

# Clear Dope

April 2017



**Chichester and District Model Aero Club: Committee 2017**

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The next competition is the Bomb Drop on Saturday  
15th April 11.30 and the club night talk is by Ron Dean who will give a  
talk about flying and displaying Vintage Jets on Thursday 13th April



**David Hayward wrote** With a bit of 'photoshopping' I have produced this image of my daughter Jessica holding a glider I built 30 years ago when she was 3 years old and the Elan 100 I have just finished now she is at the ripe old age of 33. I can't remember what the glider was 30 years ago, only that it was a kit; anyone recognise it?

## MAKING SAW-DUST

### Fuzzy Logic - The third article from

Bruce Smith on building from scratch.

With the wings pretty much complete, I can now start the most exciting and challenging part of the scale scratch build, the fuselage. Before I start, however, I'll have spent many hours pouring over the plan and ensuring that I understand exactly what the designer meant with their solid, dashed and dotted lines and how I expect to achieve it.

If you're very lucky, as I was, you might manage to get hold of a copy of the build report from when the plan was originally published in RCM&E. It's only two pages of A4 but any help can save hours of machinations and possible mistakes. My notes warned that one set of joints for the cabane uprights was 'difficult but not impossible.' This helped my determination to succeed, where I might have otherwise given up and after only about three and a half hours and discarding at least three unsuccessful jiggling mechanisms I eventually managed to make them. Other, not-so-useful advice included 'bolting the engine to the bearers and then building the cowl around it!'

Before I'd even got my fuz plan down on the building board I'd already made a number of very important decisions on my building, covering and finishing order:

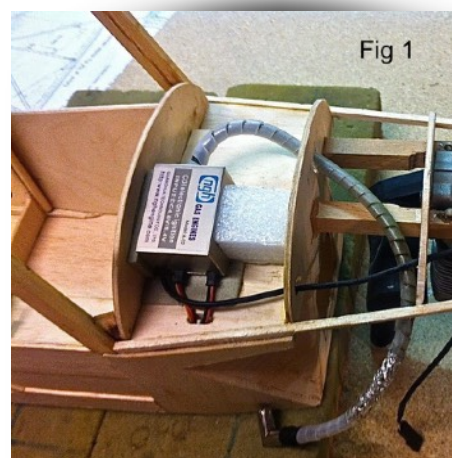
The 'former' cut-outs needed for the tank installation had to be planned and made before any building could commence simply because I was using a more modern tank;

The fuselage needed to be built and covered before I installed the undercarriage, since trying to cut and iron solartex around a u/c leg is a recipe for disaster;

The tail-feathers and the anti-spin strake would all be covered in fibre glass rather than Solar Tex for the same reason and eventually be added at the end of the fuz build - like putting an ARTF together;

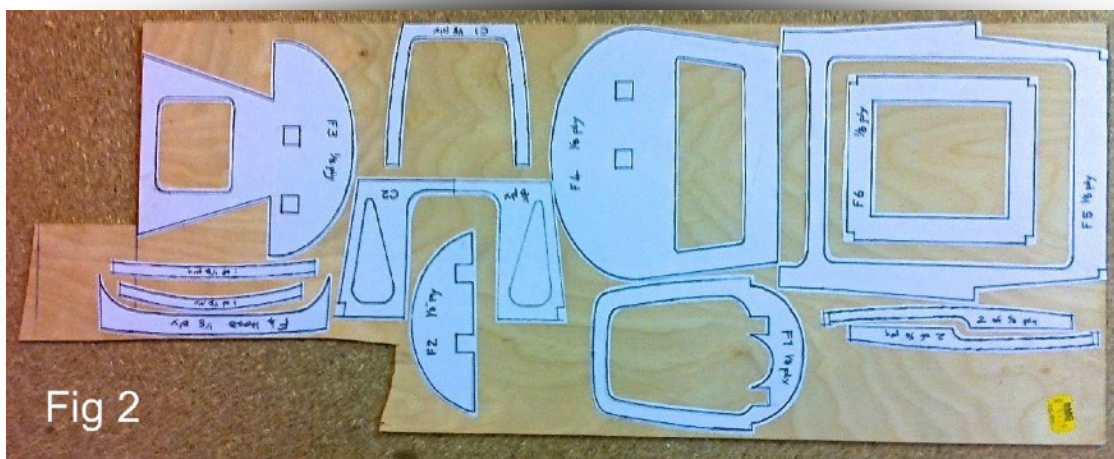
The electronic ignition control unit would need to be built into an enclosed area above the engine bearers but below the cowl planking both to make use of an otherwise useless void and secondly to move it as far forward from the receiver as possible; (Fig 1) and

The camouflage spraying around the cockpit would need to be completed before any perspex windows or canopy sections could be added, while points of contact with the canopy would need to be masked off first.



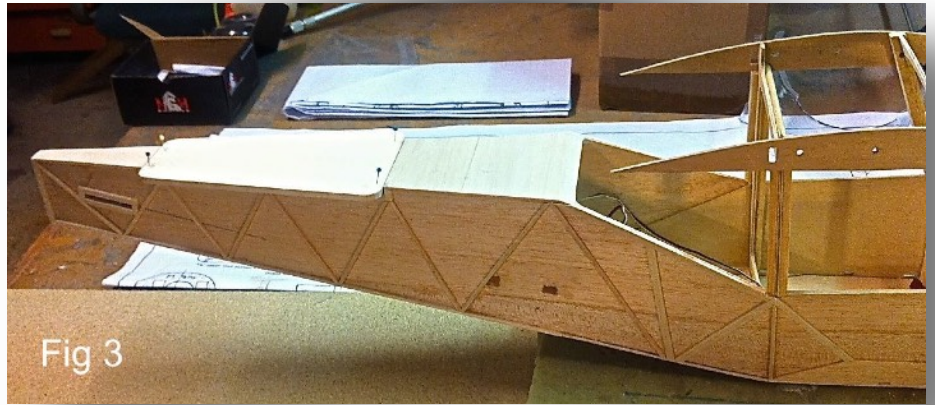
So, once I felt I understood the plan and had a good idea of where I intended to position the electronic and other equipment I was ready to start the fuselage.

Before you cut your formers from the paper templates it's a good idea to lay them out on your stock sheet of ply. This way you'll be able to juggle them round and get the maximum out of your sheet BUT you must ensure that you utilise the majority grain direction of the plywood where you need the most strength. (Fig 2)

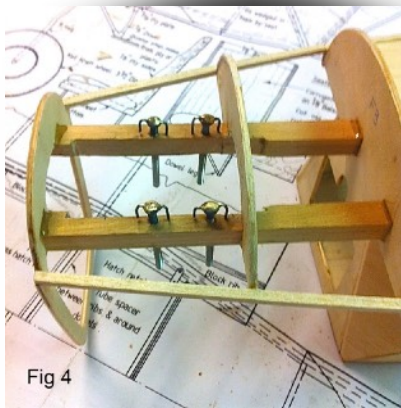


Like many models of early prototypes the Auster fuz build starts with a box to which are added thin strips of wood to simulate the wood or tubular construction once covered. (Fig 3)

Remember to also build up around areas such as where the elevator and rudder pushrods emerge. The box, in my case was formed from laminated fuz sides of 1/16 inch ply on the inside and 1/8 inch balsa on the outside. Unfortunately the Auster



has quite sharp angle changes in the fuz both rear and forward of the cabin which just can't be achieved by merely bending the lamination, so SURGERY was required. Using a steel rule and a sharp scalpel I had to score completely through the outer balsa. This allowed me, with an unnerving amount of force to part bend, part break the inner ply lamination until I'd achieved the required angle. Thin cyno was then carefully directed into the crevice which leached into the ply and surrounding balsa, strengthening it greatly and then the crevice was finally filled with two part epoxy to finalise the rigidity.



I got over the 'building the cowl around a pre installed engine' problem by simply installing a set of 'captive bolts.' (Fig 4) Using a small needle file I enlarged the slots in the tops of four 'cheese head' bolts and then brazed a couple of cms of piano wire across the tops. Once cooled the wire could be angled down to slot into fine holes drilled in the engine bearers once the upper section of the bolts had been given a decent application of epoxy.

There's a very useful tool which is quite cheap but well worth the investment as it takes all the guess work to of marking the centres of your engine lugs. Also, wherever possible use a bench drill to ensure that your bearer holes all go through parallel and vertically.

Planking is a pain, but with a little thought you can overcome most of the frustration by incorporating a little maths before you start. I measured the two ends of the area to be planked and discovered that the length of the larger arc was approximately double that of the smaller. I was then able to mark out and cut a sheet of planking strips from 3/16 balsa which ran from 3/8 of an inch at one end to 3/16 at the other, by marking alternately 3/8 and 3/16. (Fig 5)



This allowed the planking to stay essentially at right angles to the formers with only a couple of parallel and a couple of reversed strips needed. (Fig 6) The real secret of planking is to cut the strips with your scalpel at a slight angle so that the plank edges butt against each other around the curved surface. Far easier said than done, this, as you have to have your wits about you all the time and remember the angle of your last cut. Theoretically you can also change the angle as you cut down the strip increasing it with the taper of the planking. Me - I tend to sand the sharp bits off and then whack some filler in the gaps!



## From your Webmaster

It's a fact of the modern world that more and more we find that information is disseminated through computers. It is a lot easier and cheaper for organisers to let people know what's going on via website or email than it is by mailing out letters. It also enables information to be more timely disseminated.

**CADMAC** is no exception; we have a good website at <http://www.cadmac.bmfa.org> which I hope that all of you are able to look at from time to time. I try hard to keep it up to date so that you can check on the events the club is putting on; therefore a quick tour of the website may be in order.

**The Welcome Page;** this is the main welcome page for the website it has a row of Menu items that take you the specific area's of the website.

**The Home menu** has a drop down menu that take you to a set of other menus providing information about our club such as a Welcome, A Short History and the Club Committee. There is also a Contact Us Menu that allows you to contact us about anything relevant to the club!

**The CADMAC Calendar;** This allows you to view or print the current club nights calendar.

**Events & Contests;** This is where you go to find out all the contests and associated rules that are being put on through the year. You can also view or print the parts of interest..

**Clear Dope;** this is where clear dope resides it has an archive going back to 2011!

**News Flash;** it does what it says on the tin!

**Membership;** this where you find the forms for joining or re-joining **CADMAC**

**Weather;** The has all he weather sites given to me so if your favourite isn't here drop me a note via the contact page and I'll endeavour to add it to the list!

So please take the time to look at your website, any comments or suggestions can be sent via the websites coast page and will be gratefully received.

David Gardner  
CADMAC Webmaster

David would like photos of models for the web site preferably with people in the picture as well as he feels this would help readers relate to the pictures, as he tells us that he is going to build a gallery into the web shortly

Ken Knox

# Club Program 2017

13th April	Club Night	<b>Rod Dean</b> Flying and displaying vintage jet aircraft
2nd May	Committee	
11th May	Club Night	Indoor flight-Helicopters & multi rotors
6th June	Committee	
8th June	Club Night	Light Flight & Control line
30th June	Goodwood	Evening Flying at Goodwood 1800hrs Start
4th July	Committee	
13th July	Club Night	Light Flight & Control line
16th July Possible	Thorney Island	Army Families Day
17th July	BBQ	Summer BBQ at Porthole Farm
1st August	Committee	
10th August	Club Night	Light Flight & Control line
5th September	Committee	
14th September	Club Night	<b>John Rial</b> will be giving a talk on the art of model covering
3rd October	Committee	
12th October	Club Night	Andrew Gibbs' Quiz Night
7th November	Committee	
9th November	Club Night	AGM 8pm start
5th December	Committee	
14th December	Club Night	Subscription Collection & table top sale (Members only)
Possible date	Air Cadets	With Cadets at Thorney Island 19.00 onwards
Possible date	Goodwood	Evening Flying at Goodwood 1800hrs start

## I/C Climb & Glide Competition 2017

This Saturday was a foggy day, which lifted enough to fly but the clouds were very low with very little wind from the south east.

There were 9 entries for the first comp of 2017, this year all pilots were able to fly any model i/c or electric that would ROG.

The climb time was set at 15 secs. which allowed most to get to the cloud height. The times include the 15 sec engine run for the climb out. A landing box was marked out and a 10% bonus added if the pilot could touch down in this

Three rounds were run

Nick Gates started the round flying his Hype with a time of 1,16 min. Keith Watts followed with the Foam AcroWot and surprised us all when it went into the clouds and then came down into the ground just as fast

Ray Beadle got 1,21 min flying an Apprentice Mick Blundell with his Wot4 also got 1,21 min then Eamon Keating made 0.57 min with his Visionair. All Getting into the cloud base.

James Egington only got to 0.49 min with a heavy model, he was followed by Stewart Whittle and a very light model with little power, so only managed 0,25 min but landed in the box.

Toni Reynaud had a small low wing model but managed to destroy it after only 0.57 min last to fly was Tony Chant with his Limbo Dancer, he had to cut the motor early as the model went out of sight so soon! he got 1.57 min and the box.

In round Two Eamon got 1,03 min with his Visionair, Ray got 1,33 min and the box Mick got 1,32 min but best in this round was Tony with 1,59 min

In round three Ray managed 1,43 min, Mick got 1,25 min and Tony best with 1,57 min again.

The results were:

First	Tony Chant	6,09 min
Second,	Ray Beadle	4.50 min
Third	Mick Blundell	4,18 min

Thanks to all who came

Hope you all will come to the next comp which is the Bomb Drop .

Cheers Ray



Climb and Glide 2017 Photograph and results

I/C Climb & Glide 2017	Round 1		Round 2		Round 3	Box 10%	Total	Position
Tony Chant	1'57"	x	1'59"		1'57"	0'16"	6'09"	1st
Ray Beadle	1'21"		1'33"	x	1'43"	0'13"	4'50"	2nd
Mick Blundell	1'21"		1'32"		1'25"		4'18"	3rd
Nick Gates	1'16"		1'29"		1'22"		4'07"	4th
Eamon Keating	0'49"		1'03"		0'57"		2'57"	5th
James Egington	0'49"		0'51"		---		1'40"	6th
Stuart Whittle	0'25"	x	0'38"		0'33"	0'03"	1'39"	7th
Toni Reynaud	0'57"		---		---		0'57"	8th
Kieth Watts	---		---		---		---	9th



Seen at Porthole  
Who could it be?

# Competition Calendar 2017



Date and time	Competition	Venue
Saturday 15th April 11.30	Bomb Drop	Thorney
<b>Saturday 29th April 11.30</b>	<b>Reserve Competition day</b>	<b>Thorney/Porthole</b>
Saturday May 20th 11.30	Electric Glider max three cell Li-Po 2200 battery	Porthole
Saturday May 28th 11.30	Slope Day and electric glider	Trundle Hill
Saturday June 10th 11.30	Pattern	Thorney
<b>Saturday June 17th 11.30</b>	<b>Reserve Competition day</b>	<b>Thorney/Porthole</b>
Sunday July 16th 11.30	Electric Glider max three cell li-Po 2200 battery Plus BBQ	Porthole
Saturday July 29th 11.30	Slope Day and electric glider	Trundle Hill
Saturday 12th August 11.30	Open Glider and Electric	Thorney
Saturday 26th August 11.30	Open Glider and Electric	Thorney
Saturday 9th September 11.30	Open Glider and Electric	Thorney
Saturday 16th September 11.30	Slope Day and electric glider	Thorney/Porthole
<b>Saturday 30th September 11.30</b>	<b>Reserve Competition day</b>	<b>Thorney/Porthole</b>
Saturday 14th October 11.30	Electric Glider max three cell Li-Po 2200 battery	Thorney
<b>Sunday 12th November 12.30</b>	<b>Open Glider and Electric Fun Day proceeds to go to British Legion Poppy Day Appeal</b>	<b>Thorney</b>



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 an electric powered glider. 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 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..

Ray Beadle , Comp Sec.



The power train can be obtained from HobbyKing

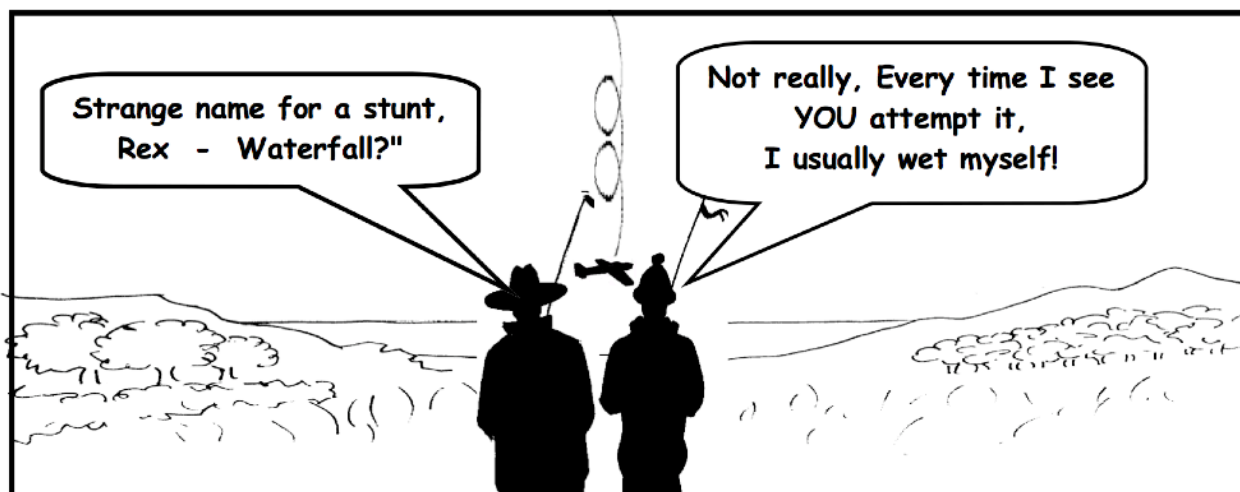
**Zoot Suit Flying Days.  
All Flying at Porthole**

Sunday 30<sup>th</sup> April,  
Friday 26<sup>th</sup> May Sun 18<sup>th</sup> June, Friday 30<sup>th</sup> July, Friday 4<sup>th</sup> August,  
Friday 22<sup>nd</sup> September, Sunday 1<sup>st</sup> October, Friday 20<sup>th</sup> October &  
Sunday 5<sup>th</sup> November

To start 20second Climb to landing  
Sunday Starts from 12 o'clock

**TeX & ReX**

*by Cobbo*



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 90+ members

The Commander at Baker Barracks Thorney has decreed that there shall be NO drone flying whatsoever

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 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

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