

Clear Dope

October 2017



Chichester and District Model Aero Club: Committee 2017

John Riall President

Chairman: Tony Chant: 01243 262816, mobile 07766 078977, t.chant11@btinternet.com

Secretary & Hon Secretary Social Secretary: Toni Reynaud 01243 370422,
a.busutilreynaud@btinternet.com

Treasurer : Malcolm Farrington, 01243 821789,

Competition Sec.: Ray Beadle 01243 670163

Thorney Rep and Safety Officer: Derek Honeysett 01243 371093

Porthole Farm Rep.and Safety Officer: Keith Watts 07530 375113

Slope Rep and Safety officer Trundle Hill: Nick Gates 07957 422941

Webmaster: David Gardner: webmaster@cadmac.co.uk

Junior Rep. & Junior Members Protection Co-ordinator: Donna Goff
John Riall 01243 782922, Senior Training Officer

BMFA Rep & CD editor: Ken Knox, kenneth.knox@btopenworld.com

James Egington: Membership Secretary, 41 kestrel Close, East Wittering, West Sussex. PO20 8PQ
01243 672195 members@cadmac.co.uk

Andrew Gibbs' Quiz Night Thursday 12th October club night

and on

Saturday 14th October at Thorney Electric Glider max three cell Li-Po 2200
battery



Ron Ron Vears and flown by Andy.

Ron Vears and Andy Palmer of the the Petersfield club visited Thorney Island to test fly the Vulcan that Ron has constructed from scratch I have been told it flew very well

Indoor Duration Nationals 2017

Hi Ken,

I thought you might like some photos for Clear Dope of the Indoor Duration Nationals which was held over the weekend of 16th and 17th September at RAF Shawbury, near Shrewsbury. This was my first ever Nationals and I entered with a Grace 2 in the FIL class for models weighing not less than 1.2g. This is a very well known design by John Tipper from Chichester.

The event was held in a really old concrete hanger and the floor was divided into two sections, one side for the heavy weight models greater than 2 g like penny planes and legal eagles, and the other side was for the lightweights like FILs and F1Ds which are the large super light models with variable pitch props, they were amazing to see fly.

As well as the models there was plenty of helpful advice flying around about how to improve the flight times, like adding a bit more tilt to the tailplane, using a larger diameter prop (14 inches, with a 26 in pitch) and getting the weight down to 1.2g.... mine was considered a bit too heavy at 1.7g . I learned a lot, had a great time and even won a bottle of wine in the raffle.

All the best,

Rob

the photos are....1) The Hanger, 2) Inside the Hanger (spot the model) and 3) An F1D



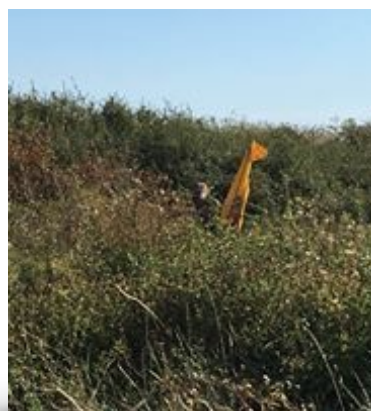


Army Family's Day went well on the 9th September, unfortunately for us we were unable to fly due to the strong winds, all the small planes for the children soon went many thanks to all that helped and brought their models along for display

A Cautionary Tale

The weekend before last the winds were blowing straight down the runway and I thought it would be a good day to try aero-towing with my large Cub (powered by a rare Saito 90 twin) towing a Slingsby T30 glider. Derek gave the plane a test flight, all ok then it was my turn, the engine was started and the plane was ready to go I then remembered I had forgotten to couple the rudder to the ailerons which I did then I opened the throttle and off we go the plane drifts to the right so left stick 'wow' the plane was everywhere and ended up after lots of gyrations in the thickest part of the bracken Duke and Niel spent well over an hour digging it out.

I was very embarrassed to find that I had coupled the rudder in the wrong sense i.e. ailerons left rudder went right, oh dear, Colin commented that it was the only time he had seen a Piper Cub knife edging. I am happy to report amazingly the only damage was a small cut on the wing fabric Phew. KK





Border Club

Last weekend Duke Peter Doe visited the Border club where we are members, they also fly on MOD ground, their main site is Martinique which is a very large grassed area, near Bordon, but unfortunately for them the Army have been holding



exercises in the area so Martinique was closed to them. The MOD has allowed them to use another grassed area, Bramshot, near Liphook. this area is surrounded by very large trees making flying very tight, I was flying a Flair Cub and found it ok but fun

getting in over the high trees and touching down before the trees at the other end, Duke flying his bi-plane found it very difficult due to the plane's speed.





On Saturday 24th September Peter Willis who gave the last club talk about Airtraffic control hosted a scale fly-in at Wimbourne clubs site, he was aided by our Peter Turley.

Unfortunately the weather was not kind and only few ventured out, I took my Cub but did not fly as the wind was blowing across the runway.

Wimbourne is a well run club of about seventy members they have bought their own large field which as two large portacabins, one has solar panels attached which are used to charge a bank of batteries allowing the provision of light and charging points for lipo's etc



Club Program 2017

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 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



The power train can be obtained from HobbyKing

**Zoot Suit Flying Days.
All Flying at Porthole**

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.

Ray Beadle



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