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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.

CLEAR



In this issue:
Scale Symposium
Hop Farm Report
RC Hotel, Corfu

CHICHESTER AND DISTRICT

Chichester and District Model Aero Club

Committee 2005

Chairman	Tony Chant	01243 262816
Secretary &	Trevor Bowry	01243-780949
Social Sec.	email address:	relic.chop@virgin.net
Treasurer &	Alan Misselbrook	02392-470871
Membership Sec.	1 Swarraton Road, Havant, Hants. PO9 2HH	
Snr. Training Offr.	John Riall	01243-782922
Safety Officer	Andrew Gibbs	01243 861804
Competition Sec.	Position vacant	
Thorney Rep.	Harry Walton	01243 375156
Porthole Farm Rep.	Mick Blundell	01243-670791
Slope Rep.	Ron Hemblade	01243-572819
BMFA Rep.	Ken Knox	02392-593104
Webmaster	Lee Hackett	01243 820689
	email address:	lee@cadmac.co.uk
Junior Rep	Gavin Bidwell	01243 861293
CD Editor	Bruce Smith	01243-531602
The Aylings, Queens Avenue, Chichester, West Sussex. PO19 8QB		
Email Address:	aerobruce@aol.com	

Committee appointed positions

Junior Members Protection Co-ordinator:	
Bruce Smith	01243 531602

Visit our great website
cadmac.co.uk

Cover photo:

Peter Daer with his show bargain - a lovely F16 'Tiger' powered by an MDS 58 which he picked up for 'a snip' after a round of the ever popular bartering!

ANNUAL GENERAL MEETING

and buffet

Thursday 8th December

Your chance to have a moan, kick the present committee off

Gibbs Guides

User friendly guides by Andrew Gibbs

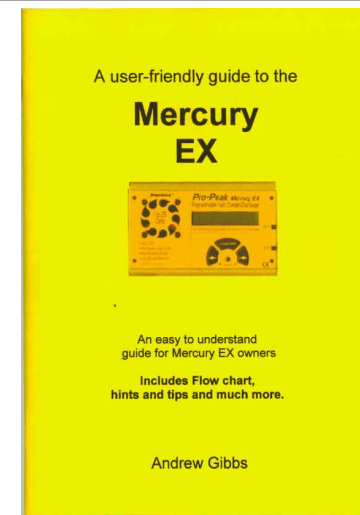
Lithium batteries	£7.75
Nicad and Hydride batteries	£6.75
Mercury EX	£6.25
Super Nova	£6.00

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

Latest Release

Gibbs Guide to Lead acid batteries

Andrew Gibbs 01243 861 804



TeX & ReX by Ecurb



LITTLE PILL

Sent in by Terry Burley

I wonder how you understand
Just what to do or where to go ,
To stop the ache that hurts me so.
Within your covering lies relief,
You work alone in unbelief.
You sink in regions there below
As down my throat you quickly go!
But what I wonder, little pill,
How do you know where I am ill?
And just how do you really know
Exactly where you have to go?
I've got headache, that is true,
My broken ribs need attention, too.

End my aches in no time at all?
Do you work alone or hire a crew
To do the good things that you do?
I'm counting on you mighty strong
To get in there where you belong.
Don't let me down and please don't shirk
To do your undercover work;
So down my throat be on your way
And end my aches another day.
Don't take a wrong turn is my plea -
I can't take another till after three!

So how can anything so small

10th Nov Club Night - Lecture by John Farley

INDOOR FLYING BOSHAM VILLAGE HALL

Friday Nov 25 Friday Dec 30
7.30pm till late

SEAFORD COLLEGE
Saturday Oct 15th
1.00pm to 5.00 pm (£5)

Editorial

The burden of office

Oh it's all right for you! Sitting there in your wing back Parker Knoll, in front of a crackling log fire with a double Glen Ruin in you lead crystal, idly flicking through the beautifully crafted pages of the ever popular CD, and tutting at the occasional typographical gaff or badly focussed digital box brownie snap! You have no idea of the privations I suffer to maintain the standards of the 'gutter press' or the lengths (and even distances) to which I have to travel to bring the high class journalistic prose to your favourite modelling rag. Only last week, my selfless, idealism carried me to far distant shores on a pilgrimage of Bunonian adversity - to the menacing and mysterious island of Corfu to seek out the truth of the fabled R/C Hotel. To accomplish this Herculean task I was forced to expose my semi naked torso to the baking sun for hour after hour, plunge into notoriously shark infested Ionian waters, desecrate the finely honed lines of my muscular physique, poisoning my system with the daily full English breakfast and three course evening meal. Against this background of flagrant contraventions of all that 'Geneva' stands for, I was further forced to make choices to fly from a tantalising titivation of the most beautiful and desirable model aircraft known to mankind - even choices as to whether I was going to fly at all, or have another cold beer, or plunge in the pool, or read one of the thousands of aero mags, or

have a game of snooker, or go on the scalectrix - I tell you it was hell!

But do not fret for me, dear reader. What kept me going in my darkest despair was the tiny glimmer of hope in my tortured bossom, that one day I would escape back to the rain lashed windows of my tiny work cell in dear old Blighty, from whence I could proudly carry the banner of journalistic truth to the true friends and comrades who meet at the Fishbourne Respite Centre for the Terminally Bewildered.

Yes, my friends, I did it all for you.

Sincere Apologies

Due to a total 'cock-up' with the Reuters' News Agency (they're so unreliable these days) I published congratulations to John Fowler and Peter Doe for passing their 'A' Test in last month's CD. Peter, of course, got his 'A' a few month's before and congratulations should have gone to John and **Keith Wood**.

Sorry, Keith for the mistake, I shall have the staff flogged.



John

**Minutes of the
CADMAC Committee Meeting - Tuesday 6th Sep-
tember
from trevor bowry - hon secretary**



Present: John Riall, Harry Walton, Andrew Gibbs, Tony Chant (Chair), Mick Blundell, Gavin Bidwell, Bruce Smith (Acting Secretary)

- 1 **Apologies:** were received from: Alan Misselbrook and Trevor Bowry.
- 2 **Matters Arising from thr Minutes:** None
- 3 **Correspondence:** The matter relating to the Thorney Island complaint was moved to item 9 of the agenda.
- 4 **Bank Account Signatories Transfer:** The matter was now success fully concluded.
- 5 **Monthly Meetings/Social Programme:** All events set up and organi sation in place.
- 6 **Training:** Two passes in the A Cert (John Fowler and Keith Wood) assessed by non-club examiner Andrew Dodds.
- 7 **Safety:** There had been four direct hits on the barn at Porthole Farm. Andrew Gibbs (Safety Officer) proposed a safety Quiz for new mem bers. (Agreed)
- 8 **Communications:** No problems encountered in the production of CD. Copies of the Pilots' Handbook (June 05 revision) were being produced for the new season. It was noted that the web site was getting dated.
- 9 **Thorney Island:** Tony Chant read the letter from Major Hallam, his two responses and the letter to CD.
- 10 **The Trundle:** Flying had been good of late and great fun but very few had attended.
- 11 **Porthole Farm:** Mick Blundell reported that incidents of speeding on the approach road had **been reported**.
- 12 **Indoor Flying:** No one turned up for the last meeting at Bosham Vil lage Hall. Ron Hemblade reported that the hall was booked for Sept 30, Nov 02 and Dec 30. Seaford College was available the coming

Flying usually ends about half an hour after sunset but as Brian, Kev, Steve and Malcolm had all brought LED illuminated Mugis including one for Spiros so we had three or four night-time flying sessions.



As with everything else, Spiros and the crew did their utmost to ensure everyone was happy all the time.



The basic cost of staying at R/C Hotel works out at less than £30 per person per day which includes BB&EM. Food is available all day from the bar with a wide menu of snacks and sarnies at very reasona- ble prices. The quality of all the meals was excellent and drinks are very cheap unless you want exotic imports.

Spiros has a full program of tours and excursions each day just in case you don't want anything to do with model aircraft. We went on the boat trip and beach barbi. The sea was incredible the food was superb and we recon we easily got our money's worth back in the amount of free chilled wine we cleared!

The new hotel has only been open since May and Spiros and his wife have many plans to develop it fur- ther. To find out more look up RC Hotel on the web.

<http://www.rchotel.com>

I guarantee you'll have a great time if you go there. I could write much, much more but sadly I've run out of

Bmce



Instructor Graham, Spiros and wife Rula out to wave us goodbye.

The rest of the group have all brought their own models so they just pay a small fee to fly them for the week where-as I've elected to pay to fly the hotel's models and use their fuel so I need to learn the drill. One of the instructors, Joe, gives me the introduction and explanation of the system. All the models have a dedicated transmitter so when you choose a model to fly you look it up on the chart and then select the appropriate transmitter and select the correct model memory number. This way there is no clash of frequencies and transmitters for each model are available in mode 1 and 2. As I'm new to Hotel and system Joe selects a 'Ready 2' trainer, transmitter and buddy box and then leads me through the fuelling up, battery checking and start up procedures before we carry the model onto the runway, pre flight check it and he takes off. Once he's happy the trainer is trimmed out he gives control to me and I fly circuits while he points out the landmark for finals from each side of the runway. Needless to say, despite his clear

instructions I manage to run into the scrub on the side of the runway at the end of my landing, but he just chuckles, "Unlucky!" and declares that I'm now clear to fly anything I fancy any time I want. Wow! The workshop is crammed with models of every kind from trainers through war-birds, 3D and pattern ships with both electric and i/c options. There are gliders and slow fly models as well as CAPs and Edges with trainer and advanced helis so you'd be hard pressed to find something that didn't suit your style and experience. You can't exactly fly anytime of day as Spiros has an agreed siesta break for i/c models, with the locals between 1.00 and 5.00 pm but its so hot during the afternoon that most people just want to be round the pool and I'll admit to a siesta of my own one day after we'd been guitar playing and singing 60s songs till 1.00am the previous night!



week-end. Ron reported that there may be a way back to hire West bourne House.

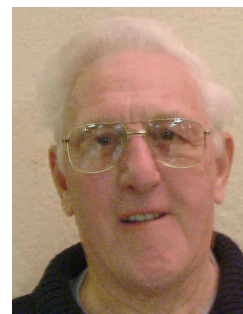
- 13 **Junior Matters.** Gavin Bidwell recorded that one new junior member had joined the club.
- 14 **BMFA:** No report as Ken Knox the BMFA rep was on vacation.
- 15 **AOB:** None
- 16 **Scale Symposium:** Bruce Smith reported that the organisation was in place and quite a few CADMAC members had already entered.
- 17 **Date of next meeting:** Tuesday 4th October 2005 at 8.00 pm

ON THE SLOPE

As club Slope Rep. I would like to say that there has been a lot of activity on the hill but, alas, it has not been so. My wife and I often go up the Trundle for a walk but I have not taken my glider up for some time. When I do I never seem to meet anyone else. For some reason there never seems so many up Harting or Butser these days.

PS

I have just had a nasty experience with my electric helicopter. I put my body between the heli, which was switched on and my transmitter - that set the helicopter, which was in my hand, going. Need I say more?



Ron Hemblod

SCALE SYMPOSIUM



Key to photographs:

- (1) John Riall, Tony Chant, Alan Miller, Trevor Bowry and Ron Hemblade.
- (2) Bruce Smith, Ken Knox and Pete Wills. (3) Mick Blundell and Peter Doe.
- (4) Keith Stanley and Harry Walton. (5) Fred Lee from Trent RCMFC

are exceptionally friendly and helpful and by the end of our three course evening meal (usually taken al-fresco at about 9.00 pm) our waiter, Dimitri, had memorised all our names - even though we'd be known from there-on-in as Bruce Lee, Kevin Kegan etc. etc. We quickly fell into conversations with other guests - we'd all so much in common - and it was getting on for midnight before we left the outside bar and sorted out the accommodation in the newly built apartments. The site has a gentle slope with the two apartment block at the top. Terraced land drops down to the generous pool and recreation area then down again to the model store/workshops and flying area. Our rooms were adequately equipped with TV, air conditioning a fridge and drinks making facilities. The toilet and shower room was spacious and patio doors with pull-down fly screens led out onto a balcony/hard

area overlooking the rest of the site. Tired from the journey, we all slept well but were down in the restaurant by 8.00am for breakfast the next morning to stock up on toast, cereal and of course 'the full English' to equip us for the day's activities, all washed down with orange juice and as much tea or coffee as you could drink. Modellers will instantly feel at home in the restaurant with its models and aircraft prints hanging from the walls and just in case you get bored of flying, swimming or sun-bathing there are hundreds of model magazines on hand at the end of the bar. Right. Now for the main purpose of the visit. Down to the model store and workshops we go, and the sight on entry quite takes your breath away.



The workshop is packed from floor to ceiling with models and transmitters.

NEW RC HOTEL - CORFU



Layout of the new RC Hotel Site: Front right - Residential apartments. Middle left - Bars, dining and recreation area. Rear centre - Hanger and workshops below owner, Spiros' upper flat with landing strip behind.

The balmy heat was like a wonderful warm shower as I stepped off the Thomas Cook Airbus at Corfu Airport. I was still trying to come to terms with my good fortune - a week of relaxation and model flying on the beautiful island of Corfu. No. Don't pinch yourself, you just might wake up!

I'd been gifted the flight and place at the Hotel by Andy Gibbs. He'd arranged to go with a group of friends who are all el*ctr*c fliers, but then had to pull out as he'd taken up his new piloting job. I'd met several of the group at electric fly-ins and at Andy's wedding so I had no reservations about taking the place and so here we were, seven in all with minimal amounts of personal luggage but FIVE boxes of model aircraft which needed three big Mercedes taxis to get us to our destination.

The journey took only about twenty minutes from Corfu Airport and we were soon enjoying a warm welcome and a cold beer, compliments of the house, from Spiros and his staff.



Our party at breakfast: (Right to left) Steve Brett, Kevin Saunders, Kevin's dad and mum Malcolm and Pam, Brian Jones and Ray Glover. The atmosphere at R/C Hotel has to be experienced to believe. The staff

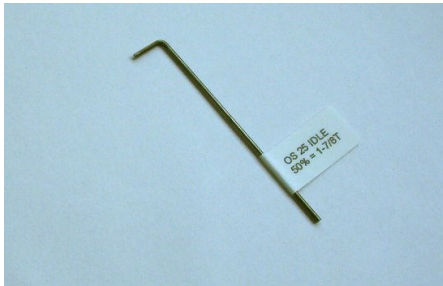
Yes, it's the most photographs you'll ever see of an event that never got under way. Even though the conditions were totally wrong - a very strong West wind straight across the runway - these gallant aeronauts made the effort to attend anyway.

I did suggest we carry our models and run about the airfield to perform the chosen schedule but this got the thumbs down. The only flying on Saturday 1st Oct was an exhibition of Extreme Kite Flying, as demonstrated by my old mate Fred Lee from the Trent Club in Nottingham as illustrated below wearing the essential XKF protective clothing! We'll hopefully try the event again in the Spring.

Bmce



BLEED 'N BENT WIRE



Hardly an earth-shattering idea, but I could have done with the device in the pic. below when I recently got my OS 25 badly maladjusted. It's just a bent piece of piano wire, closely fitting the carb. air-bleed hole. If I undo the air bleed screw a few turns and fully close the throttle barrel, I can expel any gunge, but more usefully if I then screw it back in until it just nips the wire, it

gives me a reference setting for when the hole is just about to close. You can't always see this, especially when it's wet with fuel.

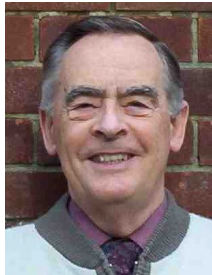
I attached a label as a reminder of how many more turns set the idle hole to 50% open. Of course, it can always be updated with the final running setting.

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If you are interested in machining, turbines and exotic model engines, you will find this site fascinating. Visit the Downloads page for videos and sound clips.

<http://www.5bears.com/index.htm>

TTFN, Colin Stevens



"Taxi Home?" "No thank you!"

BMFA are striving to wipe out the unsafe practice of taxiing back to the pilot box as demonstrated in the extract, below, from the examiners' guidelines for the new 'C' Fixed Wing Certificate.

"Touchdown should be smooth and within the designated landing zone and the model should decelerate and turn off the runway in a controlled manner The model should taxi from the landing area, stopping a safe distance from the pits and other pilots, ready for recovery. **Any attempt to taxi close to other pilots or close to or into the pits is an instant fail.**"



managed to give us a commentary on his extreme aerobatics through the PA system.

SAFETY FIRST

Highest marks, without a doubt, though, must go to Pete Tindal (Pete Tindals Airplanes) . His beautiful yellow Funtana took off into a 'harrier' manoeuvre but when the engine didn't throttle up correctly and the plane drifted in the general direction of the crowd

he had no compunction and stuffed the nose straight into the ground with a terrible thwack!

Do you remember article 63 of the UK Air Navigation Order?
Pete Tindal
Obviously did.
We all should.

BMFA



The results of heroic safety action from Pete Tindall.



A great attendance and an excellent turn out of traders. Recipe for success.

The variety and the quality of flying was superb in quite difficult, cross wind conditions. We were treated to war birds, 3D aerobatics, Fun fly and some breath-taking electro ducted fan jet jockeying amongst other delights. There was balloon bursting and a fabulous aerobatic heli display which sadly ended in tragedy for the model, though the young pilot has a great future, without doubt.

To my mind, the show was dominated by two aircraft, both Pitts Specials. One was the half scale model flown by young James Morris. Recently crashed, but rebuilt for the show, James was still attaching his

decals between slots and he wowed the crowd with his tail touching with the smoke burners at gas mark 6.

The other Pitts was the full sized Honda Special, piloted by Captain Bill Giles. Bill not only dazzled the assembly with his smoke sculptures through a vivid blue sky but also



“The Spirit of Cadmac”

The challenge is to produce a picture representing it can be an old or recent photograph, a static model, action shot, fly-past, in the air action, or perhaps a group of club personalities enjoying an event or outing - whatever portrays being involved with CADMAC.

The competition will be judged in January 2004 and there will be a token prize for the winners at the Thursday club meeting. So get snapping, or sorting through old albums and get those entries in. Just post them, email them or hand them in by the December 2003 club meeting. Every quality photo will be placed in the photo gallery on the CADMAC website, and the best ones will find their way onto other web pages, and into Clear Dope.

RULES OF ENTRY

- The competition is open to any CADMAC member.
- Multiple entries are allowed.
- Last entry must be received by December Club meeting.
- Pictures can be black & white or colour prints or digital images. Prints can be chemical, Inkjet and digitally manipulated prints are acceptable.
- Slides & transparencies are *not* acceptable.
- Entries can be handed, posted or emailed to the judge.
- Only entries with a stamped addressed envelope will be

returned by post, otherwise they'll be handed back at a future club meeting.

- Entries should include a short title or descriptive text - what, why, where, when, how.
- Prints no larger than A4 (21x29.7 cm) please.
- Attach your name and address to every print.

Every care will be taken with your photos but no liability can be taken for loss or damage however caused.

CADMAC reserve the right to free reproduction of entries in club related material. The prize is a token trophy to be presented at the January Club meeting. No cash prizes are involved.

The competition judge's decision is final and no correspondence will be entered into.

Entries to:

Tony Chant
CADMAC Photo Competition
6 Stapleton Court
Aldwick
Bognor Regis
West Sussex PO21 4BH

Email:

tony@tonychant.freemove.co.uk

Phone: 01243 262816

SOUTHERN MODEL AIRSHOW - HOP FARM



All the CADMAC Club outings this year have been attended by excellent weather and the visit to Hop Farm on September 17th was no exception. The thirteen of us set off from Fishbourne Social Club a few minutes before eight o'clock ably piloted once again by Mick Blundell. We made good time, despite a police road-block just outside Worthing which caused us to divert past SMC, but just for once, members man-

aged to keep their hands in their pockets, till they'd reached the show, at least, and we were very soon de-bussing from the 'disabled' car park (thanks to Trev's sticker) and striding manfully towards the show-line and the trade stands. Now this was my first visit to Hop Farm and I was instantly, and very pleasantly surprised by the numbers attending and the quality of trade stands for our perusal. All the top

names were there - Als Hobbies, Inwood, Nexus etc along with a great variety of the smaller specialist manufacturers. If you'd taken 'the good lady wife' she'd have been more than happy to spend the day wandering around the accompanying craft fare which was situated just outside the main flying and trade area. There was a choice of hot food vendors on site as well as the ever present ice cream van, a con-

venient large block of men's and ladies' toilets and if like Raif, (who rents us our flying site at Porthole Farm,) you're interested in the farming side of things, then there was the agricultural museum to visit as well. The site was well laid out with a long grass strip and once again a constant commentary came from Dave "he's British, you know," Bishop of DB Sound.