

Clear Dope

August 2017



Chichester and District Model Aero Club: Committee 2017

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Competitions this month are

12th August at Thorney

Open Glider and Electric

26 th Augaut

Open Glider and Electric

Electric Model All up last down Competition 2017

This competition was run at Porthole Farm on BBQ day.

The day started cloudy.with very little breeze but became sunny with a light wind from the NW, a good flying day.

The Rules were any electric model but not an electric glider, with a Lipo battery size limit of 2,200. Motor could be run as long as you liked.

9 pilots flew after a slow due to the food being ready from the BBQ.

Ray Beadle got us under way with an Apprentice and managed a time of 27 min 29 sec.

This looked a good start.

George Fridlington then flew his 3D extra 300 and surprised all with a time of 27 min 16 sec. That set a challenge!! He was followed by Toni Reynaud with a Mini Mag and outshone us all with 37 min54 sec,

Keith Watts had his Riot but could only make 20 min 01 sec, while Johnathan Smith flew a Wot 4 foamy for 15 min 25 sec but left 30% power in the battery.

Alan Miller flew his Wot 4 Foamy. high and wide to make a time of 31min56 sec and David Draper then flew the Visionair but dropped the undercart in mid air and had to glue it back on. then did 18 min 44sec.

Mick Blundell had his self built Wot 4 and made a time of 29 min 27 sec, finally came

David Methley with his Apprentice and new at this. who flew a fine time of 30 min 14 sec.

All were surprised at the times that were attained with normal electric models and want to try again,

A good day out Come again!!

The result for this was,

First Toni Reynaud, Second Allan Miller, Third David Methley

Sorry No Pictures
Provided

Thanks to all who helped time and record and all who attended and made it very enjoyable,
See you all next year.



On Saturday 5th August I went to the Border Club site and flew with Duke and Peter Doe, Border clubs Martinique site is quite large and surrounded by trees making the wind a bit fluky however I had a good couple of flight and ropy until a heavy thunder storm stopped flying and we all got well and truly soaked.

So yesterday Sunday 6th I decided to have go so in the late afternoon off to Thorney I go to fly my trusty AcroWot, already there was Dec, Colin, David, Allen. There was a stiff wind blowing from the south-west, Dec was flying his Foamy Acrowot, this was just Dec's kind of weather a stiff breeze and sun. Alan Miller had a Spitfire which was US and a WWII Comet which Allen informed us it was to be its maiden flight. First of all he tried the Dolly but that didn't work so a hand launch was attempted which went very well so much so that on its second flight Dec was given the controls the only problem reported was remembering which way up it was, for such a unusual aircraft it flew remarkably well

We also had a fly-by of rare Stinson high winged monoplane which prompted us to get Colin to recount his WWII memories of the bombing in Gostport and his memories of the airfield his dad wad based on, all in all a very pleasant couple of hours

All these excellent pictures taken By David Hayward



MAKING SAW-DUST

Fit for Purpose - The sixth article from Bruce Smith.

When it comes to 'fitting out' a scale model, the builder pretty much has a free hand. You'll have already thought a lot about where you'll need to site much of the equipment while you were studying the plan prior to commencing the build. Certain aspects are self evident i.e. the tank wants to be forward as near the engine as possible, whereas the receiver, in this petrol powered model, needs to be rearward as far from the engine because of possible interference from the spark. (As do all the servos and their leads.)

Two further considerations need to be made as you plan the installation. These are: weight distribution; and scale appearance. I had no idea, for instance, where to position the two NiMH batteries needed for this model, (Receiver and Ignition) and it wasn't until the Auster was pretty much built and covered that I was able to site them so as to give the correct CG prior to painting. As far as appearance was concerned I decided to site all the gear below a false floor which allowed me to use a 3/4 bodied 1/5th scale pilot and also a fair bit of scale detail in the cabin. (I'll be covering scale details later on.)



I've already mentioned in an earlier article that I chose to use individual mini servos in the wings but I followed a suggestion on my plan to site the elevator, rudder and throttle servos on two beams, low slung, in the fuselage aft of the cabin. (Fig 1) This kept them and their leads miles away from the old spark generator and I had little fear of their weight so rearward since the 17cc NGH was a big old lump going up the front. It did mean that I had a long Bowden cable running right up front for the throttle but that made it easy to route it around the tank.

My receiver, then was mounted on foam in the rear half of the cabin. Fig 2 shows: the two antenna coaxials mounted vertically and horizontally, respectively, in 3mm square plastic tubes (hidden); leads to the three rear-mounted servos; and the exit paths for the two wing servo extensions which are channeled up through plastic tubes (a scale feature) to the top of the cabin. Nothing would have looked worse in a scale model than servo leads dangling down around the pilot's ears.



Again we see that long Bowden cable, which is secured at a number of points along its length and where it runs under a transverse beam which supports and retains the fore and aft cabin floor sections.

Fig 3 shows the wing servo extension leads emerging from the top of the scale plastic tubes and the criss-crossing before they are mounted on the top of the mid-cabin former. The leads and female sockets will be covered and disguised leaving only the mouth of the sockets visible. The rectangular slots in the cabin roof wing root ribs can also be seen. The short extension leads from the wing servos can pass through these to plug into the sockets and help preserve the scale appearance.

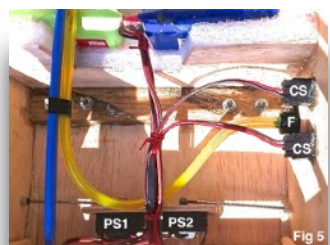


You may recall from article 3 that I had already utilised a void in the upper cowl to mount the electronic ignition unit, so at this stage the pieces of equipment still to be fitted were the two batteries, their two on/off switches, their charging sockets and a fuel filler.

As hoped, the two NiMH batteries brought about the required CG when installed in the front cabin section and their mounting sandwich of balsa and foam worked well as a fuel tank retaining member. (Fig 4)



N.B. I had in reality set these batteries to balance the model about 1cm rearward of it's required CG position. Since most of the paint would be applied rear of the CG as would the remaining pieces of equipment I knew the end result wouldn't be far off, leaving the model a little nose heavy if anything. This of course is what you want since a tiny amount of weight at the tail end of the fuselage, if required, can make a dramatic difference.



Finally I could fit the rest of the gear below the floor in the remainder of the front cabin section as seen in Fig 5.

The two on/off power switches 'PS1' and 'PS2' were mounted with their respective push/pull rods exiting through the side of the fuselage. The two battery charge sockets 'CS' and the fuel filler unit 'F' were mounted in the side of the fuselage behind a door.



Fig 6

Fig 6 shows how the two charging sockets and the fuel filler emerge on the outside of the fuselage behind a working half door which has tube and wire hinges and a neodyne magnetic catch. A useful information plate was very easily generated on the computer and along with the various inputs it disappears once the door is shut.

The battery on/off switch pushrods emerge at the side of the fuselage in the form of a small electrical 'pole' terminals (See 'X' above) which have been soldered onto the ends of the rods. Safety dictates that these switches need to be instantly accessible from the outside of the model, so rather than end in a piece of bent wire I opted to employ these since they do have some semblance of a scale detail.

Finally, just a short mention of the plumping. The filling 'dot' detailed in Fig 6 is part of an excellent, simple filling system supplied by 'Plane Nutz' (Morris Campbell). The dot plugs into the end of the filler tube but then neatly and firmly plugs into the filler socket via a small 'O' ring. This is a big advantage on those dots which use the tube itself for retention, particularly with a petrol engine which by necessity requires 'Tygon' tubing.

From this filler tube I use a fuel filter on the line before the tube splits at a 'T' to go down to the tank clunk and up to the carburettor inlet on the engine. This inlet is really high on the inverted engine, and since my tank is situated very low (below the floor level) in my model I've used a oneway valve (Fig 7) between the 'T' and the carb inlet. This stops fuel syphoning back down to the tank as you move the model.....which relieves starting frustrations 'no end.'

Next month we'll take a look at paint and decals - NOT painting and decorating....the blonde person has put three



Fig 7

An article from Colin Stevens



Only connected with our hobby very peripherally, but to nature-lovers and those interested in expanding their knowledge, this is well worth a read. It comes out with a startling discovery - -

The Highways Agency found over 200 dead crows on the A421, near the Black Cat roundabout recently, and there was concern that they may have died from Avian Flu.

A pathologist examined the remains of all the crows, and to everyone's relief, confirmed the problem was NOT Avian Flu. The cause of death appeared to be from vehicular impacts. However, during analysis it was noted that varying colours of paints appeared on the birds' beaks and claws. By analysing these paint residues it was found that 98% of the crows had been killed by impact with motorbikes, while only 2% were killed by cars.

The Agency then hired an Ornithological Behaviourist to determine if there was a cause for the disproportionate percentages of motorbike kills versus car kills. The Ornithological Behaviourist quickly concluded that when crows eat road-kill, they always have a look-out crow to warn of danger. They discovered that while all the lookout crows could shout "Car", not a single one could shout "Bike".

Club Program 2017

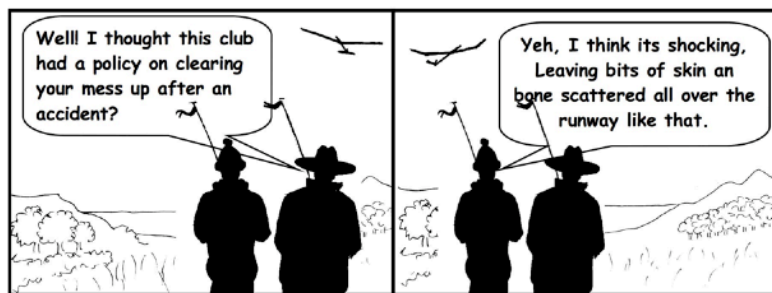
10th August	Club Night	Light Flight & Control line
5th September	Committee	
9th September	Thorney	Army family day
14th September	Club Night	John Rial will be giving a talk on the art of model covering
3rd October	Committee	
12th October	Club Night	Andrew Gibbs' Quiz Night
7th November	Committee	
9th November	Club Night	AGM 8pm start
5th December	Committee	
14th December	Club Night	Subscription Collection & table top sale (Members only)
Possible date	Air Cadets	With Cadets at Thorney Island 19.00 onwards
Possible date	Goodwood	Evening Flying at Goodwood 1800hrs start

Competition Calendar 2017



Date and time	Competition	Venue
Saturday 12th August 11.30	Open Glider and Electric	Thorney
Saturday 26th August 11.30	Open Glider and Electric	Thorney
Saturday 9th September 11.30	Army Family day	Thorney
Saturday 9th September 11.30	Open Glider and Electric	Thorney
Saturday 16th September 11.30	Slope Day and electric glider	Thorney/Porthole
Saturday 30th September 11.30	Reserve Competition day	Thorney/Porthole
Saturday 14th October 11.30	Electric Glider max three cell Li-Po 2200 battery	Thorney
Sunday 12th November 12.30	Open Glider and Electric Fun Day proceeds to go to British Legion Poppy Day Appeal	Thorney

TeX & ReX *by Ecurb*



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Clear Dope - August 2007

A group of club members want to have a Single Model Fun Fly-in for next year. The model is going to be the Zoot Suit an electric powered glider. The electric motor and the Esc are shown noted on the plan, also the 1300 Lipo which is to be the standard for this model. These can be obtained from HobbyKing. The competition will be held at the Porthole site. A set of dates will be arranged which will include weekday evenings and weekends over the year and published in Clear Dope and on the website.

Rules for the start of the year will be a 20 Sec climb, timed to landing, in 2/3rounds. Total maximum time for the day wins. The detail of the comp may change as the year goes on. Each day is kept separate, so it does not matter how many members are there on the day or if a day is missed..

Ray Beadle , Comp Sec.



The power train can be obtained from HobbyKing

**Zoot Suit Flying Days.
All Flying at Porthole**

Friday 4th August,
Friday 22nd September, Sunday 1st October, Friday 20th October &
Sunday 5th November

To start 20second Climb to landing
Sunday Starts from 12 o'clock
Friday Starts all Afternoon.

Ray Beadle



Porthole gate lock

Could you all please ensure the gate is left with the lock and cable positioned at the bottom of the gate as placing at the top allows it just to be slipped over rendering it useless



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/>



Now with 90+ members

The Commander at Baker Barracks Thorney has decreed that there shall be NO drone flying whatsoever

Flying alone on Thorney is restricted to lightweight electric or gliders, and pilots are requested to concentrate on flying within the grass area to the west of the runway.

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

When Driving Around Thorney be aware of young children on bikes

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