

# Clear Dope

SEPTEMBER 2013



## Chichester and District Model Aero Club Committee 2013

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First and only round of the well attended and looked forward to thermal competition was held this year on the 10<sup>th</sup> August the other two dates being lost to inclement weather.

John Riall will be the winner as he had a flight time of well over thirty minutes final results to be published at a later date. From L to R. Peter Turley, Malcolm Farrington, Derek Honeysett, Ray Beadle, John Riall and Bill Pethers

John Rial's 'Veron Vortex' undergoing stress testing wilts Ray launches a 'Gentle Lady' and Peter Doe gets instruction on the gentle art of thermal flying from Derek Honeysett



Just a few pictures to show how the general public may perceive a model to be a full size plane and vis versa especially in poor light



## Stingray

Following a summer restoration, my Stingray took to the skies again over Thorney Island on Sunday 18<sup>th</sup> August 2013.



The Stingray is a 36" wingspan delta, originally designed by Ray Hackett in the late 70's as a low cost club pylon racer for OS.10's. There were several models built by CADMAC members and most of these were fitted with OS.15 FP's. They were known to fly fast and be very manoeuvrable and great fun to fly in tail chases. However, they did have some vices: they were small and difficult to see which way they were going, they could easily enter a flat spin when stalled (non-recoverable, no matter what stick inputs were used) and usually bounced a lot on landing.

Originally built around 1980 and flown more or less all through the 80's, it had eventually been retired intact and stored in Dad's loft for the last 20 years. I have built two of them, and this is the second one and probably the only example still in flying condition?



The tissue damage on the wing was easily patched and the fuel soaked areas of the trailing edge and elevons near the mylar hinges was replaced with new balsa. The most serious structural problem was a hairline crack in the starboard trailing edge, which had to be braced with new balsa and a mm ply plate.

The elevons were originally controlled by a pivoting hinge (those were days before electronic mixers), but the linkages for these had become very sloppy, partly the reason why it stopped flying, so it was best to take this hinge out and use modern servo mixing for the elevons instead.

I had hoped to use the original OS.15 FP engine, but it was too worn out to be reliable, so it had to be replaced with a new OS.15 LA. The plastic MicroMold engine mount had to be redrilled to accept the new engine since there appeared to be no modern equivalent that would fit and support the nose wheel. With all the changes and the use of a modern battery and receiver, I was able to remove 64g of lead from the tail section to make it balance on the correct CoG point.

With restorations completed it was time for the return to flight test. Sunday 18<sup>th</sup> was almost perfect weather with a stiff breeze from the south west. The engine started well, control checks completed and it took off straight into wind. A little bit of up elevator trim achieved straight and



## Pagham on Parade



Pagham on Parade was held on the 18<sup>th</sup> August this year.

Who'd of thought that just TWO members of our club (Tony Chant and Allen Miller) out of the 135 members of the club were able to put on such a good display, much similar to club's participation for Army family day on Thorney earlier this year



Help the Heroes Full Size fly-in @Thorney will be held on the 21/22<sup>nd</sup> September  
There will of course be no flying on that day however the club will be putting on a Static Display please do try to help. Derek Honeysett is the point of contact

Thorney Island – there is a flying ban for the weekend of 13-15 September. This is because there is a possibility that Goodwood flying school may relocate to Thorney Island during the Revival meeting at Goodwood. If this not does not happen the ban will be lifted



Graham Ousby's fine YAK it's powered by a 80cc two-stroke and is is painted in the style of an "Arrowroots" team aircraft. Graham flew one of his other large models at Porthole this week and his display was rewarded by applause by fellow club members



Colin Stevens looks on as Graham makes another perfect landing

# EVENTS CALENDAR 2013

12 <sup>th</sup> September	Club Night	Mark Harper of Trimble Navigation, Ltd., will give a talk about the use of UAVs for aerial mapping and data processing
1 <sup>st</sup> October	Committee Meeting	
21 <sup>st</sup> & 22 <sup>nd</sup> September	All Day	Help the Heroes Full Size fly-in @Thorney Club will be putting on a Static Display
10 <sup>th</sup> October	Club Night	Balsa Brain Quiz & Chairmans Chat
6 <sup>th</sup> November	Committee Meeting	
14 <sup>th</sup> November	Club Night	AGM
3 <sup>rd</sup> December	Committee Meeting	
12 <sup>th</sup> December	Club Night	Subscriptions for 2014

*Competition Calendar &  
Other Events 2013*



Date and Day	Time	Event	Venue
Saturday 28 <sup>th</sup> September	11.30	Loops, Rolls & Spins	Thorney Island
Sunday 10 <sup>th</sup> November	12.00	Open Glider fun day & Electric Duration Donation to Poppy Fund	Thorney Island

### 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.

The chain must go through the second bar and the numbers on the lock must be scrambled.

There should be no exceptions to this mandatory action. RR

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](http://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 15<sup>th</sup> 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](mailto:mfarrington52@aol.com) ) and Tony Chant ( [t.chant11@btinternet.com](mailto:t.chant11@btinternet.com) ) the Vehicle Make, Model and Registration Number before 30<sup>th</sup> 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 as possible.