

Clear Dope

JULY 2011



Chichester and District Model Aero Club

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

Committee 2011

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Committee appointed positions: John Riall 01243-782922, Senior Training Officer

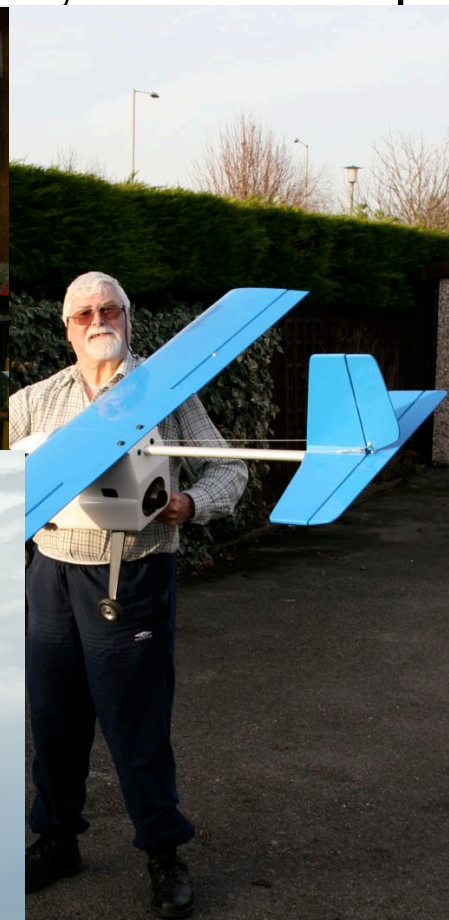
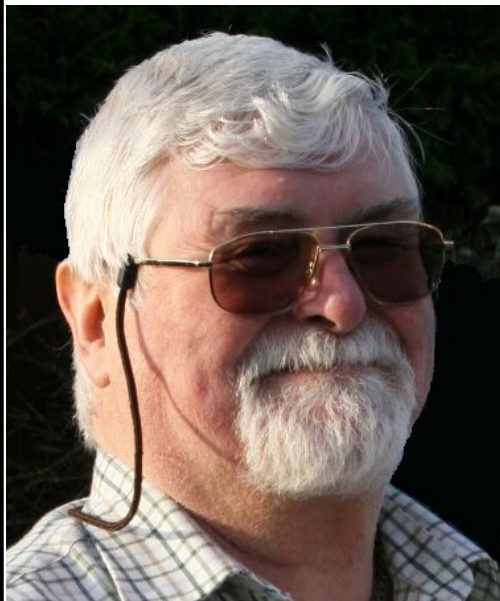
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Trevor Bowry

As you will already know Trevor Bowry finally lost the fight following his protracted battle with cancer over the past four years. Trevor passed away at 4.15 a.m. on Sunday morning 19th June. (Fathers' Day). Trevor leaves behind his partner Bobby Plater and his daughter Tiffany.

Trevor's funeral is to be held at Chichester Crematorium on Wednesday 6th July at 11.00 am.



Trevor was a very avid aeromodeller, his latest love being gas turbine power models, starting with the Hawk, then the Boomerang followed by the blue Trainer which was taxied but unflown at Goodwood on Tuesday 2nd June 2011



Pattern Competition 11th June 2011



Competitors and Judges

Back Row: Derek Honeysett, Tony Chant , Peter "Three Coats" Doe, Mick Blundell, Declan Cousins and John Riall
 Front Row: Judges Colin Stevens and Don Biles

Results in Flying Order

Name	Points	Position
Tony Chant	125	Fourth
John Rial	141	Second
Derek Honeysett	126	Third
Mike Blundell	87	Sixth
Peter Doe	145	FIRST
Declan Cousins	103	Fifth

There were six contestants for this event and the competition being well judged by Colin Stevens and Don Biles.

Peter Doe was the winner. Peter commented that he had thoroughly enjoyed the day, he went on to say that he thought the competition the best yet .

Ray Beadle who devised the rules was unfortunately unable to attend. All present agreed that it was a very enjoyable afternoon.

Ken



Andy Sephton

On the 12th May club night Derek Knight and Andy Sephton were booked to give a talk on their aviation interests. Unfortunately Derek was unable to give the talk so his friend Andy Sephton stepped in at the last moment and gave a very interesting talk on the vagaries of flying and managing of rotary engine powered aircraft of the First World War, flying the Lysander of WWII, and the lack of stability of the Hurricane. He gave his talk with the help of an audio visual presentation.

During his 20 years in the RAF, Andy had a very varied flying career his first being an operational tour on the Jaguar. There followed a spell as a weapons instructor on the Hawk, a successful year at the French Test Pilot School, and then two tours as a test pilot at each of Boscombe Down and Farnborough. Throughout his service career, Andy concentrated mainly on fast jets - Jaguar, Harrier, Sea Harrier, Buccaneer, Hunter, Mirage III & F1, Alpha Jet, Sea Vixen and Hawk, although he did find time to fly some transports - Chieftain, Varsity and Andover, and some light aircraft - Chipmunk, CAP10, Harvard and Bulldog. Since leaving the RAF, Andy has worked for some 12 years as a Test Pilot and Chief Test pilot for Rolls-Royce, and for three years as a Test Pilot for Marshall Aerospace.



Outside work, although he is probably best known in the GA community for his work in displaying historic aircraft for the Shuttleworth Collection, Andy's main hobbies include aeromodelling - he has had several successes in national competition; music - he plays a Mandolin and penny whistle (both equally badly); writing - occasionally for several aviation and aeromodelling magazines; and shooting - now relegated to air weapons only.

Andy's talk was most interesting and was warmly applauded, he has offered to return at a later date and give us a further talk

Ken

The Committee and all club members would like to welcome the following people into the club:

Lee Chappell last flew thirty years ago so classes himself as beginner, Lee has a Super 60

Roger Guess is a beginner, Roger has a three channel trainer and a fifth scale Focke Wolf 190, Roger likes building.

Michael Ward holds PPL licence and last flew models some ten years ago, Michael has an Acrowot amongst others and is keen to pick up model flying skills again.

Trying to Fly Model Aircraft

By John Lynham

Whilst reading the June issue of RCME I was struck by Alex Whittaker's article "Spoke too soon!" and in particular by his statement "You see, with all my radio aircraft, its never a case of 'if' they will meet an untimely end, but rather, 'when'." With this statement I can empathize. So many bad landings have caused me more and more to wonder whether I am just a bad pilot. I may not be very good - I put it down to "I don't fly enough" and mostly I fly faster than my reactions will allow, I also do the most dumb things - well maybe mostly I do the dumbest things.

Trying to Fly Model Aircraft cont.

Recently I was flying my Wot Trainer which due to its fantastic flying characteristics I use as my motive power Test Bed. It is such a good flyer that when I had a new SC 46 it went in the Wot Trainer - great flying, even if I did turn the transmitter off whilst trying to adjust the throttle trim on finals flying low and slow! Yes I know what I should have done but I am obviously not the cleverest bunny in the pack.



When I decided to "Go electric" it was the Wot Trainer that took the new system aloft. The modifications were easy enough even if they were a bit Heath Robinson-ish. I had spent hours on the net researching out-runners and in-runners, 3, 4 and 6S lipos, chargers, wattmeters the whole ball of wax. The end result was an 800W motor, a 100 amp Esc and a 4S lipo. The initial bench tests were not that encouraging. I was not very happy with the available power as indicated by the wattmeter but I was getting 535W from an 800 W motor using a 4S battery, it should be enough.

Off to the field I go all set for the maiden flight. Being positive I can say that it did fly, even if it took the whole strip to get airborne. I won't say that the performance was sparkling, it was not even exhilarating, but the plane did manage to get into the air where it stayed most of the time. Compared to the SC 46 the performance was somewhat pedestrian. With electric I can positively say that power needed is directly proportional to weight of flying model. With IC you just know what size engine will suit a plane but with electric you can get reams and reams of incomprehensible verbiage. The last thing you get is, this model, that engine, with that Esc, with that lipo!

A variety of propellers and loads of bench time with the wattmeter did not produce the desired power; in this case 800W. So I had a chat to the guys at BRC who advised that I install a 6S lipo in lieu of the 4S that the engine manufacturer recommended. They also suggested a much smaller prop - a 10 x 7 instead of a 13 x 7 that I had been using! So I shoehorned the 6S into the fuel tank bay (yes it does just fit and I mean "JUST").

So off to the field again full of expectation and anticipation I now had 748W and 10,000 rpm, it had to be better. Of course the breeze was across the main runway so I only had the short one. Standing there already to go my only thoughts were that "it is only a model plane", and the next one was, "you can do this". So I opened the throttle gently and at about half throttle and halfway across the short strip we hit a bump and I was 5ft off the ground and accelerating fast. I was still in the "open the throttle" mode when I realized that I was flying a F1. So eased the throttle back to about half throttle. Flew a few circuits all over the sky whilst I got it trimmed out. I am glad that no one was watching as it was positively embarrassing. I have never managed to fly on the sticks and adjust the trims.

The performance was awesome (the only word that springs to mind). My Wot Trainer was flying faster than my brain could process the information. So throttle back and it would still climb vertically.

Having had some fun I decided to land. Throttle right off (you can do that with electric)! Loose height, slow down, down wind turn to come across wind still losing height. Oh dear I am going to fly behind the tree. Now, the choice - throttle up and climb to stay in view or just open the throttle a tad and stay straight and level. I can not explain my thought process but I opened the throttle a tad stayed straight and level and the plane disappeared behind the tree. Bad decision - no insane decision, I was cross wind and there was no way it was going to stay flying straight and level down wind from a great big tree, even in a light breeze. My thought process then said (in slow motion) if I just hold my breathe for a couple of ticks it will come into view again. Well of course it didn't and I just saw it doing all sorts of antics just before doing the perfect two point landing - nose and wingtip.

Actually the damage isn't that bad. New propeller, a rebuild of the front end (well it needed beefing up anyway) and needed to be modified so that I can put the floats on it and try it on water.

John Lynham

EVENTS CALENDAR 2011

Thursday July 7 th	Evening Flying for members Goodwood Aerodrome
Thursday July 14 th	Light Flight and Control line Fishbourne
Saturday July 16 th	Slope Competition Trundle Thorney is Closed
Sunday July 17 th	Electric Fly-In & BBQ @ Porthole
Thursday August 4 th	Evening Flying for members Goodwood Aerodrome
Sunday August 7 th	Pagham on Parade
Thursday August 11 th	Light Flight and Control line Fishbourne
Saturday August 13 th	Open glider Thorney 12 noon
Saturday August 20 th	Open glider Thorney 12 noon
Saturday August 20 th	Indoor @ Seaford College
Saturday August 27/29 th	National Championships Barkestone Heath
Saturday September 3 rd	Open glider Thorney 12 noon + Indoor @ Seaford College
Thursday September 8 th	Indoor Flight Fishbourne
Saturday September 10 th	Loops, rolls, spins Thorney 12 noon
Saturday September 17/18 th	South of England Show Hop Farm
Saturday September 24 th	Indoor @ Seaford College
Sunday September 25	Tangmere Family Day + Model Flying
Thursday October 13 th	Balsa Brain Competition Fishbourne
Saturday October 15 th	Scale Comp Thorney 12 noon
Saturday October 22 nd	RNAS Yeovilton Model Show for R/C + Indoor @ Seaford College
Thursday November 10 th	Annual general Meeting Fishbourne 8.00pm
Saturday November 19 th	Indoor @ Seaford College
Thursday December 8 th	Subscription Night Fishbourne
Saturday 17 th December	Indoor Fly in comp Seaford College 1 - 5pm

Saturday July 16th Slope Competition @
The Trundle

Weather and wind permitting the following maneuvers will form all or part of the competition

1. Pass across slope left to right with one roll to left.
2. Stall Turn.
3. Pass across slope right to left with one roll to right.
4. Straight inverted pass across slope.
5. Two consecutive loops.
6. Figure eight
7. Timed speed run between two markers across slope.
8. Four point roll.
9. Land on designated spot.



NO
Flying
on
Thorney
Island
On 16 & 17th July

Competition Calendar 2011



Saturday 16 th July	12 Noon	Slope	Trundle
Sunday 17 th July	12 Noon	Electric Fly-in and BBQ starts @ 2pm	Porthole Farm
Saturday 13 th August	12 Noon	Open Glider	Thorney Island
Saturday 20 th August	12 Noon	Open Glider	Thorney Island
Saturday 3 rd September	12 Noon	Open Glider	Thorney Island
Saturday 10 th September	12 Noon	Loops, Rolls & Spins	Thorney Island
Saturday 15 th October	12 Noon	Scale	Thorney Island
17 th December	13:00	Indoor Competition	Seaford

Finally Would all you Boy Scouts out there please give a thought to an old Cub by submitting articles for CD. It does not need to be related to aero modelling.

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