	Alan Whipp	43 sec
2 <sup>nd</sup>	Richard Etheridge	37 sec
3 <sup>rd</sup>	Bryan Stichbury	33 sec

RAY

Cheers



## Monthly Meetings/Social Events Programme.

Bus booked through Ron H for :

Saturday 23rd June Wings and Wheels (North Weald Airfield)

Saturday 28th July Hastings Show (Not Sept)

Saturday 15th Sept Southern Model Air show (Hop Farm)

Discussion of a fourth Minibus Day Trip led to the Shuttleworth Collection and the Flying Legends display at Duxford on the 7/8th July. Members opinions and support to be sought.

### Spot the plane

I have a number of Spot the Plane Cards in hand. One was used on Auction night with £15 going to Club funds. There has been a Spot The Plane every time I have been at Club Meetings, and Gavin has run one when I wasn't there.

### Competitions Programme / Gala Day Update

Indoor flying at the next Club Evening. Allen will organise and time.

Bomb Drop comps on Thorney Island on April 14th.

Ray gave an update on the progress of the Gala Day preparations. Ken K will try to arrange a helicopter demo. Bruce is awaiting a reply on the availability of medical cover. Morris has the toilets organised.

There was discussion on repairing the track which leads to the Porthole Farm site. Morris will survey the site and arrange for an appropriate amount of suitable material to be delivered.

### Safety Officer's Report

Holes will be drilled next to the pilot's boxes on Thorney for the windsock poles.

Two new hi-vis vests are to be sourced.

### Junior Members Representative report

No Problems. John is to inform Gavin of details of all new Junior Members as they join.

### Clear Dope Report

No problems in production. Printing has not yet started. Ink tank prices have just jumped from £18 for 14 tanks to £16.50 for 6 tanks. This will have an impact on the cost of production of Clear Dope in the future.

Toni to investigate cost of laser printer with duplex fitting.

### Website report

Nothing to report – all OK at the moment.

### Thorney Island report

Discussion on rubbish on flying sites in general. Concern was voiced about people parking too close to the end of the runway to unload/pack models while flying was still in progress. Basic conclusion was that if you are first in or last out, parking close to the end of the runway is OK. Committee members to monitor and mention as necessary.

### Work party

Tony, Morris and Bruce agreed to take power strimmers to Thorney Island to





The charging regime I use in normal use is to do one slow charge at about 70mA rate, for every three charges from a delta-peak charger set to about 400mA. The batteries provide noticeably more energy when charged at this higher rate, but I use the slow rate to restore as much charge as possible. Charging during cycling is done at the slow rate.

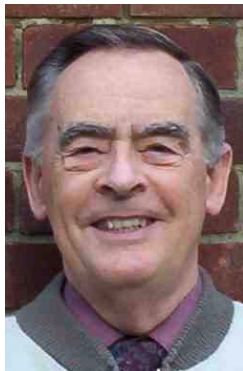
Entering the data into my sheets has surprised me by demonstrating how hazardous my cycling intervals have been. I use 700 - 800 mAh NiCd Rx batteries when operating with up to 5 standard servos, so as to provide a large capacity margin for my usual 4-5 flights of about 10 minutes each, plus the ground operations. I always keep a cheap digital voltmeter connected to my chargers, and I get a good idea of a battery's condition by its voltage at the start of charge after a week or so of its laying-around following the previous outing, so my lapses in cycling have not been critical. If I see less than about 5.1V at several seconds after starting a slow re-charge, I begin to show some urgency in probing for possible deterioration. On this basis, batteries that are in regular use and haven't seen a cycling for nearly a year, are still showing good performance. In future, I shall endeavour to cycle at about 6-month intervals for those batteries showing only small deterioration, but candidates for scrapping would need much shorter intervals.

I use a different strategy for my transmitter batteries. Since their voltage can be monitored in-use on most transmitters, there doesn't seem to be such an imperative to cycle if at the end of a typical flying session the remaining voltage is greater than about 9.8V. I have seen batteries with premature single-cell exhaustion, and since this can creep-up unexpectedly, I find it advisable to perform a yearly cycle, but more frequently if not within the 9.8V proviso.

I don't think there is any substitute for understanding and knowing your own batteries, and I think most people have their own ideas as to how frequently they should cycle, and at what percentage capacity to elect to throw them away. Cycling does reduce the life of the best of our batteries, so I try not to do it to excess, for example by not striving for the last percentage recovery under the cycling structure shown on my logging-sheet. I know what works for me, but I would not presume to urge it on others.

All of this might all seem a bit OTT, but I'm finding the logs helpful.

*Colin*



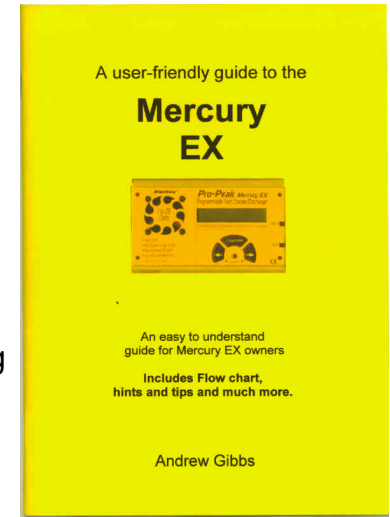
## Gibbs Guides


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  
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# BOMB DROP COMP 2007



Photo Clarridge/Gibbs

Saturday was a fine sunny day, with a very light wind from the south west. There were thirteen entries, models included the normal fun flies, a semi-scale Decathlon and an electric Zephyr. Three rounds were flown. The nearest to the spot was to be the winner.

The first round consisted of the pilots getting used to the conditions, Tony Combes flying in his first comp was nearest with 13'. Stuart Whittle had to roll his aircraft because his bomb was in the open cockpit but nobody saw where it went! Malcolm Farrington also lost his bomb!

In the second round most pilots had better results and John Riall was best with 14'6" although Andy Gibbs managed 14'10" with his electric model.

There followed a short break while we watched Robert Horton fly his scale Yak, most impressive!

The third round was the best of the three! The rest seemed to suit the pilots, first Ray Beadle cut into Tony's lead with 10'7", then George Chant cut it to 6'7", so Tony came back with 4'9" but Malcolm won with 3'8" on last but one flight.

The only 'incident' of the day was when Harry Hook, while trying to save his title from last year, tried so hard that the plane only went 20 yards further than the bomb! Bin bags were supplied.

It was a good day! Thanks to all who came and to those that helped with the measuring, I hope all enjoyed it.

The next comp is the Open Glider comp which is on Saturdays  
May 12<sup>th</sup> 19<sup>th</sup> 26<sup>th</sup> at 12 noon and weather permitting.

8

Cheers

## Battery Checking

from Colin Stevens

There is a lot of conflicting advice around telling us how we should manage our Nicad batteries to minimise the chances of running out of charge mid-flight. Some gurus tell us that we should regularly cycle our batteries every couple of months in order to combat memory effect, others say there is no such need with modern batteries. I know what I believe – neither camp is completely right. I come to this conclusion from the results I have been getting from my programme of cycling and capacity-checking running over many years. In general, I observe that some of my well-used/abused batteries do show a significant recovery of capacity after cycling. Equally, others that have been better managed and subjected to fast charging and periodic slow charging show only small improvement after a year of unmonitored use.

To my surprise, I find that I have 24 rechargeable modelling batteries to monitor, so I thought I would reduce the strain on the brain by trying to structure my battery checking and cycling routines. Thus I've constructed the accompanying Cycling/Testing log sheet

Just a few words on how it works -

- \* "Last Charge - days", is the elapsed time since the last charging. See "Initial" below
- \* "Disch. Current" is the average rate of discharge provided by the cyclers/discharger.
- \* "Capacity" is discharge current multiplied by discharge duration.
- \* "Initial" is the remaining capacity evident before the charging/discharging processes. Coupled with "Last Charge - days", it gives a guide to the self-discharge rate suffered in storage, and possibly a forewarning of a deteriorating battery.
- \* "Rest - hrs" is the interval between the end of charge and the start of the next discharge. It allows any rapid self-discharge to show-up by depleting the measured capacity value. This is to give confidence in charging a chosen number of days before flying.
- \* "% Spec" is the measured capacity divided by specified capacity, and indicates a point where a decision will need to be taken whether to retain or discard the battery. We will all have our own ideas, but I get nervous when this figure falls to about 80%.

"Next Check" invites the entry of the date for the next testing - seldom observed in my case!



**BOOK YOUR PLACE QUICKLY**

**Don't miss out!**

**CADMAC OUTINGS 2007**

**Wings & Wheels - 23rd June**

**Flying Legends - 07th July**

**Hastings + LMA - 28th July**

**Hop Farm - 15th September**

**Contact Toni Reynaud**

**Phone: 01243 370422**

**Email: tonibr@onetel.com**



**LMA Events for 2007**

Rougham 5<sup>th</sup> and 6<sup>th</sup> May  
 Longhorsley 27<sup>th</sup> and 28<sup>th</sup> May  
 Cosford 14<sup>th</sup> and 15<sup>th</sup> July  
 Rufforth 11<sup>th</sup> and 12<sup>th</sup> August  
 Catton 18<sup>th</sup> and 19<sup>th</sup> August  
 Much Marcle 1<sup>st</sup> and 2<sup>nd</sup> September  
 Duxford 22<sup>nd</sup> and 23<sup>rd</sup> September  
 Hendon 28<sup>th</sup> October

To keep up to date please visit: [www.largemodelassociation.com](http://www.largemodelassociation.com)

Bomb Drop. 2007	ROUND 1 Time/ Distance	ROUND 2 Time/ Distance	ROUND 3 Time/ Distance	FREQ	POS
R Beadle	31'10	49'5	10'7	72	4
B Smith	22'8	16'3	28'5	75	9
T Chant	14'4	41'5	33'2	77	5
J Riall	15'3	14'6	22'9	61	6
M Blundell	19'10	29'2	15'2	76	7
G Chant	33'3	67'10	6'7	61	3
D Biles	79'6	87'	37'1	59	13
H Hook	22'2	-----	44'2	57	12
S Skinner	38'1	37'2	19'2	71	10
S Whittle	-----	20'2	-----	79	11
T Combes	13'	38'4	4'9	62	2
M Farrington	-----	51'	3'8	79	1
A Gibbs	21'6	14.10	15'6	62	8

Thanks to CADMAC Member Roger Andrews for LMA events calendar.

## CONFESSIONS OF A FIXED WING DYNASAUR.

### From Keith Stanley

Twenty three years of trying to fly fixed wing models creditably should have protected me from the temptations of Rotary Wing machines. We all know what a nuisance they always are on a flight line and how many we see in the 'for Sale' columns of the magazines and wisely acknowledge that they are even harder to fly than fixed wing – and basically not worth the bother of trying.

And yet, 30 Quid didn't seem too much for me to have a go. When Justin was demonstrating one in the crowded SMC shop I'm afraid that I weakened. I bought the Picco Z. Please be warned these things can become addictive and explanation of my descent into Heli dependency may serve to forewarn more innocent CADMAC members.



The Picco Z is an engineering miracle, John Brandhuber agrees on that. The left hand transmitter stick gives control equivalent to 'Collective Pitch' and the minute tail rotor motor is proportionally controlled by the right hand stick to give Yaw control. That's it, except that, through a very clever mechanical system there is a form of Giro override to lend some stability. All that for 30 Quid. You do have to remember that control is by infra red beam not radio so that you have to keep the transmitter pointing at the model throughout the flight..

The minute machine is capable, after numerous unsuccessful practice attempts on my part, to hover round a room like a tame dragonfly – grandchildren, family, friends you may visit - all are impressed and enjoy the show. Best of all it seems to be nearly crash-proof, no doubt largely because there is so little weight in it.

The Picco Z is obviously only suitable for indoor flight and I was very soon informed that the lounge is not an appropriate place to try. The bedroom offers soft landing (crashing) opportunities with fewer breakable objects likely to jump out at the heli.

My story so far might be deemed some kind of success but unfortunately I became victim to the addictive attraction presented by those 'so cute' miniature helicopters we see hanging above the SMC counter. If, like me you are unfortunate enough to witness the SMC boys demonstrating the 'Bell Lama V3' or the 'Medivac' machines then your chance of escape is minimal. They cost just £80

and are so much more akin to the real machine even in terms of their means of control, which includes the possibility for lateral flight as well as pitch, yaw, and of course vertical motion. Interestingly they manage yaw control without use of a tail rotor, it is achieved by differential speed control of the separate motors driving the two contra-rotating blades. Clever or what!. I was soon to find that even our bedroom was not large enough to have a go with my Lama and early mornings or late evenings on calm days found me trying to fly on the lawn. Of course the outside air is never truly calm for a machine like this.

These miniature helis are not, like the Picco Z crash-proof and I was soon making repeated trips to Worthing, mostly to replace lower rotor blades which come in six-packs! My problems however were not limited to broken blades and the boys behind the counter proved extremely helpful and their flying skills left me very impressed.

Just in case I haven't succeeded in saving CADMAC members from infection with the heli fever here are one or two lessons I have learned on our lawn in the early hours:

1. Never let the model climb higher than 6 feet.
2. On lift-off, watch out for the tendency for it to shoot off in some random horizontal direction. The Worthing experts achieve a controlled and stable lift-off before going anywhere.
3. Once airborne, learn to be ultra sensitive on your power control, one or two clicks on the stick will be enough.
4. Look out for interaction between modes of control. For instance when hovering, forward pitch will take the model forward but also produce gain in height, which needs to be anticipated.

Finally for any true heli experts reading this, I apologise for howlers I may have perpetrated in their chosen skill subject and hope that they will help me at future indoor CADMAC meetings.

