

# CLEAR DOPE



**In this Issue**  
**Glider Comps**  
**French Indoor Nats**  
**Goodwood Trial**

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5th Edition

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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.

# Chichester and District Model Aero Club

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Committee 2008**

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## Committee appointed positions

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Junior Members Protection Co-ordinator:	Bruce Smith	01243 531602

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

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

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

**Cover Photo:** Andrews' Sailplane Competition and event organiser, Ray Beadle, launches Keith Willis's 'Easyglider.'  
Photo: Ken Knox

# CADMAC MINIBUS OUT- ING

## Hop Farm

### Saturday 20th September

Book you seat with Social Secretary Toni Reynaud

## Flying Only Scale Comp

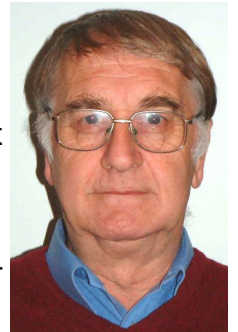
### Saturday 11th October - Thorney Island

**Any Scale-ish Model** Contact Bruce for Forms / Info  
01243 531602 aerobruce@aol.com

## COMPETITION RULES

### 3 Manoeuvres/Spot Landing.

Each pilot will have a helper.  
Any kind of aircraft may be used (i/c or electric)  
The model will be placed in the designated start box, started and safety checked.  
The flight will be timed from take off to landing.  
Each round will be composed of:  
Take off / 3 Loops / 3 Rolls / 3 Spins in any order  
then land in the designated box .



RAY

buildings and the near-by road. Both take-offs and landings would create a factor of risk, with these models, outside the terms of the BMFA's insurance provision.

- 4 Models weighing in excess of 7Kg would not be suitable for flying in this environment: Although the minimum separation distance of 50m between models and public could be maintained during general display circuits; take-off and landing however would compromise the 30m minimum separation distance for these models unless the models could land literally along-side the race track railings. Such risks are too much to ask, even in perfect wind conditions, where models are worth in excess of £1000.
- 5 Generally, landing, even for smaller, more suitable models, could prove to be difficult in fairly strong winds (F3 and above) which were predominantly of a Northerly or Southerly direction.

*Jimce*

## Events/Competition Calendar 2008

Sept 13	Sat	12 noon	Loops, Rolls and Spins	Thorney
Sept 20/21	Weekend		South of England Model Show	Hop Farm
Oct 11	Sat	12 noon	Scale Comp	Thorney
Oct 18	Sat		Yeovilton Autumn Show	Yeovilton

### Seaford College Indoor All Saturdays from 1.00 pm to 5.00 pm

1st hour free flight only. September 27th October 25th November 22nd December 13th

### Proposed Club-night Events in 2008

11th September	Auction - 'Honest John' Riall on the gavel.
9th October	Aero Quiz - From John (Quizmaster) Dean - BRING A PEN
13th November	Annual General Meeting
11th December	Fees Night - BRING A PEN AND YOUR CHEQUE BOOK!

### Free Flight Events Full details - [www.freeflight.org](http://www.freeflight.org) [www.sam1066.org](http://www.sam1066.org)

12 October	SAM 1066 trimming & contests	Middle Wallop
30 November	Croydon MAC - Coupe & Power Comp	Middle Wallop

## Editorial

Greetings - 'Just back from the Nats at RAF Barkstone Heath, Lincs and full of bonhomie, salubriousness and quite a bit of alcohol, still! What a great weekend, again. Made, as ever, by the many joyful re-acquaintances with friends and colleagues from all over.

I was particularly delighted when my old mate Fred Lee, from the Nottingham, Trent Club, attempted to wake me up Sunday morning with his 'Pan-European's multiple AIR HORNS!

There was a good CADMAC contingent again this year although only Dick Stepney was officially competing.

Now there's been a lot of talk recently about 'Team GB' and well all I can say is that 'Team CADMAC' has had it's moments recently, too. We had some great 'get-to-gethers' in the bar at night and there was much camaraderie on all the flight-lines and in particular during the totally mad, all comers, free flight sessions. Colin Stevens' son Graham came to my rescue not once but twice with spare props and facilitated the final trimming out of my 'Boddo's' Mini Tyro. Andy Gibbs then had the best flight of the night with it when I forgot to tell him I'd already refuelled it! Memories of the shouts, the screams and the laughter dominated conversations for many hours afterwards and of course helped to cement the relationships of all concerned - a perfect example of group bonding.

What a great pity then, that the other vehicle of CADMAC camaraderie - the Mini-Bus Outing seems destined for extinction. At the time of writing we've only four takers for the twelve



available places on the coming trip to the Southern Model Air Show at Hop Farm. Its not that CADMAC won't support these events - I recently counted 26 members at the Hastings Show - despite the fact that we' couldn't fill the mini-bus. It somehow seems that many prefer their own autonomy nowadays, and that's a great pity since the big shows are TOO FAR for many of our elderly members to drive - perhaps in future we could publicise car sharing details and plans in CD. Let's hope it IS the personal convenience of our own cars and not the lack of 'esprit de corps' that's brought about this transformation. There was great team-work during the Vintage Fly-in event earlier this year but then recently, only a couple of dozen members could be bothered to turn up for the excellent 'New Thorney Guidelines' presentation and discussion which Derek Honeysett staged with support from Morris Campbell and Tony Chant. When our committee members have put in so much time and effort it can be very dispiriting, at the least, to be met with indifference and apathy. Please, have a care!

*Jimce*





## Minutes of the Committee Meeting 5th August 2008 from Keith Wood - Acting Secretary

### CADMAC

Minutes of Committee meeting 5 August 2008

### Members present

Tony Chant, Ray Beadle, Ken Knox, Steve Skinner, Derek Honeysett, Bryan Stitchbury, Morris Campbell, Keith Wood

### Apologies for absence

Ray Andrews, Tony Busuttill-Reynaud, Allen Miller, Bruce Smith

### Matters arising from previous minutes

None

### Correspondence

4.1 Chairman had received notification from the Army that Thorney Island would be closed on Saturday 30 and Sunday 31 August. Members however could use the site on Monday 25 August (Bank holiday)

4.2 Seaford College - Mike Pinn to liaise with TC to bring meeting schedule up to date on the web site **ACTION MP/TC**

4.3 Chairman reported that he had received a letter concerning Thorney Island from Colin Stevens. This was noted.

4.4 SS reported that Peter Houseman had donated a mower for Porthole Farm and this had now been repaired and put into use. The Committee thanked PH for his donation.

4.5 BS and JR had visited Goodwood Racecourse to test whether it could be the venue for a public model flying display event following on from the VFE at Goodwood Aerodrome in May. This had been suggested by the Goodwood Estate. A trial flying session had been held. Their conclusion, set out in a report, was that it was not suitable, except for a limited display of small light aircraft and their report had been submitted to the Estate.

### Short Circuits

Once air-borne, circuits were to be flown with the nearest pass point to pilots and spectators being demarked by the centre of the race track.

I believe that short circuits, as would be flown by slow scale models, some trade display teams (small models) and lightweight 3D aircraft (such as my Sledge Hammer) would have no difficulty operating within the constraints of the described circuit (E) as illustrated above. This ideal circuit extends from the eastern end of the Lennox Enclosure to the centre of the Gordon enclosure.

### Long Circuits

Pattern ships, gas turbines, fast scale models and large composite aircraft would all have difficulty operating within the constraints of the previously described 'E' Circuit. At its westerly end the race course and the associated buildings veer right to the north-east and across the direct line of flight which is parallel to the 'home straight.' Almost certainly fast aircraft would be flying close towards, if not over, spectators at the far reaches of the Gordon Enclosure and beyond.

### Aerobatics

Both low level and high level aerobatics were flown during the trial and with the North Westerly wind in the pilot's face little or no disruption was noticed during manoeuvres. A change in wind performance was expected above the level of the grand-stands but this was not apparent at the 50m or so distance at which the aerobatics took place.

### Landing

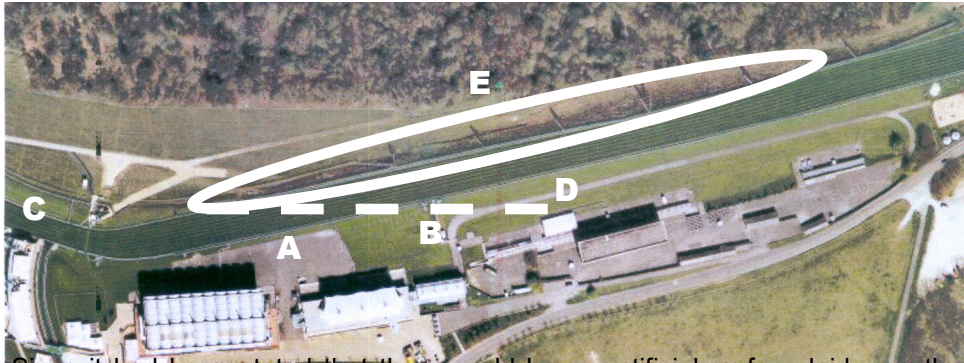
During the east /west final approach, it was noticeable that the air was substantially calmer nearer the buildings (20m) on the spectator-side of the track fencing. The expected turbulence never materialised: possibly since the sheer point of wind flow over the grandstands may have occurred further out than the designated approach line. A smooth final and gentle landing were achieved with no problem other than a little ground effect.

### Conclusions drawn from the trial

- 1 A limited model air display could be staged from the Lennox Enclosure provided that:
  - (A) Small, light aircraft only were used on a restricted circuit; and
  - (B) No spectators were allowed forward of the foot of the Grandstands in any of the enclosures.
- 2 The Lennox Enclosure only, would prove a suitable viewing point for the flying display since the flying circuits would need to end about half way along the Gordon Enclosure.
- 3 The Race Course would not be suitable for gas turbines or large fast models which would, by needs, be flying on a line towards spectators,

# Model Flying Trial at Goodwood Race Course

Monday 21st July 2008 at 6.00pm



Since it had been stated that there could be no artificial surface laid over the race course turf to facilitate take off and landing, a trial was held to ascertain the safety and viability of operating a model flying display from the fore-course adjacent to the race track. Early inspection showed the Gordon Enclosure (A) above, to be unsatisfactory for any modelling base since fences at (B) and populated buildings at (C) would compromise the take-off and landing lines. The decision was taken to set up the pits in the Lennox Enclosure at point (D).

Eastward view from the pits

Westward view from the pits



Visibility was excellent for the trial and the prevailing wind was North-Westerly of approximately 10 mph. As there was an element of wind coming up the valley, conditions were considered to be challenging enough to constitute a reasonable trial. Models were started and launched from the pits area (D) to join the flying circuit (E).

## Take Off

From this position a climb-out was required within the first 50m to gain clearance of the race course railings and the inter-enclosure fencing (B). It was noted that acceleration to ROG and climb-out was reduced by the grass surface in comparison with the tarmac/ concrete of a runway.

## Social Secretary's report

5.1 KW and TBR had liaised on the administration of the Club Auction on 11 September. Mike Burton would be participating. TBR to confirm availability of the Fishbourne Club for the Auction and to advertise event with other Clubs. KK would also place notice on BMFA Southern web site. **ACTION TBR/KK**

## 6.0 Treasurer and Membership Secretary's report

6.1 The Committee approved applications for membership from Jeffrey Donin (beginner) and Ron Shepperd (A cert), both from Selsey.

6.2 KW circulated a list of the Clubs assets. A valuation is required for the 2008 Statement of Accounts to be presented at the AGM. The Committee made some detailed comments. Overall valuation of these assets was £ 1,415.

6.3 KW would be away from mid August to early November. John Fowler had kindly offered to cover for KW during this period.

## 7.0 Thorney Island representative's report

7.1 The Chairman reported that he had received views on operations at Thorney from one of the members. He reminded the Committee that a proposed layout for Thorney had been prepared by the Safety Officer in conjunction with DH and TC and agreed by the Committee as a basis for consultation. The central motivation for this proposal was to ensure the safety of members at the flying site.

7.2 The proposal is to be presented to the membership at the Club meeting on 28 August and if accepted, was to be operated for a trial period. A similar approach had been adopted with the layout changes at Porthole.

7.3 The Chairman stressed that these were proposals and not firm rules at present. However he directed that any changes at Thorney had to go through the Committee and not be the subject of ad hoc unilateral action on site.

7.4 At Porthole, the members accepted that all pilots had to have a helper to assist in carrying out the model to the flight line. This was now standard practice at Porthole. Although the Thorney flying site was different in ground conditions, the Committee recommended that in the interests of safety, a similar approach be adopted at Thorney particularly when flying from the new area at the southern end of the runway due to the proposed location of the pilot's box and take off area.

7.5 The new petrol mower was now to be stored at Thorney. KK to liaise with DH to provide an on site storage box. **ACTION KK/DH**



**8.0 BMFA representative's report**

8.1 KK is looking for information from Allen Miller to do an article on Indoor flying at Seaford College **ACTION AM/KK**

8.2 KK provided details of a Grand Prix and air display day at Lasham (Alton area) to be held on 6 September.

**9.0 Safety officer's report**

9.1 Following on from the Thorney layout issue, MC said the objective was to make it clear and simple where pilots fly from, the location of the start up area and the pits to avoid any doubts or other interpretation in the interests of safety.

9.2 There were no other safety related incidents to report.

**10.0 Porthole Farm representative's report**

10.1 No issues to report. Ralph was pleased with the RAF Anniversary book presented to him by the Club. One guest flyer had visited the site on 14 July.

**11.0 Clear Dope**

11.1 BStich advised the Committee that new toner cartridges were available from Printware at a lower cost than the manufacturer's items. He had obtained a written guarantee form Printware that if the cartridges lead to any problems with the Printer, then they would bear the cost of repairs. The Committee agreed with the arrangement.

11.2 BStich had costed CD at £1.20 per copy including postage.

**12.0 Competition Representative's report**

12.1 A slope soaring competition was programmed for the Trundle on Saturday 16 August at 12.00. If the wind was not cooperative, then this would be transferred to Thorney as an electric glider comp.

12.2 RB said that the competition schedule remained as that printed in CD.

12.3 TC asked RB to consider an arrangement where all pilots at power competitions remained within the pilot's box and not outside it, which could compromise safety. RB to report back to Committee. **ACTION RB**

**13.0 Any other business**

13.1 TC informed the Committee that there would be a static display at Pagham on Saturday 10 August, 11.00am – 4.00pm. All members were welcome.

**Next meeting**

Tuesday 2 September at 8.00pm

*Kevin*

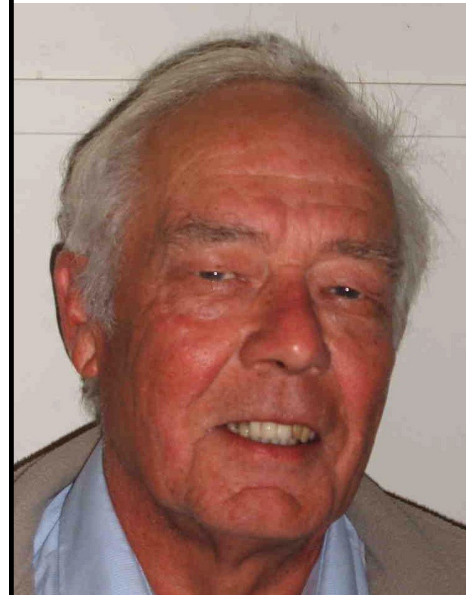


help on the day with the display of models and for being available all day to promote the club. We had quite a bit of work on our plates with inquiries.

Six Membership forms were handed over to interested parties.”

Photos T. Chant

**NEW 'A' TEAM**



**CONGRATULATIONS**

to Trevor Quaintance (left) and Jonathan Smith (right) who both achieved their BMFA 'A' Certificate Award last month under the watchful eye of BMFA Examiner John Riall.



# PAGHAM STATIC



At a committee meeting a couple of months ago, Allen Miller reported that he'd had a call from Ray Radnell of Pagham parish Council requesting a model display on the 10<sup>th</sup> August at St Ninian's Parish Hall and grounds. Following some discussion Tony


Chant stated that there could not be a flying display of any sort as times were insufficient to acquire the relevant searches and approvals from the BMFA, but that a static display would be possible and further that we should approach the membership for volunteers to take part.

Allen replied to the council to confirm the tentative arrangements and take on the display's organisation.

Following the event Tony reported that it had been a greatly success, adding, "Please mention and give thanks to Ron Jeeves, Mick Blundel, John Riall, & George



Chant 14 for their




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# Open Glider Competition 2008

from RB with photos from Ken Knox

This Competition was run over two days in July, three rounds per day, the third being lost due to the weather. These turned out to be light breeze with sun on day one.

For day one nine pilots came, and it was found that most had just cleaned off the dust from last year as Ray Beadle and Harry Hook damaged their models during testing. There was little lift and the wind was from the west, as the grass had not been cut, keeping the line clean and out of snags was difficult. And time consuming Cheers Mick! In the first round J Riall got the best time of 7.41 with Tony Chant next on 6.18, after three or four attempts to get up the line, nobody else was better than 4 min. In round two, D Biles was best with 5.40 and Tony still could not control the model on the line and lost the flight for this round. The



third round was better with John doing 5.16 but Tony was determined to fly and after three attempts to keep the model on the line he made a very late 7.54 to pip John, who said he wanted a forth round!

Day two as reported by Alan Evens.

The day dawned with fine but heavy rain and a low overcast sky.

Nothing had changed by 11.00 when Mick Blundell and I arrived at Thorney, to find just J Riall and Harry Hook

braving the conditions. It was quickly decided that if there was no improvement by 1.00 the comp should be cancelled. Over the next hour the rain stopped and the sky began to clear, but as 1.00 approached there were no more competitors.. Then like the proverbial cavalry 'over the horizon' came three more competitors to make for a viable event

As they were not competing Peter Doe and Alan Evans took control of the timing, leaving everyone to concentrate on their flying.

Mick Blundell was first up, and first to fall. As his glider was launched the line tangled over the wing and the model was driven into the concrete runway. He then gathered up the bits and used his second model. John Riall was second up

The result is impressive when three pilots can fly 7 flights against the clock and end up within 9 sec of each other.

Result 1st George Fridington.

2nd Tony Chant.

3rd John Riall

Thanks go to all who timed and helped.



RAY

Cheers

Electric Glider 2008	Round 1				Round 2			Freq	Pos
Name	4 min	5 min	6 min	8 min	4 min	5 min	6 min		
H Hook	Yes	Yes	Yes	7.51	-----	-----	-----	2.4	5
T Chant	Yes	Yes	Yes	Yes	Yes	Yes	5.09	84	2
K Knox	Yes	Yes	5.32	-----	-----	-----	-----	2.4	6
J Riall	Yes	Yes	Yes	Yes	Yes	Yes	5.03	61	3
R Beadle	Yes	Yes	Yes	Yes	Yes	Yes	2.0	77	4



While chatting in the pits at a recent Glider Comp, Tony Chant noticed this Twister situated somewhere over Selsey and Ken Knox promptly snapped it.  
Hey guys - get under this baby and you'll really Max-Out!



# Electric Glider Competition 2008

This year the electric glider comp was run to a different format to try to give all pilots an even chance and the following rules were applied:

- Multi round.
- Any cell size Sub C or Lipo
- Batteries may not be recharged during comp.
- Motor may be run as required.
- Make 4 flights in following order
- Flight 1 4min
- Flight 2 5min
- Flight 3 6min
- Flight 4 8 min
- All launches will be from a set line position.
- Landing at the end of each flight.
- Pilot to recover the model and return to the launch point.
- Time to start at launch.
- Any time over time required for flight is void.
- Total slot time for four flights is 35 mins.
- Any flight not complete at end of slot the time is to be recorded.
- If there is a tie at the end of the first round, a second round of 15 min slot with flights of 4, 5, 6 mins, is to be flown. Any flight not complete at end of slot the time is to be recorded
- Each pilot has a timer assistant.

This was run with the first day of the open glider comp and the weather was perfect.

Fred Minay was in charge of the slot time.

We had 6 timers for the 6 pilots so this was run all at one time, The pilots were R Beadle, G Fridlington, J Riall, T Chant H Hook and K Knox

At the end of the first round H Hook had run out of battery after 5.50min of the 6min flight and K Knox disappeared down wind and did not finish the round.

The second round was between John, George, Ray and Tony. Three on brushless and lipos, 1 on brushed and Nlmh

All went on the signal, until into the 6 min flight when Ray ran out of battery at 2 min but the other three ran to the end of the slot. John finished with 5.03, Tony finished with 5.09, and George finished with 5.1

It was interesting to fly with 8 other models being launched and landed within secs of each other, close to the pilots.

the line, straight into the ground and back for re-gluing! A 'sub committee' out of his ear shot firstly decided all unsuccessful attempts should be deducted from the final time but finally thought the best idea was to add Tony's two attempts together and divide by two. Being of a delicate disposition I fear my interpretation of his comments would be lost in translation!

To me Don Biles' launches were a sight to behold, straight and true, allowing him to produce the flight of the day in his second round, though there was only 10 sec in the end between him and Harry Hook's third round effort. As the second round came to an end Eric Humby joined the fray and was given the opportunity to make two flights to catch up with the others and while the conditions were quite unfavourable for all, it seemed to effect his model the most.

Through it all came John Riall with his three consistent 4min + flights to take first place.

Having come from a highly competitive and paranoid sporting environment it is a joy to be in the company of competitors who still have that will to win but seem to have every intention of enjoying the experience as well. This fun filled approach however was Ken Knox's undoing, being in line for a great flight on his third round he was consumed with laughter which ultimately affected his efforts. So the final result over two days was a win for J Riall with a total of 22.21

Second came T Chant with 20.52 and third D Biles with 18.18

Thanks to all who attended and made the days very enjoyable, also to Alan Evans for looking after the second day ,  
Please come again next year.

Cheers



Open Glider 2008 Final Result	Day 1	Day 2	TOT of Best 2 Days	POS
Name	Time	Time		
E Gregory	8.38	DNF	8.38	6
M Blundell	7.57	7.31	15.28	4
D Biles	9.19	8.59	18.18	3
J Riall	12.57	9.15	22.12	1
T Chant	14.12	6.40	20.52	2
K Knox	5.58	5.57	11.55	5
K Willis	6.06	DNF	6.06	8
H Hook	DNF	8.07	8.07	7
E Humby	DNF	4.14	4.14	9



RAY

## French Indoor Nationals - Bordeaux Velodrome 7th and 8th June 2008

From Bryan Stichbury

I decided to call him Marcel. Don't know why, but given that this was Paris, and he was obviously on the shady side of things, then Marcel le spiv, seemed as good a name as any.

He appears early in my narrative, because without him, my trip to Bordeaux would have ended here in the Gare du Nord railway station.

At first I thought that he had an affliction in his left arm. It was straight, no bend in the elbow, and his left hand and fingers appeared to be crippled, as though he was carrying a heavy cannonball.

He walked up and down the queue for the ticket office, muttering out of the side of his mouth, his eyes constantly searching his surroundings, as though expecting the authorities, in one form or another to apprehend him for whatever misdemeanor he was committing. I was on my way to Bordeaux for the French Indoor Duration Championships. I had left St Pancras on Eurostar and arrived safely at the Gare du Nord Station. The TGV for Bordeaux leaves from Montparnasse, which lies to the

Southwest of Paris. To give some idea, if Gare du Nord was at Euston then Montparnasse would be at Clapham Junction.

My local travel agent, together with Rail Europe had put together a timetable which allowed an hour to travel between the two termini. Reasonable on a normal day.

However this was a Friday, and Parisiens were leaving the paddock and heading for the stalls, to start "Le weekend."

I joined the throng for a taxi, but the queue stretched from here to eternity. Nothing for it but to take the Metro, but that queue would have given Professor Stephen Hawkings another definition of how long is infinity.

Which is where Marcel comes into the story.

As he passed down the queue, I tuned the ears to receive a foreign language and tried to hear what he was saying.

My first thought was that he was a drug dealer, hence the constant, furtive glances. Then given his supposed affliction, was the poor man begging?

Finally, I understood what he was muttering. "Monsieur, Metro ticket euro 1.80"

Now a Metro ticket costs euro 1.50. One journey one time, and there in the palm of Marcel's hand were about twenty tickets.

I recognised Marcel for what he was, an entrepreneur. Someone who had seen a niche in the market. He had bought a stack of tickets when there was not a queue and was selling them on when there was (a queue)

Put another way, he was in effect, putting me at the front of a very long and fractious queue of travellers for the princely sum of 30 cents.

It was no contest, the deal was done and I arrived at Montparnasse in time for the train to Bordeaux.

The championship, organised by the Association Sportive et Culturelle de Pessac-Alouette was held in the Velodrome de Bordeaux.

This is where the likes of Chris Boardman, Graeme Obree, Miguel Indurain, Tony Rominiger, Cathy Marsal and Laurent Thirionet have all set world records on the indoor Cycle track.

The Velodrome is owned by the Bordeaux City Council, who have as a policy the encouragement of all sport, even minority sports such as aero modelling, and our host club has no problem obtaining sole use of the facility. Compare this with a recent BMFA indoor meeting at the Manchester Velodrome, where cycling was taking place on the track at the same time as model flying restricted to the inside area of the velodrome. Makes one consider relocating to France where attitudes are more enlightened.

Even the hotel where we stayed gives a reduction in tariff upon production of a BMFA

Contest Licence. The receptionist told me that it was the policy of the Campanile Hotel Chain to encourage all sporting activities. That is correct - all sporting activities.

Classes flown were 35 cm, F1L, F1M F1D and Peanut scale,

The junior 35 cm class had an entry of 16 "cadets" aged between 6 and 16 with many family groups participating. I volunteered to act as time keeper and was made most welcome by all concerned.

Peanut scale was a low key event, won by Daniel Medina from Spain with a time of 1 minute 43 secs.

Ivan Treger of the Czech Republic had a clean sweep of F1L, F1M and F1D

His winning times were F1L 21mins 56 secs,

F1M 19min. 22secs.

F1D 34 mins. 02 secs

Mark Bennis from the UK, came first in the 35 cm class with a winning time of 26mins 36 seconds.

My flight times in F1L and F1M were somewhat less than the winning times so I will not bore you with them. I have however located a source of indoor grade wood and my latest models are now beginning to approach target weights. Just have to get them trimmed out.

Our hosts had arranged an excellent 5 (five) course banquet on Saturday evening, different wine with each course, naturellement, this was Bordeaux. If you cannot get a decent wine in Bordeaux, well!!

All in all a very pleasant trip, which I hope to repeat next year.

So if you are in the Gard du Nord, and you see Marcel - buy a ticket.

You will be helping small business, - and that cannot be a bad thing.

