

Clear Dope

March 2018



Chichester and District Model Aero Club: Committee 2018

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Club Night Thursday 8th March

Club Auction 7pm for 8



Hi Ken,

We had a working party at Porthole today 19th February to put down the scalping's on the farm track.

I asked Toni to put out an email asking for volunteers. 10 turned up! Which meant that after an initial

delay on the delivery time and, with the help of the driver who kept the bags suspended while we slashed

the bags and loaded straight into the wheelbarrows. Even the rain stopped!!

Many thanks to all who turned up it was a great Porthole team effort.

Cheers Keith

MAKING SAW-DUST

Maiden Flight - The final article on scratch building from Bruce Smith.

This is it. It's time to make that all important maiden flight, which will be a totally different kettle of fish with a heavy, scratch built, scale model to that of flying a lightly wing loaded ARTF jobby.

Choose the best conditions Once you're convinced that you've prepared and trialled your model as much as you can, short of actually flying it, you'll need to choose a good day for your maiden flight. Remember the old pilots' adage: All take-offs are optional - All landings are mandatory. Since our more heavily wing loaded scale model will need a longer take-off run and a faster final approach speed, choose a day when there's a reasonable wind 8 - 10 mph blowing down the runway, not a day when it's breathlessly calm. Remember, the wind is your friend such that a model which needs 25 mph of air-speed to land will only need to be making 15 mph of ground-speed to land into a 10 mph headwind. This gives you more time to react, possibly relax, and alleviates the sensation that it's coming in at you like a rocket sled on rails!

So, go one last time through those BMFA pre-flight checks, fill her up, warm her up and then wheel her out onto the runway. This is the moment of truth.

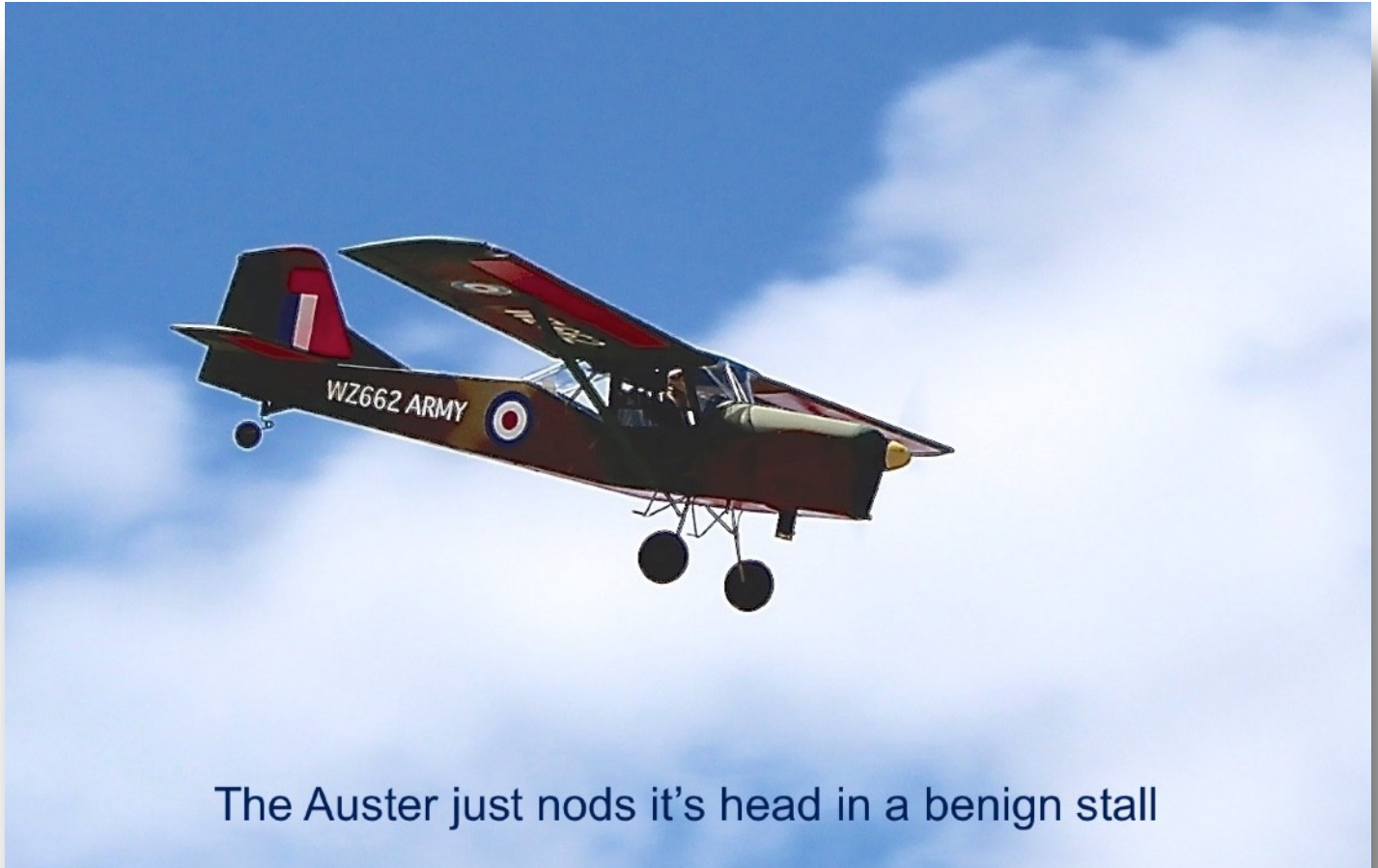
Take-off climb-out and trim Positioned head-into-wind, (with a little back pressure on the elevator for a tail-dragger) smoothly and progressively open the throttle to about two thirds, ready to catch that torque swing with the rudder. Relax the elevator back pressure to allow the tail to come up and progress the throttle to full. Concentrate on steering her straight into wind and let her pick up plenty of ground-speed before you gently ease back on the elevator again to lift the nose into a shallow climb. Many models will ROG themselves once they've reached a flying speed so be prepared to let her climb steadily to a reasonable height. As a matter of preference, some pilots like to trim the ailerons during this gentle climb-out phase. Don't attempt a climbing turn at this point on the maiden flight. Instead, level out before you turn gently across-wind and then allow the model plenty of time to pick up speed before you make the gentle turn downwind. Continue climbing gently, with smooth turns until you're happily high enough to trim the model to straight and level flight at cruising speed. This will vary greatly according to the model type: Most warbirds for instance will have a cruising speed around the two thirds throttle position; whereas the high winged Auster goes up like a rocket on full power but will float around all day on about one quarter throttle without losing height.

Stall test Your heavier wing loaded scale model will stall at a higher speed than it's ARTF equivalent so it's very important to have an idea how and when this is likely to happen. Unlike full-size pilots, we modellers don't have the benefit of a test pilot's trials and an air speed indicator - we have to 'learn' our model, through trial and observation. Bring the model at a good height onto an up-wind leg and then as it approaches close the throttle and gradually apply increasing up elevator to hold the model straight and level. A high wing model, like the Auster should execute a 'benign stall'



Stall Test continue

or “nods its head,” as we say, as the model pitches down slightly then recovers as it gains speed. A low winged warbird on the other hand will invariably ‘tip stall’ by dropping a wing. Don’t try and recover this instantly, just let your controls neutralise, let the model dive to regain airspeed, then gently ease back on the elevator and fly away. Ideally you’ll try this manoeuvre a few times; (a) to get over the initial shock; and (b) start to be able to predict when it’s likely to happen. Remember, its not unnatural and it’s the same aerodynamic principal in play as when you roll an aircraft in normal flight.



Now, if your warbird has flaps repeat the same exercise again but deploy your flaps on the cross-wind leg and note the slight attitude change - you may need to mix in a few degrees of down elevator with them at a later time. Keep the model flying straight and level once again as it approaches and shut off the throttle as before. Hopefully you will notice two major differences in its behaviour now that flaps have been deployed: (1) that the model slows down substantially sooner than before; but (2) that this time your model executes a benign stall. Invaluable experience can be gained here and with a little practice you can learn how little you need to keep your throttle open to keep the model flying in a level attitude without dropping into that stall. The great thing here is that the headwind speed will have no effect on this throttle setting - it’s purely to do with airspeed over the wings.

Of course a benign stall will be every bit as dangerous when you’re landing as a tip stall. When a model appears to ‘nod its head,’ from a hundred foot below it doesn’t look very much, but it’s probably lost anything between ten and twenty feet in altitude. Now you don’t want that to happen when you’re down to about six feet on your finals. However, knowing that throttle setting for a safe final approach should ensure that with the flaps down you are able to land substantially slower than without them, without stalling.

Approaches and landing

Now that the model's trimmed out and you've checked its stall characteristics it is time to start practising landing approaches. Never mind show-boating and exploring its aerobatic envelope, there'll be plenty of time for that in the future, providing you get this next manoeuvre mastered.

Warbirds will usually deploy retracts on the down-wind leg and then flaps on the cross-wind leg of their landing circuit - these two events cancel each other's pitch change to a degree. As the model comes onto its 'finals' leg the throttle is moved to idle and the nose lowered to create a glide angle which will maintain but not increase its normal flying speed - this will be a slightly steeper angle if flaps are deployed on a war bird. The aim is to glide the model down to about six to ten feet, at a distance of thirty to forty yards before it reaches you, and then flair and round-out before the final touchdown.



The Auster didn't need a steep finals glide path



Blipping the throttle slows down the speed of decent.

Now,

you may well achieve this perfect landing approach with your new model the very first time you try it. I never have, and invariably have to open the throttle and go round again. In any case it's good practice to repeat your landing approach several times 'till you're comfortable with the starting height, glide angle and the final approach speed. Once you are confident that you can put your model where you want over the runway, at the right speed and height, it's time to call 'Landing!' and pull off that maiden 'greaser' that your friends will remember and despise you for, for the rest of your life. So...As you round out, open the throttle just a little if you've got flaps on, hold the model level on the elevator and watch how quickly it loses height. Rather than flaring out further, just give a couple of quick blips of throttle. This should increase the model's air speed slightly and at the same time slow down its

descent speed. This way you should be able to literally run it in along the runway. Nearly there. Now cut the throttle to idle and keep steering while she slows down before you once again deploy up elevator to give the tail-wheel authority. 'Goose' the throttle to control the power as you turn her and majestically taxi back down the runway past, but not towards the pits to park in a safe spot alongside. Cut throttle..... Acknowledge applause.....bow.....or not!
Job Done.



Taxying home triumphantly

Club Program 2018

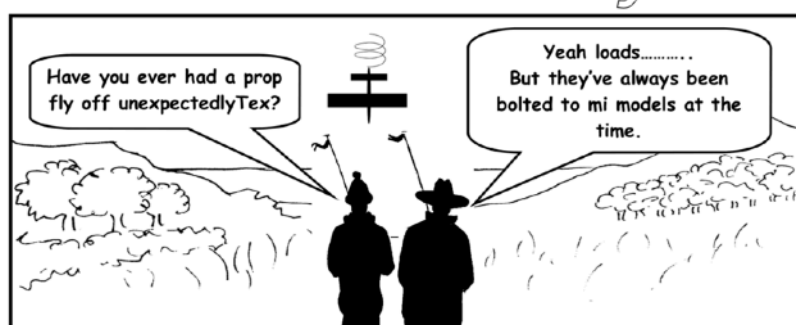
6th March	Committee	
8th March	Club Night	Auction
3rd April	Committee	
12th April	Club Night	Talk by Rod Dean
1st May	Committee	
10th May	Club Night	Indoor flight Multi Rotors and Helicopters
5th June	Committee	
14th June	Club Night	Light flight and Control Line
3rd July	Committee	
12th July	Club Night	Light flight and Control Line
7th August	Committee	
9th August	Club Night	Light flight and Control Line
4th September	Committee	
13th September	Club Night	John Riall - Covering a Model
2nd October	Committee	
11th October	Club Night	Andrew Gibbs' Quiz Night
6th November	Committee	
8th November	Club Night	AGM
4th December	Committee	
13th December	Club Night	Subscription collection and table top sale

Competition Calendar 2018



Date and time	Competition	Venue
Saturday 10th March	Climb and Glide	Thorney
Saturday 14 April	Bomb Drop	Thorney
Saturday 28 April	Reserve competition day	Thorney
Saturday 12h May	Restricted Electric glider 2200ma 3cell limit	Porthole Farm
Sunday 20th May	Slope Day/ Electric Glider	Trundle Hill
Saturday 16th June	Pattern	Thorney
Saturday 23rd June	Reserve competition day	Thorney/Trundle
Sunday 15th July	Electric All-up/last down No Gliders 2200ma limi	Porthole Farm
Sunday 15th July	BBQ	Porthole Farm
Saturday 28th July	Slope Day including electric powered gridwers	Trundle Hill
Saturday 18th August	Open Glider/open electric	Thorney
Saturday 25th August	Open Glider/open electric	Thorney
Saturday 1st September	Open Glider/open electric	Thorney
Saturday 15th September	Slope or electric duration	Trundle Hill/ Porthole Farm
Saturday 29th September	Reserve competition day	Thorney/Trundle
Saturday 13th October	Restricted Electric glider 2200ma 3cell limit	Thorney
Sunday 11th November Remembrance Sunday	Open Glider/open electric fun day Collection for The Poppy fund and a piece of Alison's cake	Thorney

TeX & ReX *by Ecurb*





The power train can be obtained from HobbyKing

Zoot Suit Flying Days. All Flying at Porthole

To all Zootsuit Flyers
Just a reminder that the Zootsuit fly-in days start on Friday March 2nd
Get your model finished!!
Give it a different colour scheme
We don't want too many mix ups in the sky.
These are fly in days, the basic rule are a climb of 15 sec and a max time to make of 5 min per flight.
Each day is independent so the pilots on the day are against each other.
So it does not matter if you miss one,
If a running total is required this can be set later. **Ray Beadle**

Zoot Suit Fly-in Days. 2018 All Flying at Porthole

Sunday 25th March, Sunday 8th April, Friday 20^h April, Friday 4th May,
Friday 18th May, Sunday 3rd June, Friday 29th June, Sunday 8th July, Friday 27th July,
Sunday 5th August, Friday 24th August, Sunday 1st September, Friday 21st September,
Friday 5th October Sunday 28th October, Sunday 4th November

Time from Start, 15sec Climb, to landing or 5 min Max
Sunday Starts from 12 o'clock
Friday Starts 10 o'clock



Could the lock at the

Porthole gate lock you all please ensure gate is left with the and cable positioned bottom of the gate as



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

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.

The Commander at Baker Barracks Thorney and the MOD have decreed that there shall be NO drone flying whatsoever

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