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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.

SEPTEMBER 2009

# CLEAR DOPE



**In this issue**  
**Pagham on Parade**  
**Come Fly with Me**  
**Feisler Storch**  
**Nats Notes**  
**Build Bigger**

**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	01243 601780
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](http://cadmac.co.uk)**

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

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

Cover Photo: The Scale Line at this years Barkestone Heath Nationals. Leaden skies meant that warm clothing was the order of

## Events Calendar 2009

Club-night Events    Competitions    Indoor Flying    Other Events

All competitions commence at 12.00 noon

10th Sept	Indoor Flying and Chairman's Chat
19th Sept	Weekend Hop Farm Show (Club Outing?)
26th Sept	Loops, Rolls, Spins Thorney 12.00 noon
26th Sept	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
08th Oct	Table Top Sale
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

## Military Put-Downs

*from Toni Reynaud*

On some bases the Air Force is on one side of the field and civilian aircraft use the other side of the field, with the control tower in the middle. One day the tower received a call from an aircraft asking, "What time is it?"

The tower responded, "Who is calling?"

The aircraft replied, "What difference does it make?"

The tower replied, "It makes a lot of difference..... If it is an American Airlines flight, it is 3 o'clock.

If it is an Air Force plane, it is 1500 hours.

If it is a Navy aircraft, it is 6 bells.

If it is an Army aircraft, the big hand is on the 12 and the little hand is on the 3.

If it is a Marine Corps aircraft, it's Thursday afternoon and 120 minutes to "Happy Hour."



# SCALE COMP 09



The Scale comp will be run from 12 noon on Saturday 3rd October, weather permitting. The competition is for 'Flying Only' so it doesn't matter whether your model is a scale masterpiece or vaguely resembles a real kite.

**Please don't** just turn up on the day and expect to compete - you'll cause irritation to other modellers and hold up the competition.

**Please do** let me know early if you're even thinking of entering and I'll be able to let you have the paperwork which you need to complete **before the event**.

Bruce

Phone 01243 531 602 aerobruce@aol.com

## Editorial

### THERE IS LIFE OUT THERE!

It can be so lonely, sitting here bashing the old Remington in the west wing turret and wondering if anyone out there takes the time to scan the old matchless prose. But then occasionally, like a shaft of sunlight through the dark storm-clouds, comes a soul-lifting rejoinder, from a fellow human being to gladden the heart - as was the case with Eric Humby's response to my D-Day Assembly Area item in last month's editorial. I include it below as I know many of you will find it interesting.

Hello Bruce,

I read your piece in the Clear Dope about the plaque at Holly Bank. That site was probably on the extreme eastern edge of Assembly Area A which extended from Botley to Westbourne.

A good source of information is :-

"Hampshire and D-Day"  
Edited By Martin Doughty  
ISBN !-85741 -047-5  
Southgate Publishers Ltd  
Available from  
Hampshire Books (HCC)

I was living in Portsmouth at the time, and one memory, among many, is of the continuous convoy of military ambulances bring in the casualties, in the days immediately after the landings.

I have the book, if this is any help. The D-Day web site doesn't seem much help.

Regards Eric

### TELL MORRIS

As you'll no doubt read in last month's Minutes (You do read them don't you?) The Committee have passed a resolution requiring members to report all accidents to our Safety Officer. No need to be alarmed at this turn of events but Morris finds it increasingly embarrassing when he has literally nothing to report at Committee Meetings, only for others to then say.. 'Oh didn't you hear about the five aircraft Mid-Air at Porthole on Saturday,' or 'Wasn't it sad when Burt's lipos exploded and burnt his house down last week!'

There's no question of blame or inquisition and hopefully the eventual statistics may help determine REAL sources of interference on our sites.

Email on [moley@flyer1.co.uk](mailto:moley@flyer1.co.uk)

Or Phone Morris on 07812682358

### SCALE COMPETITION 2009

You'll see the advert for this further on in CD but I'd like to have two stabs at this particular cherry:

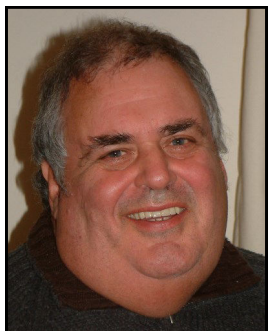
1. You'll need to have the paperwork a good time before the event;
2. You'll need to have decided which options you are going to fly; and
3. You'll need to have indicated your options on your **marking-sheets** before you bring them to the event.

### SO

If you're mildly interested in taking part **PLEASE** let me know **as soon as possible**.

Bruce





## Minutes of the Committee Meeting Tuesday 4th August 2009 From SA BMFA Rep Ken Knox In the absence of Toni Reynaud

**Members Present** - Tony Chant, Bryan Stichbury, Ray Beadle, Fred Minay, Ken Knox, Derek Honeysett, Morris Campbell, Bruce Smith.

Meeting started at 20.00.

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

**Apologies for absence.** Steve Skinner. Allen Miller, Toni Busuttil-Reynaud and Phillip Roberts

**Matters arising from previous minutes.** None.

**Correspondence.** The only correspondence received since the last meeting in June was a communication from **Slindon village** withdrawing their invitation for us to put on a static display at the coming fete. The reason given was that they were unable to offer any covering in the event of inclement weather. Toni may have had other communications but he was not present

**Treasurer and Membership Secretary's report** Keith reported that the bank balance remains healthy however the membership was down on last year at **142** against **155** at same time last year.

**Social Secretary's report.** No report as Toni was not present. Tony C reported he had spoken to Toni who said that he had not received the promised monthly invoices from the Fishbourne club and that to date the uptake on the proposed trip to Hop Farm had so far been poor. Toni will be asked to mention it again at the next club meeting to be held on Thursday 13<sup>th</sup> August as Tony Chant will not be present due to work commitments.

**BMFA representative's report.** Ken reported that that the electric fly-in at Winchester had been a great success. The next local event would be the BMFA Thermal and Electric event to be held in the Soberton area (details on the web site [www.sabmfa.org.uk](http://www.sabmfa.org.uk)). The next major event to be held in conjunction with RNAS Yeovilton Museum will be held at the air station on 17<sup>th</sup> October. The Museum director hoped that this event will be more focused on R/C flying and traders have been offered space at no charge

**Safety Officer's General report and site accident report** Morris reported that he had not been to Thorney recently as the weather had been very windy which precluded any flying. He reported that the windsock was now available and should be erected as a matter of course at the same time as the cones and signs etc were laid out at the start of flying.



You'll remember Dave Steven from last year's Goodwood Fly-In - he flew the Gas turbine 7.5m wingspan Glider; He emailed me these photos and links a couple of weeks back.

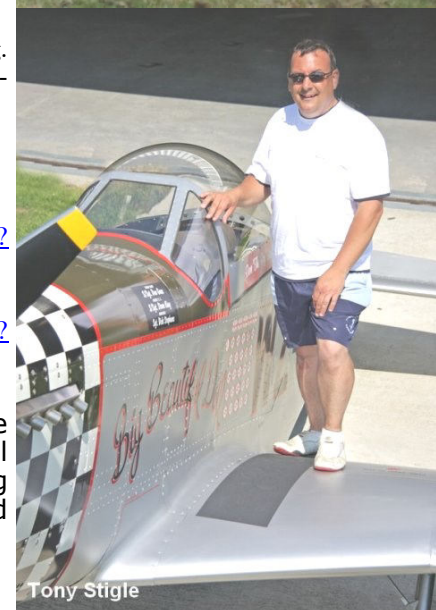
Video of me test flying my T51 Mustang. Excuse the bad video on the landing! it gets better towards the end!!

Cheers Dave

Take off <http://www.youtube.com/watch?v=JRI0UFnQZmM>

Landing <http://www.youtube.com/watch?v=istUGvg-ss>

This is a real aircraft he's built, by the way, 7/8 scale, in one of his industrial units. A bit tail heavy, he was telling me at the Nats - 40lb in the nose and its now close to full CAA certification.



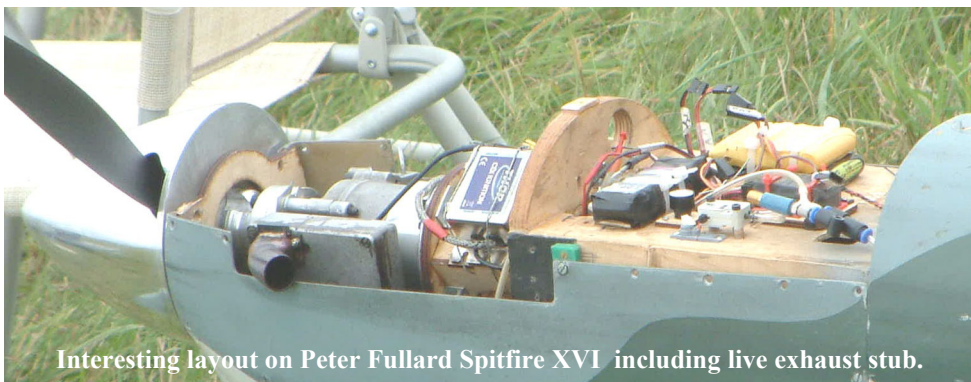
Tony Stigle



# NATS

from bruce

Three good years of weather was too much to ask for so this time Trevor Bowry and I booked into the same Travel Lodge (Grantham A1) that Mick Blundell and Peter Doe have been using for some time. It was a good move. Blackened skies and high winds made this Nationals uncomfortable for spectators and competitors alike. Dick Stepney and family camped as usual, Colin Stevens and



Interesting layout on Peter Fullard Spitfire XVI including live exhaust stub.

family caravanned, as usual, Andrew Gibbs stayed at the 'Hotel Peugeot' or so he informed me and I'm not quite sure what accommodation facilities Bill Ingram or Graham Lloyd enjoyed.

The high winds (over 30mph at times according to Trev's anemometer) caused some classes to be postponed or cancelled - Scale flew high - in the windy conditions and arguably the control-line was the most exciting although there were some stunning RC performances on the Show Line. With less flying in poor condition the traders all seemed to do well and most of us seemed to have bagged a bargain.



"Look - no room in here for large model boxes. No, you can't look on the back seat!"

Morris also said that he had heard indirectly that there had been two crashes and one mid-air on Saturday 1<sup>st</sup> August. This was discussed and all agreed that Morris should be informed in future as a matter of course especially if a large and heavy model was involved. Morris asked to be emailed or phoned on 07812682358 or emailed on [moley@flyer1.co.uk](mailto:moley@flyer1.co.uk)

## Porthole Farm representative report.

Steve was not present so no report was made.

## Thorney Island representative report.

Derek reported that he had not been to Thorney recently due to poor weather and he was on holiday. He went on to say that the grass had recently been cut in the main by Peter Doe since Derek had hurt his back recently. A vote of thanks was made by all present for Peter's help and support

## Editors report on this months Clear Dope

Bruce reported that all was on track for this months edition however he reported that he would be pleased to accept any article for inclusion in future issues. This month's edition had been more problematic than most as there were no minutes for last month to be included and he'd had to write literally the whole magazine. Bruce also reported that CADMAC's involvement with Tangmere Military Aviation Museum Open Day had been very well received, there being a good static display by ourselves of 2<sup>nd</sup> World War related models.

## Publisher's progress on production of Clear Dope.

Brian reported that the publication of this months issue was going according to plan. However he noticed that after club nights he always seemed to find it necessary to print a further half dozen copies, the thought occurred to him people were taking them from the box and not ticking their name off as 'taken.'

Thus copies were being sent out needlessly being a waste time and money on paper, ink, envelopes and postage. Members were to be encouraged to make sure they cross out their names from the 'taken' list.

Brian went on to say that he had a visit from a representative from one of our ink suppliers DANWOOD who quoted Brian a quarterly cost for the inks and maintenance for our laser printer of **£625.50** per quarter. Brian politely declined the quote as our publishing costs for a quarter are approximately **£370.00**, Which is a cost of **£124.00** per calendar month equating to approx **£1.05** per issue.

## Competitions Secretary's report.

Ray B reported that there had been no competitions since last month. This month, the first competition will be held on the 15<sup>th</sup> August and will be the first of the open glider events. The second will be on 22<sup>nd</sup> August and the third and final one on the 5<sup>th</sup> September

## Indoor Flying representative report

No report Alan not present

## Trundle hill representative report.

Fred reported that the winds had been very favourable recently, much better than earlier in the year. Some of members had taken advantage of the conditions and thoroughly enjoyed the most satisfying activity of slope soaring.



**Website Report.** No report - Mike not present

**Junior Members Representative's Report.** Phil was not present - no report offered.

**Any other business** The first item to be discussed in AOB item was "Pagham on Parade" to be held on 9<sup>th</sup> August. A number of those present stated they would be attending to represent our club and set up the static display. Our gazebo had been repaired. This would be erected along with the club signs. Tony also said he would print some flyers with club info contact numbers etc Bruce then reported that the club had been approached by the event manager of Tangmere Military Aviation Museum. They intended to host a Model Aircraft Display Day on Sunday 26<sup>th</sup> September 2010 and have invited us to give a flying display. We would be given the area at the front of the museum for the static display of our models and other aeromodelling related displays.

Tony, Bruce and Morris had visited the site to see if flying would be feasible. It was agreed that there would be plenty of space and it would now be up to the museum to approach the local authority to obtain the necessary permissions before we proceeded with the organisational part of the event. We also needed to decide if we should approach other clubs in the patch for help with the static display, as we had done for the Goodwood Vintage Fly-in, last year.

**Date of Next Meeting**

The next meeting will be held on Tuesday 1<sup>st</sup> September 2009 at 20.00 at the Fishbourne Club.

The meeting ended at 21.40.

*Ken*

Ken Knox SA Rep/SA BMFA PRO

## THORNEY ISLAND CLOSURE

**Due to Baker Barracks hosting a motoring event on Thorney there will be no flying over the weekend**

**12TH & 13TH SEPTEMBER  
LOOPS, ROLLS & SPINS NOW  
ON SATURDAY 26TH**



On a perfect day over Thorney island the other week I couldn't help but drool over Mike Galvin's Storch. This BIG model is just as impressive when you get up close. Lots of details, the colour and the pilot all look 'just right' and her maiden flight went without a hitch. Mike writes..."It's not a beginners aircraft at all because you need to use rudder and ailerons independently and not always in the same direction! Still I'm pleased with the way it looks in the air. It rewards all those frustrating hours spent trying to get it looking anything like a Storch." The perpetual cry of a scale modeller... but you can feel it when you get it right... and Mike certainly did with this beauty.





# Heisler Storch

Photos from Mick Blundell



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# Come fly with me

from Fred Minay

Glider flying can be a satisfactory sporting experience battling the various weather conditions that prevail on our flying sites.

*Wasabi*



All that is required is a radio controlled glider with the basic 2 channel control Elevator and Rudder

To do battle with the elements requires a lot of experience usually learnt from other competent flyers helping you out.

The easy way to start is to try your hand at slope soaring especially on the

Trundle. The ideal wind conditions must be from the south west to a west south west at approximately 8 to 12 miles per hour.

After checking all your gear the glider is launched into the wind. The trick here is to use the updraft from the bowl to gain height whilst pushing the glider out from the hill. With a steady breeze you can lazily relax and steer the glider around the sky without worrying about fuel running out.

It's like fishing, relaxing, waiting for that big feller to bite. Then suddenly it bites along comes a Thermal and your glider shoots upward like an express lift. Wow look at it go.



*Slope Blaster*

# Congratulations

To Peter Doe who passed his BMFA 'B' Cert Test on Thorney Island on Sunday 23rd August with Tony and John officiating. Peter's been working really hard for his 'B' for many months and his reward is really well deserved.



*photo - Sandra Dawson*

## Painting Pilots

Some excellent tips on painting pilots - <http://www.acesofiron.com/home.htm>

You will need to read them if you buy their pilots- they're unpainted!

TTFN, Colin Stevens





*See all, hear all, say nowt, sup all ayt all pay nowt!*



But there is also a downside to the thermal where the glider drops like a stone

Once you have mastered these conditions you can now read the sky and use the thermals as well as the wind

With an ever increasing wind speed your glider will fly faster and can perform various ma-

noeuvres that you cannot do in light winds. This is great look at it go I'm in full control and the excitement now builds up.

The next thing that hits you is landing.

In a light breeze the landing is done on the designated landing area into the wind but as the wind speed increases getting the glider down is another thing

Even the most experienced slope flyers have difficulty in bringing their glider down safely without damage and that makes very interesting spectating.

The message here is "Have a go come and fly with me" The Trundle is perfect for the beginner and will build confidence for the bigger slopes at Butser and Harting Hill.



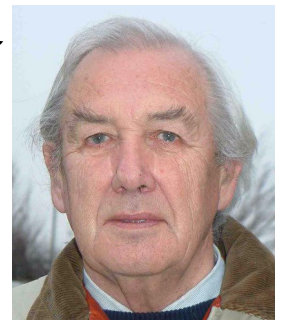
*Fred*

Fred Minay CADMAC Slope Rep.

Contact Fred about sloping on:

01243 373526

[f.minay@ntlworld.com](mailto:f.minay@ntlworld.com)





# PAGHAM ON PARADE



*from Bruce with photos from Tony Chant and Ken Knox.*

Another weekend and another static display! Sometimes seems like I've done more static displaying than flying this year! This time it was at the very well organised 'Pagham On Parade' event which highlights the various activities from the surrounding area. Our liaison was Allen Miller. He couldn't make the actual event as it clashed with holidays but it transpires that someone had seen him flying on the beach in the evenings and invited the club to come along. Once again we were asked to provide a flying display, but last year's experience pointed to that being a no-go. However, the fields immediately behind the show ground had been cropped this year and so maybe we'll look into the possibility of putting up some park fliers next time if they can get the farmer's permission – of course any pilots would need to be B Cert holders.



The event started at 11a.m. and Allen had asked us all to be there for ten to prepare. I thought I'd got there early at about 9.30 but Mick Blundell with Ron Jeeves and Allan Litchfield had just about finished erecting the gazebo. Soon other members arrived - George and Tony Chant, John Riall and Brian Stichbury with dinky indoor examples. By the time Arthur Horton arrived we'd built up an impressive display covering most aspects of the hobby. I'd fitted a 6v 6AH gel cell battery in Twilight Tear so she could happily be left switched on all day - her controls tweaked, prop spun or gear cycled from a distance when anyone showed interest. Once again we provoked a lot of curiosity and, I think, did a lot of good for the hobby and CADMAC. Thanks to all who helped - my sincere apologies if I missed anyone out.

*Bruce*