

Clear Dope

DECEMBER 2013



Chichester and District Model Aero Club Committee 2014

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WE WILL NOT FORGET

In Flanders fields the poppies blow



Poppy Open and Electric Glider
Competition 2013

Poppy Open Glider Competition 2013

This competition was run on Remembrance Day starting at 1200 at Thorny Island, the weather was fine and sunny with a light breeze from the west. Anybody could fly and if they had no glider there were ones they could fly ! 15 pilots came to fly.

The best time of the day was by Bill Pethers with a flight of over 12 50 min the only pilot to get a max.

Ray Beadle got to 8.18 min and Derek Honeysett did a time of 5.45 min

John Riall and Declan Cousins managed 5.35 min

Nice to see Peter Turley, Adam Goff and Colin Stevens, with new faces J Stuttard , Andrew Gibbs and Nick Gates Competing.

Thanks to Duke Benson who did a lot of line fetching and launching as well as the timers

A collection £150.00 was made for the Poppy Appeal and the total was matched by the CADMAC club yo a total of £300.00

The result was,

First Bill Pethers

Second Ray Beadle

Third Derek Honeysett.

Thanks to all who attended and made the day very enjoyable,

See you all next year.

Cheers Ray

Poppy Appeal Open Glider 2013

Name	Time	Position
Bill Pethers	12.20	1st
Ray Beadle	8.18	2nd
Derek Honeysett	5.45	3rd
Declan Cousins	5.35	4th
John Riall	5.35	4th
Nick Gates	4.35	6th
Jeremy Stuttard	4.26	7th
Peter Turley	3.51	8th
Derek Honeysett 2	3.30	9th
Colin Stevens	3.08	10th
Adam Goff	2.56	11th
Andrew Gibbs	2.42	12th
Ken Knox	2.30	13th
Keith Watts	1.35	14th

Poppy Appeal Electric Glider 2013

Name	Time	Position
Nick Gates	5.15	1st
John Brandhuber	2.52	2nd
Ken Knox	2.40	3rd
Keith Watts	2.35	4th
Ray Beadle	2.15	5th
Mike Blundell	1.49	6th
Bill Pethers	0.54	7th
John Riall	—	8th

Derek Ascott officiated for this fun event which was quite a leaning curve for most of us as I think this was a first for the club, newcomer Nick Gates with his bitser glider came first, John Riall's plane which has flown on many occasions and was odds on to win did an involuntary loop into the ground on launch fortunately with minimal damage.

Ken Knox





Cups, Trophies and Certificates

Dear reader I am sorry to say that i have lost the majority of the pictures except for two which I have shown below

Best Wishes and a
Happy New Year to you
all from your
Chairman Tony Chant

Ken



Mike Spencer aka Spike is the Vice Chairman and Editor of the Salisbury MAC
< www.salisburymodelflyingclub.co.uk >

Spike has kindly allowed me to copy this article from his clubs newsletter

Keep that glow glowing !

A simple, low cost, self-charging glow energiser.

Are you looking for a simple "Wiggly-Amps" project to improve your Flight Box before the next flying season ? The following article was originally published in 'Flightline' the club magazine of the FLEET club, and some ten years ago by one of my predecessor Editors at SMFC. Despite my irregular attendance at the flying site my trusty and battered old flight box is always ready for immediate use and complements the 'burst-charging' system for the models that hang on my garage wall (that technique was published in an earlier Newsletter article). The arrangement I use for powering the glow plug is extremely simple and still works reliably after all that time using the same components and with the original batteries. How many expensive 'Power Panels' could make the same claim ?

"It won't !!* *!! start" is a fairly familiar cry from the pits, especially after a long Winter layoff and after much prop flicking and sore fingers. The state of my glow battery remains the least of my flying worries and it is buried deep within the bowels of my flight box and has not needed any attention since 1984 when it was first fabricated (yes, that really is 30 years ago !). The only maintenance has been the occasional clean out of accumulated dust and general flight box grot. This apparent magic is performed using a simple little circuit that automatically keeps the 2Volt glow battery topped up with wiggly amps without any need for transistorised power panels or such like. To find out how this is achieved - read on.

Despite having evolved an efficient flick technique over many Decades of model engine handling, I still occasionally use a 12 volt battery to power an electric engine starter. In addition, I use a 2 volt CYCLON cell as a dedicated glow plug supply. Nothing new there I agree but the Cyclon cell never requires any support itself because it is automatically kept topped up by the 12v main battery. The two essential components to achieve this are R1 and D1 (see Fig 1). These components permit a small trickle charge of about 100 milliamps into the 2V cell whenever the master circuit breaker is made. I usually make this switch on arrival at the flying field or earlier if more charge is needed - but those occasions are rare. At the end of the day the main c/b is broken and all is safely stowed away until the next flying session. When I first made this equipment I also included a small expanded-scale voltmeter to monitor the state of charge of both batteries, but this was soon discarded as an unnecessary complication; whenever the starter motor slows down, a charge of the main 12V battery is called for. However, failure on the field of the starter battery is not a show-stopper as there will still be a healthy glow available for the old finger-flicking routine.

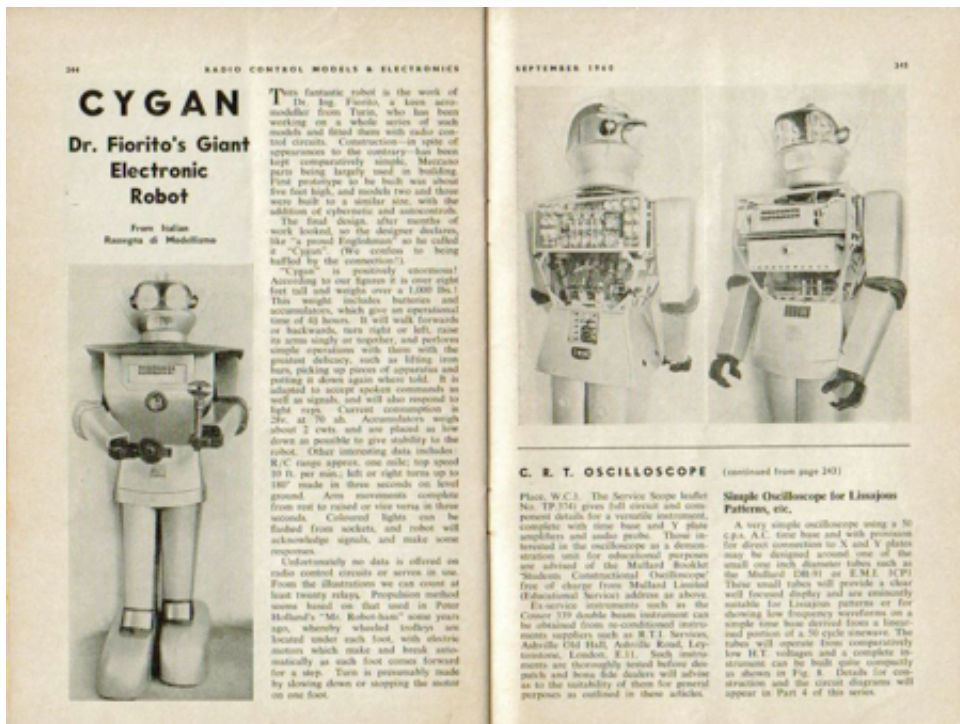
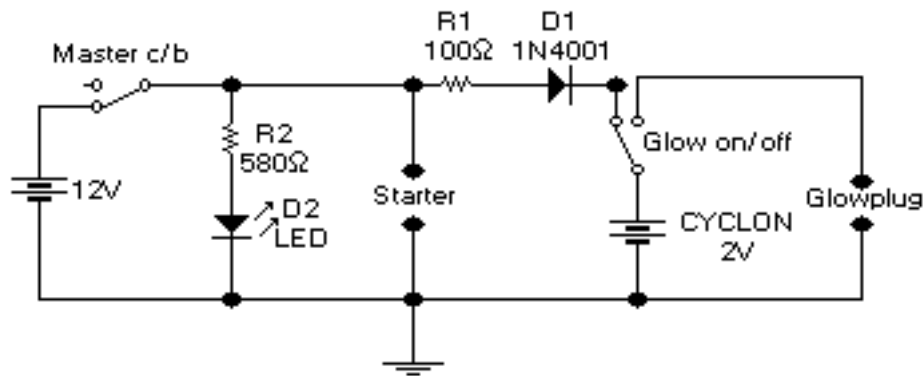
Circuit description: R1 should be a 1 Watt rated component but, if this proves difficult to obtain, it would be just as effective to use four 430 Ohm, quarter Watt, resistors in parallel. D1 is any silicon diode capable of carrying up to 1 Amp (it will only be passing about 100mA). All other components are embellishments whose function I will now describe. R2 and the light emitting diode D2 could be omitted but they give a useful indication of the master c/b being on. Failure to switch off after a day's flying will light the back of the workshop bench for days, but the LED and the 2V trickle charge currents will eventually discharge the main battery. The glow on/off switch could be left out too but I find it useful especially when starting and tuning cowed motors where the cylinder head is not easily accessible.

Connectors: I have used separate pillar terminals which can accept either 4mm banana plugs or bare wires for the high current starter connection. For the glow, I have tried several connector types but the good old 6.5mm Jack plug takes a lot of beating. The socket is rugged on the panel and the metal cased plugs are about the cheapest way of obtaining the good strain relief appropriate to the rough treatment the glow lead is subjected to. An ammeter can also be inserted into the glow lead supply to monitor plug performance if required.

Charging: The main 12V battery is a 6AH sealed lead acid (SLA) type that was obtained for a few pennies at a swapmeet around the time when Pontius was a pilot. This SLA is now over 35 years old, and also buried deep in the flight box. It is routinely charged by a suitable charger through the starter connections with the master c/b ON. The 2V cell will be continuously trickle charged at the same time whenever the glow switch is in the OFF position. If desired, setting the glow switch to ON will isolate the 2V cell while main battery charging takes place. If it is necessary to directly charge or discharge the glow battery at any time, this can be accessed through the glow connector. I have never had to do this but the facility is there.

So there you are. A couple of 5p components, a switch or two and connectors to taste (all available from your nearest MAPLIN store) and you can forget the glow supply problems for ever more !

Spike



Ken, Flying at Thorney yesterday (Sunday 10th) afternoon was great fun...

Derek, don't have a heart attack – all was in perfect order.... !

Four of us...Pete, Morris his son Chris and I ended up doing a series of fast circuits, including low passes straight down the runway.

This resulted in Colin and I discussing the possibilities of Pylon racing – but, Colin seemed to think we would need a well resourced and armoured support team to carry flags at the pylon turning points.

Well, I may have come up with the solution ... by way of resurrecting a famous robot called CYGAN !

Now, I'm sure we can get hold of the blue-prints and with the combined technical expertise of people like Pete Turley, Jeremy, Bruce, Malcolm and of course Colin himself – we could build an army of GYGANS...

They could be used not only to “flag raise” at pylon turning points, but also to police the outer perimeter safety zones, help at public events, settle the occasional club dispute... and maybe even take on the army itself ! Who knows what wondrous future they may hold!

A Christmas Poem for Pilots

By, John Jet Aviator7
(Via Declan Cousins)



Twas the night before Christmas, and out on the ramp, Not an airplane was stirring, not even a Champ.
The aircraft were fastened to tie downs with care In hopes that come morning, they all would be there.
The fuel trucks were nestled, all snug in their spots, While peak gusts from three two zero reached 39 knots.
I sank behind the fuel desk, now finally caught up, And settled down comfortably, resting my butt.
When over the radio there arose such a clatter, I turned up the scanner to see what was the matter.
A voice clearly heard over static and snow, Asked for clearance to land at the airport below.
He barked out his transmission so lively and quick, I could have sworn that the call sign he used was "St. Nick".
Away to the window I flew like a flash, Sure that it was only Horizon's late Dash.
Then he called his position, and there could be no denial, "This is St. Nicholas One and I'm turning on final."
When what to my wondering eyes should appear, A Rutan sleigh, with eight Rotax Reindeer.
Cleared for the ILS, down the glide slope he came, As he passed all fixes, he called them by name:
"Now Ringo! Now Tolga! Now Trini and Bacun! On Comet! On Cupid!" What pills was he takin'?
Those last couple of fixes left the controllers confused, They called down to the office to give me the news.
The message they left was both urgent and dour: "When Santa lands, have him please call the tower?"
He landed like silk, with the sled runners sparking, Then I heard "Exit at Charlie," and "Taxi to parking."
He slowed to a taxi and exited Three-Two, As he came down the taxiway the sleigh bells' jingle grew.
He stepped out of the sleigh, but before he could talk, I had run out to him with my best set of chocks.
He was dressed all in fur, which was covered with frost And his beard was all blackened from Rotax Reindeer exhaust.
His breath smelled like peppermint, gone slightly stale, And he puffed on a pipe, but he didn't inhale.
His cheeks were all rosy and jiggled like jelly, His boots were as black as a cropduster's belly.
He was chubby and plump, a right jolly old fool, And he kindly informed me that he needed some fuel.
A wink of his eye and a twist of his toes, Let me know he was desperate to powder his nose.
I spoke not a word, but went straight to my work, And I filled up the sleigh, but I spilled like a jerk.
He came out of the restroom with a sigh of relief, And then picked up a phone for a Flight Service brief.
And I thought as he silently scribed in his log, That with Rudolph, he could land in an eighth-mile fog.
Next, he completed his pre-flight, from the front to the rear, Then he put on his headset, and I heard him yell, "Clear!"
And laying a finger on his push-to-talk, He called up the tower for his clearance and squawk.
"After departure fly heading three two zero," the tower called forth,
"And watch for a Luscombe inbound from the North."
Then I heard him proclaim, as he climbed thru the night, "Merry Christmas to all! I have traffic in sight."



Merry Christmas!

EVENTS CALENDAR 2013

12th December	Club Night	Subscriptions £69.00 and Table Top Sale

*Competition Calendar &
Other Events 2014*



Date and Day	Time	Event	Venue
2014 Calendar not yet formalised			

Urgent Note to all Users of Porthole Farm

It is imperative that when entering and leaving the field **you must LOCK** the gate behind you 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.

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

New Medical Emergency Information Cards have been produced to allow members to record personal information that would be useful in the event of illness or injury on our flying sites.

They are not compulsory and will be issued to members by the Membership Secretary on request at club meetings.

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

New pass system for Thorney Island.

Due to a change in the organisation at Thorney Island, existing civilian car passes will cease to be valid as from 15th May 2013. The process for gaining access to the Island thereafter will be through the collection of a temporary car pass via the Main Entry Point gate post which must be returned on exiting the establishment. Temporary passes will be issued for a vehicle and its occupants provided that:

- All individuals are registered on the Club's membership list as held at the gate post.
- All vehicles are road legal and details (Make, Model, VRN) held on membership list.
- All vehicle occupants provide photo identification (driving licence or passport) to cross-reference with membership lists on entry.
- Users accept vehicle searches on entry and departure.
- The vehicle and occupants only use and park at the facility of which they are a member: other areas of the Island remain out of bounds, and military personnel will challenge breeches and are empowered to remove passes and escort non-compliant personnel off the Island.

Permanent vehicle passes will be withdrawn by military personnel from 14 May 13, and temporary passes issued from then on. Please note that all those requiring temporary access must pull into the lay-by prior to the barrier