

Clear Dope

April 2022



Chichester and District Model Aero Club: Committee 2022

Chairman: Tony Chant: chairman@cadmac.co.uk

Hon Secretary & Treasurer: Tim Kerss: secretary@cadmac.co.uk

Thorney Rep Vice Chairman and Safety Officer: Derek Honeysett: thorneyrep@cadmac.co.uk

Deputy Thorney rep: Jeremy Stuttard: thorneyrep-2@cadmac.co.uk

Portshole Farm Rep.and Safety Officer: Ken Smith: portholerep@cadmac.co.uk

Deputy Portshole rep: George Gilchrist: portholerep2@cadmac.co.uk

Slope Rep and Safety officer Trundle Hill: Nick Gates: sloperrep@cadmac.co.uk

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

Junior Rep. & Junior Members Protection Co-ordinator: Alex Webb: juniorrep@cadmac.co.uk

BMFA Rep & CD editor: Ken Knox: editor@cadmac.co.uk

Membership Secretary, Jeff Cosford: member@cadmac.co.uk

Social Rep: Jordan Perry: socialrep@cadmac.co.uk

Competitions' Secretary: Ray Shivjee: compsec@cadmac.co.uk



Please send more articles for CD
Happy Flying and be aware of others

Fishbourne field flying – Thursday 14th April

The first flying evening of 2022 at Fishbourne is booked to take place on Thursday 14th April, from about 6pm.



The usual rules apply regarding size and flying of models etc; please see the Pilots' handbook for details.

This year, however, we are going to try something new. Given the relaxation of COVID rules we are going to have a back-up plan of using the Hall as an indoor venue for a "standard club meeting" if the weather is forecast to be unfit for flying. However, this alternative option will only be available if the Hall is available for our use, and hasn't been booked by another party.

The proposed procedure will be as follows:

1. If, two days before the field booking, the weather is forecast to be unfit for flying I will contact the Fishbourne staff to ascertain whether the Hall will be free.
2. If the Hall is free, I will book it for CADMAC, and notify members by email and on Facebook of this change of plan.
3. If the Hall is not free for our use, I will notify members that no indoor meeting will be possible. The option will still remain to fly at the field if desired.
4. If weather looks good for flying, I will merely issue a short-notice reminder of the event.

Hopefully the above procedure makes sense. Obviously the first attempt will be a trial, and any feedback will be appreciated.

Needless to say, the decision to attend any event at Fishbourne rests entirely with the individual. We will space chairs out in the hall, however the wearing of face-masks will be up to individuals on the day.

Hope to see you there!

Tim

William Ingram writes

During last October I was trying to decide on what to build with the aim of finishing before Xmas. Thoughts at that time was mainly around one of Chris Olsons designs, either the Up Roar or one of his low wing models. However I was at Porthole Hole and there was a plane flying quite quickly and was carrying out some useful manoeuvres. When it had landed I went over to have look at it and was surprised by the size, only 40 Inch span or there about. I did not know the members name, but I decided that a small build was probably not a bad idea as my Xmas completion was still in my mind.

So the plan was obtained and the wood list defined and procured. So where should I start, the wings parallel cord kept things simple also for making the ribs via the sandwich method. I looked at the wheel mounting blocks and decided to increase the size to 1/2 x 3/8 inch's which gave me some flexibility either using moulded clamps and recessing the 8swg wire into them. I could not find any commercial recessed beech of the required size so I decided to split the cross section into two and use my router to mould half grooves and then epoxy the two half's together.

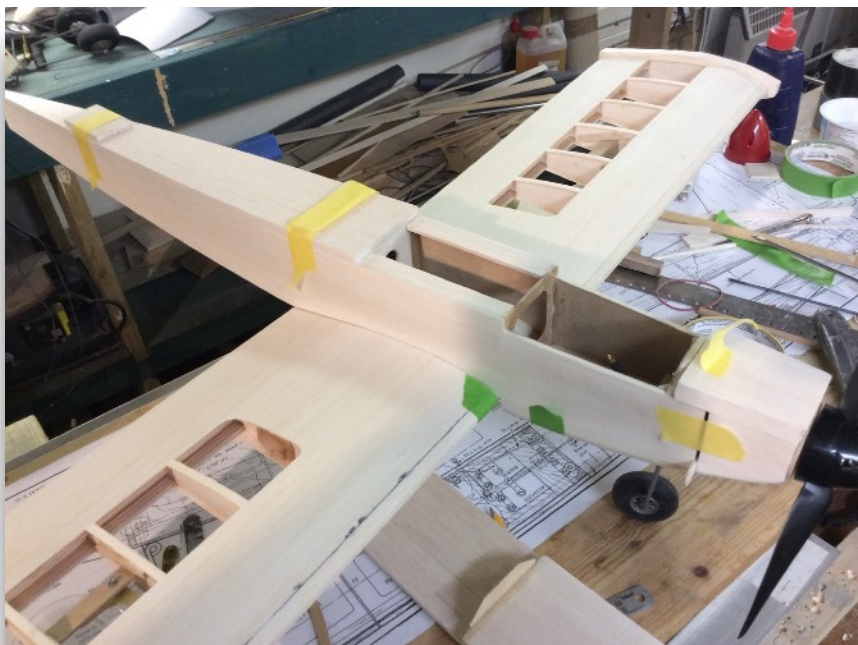
The next concern was that the ailerons hinging method was not shown, I assumed that as the hinge was at the top of the wing surface this was to be created by the top and bottom wing covering. (I would change this hinge point if building again)

The wing is very strong with spruce spars, built upside down and using a single servo with snakes substituted for piano wire. Do not forget to turn the wingover when joining for the small amount of dihedral required. The ailerons are cut out after sheeting is finished.



You can see from the photo that the horizontal wire for the wheels and the fixings are flush within the wing surface. I rolled the plan in detail for all the moving elements which paid dividends later on when fitting servo and pushrods.

The tail and fin are quarter sheet balsa with radius applied to all edges. All the control horns were made to plan dimensions and fitted in positions shown.



The fuselage had some decisions to be made before starting building. These were the size and position of the electric motor, side thrust, servos and torque, what access into the fuselage did I want, preferably leaving the wing on whilst installing the battery, could all the electrics be fitted after the fuselage is finished on order to adjust for CG balance and do I use spruce for the tail plan and rudder controls as per plan and place the servos so that they can be removed/installed after build with exact control positioning.

Also can the spruce control rods be removed and installed after build. Do I want to have a simple wheel brake system applied by down elevator?

The above shows the basic fus with the motor installed, the cowling can be removed when the prop and spinner are not installed. The aim here is to have one long top hatch which will give full access from the top down to the wing with the servos fitted above the rear of the wing behind the back former as seen in the photo above .

The top of the fus has a lot of balsa to be removed as can be seen from all the finished construction below.



Covering was to be film for the wings, tail plane and initially the fin. I gave up on the fin and decided to paint it. This could be another story as the fin took two weeks to finish etc. The fus is glass sheathed with epoxy (eventually the fin) and painted with Humbrol Acrylic spray paint.

Next time the problems encountered in finishing.

Bill





Congratulations to Ray Shivjee, our Competition Sec, on his recent achievement of 30 years' service with British Airways.

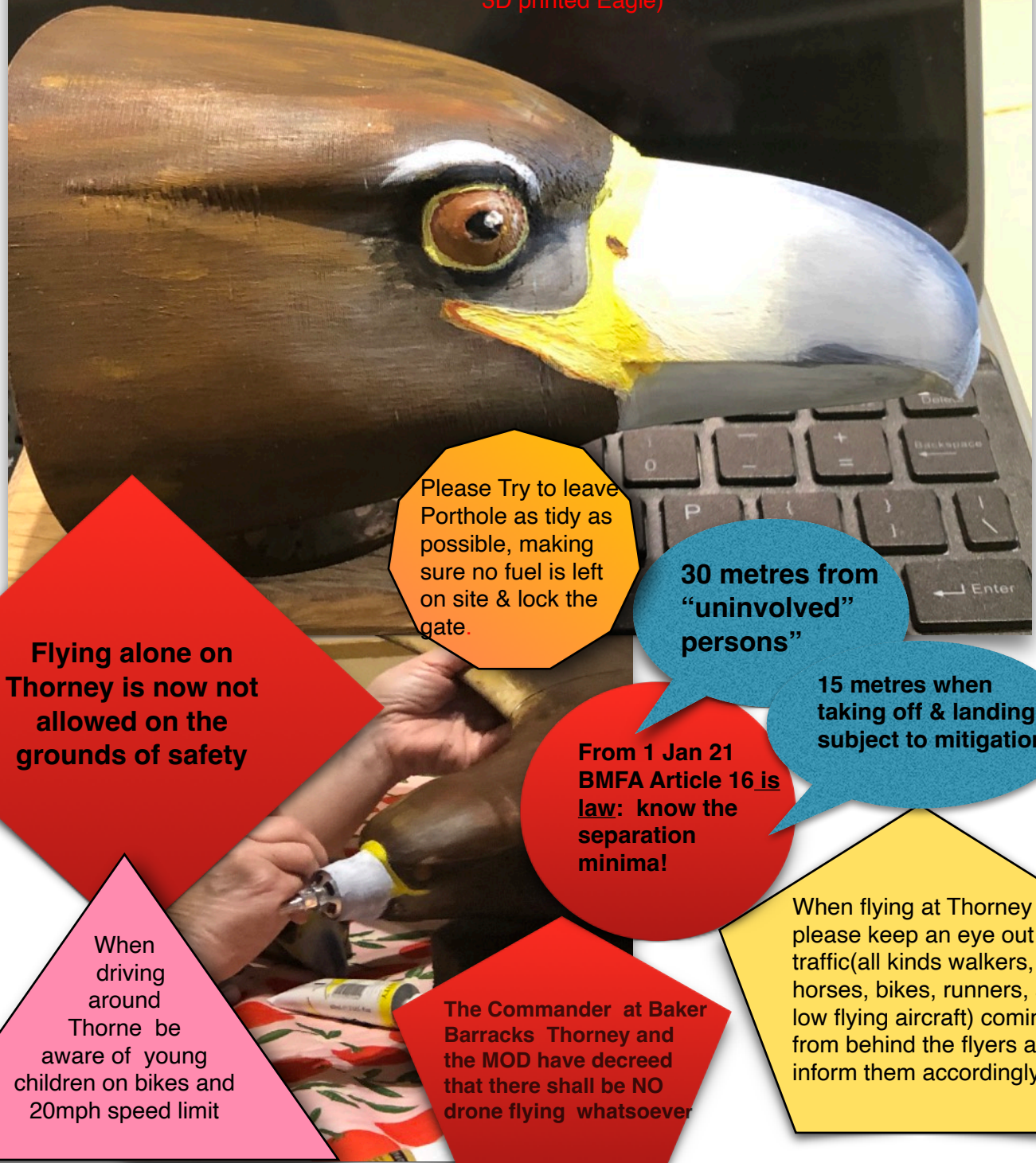
Don't drink all that First Class champagne at once Ray!



Planned Club Activities for 2022

Date:	Event:
Thursday 14 th April	Club flying evening – Fishbourne Sports Field
Saturday 16 th April	EDF jet competition – Thorney Island
Thursday 12 th May	Club flying evening – Fishbourne Sports Field
Sunday 15 th May	BMFA world record attempt – details TBD
Wednesday 25 th May	Electric glider competition - Portshole
Thursday 9 th June	Club flying evening – Fishbourne Sports Field
Saturday 18 th June	Scale day – Thorney Island
Thursday 14 th July	Club flying evening – Fishbourne Sports Field
Sunday 17 th July	Chris Foss model flying event – Thorney Island/Portshole
Wednesday 27 th July	Fun-fly & BBQ - Portshole
Saturday 6 th August	Gliding comp – Thorney island. Back-up days: 13 th & 20 th
Thursday 11 th August	Club flying evening – Fishbourne Sports Field
Thursday 8 th September	Club flying evening – Fishbourne Sports Field
Thursday 13 th October	Club evening meet – Fishbourne Centre
Saturday 5 th November	EDF jet competition – Thorney Island
Thursday 10 th November	Club AGM & evening meet – Fishbourne Centre
Sunday 13 th November	Remembrance Day Gliding event – Thorney Island
Thursday 8 th December	Club evening meet – Fishbourne Centre – subs.

Eddie the Eagle's paint job is slowly taking shape (Roy Scott's amazing 3D printed Eagle)



Flying alone on Thorney is now not allowed on the grounds of safety

Please Try to leave Porthole as tidy as possible, making sure no fuel is left on site & lock the gate.

30 metres from "uninvolved" persons"

15 metres when taking off & landing, subject to mitigations

From 1 Jan 21 BMFA Article 16 is law: know the separation minima!

When driving around Thorne be aware of young children on bikes and 20mph speed limit

The Commander at Baker Barracks Thorney and the MOD have decreed that there shall be NO drone flying whatsoever

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

The club Facebook page is now in its fifth year. It has over one hundred members. It contains many contemporary site reports, and has a wealth of photos in its archives.

Administered by Nick Gates. David Hayward & Ken Knox

Here is the link:-

<https://www.facebook.com/groups/Chichesteraeromodellers/>