

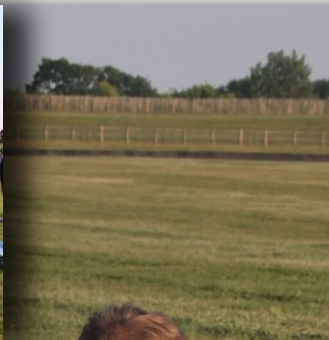
Clear Dope

JULY 2013



Chichester and District Model Aero Club Committee 2013

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Flying at Goodwood on 6th June was very pleasant wind direction was from over the club house which meant flying had to take place some way from the club house

CLASSIC JETS 54

from Bruce Smith

CJ 54 was held on Friday 19th April on the massive runways at Dalton Barracks near Abingdon. It's about a 90 minute run from Chichester via the A27, M3 and A34 so Tony Chant, Malcolm Farrington and Morris Campbell arrived at mine around 7.00 am to get an early start. Tony and Malc were going as pilots with Morris and I as crew/callers and after a coffee in 'Hangar 6' we eventually got under way about 7.30 am.

We stopped off at Scotney Services for a further coffee/relief (though one of the party members did have a breakfast – to help maintain his figure, he said) and arrived at Dalton around 9.30 am to be greeted by the delicious aroma of the bacon baps. You may recall from my report circa 2009 that the



provision of food and drinks is second to none on these events with bacon am. Burgers pm. a full doggy bag lunch and tubs and tubs of jelly beans, liquorice all sorts and jelly babies to scoop up and fill your pockets – strict health and safety procedures at these events dictate that all measures must be undertaken to ensure that active jet pilots don't faint with hunger while at the controls!

The parking bays were filling up quickly down the side of the AOB runway leg so after a 'second breakfast' for some, we all went walkabout to see who was there and what they'd brought. CJ is an

invitation only event and as such there are no trade stands but the likes of Paul Heckles, Mick Wilshire and Ali Machinchy are always there so a phone call the day before can arrange to have whatever you need delivered on the day. The event is purely about jet flying enjoyment and the atmosphere friendly and relaxed, safety matters aside, so everyone is please to talk to fellow modellers about their own airframes or give the benefit of their experience if you've got any problems.

At 10.00 am. we had a short Safety Briefing from Dick Spreadbury, the organiser and Secretary of the JMA then a few words from Andy Aldridge the Flight line Controller before the first turbines burst into life and gave the red kites circling the airfield their first nasty surprise of the day. Tony had brought his Auto-start Wren powered Jet T1 while Malcolm had his new kero-start Wren powered Goldcat but most of the morning we spent admiring the vast array of beautiful models, watching the action and talking to other modellers. [And eating]

A good part of the jet flying fraternity belongs to a totally different world from your humble CADMAC



representatives. Most of the big airframes come from the states in pre-moulded glass fibre form which require not only Powerbox control distribution and redundancy systems and you can pay £1500.00 just for a beautifully pre-fabricated cockpit interior – more than the entire worth of my jet! Also, many of the pilots had brought more than one model, Ali brought seven, and it wasn't unusual to see anything between £20 000 and £40 000 worth of hardware in the sky at any time.

CLASSIC JETS 54

At the other end of the scale there were a few electric and i/c ducted fan models, which all flew very well and then a foamy jet, which Ali was promoting, powered by a tiny £2000.00 'Calibri' turbine delivering 5lb of thrust.

It wasn't until after lunch (the 3rd meal of the day for one member) that our intrepid pilots got into the air and although Malcolm had some difficulty trimming his Goldcat (maiden flight since he'd re-engined it) they both managed get up and down safely several times whilst avoiding the 'high speed' traffic. Not



all pilots were so lucky. There were several 'flame-outs' (dead stick landings) a few unceremonious arrivals as various undercarriage members collapsed and one mi-air! Mid air collisions are quite rare at these events but not unknown. You've generally got about five aircraft in the circuit at any one time and with some scale models flying round sub 100 mph and then the likes of a BVM 'Bandit' carousing around at near 250 mph the closing speed can be well over 100 mph even in the same circuit!

Later in the afternoon we were joined by fellow CADMAC member (and jet owner) Roger Andrews who'd been passing by and managed to get passed the 'gate gorilla.' There was a lot of chin wagging and putting the world to rights before we all agreed that we'd had a really first class day and packed up for the journey home at 5.30 pm. - the close of flying. However, as we'd come in separate cars, I can't say whether 'a member of our party' felt the need to stop at the services on the return journey to partake of a little pre-tea, sustenance but I have my suspicions.

8th June. A very pleasant afternoon

Peter Doe, Duke Benson and myself spent a very windy but bright Saturday watering the runway at Thorney, once the runway was deemed wet enough the three of us landed ourselves on Derek Honeysett's for coffee.

Then on to Peter's house to complete the zero timing of the Ex- Declan Cousins' 28cc MVVS powered Giles 202. The engine had a new crankshaft, bearings, and back plate, once re assembled and reinstalled in the Giles it was very successfully test run [Awesome]



NEW ELECTRIC POWER SYSTEMS GUIDES

Andrew Gibbs has written a new guide for electric power which I am sure will be of interest for the majority of us who are both I/C or Electric the following are Andrew's word on the subject



Electric power systems are often something of a mystery to modellers – but now comprehensive guidance to all aspects of electric power systems is available from Gibbs Guides.

This new 3-part series gives you access to a wealth of top quality information. The uniquely clear style of writing simplifies this complex subject and makes it easy for you to understand. Each guide is packed full of techniques and technical know-how, yet needs no maths to understand.

Mastering Motors is the first of this essential 3-part series. This 68 page guide explains the principles and operation of both brushed and brushless motors. The two types of brushless motor, the inrunner and the outrunner, are covered in detail. Carefully crafted explanations are complimented by superb photographs, charts and graphs, each with an informative caption. Together, these make your learning quick, easy and enjoyable. Mastering Motors is priced at £6.95.

More than Motors builds on the motor knowledge and understanding created in part 1, and brings the complete power system to life. The focus of this guide is batteries, propellers, ESCs, wiring and connectors. The 68 pages of this superbly useful guide include an analysis of the power systems of 11 example models. More Than Motors is priced at £6.95.

Power System Solutions consists of 78 pages packed with solid, high quality content. The heart of this guide is a comprehensive set of quick reference electric power system tables. These allow you to effortlessly choose a suitable power system for almost any model in the 100 – 1,000 Watt range. Power System Solutions also discusses how to select, install and safely test a new power system, as well as how to avoid damaging power system components and much more. This guide will help you to avoid expensive mistakes, saving you time, money and effort. Power System Solutions is priced at £7.95.

The guides are available only as e-books and represent excellent value for money. The guides are available at www.gibbsguides.com

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If you'd like more information, please visit www.gibbsguides.com or contact Andrew Gibbs at andrew@gibbsguides.com or call 07973 627 738.

EVENTS CALENDAR 2013

3 rd July	Committee meeting	
11 th July	Club Night	Light flight and Control Line Fishbourne Playing Field
21 st July	Porthole Farm	Porthole BBQ & Fly-in Electric Only
6 th August	Committee Meeting	
8 th August	Club Night	Light flight and Control Line Fishbourne Playing Field
15 th August	Goodwood	Evening Flying at Goodwood Airfield no flying before 18.00
3 rd September	Committee Meeting	
12 th September	Club Night	Chairmans Chat
1 st October	Committee Meeting	
10 th October	Club Night	Balsa Brain Quiz & Chairmans Chat
6 th November	Committee Meeting	
14 th November	Club Night	AGM
3 rd December	Committee Meeting	
12 th December	Club Night	Subscriptions for 2014

*Competition Calendar &
Other Events 2013*



Date and Day	Time	Event	Venue
Saturday 13 th July	11.30	Scale	Thorney Island
Sunday 21 st July	All day	BBQ, Electric only	Porthole Farm
Saturday 10 th August	11.30	Open Glider	Thorney Island
Saturday 17 th August	11.30	Open Glider	Thorney Island
Saturday 24 th August	11.30	Open Glider	Thorney Island
Saturday 21 st September	11.30	Loops, Rolls & Spins	Thorney Island
Sunday 10 th November	12.00	Open Glider fun day & Electric Duration Donation to Poppy Fund	Thorney Island



Nesting season at
Porthole

A Keith Watts Production

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

Please also note that members can bring guests to Thorney and Porthole however if they fly they must fill in a guest flying form and they can only fly on three occasions in a year if they are not BMFA members. This is a condition of the BMFA insurance

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 breaches 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 and enter the gate post to receive a vehicle pass.

In order for the Club to provide the necessary information to Thorney Administration, all members who wish to visit Thorney in the future MUST submit to Malcolm Farrington (mfarrington52@aol.com) and Tony Chant (t.chant11@btinternet.com) the Vehicle Make, Model and Registration Number before 30th April 2013, to allow the creation of the necessary list. (Please also send details of your second vehicle if applicable.)

Note that if a vehicle is changed, the same information for the new vehicle needs to go to Malcolm and Tony as soon