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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.



In this issue
Easterly Winds
Cowl Repairs
Tangmere Static

Price £1 Free to all CADMAC Members

CHICHESTER AND DISTRICT MODEL AERO CLUB

Chichester and District Model Aero Club

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

Committee 2010

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CADMAC Website - cadmac.co.uk

BMFA Southern Area Website - sabmfa.org.uk

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

Cover Photo: "A Jolly Good Show , Chaps." A real period atmosphere at the Tangmere Battle of Britain Day, captured by Keith Wood.




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Events Calendar 2010

Club-night Events Competitions Indoor Flying Other Events

All competitions commence at 12.00 noon
Indoor Flying - 1.00 to 2.00 pm Free flight / 2.00 to 5.00 pm Mixed

Thur Sept 9th	Club Night - Indoor Flying	Fishbourne Club
Sat Sept 11 th	Loops, rolls, spins	Thorney Island
Sat Sept 18th	Indoor Flying	Seaford College
Sept 18 th 19 th	Southern Model Airshow	Hop Farm
Sun Sept 26	Tangmere 2010	Tangmere Museum
Thur Oct 14th	Club Night - Table Top Sale	Fishbourne Club
Sat Oct 16th	Scale Flying Comp	Thorney Island
Sat Oct 23rd	Indoor Flying	Seaford College
Sat Oct 23rd	RNAS Model Show	Yeovilton
Thur Nov 11th	AGM Club Night	Fishbourne Club
Sat Nov 20th	Indoor Flying	Seaford College
Sat Dec 18th	Indoor Party & Comps	Seaford College

THORNEY CYCLE EVENT

Please note that there will be another cycling event on Thorney Island on

SUNDAY 12TH SEPTEMBER

Car Parking at the North end of the runway
 Smaller model and electrics until the event is concluded
 Check the CADMAC Website for full details

LOOPS, ROLLS & SPINS

Thorney Island - from 12.00 noon

Saturday 11th September

Editorial

NOVEMBER AGM

Yes I'm afraid that Autumn is upon us once again and our dear friends in the media are not missing an opportunity to remind us how few shopping days there are left until Christmas. Too quickly the year is hastening to a close, the comp season is just about over and we're having to start thinking about the AGM and electing next year's committee. This will be the only reminder to send your nominations into Toni Reynaud, our Hon Secretary since **THERE WON'T BE AN OCTOBER CD THIS YEAR**. What with the Nationals Weekend at the end of August, planning for the Tangmere Aero Day, my little jaunt about the Med for the best part of September, The Tangmere Day within a few days of my return and then preparations for the Scale Comp on the 16th Oct, I'm going to be up to my neck in it!

Any new resolutions you wish to propose should also (a) have a seconder

CADMAC AGM

8.00 pm Start

Thursday 11th November

Fishbourne Club

and (b) be forwarded to our Hon Secretary at tonibr@onetel.com well before the event.

SCALE COMP

16th Oct - 10.30 am

Due to the shortage of time, I shan't be issuing a booklet and entry forms to competitors this year.

Just about all the information you'll need is printed on the BMFA's website. This tells and shows you what the judges will be looking for and how to fly the manoeuvres. You will need to download TWO copies of the form and fill them in before the day indicating which manoeuvres you intend to fly and the order in which you intend to fly them. All the information can be downloaded, saved & printed from:

<http://bmfa.org/publications/rulebooks/files/Ru10-sca.pdf>

Or follow the links via resources/publications/rule books to Scale. Pages 59 to 86 of the pdf file cover the scale flying rules and page 97 of the pdf file is the entry form. Please also send me confirmation that you'll be entering, detailing your model and frequency to be used.

This year Roberts Horton and Trevor Bowry have agreed to judge the comp and I'll be entering with either the Spitfire or the Stearman - it just depends what survives the Tangmere Day!

Toni





Minutes of the Committee Meeting
 Tuesday 3rd August 2010
 From Toni Reynaud
 Hon. Minutes Secretary

Members Present - Tony Chant, Toni Busuttill-Reynaud, Allen Miller, Bryan Stichbury, Ray Beadle, Fred Minay, Keith Wood, Morris Campbell, Bruce Smith, Peter Houseman. Colin Stevens present as observer and to present a proposal.

Meeting started at 20.00.

Chairman's request for the meeting to be held in a formal manner. He also welcomed Colin to the meeting to observe the discussion on his proposal for east wind flying on Thorney Island.

Apologies for absence.

Derek Honeysett.

Correspondence.

Fred had an email from Adrian Thomson notifying of lectures and similar events for the Christchurch Aviation Society. Not applicable directly, but a possible source of speakers for us. Toni B-R to note.

Treasurer and Membership Secretary's report

Keith W said that there are four applications for membership: David Chinery, Arundel BN18 9DQ, Returning to aero modelling, slope, elec, i/c power.

Jon Lee Pagham Beach PO21 4SU Returning to aero modelling Slope, elec. Peter Machin, Arundel, BN18 9SU. Returning to aero modelling slope, elec.

Arthur Horton's two grandsons, Freddie and Douglas were accepted as members.

Keith also had an application from a gentleman in Worthing. His application was returned as he was outside the catchment area (BN14). Unknown to Keith, Morris and others had indicated that he could be admitted as a special case. Morris C stated that the gentleman in question is a very capable and experienced flyer with good connections, and that in his opinion, he would be an asset to the Club. After discussion, Tony C stated that the application will be reconsidered when all details are to hand. Keith and Morris will co-operate on this.

These applications will take the membership to 138.

Keith also stated that he is running out of handbooks. Bryan S is to print 12 more, pending possible changes in the near future.

Social Secretary's report.

Toni B-R stated that bus trips have not been well supported, and that they should



you are travelling with more than one small child, pick your favourite."

As the plane landed and was coming to a stop at Durban Airport, a lone voice came over the loudspeaker: "Whoa, big fella. WHOA!"



"There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane." "Thank you for flying Kulula. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

From the web Ed.

KULULA AIRWAYS

Kulula is a low-cost South-African airline that doesn't take itself too seriously. Check out their new livery!

See also the comments of flight attendants and crew listed below.



Kulula is an Airline with head office situated in Johannesburg . Kulula airline attendants make an effort to make the in-flight "safety lecture" and announcements a bit more entertaining. Here are some real examples that have been heard or reported: On a Kulula flight, (there is no assigned seating, you just sit where you want) passengers were apparently having a hard time choosing, when a flight attendant announced, "People, people we're not picking out furniture here, find a seat and get in it!"



On another flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants." On landing, the stewardess said, "Please be sure to take all of your belongings.. If you're going to leave anything, please make sure it's something we'd like to have."

"In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child travelling with you, secure your mask before assisting with theirs. If

therefore be discontinued for this year. If the membership indicate a preference for them to be reinstated at the AGM, this will be done for next year.

Plane game is organised for this month, and will be run by Keith W.

In March 2011 the outline plan is an Auction – Toni B-R to book the back bar as well as the main hall for this event. For October this year a Tabletop/Bring and Buy in the big hall is proposed . £5 per table. This was agreed.

Indoor Flying Representative report

Allen M reported that due to problems at Seaford, there were no current indoor meetings scheduled. The contact with Seaford had been disrupted. But negotiations are under way to try to re-establish communications. Pagham on Parade is on this weekend – arrangements are in hand, Ron Jeeves will assist, another helper is being sought. Tony C is chasing the banners for the event.

Slope Representative Report.

Fred M told us that there had been some good flying at both the Trundle and Butser. He presented a list of Goodwood events, and will contact ATC to see if there is likely to be any conflict with our activities on the given dates.

Porthole Farm Representative report.

Peter H said there were no flying incident reports. The mowers are in good condition but there is no requirement for them – the grass is not growing. Steve S applied an A test pass with Richard Archer.

Tangmere Static Display – Banners are available, six tables and models are booked. Peter is on site all day, 08.00 till 16.00 approx. Contact will be made with Geoff Ashton regarding the transport of models. A model layout of an airfield has been offered and accepted. Tony C has had contact with a model tank group who have offered to display – in hand.

Editor's progress on production of Clear Dope.

Bruce S said that there was no problem with this month's CD. The contrast and saturation situation has been resolved. The September edition will contain the 2009 AGM Minutes. A "Welcome to new members" item will be included henceforth. An up-to date list of members and their addresses will be provided by Keith W.

Publisher's progress on production of Clear Dope.

Printing starts tomorrow. No problems anticipated.

Bryan has a contact for a PA system for use at the Tangmere September event at a cost of £40. Agreed.

Competitions Secretary's report.

Ray B said that as the Electric Comp had been wiped out on the scheduled date, it is now rescheduled for October. The open Glider comp dates are August 14th, 21st and Sept 4th.

Thorney Island representative report.

Tony C reported for Derek H. There is a Cycling event on the 12th August – system for us as before. There is a Help For heroes Fly-in even on 25th September – help requested for a static display. Derek has read the proposal by Colin S on East Wind Flying and would like to see it tested.

Safety Officer's General report and site accident report

Morris C stated that he had not received any incident report forms.

Ray B queried the use and purpose of the Incident Report forms. Discussion ensued, and will be resumed at a later Committee meeting.

Morris said that the only change in procedures he might like to see in the future would be to standardise the downwind startup of engines in order to reduce noise and smoke in the seating areas.

Discussion on the East Wind Flying Proposal

Colin requested that we trial his proposal. Bruce S stated that he basically agreed with and supports the proposal, and had suggested one amendment. He also stated that having spectators facing the flying area is a positive point.

Tony C requested that all parties show patience waiting for the trial, as it depends on having an east wind to work

Toni B-R gave a rundown on how the rules at present could be applied to support the proposal. Only one rule change is really needed. Further discussion ensued.

Morris C requested that Colin be present to police the trial. Derek H will supervise, and Morris will be on hand to support Colin.

Allen M asked if there is a safety aspect to having live models behind the spectators for take off. Bruce is to include information on the trial in CD. Tony C requested that if and when pilots have to be reminded of the rules, it should be done in a private, quiet and seemly fashion. The trial is to take place at some time after the information has been placed in CD.

Tangmere preparations

Toni B-R read the minutes of the previous sub-committee meeting. Bruce circulated a proposed "Model MOT" to be distributed to all pilots to ensure that they know exactly what must be checked and to what standard, as is common in other displays. The contents were agreed. He then circulated a list of pilots and their status about their preparation for the display. This led to discussion of the conduct of the next practice session, to take place on Sunday 22nd August. There was concern about the ability of some pilots to start their engines and fly exactly on schedule – members to be made aware of this.

AOB

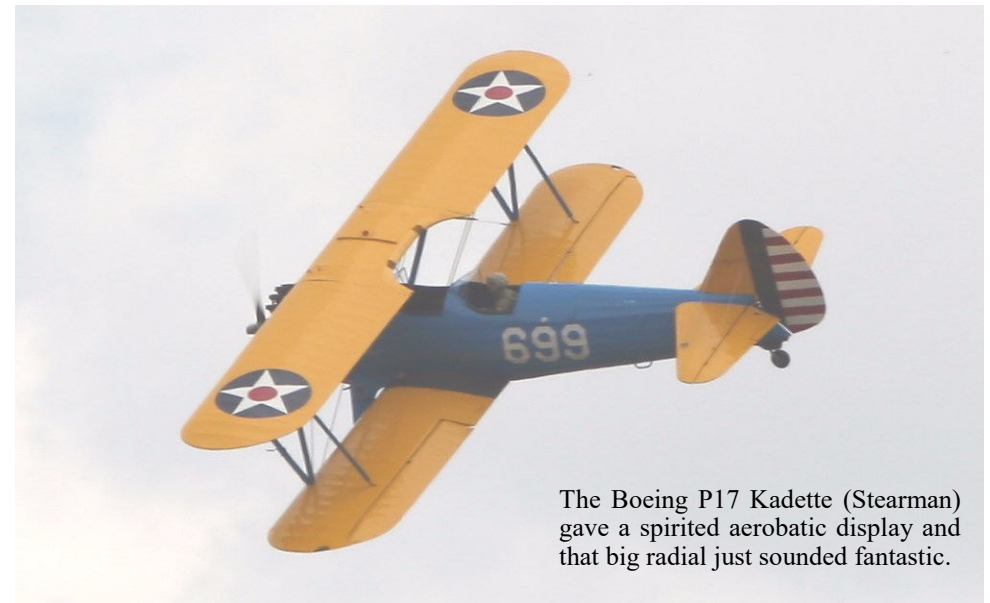
Fred suggested that when Thorney has cycling events that members are reminded that the hill is available, also on Bank Holidays.

Toni requested the date of the next flying session at Goodwood - 19th August.

Next Meeting

The next meeting will be Tuesday 5th October – there is no meeting in September.

Toni



The Boeing P17 Kadette (Stearman) gave a spirited aerobatic display and that big radial just sounded fantastic.

The day was a great success as Tangmere estimated over a thousand people came through the gates. The BBMF displayed their Spitfire, Hurricane and Dakota, and we were treated to aerobatics from the P17 Kadette and the AT 6 Texan flown by Dieter, who's based at Goodwood. CADMAC had a superb display of period aircraft on show and created great interest from the general public and WWII aces alike. My sincere thanks to Peter Houseman for all his hard work in staging this display and to the many CADMAC members who supported.





Hurricanes and Spitfires were in evidence both on the static and in the sky.



EASTERLY WINDS ON THORNEY

A Proposal to Committee from Colin Stevens to be trialled shortly

Many members are not enjoying the current arrangements for flying in Easterly winds. This is my attempt at analysing the present problems and providing a viable solution for them.

NOTE: This deals with the current arrangement being flown from the Pilots Box opposite that being used for West wind flying, and not the defunct arrangement using the South Box.

Problems with the current arrangement:

We are flying from the corner of a narrow box in terms of flying space. This makes it very difficult to fly aerobatic patterns and is probably one of the reasons why the old South end of runway position has been abandoned.

This corner-flying constricts models into a tight space and this is giving rise to repeated over-flying of the Saddle Club area when the wind is North East to East.

Flying in this box is made more difficult by those flying up and down the runway against current rules, and is forcing some of us to fly at greater distance. Those flying aerobatic patterns fly up and down the runway because there isn't a viable alternative.

2-way flying up and down the runway presents collision risks, so models are forced over the forbidden grass.

Dead-sticks by models flying up and down the runway cause long incursions into the forbidden grass area, as we have seen.

The current seating arrangement is not safe. Spectators have no view of landing models approaching from behind.

The Pilots Box position on the runway doesn't always give a satisfactory view.. We are not getting good use out of Thorney, and the current arrangement is a disincentive for some of us to turn-up when the wind has an East component.

My proposal:

Please see sketch overleaf.

We can now use the whole width of the grass flying area in exactly the same way as in West winds, and from a central position. There is no longer an excuse for flying up and down the runway.

Spectators sit close to the runway, but facing West with a good view of all circuit flying.

Models in flight and on landing approach are always in full view of spectators when they might pose a threat.

Models on the runway taking-off and landing are travelling away from spectators

at all times. No engine-on activities take place behind the seating, apart from moving models to the Take-Off point.

The Model Park provides a safety margin exactly as it does on the other side of the runway in West winds.

The Pilots Box can be sited inside or in front of the unused Starting Box, several paces from the runway edge. The pilot can opt to stand at the runway edge for take-off, or use a helper to release the model while he stands in the Pilots Box. Landing approaches are done on the up-wind side, to avoid a direct approach to the Pits area.

Dead-sticks no longer threaten the forbidden grass.

Smoke from engine run-ups is blown away from the spectator area. The wind is blowing our models away from the Pits area. ***This makes it safer even than when flying in a Westerly on the other side of the runway.***

Downsides:

A slightly longer walk to the take-off point.

Unavoidable short walk from the runway to/from the grass Pilots Box. "Touch and Goes" are not possible.

I believe that this arrangement is safer and much more satisfactory than the current one. I think it addresses all of the problems listed above and would seem to answer all of our needs. But theory is not practice, so there may well be flaws in it somewhere. I hope that it can be trialled under the sole direction of our Thorney Representative in consultation with the Safety Officer, and after any necessary amendments are in place, approved by the flyers in concert with the formal Committee approval procedures. I ask this specifically to achieve a popular and lasting solution to a difficult problem, one that has eluded us in the past.

I welcome comments on this proposal, adverse or otherwise, and look forward to answering any questions.

Colin Stevens, zen176807@zen.co.uk



Please note that Colin's proposals refer to flying conditions in a predominantly easterly wind - i.e. more easterly than NE or SE. When easterly winds are between N and NE or S and SE the normal pilots' box on the easterly edge of the runway will be used. Ed.

A handwritten signature in black ink that reads "Colin".



Tangmere Battle of Britain Day



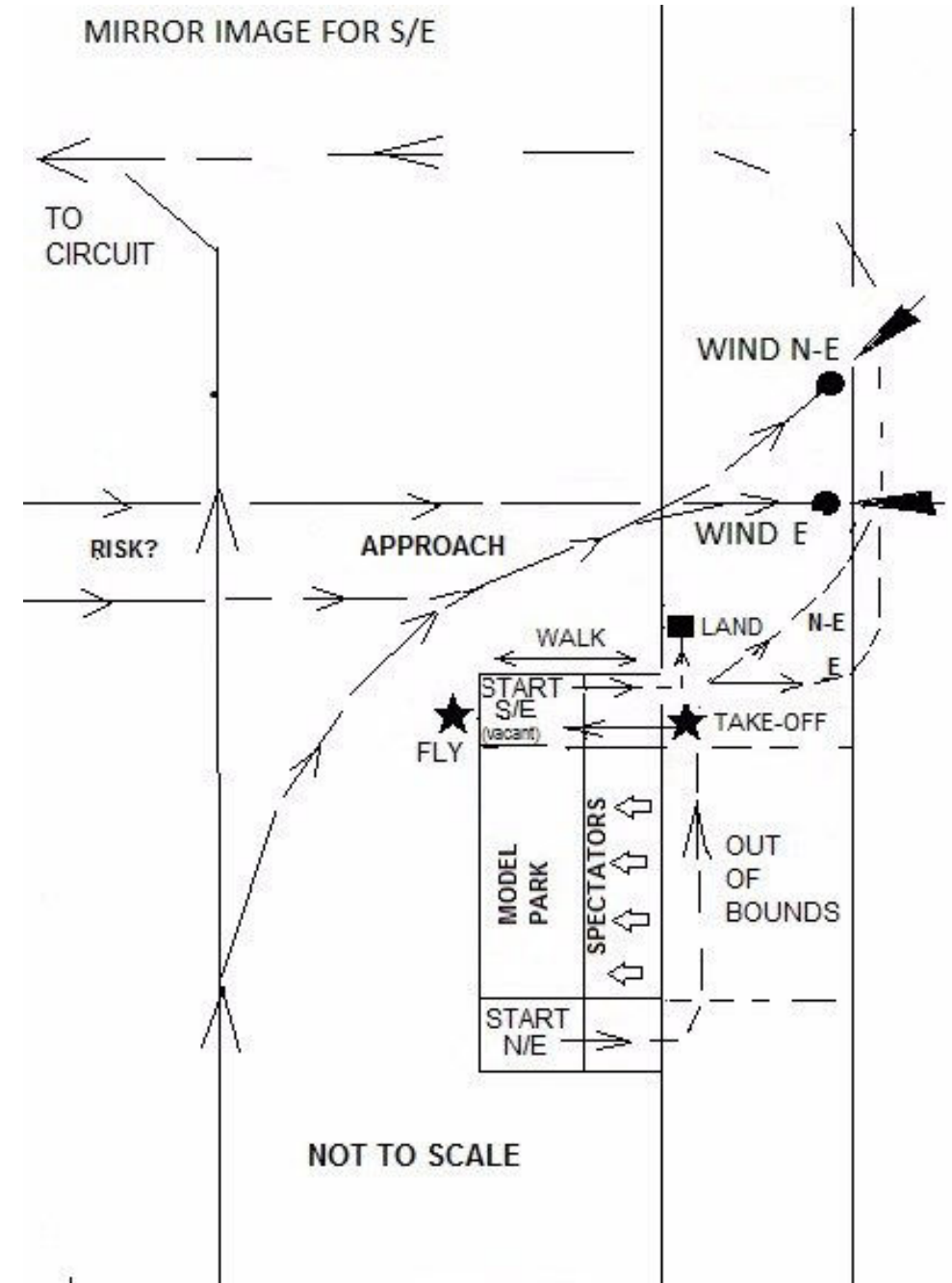
Photo - Keith Wood

WWII Period Static Display from Peter Houseman

After the small hiccup at Tangmere Sunday 8th Aug. things went very well, the weather was at it's best and the public came flocking in. A lot of interesting people came over to the Static Display and spoke of their old flying days in the services. There were re-enactments of old time war heroes and a prestigious visit from Dame Vera Lynn herself. The flying displays by the vintage aircraft made the event more realistic. I would like to take this opportunity of thanking the club members who gave their time and also the members who allowed the club to display their models. I would like to thank Bruce Smith for the announcement that he gave of the forthcoming event on September 26th at Tangmere. The committee are hoping that the members will give this event their full support.

Peter

Peter Houseman - Static Display Coordinator



DON'T SCOWL AND GROWL REBUILD THAT COWL!

How often are you tempted to ditch a model after a fairly heavy impact? A bit of balsa bashing and a sheet of film might make good the airframe but you know you'll not get a replacement for that cowl. Well don't despair, even flimsy plastic cowls can be brought back to life for want of a few hours work if you go about it the right way.

The first step is to get the remnants into the kitchen sink (when senior management is out) and get it under running warm water with a scrubbing brush and lots of washing up liquid to clear all the old oil out of it, if it's an i/c model. Now leave it over-night in the airing cupboard to dry out thoroughly. Once dry, use sellotape on the outside to cover all the cracks and breakages and hold the whole unit together. This will also stop resin running through to the outer surface.

Build up the inside of the cowl with a layer of fibreglass cloth - weight according to the task in hand - lightweight for small electrics or wing joining tape for big jobs soaked on with laminating or finishing two part resin. Don't use building epoxy as this tends to cure rubbery rather than hard. Overnight in the airing cupboard.

Having removed the sellotape, inspect the now firm cowl for any fuel ingress in cracks or damaged areas - these won't take paint so go along the cracks with a pointed cone stone in the Dremmel. Give crazed areas the same treatment to create a groove for the filler to bite into.

Now you're over the worst of it and the next few steps are quite enjoyable as your cowl starts to come back to life!

Use a lightweight, two part filler in batches (it cures very quickly) spread on with an old credit card. After about five minutes you can pare off large unwanted are-

as with a scalpel to minimise the rubbing down then it's back into the kitchen sink again with a cork sanding block and 240 grit, wet and dry paper under the running water. Once you can see the 'smear' of previous paint layers you've cracked it but any abrupt edges will need more work. Dry off with a heat gun and inspect for flaws. Tiny holes will need opening out a little with that Dremmel stone again. Don't skimp on this stage of the repair - to mix up more filler, apply it, then rub it back down will only take about twenty minutes in all, so the 'ha'p'eth of tar' adage is really key, here.

Once the cowl is thoroughly dry again you can mask off and spray up the job with primer - grey white or red according to the final colour. Take care to protect the surrounding area from spray drift and yourself by using a suitable mask and working in a well ventilated area. Flaws will be really apparent now so don't be afraid to go back a couple of step to achieve a really good job. Finally you can start building up the final colour - do this with three or four thin coats - spray on to paper first to gauge the flow and work back and forth with even strokes, you don't want nasty runs to ruin all you good work and once your enamel's dry it'll take about a week to cure before it becomes really fuel proof.

N.B. The cowl shown below from my Yak 54 had been sprayed red before I bought it second hand. My first job was to remove all the existing red paint with thinners before I could even start the repair - more of a Yuk than a Yak!

Rince

