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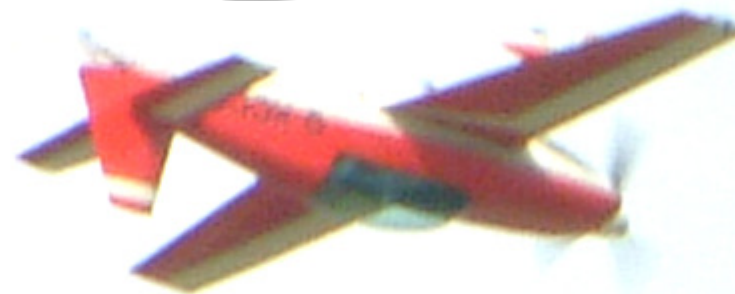
Contact Pauline or John on: Tel: 0238 0861541.

Email: pauline@flithook.freemove.co.uk

The articles and views expressed by our members, are not necessarily the views of the editor or committee and therefore we reserve the right to modify and or refuse an article if it is considered in the best interest of the club.

# CLEAR

# DOPE



**In this Issue**

**3 Manoeuvres Comp.**

**Hop Farm Air Show**

**CHICHESTER AND DISTRICT  
MODEL AERO CLUB**

# Chichester and District Model Aero Club

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

## Committee 2007

Chairman	Tony Chant	01243 262816
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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
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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:

Extra 300s fly in mirror formation at the Southern Model Air Show, Hop Farm, Paddock Wood.

## NEXT MONTH'S MEETING AGM + BUFFET Thursday December 13th

## WEB WATCH

from Colin Stevens



You've never seen so many video clips in one place as at -

[http://www.alexisparkinn.com/aviation\\_videos.htm](http://www.alexisparkinn.com/aviation_videos.htm)

Also listen to the sound clips. Especially enjoyable is the JFK chaos.

Google Earth Shoots F3F

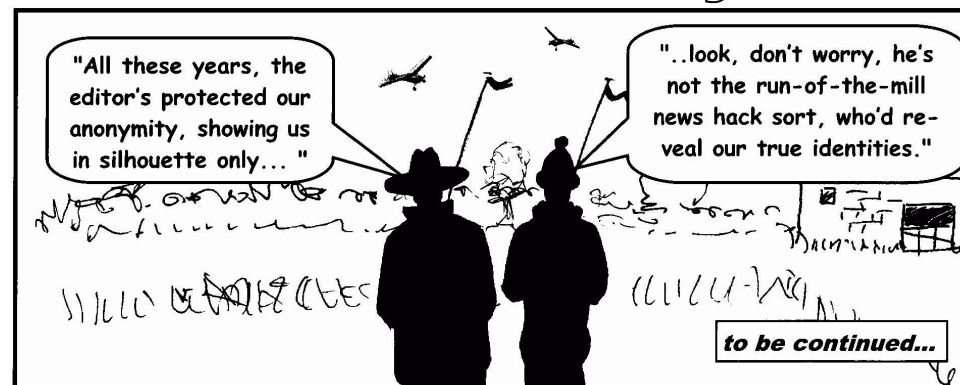
No more malarkey in the long grass. What's the world coming-to?

<http://www.rc-soar.com/events/gearth/earth.htm>

Loads of reading and hundreds of images of air racers drawn by Taichiro Yamashita

<http://www.warbirdaeropress.com/>

## TeX & ReX *by Cobbo*



# Remembrance

## Sunday



**SUNDAY 11th NOVEMBER  
NO FLYING ON  
THORNEY ISLAND**

**End of Season  
Barbi & Fly-in  
Friday 28th Dec  
Porthole Farm  
From Noon**

## SPACE TO LET

I think it was in one of his epistles to the Ephesians that Saint Paul wrote, “..even a fool, if he holds his peace, may be thought wise; Therefore keep your mouth shut and show your good sense.” Well, this old fool, never one to heed good advice, has bumbled on for five years now testing the patience and tolerance of members and committee alike until, in a rare moment of sanity, the penny finally dropped and he’s decided to show ‘his good sense.’ Kipling, I think, sums it up in IFV2:5/6. I have, therefore, with some regret, made the decision - not to stand for re-election next year as CD editor.

In many ways it’s just the wrong time to pack in the production of everyone’s favourite midge swatter - for having struggled for years with lack of contributions, out-of-date distribution lists and dodgy print cartridges - more recently things have become so much easier:

- (I) CD now benefits from regular quality contributions from members and excellent concise Minutes from our new Secretary;
- (II) Our new Treasurer & Membership Secretary provides monthly updated data files of members details in a format which feeds the envelope printing software and vastly simplifies postal distribution; and not least
- (III) Our recent purchase of a ‘state of the art’ Laser Printer which produces the ready collated magazines at an alarming speed with no fuss or heartache has turned ‘hard copy’ production into a pleasure.

In fact it’s a wonder that CD production, like anything else in this life that’s remotely enjoyable, doesn’t carry a Government Health Warning!

However, the time is right for me to step down and spend more time torturing the old banjo and crushing wildlife underfoot on the Sussex Downs; to relinquish to someone else the heady power and authority of the position - *and to be honest* I’m sick and tired of the glitzy social invites, the glamour models banging on the front door and the BBC’s repeated requests for me to replace Alan Davis on Q.I.

So - if you’re intelligent, witty and an accomplished raconteur - don’t even consider putting your name forward for the position - otherwise, think seriously about having a stab at it. Of course, I’ll provide all the software, templates and training, etc. etc. if needed.

### Qualifications?

The ability to read would be quite useful and any candidate who possesses two fingers for typing will have a distinct advantage over the outgoing editor.

*DMCE*



## Minutes of the Committee Meeting

2nd October 2007

from Toni Reynaud - Hon Secretary



**Members Present** Tony Chant, Harry Walton, Morris Campbell, Toni Reynaud, Ray Beadle, Keith Wood, Bruce Smith, Allen Miller, Mick Blundell, Ray Andrews, Ken Knox.

John Riall, Ron Breach (Members Observing)

**Apologies for absence.** Gavin Bidwell

**Matters arising from previous minutes.** No Matters Arising

**Correspondence.** Toni R presented a couple of items from the BMFA Council Meeting held on 5th May 2007. BMFA Is sorting their website (as are we), and there is considerable interest in the field of UAVs. There will be a BMFA Presence at a large conference in Paris where aeromodelling interests will be defended..

Tony C – Membership Number for M Pierce has been put on his membership card – card passed to Harry W for onward transmission plus two others passed to Keith W for onward transmission

Tony C – letter from Defence Estates with new method of paying our rent for Thorney Island – passed to Keith W for action.

Treasurer and Membership Secretaries finance and membership report.

Three applications for membership, all interviewed by one or more committee members at last meeting - approved. Income to the Club from the Auction was £81, total sales were £1,440. In view of the fact that Auction houses generally charge 10% of sale price, should we consider increasing our charges, or at least not accepting multiple lots at reduced charges. Committee members to consider over the next month.

Social Secretaries report.

The room is confirmed for the AGM. Buffet is to be provided by Club Members, Toni R to co-ordinate. Mrs Riall to be asked to organise a Raffle for that evening. A draft programme for next year was shown to the committee, and suggestions requested for the three empty evenings

**Thorney Island representative report.** Nothing to report. A new weatherproof set of pegs Is under construction.

**Thorney non member application forms.** None.

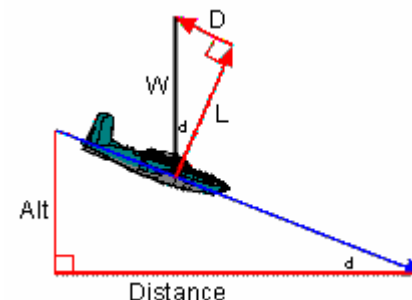
**Thorney Island general use. (update section).** Nothing to report

**BMFA representative report.** Ken K and John Riall both went to the last Southern Area Committee meeting. See AOB. newsletter still to be done – Ken K's PC is dead! He hopes to get our Christmas Indoor Meeting onto the BMFA Website. The Southern Area still needs a Chairman.

Hi Bruce

Further to our short conversation on the airfield -

I wanted to make an observation that has relevance to draggy models at the landing phase, and it comes from the famous pic-



I find it sad that so many people when seeing this pic for the first time reject it because it's "just theory", but it illustrates fairly clearly so many issues of interest to modellers. A useful visualisation is to see that the aeroplane is suspended by the vector combination of its lift plus its drag. No drag, and it's suspended by lift alone and flies level. No lift, and it's suspended in a terminal velocity vertical dive by drag.

The diagram represents the steady-state balanced condition. If any force is changed in magnitude, an acceleration will be caused in all 3 vector directions which will cease when equilibrium is restored by self-compensation of what is intended to be a self-stabilising system. It's a lot of words, but I think you'll see what I mean.

Now, to get to the point: If following my suggested landing technique of increasing power just before the flare to level the flight path, then if drag is suddenly equalised by thrust increase, the vertical vector component of lift is now less than the weight. The aeroplane has inertia, so the re-balance cannot be achieved instantaneously, so a temporary downward acceleration must be generated. The aeroplane will speed-up a little until it levels and a new balanced value of lift is established.

Thus, whatever flare technique you use, a sudden increase in power will cause an unexpected temporary drop in lift. Draggy models like biplanes will be more susceptible. All of this assumes no applied trim changes. I can feel my thumb pulling back on the stick already, in order to apply a sudden increase in lift-coefficient to make good the loss in the drag contribution.

I think I've got this right, but I was just a bit surprised by it. It would be interesting to test this theory on the airfield to get an idea of the magnitudes. What do you think?

TTFN, Colin S



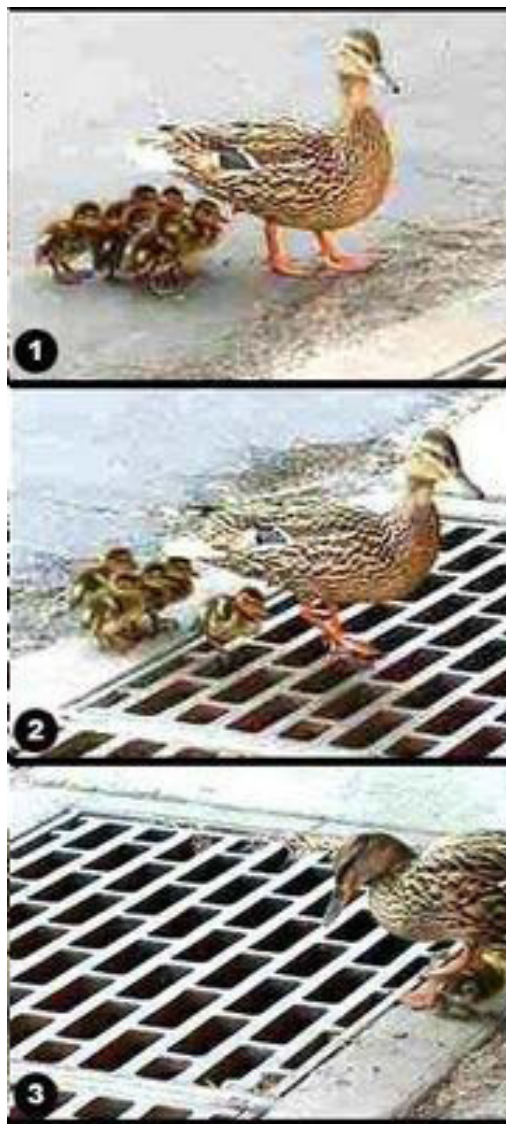
# SAFETY

It's not always a good idea to blindly follow the leader, as these ducks on the right can attest, or maybe this was just a bad parenting job. In any event, a new year is an excellent time to reflect on the past and plan for the future. Safety must be on our minds at all time to prevent repeating a mistake from the past or preventing a mistake in the future. Let's make sure 2008 is our safest year ever. These are miniature aircraft capable of inflicting some serious damage if we become careless in our actions. Every member should read and reread the BMFA safety codes included with your membership information and of course our own 'Pilots' Handbook..

**Safety is no accident.**

Acknowledgements to –

Fox Valley Aero Club



**NEXT MONTH'S MEETING**  
**AGM + BUFFET**  
**Thursday December 13th**

**Safety Officer's General report and site accident report** There have been no accidents or incidents of note, and no major problems with pilots. Tony C mentioned that there are still defined spots of interference on Thorney Island, and that we should consider calling in the BMFA Experts on this matter. We should also make more use of the Club Crystal/Transmitter checker to ensure that pilots have the correct crystal and flag when flying. We should also suggest that members should upgrade receivers to the best they can afford to beat interference.

**Porthole Farm representative report.** Mick B reported that one 2.4GHz equipped model crashed at Porthole Farm this month, probably due to incorrect Rx installation. Otherwise nothing to report

**Porthole non member application forms.** Five non member application forms handed to Toni R for Archiving. Signs for the public footpath warning of Model Aircraft Flying are to be made and positioned.

**Porthole general use. (update section).** Nothing to report.

**Editor's progress on production of Septembers Clear Dope.** Bruce S reported that this month's CD is on track, and he has an article in hand for next month. Two new toner cartridges have been bought, and cost per copy now stands at about 40p, (previously about £1)

**Trundle hill representative report.** Ray A reported good use of the Trundle this month – winds have been favourable. Some Meon Valley Soarers have been using the site, and have been amenable to showing BMFA cards.

**Indoor Flying representative report, finance and member lists.** Allen M reported a disappointing turnout last meeting – about nine pilots. Loss of about £15 on the day. Weather was good and flying was outdoors as well as in. Toni R to send a general email to other clubs in the district to try to boost attendance

**Competitions Program.** Ray B reported that Bruce S ran the Scale Comp at Thorney Island. Only six pilots took part. Report in Clear Dope. Next Comp is three rolls, loops and spins on 13th October.

There have been six comps this year and a different winner for each, so there might be difficulty choosing a Victor Ludorum winner.

Nominations were made and voted on for the Most Improved Junior and Senior pilots.

Nominations are still required for the Jerry Devenish trophy. Some were discussed, but no final selection made.

**Monthly Meetings/Social Events Programme.** October - Member's Forum led by Tony Chant – a discussion of anything and everything to do with the club.

November - Bruce is prepared and happy to give an on-screen and practical presentation of techniques for producing scale detail.

December - AGM

**Junior Members representative report.** Nothing to report.

**Web Site Update - Progress report.** Tony C has the password and other necessary detail from Lee H to enable access to the website. Ray A expressed an interest in taking over and maintaining the site. Lee H will still get membership in recognition of the cost of ownership of the site and name.

## AOB.

John Riall presented a report on the process of examining and appointing a new Club Examiner. He had tested a candidate, got the necessary forms signed and sent to BMFA Headquarters at Chacksfield House. The test was ruled to be invalid because the procedure for carrying out the test as laid down in the BMFA Handbook had not been followed. This procedure had been changed this year, and was not an obvious change. John then phoned the Area Achievement Scheme Coordinator and explained the mistake which had allowed the situation had arise and got verbal consent for the test to stand if a new set of paperwork was sent to him. However, within the hour another phone call stated that it was not ethical for the same examiner to test a Candidate for both B Test and Club Examiner status, and the "Invalid Test" ruling would still stand.

Conversations with other Club Instructors and Examiners elicited that this is not an acceptable statement, as it throws a shade of distrust on the examiners. However, although the ban is still in place, John is trying to resolve it at Area level.

Tony C, Ken K and John R attended the Southern Area meeting, where the subject was brought up by the Area Achievement Scheme Coordinator and discussed by the Committee. At the end of the discussion, the Chairman found for the CADMAC point of view. However, a Review Meeting took place five days later and the Area Achievement Scheme Coordinator (Chris Davenport) stated that the new Application will be refused.

The inference is that the Area Achievement Scheme Coordinator and others do not trust the ethics or standards of John Riall, the Area Chief Examiner, in this situation. Bearing in mind John's history of work within the BMFA and CADMAC over a good number of years, and the Committee's knowledge of his standards, this is unacceptable to both John and the Committee.

A partial resolution is that the candidate could be tested by another Examiner.

John Riall will continue to try to resolve the situation from his position of Area Chief Examiner and Tony Chant will progress the situation from his position of CADMAC Chairman. Keith W to assist Tony in drafting a letter to the BMFA Southern Area Committee. The objectives are to confirm our candidate's appointment as a Club Examiner, and to get an apology for the treatment of John Riall.

Bruce S proposed that the Committee state they find it totally abhorrent that our most senior Club Member, ex-Chairman and Area Chief Examiner has been insulted by this mismanagement of the appointment of a new Club Examiner.

Seconded by Morris C, unanimous vote for.

Bruce S then asked to be considered for testing and appointment as a Club Examiner.

**Date of Next Meeting** 06/11/07.

*Toni*

# AGM

Listed below are the CADMAC Committee positions and the members who currently hold them. Members willing to stand again if re-elected are marked ☺

Chairman	Tony Chant	☺
Secretary & Social Secretary	Toni Reynaud	☺
Treasurer & Membership Sec	Keith Wood	☺
Competition Sec.	Ray Beadle	☺
Safety Officer	Morris Campbell	☺
Thorney Representative	Harry Walton	
Porthole Farm Representative	Mick Blundell	
Slope Representative	Ray Andrews	☺
BMFA Representative	Ken Knox	☺
Webmaster	Lee Hackett	
Junior Representative	Gavin Bidwell	
Indoor Representative	Allen Miller	☺
CD/Handbook Editor	Bruce Smith	

If you would like to stand for any of these positions please inform  
~~our secretary. You will need a Proposer and a Seconder.~~





Scale buffs were very well catered for with a variety of displays repeated throughout the day. I was very taken with the sedate Pre WW2 section where mostly bi-planes floated gracefully round the sky with their Laser engines purring like contented kittens

By stark contrast the WW2 contingent teamed up with the R/C Land-Army Section, which was also displaying, to provide a thoroughly breath taking spectacle. Firstly a variety of mock buildings were erected on the far side of the runway. Next a variety of tanks and land-craft took up position before the stirring 633 Sqdrn music struck up



and war-birds took to the sky with RAF and Luftwaffe types chasing and duelling. Next the music changed to 'The Dam Busters' and aircraft began simulated bombing runs on the buildings which one by one were vapourised in a blinding and deafening pyrotechnic display which of course was remotely controlled and linked to the aircrafts flight patterns. Brilliant!

I thoroughly enjoyed my day at Hop Farm as no doubt did loads of other CADMAC members who'd also made their own way there in their own cars. What a pity we've now seemed to have lost that 'esprit de corps.'

*BMCE*

## Renewing BMFA Subscriptions

Members will know that there are two ways of renewing your BMFA annual membership; either through the Club or independently - the latter being known as BMFA 'Country Members'.

Out of a total CADMAC membership of circa 145, some 27 or 20% are Country members. This is not an insignificant number. From the Club's point of view, it is far easier administratively if members renew through the Club.

For example, it avoids the need to check every year that Country Members have current BMFA membership. This is required under Club rules for obvious reasons. Apart from the workload and practicality of this, I dislike having to ask those long standing and trusted Club members to demonstrate that they are 'paid up'.


May I ask therefore that if you are a Country Member, you give consideration, when subscriptions are due, to renewing through the Club. For some members there may be good reasons for the independent route (they may be a member of another Club) but I suspect that for others, a change to a Club based renewal would be possible.

*Keith*

Keith Wood


Treasurer & Membership Secretary



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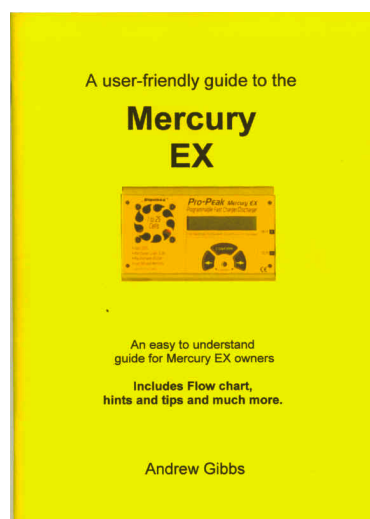
## Gibbs Guides

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**



One of the many nice things about the Hop Farm Show is that the organisers break up the model flying displays with full size aircraft displays. Last year it was Denny Dobson in his Pitts Special but this year we got 'three for the price of one.' In the first break we were treated to the aerial duo of Paul Fellows and Dan McGinn wringing out their Lycoming powered Extra 300s - they treated us to the stomach wrenching lomcevak and awe inspiring mirror flying, while the second interval was flown by twice British Champion and World Champion 3D heli pilot Denis Kenyon.



The 'Aces High' Team gave a fabulous display with their one twelfth scale Second World War-birds powered by 15 to 25 size i/c engines. They engaged in live combat chopping the 10m streamers they all towed. Two 'mid-air's occurred - one slight but the other totalled both models. Fantastic fun!



# HOP FARM EXTRAVAGANZA

Wow! That just about sums up the day at the Southern Model Air Show, Paddock Wood near Royal Tunbridge Wells. Yet again the weather was good (boring) and the crowds flocked in to The Hop Farm where the air show was just one part of the weekend's attractions - all included in the entry price.

The huge array of model aero trade stands spilled out way beyond the nominal boundaries of the flight line and terminated in a massive marquee displaying all the Graupner products - 'first time I've come across this. Our own Plane Nutz had established their camp on an excellent site immediately behind the commentary position and their 3D display of goods was arousing a lot of interest.

Although I'd set off reasonably early in the morning, the SMA devotees must have been up with the lark and three rows back was the nearest I could get to the action when I first arrived. The majority of spectators had brought chairs, flasks, food etc, and were set in for the day - and they weren't going to be disappointed with the day's program.



*'The Village People' enjoy a 'Death-Slide and knife edge pass.*

The quality of flying was exceptional with most of the top named pilots you'll see around country and of course there were the now customary breath-taking displays of aerobatic and 3D flying. As usual there were trade display teams, a minimal number of heli displays and some spectacular jet flying including one heart stopping moment when a scale passenger jet at about two metres was undertaken at over 200mph. (The pilot was Ali Machinsky - of course!)

## Three Manoeuvres Competition Photos by Ken Knox

Thirteen Pilots came for the loops rolls and spins comp. the weather was over-cast with a very light wind from the East

Aircraft included fun fly's, sports and three electric. J Riall flew an indoor depron And Now

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 in a pre selected area , the winner would be the shortest time, two rounds were run.



John Riall indicates to new competitors where their models must be before they commence the aerobatics!

John went first and although blown about by the wind managed it in 31 sec. S Skinner was next and ripped through it with 30 sec. A good start as T Chant was later in the list! S Whittle flew an electric Kaos a though it did not turn fast, put in a good time of 47 sec. Mick Blundell followed managing a 57 sec. but did not land on the right area so got 20 sec added and then R Beadle did 60sec. B Smith flew next in 40 sec using H Hooks plane, having KO'd his model before the start when it wouldn't come out of the spin! , H Hook then flew, managing 157 but not landing in the area. He was followed by T Reynaud with a small electric model but he took 147 sec and did not make the landing area and then G Fridlington who flew a robust 50 secs

T Chant who had been waiting until now really gave a good try and came up with 32 sec. The next to fly was D Copland who managed 63 sec, followed by K Knox



who did 144 but did not land in the box, seems the plane does not fly to well Eh Ken!. Last was A Miller who had starting problems and then having got through the manoeuvres dived the plane at the landing area but still missed !! Still, it only lost a nose wheel.

In round two J Riall did not better his first round but S Skinner did a super 25 secs and was going to be hard to beat. M Blundell im-

proved with a 42 sec and G Fridlington bettered his first with a 34 sec. T Chant would have got very close but overshoot the area went round again and then missed the spot, still did it in 31 sec.

Ken Knox still could not get his Top Dog to fly properly and didn't finish the round. Hard luck Ken ! but we enjoyed the performance.

So the final result was a win for Steve Skinner, a second for John Riall and a third for Tony Chant. Interesting that an Indoor electric in low wind can do so well. I bet there will be more next year, also that the winning time was the same as last year!



Loops Rolls Spins 2007	ROUND 1		ROUND 2		Best Time	POS
	Time/ Distance		Time/ Distance			
Name	Add 20 for x		Add 20 for x			
J Riall	31		38		31	2
S Skinner	30		25		25	1
S Whittle	47		54		47	7
M Blundell	.57	x	42		42	6
R Beadle	60		57		57	8
B Smith	40		46		40	5
H Hook	155	x	96		96	11
T Reynaud	147	x	102	x	122	12
G Fridlington	50		34		34	4
K Knox	144	x	154 2 spins	x	164	13
T Chant	32		31	x	32	3
D Cousins	63	x	75		75	9
A Miller	65	x			85	10

( X denotes the added 20 seconds if the target landing box was missed. )

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

Cheers

RAY

Ray Beadle  
Comp Secretary

