

OCTOBER 2009

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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.

# GLEAR DOPE



**In this issue**

**Open Glider Competition  
Jeti Duplex 2.4 GHz  
Pegasus Bridge  
Hop Farm Show**

**Price £1 Free to all CADMAC Members**

**CHICHESTER AND DISTRICT MODEL AERO CLUB**

# Chichester and District Model Aero Club

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

## Committee 2009

Chairman	Tony Chant	01243 262816 mobile 07766 078977 email:tonychant@talktalk.net
Secretary & Social Sec.	Toni Reynaud	01243 370422 email address: tonibr@onetel.com
Treasurer & Membership Sec.	Keith Wood	01903 732595 4 Buttermere Way, Littlehampton, W/S BN17 6SX email address: keithwood43@btinternet.com
Safety Officer	Morris Campbell	01243 670294
Competition Sec.	Ray Beadle	01243 670163
Thorney Rep.	Derek Honeysett	01243 371093
Porthole Farm Rep.	Steve Skinner	skinnerraaman@aol.com
Slope Rep.	Fred Minay	01243 373526
BMFA Rep.	Ken Knox	02392-593104 email: kenneth.knox@btopenworld.com
Webmaster	Mike Pinn	webmaster@cadmac.co.uk
Junior Rep	Philip Roberts	01243 373739
Indoor Rep	Allen Miller	01243 261839
CD Print & Distribution	Bryan Stitchbury	01730 812485
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 Officer	John Riall	01243-782922
Junior Members Protection Co-ordinator:	Bruce Smith	01243 531602

**CADMAC Website - cadmac.co.uk**

**BMFA Southern Area Website - sabmfa.org.uk**

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

Cover Photo: No it's not the Loo Queue. You'll have to turn to page 17 to find out why Chris and Linzi have their pound coins at

## Events Calendar 2009

Club-night Events    Competitions    Indoor Flying    Other Events

All competitions commence at 12.00 noon

08th Oct	Talk by ex-Lightning pilot.
10th Oct	Scale Comp Thorney 12.00 noon
24th Oct	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
12th Nov	Annual General Meeting - 8.00 pm
21st Nov	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
10th Dec	Subscription Collection Meeting
19th Dec	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm

## WEB WATCH

Here's fun. Recordings of aircraft sounds, much nicer than watching the telly. - -  
<http://www.happyorange.org.uk/tag/trainer-aircraft/>

Mr. Google threw-up this particular page on a fascinating website. If you want to be a complete hooligan, click on as many recordings at once as you can manage, and you then have real airshow (I hope that's not naughty!). After that, dig-in and take a longer tour - you'll be amazed what's on this site, not just aeroplanes, either. A real gem.

### 3D with Mike McConville

[http://www.quicktechhobby.com/articles/3d\\_with\\_mike\\_mcconville.htm](http://www.quicktechhobby.com/articles/3d_with_mike_mcconville.htm)

*Colin Stevens*

(I think this last site Colin recommends, is superb.  
Mike gives you - What is it/How to set the model up/How to do it/Trickiest Part for each of the manoeuvres + there're diagramatics. Ed.)

### P 51T Mustang

See the full build sequence of Dave's 'Big Beautiful Doll' set professionally to music with the addition of the first flight videos.

Dave's own credits to Ron 'The Clown' Circus

<http://www.youtube.com/watch?v=0ORWO4Y4Rdk>





Jonathan Smith, Alan Litchfield and Ron Jeeves, all regular show goers.

There was an excellent CADMAC turnout on the Saturday - we could probably have filled the minibus twice - to see this absolutely top-notch show. Flying was excellent and model trade stands were buzzing. This year they'd all been moved a little way back from the flight line so that only the food and drinks traders were adjacent to the crowd line - very sensible. There were multiple club purchases of the 'Jet Pack Man' and I think they're going to set up their own display team! Look out for them at the next indoor meeting!

For me, the highlight of the show, once again, was the spectacular WW II re-enactment of the Aces UK Team (formerly Aces High). Their fabulous performance includes Allied and Axis Power fighter/bomber aircraft, musical and combat soundtracks plus voice-over commentary combined with ack-ack fire, thunderclaps and spectacular pyrotechnics. You really do have to experience it to believe it.

Maybe you'll see it next year?

There are just a few seats left on the minibus!

*DMCE*



## SKYSPORT 6 WARNING

Do you Have a Futaba Skysport 6? This model has caused one maybe two crashes, the last one was at Porthole when immediately after take off the plane veered right and crashed very close to the pits and nearly took out another model that was on the ground. I took the transmitter home to check it out and found the output signal to be very low. I took the case apart and found that the aerial had become disconnected. At the bottom of the aerial is a tag that is screwed onto the aerial, this is then soldered onto the printed board. The tag on this transmitter had fractured in two. So please check your transmitter, its very easy. Step one Remove battery cover. Step two Remove battery. There is a small plug like you have on the end of a servo. Step three On the back cover there are four screws take all of them out and remove the rear cover. Step four You will now be able to see the base of the aerial, just check that the tag on the base of the aerial is intact. Should you not want to do this I will happily do it for you at the field, it takes five minutes.

*Graham Lloyd*

## Editorial

### Aerials Extended!

Thanks for that warning Graham and while we're on the subject of transmitters, don't forget you 35MHz antenna needs to be cleaned, regularly, with meths (if you can spare it). Also your Tx battery needs cycling occasionally, just as your Rx pack does. (excluding lipos of course) And, while I'm rabbiting on....2.4GHz converts, extra care needed if you revert to an old tranny....Don't forget to pull the aerial right out....Oh yes it has happened.

### Minibus Mutterings

Of the three proposed minibus outings this season, only the Hop Farm one got off the ground. Although there were about five spare places with only a few days to go it suddenly filled up when members realised it was filling up!! The reason of course was that no one wants to be caught out with a massive journey cost if the bus only gets half filled. Well....

Have no fear. Please note that..

### WE'LL ONLY RUN THE BUS IF IT'S COMPLETELY FULL.

So, next year you'll be able to put your name down and not worry about any excessive journey costs.

This month's Hop Farm trip, for example worked out at a mere £12.00.

What fantastic value was that - for what was the best part of a 200 mile round trip with all the camaraderie, wit and the wonderfully scenic detours which I include at no extra charge?

**SO** lets have less of the humming and arrring next year. Get your name down good and early in the certain

knowledge that that bus **will go** - or if it won't - it **won't!**

Simples!

*DMCE*







## Minutes of the Committee Meeting Tuesday 4th August 2009 From Toni Reynaud Hon Secretary

**Members Present** - Tony Chant, Toni Busuttil-Reynaud, Bryan Stichbury, Ray Beadle, Fred Minay, Ken Knox, Derek Honeysett, Morris Campbell, Allen Miller, Bruce Smith, Philip Roberts.

Meeting started at 20.00.

Chairman's request for the meeting to be held in a formal manner.

**Apologies for absence.** Keith Wood.

**Matters arising from previous minutes.** Bruce asked that in Section 18, on the discussion about Tangmere, the wording be changed to show that Tony, Bruce and Morris had visited the site.

**Correspondence.** Toni B-R Had Been Passed A Letter From Mrs Linda Rice, secretary of the Fishbourne Club Stating That Due To The Building Works Scheduled For The Club, It Would Not Be Possible For Us To Hold Our Meetings On 10<sup>th</sup> September And 6<sup>th</sup> October. Discussion Between Keith, Tony and Toni concluded that though we could change the date or venue for the committee meeting on 6<sup>th</sup> October, there was insufficient time to notify all members of a change to the September Club evening date. Toni talked with Mrs Rice, and agreed that we could retain the 10<sup>th</sup> September, and change 6<sup>th</sup> October. Toni was also assured that the Club evening dates for late in the year are OK, but meetings would have to be in the Blue Room rather than the hall. Toni has written to Mrs Rice agreeing this, and also stating that we would like to continue our present bookings into 2010, but that we understand that we will have to be a bit flexible due to the building work. After discussion, it was decided that Toni should try to get the agreement in writing, and is to monitor the situation. Tony C – a letter from Defence Estates dated 28<sup>th</sup> August notifying flying bans on three dates: 12/13 September (Custom Car event), 11 October in the morning (cycle race), and 8<sup>th</sup> November (Remembrance Sunday). Tony is to write to the Defence Estates requesting a longer period of notice for the such events, as it takes us about six weeks to notify all members through the Clear Dope. Not all members will access the website regularly to check for this information. Bruce S was requested to contact Mike Pinn to get these dates onto the website.

Bryan S has been contacted by his ink suppliers, and confirmed to them that we do not want a maintenance contract for the printer.

**Treasurer and Membership Secretary's report** Keith sent a report, which was read by Tony C. There is one application for membership - Andrew Cosgrove, Littlehampton BN17 6WB. R/c power, elec, slope, beginner. Andrew is 13 years old and very keen on aeronautics.



We followed the usual format of trade stands in the morning, meet up for lunch (and booty stowing) back at the bus then chairs on the flight line for an afternoon's entertainment. The entertainment started early, however, when Christine and Linzi (Mrs Harry Walton) decided to take the boys on at their own game and queued up, paid their quid and set the skies alight with a spectacular display of aerial acrobatics - Go-some Girls! Their lawyers have instructed me to clarify that they played no part in the mid-air collision which occurred during this slot.



Who needs a parasol? Dave Stevens shelters from the afternoon sun under the wing of the Al's Hobbies Cub, which he flew spectacularly.



# HOP FARM SHOW



Once again the forecast was wrong and Saturday 19th September turned out to be a lovely day. The minibus was 'Sold Out' although sadly Dennis Ward turned up to let us know he'd got a throat 'lurgie' so he and partner Jane didn't travel. We got off about 7.30am both to miss the 'Revival Meeting' traffic and so that members could partake of a 'Full English' at the Clacket Lane Services. The journey was good and Trev Bowry's 'Disabled' Pass ensured that we Parked as close to the action as possible without being on the actual flight line.



He is an active member of the ATC. Keith has been to see him and his parents and he would make a good junior Club member and therefore recommends him for membership. He and his father will be at the next Club meeting. Being at school, he would fly at Thorney at the weekends. Accepted. Total Club membership is now 142. Keith has paid the Fishbourne Club for two Committee meetings but there have been no invoices for anything else. There are no other financial matters to report.

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

Toni B-R restated that in the light of the alterations which are going to take place at the Fishbourne Club over the next six or seven months, we will have to be flexible in what events can be organised. We will probably have to depend on talks rather than bigger events – the auction will not be able to be held due to a lack of room. For the AGM, the Blue Room will be a bit cramped, but it is feasible. Possible talk from a former Lightning Pilot, and Toni will contact Tony Nijhuis to see if he will give us a talk.

Various other meeting places were discussed, but no conclusions reached. Allen is requested to contact the management of Pagham Beach Hotel hall for information.

Toni stated that the take-up for trip to the Hop Farm show is poor – there are eight names on the list, but Bruce S stated that for it to be economically viable, the bus must be full. A last attempt to fill the bus will be made at the next Club evening.

## **BMFA representative's report.**

Ken K reported that there is a SABMFA Committee meeting at Crookham on 17<sup>th</sup> September. The last event was the Glider event at Soberton, with winch, bungee and e-soaring taking place. An interesting day. Yeovilton takes place on 17th October with greater aeromodelling content. Ken also reminded us that the SABMFA has a sizeable float, and that if we need funds to replace equipment or cover shortfalls, we should request them. There is no guarantee that the money will be allocated.

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

Morris C reported that Thorney Island has been quiet recently due to weather constraints. However, he has not been informed of any incidents. The grass has been cut, and the site is good. He stated that the standard of flying has been good this year.

**Porthole Farm representative report.** There was no report for Porthole Farm.

## **Thorney Island representative report.**

Derek H reminded us of the no-flying dates. Grass cutting has been done – thanks to Peter Doe. After discussion of the flying bans, it was decided that the equipment boxes should be locked for those days, especially the Custom Car event. Also newer, stronger and more secure boxes are to be investigated.

Fred M suggested that we request that electric flying be allowed to start earlier than 11.30. There followed discussion of requesting an extension to the present flying hours on Thorney. Negotiations are planned for the New year. Derek reminded us that we have the facility of flying on Thorney on sufferance, and that we should be very careful not to create any situation which could result in us losing this excellent facility. Morris C asked if the Committee could examine the detail of the agreement with Defence Estates. Tony C agreed to bring the papers to the next meeting.

Tony C stated that Peter Doe passed his B certificate on Thorney with a flawless flight. Examiners were Tony C and John Riall.



**Editor's progress on production of Clear Dope.** Bruce S stated that this month's CD is finished. There might be a slight problem in October or November with holiday dates clashing, but these can probably be worked out. He then gave a short report on the weekend at the Nats – cold, windy, not good flying weather, but reasonably successful. There is no further information on the proposed event at Tangmere.

**Publisher's progress on production of Clear Dope.** Brian S reported that this month's CD has been printed with no problems.

**Competitions Secretary's report.** Ray B reported that this month's competition is the 3<sup>rd</sup> round of the Open Glider on the 5<sup>th</sup> September. Loops, Rolls and Spins has been re-scheduled to 26<sup>th</sup> September, and the Scale comp is the last event of the year on 10<sup>th</sup> October. Ray reminded us that now is the time to start thinking about the winner of cups for the year, (presentations to take place at the AGM)

**Indoor Flying representative report** Allen M reported that attendance over the summer had been low. In July dates with the college had clashed and not everyone had been informed in time. The float is still in credit. Ken K reminded us that the SABMFA has money available for subsidies for events such as this. Allen will compose a letter and pass to Tony C for forwarding to SABMFA requesting a donation. Allen reported that the Club's contribution to Pagham on Parade was well received by the organisers.

**Junior Members' representative report.** Nothing to report this month.

**Trundle hill representative report.** Fred M noted that the attendance and flying at the Trundle had been good, and that there appeared to be a nucleus of slopers appearing in the Club. Fred stated that some non-members had been flying at great heights, and that they had been cautioned about this. He noted that we could lose the use of the site if we or others broke the limits imposed by Goodwood Estates, especially with the proximity of the airfield and full size aircraft. Fred has also been to Butser Hill to fly – note that there are even frequencies only in use on that site.

**Website Report.** Nothing to report

**Any other business** Tony C reported that John Riall informed him that the sale of Eric Gregory's modelling effects had raised approximately £300, and that this money is to be spent on a new trophy in accordance with Eric's wishes. John has this in hand.

Bruce S said that after Manny Williamson's talk last year, he had made a claim under the BMFA Insurance scheme for his finger injury. He had recently seen a specialist in Harley Street and the claim was progressing.

Allen M stated that he had noted that a First Person View flying society had recently been started. Bruce S stated that Trevor's plane is nearly ready to fly. It was agreed that a big occasion should be made of the maiden flight.

Allen M said that Steve Skinner's phone number as published in the CD appeared to be wrong. He will try contacting by email, and/or speak to Keith Woods to get the correct number.

**Date of Next Meeting** The next meeting will be held on Tuesday 6<sup>th</sup> October 2009 at 20.00, venue to be confirmed.


Meeting ended at 21.40.

*Toni*

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## THORNEY ISLAND CLOSURE

Please note that Thorney Island will be **CLOSED**  
to us for flying at the following times

11 OCTOBER (AM ONLY)

8 NOVEMBER (ALL DAY)

## Southern Counties Great Southern Swap Meet

Sunday 15th November. Buy and sell any type of model.

WHERE? Same venue as Great Southern Model Auction  
at Mountbatten School Whitenap, Romsey SO51 5SY.

Refreshments available. Tables 6ft X 3ft. A hundred plus tables available.

Admission to buyers / visitors £4. Under 16s free.  
Table cost £7 per table (including one admission fee).

TIME 8.30 sellers. Buyers 9.00 till 1pm

Contact: Malc Rummey for details 02380254035 or 07748433543

## NOTICE OF AGM

**CADMAC's Annual General Meeting will be held**

**Thursday 12th November from 8.00pm**

**The evening's events will include**

**Minutes of the 2008 AGM**

**Chairman's Report**

**Committee Members' Reports**

**Thoughts for the future**

**2009 Competitions Trophy Presentations**

**Refreshment Break**

**Election of the 2010 Committee**



## Honorary Life Membership

Chairman, Tony Chant, made a special presentation to Trevor Bowry, at last September's Club meeting. Tony spoke warmly of Trevor's contributions to CADMAC over many years when with his partner 'Bobs' they held committee positions of Secretary, Social Secretary and Clear Dope Editor. Whilst remaining a 'Country' member of the BMFA, Trevor had dropped below the radar of our club for the last few years as he pursued his love of control line team racing with the Three Kings Club. Recent, however, ill health has put the brakes on his frantic circumnavigatory gyrations and he's been forced to slow down, settling, as he has, for the sedate world of gas turbine jets!

Congratulations, Trevor, we all look forward to seeing you back on the park again, though perhaps your new Park Fly Cub will be a little more appropriate for Porthole Farm than the Wren Turbine powered BAe Hawk?

*BMCE*



# Open Glider Competition 2009

*from Ray Beadle*



*photo: Ken Knox*

This year the competition was run over two days in August and one day in Sept, three rounds per day. Light breeze from the SW with sun on day one when seven pilots came to fly. There was little lift and the line had to be change in direction with the wind direction changing. In the first round J Riall got the best time of 6.30 with Harry Hook next on 6.10, Three others were better than 4 min. In round two John was best again with 9.43 with Bill Pethers getting 6.44 and Mick Blundell 4.28. The third round was better with Harry doing 9.00, John 8.53 and Ray Beadle with 7.54. Ron Hemblade was happy as he managed to get a time for all three flights .

The Results were First John Riall. Second Harry Hook and third Ray Beadle. Day two was Sunny with very light wind from the SW. The line position had to be changed again. Nine pilots attended. Alan Evans was entering his first glider comp, never having flown a glider before. We were pleased to see you Alan! Also Ken Knox came with family to enjoy the sun. Pete Daer came to fly as well. Times in round one were very poor with no lift to be found. Alan Evens made the best time in this round with a 4.40 and Don Biles with 4.0. Most of the rest of us were in the lower three mins.

Round two was better with Don Biles getting 6.23, Ray Beadle a 4.51, Bill Pethers a 4.24 and Alan Evans a 4.20. In round three John Riall did 6.28, Don Biles got 4.10 and Harry Hook a 3.50. Nobody else was above 3 min.

The Results were First Don Biles, Second John Riall and Third Alan Evens. Well Done Alan!

Anyway on this occasion looking over to the left I noticed the top of the bridge and as we were in no hurry on our way to Granville on the east coast of the Bay of Mont-Saint-Michel in the Manche area of France, we departed the D616 and followed the signs to the Pegasus Museum which celebrates the famous landing by the Horsa Gliders on the night of the 5th & 6th June 1944 when paratroopers from the Bucks and Ox Light infantry took the bridge with the minimum of fuss mainly due to the surprise and the very accurate landing of the Horsa Gliders.

The frontage of the Museum represents the Cap badge of the Regiment 'the wings of Pegasus.' On entering the Museum the first thing one sees is a very large model of a Horsa Glider. It is 1/5 scale, has wing span of 5m and weighs 30Kg. It was built by one Sylvain Landolfi over a period of 800hrs and made 42 flights before being retired to the museum.

I spoke to one of the guides who told me that on the final flight it got caught in a thermal and reached a height of 800m which apparently scared the pants off Mr Landolfi who very shortly afterwards presented it to the museum!

The Original Bridge had to be replaced a few years ago. Not because the bridge was failing but because the concrete piling the bridge was built on where crumbling and had become unsafe. The replacement bridge is in the same style and construction except the carriage way is wider.

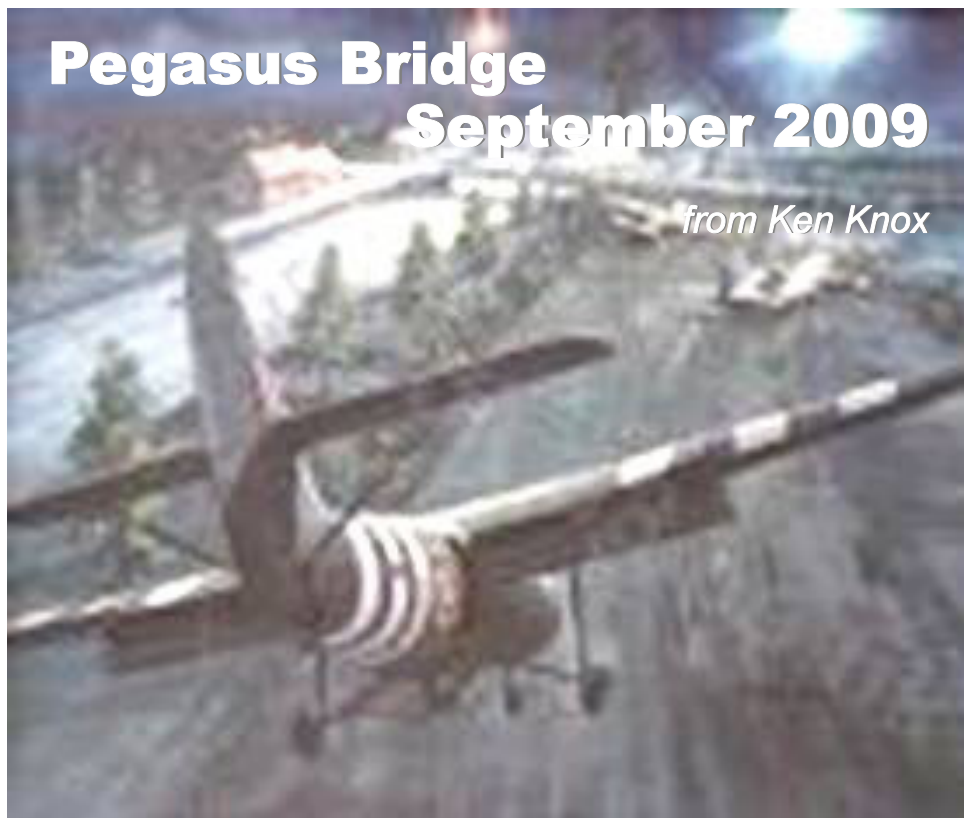
I have written this article because of the modelling interest and that the Horsa Glider was built by Airspeeds who were based at Portsmouth Airport on the Eastern Road, Portsmouth. One of the workers there was Bert Hudson, my uncle, whose claim to fame was that shortly before "D Day" the Gliders' rudders were giving problems due to water ingress damaging the pintails the rudder was hung on causing the rudder to bind, seize and cause the separation of the pulley block. (It caused a fatal crash when the pulley for the rudder pulled out of its mounting in flight). Bert came up with quick fix and was soon to be dispatched with a crew around all the airfields where the Horsa were based. He was sworn to secrecy and was not allowed to go back home until after D Day!

*Ken*

CADMAC BMFA Rep / SABMFA PRO







Ken emailed.....

"Hi Bruce,  
Here is a short article for "CD" rather on the same lines as your article of the war time foundations you found on your walk with Christine on the South Downs.  
I hope members will find it of interest.

Ken"

## Pegasus Bridge 2009

Usually when Jeanette and I get off the ferry at Ouistreham (Caen) we bypass the first small town of Benouville which is the site of the famous WWII balanced swing bridge which spans the Caen Canal and a swing bridge designed by Gustav Eiffel which spans the River Orne carrying the road to Ranville. The bridge is now locked in history and is now known world wide as Pegasus Bridge

Open Glider 2009 Final Result	Day 1	Day 2	Day 3	Position of Best 2 Days	POS
Ray Beadle	3	4	8	3,4	5
H Hook	2	5	6	2,5	3
D Biles	6	1	1	1,1	1
J Riall	1	2	4	1,2	2
M Blundell	5	-----	7	5,7	8
K Knox	-----	7	-----	7	10
A Evan	-----	3	5	3,5	6
R Hemblade	7	8	9	7,8	9
B Pethers	4	5	3	4,3	4
P Daer	-----	9	2	9,2	7

For day Three it was overcast with odd sunny breaks and a light SW wind. This time the line had to be changed three times before the start. Nine came to fly. John Riall was best in round one with 5.50, Mick Blundell a 5.29 and Alan Evans a 4.39 no lift to be seen!

In round two Pete Daer showed he could do it recording 9.59 Alan Evans a 6.32 Harry Hook a 6.18 and Bill Pethers a 5.17. Most other times were over 4 mins. Don Biles got a max in round three 10.03 just squeezed it out! Bill Pethers got to 6.12 while most were about the 3min mark.

The Results were: First Don Biles, Second Pete Daer and Third Bill Pethers. So the final result over the three days was a win for Don Biles with two firsts. Second came John Riall with one first and one second and Third was Harry Hook with one second and a fifth.

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

Please come again next year.

Cheers

RAY

Competition Secretary



# Jeti Duplex 2.4 GHz

*from John Dean*

Why change to 2.4 GHz and if changing why not buy a new set? To answer the first question I was looking for the security of being able to fly on sites which do not have the frequency control that we have at Thorney Island.

A recent experience at Butser Hill, when somebody launched 100 metres away from the rest of the flyers brought this home to me and whilst my Multiplex has been 100% reliable over the last five years it would seem that 2.4 is less prone to interference.

Why not buy a new set? Well, having spent the last five years learning how to programme the Multiplex and being impressed with its total versatility I was loath



to change to another type and a module change meant that all the current model settings stored in the Tx could continue to be used.

Having looked at the Multiplex conversion which is both running late and very expensive for extra receivers I saw various good user reports on the Jeti system and so took the plunge.



Fitting of the internal module (no dangling aerial lead to damage) was very straightforward with the adaptor cable supplied, except for the fact that I dropped a screwdriver onto one of the circuit boards and blew some tracks so delaying things while that was repaired. The receiver sends information back to the Tx via the Jeti box and this shows the signal strength being received on each aerial and also the receiver voltage, both very reassuring should I ever find that elusive thermal.

Fitting of the Jeti box to the Tx is left up to the user and as a left handed Mode 1 flyer (I'll explain that for all Southerners – elevator and rudder left stick, throttle and aileron right stick as recommended by Hanno Prettnner and Wolfgang Matt!) I made up an aluminium bracket as shown in the photo.

Does it work? It seems okay on the bench so will be installed for the Middle Wallop aerotow event.

*John*

