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# CLEAR DOPE.

May 2010



Free to all CADMAC Members

Price £1

**In this issue**  
**Nijmegen 2010**  
**Bomb Drop Results**  
**CAA Bites!**

**CHICHESTER AND DISTRICT MODEL AERO CLUB**



# Chichester and District Model Aero Club

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

## Committee 2010

Chairman	Tony Chant	01243 262816
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	email address:	tonibr@onetel.com
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## Committee appointed positions


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

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

**BMFA Southern Area Website - [sabmfa.org.uk](http://sabmfa.org.uk)**

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


Cover Photo: Bombs Away - Malcolm Farrington's Hype  
lets go  
caught perfectly on camera by Ken Knox



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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 May 13	Club Night TBA	Fishbourne Club
Sat May 15 <sup>th</sup>	Scramble I/c only	Thorney Island
Sat May 15 <sup>th</sup>	Indoor Flying	Seaford College
Thur June 10 <sup>th</sup>	C/L & Park Flying	Fishbourne Club
Sat June 12 <sup>th</sup>	Slope Comp	Trundle Hill
June 26 <sup>th</sup> 27 <sup>th</sup>	Wings & Wheels	North Weald
Thur July 8 <sup>th</sup>	C/L & Park Flying	Fishbourne Club
Sat July 17 <sup>th</sup>	Electric	Thorney Island
July 4 <sup>th</sup> 5 <sup>th</sup>	Hastings	Hastings
Thur Aug 12 <sup>th</sup>	C/L & Park Flying	Fishbourne Club
Sat Aug 14 <sup>th</sup> 21 <sup>st</sup>	Open glider	Thorney
Aug 28,29,30 Bank Hol.	BMFA Nationals	Barkestone Heath
Sat Sept 4 <sup>th</sup>	Open glider	Thorney Island
Thur Sept 9 <sup>th</sup>	Club Night	Fishbourne Club
Sat Sept 11 <sup>th</sup>	Loops, rolls, spins	Thorney Island
Sept 18 <sup>th</sup> 19 <sup>th</sup>	Southern Model Airshow	Hop Farm
Sun Sept 26	Tangmere 2010	Tangmere Museum
Thur Oct 14 <sup>th</sup>	Club Night	Fishbourne Club
Sat Oct 16 <sup>th</sup>	Scale	Thorney Island
Sat Oct 23 <sup>rd</sup>	RNAS Model Show	Yeovilton
Thur 11 <sup>th</sup> Nov	AGM Club Night	Fishbourne Club
Dec ?	Indoor comp	Seaford College

## Editorial

### THORNEY ISLAND CLOSURES

Please make a note that there will be no Thorney Island flying on the following dates:

**Sunday 9th May 13.00 to 15.30**

Due to a cycling event there will be no flying between these times.

**Saturday 10th & Sunday 11 July**

Due to Modified Madness car show there will be no flying at all this week-end.

### I AM APPEALING

Oh no you're not! I hear you cry, but then in one sense I really am - for volunteers for the Tangmere Model Aircraft Day.

Despite the large feature in the March edition of Clear Dope there are very few of you who have got directly in touch with the organisers of specific areas of the day's events. I've got to admit that several of you have mentioned to me in passing that you'll help out in any way - and here I must apologise, for invariably, at the end of the day, I've forgotten who you are or how you've said you'd be prepared to help. HELP!

We've already had one major planning meeting and it was very disappointing to learn that offers of help are very thin. Now I know that September 26th seems an awfully long way away, but believe me, we really do need to have early details of volunteers as there's

so much planning needed to make this event a real success. Don't forget too that all CADMAC working volunteers will get free entrance to the Military Aviation Museum for the day.

PLEASE then, if you're available to give an hour on the day, get in touch with one of the principals detailed below. Please do it as soon as possible. Our next scheduled planning meeting will be on Tuesday 18th May - that's next Tuesday, so please phone or email your offer of support asap.

I've had a very good response from B Cert Pilots however, and it looks like we're going to put on quite a diverse and impressive display. I have already written to all the B Cert pilots, but if you've not heard from me then please get in touch.

**Please contact one of the following to pledge your support:**

Tony Chant - Sites Manager  
01243 262816  
t.chant11@btinternet.com

Peter Houseman - Static Display Mngr  
01243 606046  
housemanpeter@aol.com

Toni Reynaud - Chief Marshal  
01243 370422  
tonibr@onetel.com

'Hope to see you on the patch, soon.

Happy Landings!



*Bince*





## Minutes of the Committee Meeting Tuesday 6th April 2010 From Toni Reynaud Hon. Secretary

**Members Present** - Tony Chant, Toni Busuttill-Reynaud, Bryan Stichbury, Ray Beadle, Fred Minay, Keith Wood, Ken Knox, Bruce Smith, Peter Houseman, Derek Honeysett, Morris Campbell, Allen Miller.

**Apologies for absence.** Philip Roberts.

### **Correspondence.**

Keith W had received information that John Dawe had passed away. He will write to his widow on behalf of the Club.

Bryan S had a conversation with Rob Wildeboer of Goodwood. There is a possibility that we might get a model flying slot at Goodwood on Thursday evenings. Tony C expressed concern that the slot might be open to the general public to fly, and it might therefore not be as well run as we are used to. Bryan agreed to clarify this point, and to put Rob W on the CD mailing list.

Bruce S has sold the Cessna Cardinal for charity and passed the proceeds of £35 to the 'Relief for Oppressed People Everywhere' charity.

Ken K had phoned Tangmere about BMFA publicity material for the Tangmere event. Bruce S has progressed this.

Toni B-R had a letter from Manny Williamson (BMFA) agreeing that the plan for Tangmere is good and wishing us well.

### **Treasurer and Membership Secretary's report**

Keith W said that implicit in the letter covering the Trundle cheque from SABMFA is the possibility that we could get financial help with Tangmere. To be borne in mind Membership currently stands at 125. There has been a steady decline in membership since a peak of 150/155 in 2007-08. The problem is that at 125 members, Club income reduces by £1,000pa. This will not be matched by a commensurate reduction in running costs, as many of the overheads are fixed and not related to membership levels. The upshot is that Club capital reserves will be eroded. After discussion it was decided that we could advertise in the BMFA National magazine and on both our website and the SABMFA site for new members.

### **Social Secretary's report.**

Toni B-R quoted the costs of the rooms after the renovations are complete. There was discussion about the size and facilities. Tony C and Toni B-R spoke with Mr Jim Arnold (FPPA Chairman) and negotiated probable use of the Big Hall each month and the field for the three summer months. This will be confirmed by Mr Arnold at a later date after his Committee meeting.

tangular area marked by tape.

The sighting of the area will be determined on the day.

To add competition the size of the landing area will be reduced in order to select a winner.

Areas will be converted to points.

### **3/ Loops and Circles**

Pilots are required to launch their aeroplanes and complete three loops and three circles, then land. The winner will

be the pilot who completes the loops and circles in the shortest time from launch to landing. Times are to be converted to points

### **4/ Zaggi Combat**

Pilots will launch their Zaggis with the object of hitting each other in the sky. The last Zaggi flying will be the winner.



### **5/ Two point pylon race**

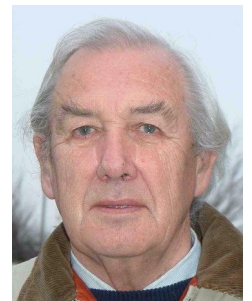
Two marshals will take up their positions on the flying field to ensure that the racing airplanes fly behind them. Their positions will be determined on the day. All aircraft will be timed over the course.

The number of laps and handicaps will be determined on the day.

Should the wind direction be unfavourable on the day the competitions can go ahead with ELECTRIC powered aeroplanes. The Zaggi combat will not take place but can be replaced with a 15 seconds climb and glide.

It is hoped that we can have an enjoyable day out subject to the weather.

*Fred*



# TRUNDLE COMPETITIONS

*From Fed Minay - Slope Rep.*



Photographs taken on the  
Easter Monday Slope-Day  
By  
Jeremy Stuttard

The following competitions are scheduled to take place at the Trundle on Saturday 12th June starting at 1 o'clock subject to the weather, wind strength, and wind direction.

The competitions are open to any non powered airplanes (slope and thermal gliders only).

Competitions and rules are as follows:-

## 1/ Limbo or how low you can fly

Pilots are required to fly their airpoolanes beneath a tape marker supported by two poles and the ground without touching. After each round the tape will be lowered. The sighting of the tape marker will be determined on the day. Points will be awarded to each pilot to be carried forward for a final total.

So the lower you go the more points you will get.

## 2/ Spot Landing into a rectangular marked area.

Pilots are required to land their aeroplanes within the rec-



As the Big hall is now useable, this month's function is changed to indoor Flying. Bryan S volunteered to run a "30 second flight" competition during the evening. Skittles is provisionally on for May and further functions will be arranged for September and October.

## Indoor Flying Representative report

Allen M reported that the March meeting had been well attended. Average attendance overall is about 18 – 22. John Riall will run the April meeting. The May meeting is moved from 22<sup>nd</sup> to the 15<sup>th</sup>. Allen suggested that the July and August meetings might not be viable. Tony C stated that visitors from other clubs were keen and requested that those meetings should remain on the calendar.

## BMFA Representative's report.

Ken K reported that he had attended the SABMFA area and Club Chairman's meetings. A new gazebo has been purchased and is available for clubs to borrow. He has booked the PA system and the Frequency board for Tangmere. Littlehampton Club are interested in becoming part of the Southern Area. A presentation about BMFA Insurance is on the SABMFA Website. Chesil Club have agreed to bring their big models to the Tangmere display.

Bruce S requested a report on the meetings for CD.

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

Morris C reported that things have been quiet as the weather has been lousy. There have been five incidents reported, and the paperwork is well on the way to being completed. Incident forms will in future be stored in waterproof containers at each site. All 2.4GHz equipment should be CE marked. Morris is requested to create an article for CD reviewing model weight and failsafe criteria.

## Porthole Farm Representative Report.

Peter H said there no incidents to report. Pits and paths had been mowed – OK. A Competition Evening is arranged for porthole on Friday 18<sup>th</sup> June at 17.00 with a BBQ. Ray B will run some simple Fly for Fun comps, probably Limbo and Balloon bursting. Toni B-R is requested to run a raffle. Ray stated that the comps will be open to both electric and I/C models. Peter displayed a provisional sign for the footpath entrances warning of Model Flying – agreed. They will be printed and laminated.

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

Bruce S said that there was no problem with this month's CD. He requested Toni B-R to email Social function dates and info for inclusion in CD.

## Publisher's progress on production of Clear Dope.

Bryan stated that there had been a problem with a toner cartridge splitting and contaminating the inside of the printer. Cleaned and sorted. Toner suppliers had been contacted and replaced free of charge the faulty toner cartridge.

## Competitions Secretary's report.

Ray B said that this month's comp is the Bomb Drop on April 10th. Due to an event on Thorney Island the Electric Comp has been moved form July 11<sup>th</sup> to July 17<sup>th</sup>. There was discussion as to why the electric comp could not be held at Porthole, and the perceived disruption caused to sport flying on Thorney on competition dates. It was decided that there will be no change to the present system.



**Thorney Island representative report.** Derek H and Tony C met the new Defence Estates representative. He is impressed with our control and procedures for operating on Thorney Island. No problems. Our flying boundaries were redefined. He will investigate the use of the same area by the farmer for sheep and grass. Possible use of the Sailing Club toilets by CADMAC is to be negotiated between us and them. There is a Custom Car show on July 10<sup>th</sup>/11<sup>th</sup> – flying ban. The Working Party is still scheduled for 17<sup>th</sup> April.

**Slope Representative Report.** Fred M Reported that there were 6 members flying on Easter Monday – a good day. Tony C requested that the Trundle dates go in the CD. Fred requested that Thorney Flying ban dates be reprogrammed to The Trundle. Derek H requested that we also consider deploying to Harting Down. Fred has drawn up a list of Slope Comps – rules to be drawn up for the next CD.

**Website Report.** Nothing to report.

**Any other business** Bruce S stated that he had written to all B pilots ref Tangmere and replies are drifting in. He requested that a meeting of the Tangmere committee take place on Tuesday 20<sup>th</sup> April at 19.00 – agreed. He distributed a list of things to be considered by each committee member.

**Date of Next Meeting** Tuesday 4<sup>th</sup> May 2010 at 20.00.

*Jon*

## Comp rules 2010

From Ray Beadle  
CADMAC Competition Secretary



**Scramble. i/c engine Saturday 15th May 12 Noon**

ALL pilots will have a helper

Helper will place model in start box. Helper can retrieve the model

The clock will be started then -

The model will be started, normal safety checks carried out.

Take off, do 3 loops, land in a designated box, cut engine, be returned back to pilot box.. Clock stopped.

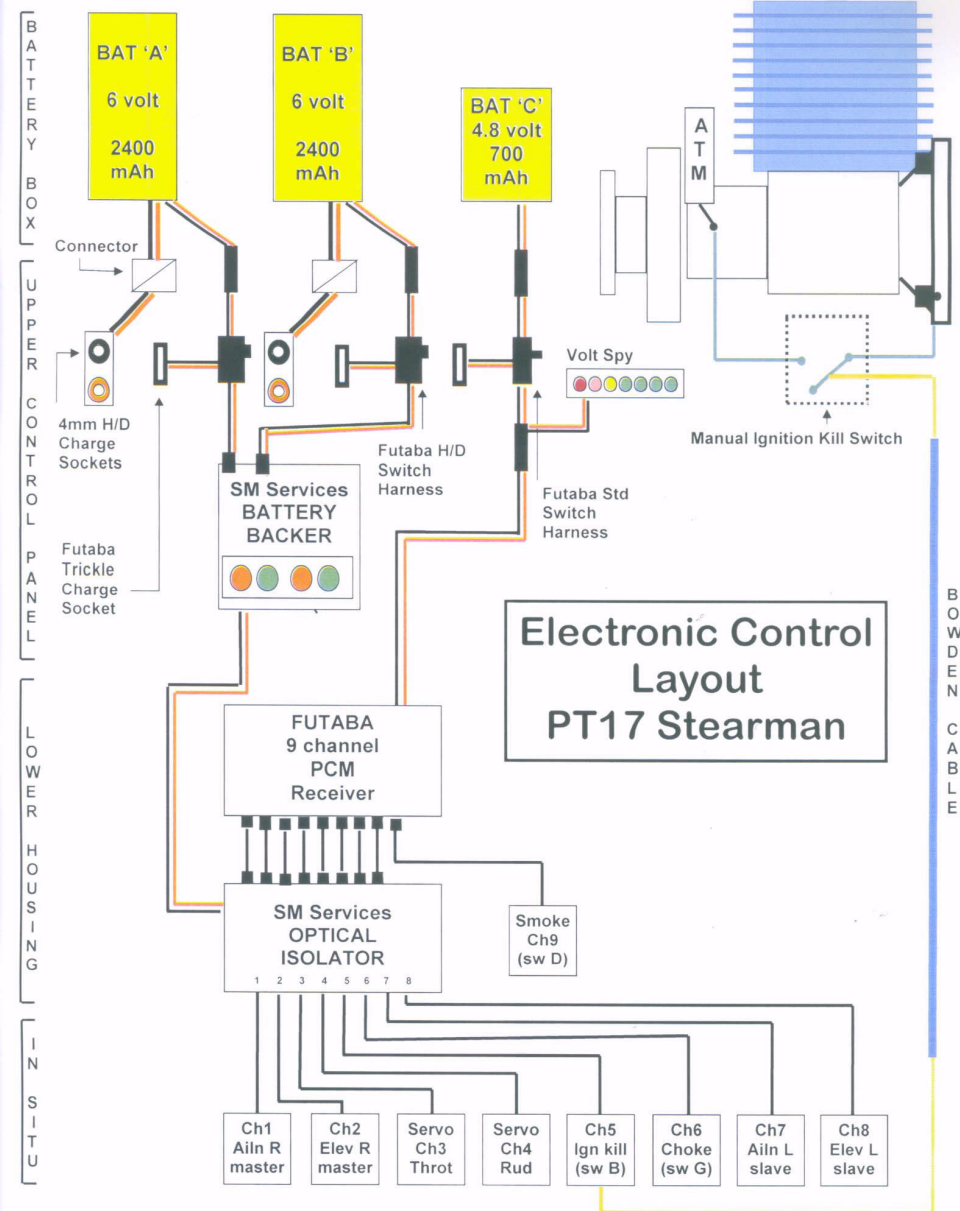
The time will be void if the model is taxied into the box after landing. Winner will be shortest time over two rounds.

Non A, B pilots will get a 20% bonus. Two rounds will be run.

*Ray*

Version V

Model memory #7



consider equipping a 7+ Kg models without

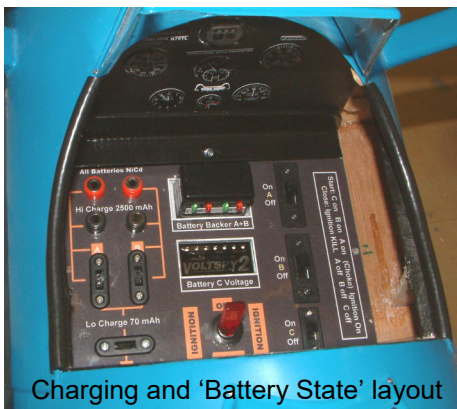
- (a) At least one top quality Rx with failsafe set to idle;
- (b) At least one servo to each elevator half on a separate channel;
- (c) At least one servo to each aileron on a separate channel;
- (d) At least one receiver battery to power the receiver alone;
- (e) At least two batteries linked by a detector/back-up system to power the main control surfaces; and possibly
- (f) Optical Isolation equipment between the receiver and servos where 35 MHz equipment is being used.

It goes without saying that servos should have metal gears and all hinges, horns and linkages should be suitably beefed up to cope with the pressures exerted in controlling a much heavier model in flight.

So equipped, your large model should be able to recover from the majority of malfunctions and land safely as was the case when very dramatically and shortly after take-off, some inexplicable interference wiped out part of my Tx model memory on the Stearman's maiden flight. Despite all the 'power on' and 'power off' safety checks carried out prior to take-off, suddenly, about a half a minute into the flight, both the slave aileron and the slave elevator mixings were lost and these two surfaces deflected by about 20°. Fortunately the model had gained sufficient height for me to trim the 'working' flying surfaces to match the redundant ones and then safely land the model flying from an off-centre stick position.

As well as installing these fail safe devices in a 7Kg model all efforts should be made to ensure that both mechanical and electronic installations are tidy and well thought out. Particular attention should be paid to a good wiring lay-out, careful soldering, where necessary, ease of access for battery charging and clear visual

indication of battery charge states. It goes without saying that any lead connections should be clamped either permanently or with effective keepers. I sincerely hope that this hasn't put anyone off who was thinking of building a large model, but instead provided food for thought so that maybe a more informed decision can be reached.



Charging and 'Battery State' layout

*Once*

## THE FIRST FISHBOURNE OPEN

8TH April 2010

from Bryan Stichbury

This was our first club night in the new Fishbourne hall, and Toni had scheduled indoor flying to celebrate.

I decided to use a format that the Bournemouth Club run at Totton. In addition to the usual duration flying, a target time is set for the flight, and error points awarded for deviation from that time. 3 flights to count.

Junior member Thomas Wilson purchased a Butterfly from FLITEHOOK, and celebrated by winning!

The target Time was 30 secs and his flight times were 29 seconds, (error =1), 23 seconds (error=7) and 32 seconds (error=2) Total error = 10.

Second was Toni Reynaud with times of 19, 25, and 33 seconds giving error total of 19.

Dick Stepney finished third with flight times of 24, 39 and 35 seconds, a total error time of 20 seconds.

So come on buy a Butterfly at the next event and have a go.

I also ran a standard Duration event, with the best two flight times to be added together.

The winner was John Hook, 2 mins. 21 secs.  
Second Toni Reynaud 1min. 57 secs,  
Third Thomas Wilson 1 min. 45 secs.  
Fourth Richard Etheridge 55secs.



*Bryan*



# 3rd International Indoor Fly-in 2010

Jan Massinkhal Nijmegen, 13th and 14th March

Hosted by the Nijmegen Luchtvaart Club.

from Bryan Stichbury photos from the web



Competitors, including 'our Bry' second from the left.

Initially a trial event was held in 2008, to see what the response would be, the IIFI now just gets better. A reward for the effort and commitment shown by this youthful and forward thinking club. With encouragement from the local council, and parental participation and assistance this event could become a permanent fixture on the Indoor flying calendar.

The Jan Massinkhal has a ceiling height of 8meters ( Cat1) and a floor area of 2870 sq yds.

A fairly smooth and unobstructed ceiling makes indoor flying a real pleasure. The worry about getting hung up on the girders, beams, pipes and ducting so much in evidence in U.K. sports halls simply does not

exist.

Peanut scale entries in 2008 totalled 17, this year there were 34 and the scale judges were kept busy for the whole 2 days. Pistachio entries also doubled from 7 in 2008 to 16 this year.

F4E class was a total UK affair, as yet there does not appear to be much interest outside the UK but I could be wrong .Derek Knight won this one with his Tiger Moth.



the manufacturers' 'standard' range. Then of course engine, tank, wheels etc all go up proportionately. You cannot and must not cut corners when equipping your model. Even with smaller models, failure to fit suitably safe gear could, in the event of a third party accident, lead to a claim of negligence on your

part. In extreme cases this could lead to invalidation of your insurance and leave you up the proverbial creek without a paddle. Remember 3D aerobats have large control surfaces. They need powerful servos (no nylon gears) and large batteries to drive them with 3mm linkages (min) and sturdy control horns.

## Models Over 7Kg but under 20 Kg

Below 7Kg models are largely exempt from the ANO other than the well known Articles 74 and 73 but once you step over the 7Kg threshold you encounter a raft of additional legal requirements in the form of Article 98 which places restrictions



89 inch Stearman weighs in at 13 Kg

on use of Air Space, Air Traffic Zones, Height and use for Aerial Work. The most critical requirement, however, so far as the model is concerned is that **'..a flight shall not be made.....unless the person in charge of the aircraft has reasonably satisfied himself that the flight can safely be made.'**

This rather feeble sounding statement belies the onerous responsibility placed on the owner to have ensured that literally all possibilities of structural, mechanical or electronic failures have been considered and steps taken to avert or at least minimise their effect on the model's safe flight. In practice this would mean that you shouldn't



TT...a couple of pounds under 7Kg



## CAA BITES! DON'T TAKE CHANCES

### From Bruce

You will, I'm sure, have read the account in the April Edition of our BMFA News of the modeller who has recently been fined nearly £2000 in the Crawley Magistrates' Court for being in breach of the Air Navigation Order. (Details pp 6.)

Essentially, the modeller had falsified documents to get an exemption under Article 153 for his B17 which had a dry weight of over 20Kg. We are led to the conclusion that something happened (?) prompting an investigation and the document spec didn't match the model in reality. This meant that the BMFA or LMA insurance was invalid and subsequently the modeller was prosecuted for both the falsification and for flying without valid insurance.

What we're not told, is anything about the nature of the incident. Hopefully it didn't involve injury to a third party or damage to property, for if this was the case, the modeller will also be personally responsible for thousands, if not tens or hundreds of thousands of pounds of compensation. Frightening, isn't it.

I know we're all just hobby modellers who just want to fly a model plane and do no harm to anyone, but we must never forget that once our aircraft leaves the runway (and sometimes before) it becomes subject to stringent international regulations and that we have a critical duty of care to anyone or anything in the vicinity. Safety in our hobby must never be taken lightly.

Now for the vast majority of craft which appear on our patch CAP 74 and 73 along with BMFA's guidance for safe model flying and the site specific CADMAC Codes of Practice will suffice. However, we're increasingly starting to see larger and larger i/c powered models appearing, particularly at the Thorney Island site, and so we 'as a body' need to take a step back and look at the implications of equipping and flying these types as they approach the 7Kg dry weight threshold.

For years the 0.40 sized aerobat was standard but in recent times the availability of larger and larger kits combined with cheaper and more reliable large petrol engines has meant that quarter scale models and above are realistically within the price range of a large section of the modelling fraternity. With this comes the possibility that these models may creep over the 7Kg threshold and then we're into 'a whole new ball game.' (My P51 D 'Twilight Tear' was 1:6 scale but with all that glassing, panel and other detail only came out a couple of pounds under the 7Kg mark)

It's surprising how model weight can creep up, quietly and bite you once you start considering powered models of 70 inches and over. Even the sub 7Kg regulations require suitably substantial batteries, linkages, receivers and servos for the model type and size: These items are, of course, much heavier than

In the duration classes, Mark Benns had the upper hand over Bob Bailey in F1D, with the aggregate of his two best flights of 54mins 18 secs

Bob bounced back with a win in F1L posting 28mins 52 secs for his two best in that class.

Back on the scale side, Divs Masters won F4D Open Rubber and Mrs Vibe Masters coming in 7th.

Andre Petit from France came first in Peanut scale with an impressive Thunderbolt. Richard

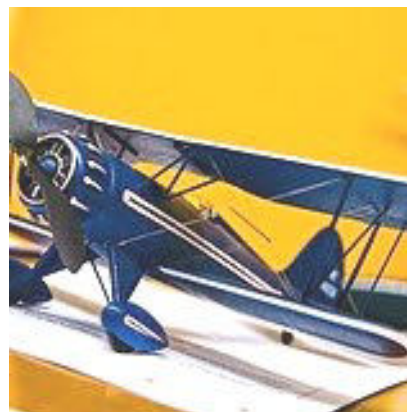
Crossley asked me to proxy fly two models for him. Bit of a challenge with someone else's model, but I managed to get a 2nd place with his Chesapeake. Likewise in Pistachio scale I was proxy flying Richards' Polikarpov I 16 and gained a hotly contested 3rd place. Both these models Richard has carved from foam, and the detail and airbrushing are first rate, something for me to try and emulate. My own entry in Peanut got me 18th out of 34. All the results and numerous videos and pictures can be found on



[www.iifi.nl](http://www.iifi.nl). Well worth a visit.

The buffet banquet on Saturday night was excellent and was prepared by the parents of the club members.

Now for all indoor scale fliers, INTERSCALE 2010, is scheduled for 6th and 7th November and will be hosted by the Nijmegen club.



The journey from Calais is about the same as London to St. Ives Cornwall, and it is all dual carriageway - so dust off the trusty building board.

If all else fails there are some great beers.

Bayan



# Bomb Drop Competition 2010

*from Ray Beadle photos - Ken Knox*

Saturday was a cloudy sunny day, with a slight wind from the sea. There were ten pilots trying to win this year. Models included the normal fun flies, trainers, a semi-scale Decathlon and an electric park-fly.

Two rounds were to be flown. The lowest total distance from the spot was to be the winner.

John Riall crashed his Wot 4 before the start and flew Tony Chants Limbo Dancer in the Comp.

Bruce Smith, flying a Cougar this year started the round and made a score of 46.4ft. John Riall then got 42.2ft.

Mick Blundell with the trainer managed 89ft. Harry Hook was next and managed 14ft still watching the bomb and Tony Chant got the best distance of the round with 11ft.

Don Biles flying his Decathlon was next with 15 ft. He was followed by Malcolm Farrington who managed 19ft and then Tony Combes, flying his own design, made the second best distance with 12.5ft.

Andrew Gibbs had his electric rudder /elevator model with a large water filled balloon which dragged on the ground in practice and burst so he had to hand launch and made a distance of 15 ft. He was followed by Ray Beadle who managed 27 ft.

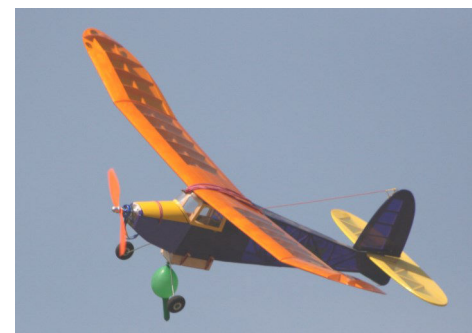
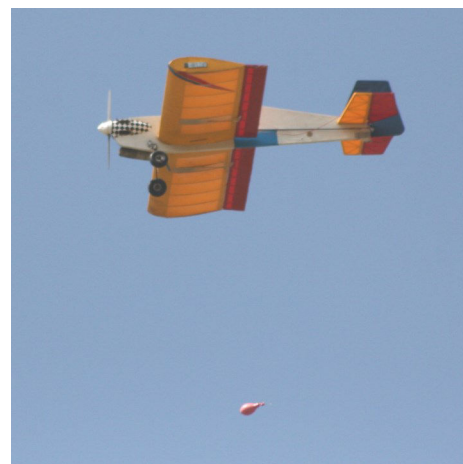
In the second round Bruce only managed 64ft, John Riall got a better 16.6ft, Mick did a good 5.5ft. While Harry produced a winning distance of 5ft but still watched the bomb and crashed! We will have to call him Crasher Hook!. Tony Chant got to 23ft with Don Biles only managing 80ft.

Malcolm got to 46ft, while Tony Combes was pleased to get 28ft. Andrew made a good 8ft after which Ray got to 45ft.

So after totalling the two rounds the results were,  
Harry 'Crasher' Hook 1<sup>st</sup>  
Andrew Gibbs 2<sup>nd</sup>  
Tony Chant 3<sup>rd</sup>



Bomb Drop. 2010 Name	ROUND 1 Distance Ft	ROUND 2 Distance Ft	TOTAL Distance Ft	POS
B Smith	46.4	65	110.4	10
J Riall	42.2	16.5	58.7	5
M Blundell	89	15.5	104.5	9
H Hook	14	5	19	1
T Chant	11	23	34	3
D Biles	15	80	95	8
M Farrington	19	46	65	6
T Combes	12.5	28	40.5	4
A Gibbs	15	8	23	2
R Beadle	27	45	72	7



It was a  
good day !  
Thanks to Tony and Harry who helped with the measuring,  
I hope all enjoyed it

Cheers

RAY

