

Clear Dope

March 2015



Chichester and District Model Aero Club Committee 2015

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If any club member would like to submit any aeromodelling related article please contact me and I will add it to CD space permitting. Ken

Shuttleworth Collection Hurricane having it's inspection ready for this years season



Nick Gates our slope representative has asked me to post this in this months CD. it is with regard to the excellent East slope site at Wether Down, North of Clanfield,(Known by the old HMS Mercury school for Navigation that used to be situated nearby).

This slope can be found by taking the East Meon road out of Clanfield, the road climbs through woods up into the Downs, at the crest of the hill take a left onto Droxford road, then immediate right, keeping the small thatched cottage to your left. you then come to the old Navy site (Leydene Gardens{ they are building six very large houses to the North of the road where the accommodation blocks used to be })

The only Navy buildings left now belong to the Sustainability centre just after passing the centre take a right up the track of the South Downs Way, drive up the lane till just after the radio masts to the gate on the right and your there.

Via Email from Meon Valley Soaring Association (MVSA)

Hi everybody

Today I installed new markers on the fence line at Mercury to help us avoid overlapping with the hang-gliders and para-gliders. We have two markers. The right hand one is the separation marker. The left one is to encourage us to operate from the middle of a decent amount of space, not from directly behind the right hand marker. There is a depression in the slope (bomb crater?) which marks the rightmost extreme of where I would suggest we base ourselves.

I hope everybody (including the sky-surfers) agrees with what I have done. We know how difficult it can be at times, especially when the lift goes marginal. The markers are there as a guide, but it is still our absolute responsibility to do whatever it takes to protect life by avoiding collisions, whatever happens.

Go Safely!

Jim Hathaway

TeX & ReX

by Ecurb



Comp Rules for 2015

ELEC//C Duration.

All pilots can have helpers or instructors.

The **Club Trainer will be used.**

Timed climb from **ROG**, time to be decided on the day, **shut off** motor

Timed glide to spot land in box.

10% extra for touch in box. Non A, B cert flyers will get an extra 20%

Winner is highest total of Two Rounds.

Bomb Drop.

Each Aircraft is to carry a Water/Sand filled balloon.

This bomb is to be dropped onto a marked spot from a set height to be declared on the day.

The distance from the spot is to be measured and recorded.

Winner is the minimum distance over Two Rounds.

Pattern

Schedule will consist of : take off, which is complete, when the model has finished one circuit and passed back over start point, Two right hand rolls, Two left hand rolls, Straight level flight inverted, Two inside loops, Two outside loops, One double reversal, One double stall turn, One Cuban Eight, Rectangular landing , Touch down in box.

Manoeuvres to be called for start and finish.

Manoeuvres to be central about Judges

Lose 5 Marks for missing box

Marked out of 10 points for each manoeuvre

Winner is Max Total No. for Two Rounds.

Bonus of 10% on total for "A" Cert Flyers

Bonus of 20% on total for Non Cert Flyers

Carrier Landing

All Models Allowed.

Model to be fitted with a hook,

Two lines to catch

10 points for last line, 5 points for first line.

Two rounds to be flown

Each pilot is allowed **2 min** to try to catch a line

No Points for running into the line

Winner is total points for Two rounds,

Scale

Model will be a semi or scale aircraft..

Model will fly to the BMFA regulation schedule, marking will be by two judges.

Winner to be the max total for two rounds.

Please fill in entry forms before day Helps marking!!

Open Thermal Glider,

Aircraft wing span is Unlimited.

Bungee Launch.

Only One Bungee is to be used.

10 min max

3 rounds per day, discard worst round.

3 days, discard worst day

Winner is highest total of Two out of Three Rounds.

The Andrews Cup will be awarded to Pilot with the best total time._

Electric Duration,

Any Electric Model

Max 2000 Lipo

Motor run 20 Sec

5 min max,

Timed glide to spot land in box.

5 SEC extra for touch in box. Non A,B cert flyers get the extra

Winner is highest total of Two Rounds

Slope

Comps will be decided on the day to suit the conditions

Two rounds will be run.

ROCKET GLIDERS

Nick's posting on Facebook of the Flite-Test feature on vintage rubber and rocket powered models (<http://flitetest.com/articles/rocket-glider-free-flight>) rekindled a few happy recollections of how we tackled the rockets years ago.

The immediate post-war years were much less stultifying than present times, certainly as far as the freedom for young lads to experiment was concerned. It was 1946, and anyone who didn't know how to blow something up was a bit of a lemon. Our local chemist was both responsible and accommodating, and would sell us chemicals in moderate quantities, but only after quizzing us as to how we were going to handle them, and for what purpose.

In the case of our rocket gliders, I made the models, and my friend "Prof" up the road made the rockets. He was not keen to diversify from his standard potassium chlorate mix, which he used for bangers and general dismantling. Thus for his rockets, he used water as the moderator, when I would have preferred to try an oil diluted by a solvent that could have been allowed to evaporate off. We had no polythene bags for storage in those days, so the dampness could not be sealed-in, with the result that several models were blown to pieces.

Prof used a mortar and pestle for mixing, but for safety he did it in a wet slurry. He wasn't always consistent however, because he used to dry the mix on sheets of newspaper hand-held over an open coal fire - while his mother was out, I might add. He had a good knowledge, and cast the nozzles in Alabastrine, a kind of up-market Plaster of Paris.

My models were very basic, only about 12" span, all balsa, thus three sets of wings from one sheet of 1/16". I soon realised that a rocket slung under the fuselage was going to lead to zooming, so from the start I mounted it over the wing, somewhat akin to the German Salamander - It was mounted forward of the CG, its initial weight helping to kill the zoom caused by excess airspeed rather than by geometry. About 10 deg of down-thrust helped further. To get the glide right it was necessary to balance with an empty shell of a rocket. I used a vee-tail to minimise burning, but even-so we managed to set the tail on-fire in early flights, and soon had to clad it in foil.

The first flight also showed that gloves were an advantage when launching. Flights, as you might expect with this set-up, were a blast of a few secs, with a climb at about 30-40 degrees up to a height of only about 100ft if we were lucky. The glide was reasonable, given that it was quite draggy with the spent rocket on top. Thinking back, I'm not sure we were too much concerned by that, being more appreciative of the noisy/smoky bit.



Colin also kindly sent me this little note for CD which I have to say also appealed to me:-

You might have a use for this, Ken. Something I penned a long time ago - -

I have a lot of time for those people who prick the bubbles of pomposity shown by some of those in authority, so I have to say the incident noted below tickled my funny-bone. It comes from an obituary to "Dizzy" Addicott, a noted ferry, test and display pilot and wag, published in "The Aeroplane", March 2006.

"On one occasion, on a ferry flight to a naval base, he parked some way from dispersal and was walking to the Mess when the base captain drew-up alongside in his car and bellowed "Airman, get off my ship!" – to which Addicott replied, "Yes - sir", saluted and leapt backwards onto the grass shouting "SPLASH!"

It was his last visit to the base."

Now do you see where I'm coming from?
Acknowledgements to "The Aeroplane"

STAND AND DELIVER!

Can't sleep, or you find drying paint just too exciting?

Then read this nerdy account of Bruce's static stand construction.

Once I'd got the posh new oleo legs fitted into my 'now static only' P51-D Mustang 'Twilight Tear' I started thinking of a way to display her better. I was also concerned about the permanent downward pressure on the oleo stirrups which, as you may remember (CDe 02/15) were only carved from wood. I sketched a wide tripod stand with a wide 'U' bracket before I even ventured into the 'odd bits of metal' cupboard in Hangar 6. I realised that I couldn't use a single supporting shaft since it would need to insert at the CG point, and that was impossible because of the butterfly inner gear doors.

As soon as I started bracket, which must sub-conscious, FM arial bracket, what a find. Things rediscovered an old ten minutes later, after fettling I'd got the two

The tripod legs, of open about 60° which I needed to support, so removing relieved about 60% of hinging bar, to allow about 87°. I could vertical shaft of the point of contact to ease the 'splits' strain on the legs.

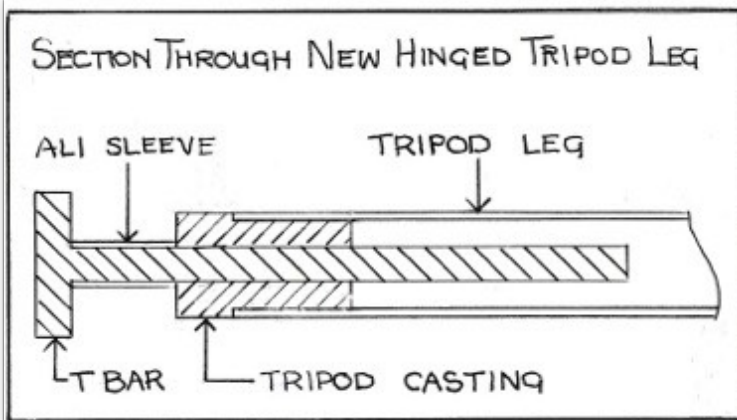


rummaging, that perfect have been lurking in my became evident - an old complete with clamps - got even better when I photographic tripod, and so a bit of un-mantling and married together.

course, would only swing instead of the near 90° made a wide, stable the legs from the boss I the ali casting, below the the legs to open out to then lock the centre, tripod in place as a fourth

This worked brilliantly, until, while demonstrating my genius, to a friend, I managed to snap one of the legs clean off at this now weakened point in the casting. Much ungentlemanly language followed, along with the realisation that I'd created a major flaw in the apparatus.

Determined not to abandon the camera tripod, I removed the legs once again (and the broken bit) and took a few measurements from the hinging mechanism which was essentially a couple of 6mm stubs cast into the leg-top. So, after a bit of a re-think, I shot over to the 'ever popular' metal section of my local B&Q stores, and having returned with a metre length of 6mm steel I proceeded to braze up three 'Ts' from the stock (26mm X 100mm) so that the 26mm cross-bar could locate in the hinging slots on the central boss and the longer shaft could locate in the tripod legs.



Once I'd removed the top casting from all three legs and drilled them to take the T shaft the assembled legs opened too well (over 90°) but introducing a short ali tube sleeve 8mm e/d X 6mm i/d below the 'T' worked perfectly giving about 87° once again.

Attaching the U-bracket to the model's fuselage created a different problem. The glycol cooler under the belly is substantially lower than the nose so using similar fitments front and rear would display the model in a nose down attitude. In the end I chose to build a square peg, protruding from the underside of the nose, to slide into the square section of the bracket, while at the rear I inset a glass fibre reinforced box into the fuselage, which would take the top 50mm of the bracket. A 4mm hole drilled through both front bracket and peg allows an M4 bolt to securely hold the model in place on the bracket.

Lastly, and the great thing about the wide U-bracket is its ability to slide easily through the bracket clamp on the tripod head. With this arrangement the model can be mounted exactly on its CG and any adjustment made with a turn of the wing-nut. Simple!

EVENTS CALENDAR 2015

| Date | Event | Location |
|---|---------------------------------|--|
| 22nd March Doors open 9am Auction Starts 11am | The Great Southern Area Auction | Mountbatten School, Romsey, Hampshire, SO51 5SY. |
| 2nd & 3rd May | South West Model Show | Bath |
| 16th May | Blackbushe Model Show | Blackbushe |
| 16th & 17th May | Aeromodellers - Mayfly | Shuttleworth Collection SG18 9EP |
| 27/28th June | Wings and Wheels | North Weald Airfield, Essex, CM16 6AR. |
| 18th July | Army Families Day | Sports Field Thorney |
| 25th & 26th July | Aeromodellers Scale Weekend | Shuttleworth Collection SG18 9EP |
| 30th July after 6pm | Evening flying at Goodwood | Goodwood airfield |
| 22/23/24th August | BMFA Nationals | Barkstone Heath |
| 27th August after 6pm | Evening flying at Goodwood | Goodwood airfield |

Club meetings Calendar 2015

| | |
|-----------------------|--|
| March 12th | Auction |
| April 9th | Talk by Mark Agate - PCM, Planes and Paradoxes |
| May 14th | Indoor Flight - helicopters and Multi-rotors |
| June 11th | Light flight and Control line |
| July 9th | Light flight and Control line |
| 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 14th March | 11.30 | Climb and Glide * | Thorney |
| Saturday 11th April | 11.30 | Bomb Drop | Thorney |
| Saturday 23rd May | 11.30 | Pattern | Thorney |
| Saturday 30th May | 11.30 | Slope Comp/Electric | Trundle Hill |
| Saturday 13th June | 11.30 | Carrier Landing | Thorney |
| Sunday 19th July | All Day | BBQ and Electric Fly-in | Porthole Farm |
| Saturday 1st August | 11.30 | Scale | Thorney |
| Saturday 8th 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/Electric | Trundle Hill |
| Sunday 8th November | Noon | Open Glider and Electric Duration | Thorney Donations to the British Legion Poppy Day Appeal |

*The Climb and Glide completion on the 18th March will be flown with the same model, those who fly mode 1 should bring there own

Committee meeting dates for 2015

3rd March, 7th April, 5th May, 2nd June, 7th July, 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



Memories of Porthole

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 meetings.

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.