

Clear Dope

FEBRUARY 2014



Chichester and District Model Aero Club Committee 2014

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 07530375113

Slope Rep and Safety officer Trundle Hill: Ron Hemblade 01243572819

Webmaster: webmaster@cadmac.co.uk

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

Committee appointed positions: John Riall 01243-782922, Senior Training Officer

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



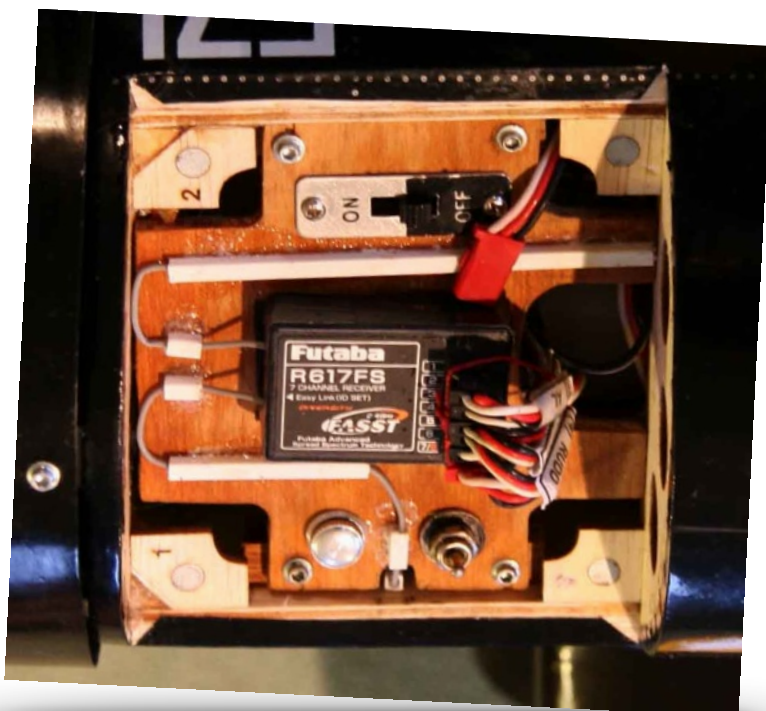
Our good friend Peter Doe and his wife Angela are off to New Zealand to do a spot of farm sitting this month ! Have a good time Peter but please do hurry back because the grass will need to be cut.

AT-6 Harvard by VQ Models

from Bruce

I've been hanging my nose over one of VQ's Harvards for more than a year now ever since I noticed their silver and green 'Castrol' version on the Slough RC Models ad in RCM&E. Quite what 'VQ' officially stands for I'm not sure but take it from me; it could well stand for 'Value and Quality.' I'd also seen at close hand Morris and Chris Campbell's 'Tuskegee Red Tail' Mustang, Yak 9 and Mig 3 and been very impressed both with the kits and the way they fly.

My Harvard, (fig. 1) is finished in the Kissimmee, Florida livery, the alternative being the red 'Ghost Rider' version and is one of literally dozens of scale and warbird offerings from this manufacturer which include six P51 Mustang variants, both Bs and Ds. Most of these ARTF kits retail for £99.95, have a wingspan of about 1.5m and are built to take 0.40 to 0.60 two strokes, 0.60 to 0.70 four strokes or 650 watt (Boost 40) equivalent brushless. The comprehensive hardware packs include all the mounting requirements for either i/c or electric configurations and the construction is good old ply and balsa, so they're repairable and thanks to laser



cutting the airframes come out very light. What particularly appeals to me is the amount of painted scale detail added in the covering with authentic rivets, panel lines etc. and my Harvard came with the canopy pre installed containing two instrumented dashboards and two pretty lifelike scale pilots.

Now these might not be 'top of the range' kits, but they've obviously been designed by aeromodellers for aeromodellers and the instruction manuals are very comprehensive containing not only details on all aspects and variations of the build but helpful tips on how to overcome a variety of problems. E.g. How to mount a battery on the engine bearers for a tail heavy model. Nice touches in the design, like the fuz top 'hatch' (fig. 2) held in place by four neodymium magnets, make it easy to produce a really clean scale appearance and help you hide those messy fuel fillers, etc within easy access. Some of the model

remote glow connectors, switches designs, which have a long nose moment, even have a hidden, built in battery compartment in the lower rear fuselage to help you get that C of G just right..

Kits come with a fixed undercarriage as standard but are equipped with moulded wells for oleos and retracts (and the pre-cut plastic units to close them off if they're not wanted). VQ produce their own tailored range of retract units and sprung oleo struts and I couldn't resist shelling out an extra £19.95 for a pair of those half stirrup sprung oleos which really set the model off. (fig. 3)



My only modifications from the basic build were:

- (a) To use a 90° exhaust knuckle (from Just Engines) to bring my ASP 0.70 muffler out directly under the model; and
- (b) To build in a piano wire 'rocker-cover guard,' (fig. 4) since warbirds, above all tail draggers, are prone to 'nose-over' if you don't get that final up elevator in fast enough.

With an all-up weight of just under 2Kg this cute little model has a big presence and flies just as well as it looks both on the ground and in the air. To date she's had just two sorties – the first was a trimming flight which was uneventful other than she overflow a bit on landing: The second flight was quite a delight with gentle turns and big manoeuvres as well as some lovely passes, slow and low. She did bite me, though, when I came into land. In the strong Westerly wind I put her nose down on finals and having throttled back (with the newly decreased tick-over) I approached along the edge of the runway and then at a height of about three feet bent in some right rudder to turn her into wind. Ouch!



MFA Mistral

By Derek Honeysett

Having seen John Riall flying his electric gliders at Thorney Island I felt that I needed an electric thermal soarer to fly on those calmer days and for a change to my usual retro pattern models.

My initial thought was to purchase an e-flight Mystique electric thermal glider but having priced this model up the cost was approaching £700, so plan B was to build a kit that I have had for a few years, the MFA Mistral.

The model has a 100 inch wingspan with a fibreglass fuselage, veneer foam wings and solid balsa tailplane and was constructed over a period of 10 months, being built alongside my Leicester Models Hawk.



The Mistral has been built to utilise rudder, elevator, ailerons and throttle functions, with a coupled rudder and aileron option, I declined to fit the optional air-brakes. The wings, tailplane and rudder were covered with white Oracover and the fuselage was polished with Rubbing Compound and T Cut to remove the mould join and left white. The colour scheme being loosely based on German full size gliders, the transfers being made on a computer.

The electric set up consists of a Foxy brushless motor, Foxy speed controller, and a Ray 3250mA Lipo battery. Radio used is JR XG7 2.4 GHz with failsafe on throttle and telemetry on the receiver voltage. All servos are HI-Tec minis, two in the fuselage and one in each wing.

The first flight was carried out at Thorney on January 19th on a very nice calm day, the Mistral has had two long flights and apart from a minor aileron trim problem performed very well. The Mistral looks very nice in the air and I had a great time late afternoon climbing to height and then coming down without power carrying out fast long low passes down the runway.

I am looking forward to flying the Mistral when the weather improves and have enjoyed the challenge of building this model.

Sport Palio & Multiplex Cularis

Some year or so ago at one of the evening Goodwood flying meetings I managed to stall my Sport Palio motor glider in, I had a strong affection for this glider and have flown in many places in France and the UK, but it was beyond repair [This is the glider of the Pooh Farm fame]. the glass fibre fuselage was broken but repairable, stumbling block for me however was the wing which was of balsa and foam construction and was beyond repair(for me), So what to replace to with, my first attempt was a Jamara ASK28 about 2.2m wing span powered

by a MVVS 3.5/ 1200 Sport Brushless Motor turning a 12 x 6 folding prop, the EMF comes a 2.300 3s Lipo.



I did not like this plane at all which sports a very slender wing and very easy to tip stall, first or second flight I tip stalled it into the runway after a low fast pass (repaired by Bruce) next time out after the refurb it ended up in the biggest thorn bush you could find on the island, it stayed there for two nights before being rescued by Tony Chant in his full motor cycle gear!

I replaced that with a Multiplex Cularis 2600mm wing span which flies extremely well and seems to be fairly

tolerant to my flying. This plane is made of the same material as push bike crash helmets (Elapor) plus much carbon fibre in both the wings and the fuselage. I have used the same power train as the ASK28 but I have a five cell NiMh battery for the servos and radio which is Futaba 2.4. uses seven channels to drive the six servos and speed controller.

I had very bad luck to start with, the Multiplex Nano servos in the wing gave a me a lot of trouble, one aileron failing control, the Cularis landing flat in the long grass replaced and the CG sorted(my fault, **if all else fails read the instructions**) the plane is a real delight to fly.



EVENTS CALENDAR 2014

Date	Event	Location
May 3rd & 4th	South West Model Show	Shepton Mallet, BA4 6QN
Sat May 17th	Blackbushe	Blackbushe
June 28th & 9th	Wings and Wheels	North Weald, CM16 6AR
August 23rd-25th	BMFA Nationals	RAF Barkston Heath
September 13th & 14th	Southern Model Airshow	Headcorn Aerodrome TN27 9HX

Club meetings Calendar 2014

Date		
February	13th	Club Night
March	13th	Club Night & Auction
April	10th	Club Night
May	1st 6pm	Evening Fly-in Goodwood
	8th	Club Night
June	12th	Club Night
July	10th	Light flight & C/L
	17th 6pm	Fly-in Goodwood
	20th	BBQ Electric Fly-in Porthole
August	21st 6pm	Fly-in Goodwood
	14th	Club Night
September	11th	Club Night
October	9th	Club Night
November	13th	AGM/Club Night
December	11th	Subscription/Club Night

Competition Calendar

2014



Date and Day	Time	Event	Venue
Sat March 15th	11.30	Climb and Glide	Thorney Island
Sat April 12	11.30	Bomb Drop	Thorney Island
Sat May 10th	11.30	Pattern	Thorney Island
Sat June 14th	11.30	Scramble i/c only	Thorney Island
Sat July 12th	11.30	Scale	Thorney Island
Sat August 16th	11.30	Open Glider	Thorney Island
Sat August 30th	11.30	Open Glider	Thorney Island
Sat September 6th	11.30	Open Glider	Thorney Island
Sat September 13th	11.30	Loops,Rolls & Spins	Thorney Island
Sat October 11th	11.30	Slope/electric duration	Trundle Hill
Sunday November 9th	12.00	Open glider fun day/ electric duration	Thorney Island in aid of Poppy day appeal

Committee meeting dates for 2014

7th January, 4th February, 4th March, 1st April, 6th May, 3rd June, 1st July, 5th August,
2nd September, 7th October, 4th November, 2nd December

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.
- It is an MOD and club requirement that all members visiting the Island carry with them the current Club and BMFA cards