

Clear Dope

MAY 2013



Chichester and District Model Aero Club

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

Committee 2013

Chairman: Tony Chant: 01243 262816, mobile 07766 078977, t.chant11@btinternet.com

Secretary & Social Secretary: Toni Reynaud 01243 370422, a.busutilreynaud@btinternet.com

Treasurer & Membership Secretary: Malcolm Farrington, 4 Little Babbsham, Aldwick Fields.

Bognor Regis. West Sussex. PO21 3SZ, 01243 821789, members@cadmac.co.uk

Competition Sec.: Ray Beadle 01243 670163

Thorney Rep and Safety Officer: Derek Honeysett 01243 371093

Porthole Farm Rep. and Safety Officer: Keith Watts 07530375113

Indoor Rep: Derek Ascott 01243 849088

Slope Rep and Safety officer Trundle Hill: Ron Hemblade 01243572819

Webmaster: webmaster@cadmac.co.uk

Junior Rep. & Junior Members Protection Co-ordinator: Donna Goff

Committee appointed positions: John Riall 01243-782922, Senior Training Officer

BMFA Rep & CD editor: Ken Knox, 02392-593104, mobile 07885 819911, kenneth.knox@btopenworld.com

The Committee had decided with great pleasure to award Bruce Smith an Honorary Life Membership for his services to the club



Tony Chant Chairman presenting Bruce with his certificate, Toni Reynaud Secretary looks on
12th April 2013

AN OPEN LETTER TO THE CADMAC COMMITTEE

Dear Tony and Members of the Committee,

I write to express my pleasure, shock and humility in receiving the award of Honorary Life Member of The Club.

It has been my good fortune and pleasure, as you well know, to work on the CADMAC Committee, over many years with a group of very dedicated individuals prior to my stepping down just under two years ago. Since that time I have been impressed with the commitment and enthusiasm display both by new members and those existing members who have taken on new tiers of responsibility – or should that be ‘tears!’

I would like to take this opportunity to dispel that urban myth, that committee is an easy ride for those who get their subs paid. I know of the many, many hours worked unseen by committee member, the having to turn out on cold, wet winter evenings, being the sounding board for a hundred and fifty members’ diverse opinions on rules and regs and in some cases holding the poison chalice of certain unpopular committee positions. I also know (what is not common knowledge) that in the past, irrespective of their entitlement, some committee members have continued to pay their subs to the treasurer.

To my fellow members I would implore: Have a little less cynicism and be prepared to give a little of YOURSELF for the benefit of the club and all our members. For to parody the words from that famous inaugural address by J.F.K. in January 1961.....

‘Ask not what your club can do for you, but what you can do for your club.’

To you the committee: May I thank you sincerely for all you work and efforts on our behalf; May I applaud your new venture in extending the sociability of our organisation beyond the club night and the flying site with the introduction of a communal meal; and may I wish you every success in your ventures over the forthcoming year, in the sure and certain knowledge that I will continue to give my support to the club in any way I can.

Yours sincerely

Bruce

As you can see Bruce had no idea what he was about to receive



Bomb Drop and Climb and Glide Reports by Ray Beadle



I/C Climb & Glide Competition 2013

Saturday 20th April was lovely day, sunny with a light wind

There were 13 entries for the first comp of 2013, which had to be run at Porthole Farm due to bad weather on the original day, this meant the Climb and Glide model had to be electric. All pilot were to fly the same model, two rounds were flown, both rounds to be added together. One Battery for each round.

The climb time was set to 15 sec., the model had to touch down on the cut area. 10% was removed from the score if the model did not land in this area in both rounds.

Ray Beadle started us off, as it was his model and did 51 sec he was followed by John Riall with 62sec and Harry Harrison with a good 65 sec. then came Keith Watts who managed 67 sec, followed by Tim Spurr with 76sec. all landing in cut area although some had to do some tight flying to make it!!

John Brandhuber came next and got 92 sec but landed in the next field, Trevor Humphrey made a time of 77 sec while Tony Coombes only managed 53 secs. Mick Blundell then got to 68secs while Pete Daer only made 48 secs

Declan Cousins the **Power Man**

being new to electric could only do 51 secs A new competitor, Keith Turner got a time of 51secs and last Harry Hook with a difficult 29 secs The box was only missed once in this round.

In round two the flying order was reversed to compensate for the loss in power from the battery Ray only made 75 secs. John made 75secs and Harry could only do 59 secs and Keith 44secs while Tim managed 51 secs

John Brandhuber got to 63 secs but could not make it back to the area, Trevor followed with a 62sec and Tony got a better time of 73 secs Mick managed a good time of 96sec Pete got to 94secs but Declan flying early, made a 119sec

The result after totalling the two rounds and removing the bonuses was

1st Declan Cousins 170secs

2nd Mick Blundell 164sec

3rd John Riall 155 secs.

Name	Round 1	Round 2	No A/B +10%	Not Landing in box	Total	Position
D Cousins	51	119			170	1st
M Blundell	68	96			164	2 nd
J Riall	80	75			155	3 rd
P Daer	48	94			142	4 th
J Brandhuber	92	63		-10%	140	5 th
T Humphreys	77	62			139	6 th
T Spurr	76	51			127	7 th
R Beadle	51	75			126	8 th
T Coumbs	53	73			126	8 th
H Harrison	65	59			124	10 th
K Watts	67	44	+10%		122	11 th
K Turner	43	39			82	12 th
H Hook	29	—			29	13 th

Bomb Drop Competition 2013

This was also run on Saturday 20th April at Porthole Farm due to the bad weather the week before. It was a sunny day, with a slight wind from the sea.

There were thirteen pilots this year. Models were electric powered and there was a choice between three thanks to K Watts, H Harrison and T Spurr, who let the rest of us fly their models. Two electric Wot 4 and an electric Stinson Reliant. Two rounds were to be flown. The nearest distance from the spot was to be the winner.

Harry Harrison started the 1st round and made a distance of 27.5ft, Tim Spurr then got 34.5 ft with his Stinson and then Keith Watts managed 36ft, these were flying their own models.

John Riall chose to fly a Wot 4 and made 31.5ft while Pete Daer got 45ft and Declan Cousins only managed 73ft. Tony Coombes did 47ft and Mick Blundell got 33.5ft

Trevor Humphrey got 90.5ft this year, than John Smith trying a Comp for the first time managed 85ft Ray Beadle followed with 53ft and finally John Brandhuber chose to fly the Stinson and made 47ft.

In the 2nd round Harry Harrison got 46ft. then Tim Spurr got the closest with 8.5ft, he was followed by 10.5 ft from Keith Watts. John Riall only made 60ft while Pete Daer got to 38ft and Declan Cousins bettered his first round with 38ft. Tony Coombes only managed 101ft

Mick Blundell then managed 14ft followed by Trevor Humphrey with 33 ft and John Smith with 70 ft but Ray Beadle got a 11ft and John Brandhuber could only get to 53ft..

The Electric models proved to be very good and easy to fly.

So with nearest over the two rounds the results were,

T Spurr 1st

K Watts 2nd

R Beadle 3rd

It was a grand day. I hope more will come and join us.

Thanks to all who came,

I hope all enjoyed it

Cheers Ray

Bomb Drop Results (Distance in Feet)

Name	Round 1	Round2	Total	Position
T Spurr	34.5	8.5	43	1st
K Watts	36	10.5	46.5	2nd
M Blundell	33.5	14	47.5	3rd
R Beadle	53	11	64	4th
H Harrison	27.5	46	73.5	5th
P Dear	45	33	78	6th
J Riall	31.5	60	91.5	7th
T Brandhuber	47	33	100	8th
D Cousins	73	38	111	9th
T Humphrey	90.5	33	123.5	10th
T Coumbs	47	101	148	11th
J Smith	85	70	155	12th
H Hook	—	—	—	13th

Picture by Keith Watts

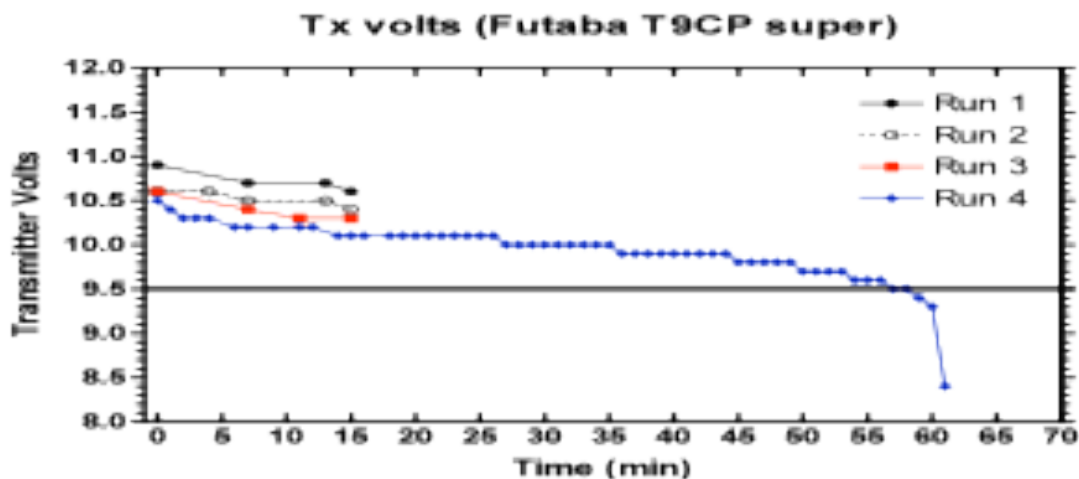


Club Member Peter Sackman sent me this link which may be of interest to you

<http://youtu.be/zYPag3LuKIA>

How long does your Tx voltage last?*by Air Brake*

I have a "new" transmitter (a Futaba T9CP super) that hasn't really been used much, but it has been kept in the house with the occasional top up charge and discharge to keep it in working order. Not ideal, but better than nothing since I don't fly R/C that regularly anymore. But I am planning to use it in a new model soon, so just out of interest I decided to check out how well it held its charge. First of all it was charged up over night, for about 18 hours as recommended. Then later on that day, it was switched on three times for 15 minutes each run with about 15 to 20 minutes rest in between to simulate 3 longish flights. For the 4th and last try, it was left on continuously to see how long the voltage lasted for (see graph below). It is clear that at least 4 or 5 flights (15 minutes each) could have been made without any problems at all, probably more shorter flights with rests in between would have been possible. The fourth run was the most interesting since it shows that the voltage decayed fairly slowly for approximately 55 minutes down to about 9.5 V, but then there was a rapid decline to 8.4 V when the alarm went off signaling the need to land immediately. Now that I know how my Tx batteries behave, I'm not going to be risking a model below 9.5 V on the Tx. To be really safe I now need to make similar measurements for the receiver batteries, but at the moment I'm still looking for a suitable voltmeter.

*What it's all About*

My Acro Wot taken at Porthole by Keith
Watts

EVENTS CALENDAR 2013

14 th March	Club Night	Club Auction open to all
2 nd April	Committee meeting	
11 th April	Club Night	Unmanned Aerial Surveillance Talk & Chairmans Chat
7 th May	Committee meeting	
9 th May	Club Night/Event	Chairmans Chat
18 th May	Blackbushe	Blackbushe Model Day @ Blackbushe Airfield
23 rd May	Goodwood	Evening Flying at Goodwood Airfield no flying before 18.00
4 th June	Committee meeting	
6 th June	Goodwood	Evening Flying at Goodwood Airfield no flying before 18.00
13 th June	Club Night	Light flight and Control Line Fishbourne Playing Field
3 rd July	Committee meeting	
11 th July	Club Night	Light flight and Control Line Fishbourne Playing Field
21 st July	Porthole Farm	Porthole BBQ & Fly-in Electric Only
6 th August	Committee Meeting	
8 th August	Club Night	Light flight and Control Line Fishbourne Playing Field
15 th August	Goodwood	Evening Flying at Goodwood Airfield no flying before 18.00
3 rd September	Committee Meeting	
12 th September	Club Night	Chairmans Chat
1 st October	Committee Meeting	
10 th October	Club Night	Balsa Brain Quiz & Chairmans Chat
6 th November	Committee Meeting	
14 th November	Club Night	AGM
3 rd December	Committee Meeting	
12 th December	Club Night	Subscriptions for 2014

*Competition Calendar &
Other Events 2013*



Date and Day	Time	Event	Venue
Saturday 11 th May	11.30	Pattern	Thorney Island
Saturday 22 nd June	11.30	Scramble i/c only	Thorney Island
Saturday 13 th July	11.30	Scale	Thorney Island
Sunday 21 st July	All day	BBQ, Electric only	Porthole Farm
Saturday 10 th August	11.30	Open Glider	Thorney Island
Saturday 17 th August	11.30	Open Glider	Thorney Island
Saturday 24 th August	11.30	Open Glider	Thorney Island
Saturday 21 st September	11.30	Loops, Rolls & Spins	Thorney Island
Sunday 10 th November	12.00	Open Glider fun day & Electric Duration Donation to Poppy Fund	Thorney Island



Nesting season at
Porthole

A Keith Watts Production

Please Try to leave
Porthole as tidy as
possible making
sure no fuel is left
on site

When
Driving
Around Thorney
be aware of young
children on bikes

New Medical Emergency Information Cards have been produced to allow members to record personal information that would be useful in the event of illness or injury on our flying sites.

They are not compulsory and will be issued to members by the Membership Secretary on request at club meetings.

A REMINDER OF FLYING TIMES AT THORNEY

Saturdays and Sundays Only

10.30 Electric only (No Ducted Fans), 11.30 for Electric and IC.

No flying after 18:00 hours

Thorney may be closed for access and flying from time to time as per notices posted Clear Dope and on the web site

www.cadmac.co.uk

Please also note that members can bring guests to Thorney and Porthole however if they fly they must fill in a guest flying form and they can only fly on three occasions in a year if they are not BMFA members. This is a condition of the BMFA insurance

New pass system for Thorney Island.

Due to a change in the organisation at Thorney Island, existing civilian car passes will cease to be valid as from 15th May 2013. The process for gaining access to the Island thereafter will be through the collection of a temporary car pass via the Main Entry Point gate post which must be returned on exiting the establishment. Temporary passes will be issued for a vehicle and its occupants provided that:

- All individuals are registered on the Club's membership list as held at the gate post.
- All vehicles are road legal and details (Make, Model, VRN) held on membership list.
- All vehicle occupants provide photo identification (driving licence or passport) to cross-reference with membership lists on entry.
- Users accept vehicle searches on entry and departure.
- The vehicle and occupants only use and park at the facility of which they are a member: other areas of the Island remain out of bounds, and military personnel will challenge breaches and are empowered to remove passes and escort non-compliant personnel off the Island.

Permanent vehicle passes will be withdrawn by military personnel from 14 May 13, and temporary passes issued from then on. Please note that all those requiring temporary access must pull into the lay-by prior to the barrier and enter the gate post to receive a vehicle pass.

In order for the Club to provide the necessary information to Thorney Administration, all members who wish to visit Thorney in the future MUST submit to Malcolm Farrington (mfarrington52@aol.com) and Tony Chant (t.chant11@btinternet.com) the Vehicle Make, Model and Registration Number before 30th April 2013, to allow the creation of the necessary list. (Please also send details of your second vehicle if applicable.)

Note that if a vehicle is changed, the same information for the new vehicle needs to go to Malcolm and Tony as soon