

Clear Dope

JANUARY 2014



Chichester and District Model Aero Club Committee 2014

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Happy 2014

BLIMEY – That “Prop wash” is
excessive !!!



Pylon Racing

This interesting topic has come-up recently and may be worth developing. Certainly as it was run on the slope many years ago, with half a dozen or more models flying together, it was enormous fun and always sent us home with smiles on our faces. At first sight, powered pylon races on Thorney would seem out of the question. We are all aware of the fast models/boundary issues, and when we compound that by flying at low altitude that threatens users of the peri-track and E/W runway, then the classes of Pylon racing normally run in this country are out of the question. Pylon racing also requires a large amount of support, that is,



as many flag-marshals as there are pylons, plus a caller, all multiplied by the number of models flying. So 3 pylons/4 models in the air normally requires 16 people assisting, plus the 4 pilots. There might be another 4 pilots waiting in the wings, so 24 people need to turn up. How often does that happen? Maybe it would if this were to catch-on?

But what's wrong with looking at work-arounds?

For a start, the usual configuration of putting pilots and callers in the middle of the flying area commits us to 3 pylons. We haven't got the people, so consider 2 pylons (red). This has always provided lots of fun on the slope. The flight pattern means that events are likely to be very lively inside the circuit, and pilots and callers would be safer outside. Life would be even worse for the flag-marshals, who would need protection, so let's put them outside. too.

To kick things off, I'd suggest that we confine the circuit well within the grass area on the West side of the runway. Here's how it might operate when there is little East in the wind.

Colin

Seen At Thorney- What is it ?



Is it a grenade? Is it the egg of the elusive Pilsea Black-Vented Platypus? Or is it the sought-after Victorian liquorice Easter Egg?

- None of those, actually it's my 4-stroke priming bulb. I'll explain:

For a long time I've been trying to find a simple method of priming inverted 4-strokes that have no facility for choking, and that will allow me hand-start. But why not wind-up the engine on an electric starter until it pulls enough fuel to start, as OS suggest?



Because -

- * Starters and their batteries are heavy things to lug from the car park, the battery has to be kept charged, and both are something else to go wrong.
- * They can be unkind to engines and spinners.
- * My Tomtit has to be supported holding the top wing whilst pressuring a starter against the spinner. This puts an excessive strain on the wire cabane struts.

So for me, hand-starting it has to be. My earlier priming methods using the engine to draw fuel to the carb was too fiddly under flying-field conditions, so I was looking for a new method. I decided to pressure the tank for a moment before starting, to force fuel to the carb., using a rubber bulb. What you see is a bulb used for blowing dust from camera lenses.

I modified mine with a spout that pushes into the silencer outlet. It's desirable to shorten the spout and turn it through a right-angle for ground clearance, and for that I used a bend from a greenhouse irrigation system. I inserted a 1/2" inch length of nylon snake outer into a piece of fuel tubing to swell it up to make the silencer-fit snug. To use, you turn the engine onto compression to close the exhaust valve, give the bulb a quick squeeze, and the job is done. So simple - I wish I had thought of it a year ago.

There are many sources of rubber bulbs, and for all kinds of uses, but you do need the type with an air inlet valve at the blunt end, so that on releasing pressure on the bulb you don't draw fuel away from the carb. I found mine on eBay, listed as "ULTRA-POWER HURRICANE AIR BLOWER, SENSOR & LENS CLEANER for Cameras". There are many others. I did note a bright orange Ukrainian bulb which would have been very easy to spot buried in the grass, but it was valveless and turned-out to be surprisingly large, even for its intended purpose, and if you are curious what THAT might be, you'll have to look it up. It could sure put the breeze up you.

Colin Stevens

Comp Rules for 2014

Electric and I/C Duration.

All pilots can have helpers or instructors.

Any Model can be used.

Timed climb from **ROG**, time to be decided on the day, **shut off** motor

Timed glide to spot land in box.

10% extra for touch in box. Non A, B cert flyers will get an extra 20%

Winner is highest total of Two Rounds.

Bomb Drop.

Each Aircraft is to carry a Water/Sand filled balloon.

This bomb is to be dropped onto a marked spot from a set height to be declared on the day.

The distance from the spot is to be measured and recorded.

Winner is the minimum distance over Two Rounds.

Pattern

Schedule will consist of : take off, which is complete, when the model has finished one circuit and passed back over start point, Two right hand rolls, Two left hand rolls, Straight level flight inverted, Two inside loops, Two outside loops, One double reversal, One double stall turn, One Cuban Eight, Rectangular landing , Touch down in box.

Manoeuvres to be called for start and finish.

Manoeuvres to be central about Judges

Lose 5 Marks for missing box

Marked out of 10 points for each manoeuvre

Winner is Max Total No for Two Rounds.

Bonus of 10% on total for "A" Cert Flyers

Bonus of 20% on total for Non Cert Flyers

Scramble. i/c engine

ALL pilots will have a helper

Helper will place model in start box

Helper can retrieve the model

The clock will be started then,

The model will be started, normal safety checks carried out.

Take off, do 3 loops, cut engine, be returned back to pilot box.

Clock stopped.

The time will be void if the model is taxied into the box after landing.

Winner will be shortest time over two rounds.

Non A, B pilots will get a 20% bonus

Cheers Ray



EVENTS CALENDAR 2014

Date	Event	Location
May 3rd & 4th	South West Model Show	Shepton Mallet, BA4 6QN
Sat May 18th	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		
January	9th	Club Night
February	13th	Club Night
March	14th	Club Night
April	10th	Club Night
May	1st	Fly-in Goodwood
	8th	Club Night
June	12th	Club Night
July	10th	Club Night
	17th	Fly-in Goodwood
	20th	BBQ Electric Fly-in Porthole
August	?	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.

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