

Clear Dope

October 2024



Chichester and District Model Aero Club: Committee 2024

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This is Clear Dope is the first since July due to the lack of articles, this always surprises me especially with the traffic on the various WhatsApp CADMAC groups associated with the club
MORE ARTICLES PLEASE

July this year we had the sad news that Peter Doe had passed away after a yearlong battle with cancer, Peter had been a member of CADMAC for many years and was well known to many of our members. Peter was a regular flyer at both of our sites although in recent years he would be seen mainly at Thorney Island.

Not only a member of CADMAC Peter was also a member of the Border Model Flying Club, and at both sites he really enjoyed his flying. Peter's aircraft were mainly aerobatic models and all were I.C. ranging from small 2 strokes to large petrol engines.

Peter was an excellent pilot and held a B certificate, in fact those who witnessed Peter doing his B Test on Thorney Island many years ago, saw Peter fly an almost perfect example of the B schedule. Peter was always very helpful and keen to help others and he would always give up his time to help instruct new members giving them advice on how to set up their models and how to fly accurately.

Peter's specialty was flying aerobatics, over the years Peter and I enjoyed very friendly rivalry over the annual CADMAC aerobatic competition, each of us pushing ourselves to try and win the trophy. Control line flying was another discipline Peter enjoyed, Duke and Peter were often to be seen at Bordon or our club nights flying and crashing their models.

Gliding however was something Peter could never see and would always pull our legs when the gliding competitions came round comments like "that's not real flying would be heard", that said often Peter would attend and support these competitions on occasions he was given a glider to fly but he never did come round to gliding.

Peter was also a keen sailor and a member of Thorney Island Sailing club, he initially enjoyed sailing GP14s, Fireballs and 505 racing dinghy's and achieved success in numerous competitions. In later years Peter moved on to the International 14 and RS 800 boats and recent years saw Peter racing Laser 2000s where again some competition success was had.

Peter's working life involved working with composites where he worked for numerous companies including Lotus Cars and he used his skills on the restoration of several sports cars that he owned. Earlier this year whilst visiting Peter he showed me several albums detailing the restoration of his cars which were very impressive. At Peter's funeral there was a mauve TVR Chimaera that was bought by a friend as a write off, this car was brought back to showroom condition by Peter.



Peter will be remembered by many in CADMAC and Border Club for flying his Obsession and large green, white and red Giles 202. The Giles was given to him by Declan after hitting the sea wall at Thorney Island, the model was essentially a right off however Peter restored this model and flew it again at Thorney and Bordon for many years until eventually its time was up. Before long Peter had an identical model given to him by a member of the Border club again many more hours flying the Giles at Thorney and Bordon were enjoyed.

I was speaking recently to Peters great friend Duke who recalled a little more of Peter's modelling adventures:-

Duke recalls:

Pete was very involved with friends he made at random in New Zealand, and over a ten year period one person in particular Dave Fletcher was very inspirational in Peter's life. Peter and his wife Angela used to spend three to four months in New Zealand during our winter in the UK. Whilst in New Zealand Peter joined the local model club and was the driving factor in getting members down to the flying field on a daily basis and badgering them to build and fly as often as possible, he even used to smuggle bits of model aircraft into his suitcase when going over.

Peter was also the inspiration for happy hour on a daily basis that united the New Zealanders as a brotherhood which had not previously existed. As a result of his involvement with them Peter was invited in 2014 to join members Dave, Tony, Barry and Colin in Oshkosh USA for ten days, an event I was invited to attend with the brotherhood of New Zealanders



and suffice to say what a memorable time that was and what a great bunch of like-minded guys.

Back in the UK Pete loved to strategise and think up new moves to fly (always with his beloved Giles) and we used to spend many happy moments going over different manoeuvres and then trying to fly them. This strategising also included control line models which was always hilarious because it always ended up in a pile, broken models and us on our backs in laughter. At Bordon Bill Silk and Dave Mackie used to take their seats regularly at 2pm on a Saturday waiting for the carnage to take place.

Pete loved Abbot Ale and took me to all the pubs that served Abbot and on many occasions would arrive with a cardboard box with engine parts that needed discussion and would be displayed on the pub table amidst Abbot Ale.

Duke

Peter was passionate about model flying, he was an enthusiastic member of both clubs, had a great personality and sense of humour and it was always good to be in his company at the flying site. Peter was still flying just a few weeks before his passing and he will be missed by many in CADMAC and Border Club and somehow things will not be the same without him.

Like many of us I am privileged to have known Peter.

Derek Honeysett

Chairman CADMAC



From PC to Portshole

I first started to fly model airplanes last year, but I've only flown about 6 sessions.

A few years ago, Dad had just come back to the hobby after a long break, since when he divorced his lunatic 1st wife many years prior, she sold all of his models, so he had to start afresh.

Dad and I had not done too much of that father-son bonding stuff, apart from fishing, and Dad loved flying RC, so he decided the solution to that problem would be the classic; forcing-me-to-do-something-random-just-because-he-likes-it-and-wants-me-to-as-well strategy.

So he got me flying.

I first started on the RealFlight simulator, where Dad taught me the basics. But I didn't care about the basics. Half of the time I was on that simulator I was crashing the model in the most hilarious, stupid, ridiculous ways. But I still managed to get the hang of it quite quickly, and Dad said that if I could do it on the simulator, I should be able to do it easily in real life. So in theory it should be easy, *right?*

Wrong! There are many differences between flying in a simulator and in real life. I started on a Chris Foss Uno Wot, which Dad had bought and made for me, and he had converted it to electric power. It's a great beginner plane in almost every way. The problem about it though, is it is so floaty in the air, and will never go freaking down! It will just float, and float, and float, leading to many failed landings, and many "you took the power off too late"s from Dad, even though I took the power off dozens of meters from the damn runway! With this plane, it's better to take the power off early, than late.

Another major difference between the sim and real life is the wind. There is little to no wind in the simulator, at least when I was practicing. But I was blown away when I flew and it was just a little bit windy. In one direction, the plane is going about 3 miles an hour, but the other way, you feel like you're flying in a jet. It messes up your Figure-of-Eights, and is another thing to think about alongside **sun**, **Emergencies**, **Eventualities**, **Transmitter control**, **Site rules**, **Switch on**, **Meter**, **Aerial**, **Rate**, and **Trims**. And let's not forget about **Crosswinds**!

But all of these problems were not that difficult to overcome.

The thing that halted my training the most was stupid school. It hit like a truck, and as a result, I wasn't able to fly for almost a year! But when I got back into it, it didn't take me long to get back to where I was, and then further. The manoeuvres for the "A" Test were soon refreshed, but for some odd reason I was more consistent with dead-stick landings than the normal landings.

The questions were memorised, and all of a sudden I was doing my "A" Test. The "A" Test was definitely something. A couple of things went wrong, like the fact that Dad gave me the wrong questions to memorise, and that I almost flew into the barn at Portshole, but I didn't, and that's all that matters to me. Apart from those 2 things, everything went fairly smoothly.

Jeff, my examiner, was impressed with my skills, and I passed.

Dad did probably pee his pants due to how nervous he was!

Thanks Jeff, for going out of your way to allow me to do this test before the end of the school holidays.

Now that I've passed this test, this is where the fun begins....

George Shivjee aged 13 and 1/4.



The Fun Fly Nationals – by Jeff.

I have been entering this event for over 25 years and Maggie and the dogs enjoy it too. It has become more of a social meeting of friends since moving to Buckminster as we all camp together and have a BBQ and AGM on the Saturday evening. I am now by far the oldest!

There are three classes to Fun Fly: Class one is unlimited, so own design multi engine models are the norm. These use 2 (or 4!) racing drone motors, and have greater power and stability.

Class 2 is for single motor models on 4 cells.

Class 3 is limited to 3 cells and no tx mixing is allowed. There is a sub-class of foamy RTF models.

Most fly Evolution Fusions or Limbo Dancers, and since switching to the Fusion, I won Class 3 last year for only the second time and came 2nd this year. I was 8th out of 13 entrants in Class 2 where the standard of flying is higher. Class 1 is breathtaking to watch, and the record for touch and goes is 64 in 2 minutes. My record is about 24.

Events in Class 3 were: Day 1: Time and glide. Aerobatics on the glide. Spins and spot landing. Day 2: Limbo, Touch and Goes.

2nd this year

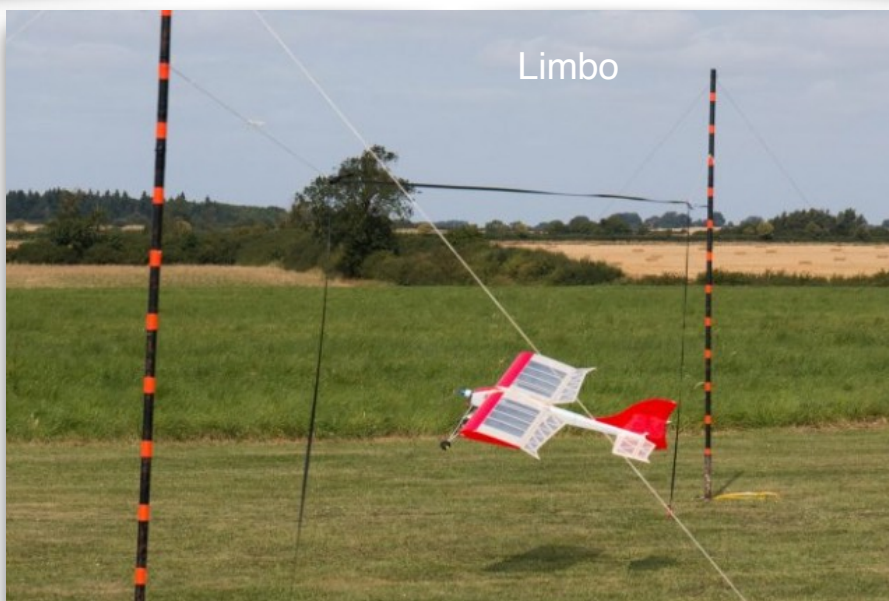


Ballon Bursting



Bomb Dropping





Alan Cozens

Alan has moved away from Rowlands Castle to Harpenden, St Albans to be near his daughter. Alan has lived in his Rowlands Castle home for some fifty four years.

Alan a gifted engineer has built two full sized light aircraft over the years in his workshop garage.

Alan has now joined the St Albans club which is one of the oldest clubs in the country but he intends to continue his association with CADMAC.

Alan recently passed his "A" test under the guidance of Jeremy Stuttard and Jeff Cosford BMFA examiner.

We wish Alan And his wife well in their new home



An Apocryphal Tale:

Four married guys go to the flying site to fly their models.

After an hour the following conversation takes place:

First guy: "You have no idea what I had to do to be able to come flying today. I had to promise my wife that I would paint every room in the house next weekend".

Second guy: "That's nothing, I had to promise my wife that I would build her a new sun deck for the swimming pool".

Third guy: "Man, you both had it easy! I had to promise my wife that I would re-model the kitchen for her."

They continue to fly.

Then they realise that the the fourth guy has not said a word, so they ask him:

"You haven't said anything about what you had to do to be able to come flying today. What's the deal?"

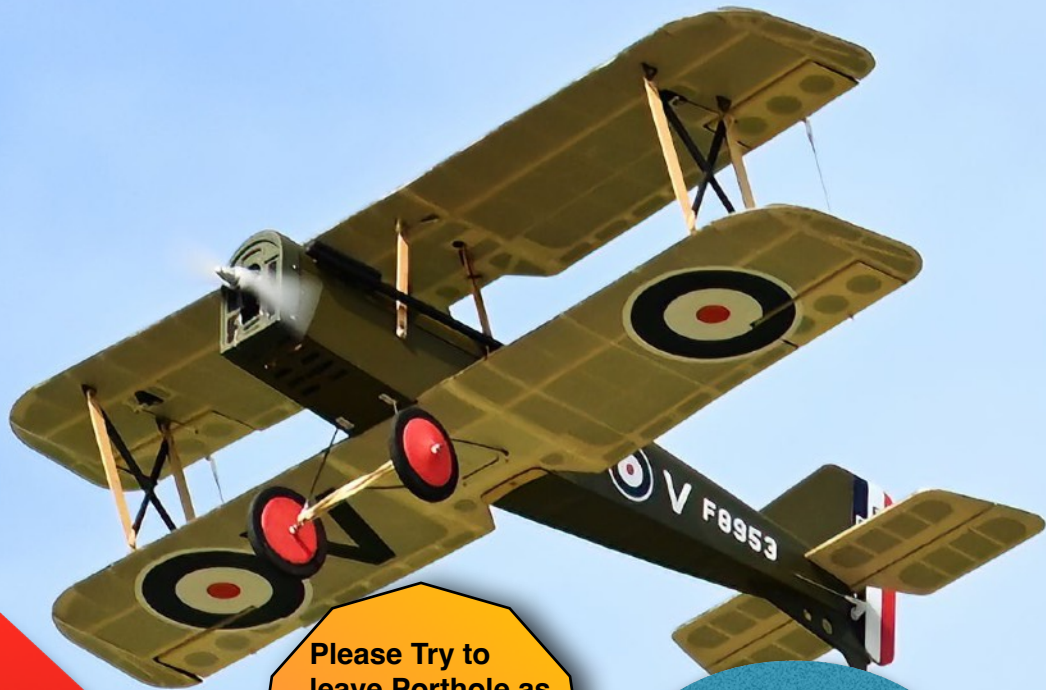
Fourth guy: "I just set my alarm for 6.30 am. When it rang, I shut the alarm off, gave the wife a good slap on the butt and said: "model flying or sex?", and she replied "wear sun-block, and make sure your LIPos are fully charged".



Planned Event dates for 2024

2nd October	Saturday	Speed Competition	Portshole
10th November	Sunday	Remembrance Sunday Glider Comp	Thorney





Flying alone on Thorney is now not allowed on the grounds of safety

Please Try to leave Porthole as tidy as possible, making sure no fuel is left on site & lock the gate.

30 metres from "uninvolved" persons"

15 metres when taking off & landing, subject to mitigations

From 1 Jan 21 BMFA Article 16 is law: know the separation minima!

When driving around Thorney be aware of young children on bikes and 20mph speed limit

The Commander at Baker Barracks Thorney and the MOD have decreed that there shall be NO drone flying whatsoever

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

The club Facebook page is now in its fifth year. It has over one hundred members. It contains many contemporary site reports, and has a wealth of photos in its archives. Administered by Nick Gates. David Hayward & Ken Knox

Here is the link:-

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