

Clear Dope

AUGUST 2014



**Chichester and District Model Aero Club
Committee 2014
John Riall President**

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Junior Rep. & Junior Members Protection Co-ordinator: Donna Goff

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Next Competition is **Glider competition** , Thorney Island, Saturday **9th, 16th & 30th August**
11.30am



From left to right: Ray Beadle, Bruce Smith, John Rail, Robert Horton & Derek Honeyset

SCALE COMPETITION 2014

Report by Bruce Smith

The gods of scale flying were smiling down on us last month and a cloudless sky with a fair breeze straight up the runway greeted us on the morning of Saturday 12th July.

I was well aware that three of the regular scale pilots were unable to attend this year but never-the-less quite disappointed that we only had four entrants turn up on the day - Ray Beadle, Derek Honeysett, Peter Doe and John Riall. Ray did try and press Peter Cronk to join the contest - he even taped a swastika to the wing of his pattern ship but sensibly Pete conceded that 'discretion was the greater part of valour,' particularly since he'd not read any of the rules or briefing literature, and declined gracefully. So, we were down to four, or thought we were. That was when Peter Doe discovered that his engine was a few threads short of parting from the fire wall of his trusty Giles 540. The remedy required removal of spinner, prop, exhaust system, cowling, etc. etc. Not really a task to be undertaken with limited tools on grass, so reluctantly Pete also had to drop out.

However, what the day lacked in quantity, it certainly made up for in quality as the remaining three pilots treated us to a wonderful display of closely controlled scale flying. The vast majority of manoeuvres flown by all three pilots were very frequently close to perfect as their scores show and it is a just reflection on their flying ability that most points were lost through the technicality of calling the start or end of the manoeuvre in the wrong place 'according the Scale Technical Committee's code of practice.' They also did quite brilliantly to continually miss the generator parked nearly half way across the runway!

Judge Robert Horton and I scored each of the pilot's schedules of ten manoeuvres out of a possible ten points. The scores we gave were then multiplied by a 'K' factor of 5 for general manoeuvres and 10 for the Take off and the Landing manoeuvres, both of which extend over two legs of a normal circuit.

Derek got the show on the road with his lovely new glow powered BAe Hawk and set a blistering set of marks for the others to chase. The Hawk was silky smooth through all her turns and pulled surprisingly well up against the wind through the back of Derek's Cuban Eight. Having an undercarriage is somewhat of a recent luxury for Derek in the scale comp but how that tricycle arrangement paid off for him on the day with a couple of 'creamer' landings which brought loud applause from the spectators.

Ray flew second through each of the competition's two rounds with his electric powered, foamy Yak 54. This medium sized and very light aerobat was very sprightly, powering well through all his manoeuvres but that same lightness became something of a handicap in the brisk breeze which sprang up from time to time making smooth control very difficult. This was evident too on finals where the model's ground effect handling and ability to stick, once touched down, were compromised, compared to the heavier models.

Last to go was John with his Tiger Moth monoplane - an aircraft which over the years he has modified and trimmed to behave well and fly accurately through a variety of weather conditions. Once again he put on his usual demonstration of fine stick control but had to lose half his marks from his 'K=10' landing in the first round, when following a perfect final approach, the model tripped on some runway herbage and nosed over. John also flew a 'reversed half cuban' in the first round instead of a 'split S reversal' because someone forgot to send him a copy of the 'Four Manoeuvres Sheet.' (Oops, sorry John.)

The results are arbitrary, really, as 'flying in a scale like manner' was the real winner on the day with excellent performances by all. The attached table shows the final scores - if you can manage to decipher it. I made the move from PC to Mac last month and as I've not yet come to terms with Apple's spread sheet functions I've had to resort to quill, parchment and abacus to produce a table!

My sincere thanks, once again, to Robert, for his time and expertise, to Keith Watts for taking and forwarding some lovely photos and to our pilots for putting on such a great show and having the nerve to let their flying skills be picked over in public.

Foot Note

Ray Beadle our Comp Secretary has been kind enough, in the past, to re-schedule the scale comp from the cold blustery days of October to this pleasant mid-summer slot. Now I need to go 'cap in hand' to him once again to see if it's possible to move the comp either backwards or forwards a week, so that it doesn't clash with the fantastic 'Flying Legends' weekend at Duxford I.W.M.

If that's possible I'll probably send a flier round, nearer the time, to see if we can get enough support for a club outing. Anyone interested?

Bruce

Competition results 2014

Round 1

Manoeuvre	K Factor	1	2	3	4	5	6	7	8	9	10				
Pilot	Plane	10	5	5	5	5	5	5	5	5	10	R1	R2	Total	Posn
Derek	BA Hawk	8,8,16,160	9,9,18,90	8,7,15,75	9,9,18,90	8,7,15,75	7,7,14,70	7,8,15,75	8,6,14,70	9,9,18,90	8,8,16,160	955	1000	1955	1st
Ray	Yak	8,8,16,160	7,8,15,75	8,8,16,80	7,7,14,70	7,9,16,80	8,7,15,75	8,7,15,75	8,7,15,75	7,7,14,70	7,7,14,140	900	880	1780	3rd
John	Moth	8,8,16,160	8,8,16,80	9,9,18,90	8,7,15,75	7,7,14,70	8,10,18,90	8,8,16,80	7,8,15,75	8,9,17,85	6,5,11,110	915	940	1855	2nd

Round 2

Manoeuvre	K Factor	1	2	3	4	5	6	7	8	9	10		
Pilot	Plane	10	5	5	5	5	5	5	5	5	10	R1	R2
Derek	BA Hawk	8,8,16,160	8,8,16,80	10,9,19,95	10,9,19,95	7,8,15,75	8,7,15,75	7,7,14,70	7,7,14,70	9,9,18,90	10,9,19,190		1000
Ray	Yak	8,9,17,170	6,7,13,65	7,7,14,70	7,7,14,70	7,8,15,75	8,9,17,85	6,7,13,65	7,7,14,70	6,6,12,60	7,8,15,150		880
John	Moth	9,8,17,170	9,8,17,85	8,8,16,80	7,7,14,70	7,7,14,70	9,9,18,90	8,7,15,75	6,7,13,65	9,8,17,85	7,8,15,150		940

Judge 1

Judge 2

Total

Total x K factor

POPPA'S GOT A BRAND NEW BAG

from bruce

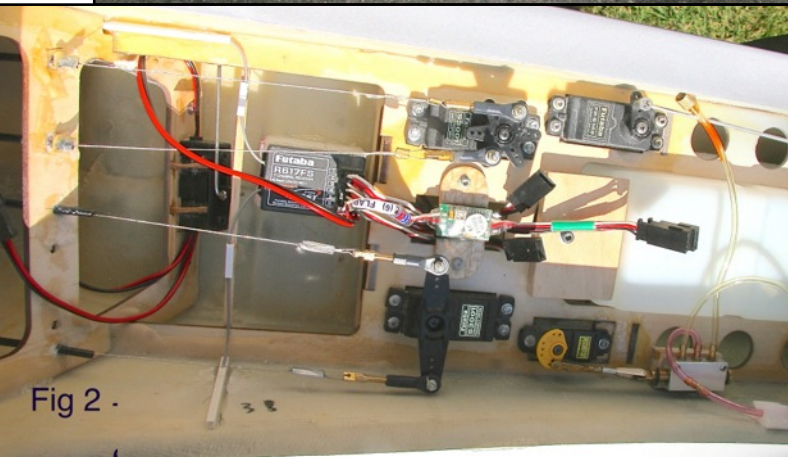
Oh no! Smithy's got yet another Mustang. 'Fraid so, but this one's goin' to be no scale masterpiece. It is however a very nice ARTF kit from the Ever Soaring Models stable via YT International.

Since my 'Reno Racer' P51-D 'Bald Eagle' has had to be decomed 'till I can repair the wing following yet another violent torque swing during take-off, I couldn't resist its P51-B predecessor 'Bald Eagle III' (the WW II original) which has a lovely moulded fibre glass fuz with lots of detail. (Fig. 1)

Since the two warbirds are pretty much the same size I'm in the process of utilising all the P51-D's equipment - engine, air retracts, servos, UBec etc. and so far the fuz installation has been pretty straight forward as there's plenty of room in there to spread gear around (Fig. 2) while always bearing in mind where the 2.4 GHz antenna should be placed so the TX can see them from all angles of flight.

I couldn't 'borrow' the steerable, retracting tailwheel from my 'Brian Taylor' model though and the grey plastic item provided with the kit looked decidedly down market alongside the lovely metal wheels of the YT retracts, so something had to be done. Ten minutes later, thanks to a couple of strips of 'sticky back' aluminium tape and a black, permanent marker I had a result. (Fig. 3)

All right, it doesn't bear too close scrutiny but the general effect is 1000 times better than it was and it's a good



Goodwood July 17th

A lovely Evening was had by all, well nearly all with light warm winds. I have shown a few photographs of the evening all taken by Keith Watts

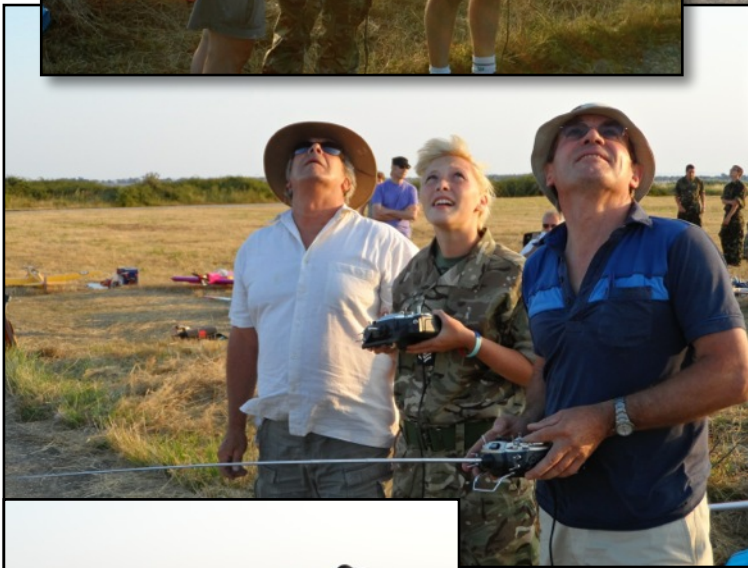


2327 SQN Havant Air Cadets

On Thursday 24th July evening we entertained 2327 SQN Havant Air Cadets led by Cadet Sergeant George Coe who is one of the top cadets in the South of England, George won a scholarship in 2013 and soloed before he was sixteen in a Grob Vigilant motor glider.

The evening was a great success we ran Four planes on buddy boxes with Duke, Derek ,Graham Lloyd and Tony Chant taking the controls, Duke flying the new club trainer (A Chris Foss WOT trainer) which flew for two hours 40 minutes and used over a litre of fuel (OS 52 four stroke). Duke flying on Mode 1 and the buddy box on Mode 2!

The evening was organised by Donna Goff and was judged to be a great success by all.



EVENTS CALENDAR 2014

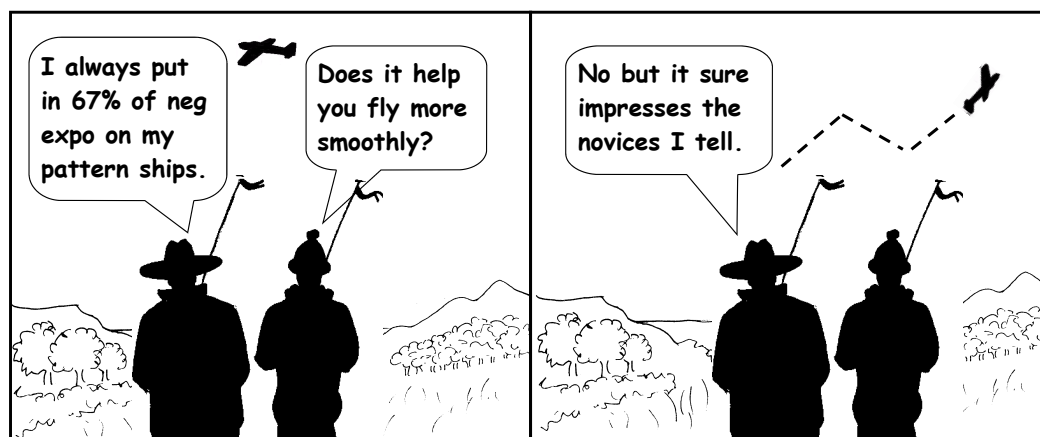
Date	Event	Location
August 23rd-25th	BMFA Nationals	RAF Barkston Heath
September 13th & 14th	Southern Model Airshow	Headcorn Aerodrome TN27 9HX

Club meetings Calendar 2014

Date	
August 21st @ 6pm	Evening Fly-in Goodwood
August 14th	Club Night
September 11th	Club Night
October 9th	Club Night
November 13th	AGM/Club Night
December 11th	Subscription/Club Night

TeX & ReX

by Ecurb



Competition Calendar

2014



Date and Day	Time	Event	Venue
Saturday 9th August	11.30	Open Glider	Thorney Island
Saturday August 16th	11.30	Open Glider	Thorney Island
Saturday August 30th	11.30	Open Glider	Thorney Island
Saturday September 20th	11.30	Loops, Rolls & Spins	Thorney Island
Saturday September 27th	11.30	Pattern Competition	Thorney Island
Saturday October 11th	11.30	Slope/ electric duration	Trundle Hill
Sunday November 9th	12.00	Open glider fun day/ electric duration	Thorney Island in aid of Poppy day appeal

Committee meeting dates for 2014

12th August, 2nd September, 7th October, 4th November and 2nd December

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.

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

Pass system for Thorney Island.

The process for gaining access to the Island 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 breeches and are empowered to remove passes and escort non-compliant personnel off the Island.
- It is an MOD and club requirement that all members visiting the Island carry with them the current Club and BMFA cards