

Clear Dope

JANUARY 2013



Chichester and District Model Aero Club

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Committee 2013

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Happy New Year for 2013

*Jeremy Stuttard, Malcolm Farrington & Colin Stevens try out the
January Air*





DON BILES

from Bruce

It's hard to believe, with all that's happened in the last couple of weeks, that it's only a months since our good friend and Safety Officer, Don, passed away. Veteran club member John Riall believes that Don had been the last surviving founder member of our club, and that must add even more urgency to the need for those like John, Bill Honeybourne and Dave Etherton to get their heads together and finish the work, which I know John has already begun, of finalising the definitive history of CADMAC.

Don passed away peacefully in spite of the frantic and heroic efforts of Donna Goff (Adam's Mum), a paramedic unit, two ambulances and other police support. It appears now, that there was probably nothing that anyone could have done, at all, to save him and that it was quite simply the case that 'Don's time had come.'

The passing of a friend always has a profound effect upon us, and the more so for that small group of members who'd been flying with him that day. Since I'd been the last person to speak to Don, Tony Chant asked me if I'd give a short eulogy at his well attended committal service on 27 Dec. The words and poem chosen, follow below.



CADMAC, which is Chichester and District Model Aero Club has its origins over 65 years ago when just after the Second World War, Don and a group of like minded chaps found fellowship spending countless hours building model aeroplanes and then launching them up into the sky – then when they'd come down, they'd inevitably spend countless hours repairing them. Such was aeromodelling, and it hasn't changed a deal.

In those early days, models were either free flight or control-line – where they'd gyrate in a circular fashion around the pilot who controlled the elevator movements through a handle with long thin control wires.

Later, came the development of remote controlled gliders and power models and there's no doubt that being a very practical chap, Don soon involved himself with this new technology - and he'd subsequently kept abreast of all major development over the following 60 years in this his hobby which he so loved.

As a club member, he'd always given his total support to any new initiative or organised event and although, never a one to push himself forward, he'd occupied a number of committee positions over the years.

Back in 1964, he is mentioned as the club Treasurer at a time when CADMAC was featured in an article, in a major modelling magazine, under the heading, 'A Successful Cub.' The article went on to elaborate just what a dynamic and outgoing club CADMAC was, and it's quite obvious that Don must have been a very systematic and hard working committee member to control the finances of this thrusting club with all the many organised activities listed in the article.

As I mentioned earlier, Don was always keen to involve himself in CADMAC organised activities, and none more so that our annual, three day gliding competition. In the last six years he'd never come lower than fifth in the comp and he won it outright two years in succession - 2009 and 2010. It was in 2010 also that, with his wealth of experience, he came back onto the committee as our safety officer - and he continued to serve in that position until his sad death earlier this month.

On the day that Don passed away he'd been out with his friends, flying his models from the concrete runway of Thorney Island, which is a military base. He did mention that he'd been a bit 'under the weather,' but it hadn't been enough to keep him away from the banter and camaraderie of his mates.

He'd left the flying site pit area, that afternoon, about five minutes before me and by the time I'd walked back to my car I could see him half lying on the floor as he dismantled a big biplane. "Are you alright, Don?" I called - more as a greeting than a question. "Not really," he replied, and he went on to tell me he was feeling a bit dizzy and short of breath. To my questions he replied that he wasn't in any pain at all and my initial thought was that he'd overheated a bit and gone dizzy bending over his model.

I pulled his model out of the way and encouraged him to put his head down on my coat for a few minutes while I called for some help to pack his gear away and get both him and his plane home safely.

"Is that more comfortable?" I asked, as he put his head down. "Yes, thanks." He said,

and with the skylarks singing all round us, and the warmth of the sun from a clear blue sky on his face he slipped away in seconds.

Don died, as he had lived - with quiet dignity.

I'd like to read a poem which typifies the euphoria that Don. Along with all other pilots and model pilots have experience on one of those perfect flying days and about which we perpetually dream

The author, John Gillespie Magee, Jr., was a 19 year old American lad who chose to cross the border and enlist in the Royal Canadian Air force to fight with the allies in 1941. He wrote this one day after returning from a mission in his Spitfire Mk.V.

*Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long delirious, burning blue,
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew —
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand and touched the face of God.*

Old Dog Update; Install Now.

So, the answer to my question [see Clear Dope October 2012] is Yes! Or to be more specific I'm the only one to have put his head above the parapet. (That's binary code for Keyboard;..... alright, alright I know it's not binary, but I'm trying to fill a few column inches for the Editor).

I had three foolscap sides of questions, most of which were of the 'Why, What or If' type rather than 'How'. A couple of sessions with Fishbourne's computer guru Jim, provided the answers in plane English 'like what I understand' and if necessary with pen and paper illustration/layout. Pity I didn't find it earlier.

Having thus proved that CADMAC members - or those with computers - are fully up to speed, perhaps I could tempt you with a follow on course. Due to popular demand, Jim is proposing to hold a series of workshops dealing with Adobe Photoshop. This will consist of an introduction lecture, open to all, followed in succeeding weeks by 4 - 5 workshops on specific aspects of the program. Please note, these follow on meetings will be restricted in numbers to a maximum of 8 people per session.

If you are interested in attending any of the individual workshops, you will NEED to attend the introduction lecture to sign up for which/all of the specific sections that are appealing to you, so that numbers can be arranged.

Photoshop Introduction Lecture; Thursday 17 January 7.00pm in the main hall at Fishbourne.

Old Dog

PS. Remiss of me not to thank those CADMAC members who offered to help with any problem I was having, I can at least now send my CD copy to the Editor, in the correct format, without having to resort to a hard copy via snail mail; that's progress.

To those who found my situation somewhat amusing, I hope you enjoyed the joke. It is all very well for those who use/used them at work, or who started with the ZX Spectrum or BBC Micro, but the Logic used by some Program writers is not always the same Logic with which I'm familiar. What makes it really frustrating is that it's perfectly straightforward to a 10 year old!!!!

Dave Etherton

Competition Rules for 2013

ELEC//I/C Duration.

All pilots can have helpers or instructors.

The Same **Model will be used.**

Timed climb from ROG, time to be decided on the day, **shut off** motor

Timed glide to spot land in box.

10% extra for touch in box. Non A, B certificate flyers will get an extra 20%

Winner is highest total of Two Rounds.

Bomb Drop.

Each Aircraft is to carry a Water/Sand filled balloon.

This bomb is to be dropped onto a marked spot from a set height to be declared on the day.

The distance from the spot is to be measured and recorded.

Winner is the minimum total distance for Two Rounds.

Pattern

Schedule will consist of : take off, which is complete, when the model has finished one circuit and passed back over start point, Two right hand rolls, Straight level flight upright, Two left hand rolls, Straight level flight inverted, Two inside loops, Two outside loops, One double reversal, One double stall turn, One double Immelmann, Rectangular landing , Touch down in box.

Manoeuvres to be called for start and finish.

Manoeuvres to be central about Judges

Lose 5 Marks for missing box

Marked out of 10 points for each manoeuvre

Winner is Max Total No for Two Rounds.

Bonus of 10% on total for "A" Certificate Flyers

Bonus of 20% on total for Non Certificate Flyers

Scramble. i/c engine

ALL pilots will have a helper

Helper will place model in start box

Helper can retrieve the model

The clock will be started then,

The model will be started, normal safety checks carried out.

Take off, do 3 loops, cut engine, be returned back to pilot box.

Clock stopped.

The time will be void if the model is taxied into the box after landing.

Winner will be shortest time over two rounds.

Non A, B pilots will get a 20% bonus

Scale

Model will be a semi or scale aircraft..

Model will fly to the BMFA regulation schedule, marking will be by two judges.

Winner to be max total for two rounds.

Please fill in entry forms before day Helps marking!!

Open Thermal Glider.

Aircraft wing span is Unlimited.

Bungee Launch.

Only One Bungee is to be used.

10 min max

3 rounds per day, discard worst round.

3 days, discard worst day

Winner is highest total of Two out of Three Rounds.

The Andrews Cup will be awarded to Pilot with the best total time for the three Days.

Competition Rules for 2013 continued

Electric Duration.

Only ONE lipo to be used < MAX SIZE 2200/2500>

Motor run as long as you want

Timed glide to spot land in box.

6 min max,

RUN AS MANY TIMES AS YOU CAN FROM THE ONE LIPO

5 SEC extra for touch in box. Non A,B certificate flyers get the extra

Three Manoeuvres & Spot Landing.

Pilot will have a helper

Any Aircraft To Be Used.

Model is placed in start box

Flight is Timed from take off to landing.

Each round is:- Take off Do 3 Loops, 3 Rolls, 3 Spins in any order then land.

In designated box.

Remove 10% for touching down in box.

Winner is lowest time over two rounds.

Slope

Comps will be decided on the day to suit the conditions

Two rounds will be run.

EVENTS CALENDAR 2013

Date	Club Night/Event	What's On

Urgent Note to all Users of Porthole Farm

It is imperative that the last person leaving the field **CLOSE** and **LOCK** the gate irrespective of other people/ vehicles still being there (i.e. Dog trainers) as the land owner has **INSISTED** that this be carried and is a fundamental clause in the use of the field.

The chain must go through the second bar and the numbers on the lock must be scrambled. There should be no exceptions to this mandatory action. KK



If you are interested in obtaining an 'A' or 'B' Certificate please contact Tony Chant, contact details above. Also please remember that you should not fly without supervision until you have attained an 'A' cert.

Competition Calendar & Other Events 2013



Date and Day	Time	Event	Venue
Saturday 16 th March	11.30	Climb & Glide	Thorney Island
Saturday 18 th April	11.30	Bomb Drop	Thorney Island
Saturday 11 th May	11.30	Pattern	Thorney Island
Saturday 15 th June	All day	Army Open Day	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

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

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**

Thorney island access – the following has been received from Defence Estates and should be noted and please do ring before hand to book an appointment

Dear Tony

The Chain of Command has decided that, in future, all personnel, civilian or military, will have an annual expiry date on their vehicle pass that coincides with the expiry of their vehicle road tax.

I would appreciate it if you could circulate this direction to all of your club members and arrange for them to contact me in the New Year to arrange an appointment for a new pass to be issued.

In this connection, and, subject to other commitments, I will be available for pass renewal during the hours 0915-1215 & 1400-1600, Monday to Thursday. Providing the applicant has already undergone the initial Basic Check procedure, I will require one form of photo ID, CADMAC membership card and the tax disc to complete my documentation.

Kind regards

Stephanie

Stephanie Evans | Assistant Station Staff Officer | Building 134 | Baker Bks | Thorney Island | Emsworth | Hants | PO10 8DH

Mil: 94295 8547 | Civ: **01243 38 8547** | DII (F): 47RA-Station Staff-SSO