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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.

NOVEMBER 2006

CLEAR



In this issue:

Open Glider Comp

HairyBatics

Paul Landels

Three Manoeuvres

CHICHESTER AND DISTRICT

Chichester and District Model Aero Club

Committee 2006

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Committee appointed positions

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

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Cover photo: Last raider home? John Riall's 'Plane Nutz' Lightning makes an impressive final approach late on an October Thorney Island session. See John's write-up next month.

Which Airline?

A guy sitting at a bar at Heathrow airport noticed a really beautiful woman sitting next to him.

He thought to himself "Wow, she's so gorgeous, she must be a flight attendant, but which airline does she work for?"

Hoping to pick her up, he leaned towards her and uttered the Delta slogan "Love to fly and it shows?".

She gave him a blank, confused stare and he immediately thought to himself "Damn, she doesn't work for Delta".

A moment later, another slogan popped into his head. He leaned towards her again, "Something Special in the air?"

She gave him the same confused look. He mentally kicked himself and scratched Singapore Airlines off the list.

Next he tried the Thai Airways slogan: "Smooth as Silk".

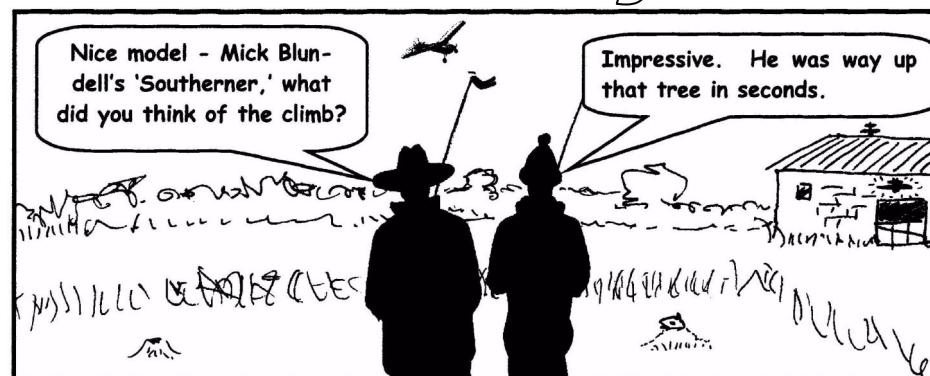
This time the woman turned on him. "What the f*ck do you want!?"

The man smiled, then slumped back into his chair, and said

"Ahhhhhh, Ryanair!!"

from andrew gibbs

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
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		
January		Subscriptions		
February	04	Indoor Flying Westergate	2 - 5 pm	
March	04	Indoor Flying Westergate	2 - 5 pm	
April	08	Indoor Flying Westergate	2 - 5 pm	

The Gibbs Guide to Airline Travel

The gay flight attendant

My flight was being served by an obviously gay flight attendant, who seemed to put everyone in a good mood as he served us food and drinks.

As the plane prepared to descend, he came swishing down the aisle and told us that "Captain Marvey has asked me to announce that he'll be landing the big scary plane shortly, so lovely people, if you could just put your trays up, that would be super."

On his trip back up the aisle, he noticed this well-dressed and rather Arabic looking woman hadn't moved a muscle. "Perhaps you didn't hear me over those big brute engines but I asked you to raise your trazy-poo, so the main man can pitty-pat us on the ground."

She calmly turned her head and said, "In my country, I am called a Princess and I take orders from no one."

To which (I swear) the flight attendant replied, without missing a beat, "Well, sweet-cheeks, in my country I'm called a Queen, so I outrank you. Tray-up, Bitch!

ANNUAL GENERAL MEETING BUFFET AND PRESENTATIONS THURSDAY 14th DECEMBER

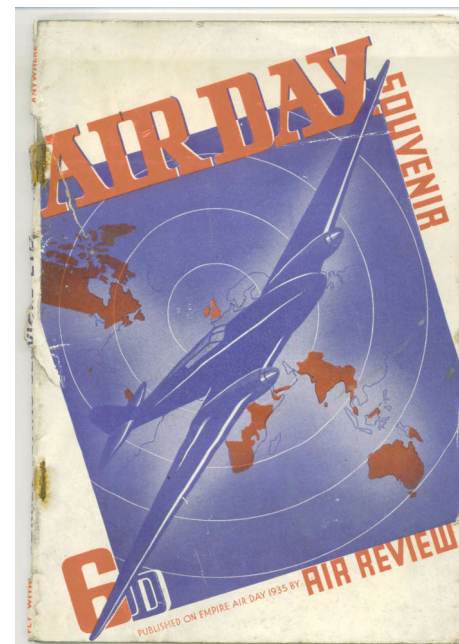
Your chance to have a moan, kick the present committee off or if all else fails, get elected and work for the club yourself!

Editorial

MORE THAN CASH IN THE ATTIC

The other day, my dad-in-law, Jim Billingham sent me (almost apologetically) a bundle he'd sorted out, to see if it was of any interest to me. Amongst the treasure trove were two absolute gems. Firstly a shoe box brimming with dowels, rods and knitting needles of every size - a pure delight to any modeller and especially to a scale modeller. But as if that wasn't enough there was a souvenir program from the Empire Air Day, Saturday 25th May 1935.

Every single one of the 96 pages in this book is brimming with fascinating facts and information about the state of the air industry sixty years ago. Its full of articles by pilots, test pilots, designers. Its got adverts for the latest aero engines and biplanes. Its got hundreds of wonderful pictures, maps of the country's aerodromes and airports and its even got a section on Aero Modelling in 1935! What a treasure it is and I hope to share much of it with you in the coming months. Whether you're a new modeller or an 'old dog,' I know you'll



find the contents just as riveting as I do.

Thanks Jim.



Jim

**Minutes of the
Committee Meeting
Tuesday 3rd October
from Toni Reynaud
Hon Secretary**



Present Tony Chant, Toni Reynaud, Bruce Smith, Keith Wood, Mick Blundell, Ken Knox, Ron Hemblade, Ray Beadle, Harry Walton, Andrew Gibbs

Apologies Gavin Bidwell

Matters arising from previous minutes

Keith W stated that all necessary banking arrangements are now in place for him to be able to fully carry out the duties of Membership Secretary and Treasurer

Correspondence

Bruce S – letter from Mr P Sweet of the Monday Charity at Bosham – their minibus had sustained damage to the retracting step during the club visit to Longleat. Would the club consider making a donation towards covering the insurance excess of £150 incurred? Tony C suggested that the club pay this excess, and on future trips apply a small additional charge of £1 per head on users to build up a contingency fund for this sort of situation. Proposed Tony C, Seconded Bruce S. Unanimous vote for. Keith W to send a cheque to Mr Sweet.

Letter from K Stanley to Tony C referring to the delay in starting the return journey from Hop Farm. Tony C has replied, stating the reasons for the delay, and has since had a meeting with K Stanley to explain further. The matter is now closed.

Mick B restated that having done the minibus driving on Club trips for a number of years, the Hop Farm trip was the last one upon which he would drive. A vote of thanks was given to Mick for his work in this area.

Notification of the SMAE AGM has been received by most of the committee members

Club/Membership issues

Keith W stated that there is one application this month. It was discussed and approved.

Monthly meetings/social programme

October – Club Auction – Ron H donated three items for sale, proceeds to go to Club funds. Toni R to contact Phil Claridge to confirm that he is willing to be the second auctioneer for this event.

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

December AGM – Tony R to arrange small buffet for this meeting.

January – Open.

February – Possible talk on repairing high tech gliders.

Other possible talks include flying meteors and VC10s. Ray B to investigate.

Outside events Nothing to report.

C O N G R A T U L A T I O N S T O



Junior Member Philip Roberts (16 later this month) on achieving his BMFA Award Scheme 'A' Certificate on Thorney Island on Sunday 29th Oct.

Philip currently attends Chichester Boys' High School and would like to join either the RAF or his dad, John, at Astrium (satellites/airbus etc) in the future. We both think its time that dad stopped pretending with the full sized and started to do some real flying - there's space for a new trainee now!



CADMAC Hon. Secretary, Toni Reynaud on discovering the cause of the motor vibration on his TwinStar II. Toni meticulously went through every possible cause (or so he thought) lubricating and tightening but all to no avail. To be absolutely correct, however, I think it was the pilot who first discovered the solution, when one blade of the Gunter prop embedded itself in the side of his head! One man's meat... as they say - at least the pilot's headache has now cured Toni's!

Scale Symposium Snaps from Rob Horton

1



2



1. A good turn-out on a bright windy day.
2. Fred prepared his Minay's Messie while pilot for the day, Morris, looks on with trepidation at the 'dolly' launch.
3. Officials resort to 'Plan B' - taking cover behind the transmitter enclosure as 'MM' attempts a second take-off.

3



Competitions Rob Horton won the Scale event. Thanks to Bruce for running the event. The third day of the Gliding comp was held successfully – results to go into next month's CD. Rolls, Loops and Spins is the only competition left for this year, to be held at Thorney Island on the 14th October. As all comps but this one are finished, there was a discussion of types of trophies to be awarded. Certificates with small individual trophies was agreed as the best way forward. All committee members are to consider nominations for the best or most advanced pilot this year, seeking advice from members where appropriate. Nominations to be aired at the next committee meeting.

Training

Progressing at Porthole and Thorney.

Safety

No direct reports to the Safety Officer. However, an email from Colin Stevens had been sent to the Safety Officer regarding the use of a pilot's box at the south-west corner of the runway on Thorney when the wind is easterly. He has concerns over what happens when there is a southerly component in the wind – will this cause overflying of the car-park, pits or peri track? After some discussion, the conclusion of the committee is that the new positioning of the pilot's box under predominantly easterly wind conditions is at present on trial. If after a year or so the new position is found to be unworkable, then we will revert to flying from the present westerly box during easterly winds. In the meantime, all pilots should follow the Standard Procedure for flying in easterly winds of turning immediately after takeoff to avoid excessive overflying of the forbidden grass area. If pilots do not feel capable of achieving this pattern (for any reason) they should not fly under these conditions. Rule 3.18 in the CADMAC Pilot's Handbook applies.

Andrew G proposed that there should be no right turn after takeoff into an easterly wind. Seconded by Tony C, carried unanimously.

Communications

Communication from Thorney Island liaison officer – the passes for CADMAC members at the gate are reaching their date limit. As Thorney produced the passes in the first place, they will update them. Tony C has provided the liaison officer with the latest up-to-date list of members.

Bruce S - CD is on track for printing this month. Cleaning cartridges are working well, but are having to be used more frequently, so the printing task is taking longer. Members are contributing plenty of good articles, and this is appreciated by the editor.

Thorney Island

Access to the flying site is still OK. The liaison officer arrived at the flying site during the Scale Day and pronounced himself satisfied with the way that the system is running, both for access and the setup and control at the flying area.

A new first aid pack, storage box, fixing bolts and road marking paint have been obtained. To be installed/used as the opportunity arises.

Trundle

Nothing to report.

Porthole Farm

The grass has been cut. The mower is working well. Mole pellets are needed to keep lumps on the patch to a minimum. The farmer will get them and the club will reimburse him.

Indoor flying

Six people turned up at Seaford – the club will subsidise the loss. Mick B wishes to stand down as Indoor Flying rep. Tony C instigated discussion as to whether CADMAC really wants to continue with Indoor Flying meets. Opinion to be sought from members.

BMFA

Nothing to report.

AOB

Next meeting Tuesday 2nd November 20.00.

Jon

AUCTION REPORT

The Club Auction last month had a wide variety of items from practical accessories to some impressive models. Some 75 members turned out.

Thanks to John Riall and his little band of helpers, some £850 of goods were sold, raising just over £90 for the Club.

Thanks are also due to John Fowler who assisted in booking in the lots.



Keith

Keith Wood
Treasurer and Membership Secretary

to do a sort of spin and a bouncy landing! in 1min 19 sec, Round three, this was the last chance to win! So I changed my flying pattern and flick rolled into the spin but nobody could agree if I had done the correct amount of turns, so I had to scrub this go, Tony didn't hit me this time and bettered his best time by 1 sec to a 27 sec, while John managed a 32sec.

Steve gave it his all and blasted round in 25sec. Tony flew the 109 but did not better the previous time, while Dave retired with a broken canopy, Mick did his best time of 53 sec but Ken could not get his Top Dog to spin but we enjoyed the performance even if it took 3min 19 sec ,don't think this is suitable for this type of thing eh! Ken?

So the final result was a win for Steve Skinner, a second for Tony Chant and a third for John Riall.

This was a good day and enjoyed by all! We missed you Bruce. It's the last competition for this year, so I hope you all will try to join in next year.

Cheers

Ray Beadle - Hon. Competition Secretary

RAY

LOOPS ROLLS AND SPINS 2006	Round 1	Round 2	Round 3	POSN
	Time/ Distance	Time/ Distance	Time/ Distance	
R Beadle	0.41	0.42	-----	4
T Chant	0.32	0.28	0.27	2
J Riall	0.38	0.37	0.32	3
S Skinner	0.28	-----	0.25	1
F Minay	1.13	1.08	1.15	7
D Honeysett	1.05	0.49	-----	5
M Blundell	0.56	0.58	0.53	6
K Knox	-----	5 1.19	3.19	8

Three Manoeuvres

from Ray Beadle

Eight Pilots came for the loops rolls and spins comp. the weather was overcast with a light wind from the NE.

Aircraft were either fun fly's or 3Ds there only exception was Dave Honeysett with a Crescent Bullet, Nice to see you Dave. Nice to see Tony Chant out again too.

The rules were, start the clock on release of plane, take off do three rolls, three loops and three spins, in any order, then land, the clock stopping when the first part of the model touched the ground, the winner would be the shortest time, three rounds were run.



I went first and managed it in 41 sec. at least I got a time in! Tony Chant was next and ripped through it with 32 sec. Now we had a challenge ! because next to go was John Riall who nearly tried too hard , when he did the spins first only he just got enough height and hit the ground with the UJC on pulling out, but still carried on, the plane bouncing back into the air, he finished with 38 sec and with a whole plane, not even a chipped prop, good one John! You needed the sit down after that.

Steve Skinner came out, never having done this before, but there were rumours he had been practicing! and blazed through in 28 sec. Fred Minay had his 109 now powered by an OS 25 and this was flown for him by John who got it to do all the manoeuvres in 1min 13 sec , it will make a nice trainer.

Dave Honeysett was next with his Bullet and did a 1min 05 sec .This plane takes up a lot of sky but is very smooth, Mick Blundell was last in this round with his large Hype and showed us how to do it in 53 sec, without the plane always going where it was meant!

In round two I only did 42 sec. Tony however got to 28 sec, even if he managed to hit the time keeper, age makes you too slow!! John only bettered his time by 1 sec at 37 sec, Steve got through the rolls and then lost the silencer and had to abort.

Tony flew Fred's 109 this round and finished with 1min 08 sec, while Dave improved to 049 sec but Mick was worse with 58sec. Ken Knox joined in for the second round with his Top Dog, and even managed



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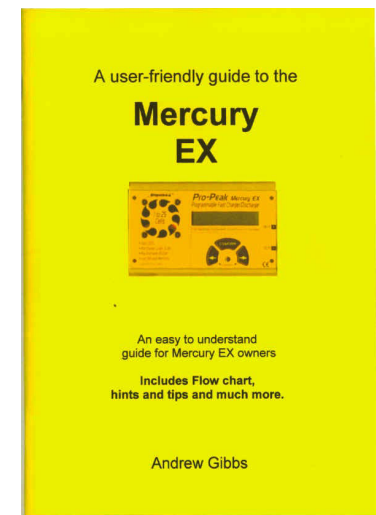
User friendly guides by Andrew Gibbs

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Open Glider Comp



The master at work. Ray Beadle lifts off on the bungee line

This Competition was run over three days in July, three rounds per day, so a large range of weather conditions could be expected. This turned out to be true, quite windy with sun on day one, no wind at all on day two, light wind on day three and strong winds on the replacement for day two.

For day one seven pilots came, and the lift was strong but patchy and in first round two pilots Ray Beadle and Mick Blundell made the 10 min max, while three others managed 4 to 5 mins. In the second round Ray Beadle made 10 min and Eric Gregory did 9.41 with Don Biles 5.28. The third round was difficult with the best time being 4.37.

Day two turned out to have no wind at all, so was abandoned.

Day three had five pilots, with the wind light and little lift. The best time in round one was 6.05, 7.35 in round two and 8.13 in round three. Eric Gregory having the best two times of the day.

The replacement day was run late in October and it was windy with threatening rain showers, five pilots arrived and it was decided to go for it. It was a wing bending day!

PAUL LANDELS



I know that many of you now know that on Thursday 20th July, Paul Landels, co-founder of Just Engines passed away following a severe heart attack. Paul will be greatly missed by all who knew him. I personally have lost my husband and we, the 'JE' team have lost a key player and are reeling somewhat!!

We, 'the team' ; Jenny, Paul B, Jan, Geoff, Jane and Graham will continue to offer the same industry-leading customer service and expertise that you have come to expect from Just Engines. Our 15 year history, commitment to excellence and wide range ensure that the team can meet and exceed your needs - we are standing by for your orders...

However, please bear with us a little in the short term as we regroup. Your orders will be our first priority and sincere thanks to all of you who have stated both to us and on the forums that you will continue to support us - it means a lot! If, because we are prioritising orders, you have to wait a little longer for a reply to an email or a quote for a custom exhaust, please forgive us. If the web site gets a bit out of date for a while, please bear with me - this was one of Paul's main jobs!

The team, my sons and I would like to thank you all for the overwhelming number of messages of condolence and goodwill, Paul worked really hard to 'be the best' in customer service and it is comforting to know that you all appreciated that.

Jenny Landels

1. Snake Use your ailerons to snake the model from side to side. It will lose a little height of course as you do this, but it will give you good practice pushing the stick forward to hold your altitude; and



Porpoise Use your elevator to make the model climb and dive gently.



tly. This will really make you feel in control once you've mastered it. Both of these manoeuvres should be practised on the second part of the windward leg as the model passes the pilot's box. Don't forget - roll out of problems - don't yank up the elevator.

The next step is to put your L/R orientation to the test and fly a whole windward leg. Your 'supporting push' on the right hand stick should now be getting well grooved, so fly a normal circuit and after you've completed the base leg align your model down the centre of the runway and roll to inverted. Hold the model at a steady altitude as she flies past you but you WILL be allowed to grin, broadly. It feels really good to do that inverted pass.

Having practised these four windward exercises you should be quite competent enough to begin flying inverted circuits. Take it a leg at a time, if you like. i.e. Fly the windward leg, aileron turn through 90°, hold her level then roll out. Build up the circuit through one, two, three and four turns. As your confidence grows you can increase the 'Wow' factor by easing back on the 'push' and letting the model dive on the windward leg. Don't try and skim the runway inverted though - your model may fly quite happily at about six inches from the ground, BUT the moment you push down elevator to gain height the tail will catch the floor and pull the nose back down again! OUCH!

Enjoy practising your inverted flight and don't forget -
The secret of good manoeuvres is GOOD POSITIONING.

Once

In the first round Ray Beadle managed 7.50 and Mick Blundell a 6.21, in the second round Mick got 6.24, with nobody else better than 5.07. Ray came up with 7.53 in the third round but Mick could only make 3.44.

Open Glider	ROUND 1	ROUND 2	ROUND 3	TOT	POS
2006	Time/ Distance	Time/ Distance	Time/ Distance		
Day 1					
R Beadle	10	10	-----	20	1
J Riall	4.4	2.32	3.46	8.26	5
E Humby	2.04	2.54	1.43	4.58	6
M Blundell	10	2.25	3.24	13.24	3
D Biles	4.11	5.28	4.32	9.54	4
E Gregory	4.46	9.41	4.37	14.27	2
H Hook	-----	2.45	-----	2.45	7
Day 3					
R Beadle	6.05	5.53	7.04	13.09	2
E Humby	1.42	3.24	2.46	6.1	4
D Biles	3.58	4.29	7	11.29	3
E Gregory	3.14	7.35	8.13	15.48	1
J Smith	2.37	2.56	-----	5.33	5
Day 2					
R Beadle	7.5	5.07	7.53	15.43	1
J Riall	3.14	3.08	3.44	6.58	4
M Blundell	6.21	6.24	3.44	12.45	2
D Biles	3.22	3.5	4.4	8.3	3
R Hemblade	2.08	1.54	3.24	5.32	5

So the final result over three days was a win for Ray Beadle with a total of 35.43. Second came Eric Gregory with 30.15 and third Mick Blundell with 26.09

Thanks to all who attended and made the days very enjoyable.

This is a relaxing comp. Its pity more people don't come and compete

Ray

HAIRYBATICS

from bruce smith

Most R/C fliers commence their aerobatics career with rolls and loops. They've been dying to throw the old kite about ever since they first picked up a tranny and its not long after they've established basic control that they start to experiment. This is good and great fun. Climbing just short of the stratosphere and whacking the old sticks about in no particular part of the sky gives great initial enjoyment - but they're not particularly controlled manoeuvres - and aerobatics is all about fine control. So lets start our little sojourn with that quintessential skill for almost all aerobatic manoeuvres....

INVERTED FLIGHT

..and before you choke on your brown ale just think for a minute - most aerobatics involve the model becoming inverted at some point - we can't get away with closing our eyes, so we may as well start our aerobatic career on a sound footing and practice getting the thing upside down!

We must realise, of course, that not all models will fly well, inverted. Pattern ships, 3Ds, sportsters and WWII warbirds are all designed to behave themselves impeccably when the pilot's hat falls off. Most trainers, too, will fly reasonably well, upside down, but inverting a vintage model with a pronounced dihedral is not a recipe for first-time success. Exceptionally nose heavy models also require a lot more work to keep them on the inverted straight and narrow since these have been trimmed out to fly 'hands off' with a fair bit of 'up.' Once inverted, this becomes a fair bit of DOWN, so have a look good look at the old CG again before you decide to go legs up! Once you really get into aerobatics you may well find, as I do, that having the CG well back is the way to go. Models spin far flatter and require far less control surface throws when the CG is rearward - my Twist 3D balances about 2cm behind the recommended rearward point but will happily fly inverted, hands off.

Right then, we've found a suitable model and checked, or adjusted the CG so let's get down to it.

The first thing to decide is 'where' we're going to make our first inverted attempt. Obviously at a reasonable altitude but not overly high - we need to see clearly what the model's doing. Ideally we'll roll to inverted on the windward leg of our circuit and shortly after the model has passed the pilot's box. This way we can see the natural left/right orientation of the model which, of course, does not change if model becomes inverted.

Before we throw that stick across, though, we must be perfectly clear in our



Adrian Childs demonstrates great mastery of inverted flight at the Club Gala in 2005. The picture shows his Miles Magister look-alike (Priory Models Silhouette) skimming the grass of the Porthole Farm strip having first swooped down from a hedge hopping approach.

mind, just what we'll do, if it all goes 'pear shaped.'

ROLL - don't hit the up elevator. Just roll till the craft's the right way up, then make any other correction. Then just fly away and try again.

Now assuming that your half roll to invert the model hasn't thrown it into an inverted spin, a waterfall, a blender or similar, then you'll need to get onto the down elevator pretty fast as most mods will drop their nose in this attitude. Push forward as if you're using the stick as a prop to support your plane, just like you did to support its wings in reverse orientation when you were learning. Don't worry if your model zooms upward. Better safe than sorry. Just roll back to normal, fly round to try it again and don't push quite so far next time. Two or three tries and you'll have found out how far to press to keep her nice and steady in a horizontal attitude. Now, let her fly away from you for a few seconds, using the right hand stick to keep the wings level (sorry Mode One users) and then roll back the right way up. You might even give a little push of down before you roll back just to keep her honest.

NOW THAT WASN'T HARD, WAS IT?

Once you feel comfortable with this you could vary this windward leg in a couple of ways: