

Clear Dope

July 2017



Chichester and District Model Aero Club: Committee 2017

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Sunday July 16th 11.30

Electric (NOT Glider) max three cell li-Po 2200 battery

and BBQ At Porthole Farm

Saturday July 29th 11.30

Slope and Electric at Trundle Hill





ZOOTSUIT Day 1

Very light winds from the east, hot and humid, clear sky no lift. Seven pilots came for this first day that was flyable.

All models needed trimming and a lot of time was taken trying to do this a good deal of lessons were learnt.

The rules were a 15 second climb with a 5 minute maximum flight. Three rounds were flown.

Peter Machin got the best time of the day in the second round, Johnathan Smith who came later did the second best time .

The average time from the 15 sec climb was about 2.35 min.

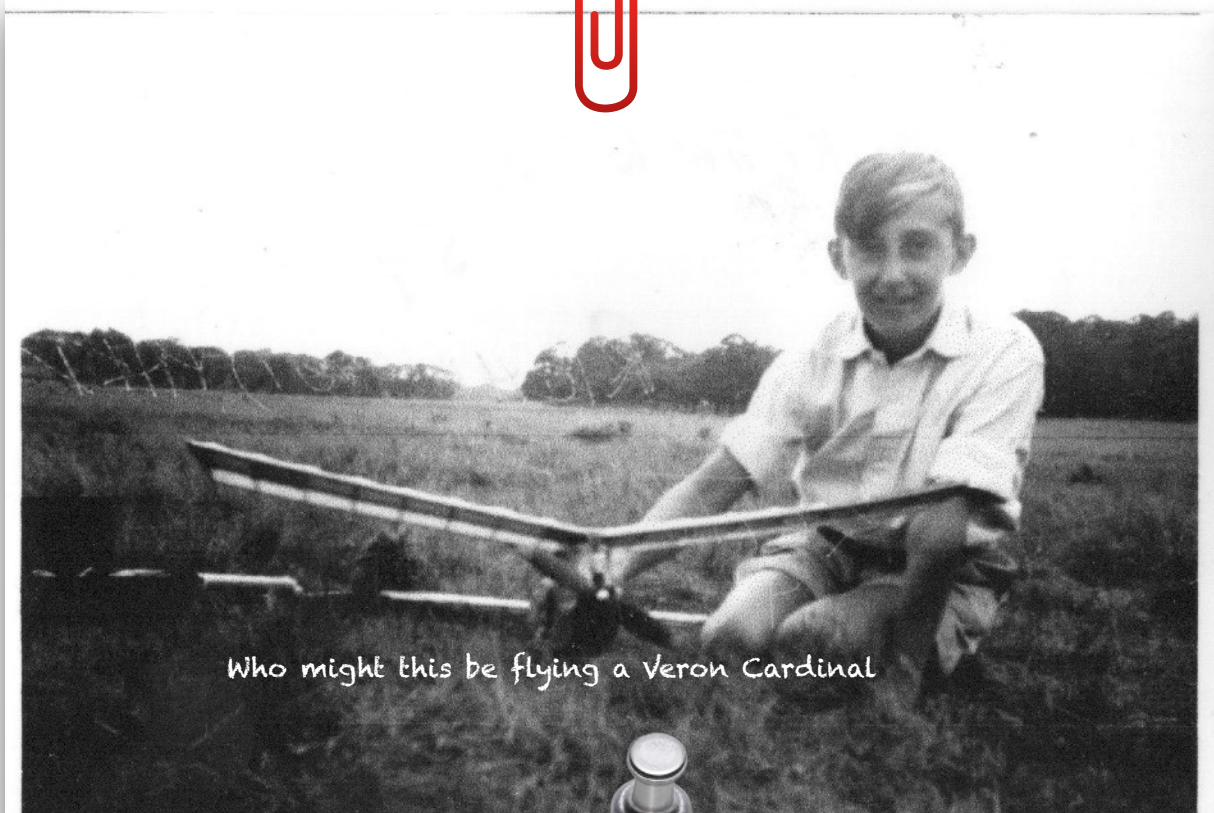
New Member David Methley had Eric Peacocks model and managed to get some times in, with a bit of help and Ray Beadle flew his own and David Gardner's model.

Thanks to David Draper who timed for the day

The results for day 1 are

1 st	Peter Machin	10min 04sec
2 nd	Jonathan Smith	9min 22sec
3 rd	Ray Beadle	7min 01sec

ZOOT Glider 2017						POS
Day 1	Time	Time	Time		TotalTime	
Name						
K Smith	1.08	1.24	2.03		4.33	5
P Machin	2.18	4.51	2.55		10.04	1
R Beadle 1	1.23	2.49	1.54		6.06	4
M Blundle	1.35	0.45	0.55		3.15	7
R Beadle 2	2.05	2.21	2.35		7.01	3
D Methley	1.09	1.36	1.22		4.07	6
J Smith	2.26	4.02	2.54		9.22	2



**Pattern Comp
2017**

Four competitors came for the pattern comp. the weather was bright sun, no clouds and a very light wind from the sea.

The competitors were asked to perform 9 manoeuvres in front of two judges

One round was flown due to the arrival of an RAF Hercules flyby at 2 o'clock.

The marks for the round from two judges were added together to give a final total. The winner would be the biggest total for the day.

Before we started, Derek Honeysett's model broke up in mid air so he was out.

That left three, Peter Doe, flying a Show Flyer was first up, getting good marks from both judges and made the box, showing that he had been practicing.

Nick Gates followed with his Arrow 40, started well but lost his way in both rolling manoeuvres and the outside loops.

Jeremy Stuttard flew third with his Electric Powered FMS Extra 300, although he only did half of the rolls, the outside loop and the stall turn, he flew very well.

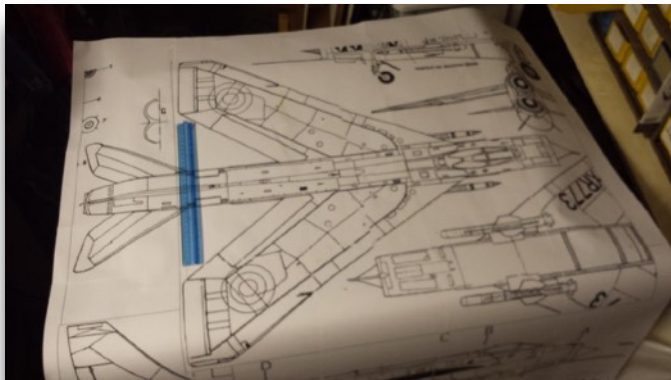
So the final result was a win for Peter Doe, second for Jeremy Stuttard and third for Nick Gates.

Thanks to Peter Turley who did the marking for me and all who came!

The Birth of a Lightning by Toni Reynaud

I was given some sheets of blue foam about 600mm square and 10 mm thick because it is known that I like to build foamies. The foam had to be used and I've always liked the Lightning, and I built one from Depron using the free plan from RCME a couple or three years ago and it went quite well. Because it was a bit small, I found a drawing (on a Russian aircraft recognition site!) and printed it out at a usable size on many pieces of A4, transferred lines to bits of foam and started cutting and gluing. it should end up at about 24" span.

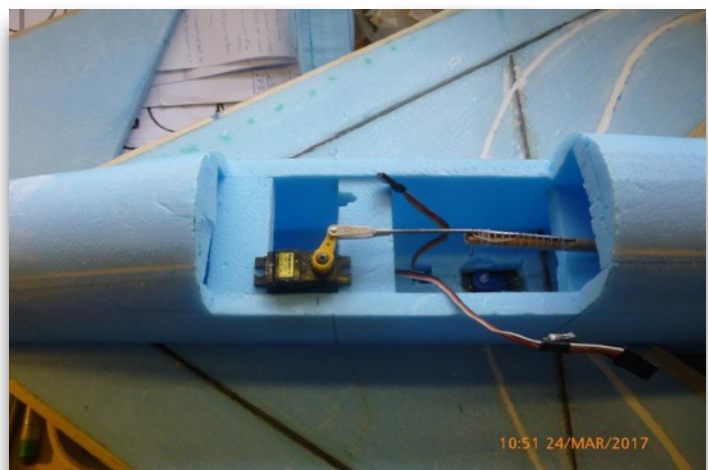
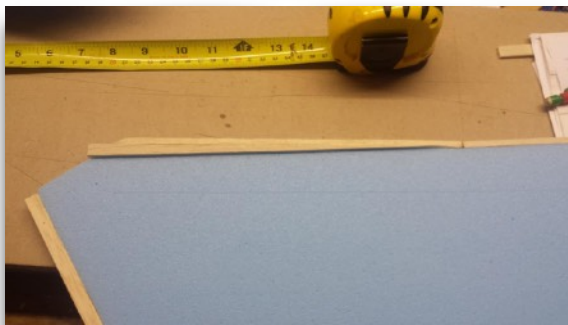
The fuselage is a basic box section, doubled up top and bottom to get the fuselage curvature. The curves were cut



using a hot wire former, then sanded more or less smooth.

The cockpit and spine were carved from several thicknesses of laminated foam. I haven't gone for a clear cockpit with a pilot - laziness on my part, and when it's in the air, who can see it anyway! We're back in the Stand a Long Way Off Scale area again. The cockpit forms the access hatch for the battery.

The wing. This is a fairly important piece of kit, so some thought had to be applied. The basic shape is set, as is the leading edge droop (which gives a bit of washout and improves low speed handling on the full size beast, we are told. The foam is a bit flexible so three carbon fibre spars are used to stiffen things up., then I had to give thought to the ailerons. I found a couple of snakes from a previous project, with plastic outers and wire inner that went in a nice single curve to run smoothly. The aileron servo got fitted about five times in the development process, but is now accessible from under the wing and the run from the snakes to the servo arm is not too steep. The wing has LE and TE of balsa glued on for a bit of ding-proofing. The Mk6 has a slight droop to the outer leading edge beyond the kink,



so I dropped the LE a bit and glued some 1.5 mm balsa underneath to pad out the droop. The final step on the wing before fitting it to the fuselage was to cover it with 22gm glass fibre using water based floor varnish. This has resulted in a smooth, solid and stiff wing which works well. The ailerons were cut and hinged

Having got the fuselage and wing basically sorted, I went on to the tailplane. The full size job has a weird angle of pivoting to make the inside edge of the tailplane move smoothly over the complex curvature at the back of the fuselage, but for simplicity at this size I have gone for a flying tailplane on a pivot straight through the fuselage

The fin has had a 6mm dowel added to the front and 3mm square hardwood added to TE and top. It had been glassed, and tongues added to the base to aid location and strength when fitted.

I guessed that the complete plane would be in the region of 1 ½ pounds, so with this in mind I decided that 200 W of power should drive it nicely. I had an in-runner rated at 200W 2100Kv which used to power a Stryker effectively, so I dug that out. The motor mount is to be in the centre of the tailpipes at the back, so I knocked up a backplate to glue in place in the fuselage and a mount to screw onto it. A brief trial showed that the motor at the back and a 3S2200 LiPo at the front will give something approaching the required balance

point. The motor was given a trial fit, and the ESC and wiring sorted to fit. The wires to both motor and battery were made longer to cope with the length of the fuselage and to put the ESC in the area of the radio hatch. Radio access hatch is underneath, with elevator servo and



Rx.

When I finally got it all together I used a complete rattle tin of silver on it to make it look like something meant, then decided to fly it before doing too much decoration work. It flew OK, but wouldn't loop from level flight, so it was obviously a bit underpowered. There was also a smell of hot

electrics at the back, and when I withdrew and touched the motor it was HOT! I got an uprated motor from Purple Power and tried that with different props, and in the end got a fast,



loud and aerobatic Lightning! I also made a couple of holes in the front to give entry to air, and enlarged the openings in the jet pipe area, and cut away some of the material around the motor to help the performance and cooling.

I've managed to add some basic markings in 5 Squadron n colours. I also knocked up a couple of Redtop missiles to complete the appearance. The original rattlecan spray was too dark in colour, and I ended up giving it a coat of Hammerite silver. It has ended up a lot closer to the actual aluminium colour of the full size plane. The final judgement? It looks good, goes quite well, and I just wish I could fly it properly!!





Club Program 2017

13th July	Club Night	Light Flight & Control line
16th July	BBQ	Summer BBQ at Porthole Farm
1st August	Committee	
10th August	Club Night	Light Flight & Control line
5th September	Committee	
9th September	Thorney	Army family day
14th September	Club Night	John Rial 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

Keith Watts aged twelve



Competition Calendar 2017



Date and time	Competition	Venue
Sunday July 16th 11.30	Electric (NOT 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	Army Family day	Thorney
Saturday 9th September 11.30	Open Glider and Electric	Thorney
Saturday 16th September 11.30	Slope Day and electric glider	Thorney/Porthole
Saturday 30th September 11.30	Reserve Competition day	Thorney/Porthole
Saturday 14th October 11.30	Electric Glider max three cell Li-Po 2200 battery	Thorney
Sunday 12th November 12.30	Open Glider and Electric Fun Day proceeds to go to British Legion Poppy Day Appeal	Thorney

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

To start 20second Climb to landing
Sunday Starts from 12 o'clock
Friday Starts all Afternoon.



Porthole gate lock

Could you all please ensure the gate is left with the lock and cable positioned at the bottom of the gate as placing at the top allows it just to be slipped over rendering it useless



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