

Clear Dope

APRIL 2013



Chichester and District Model Aero Club

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

Committee 2013

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CADMAC Control Line Competition September 1980/1981



Competitors are from left to right

Robert Horton, Jerry Devenish, Ray Hacket, Dave Etherton, David ????, John Simms?, John Rial,
Ron Boxall, Tony Puzy



THE SHIP INN, ALDWICK,
BOGNOR REGIS.

PO21 3AP

For a number of months some of us on the CADMAC committee were wondering if any of you would like to join us on Wednesday 24th April for a meal. We used to hold this sort of event years ago but over time it has disappeared off our calendar.

Tony Chant has been checking out some of the pub/restaurants in the Bognor area where the majority of our members live, Tony has found the Ship Inn in Aldwick who have offered him a menu of £10.00 per head, which I have shown below.

I have shown the menu below if any of you are interested please contact Tony Chant on 07766 078977 or t.chant11@btinternet.com

Vegetarian dishes can be catered for but notice three or four days notice before hand

Mains Selection

Beer Battered Fish & Chips with Peas and Tartare Sauce,

Home Roasted Gammon, Roast Potatoes Vegetables and Parsley Sauce,

Home Roasted Gammon, Pineapple, Egg, Chips.

Steak & Ale Pie, Mash, Peas and Gravy,

Chicken, Ham, leak Pie, Mash and Gravy.

Chicken Melt, Chips with Pea's (chicken breast wrapped in bacon and cheese.)

Burger, Chips with Salad Side and Relish.

Dessert Selection

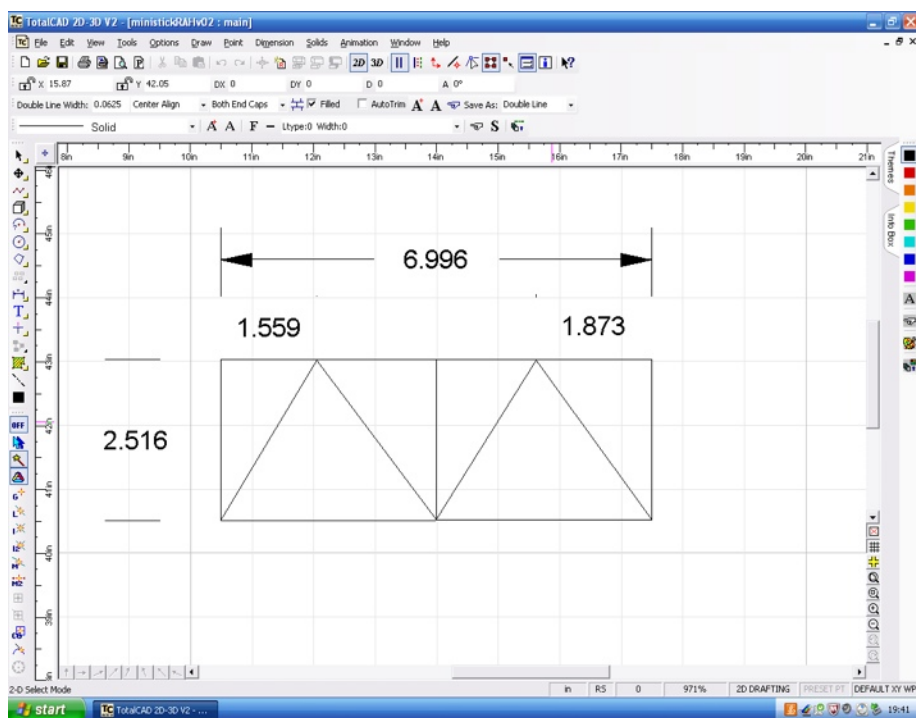
Syrup Sponge & Custard,

Lemon Meringue,

Dark Chocolate Mousse

First attempts with CAD by Plug Spammer

Computer aided design (CAD) has been around for many years and there are now many different types of programs available. I wanted something that could be used to design model aircraft, and with no previous experience of using CAD programs it had to be quite simple to use and yet powerful enough to be useful. It also had to be cheap, which rules out AutoCad which costs more than £3000! A quick Google search showed that there were several free programs to download from the internet, but they seemed either too simple or too difficult to install properly. The idea of using CAD appeared to be shelved and I was all set to find a large piece of paper and a pencil when I spotted this program in PC world called TotalCad 2D-3D for just £10. The blurb on the box appeared promising so I splashed out, half thinking it was a waste of time and money. However, it installed easily and it had a very nice user interface (see screenshot below). For such a cheap program it was surprising that it had so many useful functions for designing planes, like drawing lines to precise lengths, dividing lines into segments, drawing curves, dimensioning, measuring areas, using different units of measurement (feet, inches or metres, cm and mm), snapping to a grid etc. You can import .jpg pictures of aircraft 3-views and then trace over the outline in a different layer. In this way you can draw the 2D structure of your plane and then scale up or down as required and then print out on several A4 sheets of paper. It also has a 3D modeling function which is even more complicated. There is a lot to learn with CAD and I have only just managed to draw something like a wing outline, but I think this program has a lot of potential to produce good quality plans for own designed aircraft. Unfortunately it won't guarantee that the models will fly.



In reply to note I had sent to Colin Stevens, Colin replied with these comments from a forum he is a correspondent. I thought comments from our antipodal friends funny .

Well be careful about tank height if the engine is inverted, Ken. My Fellowship has been a right pain - the carb is much below the centre-line of the tank. Just spent a couple of weeks trying to sort it - the answer might be here - forum -

I find starting easier because gravity makes sure the prime goes right into the head, but be careful, it is easier to over-prime and hydraulic lock the engine. If you do lock it, it's easier to fix. Just turn the engine backwards and the prime runs out the exhaust.

Actually here in the Southern hemisphere all engines work better inverted. That's because the pistons are designed to go up and down when in the Northern hemisphere, so we either have to change the pistons for ones that go down and up, or run the engine inverted. Actually come to think of it, your inverted engine would go better with a Southern hemisphere 'down and up' piston in it, I could sell you one if you like. They are a little bit more expensive (obviously) but well worth it, let me know.

Dave H

I think it must be the Coriolus effect ;)

Augie

No not at all, Coriolis is why we all have to use reverse pitch propellers down here, but has nothing to do with pistons having to go down and up instead of up and down. It's an easy mistake to make. Can I sell you any Southern hemisphere pistons? They are really good.

Dave H

Below is an archived extract from Clear Dope October 1979 from the pen of the famed contributor 'Feed Back by Servo' . Note: something never changes see comment on Derek Honeysett

Thanks to Jeremy Stuttard for doing the OCR translation from the originals he has kept.

FEEDBACK By Servo From Clear Dope Oct 1979

Here we are again, your favourite column back in print after the summer recess. In some quarters of journalism, this time of the year is known as the silly season, and while I have no reports of 'Nessie' being spotted at the end of the runway, some of the other events at Thorney take almost as much believing. Take suicide Sunday for instance.

The Comp. Sec. started the ball rolling by 'dumping' his Kalypso into the ground ! Not just anywhere you understand, but in amongst the field boxes which I suppose saved him a walk BUT could easily have been more serious ! ! The end result was one very bent model, one bent engine, damaged field box (not even his own) and the end of Jerry's love affair with bi-planes.

Meanwhile the editor was flying his new Aero Tutor; yes folks this Ray Hackett design is beginning to breed like rabbits. Dave's verdict after 4 flights was very enthusiastic — it doesn't seem to have any vices; in fact it breeds confidence, which leads you to believe the model and you can do Anything ! Then, as if to prove the point he tried a 50ft loop from 20ftexcept it didn't pull out in time and, as they say, wreckage was scattered over a wide area.

Robert Horton was next, when his Competition Special Mini Ghost Rider spun in from a great height, and it goes without saying, found the concrete. Disposal called for a large plastic bag. Things were by now beginning to hot up, with the possibility of competition points becoming available for smash of the day. Next to fall from the sky was the very attractive Strider (P.F.M.) belonging to Frank West. Built almost entirely of foam and 40 powered, it displayed a sparkling performance—until after a fast low pass it rolled in.

Not wishing to be left out in the cold, some grade 3 and 4 pilots thought they would join in; if the experts break them, so can I syndrome. David Ayleen — Instructor; and Brian Sell — Simple Stuntman both suffered heavy arrivals, but I'll spare these two publication of further details. John Redman suffered a fly away with a Super Fly, and after an hours hike finally retrieved the remains from the church yard. Hard, those tombstones !

You will notice, that in not one of the above events is any mention made of the cause, but then reference can always be made to the Grading System published previously. On this occasion there is little evidence for external interference, though 2 have since been traced to TX or RX troubles. The rest will have to swallow their pride, Enough of this destructive talk, what else has happened Not a lot!

One feature that has been a little thin on the ground are retracts, but two examples have recently appeared. Ralph Worman has his fitted to a Capricorn, the noise level of which is an example of what can be achieved with a 61 and a tuned pipe. New member Graham Lloyd also has retracts fitted to a Cobra, a 40 powered aerobatic model from an American Magazine. One day the nose wheel failed to appear when requested, so Graham elected for the grass only to find a landing light; painful.

Something different in the form of a powered glider built by Ray Swallow has displayed another class not seen for some time. Rate of climb is quite respectable on a Cox 049 for a model that resembles an Orange Box. That's not an insult, but a recent Aeromodeller plan. Two models I have not seen at the flying field before are a K.K. Fleetwing and a Sopwith 1 1/2 Strutter, both from Eric Gregory. The Fleetwing has been in production for 'some time' now, and models that don't fly, do not stay around. Certainly this version goes well.

Then there was a very nicely finished Bullet by Dereck Honeysett; white overall with red trim. A couple of weeks later it had grown a black winter coat — there must be a story behind that. If you insist on low passes (very low at 3ft) followed by a flick roll one might reasonably expect your luck to run out sometime!!!! (Seem to have read that somewhere before ! Ed.)

After all this destruction, a word about some creative work. Ray Hackett has at last got a 40 powered Delta Airbourne — this a scaled up version of his Stingray — and features foam wings. Dick Barron has produced Aero Tutor No. 6 and a Mini Ghost Rider; just the thing for Club Comp's.What's that,..... correction; Dick did have an Aero Tutor ! ! !

John Fox remains faithful to the 60 powered pattern ship with a Clipper, and very smooth it is. More controllable than Deltas ah! John. Of those who made a mess of things THAT previously mentioned Sunday, Brian, John and Dave have their Stuntman, Super Fly and Aero Tutor back in the air; the latter at the expense of 1/2 lb extra weight gained in order to hold the rest together. Jerry meanwhile has found time to build another new model.

He calls it a Steavens Acro, which Jerry claims is scale! another of those American D.I.Y. machines. While the cowling is an interesting piece of construction, it gives the model a distinctive appearance to say the least. Looks more like a vacuum cleaner from the Hoover Shop — beats as it sweeps as it fly's; yes: it does fly, though test pilot Hackett was somewhat relieved to put it back on the tarmac in one piece. Then after some trim adjustments Jerry started to hand the TX around, Even let me have a stir for 30 seconds until the engine cut! Jerry had the box out of my hands and into Ray's before you could blink. Confidence for you! ! !

FEEDBACK Continued

There was always a danger that with two Helicopters in the club, they would start breeding! Now there are four; the additions are both M.M. Larks from Jeremy Stuttard and Dave Richards. Certainly Jeremy seems to have got the device under control for increasing lengths of time. The amazing point being that when things do get out of hand, damage is confined to the rotor blades; a good stock of which is a must. Good luck chaps.

Finally, it's not very often that the name of M. Galvin escapes some sort of mention in this column, and this issue is no exception. It seems Mick has observed some members trying their hand at some serious aerobatic flying. No doubt feeling they lacked (a) the right model, and (b) some degree of know how, Mick decided to dig out his old Clipper – claims to be at least 6 years old, with a faithful Merco 61 up front. Anyway, thought he would let young Robert have a stir at the sticks, and after some 10 seconds left him on his own and walked back to the pits; it being obvious Robert was very much at home.

To add insult to injury, the next flight he let even younger Graham take charge. Now Graham is still on his basic trainer – a Tyro – but he was managing. With Mick watching very closely he attempted a landing. Result; perfect. BUT that's not the end of the tale. Mick turned away to pick up his ship when Graham thought he might as well enjoy this and promptly took off for another circuit. Sign of old age when two juniors do that to you ?

The following week a new kit was seen in the back of Mick's car. Now I know he doesn't buy kits, but there it was..... AN ELECTRIC CAR!!!!!! And it contained a Swedish Saab body shell at that. Ah ! just a minute..... aren't you due to visit Sweden later in the year.

*Well a spot of creeping never hurt anyone.
STOP PRESS*

Meeting agreed to seek SMAE advice on how to proceed with PSA for return of Sunday Flying..

*John Fox – Wings fold in flight on Clipper!
Aero-towing pair meet disaster; wings fold on glider.*

EVENTS CALENDAR 2013

14 th March	Club Night	Club Auction open to all
2 nd April	Committee meeting	
11 th April	Club Night	Unmanned Aerial Surveillance Talk & Chairmans Chat
7 th May	Committee meeting	
9 th May	Club Night/Event	Chairmans Chat
18 th May	Blackbushe	Blackbushe Model Day @ Blackbushe Airfield
23 rd May	Goodwood	Evening Flying at Goodwood Airfield no flying before 18.00
4 th June	Committee meeting	
6 th June	Goodwood	Evening Flying at Goodwood Airfield no flying before 18.00
13 th June	Club Night	Light flight and Control Line Fishbourne Playing Field
3 rd July	Committee meeting	
11 th July	Club Night	Light flight and Control Line Fishbourne Playing Field

EVENTS CALENDAR 2013

Date	Club Night/Event	What's On
21 st July	Porthole Farm	Porthole BBQ & Fly-in Electric Only
6 th August	Committee Meeting	
8 th August	Club Night	Light flight and Control Line Fishbourne Playing Field
15 th August	Goodwood	Evening Flying at Goodwood Airfield no flying before 18.00
3 rd September	Committee Meeting	
12 th September	Club Night	Chairmans Chat
1 st October	Committee Meeting	
10 th October	Club Night	Balsa Brain Quiz & Chairmans Chat
6 th November	Committee Meeting	
14 th November	Club Night	AGM
3 rd December	Committee Meeting	
12 th December	Club Night	Subscriptions for 2014

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



Competition Calendar & Other Events 2013



Date and Day	Time	Event	Venue
Saturday 16 th March	11.30	Climb & Glide	Thorney Island
Saturday 13 th April	11.30	Bomb Drop	Thorney Island
Saturday 11 th May	11.30	Pattern	Thorney Island
Saturday 22 nd June	11.30	Scramble i/c only	Thorney Island
Saturday 13 th July	11.30	Scale	Thorney Island
Sunday 21 st July	All day	BBQ, Electric only	Porthole Farm
Saturday 10 th August	11.30	Open Glider	Thorney Island
Saturday 17 th August	11.30	Open Glider	Thorney Island
Saturday 24 th August	11.30	Open Glider	Thorney Island
Saturday 21 st September	11.30	Loops, Rolls & Spins	Thorney Island
Sunday 10 th November	12.00	Open Glider fun day & Electric Duration Donation to Poppy Fund	Thorney Island

Always try to keep the number of landings you make equal to the number of take offs you've made.



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

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 15th 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) and Tony Chant (t.chant11@btinternet.com) the Vehicle Make, Model and Registration Number before 30th 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