

# Clear Dope

MAY 2014



**Chichester and District Model Aero Club  
Committee 2014  
John Riall President**

Chairman: Tony Chant: 01243 262816, mobile 07766 078977, [t.chant11@btinternet.com](mailto:t.chant11@btinternet.com)

Secretary & Social Secretary: Toni Reynaud 01243 370422, [a.busutilreynaud@btinternet.com](mailto:a.busutilreynaud@btinternet.com)

Treasurer & Membership Secretary: Malcolm Farrington, 4 Little Babbsham, Aldwick Fields.

Bognor Regis. West Sussex. PO21 3SZ , 01243 821789, [members@cadmac.co.uk](mailto:members@cadmac.co.uk)

Competition Sec.: Ray Beadle 01243 670163

Thorney Rep and Safety Officer: Derek Honeysett 01243 371093

Porthole Farm Rep.and Safety Officer: Keith Watts 07530375113

Slope Rep and Safety officer Trundle Hill: Ron Hemblade 01243572819

Webmaster: [webmaster@cadmac.co.uk](mailto:webmaster@cadmac.co.uk)

Junior Rep. & Junior Members Protection Co-ordinator: Donna Goff

John Riall 01243-782922, Senior Training Officer

BMFA Rep & CD editor: Ken Knox,, 02392-593104, mobile 07885 819911 ,[kenneth.knox@btopenworld.com](mailto:kenneth.knox@btopenworld.com)

Next Competition is **Pattern**, Thorney Island, Saturday 10th May @ 11.30am

Bomb Drop Competition Winner: Tony Chant



**Bomb Drop Competition 2014**

It was held on a sunny day, with a slight wind from the sea.  
 There were only Six pilots this year. Models were electric and I/C powered Two electric Whot4., an I/C Whot4, an I/c Cougar and an I/C Limbo Dance.  
 Three rounds were flown. The nearest TOTAL distance from the spot was to be the winner.

Tony Chant started the 1<sup>st</sup> round and made a distance of 7ft 10" with his I/C Limbo Dancer, John Riall then got 34ft 3"with his I/c Whot4, Keith Watts managed 32 ft 3" with his Electric Whot4, Declan Cousins made 16 ft with the electric Whot4 , Adam Goff managed 45 ft.also with the electric Whot4 and Ray Beadle was last with his I/C Cougar and made 55 ft 9".

In the 2<sup>nd</sup> round Tony was the best in this round with 17 ft 4", Declan did a 19 ft 5", Ray Beadle getting the longest with 82 ft.

In the 3<sup>rd</sup> round Tony managed 5ft 2" from the spot and Declan made 13 ft 3" with Keith at 17 ft 5".

So with the Totals added over the three rounds the results were,  
 T Chant 1<sup>st</sup>  
 D Cousins 2<sup>nd</sup>  
 K Watts 3<sup>rd</sup>

It was a grand day, I hope more will come and join us.  
 Thanks to all who came and enjoyed it.

Cheers Ray

**Bomb Drop 2014 results**

Name	Round 1	Round 2	Round 3	Total Distance	Position
<b>Tony Chant</b>	7ft 10"	17ft 4"	5ft 2"	30ft 4"	<b>First</b>
<b>Declan Cousins</b>	16ft	16"	13ft 3"	48ft 8"	<b>Second</b>
<b>Keith Watts</b>	32ft 3"	25ft 2"	17ft 5"	74ft 10"	<b>Third</b>
<b>John Riall</b>	34ft 3"	62ft 5"	31ft	127ft 8"	<b>Fourth</b>
<b>Adam Goff</b>	45ft	32ft 3"	60ft 4"	137ft 7"	<b>Fifth</b>
<b>Ray Beadle</b>	55ft 9"	82ft	49ft	186ft 9"	<b>Sixth</b>



**For Sale  
 "VQ" Harvard**

Airframe includes:  
 Six servos plus 180° retract servo. The system is fully wired and plumbed with new tank and battery. The remote glow, power switch, fuel filler and charging lead all neatly concealed beneath the magnetically positioned top hatch. The retracts are mechanical with VQ's scale sprung oleos.  
 Airframe alone including all the above £120 ovno

To include the ASP 0.70 4/S add £120\*  
 To inc.the Futaba R617FS receiver add £40 \*  
 \* These items not for sale individually.

The aircraft has had about six flights and the engine is just about run in.

If interested, please contact Bruce on 01243 531602 or [aerobruce@aol.com](mailto:aerobruce@aol.com)

# TeX & ReX

*by Ecurb*



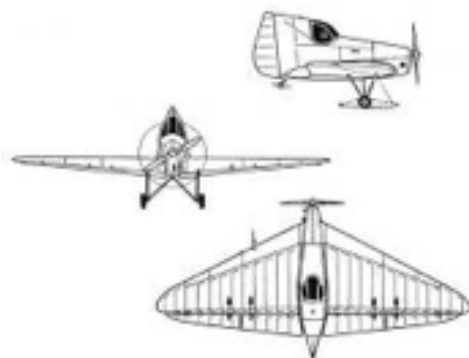
© Bruce Smith - [aerobruce@aol.com](mailto:aerobruce@aol.com)

Clear Dope - May 2003

I took lots of pictures during the Bomb drop but I think this is one of the best. John Riall having another near miss with an airliner ( I did not see the plane when I took the sequence of three shots and was most surprised when I downloaded them) KK

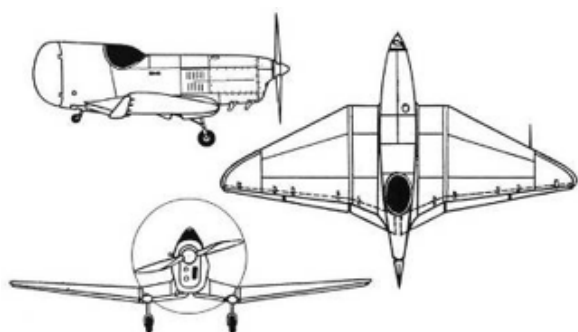


## Early Flying Wings. (An inspiration for Aero modellers) Continued from April CD



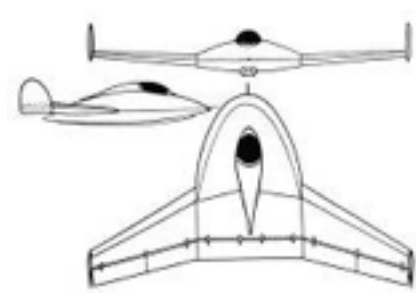
Now, something a bit more conventional - the BICh-20 Pioneer, a super-mini sports aircraft built in 1938. It was powered by a Blackburn Tomtit (remember the BICh-3?).

Despite all its weirdness, this 'little flying trapeze' was rather liked by test pilots, namely V.L. Rastorguyev who pointed out that the Pioneer was dependable no less than any other aircraft, excelling them in terms of visibility (field of view from the cockpit).



By 1940, Cheranovsky created a really outstanding aeroplane, the BICh-21 aka SG-1 (SG for Skorostnoy Gonochnyi, rapid racer). It was an enlarged version of the Pioneer, more sophisticated and much more powerful.

A supercharged 220hp MV-6 engine allowed for speeds up to 417 km/h. Empty weight was only 526kg.



After WWII, Cheranovsky proposed a number of innovative designs, ranging from gliders to supersonic jet fighters. Only gliders were built. Meet the Che-22 (no connection to Ernesto 'Che' Guevara, just a coincidence):

Quite a design for 1948! His BICh-26 fighter concept was even more striking. It was a very slick flying wing of low aspect ratio and compound sweep of both leading and trailing edges. Elevons and ailerons consumed 11% of the wing area. Obviously, this aircraft could be easily fitted with radar; thick wing roots provided enough room for capacious fuel tanks and enough strength for substantial weapon load. Blueprints were ready, essential parts and full-size mock-up was under construction when the project was cancelled. One of the possible reasons is slow and bumpy development of the RD-5 (later AM-5) engine.

**Sources:** [airwar.ru](http://airwar.ru), [pandia.ru](http://pandia.ru), [Alexandre Savine website](http://Alexandre Savine website). Primary source for all three is *History of Aircraft Construction in the USSR* by V.B. Shavrov

Article by K.Lord

Compiled by Dec Cousins



Mick Galvin flew his new FW190A-4 at Thorney 13th April, built from the Black Horse kit with a 150 laser four stroke engine and air retracts, it flew very nicely on only its third flight ever. Robert Horton took the top two pictures and I took the flying shots on the 18th April



Harry Walton's Miles makes a low pass over Thorney on a lovely April afternoon

## EVENTS CALENDAR 2014

Date	Event	Location
May 3rd & 4th	South West Model Show	Shepton Mallet, BA4 6QN
Sat May 17th	Blackbushe	Blackbushe
June 28th & 9th	Wings and Wheels	North Weald, CM16 6AR
August 23rd-25th	BMFA Nationals	RAF Barkston Heath
September 13th & 14th	Southern Model Airshow	Headcorn Aerodrome TN27 9HX

## Club meetings Calendar 2014

Date	
May 1st @ 6pm	Evening Fly-in Goodwood
May 8th	Club Night
June 12th	Club Night
July 10th	Light flight & C/L
July 17th @ 6pm	Evening Fly-in Goodwood
July 20th	BBQ Electric Fly-in Porthole
August 21st @ 6pm	Evening Fly-in Goodwood
August 14th	Club Night
September 11th	Club Night
October 9th	Club Night
November 13th	AGM/Club Night
December 11th	Subscription/Club Night

*Competition Calendar**2014*

Date and Day	Time	Event	Venue
Saturday May 10th	11.30	Pattern	Thorney Island
Saturday 31st May	11.30	Slope Competition	Trundle Hill
Saturday June 14th	11.30	Scramble i/c only	Thorney Island
Saturday July 12th	11.30	Scale	Thorney Island
Saturday 9th August	11.30	Open Glider	Thorney Island
Saturday August 16th	11.30	Open Glider	Thorney Island
Saturday August 30th	11.30	Open Glider	Thorney Island
Saturday September 20th	11.30	Loops,Rolls & Spins	Thorney Island
Saturday October 11th	11.30	Slope/electric duration	Trundle Hill
Sunday November 9th	12.00	Open glider fun day/ electric duration	Thorney Island in aid of Poppy day appeal

**Committe meeting dates for 2014**

6th May, 3rd June, 1st July, 5th August, 2nd September, 7th October, 4th November and 2nd December

**Urgent 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.

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

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.

#### **A REMINDER OF FLYING TIMES AT THORNEY**

**Saturdays and Sundays Only**

**10.30 Electric only (No Ducted Fans), 11.30 for Electric and IC.**

**No flying after 18:00 hours**

**Thorney may be closed for access and flying from time to time as per notices posted Clear Dope and on the web site**

**[www.cadmac.co.uk](http://www.cadmac.co.uk)**

#### **Pass system for Thorney Island.**

The process for gaining access to the Island will be through the collection of a temporary car pass via the Main Entry Point gate post which must be returned on exiting the establishment. Temporary passes will be issued for a vehicle and its occupants provided that:

- All individuals are registered on the Club's membership list as held at the gate post.
- All vehicles are road legal and details (Make, Model, VRN) held on membership list.
- All vehicle occupants provide photo identification (driving licence or passport) to cross-reference with membership lists on entry.
- Users accept vehicle searches on entry and departure.
- The vehicle and occupants only use and park at the facility of which they are a member: other areas of the Island remain out of bounds, and military personnel will challenge breeches and are empowered to remove passes and escort non-compliant personnel off the Island.
- It is an MOD and club requirement that all members visiting the Island carry with them the current Club and BMFA cards