

Clear Dope

October 2016



Chichester and District Model Aero Club

Committee 2016

John Riall President

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

Secretary & Social Secretary: Toni Reynaud 01243 370422, a.busuttireynaud@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 07530 375113

Slope Rep and Safety officer Trundle Hill: Nick Gates 07957 422941

Webmaster: David Gardner: webmaster@cadmac.co.uk

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

John Riall 01243 782922, Senior Training Officer

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

Quiz night Thursday 13th hosted by Andrew Gibbs

In Memory

In addition to the above news of the passing of Mike Pinn or old Web Master, we have recently said goodbye to three other passed members.

Dick Emery and Norman Thair could trace their modelling back to the 1950's. Since both were known to have been flying models in the area before the CADMAC we know today was formed – thought to be 1957 - it seem quite likely they were amongst those that formed the first membership list.

Dick was an ace Control Line flyer and could tell numerous stories of how in those early days, the Club put on Control Line Displays in Priory Park on Chichester Gala day. How times have changed. He was also a long time member of Aldingbourne Rifle Club.

Norman was the last member I can recall flying Single Channel R/C in the early 1970's and could land the model – after the engine cut – as close to the pits as is currently thought good practice. He was club Secretary between 1968 and '70. He then took a break from modelling and spent many years Sailing at the Copner Activity Centre before rejoining in the 1990's.

The other member to leave us was John Wingate about whom I know the least, but whose name is constantly mentioned by those about at the time. He was active through out the 60's. A renown scale modeller he is last noted as having entered the R/C Scale Nationals with a BN Islander circa 1970/71.

Dave Etherton

This would seem to be an appropriate moment to once again bring to your notice that very few documents exist for those early days. Should anybody come across anything while clearing lofts, sheds or garages that 'might' relate to this period of our roots, please put aside and check with myself or John Riall. D E.

Open Glider Competition 2016

This year the competition was to run over three days, one day each month, three rounds per day. An Electric Glider Comp was run at the same time with some pilots entering both.

Day one was sunny with a 5 to 11 mph light breeze from the SW at the start, with good lift to be found early on.

12 pilots flew, the models included two Centiphase, a Gentle Lady, a Sundancer, an Optima, a Spirite, an Apex and a Sophisticated Lady.

There were three 10 min flights by Ray Beadle, Bill Pethers and Nick Gates in the first round.

Ken Knox had the best time in the second round with 9min 25 sec, followed by Toni Reynaud with 7 min 38 sec. and Bill Pethers with 6 min .

The best times in the third round were, 8 min 35 by Ken Knox, 7min 54sec by Nick Gates, 7 min 8 sec by Mick Blundell and 7 min 7 sec by David Gardner.

The two best total times for the day were by Ken Knox with 18min, Nick Gates with 17min.54 sec. Bill Pethers with 16min.

Day two

This was Windy with rain forecast, and a 11 to 20 mph breeze from the SW.

13 pilots flew the models included two Centiphase, a Sundancer, an Optima, a Spirite, a 132"Algebra, an Apex, a Lepricorn and a Ravello

The best flights in the first round were 6 min 31 sec by Adrian Childs, 5min .05 sec, by Nick Gates, 5 min 03 sec by Jeremy Stuttard and 4 min 55 sec by David Gardner.

Toni Reynaud folded the wings of his Apex on the first tow of the day,

David Gardner had the only 10 min flight of the day in round two followed by 6 min 20 sec by Adrian and 5 min 20 sec by Ray Beadle.

In the third round the conditions got windier and cold, the best time was by Derek Honeysett with 4min 40 sec,

The best total times for the day were by David Gardner with 14 min 55 sec, Adrian Childs with 12min 51 sec and Ray Beadle with 9 min 29 sec.

Day three

This was lost due to bad weather.

So the final result was,

1st N Gates
2nd K Knox
3rd D Gardner

Thanks for coming I will try to add an extra day next year,
 Cheers Ray Beadle

Open glider 2016 final	Total Time Day 1	Total Time Day2	Total Best time for two days	Position
Nick Gates	17' 45"	9' 04"	26' 58"	1st
Ken Knox	18'	8' 45"	26' 45"	2nd
David Gardner	11' 29"	14' 55"	26' 24"	3rd
Bill Pethers	16'	7' 54"	23' 54'	4th
Ray Beadle	12' 58"	9' 27"	22' 25"	5th
Mick Blundell	10' 47"	7' 22"	18' 09"	6th
Adrian Childs	—————	12' 51"	12' 51"	7th
Peter Daer	9' 07"	3' 29"	12' 36"	8th
Colin Stevens	5' 50"	6' 21"	12' 11"	9th
Toni Reynaud	10' 25"	—————	10' 25"	10th
Derek Honeysett	—————	9' 15"	9' 15"	11th
Jeremy Stuttard	—————	8' 28"	8' 28"	12th
Malcolm Farrington	6' 15"	—————	6' 15'	13th
David Haywood	—————	5' 57"	5' 57"	14th
Peter Turley	5' 43"	—————	5' 43"	15th
Keith Watts	5' 28"	—————	5' 28"	16th
Roy Scott	—————	2' 36"	2' 36"	17th

Open Electric Glider.

With winds coming from the west through to south west the day started calm, around 5mph moving up to 11 towards the end gusting into the mid teens. It was overcast to begin with but an enjoyable heat built up by the end. Ten pilots entered.

The electric comp line up was Roy Scott with his Gentle Lady, George Fridlington with his Pelican Flip, Ken Knox with a Cularis by Muliplex, Keith Watts and his Radian Pro, Colin Stevens flew his Wlnstar, Peter Turley came with a E-Glide 2m, David Draper worked his new E-flite Radian while James Egington had his old Parkzone Radian, Nick Gates flew a mini viper that did amazingly well and finally Toni Reynaud and his Bixler2.

The rules were a 20 second climb with a 10 minute maximum flight. Three rounds were flown with the worst score discarded. Again like the bungee comp it is over 3 days with the worst day discarded.

Both bungee and electric were run at the same time with members flying in both. With sinking air to start everyone waited to find some lift and as soon as Ray Beadle was seen heading for the lower troposphere via some very nice lift below some cloud it was a call for others to get up there, in fact at one point 7 models were in the air at the same time.

The only causality was Keith's Radian Pro which went off on a sightseeing tour on its own. It did have a donors card and its receiver will be making an appearance in next year's Zoot Suits Build and Glide.

The results for day 1 are

1 st	Ken Knox	16min 12sec
2 nd	James Egington	14min 19sec.
3 rd	David Draper	12min 46sec.
4 th	George Fridlington	11min 33sec
5 th	Nick Gates	10min 21sec
6 th	Keith Watts	8min 35sec
7 th	Colin Stevens	8min 23sec
8 th	Roy Scott	5min 30sec
9 th	Toni Reynaud	5min 01sec
10 th	Peter Turley	4min 46sec

Day Two,

The day was cold with high breeze from the SW.

Only 4 pilots flew in the Electric Glider, Adrian Childs, Nick Gates, Ken Knox and Derek Honeysett .

The results for day 2 are

1 st	Adrian Childs	18 min 36sec
2 nd	Nick Gates	16min 25 sec
3 rd	Derek Honeysett	6min 18sec
4 th	Ken Knox	4min 17sec

Day Three,

This was run at Porthole on the Sunday after the washout of the Sat, the weather was sunny with a slight breeze from the west.

Nine pilot attended, in round one James Egington got 9min 12sec with his Radian, Nick Gates got 7min 47sec with his Apex and Ray Beadle got 7min 25sec with his TwoTen .

In the second round both Nick and James got the max 10 min and Ray did 9min18sec.

In the third round James again made the 10min, and Eamon Keating did a 9min 33sc with his Mystic,

The results for day three,

1 st	James Egington	20min
2 nd	Nick Gates	17min 47sec
3 rd	Ray Beadle	16min 43sec
4 th	Eamon Keating	15 min 43sec
5 th	Mick Blundell	13min 36sec
6 th	Ken Knox	12min 04sec
7 th	Keith Watts	11min 08sec
8 th	Peter Turley	6min 31sec
9 th	David Gardner	1min 47sec

So the overall winners were.

1st	James Egington	34min. 19secs
2nd	Nick Gates	34min. 12secs
3rd	Ken Knox	28min. 16secs

Thanks to all who flew and enjoyed the good weather

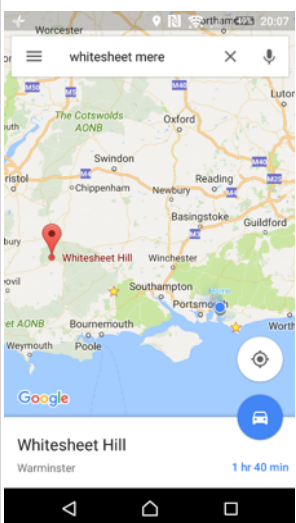
Cheers Ray Beadle

Trip to Whitesheet. report by Nick Gates

Weekend of the 22nd Sept I was looking forward to some slope soaring, however the wind was forecast to be SW by W, and for me the Trundle is best when it's bang on SW. Late in the evening I started thinking about finding another slope, and picked Whitesheet, just above Mere on the A303.

I called a fellow sloper, and by midnight we had a plan. Leaving at ten the next day, we were on slope by midday. What a fantastic slope it is! A huge bowl, flyable from south to west. There were half a dozen F3f flyers there, with fully moulded gliders, the value of which averaged about £1500!

I'm not sure if it was the sun going round, or my Phase 6 getting in the way, but they soon all packed up and we had the slope to ourselves.



I rigged my Pat Teakle Dart 15, a glider that I had never really gelled with on past flights. In retrospect I had been trimming it up to much, but here it was in its element, getting a real groove on in the monster lift. This slope is a favourite of Pat Teakle, and I was hoping he might be around to see one of his creations on the go. Ah well, maybe next time.

Landing there is good. To far back and you are in the next field. Come over the road, miss the cars and the fences, and pick a line between the cows. It sound worse than it is!

So in summary, if you just ignore the seventy miles it takes to get there, it's a stunning slope with excellent lift. Road access is good, and the distance between parking and launching is a few hundred feet, or less than at Mercury. If you get there early enough there is a pub at the bottom of the road.

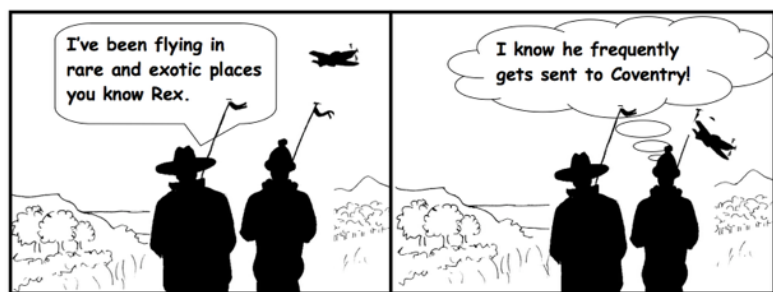
After four hours continuous flying I had had enough. We packed up, and left four pilots with two wings and two foam K8's chasing each other around, to shrieks of laughter! Real Rc fun.

Back home by seven, I slept well that night!



TeX & ReX

by Ecurb



Hi Ken Knox here as you may or may not know I am the PRO for the SABMFA(Southern Area of the BMFA.)
One of my fellow committee members wrote to David Phipps who is the chief exec of the BMFA, what follows below is David's reply which I hope will allay some of your fears.

Hi Terry,

Through Europe Air Sports, we have been working on this for the last year. In actual fact, for the last few months it has been the main focus of my work!

EASA's intention was to implement rules which would have minimal impact on model flying and they believed that they had achieved this through the provisions in Article 15. However, I disagreed with them. The EASA rulemaking team were taken aback by my response and invited me (along with the FAI) to meet with them a little over a week ago. They acknowledge that they have 'not got it right' for model flyers and that there remains a lot of work to do. They have also invited us to work with them directly and suggest revisions which would make the proposals workable which I'm working on at present.

Feel free to respond directly to their comment email address, but they have had a much bigger response than they anticipated (particularly from the UK) and they've got the message. Comments to EASA are required by the 15th October.

In parallel (again through Europe Air Sport) I have written some proposed amendments to EASA's Basic Regulation which have been tabled by a German MEP. The proposals would introduce definitions for model flying and effectively place us in the same Annex as amateur built aircraft (and therefore under national control and free from EASA regulation). The amendments were due to be heard on the 10/11 October but have now been deferred until 9/10 November. Europe Air Sports has a professional lobbyist in the European Parliament who is very active on our behalf directly lobbying the relevant MEP's. I am also working in collaboration with colleagues from other Associations throughout Europe to ensure that they lobby their own MEP's directly too. The relevant UK MEP's appear to support the amendments and one of them (Jacqueline Foster) is a long term supporter whom I've worked with previously.

In terms of writing to MP's & MEP's as Simon Dale was suggesting, this would be largely wasted endeavour at this stage as the majority of them are not involved. Writing to the specific MEP's on the European Parliament Transport & Tourism Committee (TRAN) to seek their support for the proposed amendments may be more useful, but we already have a good level of support and there is some concern that if they get a large amount of correspondence then it may be ultimately be counterproductive and cloud the issue at a time when we need to present a very clear message.

EASA are sending out a standard response to comments submitted:

Subject: RE: Flying of Model Aircraft

Thank you for expressing interest in the UAS Prototype Rule.

We had and are having a big debate on model inclusion in this regulation and how to differentiate between a model and a normal drone operator flying for leisure.

We are trying to give as much flexibility as we can and art 15 of the Prototype Rule gives the possibility to the national competent authority to issue an authorisation to model associations identifying deviations from the rule, no further risk assessment is required. In this way we are allowing model clubs to operate as they do today and in reality nothing will change for you and no modification will be required to your aircraft.

We are having discussions with Model associations, including BMFA, FAI and other national clubs. With their help we will improve the text further if needed.

I attended the same meeting with the CAA and DfT last week which Simon Dale refers to in his video and I was asked to brief the meeting on my direct negotiations with EASA. His comment on the 'Dear faceless bureaucrat' email sent to EASA was something I related to the meeting (it was actually 'Dear faceless civil servant') and was not intended for wider broadcast. We are working closely with the DfT and CAA who are supportive (the CAA provided some input into the presentation I gave to EASA).

Ultimately, the Prototype Rules are just that. There are a number of stages which they would have to pass through to come into force and dependent upon how negotiations progress, then we may seek to mobilise all model flyers throughout Europe to make a mass response. However, this is something I would like to keep the 'powder dry on' at this stage.

As you can see from the above, we are not only active on this front but we are leading it (through Europe Air Sports) on behalf of model flyers throughout Europe. There is a lot more going on at present in addition to that outlined above, some of which is quite sensitive and as such I cannot report on just yet.

I hope this helps and gives you some reassurance?

Regards

Dave

Dave Phipps

Chief Executive

(and Technical Officer to Europe Air Sports)

Tel: 0116 2440028

Fax: 0116 2440645

email: admin@bmfa.org

The Society of Model Aeronautical Engineers Limited

T/A The British Model Flying Association

A company limited by guarantee. Registered in England Number 457067

On Friday 18th November there is to be a **CADMAC Christmas Dinner evening** at the Fishbourne Centre. The entertainment is Amy Baker, a young lady who sings vintage songs – 40s and 50s, jazz and mainstream. The cost for the evening is £17.50 per head. Please let Toni, the Secretary, know if you are going to attend – he needs to know menu choices about a fortnight before the event. Come along and enjoy a good social event with music,



A group of club members want to have a Single Model Fun Fly-in for next year. The model is going to be the Zoot Suit electric powered glider.

Sets of the laser cut ribs, formers and shaped parts will be available for £32. Plans are free. The Builders will need to buy the sets of strip, LE,

TE and stringers required which would be approx £13 50. The electric motor and the Esc are shown noted on the plan, also the 1300 Lipo which is to be the standard for this model. These can be obtained from HobbyKing. The Builders also will need to supply the servos and the covering.

The competition will be held at the Porthole site. A set of dates will be arranged which will include weekday evenings and weekends over the year and published in Clear Dope and on the website.

Rules for the start of the year will be a 20 Sec climb, timed to landing, in 2/3rounds. Total maximum time for the day wins. The detail of the comp may change as the year goes on. Each day is kept separate, so it does not matter how many members are there on the day or if a day is missed. I will have a limited number of Plans and Kits and Strip bundles for anyone who would like to join. If you wish to join please let me know soon, as I will need to arrange for the kit packs from the Laser cutters.

This is a Winter Build ready for flying next year.



**Zoot Suit Flying Days.
All Flying at Porthole**

Friday 3rd March, Sunday 26th March, Friday 7th April, Sunday 30th April, Friday 26th May
Sun 18th June, Friday 30th July, Friday 4th August, Friday 22nd September
Sunday 1st October, Friday 20th October, Sunday 5th November

To start 20second Climb to landing
Sunday Starts from 12 o'clock
Friday Starts all Afternoon.

Ray Beadle

The advertisement features a large, bold title 'RC HOTEL - CORFU' at the top in orange and black text. Below the title is a photograph of a resort building with a swimming pool and palm trees. At the bottom of the image, there is text providing contact information: 'Find out more about the RC Hotel by visiting the website: www.rchotel.com or text Spiros directly on spiros@rchotel - you'll also find videos on Youtube.'

Competition Calendar 2016



Date and Day	Time	Event	Venue
Sunday November 13th	11:30	Open Glider + Electric Fun day Donation Money to Poppy Fund	Thorney

Club meetings Calendar 2016

Thursday 13th October	Quiz Night hosted by Andrew Gibbs
Thursday 10th November	Club Night AGM
Thursday 8th December	Subscription Night and Table Top sale

For those of you who have not yet discovered it, Nick Gates has set up a group page on Facebook its well worth a look

Here is the link:-

<https://www.facebook.com/groups/Chichesteraeromodellers/>



Now with 60+
members

Flying alone on Thorney is restricted to lightweight electric or gliders, and pilots are requested to concentrate on flying within the grass area to the west of the runway.

When Driving Around Thorney be aware of young children on bikes

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

When flying at Thorney please keep an eye out for traffic(all kinds walkers, horses, bikes, runners, and low flying aircraft) coming from behind the flyers and inform them accordingly