

Clear Dope

APRIL 2012



Chichester and District Model Aero Club

Life President: Admiral Sir John 'Sandy' Woodward GBE KCB

Committee 2012

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

Secretary & Social Secretary: Toni Reynaud 01243 370422, tonibr@onetel.com

Treasurer & Membership Secretary: Malcolm Farrington, 4 Little Babbsham, Aldwick Fields.

Bognor Regis. West Sussex. PO21 3SZ, 01243 821789, mfarrington52@aol.com

Safety Officer: Don Biles 01243 774196

Competition Sec.: Ray Beadle 01243 670163

Thorney Rep.: Derek Honeysett 01243 371093

Porthole Farm: Rep.: Ron Spiers 01243 261096

Indoor Rep: Derek Ascot 01243 849088

Slope Rep: John Riall 01243 782922

Webmaster: webmaster@cadmac.co.uk

Junior Rep. & Junior Members Protection Co-ordinator Sandra Dawson 02392 612549

Committee appointed positions: John Riall 01243-782922, Senior Training Officer

BMFA Rep & CD editor: Ken Knox, 34 Galaxie Road, Cowplain, Waterlooville, PO8 9AR, 02392-593104, mobile 07885

819911, kenneth.knox@btopenworld.com

Climb & Glide 10th March 2012



I/C Climb & Glide Competition 2012

Saturday was lovely day, sunny with a light wind from the sea.

There were nine entries for the first comp of 2012, two rounds were flown and both round scores were to be added together. The climb time was set to 20 seconds and the model had to touch down in a large marked area, 10% was added to scores if the model landed in this area. We had one Cougar, a Wot 4, a semi scale Cub, a large Bi Plane, a Super Sixty and two high wing Specials. Don Biles kindly did the timing for this Comp.

Ray Beadle started us off, did 1.31 min and made the box, followed by Colin Stevens and his Cub with a good 1.25 min and made the box, and John Riall with his Wot 4 with a time of 1.20 min. He was followed by Harry Hook with his special but he only achieved 1.11 min and no box, Next was Duke Benson who flew his large Bi Plane and achieved 1.12 min but no box. Mick Blundell flew with his high wing special and got a good climb out then had a special way of de-thermalizing by switching off the TX. It stuck upright in the grass and only bust the props! So he switched to the Super Sixty but only made a time of 0.41 min. Don Biles also flew the Super Sixty but only did a little better with at time of 46 seconds. A new competitor, Trevor Humphrey flew the Super Sixty and got a time of 0.49 min. Trevor has not got an 'A' so he got an extra 20% for this flight. Finally Keith Watts with the Super Sixty had the help of Mick as he has not done many take offs but he managed 0.37 min and even landed the model. The box was only made twice in this round.

In round two Ray only made 1.15 min, but made the box again. John improved with 1.27 min and Duke also improved with 1.23 min, but no boxes.

It was good to see Trevor, Keith and Duke come and enter, I hope to see you next year!

I hope all enjoyed it and will come to the next, which will be the Bomb Drop. *RAY*

Climb and Glide results for March 2012

Times in Minutes

Name	Round 1	Round 2	No 'A'	Box + 10%	Total	Position
Ray Beadle	1.31	1.15		0.17	3.03	1
John Riall	1.20	1.27			2.47	2
Colin Stevens	1.25	1.07		0.9	2.41	3
Harry Hook	1.00	1.11	No 'A'	0.25	2.36	4
Duke Benson	1.12	1.23			2.35	5
Don Biles	0.46	0.43			2.29	6
Mike Blundell	0.41	0.44			1.25	8
Trevor Humphreys	0.49	0.56	No 'A'	0.21	2.06	7
Keith Watts	0.37	0.27	No 'A'	0.13	1.17	9

The Winged Gospel


In the 1920s, Americans coined the phrase "the winged gospel" to describe the religious enthusiasm they felt for airplanes. That a heavier-than-air machine could fly seemed divine, and for many who for the first time watched a plane begin to move, pick up speed, and then lift its wheels clear of the ground, it was indeed "the moment of miracle," as one person described it. The winged gospel treated the airplane as a kind of god or messiah, a "new sign in the heavens," and elevated flight into a "holy cause." Men and women became self-described "disciples," "evangelists" and "missionaries" of this secular religion while aviation prophets described the wondrous future in which planes would transform human existence.

In various other ways, men and women became missionaries on behalf of the winged gospel. Many carried the message to youth, often promoting the building and flying of **model airplanes**. In the 1920s and 1930s, schools, recreation programs, hospitals, and even department stores, radio stations, and newspapers actively supported model aeronautics. Publishing magnate William Randolph Hearst created the largest model-building organisation, the **Junior Birdmen of America**.

Junior Birdmen of America



A National Organization of
Air-Minded American Boys and Girls



The Winged Gospel cont.



Hearst papers ran columns offering advice and tips to Junior Birdmen and sponsored flying meets where members competed for prizes. His faith in the winged gospel was embedded in the Junior Birdmen's motto: "**Today pilots of models, Tomorrow model pilots.**" Adults also promoted the "air-age education" movement, especially during the late 1930s and early 1940s. Teachers introduced airplane-related subject matter into school curricula, both to motivate students and also because they believed students would need such knowledge in the future. They published new textbooks with titles such as *Human Geography for the Air Age* and *Flying High*, the latter an anthology of fictional and non-fictional writing about aviation. The ultimate expression of air-age education, however, were the few, short-lived classes on "flight experience" that occurred in the aftermath of the war. High school students went up in small planes, not for actual flight instruction, but rather to watch the pilot fly the plane, feel the effects of wind on its performance, and observe their communities from above. These lessons, it was believed, would prepare the "winged super children of tomorrow" for responsible citizenship in an age when all would fly.

By building and flying model airplanes, many believed, children would grow up to become pilots and usher in a real air age. In the late 1930s, miniature gasoline engines came on the market and lent model building a new level of realism, just as gathering war clouds added a new seriousness to visions of the aviation future.



By 1950, the air age had indisputably arrived, yet few garages held private planes. Nor had airplanes eliminated war or ended discrimination. Indeed, although aviation had advanced mightily during the Second World War and had become central not just to the military but to civilian life as well, none of the promises of the winged gospel had been fulfilled. In retrospect the belief airplanes would be panaceas for earthly problems seems utopian and even irrational. Aviation would continue to advance and offer many benefits, but few any more view it as a holy cause. The **winged gospel** had faded.

Junior Birdmen Song

[Tune: On Brave Old Army Team]

Up in the air, Junior Birdmen; up in the air, upside down,

Up in the air, Junior Birdmen; with your noses to the ground.

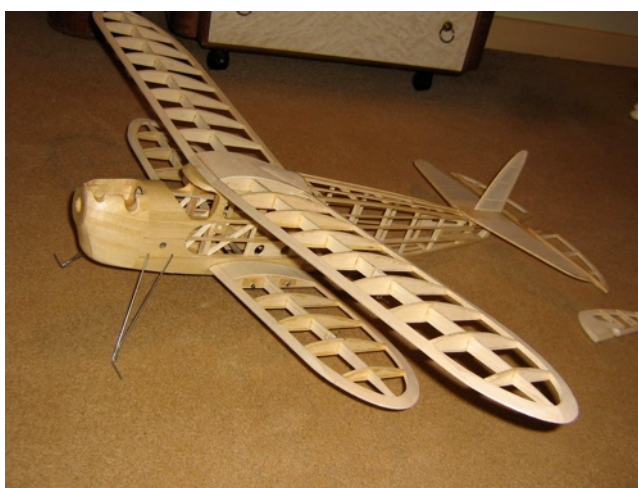
And when you hear the grand announcement: that your wings are made of tin.

Well, then you know, Junior Birdmen, it's time to send your box tops in.

For it takes: 5 box tops, 4 bottle bottoms, 3 coupons, 2 wrappers, and one thin dime!

- Joseph J. Corn, Stanford University

Compiled by Dec Cousins of Chichester & District Model Aeroplane Club (CADMAC 0054)



Mike Notter's ELF



The ELF first appeared in the 1938 Frank Zaic 'Model Aeronautics Yearbook' (which I have) as a skeleton plan and was later redrawn to full-size (38" span) by Frank Ehling in 1979. This is the version obtainable from Ben Buckle and the one that I used for my model. I believe that there is also a scaled up variant marketed as a kit – again by Ben Buckle.

During the build, I decided that the wings were too flimsy and beefed them up a bit. Likewise, the U/C arrangement appeared to be 'unconvincing' and some internal adjustments were incorporated to help withstand my appalling landings! Otherwise the model is a faithful reproduction of the original design.

General statistics:

Weight 1 lb 6 oz

Engine: PAW 1cc diesel (plain bearing). 7" x 4" prop. Homemade brass fuel tank (about 15cc)

Lightweight tissue covering

Finish: Halfords spray acrylic + Ronseal 'Excel' floor varnish to provide fuel proofing

'Vintage' style wheels made from John Hook's lightweight foam wheels with the spokes hidden with cardboard discs glued onto the rim. Axels were extended with aluminium tubing.

General performance is very perky – overpowered, if anything. The CG was too far back on the first flight and more weight was subsequently added to the nose. Glide is quite flat. Strong tendency to ground loop – had to hand launch. I have just increased toe-in to try and stop this (awaiting test).

Mike



Off Up and away
The Elf's maiden flight under the
able control of Colin Stevens



IN THE MIRE



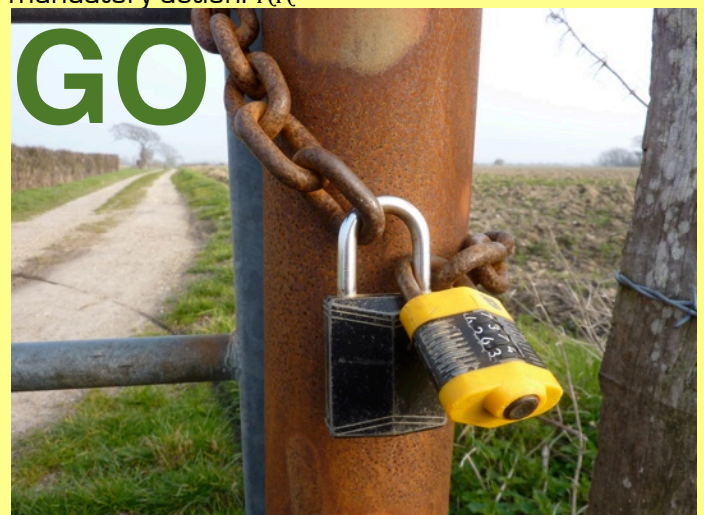
On a cold January day in 2004 I was flying my 'Sport Palio' electric glider at Porthole farm when the nicad battery pack went open circuit resulting in the plane landing itself in Poo Farm. With the aid of Tony Chant and Ray Beadle the plane was retrieved with very minor damage except for the loss of the canopy, which in true Italian style is a beautifully curved device. I tried to obtain a replacement canopy from the UK all to no avail so I wrote to the Italian manufacturer enclosing these pictures and explaining the situation and asking where I could obtain a replacement. You can imagine my amazement to receive the following week a box with a replacement canopy, free of charge with the note saying that they always like to help models who are in "The Shit". Enough said *Ken*



Urgent Note to all Users of Porthole Farm

It is imperative that the last person leaving the field **CLOSE** and **LOCK** the gate 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



EVENTS CALENDAR 2012

Date	Club Night/Event	What's On
3 rd April	Committee meeting	
12 th April	Club Night	Guest Speaker, Andy Sephton, PRO & Indoor scale rep BMFA
1 st May	Committee meeting	
10 th May	Club Night	Chairmans Chat
19 th May	Blackbushe	Blackbushe Model Day
12 th June	Committee meeting	
14 th June	Club Night	Light Flight and Control Line
3 rd July	Committee meeting	
12 th July	Club Night	Light Flight and Control Line
7 th August	Committee meeting	
9 th August	Club Night	Light Flight and Control Line
4 th September	Committee meeting	
13 th September	Club Night	Steve Prideaux (Aldershot MAC) giving a talk on fast model jets
2 nd October	Committee meeting	
11 th October	Club Night	Balsa Brain Quiz Night
6 th November	Committee meeting	
8 th November	Club Night	AGM
4 th December	Committee meeting	
13 th December	Club Night	Subscription Collection

The Committee and Members of CADMAC would like to welcome the following new members to our club
Stuart Simpson and David Sibthorpe.
Stuart is the Area Delegate to the BMFA and David has experience of flying in Canada and enjoys flying large models. We all hope Stuart and David enjoy our company and wish them all success with this fascinating and enjoyable hobby

Competition Calendar & Other Events 2012



Date and Day	Time	Event	Venue
Saturday 14 th April	12.00	Bomb Drop	Thorney Island
Saturday 12 th May	12.00	Scramble I/C only	Thorney Island
Saturday 19th May	9am	Blackbushe Model Show	Blackbushe Aerodrome, Entry £8.00
Saturday 16 th June	12.00	Pattern	Thorney Island
Saturday/Sunday 23rd & 24th June		Wings n Wheels	North Weald Airfield Essex CM16 6AR Entry £10.00 on dat £8.00 pre-book
Saturday 14 th July	12.00	Slope	Trundle Hill
Sunday 15 th July	11.30	BBQ & Scramble Electric only	Porthole Farm
Saturday/Sunday 4th & 5th August		Large Model Aircraft Show Woodvale	RAF Woodvale, Formby, L37 7AD Entry £10.00
Saturday 11 th August	11.00	Open Glider	Thorney Island
Sunday 12th August		Pagham on Parade	Pagham
Saturday 18 th August	11.00	Open Glider	Thorney Island
Saturday 18 th August	All Day	Portsmouth Air Day	Southsea Common
Sat/Sun/Monday 25-27th August		BMFA Nationals	Barkstone Heath, Nr Grantham
Saturday 1 st September	11.00	Open Glider	Thorney Island
Sat/Sun 15th & 16th September		The Southern Model Airshow	Hop Farm Family Park, TN12 6PY, Kent Entry £7.50 pre-booked £9.50 on the day
Saturday 22 nd September	12.00	Loops, Rolls & Spins	Thorney Island
Saturday 13 th October	12.00	Scale	Thorney Island
Saturday 29th October	10.00	Fleet Air Museum	RNAS Yeovilton BA22 8HT
Sunday 11 th November	12.00	Open Glider fun day	Thorney Island

When
Driving
Around Thorney
be aware of young
children on bikes

Thorney island access – the following has been received from Defence Estates and should be noted.

Dear Tony

Type to enter text

The Chain of Command has decided that, in future, all personnel, civilian or military, will have an annual expiry date on their vehicle pass that coincides with the expiry of their vehicle road tax.

I would appreciate it if you could circulate this direction to all of your club members and arrange for them to contact me in the New Year to arrange an appointment for a new pass to be issued.

In this connection, and, subject to other commitments, I will be available for pass renewal during the hours 0915-1215 & 1400-1600, Monday to Thursday. Providing the applicant has already undergone the initial Basic Check procedure, I will require one form of photo ID, CADMAC membership card and the tax disc to complete my documentation.

Kind regards

Stephanie

Stephanie Evans | Assistant Station Staff Officer | Building 134 | Baker Bks | Thorney Island | Emsworth | Hants | PO10 8DH
Mil: 94295 8547 | Civ: **01243 38 8547** | DII (F): 47RA-Station Staff-SSO

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