

Clear Dope

May 2017



Chichester and District Model Aero Club: Committee 2017

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The next completion is the Electric climb and glide this is to be held at Porthole farm on the 20th May starting at 11.30 the maximum size battery is to be a three cell LiPo 2200ma capacity with only one battery for whole competition



This is Nick Gates' Svenson Fiesler Storch (built 1981) Two owners from new. Balsa construction, nylon covered. Suspension on the U/carriage, Leading edge slats and slats under the elevator. Designed for a 60 two stroke, but Nick has fitted a Thunder Tiger 91 four-stroke. He has also replaced the tail servos with a pushrod as to the plans he also made many small structural repairs and improvements on this high milage and elderly airframe

Bomb Drop



Bomb Drop Competition 2017

It was a sunny day, with a light wind from the SW
There were six pilots this year. Models were all electric, One Wot4, a Yak 54, two Riots and a Barfly
Peter Turley had a small Cub but the bomb would not stay on!
Two rounds were flown. The nearest distance from the spot was to be the winner.

Ray Beadle started the 1st round and made a distance of 94 ft with his electric Yak 54, then came Ken Smith with 22ft 2" with a Riot this was Ken's first competition, Stewart Whittle with the Barfly managed 54 Ft 5" followed by Keith Watts who managed 13 ft 6" with his Riot, Mick Blundell using an Electric Wot4, managed 47ft 5", while Declan Cousins scrounged a flight in one of the Riots and made 8ft 8".

In the 2nd round Mick was the best with 5ft 9" and Keith made 7ft 7" while Declan did 18 ft.

So the winners over the two rounds were,
1st M Blundel
2nd K Watts
3rd D Cousins

It was a lovely day, I hope more will come and join us.
Thanks to all who came and enjoyed it.

The next comp will be the restricted electric glider to be held at Porthole

Cheers Ray



MAKING SAW-DUST.

When you buy an ARTF or even a kit, you're pretty much tied down to what the designer and manufacturer had in mind and there's little room to add that little bit of extra magic.

When you scratch build, however, you can design in those feature of your own which are going to make your model that little bit special. One way to do this is to add scale detail, of course, but another is to add lights.

A little early planning in your build gives you the chance to design-in not only the way you're going to mount the lights in your model but also the method you're going to use to transport the power to them. I must mention at this point that I'd fully intended to use grain of rice bulbs for the project as I did in my Mustang 'Twilight Tear,' but as often happens Andrew Gibbs came along with a better idea and persuaded me to use LEDs instead. I intend to power my control system with a five cell 2000mAH NiMH pack and I soon found a supplier on Ebay who could cheaply provide

Fig 1

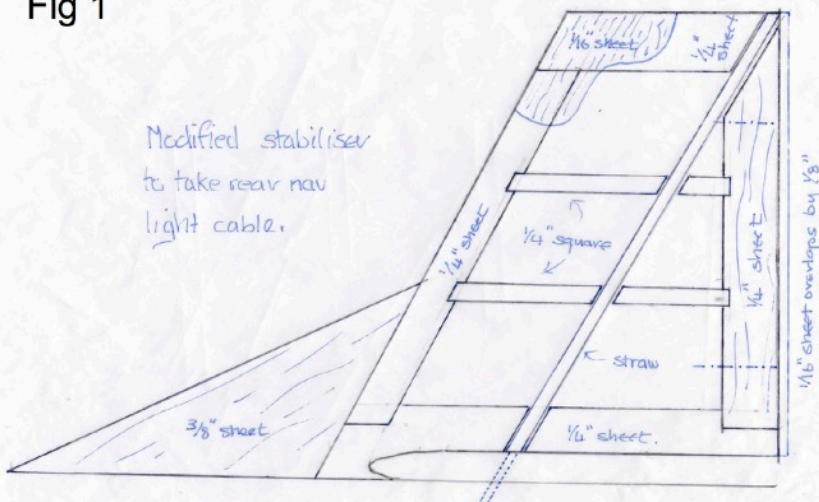
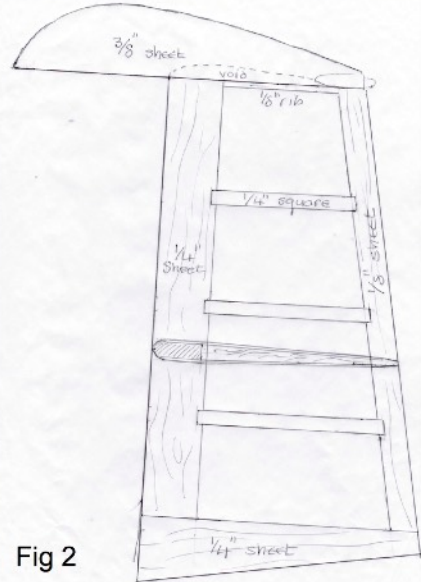


Fig 2



my five ultra bright LEDs at 6 volts. (Three white - two landing and one tail) plus the red and green for port and starboard navigation. These lamps only consume about 20mAH worth of current each, so the system could theoretically run for 20 hours on my receiver pack.

I planned to house the tail light in part of the tapered body of a biro which would be let into the rudder. This would look pretty true to scale too, but getting the fine wires to it was a problem since the plan called for solid tail feathers. So, out came the tracing paper again and soon a built-up stab and rudder had been designed, based on 1/4 square strip and 1/16 sheeting. (Figs 1 & 2)

In truth I didn't need to create a built-up rudder but I opted for lightness as it's easier and much more efficient to add tail weight than nose weight if required.

You may recall from the wing build in 'Article Two,' that I didn't glue the front portion of the wing-tip blocks to the tip ribs, so that once I'd carved and sanded the tips down to their final



To save on extra gear and weight I decided to have both the landing lights and nav lights running all of the time - no switching, so, having first checked with 'electro boff' Toni Reynaud, I wired the lights up in the following way: My tail light lead was connected to a servo lead plug and simply plugged into a spare channel in the receiver, while to feed the wing's navigation and landing light LEDs I tapped off the 'power' and 'neutral' wires of the aileron servo leads. This also meant that I only needed to use about another 30cm of wires on each wing to reach the wing-tips - the LEDs were then connected in parallel.

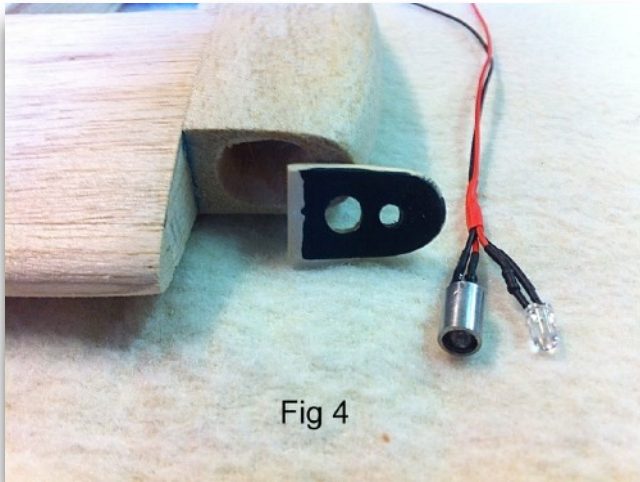


Fig 4

Once the wing-tip had been excavated to house the LEDs and a suitable exit path for wires made through the tip and ribs I planned to mount the bulbs in a 1/8 ply blank which along with a 1/8 balsa blank formed the fixings for the light blister. (Fig 4)

Air navigation safety (tell me I'm wrong) requires that landing lights can only be seen from directly in front of an aircraft so I set the white landing LED, a little way down a small length of aluminium tube. (Tunnel - ha ha!)

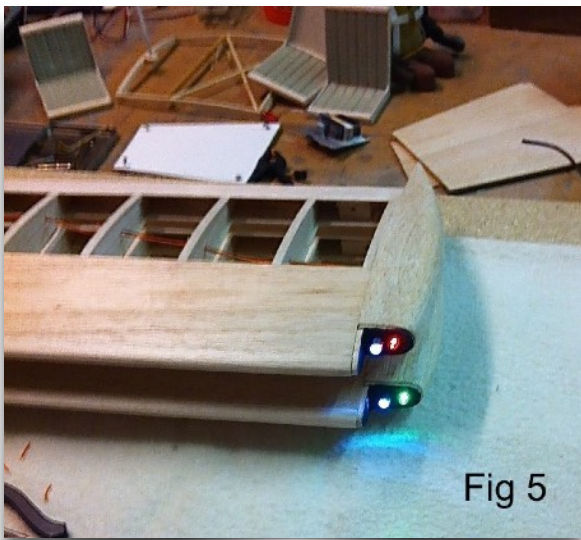


Fig 5

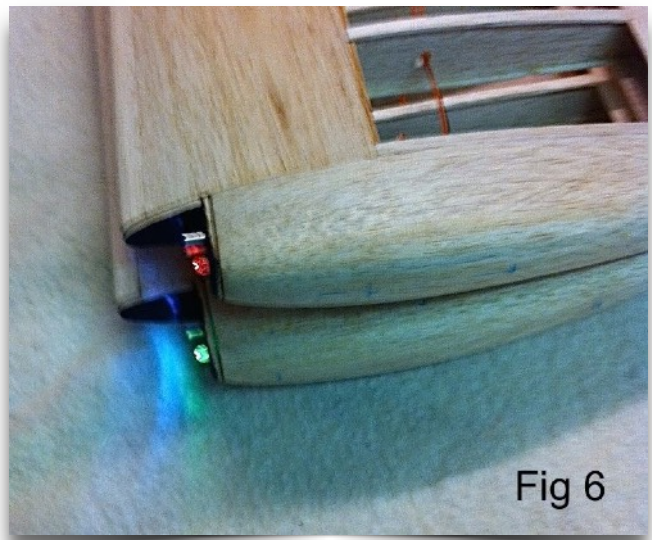


Fig 6

This seems to work a treat as you can see from Figs 5 and 6.

PLEASE NOTE.

While in theory you could use a 'Y' lead from a single receiver channel and thus drive two servos and four LEDs I'd prefer not to put that much strain on the system. (Probably wrong again.)

In my case I powered the Starboard aileron servo and two LEDs from Rx channel 1 and mixed channel 5 as a slave channel to power the port aileron and two LEDs.

EXTRA SHAVINGS

I've not touched on covering with shrink film or tex in my articles - this is a skill you have to develop for yourself with a decent heat iron and with lots of practice.

Colin Stevens sends a good tip, however, in case you're covering a wing with 'closed' rib cells. Colin says, 'Make a pin-hole through each rib to an air escape so that the film doesn't balloon as you heat and expand the air in the cell beneath it.'

Thanks Colin - nice one.

Club Program 2017

2nd May	Committee	
11th May	Club Night	Indoor flight-Helicopters & multi rotors
6th June	Committee	
8th June	Club Night	Light Flight & Control line
30th June	Goodwood	Evening Flying at Goodwood 1800hrs Start
4th July	Committee	
13th July	Club Night	Light Flight & Control line
16th July Possible	Thorney Island	Army Families Day
17th July	BBQ	Summer BBQ at Porthole Farm
1st August	Committee	
10th August	Club Night	Light Flight & Control line
5th September	Committee	
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

Competition Calendar 2017



Date and time	Competition	Venue
Saturday May 20th 11.30	Electric Glider max three cell Li-Po 2200 battery	Porthole
Saturday May 28th 11.30	Slope Day and electric glider	Trundle Hill
Saturday June 10th 11.30	Pattern	Thorney
Saturday June 17th 11.30	Reserve Competition day	Thorney/Porthole
Sunday July 16th 11.30	Electric 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	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..

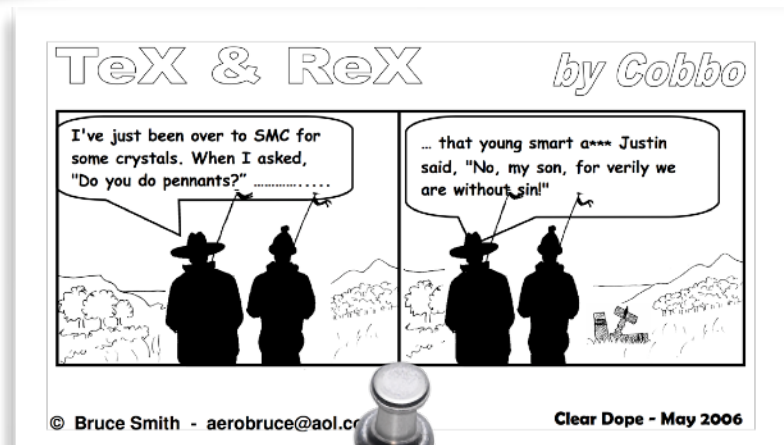
Ray Beadle , Comp Sec.



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