

Clear Dope

AUGUST 2015



**Chichester and District Model Aero Club
Committee 2015
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**The Thermal Glider event this year is to be held on
8th, 15th and 29th August why not join us
Thorney of some good fun**

Army Family Day July 18th 2015





A couple of notes from Thorney Island:-

I would just like to express our gratitude to all of the individuals and organisations who provided the activities and stands for Thorney Island Station Families Day. Although I was unfortunately unable to attend myself, due to being deployed on exercise in the Outer Hebrides, I have been assured that the event was a huge success and thoroughly enjoyed by all who attended.

Each year a new Officer and/or Warrant Officer is assigned to organise this event from scratch. This can, at first, appear extremely daunting.

However, thanks to the efforts of everybody involved, internal and external, it was made achievable. Without all of your support this day would not have gone ahead so smoothly or been such a success.

Thank you very much for your assistance and in particular your enthusiasm.
Until next year.
Kind Regards

Lt Jen Price and WO2 James Harris

Hi Derek

Please pass on our thanks to everyone at CADMAC for giving up their valuable time to come along and help make our Families Day such a success. I did see a couple of flights so I'm assuming that as much as everyone else as glad of the cooling wind you'd have preferred a calmer day, notwithstanding that it was as always an interesting display of models.

Kind regards
Michelle

The Annual BBQ was held at Porthole Farm which was as far as I have heard a resounding success unfortunately I have had no photographs or comment on the day to include in this publication

The evening fly-in at Goodwood Airfield on the 30th July was judge to be a success with Derek and Nick providing the entertainment demonstrating how not to aero-tow

The Spitfire Simulator at Wisborough Green

The Spitfire simulator is sited in a rustic outbuilding attached to an attractive olde-worlde cottage set in very pleasant gardens and with lots of parking space. It is operated by ex-pilot Brian Smith and associates more as a hobby rather than a business, in support of the RAF Benevolent Fund. There's no point in going into more detail when it's better described already, so please take a look at - <http://www.aahorsham.co.uk/content/spitfire>

The simulator is a static reproduction of a Spitfire cockpit, so no dynamic jacks but force-feedback is applied. Multiple large screens can present many airfield options. The one offered me was somewhere on the West coast of the US, but I don't recall where because I was so engrossed in studying and rehearsing the instruments, and what I might be called-upon to do. I needn't have worried though, Brian was clear and encouraging with his instructions. There are aids for climbing into the cockpit, very helpful for older torsos, and once in you are harnessed-up and made comfortable.



Enough to keep us occupied

This was a birthday present left over from last year, and due to an early arrival I had 80 mins. of flying and I felt pretty drained by the end. It took a lot of concentration, but that eased with straight and level flying. I did three take-offs (two aborted) and nailed the three landings. Two of my landings were good 3-pointers, but another was a bit floaty when I came-in a slightly hot. There weren't any visual clues to help that I could discover in the heat of the moment, so in truth I don't know how much I contributed to the landings.

I found the take-offs tricky insofar as the aircraft modelled was a Mark 9 and it needs full right rudder when accelerating. That's OK in theory, but the rudder pedal movement needed is considerable and you really need longer legs than mine to do it with ease. The bigger problem is that you need to push hard right to swing right, but that seems very unnatural to me when your feet want to push against the swing. Thus I aborted two take-offs and taxied back to the start again. There's also a fair amount to do in the cockpit, with frequently keeping an eye on the instruments, raising/lowering the under-cart and flaps at the right times/speeds, catching the nose-up trim change when the flaps come down, elevator trim set-up in flight, and throttle control. No messing about with boost or prop-pitch though, thankfully.

I did manage to fly under a bridge (as I was directed) nice and centrally without hitting anything, made a nice round loop without losing the heading, and a slow axial roll with top rudder was much easier than with a model. The instructor can halt proceedings and flash-up re-views of the manoeuvres you've just done with the aircraft either in front of you or shown as a fly-by. That really does look impressive. You do quickly forget that you are sitting in a simulator, and consequently my beat-ups of the airfield could have been a bit lower, but I was actually concerned for my safety and that of the aeroplane, such was the realism. Really weird, something to do with the concentration, maybe.

Also, and I nearly forgot, you get tea, coffee and biscuits, and comfortable seat for those accompanying you. To complete proceedings you get a very nice certificate, but I'm not sure how it's worded if you prang the aeroplane.

Yes, I'd love to go again, and so long as I can find my way back to the airfield, I'd like to fly a lot more aerobatics and also be more understanding of what was going-on just before touch-down, even though two of mine were 3-pointers. Flying R/C made it a lot easier to fly with good precision. A most rewarding experience not to break or hit anything, and to keep the flying bit well-controlled. Totally involving and convincing. Let's not mention my tours of the airfield on the ground, though.

For anyone contemplating having a go and not having a PPL, to get the best out of it I'd suggest the following -

- Get your head around the rudder pedal issue and maybe do a short taxi practice before taking-off. The Mk. 9 Spitfire soon lets you know that full right rudder is required when things get loud, but be ready to centralise once full flying speed is gained. I still can't get over the curious way rudders connect to pedals on full-size aircraft. You are stuck behind a big engine with not a lot to see and when the nose swings, your natural reaction is to push it back with your foot, quite the opposite of what is required. I imagine that die was cast 100 years ago.
- Rehearse the undercarriage retract operation so that it is fluent. You'll need to change hands on the stick whilst doing it, and preferably without looking.
- Be ready to catch the nose-up pitch when selecting full flap. A lot of forward stick is required temporarily to kill the ballooning. Not too soon, though.
- Come to some arrangement with the instructor to understand the exact procedure in judging the landing flare-out point before your first take-off.
- If you are prompted to fly under the same bridge that I tackled, don't pull-up immediately on exit as you may not be warned of the power lines on the other side.

Huge fun.

Colin

TeX & ReX

by Ecurb



The Scale Competition 1st August 2015



Scale Competition Results 2015 - from Bruce

Saturday 1st August was a bright, sunny day. The forecast light breeze never did arrive but it's blustery 24 kph big brother did, 'though, fortunately, it was blowing pretty much straight up the runway from the south. I didn't manage to arrive on site until 11:15 but was delighted to see a large gathering of spectators and competitors prepping their models and preparing their documentation ready for the event - this was a first! Models varied greatly from traditional build jobs through ARTFs to foamies and you did have to almost close your eyes to believe that a couple of them were actual scale representations of 'real' aircraft but 'what the heck' the day was meant to be all about scale FLYING with precision and placement.

Competitors drew lots for flying positions apart from Keith Watts and James Egington who, as this was their first brush with a scale comp, went last to get an idea of how manoeuvres should be positioned and flown. Then, after a short briefing and a safety talk from Thorney Rep, Derek Honeysett, the action got under way a little after 12.00.



John Riall was up first with his DH 71 Tiger Moth monoplane. He gave a spirited display with this lovely scratch built scale job which hadn't been out of the hangar since last year's scale comp, and consequently elevator response caught him out a couple of times in the first round. His performance improved noticeably in the second round (following his first round practice) but the old Tiggy was obviously 'home sick' for the sky and just didn't want to settle down on the deck during either of his 'Approach and Landing' manoeuvres which sadly cost him a lot of marks with that big '11' K factor. He'll be back!

Derek Honeysett took to the air second with his home built, tractor prop BAe Hawk. I think this, too, had pretty much accumulated a year's dust but Derek piloted it smoothly through his schedule and like John, improved significantly during the second round. The model was rock solid on all the horizontal manoeuvres but maybe a little underpowered and struggled to give that 'big sky' impression when vertical climb was called for. Technically, we should have docked the Hawk a percentage of the whole flight score as it's tricycle gear didn't retract but I'm sure Derek will compensate for our oversight at the bar during the next club meeting?

Third to fly was our Comp Secretary **Ray Beadle** with his electric powered foam Yak 54. Ray really caught me out by announcing that he was moving to the upwind box to start his model - then the on-board sound system activated and the 'Mpeg digital sample' of a big radial wheezed, spluttered and bust into life. The Yak obviously had a beefy power unit up front and despite the lightness of the airframe it provided Ray with the grunt to keep getting it back on track no matter where the blustery wind was trying to take it. No doubt, on a calmer day, this combination of pilot and aircraft would have been formidable.

Next up was **Duke Benson** with his mighty petrol powered SBach, by far the largest and most powerful model in the competition. I believe this was Duke's first time in a scale comp and though not fully conversant with all the manoeuvres, calls and positioning he put together a very creditable display. His attempted intimidation of the judges paid off in Round 2, as we agreed to 'up' his marks after he almost took our heads off during a loop over the pilot's box - but in fairness he was the only pilot, on the day, to score a perfect '10' with a beautifully executed slow roll in the first round.

Peter (the cheater) **Doe** flew fifth - A new nick-name I've coined for him since he was caught in full daylight indulging in that most ungentlemanly act of **practicing** before a competition!

Joking aside it's gratifying, to me, at least, to see someone taking the competition or at least 'scale flying' seriously. Well done Pete. The heavy, powerful, Giles 202 paid little heed to anything the wind could throw against it and Peter's relaxed flying (after all that practice) materialised into a lovely display - a lesson in precision and positioning. Just learn how to fly a Cuban Eight for next year, please, Pete. (tee hee)

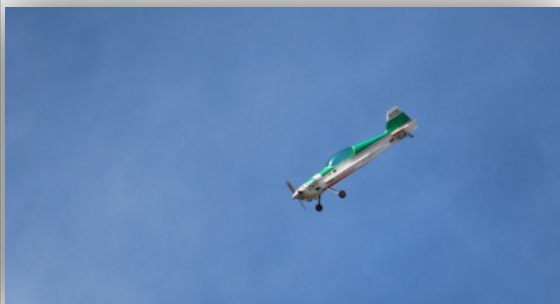
It was good to see **Keith Watts** on the patch for his first attempt at a scale competition. His light, nimble, foam Acro Wot was a total contrast after Peter's Giles. Unfamiliar with a lot of the positioning and manoeuvres, Keith was talked through much of the schedule by Ray (we trust you were giving him the correct info Ray ????) and he battled the elements manfully although you could see Chris Foss's pride and joy getting knock unceremoniously out of shape with every spiteful gust. The black humorists amongst the spectators chuckled at Keith's frustration as he waited interminably for his rearwardly accelerating model to come to a halt so he could call 'Finished' following his final landing. Nil Desperandum, Keith - that was a great effort.

Bravest by far amongst therefore 'jet stream jockeys' was **James Egington** who has only recently passed his 'A' Test. Once again Ray Beadle doubled up as instructor/caller as we were all surprised at just how well James coped. Sadly his poor little foam SBach 300 didn't cope quite as well and James, with what was little more than a 'Park Flier' was up against it from the very start. He made a good fist of flying the first half dozen manoeuvres but when the model was literally blown off the top of his Immelmann Turn (it had come to a complete halt in the sky) he made the sensible decision that 'discretion was the greater part of valour' and retired from the comp with his model intact.

Finally I must just make a short mention of **Peter Cronk**. Poor old Peter turned up for the second year in succession to enter the comp but wasn't happy with his engines reliability. Third time lucky Pete!

I sincerely hope that competitors and spectators alike enjoyed the day and that our new initiates won't be put off by the unseasonable conditions.

Of course I can't end this report without thanking and acknowledging a variety of members whose contributions have made the day possible. **Morris Campbell** for gallantly stepping in to act as Judge, since Scale Comp stalwart Robert Horton wasn't available this year. (Can you believe it? - He totally refused to cancel the family's summer holiday and come and judge the comp - just because I changed the date - how selfish!)



I think we'll all agree Morris added something a little extra to the comp this year.

Derek Honeysett for his Safety Brief and for buying the beers at the next meeting. Also for assisting with -

Colin Stevens as we laboriously input all the individual scores into the old ZX 80 to produce a result ON THE DAY for the first time in the comps history.

Ken Knox for bringing his box brownie and **other photographers on the day**

and for ensuring the continued dumbing down of the press by distributing my meandering drivel.

David Gardner who has foolishly volunteered to make himself publicly culpable by publishing some of the said meandering drivel on the club's website. Be it on your own head David. Thanks.

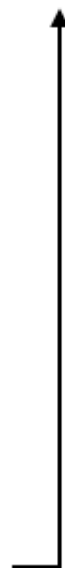
And last but by no means least

Ray Beadle. Where to begin? Shall we? Organiser, caller, competitor, mentor, GDB.

There are those who enter comps just to support you Ray. Enough said?

SCALE COMP 2015			Manoeuvre No.										R1	+	R2	=	Total
			1	2	3	4	5	6	7	8	9	10					
Pilot	Aircraft	K	11	7	7	7	7	7	7	7	7	7	7	11			
John Riall	DH 71	J1	7	7	7	5	6	8	7	7	7	5		942	1067	2009	
		J2	6	5	5	5	6	6	7	6	6	4					
		(J1+J2)K	143	84	84	70	84	98	98	91	91	99					
Derk Honeysett	BAE Hawk	J1	8	9	9	7	7	8	8	9	7	8		1093	1136	2229	
		J2	7	7	7	4	5	6	5	7	4	7					
		(J1+J2)K	165	112	112	77	84	98	91	112	77	165					
Ray Beadle	Yak 54	J1	8	7	6	7	8	7	7	8	7	7		972	1096	2068	
		J2	6	4	5	8	5	4	6	4	5	5					
		(J1+J2)K	154	77	77	105	91	77	91	84	84	132					
Duke Benson	SBach	J1	8	7	6	5	6	6	7	6	10	8		967	984	1951	
		J2	6	4	5	5	5	4	4	4	7	8					
		(J1+J2)K	154	77	77	70	77	70	77	70	119	176					
Peter Doe	Giles 202	J1	9	9	7	7	8	7	9	8	7	9		1122	1131	2253	
		J2	7	8	4	8	6	5	6	6	5	7					
		(J1+J2)K	176	119	77	105	98	84	105	98	84	176					
Keith Watts	Acro Wot	J1	9	4	7	6	7	8	7	7	8	6		933	816	1749	
		J2	5	3	4	5	4	5	5	6	8	5					
		(J1+J2)K	154	49	77	77	77	91	84	91	112	121					
James Egington	Knight Vision	J1	7	5	5	4	5	0	0	0	0	0		402	0	402	
		J2	6	4	3	3	4	4	0	0	0	0					
		(J1+J2)K	143	63	56	49	63	28	0	0	0	0					
Peter Cronk	SBach 300	J1	0	0	0	0	0	0	0	0	0	0		0	0	0	
		J2	0	0	0	0	0	0	0	0	0	0					
		(J1+J2)K	0	0	0	0	0	0	0	0	0	0					
		J1	0	0	0	0	0	0	0	0	0	0		0	0	0	
		J2	0	0	0	0	0	0	0	0	0	0					
		(J1+J2)K	0	0	0	0	0	0	0	0	0	0					
		J1	0	0	0	0	0	0	0	0	0	0		0	0	0	
		J2	0	0	0	0	0	0	0	0	0	0					
		(J1+J2)K	0	0	0	0	0	0	0	0	0	0					

Pilot	Aircraft	K	11	7	7	7	7	7	7	7	7	7	11	R2
John Riall	DH 71	J1	8	6	9	8	8	7	8	9	8	8		1067
		J2	5	4	7	5	6	5	7	7	6	6		
		(J1+J2)K	143	70	112	91	98	84	105	112	98	154		
Derk Honeysett	BAE Hawk	J1	8	7	9	6	6	7	8	8	8	10		1136
		J2	6	6	9	7	6	6	7	5	7	8		
		(J1+J2)K	154	91	126	91	84	91	105	91	105	198		
Ray Beadle	Yak 54	J1	9	7	9	7	9	8	7	7	8	8		1096
		J2	7	7	6	6	7	6	6	5	6	5		
		(J1+J2)K	176	98	105	91	112	98	91	84	98	143		
Duke Benson	SBach	J1	8	7	5	6	7	7	7	8	8	8		984
		J2	6	5	4	4	5	4	5	7	6	7		
		(J1+J2)K	154	84	63	70	84	77	84	105	98	165		
Peter Doe	Giles 202	J1	8	9	7	7	9	8	8	9	7	8		1131
		J2	7	8	6	8	6	5	6	8	5	6		
		(J1+J2)K	165	119	91	105	105	91	98	119	84	154		
Keith Watts	Acro Wot	J1	8	6	6	6	3	7	6	5	7	5		816
		J2	5	3	4	4	3	7	4	3	8	4		
		(J1+J2)K	143	63	70	70	42	98	70	56	105	99		
James Egington	Knight Vision	J1	0	0	0	0	0	0	0	0	0	0		0
		J2	0	0	0	0	0	0	0	0	0	0		
		(J1+J2)K	0	0	0	0	0	0	0	0	0	0		
Peter Cronk	SBach 300	J1	0	0	0	0	0	0	0	0	0	0		0
		J2	0	0	0	0	0	0	0	0	0	0		
		(J1+J2)K	0	0	0	0	0	0	0	0	0	0		
		J1	0	0	0	0	0	0	0	0	0	0		0
		J2	0	0	0	0	0	0	0	0	0	0		
		(J1+J2)K	0	0	0	0	0	0	0	0	0	0		
		J1	0	0	0	0	0	0	0	0	0	0		0
		J2	0	0	0	0	0	0	0	0	0	0		
		(J1+J2)K	0	0	0	0	0	0	0	0	0	0		



Club meetings Calendar 2015

August 13th	Light flight and Control line
September 10th	A Talk by John Farley
October 8th	Quiz Night hosted by Quizmaster Andrew Gibbs
November 12th	AGM
December 10th	Subscriptions Night

Competition Calendar 2015



Date and Day	Time	Event	Venue
Saturday 8th August	11.30	Open Glider	Thorney
Saturday 15th August	11.30	Open Glider	Thorney
Saturday 29th August	11.30	Open Glider	Thorney
Saturday 19th September	11.30	Electric Glider	Porthole Farm
Saturday 10th October	11.30	Slope/Electic	Trundle Hill
Sunday 8th November	Noon	Open Glider and Electric Duration	Thorney Donations to the British Legion Poppy Day Appeal

Committe meeting dates for 2015

4th August, 1st September, 6th October
3rd November and 1st December

If anybody has any items for sale and would like to advertise them on our web site please contact me our our web master David Gardener, David can be contacted at webmaster@cadmac.co.uk

EVENTS CALENDAR 2015

Date	Event	Location
22/23/24th August	BMFA Nationals	Barkstone Heath
27th August after 6pm	Evening flying at Goodwood	Goodwood airfield

Please Try to leave Porthole as tidy as possible, making sure no fuel is left on site

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

For those of you who have not yet discovered it, Nick Gates has set up a group page on Facebook its well worth a look

Here is the link:-



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

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

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.