

# Clear Dope

MAY 2015



**Chichester and District Model Aero Club  
Committee 2015  
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: Nick Gates 07957422941

Webmaster: David Gardner: [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 the Pattern Competition on the 23rd May and the next club meeting on the 14th May will be Indoor Flight - helicopters and Multi-rotors**

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



### Bomb Drop Competition 2015

It was a sunny day, with a strong wind from the SW

There were only five pilots this year. Models were electric and I/C powered, one electric Whot4, an electric Yak 54, an large I/C Vertigo and a I/C Limbo Dancer

Three rounds were flown. The nearest distance from the spot was to be the winner.

Ray Beadle started the 1<sup>st</sup> round and made a distance of 108 ft with his electric Yak 54, Nick Gates then flew his petrol powered Vertigo and got 69 ft after a first too low height. Tony Chant was next with his I/C Cougar and made 19 ft then Keith Watts managed 23 ft with his Electric Whot4, Declan Cousins made 11 ft with the electric Whot4.

In the 2<sup>nd</sup> round Ray was the best 11ft 3" and Declan did a 19 ft.

In the 3<sup>rd</sup> round Declan did a 14 ft, Tony got 26ft and Nick made 117ft with Keith at 36 ft

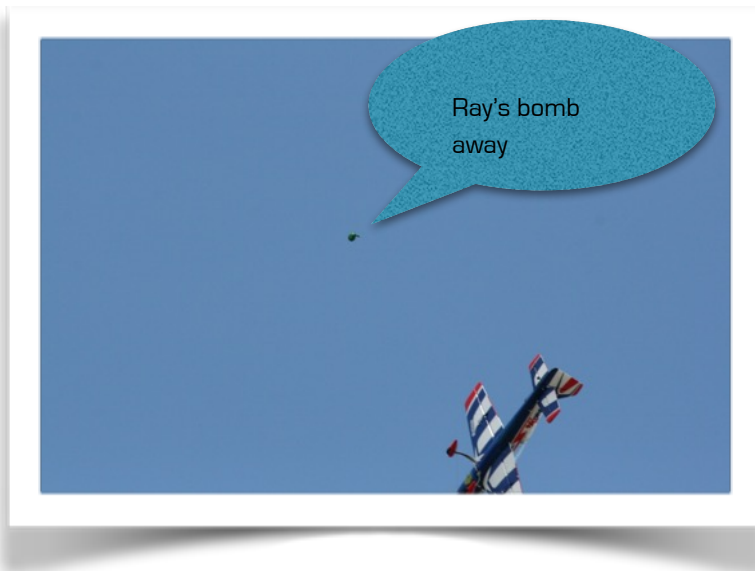
So with the nearest the winner over the three rounds, the results were,

- 1<sup>st</sup> D Cousins
- 2<sup>nd</sup> R Beadle
- 3<sup>rd</sup> T Chant

It was a grand day, but windy, I hope more will come and join us.

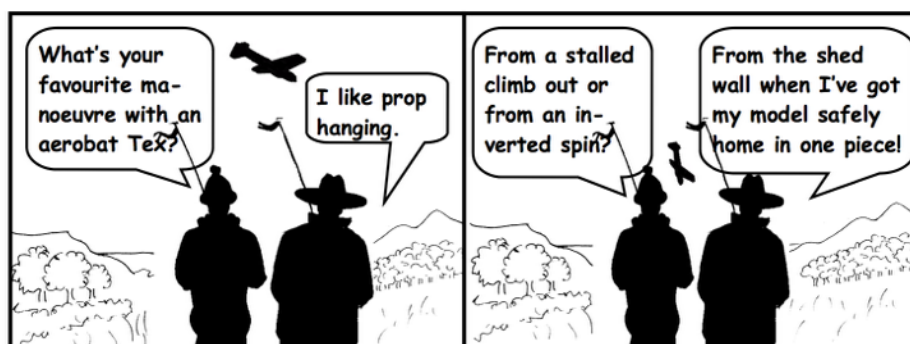
Thanks to Mick Blundle who did the scoring and all who came and enjoyed it.

Cheers Ray



| Pilot             | Round 1 | Round 2 | Round 3 | Final Position |
|-------------------|---------|---------|---------|----------------|
| <b>Declan</b>     | 11ft    | 19ft    | 42ft    | First          |
| <b>Ray</b>        | 108ft   | 11ft 3" | 42ft    | Second         |
| <b>Tony Chant</b> | 19ft    | 28ft    | 26ft    | Third          |
| <b>Keith</b>      | 23ft    | 29ft    | 36ft    | Forth          |
| <b>Nick</b>       | 69ft    | 55ft    | 26ft    | Fifth          |

## TeX & ReX *by Ecurb*





Nick Gates with his two children sheltering from the wind on a very cool bright day.



Today the 4th May Nick Gates encouraged us to try Aero-towing so with Nick as tug pilot (His petrol engine Vertigo as tug) and Derek as pilot of Nick's Minimoa two very successful flights were made before the weather closed in



# SCALE FLYING & COMPETITION 2015

## Take-offs and Landings - from Bruce

This year's comp will be run, weather permitting on Saturday 1st August from 12 noon on Thorney.

For the next three months, prior to the comp, I'll be trying to explain what the judges are looking for in some of the key manoeuvres, to try and help pilots get the most from their flights.

We judge the competition under the BMFA Scale flying rules (Section 6) which can be downloaded as a pdf from the BMFA's website or from the link below, where you'll find all the fine detail of what judges are looking for.

[https://bmfa.org/DesktopModules/Bring2mind/DMX/Download.aspx?Command=Core\\_Download&EntryId=1047&language=en-GB&PortalId=0&TabId=219](https://bmfa.org/DesktopModules/Bring2mind/DMX/Download.aspx?Command=Core_Download&EntryId=1047&language=en-GB&PortalId=0&TabId=219)

Now as you may or may not know, all pilots have to fly a schedule of ten manoeuvres, four of which are compulsory. These are: Take-off; Figure of Eight; Descending Circle and Approach and Landing. Judges mark all manoeuvres out of a maximum 10 points but this score is then multiplied by a K (difficulty) factor. Eight of the manoeuvres have a 'K' factor of (7) but the Take-offs and Landings alone carry a massive 'K' factor of (11) so these two are clearly the most important of the schedule.

We all perform these week in, week out, of course, every time we go flying, but how often are we really concentrating on making them look really scale? Usually we're only thinking of getting up and then getting down safely, so lets stop for a moment and re-consider how they'll be judged in a competition, bearing in mind that - as with all other manoeuvres, the judges are marking based on:

(Rule Ref.) 6.3.1.6

- (a) The shape, size and technical requirements of the manoeuvre;
- (b) The positioning of the manoeuvre relative to the judges position or other datum; and
- (c) The scale realism achieved relative to the subject aircraft.

Taking these requirements into account, particularly (a) it's obvious that the judges will look differently on the skilled control of a model whose prototype has flaps and retracts to control during the take-off and landing as opposed to one which has a simpler configuration.

## TAKE-OFF

**The pilot's helper will position the active model on the runway facing into wind, let the model stand stationary and return to the pits area.**

- The pilot will initiate any preliminary pre-take-off settings or checks e.g. checking control surface 'sense,' setting the flaps, opening the canopy, opening the radiator etc.
- Having clearly announced **'Take off,'** he will then announce **'Now,'** prior to progressively opening the throttle causing the model to accelerate smoothly in a straight line into wind. (NB. tail draggers are allowed a 'scale' rudder correction as the tail-wheel leaves the runway.)
- At a point, more-or-less in front of the judges the model will have achieved take-off speed and the pilot will gently raise the nose to achieve r.o.g. and then climb-out smoothly, at an angle appropriate to the full size prototype.
- At a suitable point during climb-out the pilot will retract the undercarriage and flaps, if applicable, without creating any jerky interruption to the climb or causing the model to drop a wing. (Ideally any retract switch or flap variable resistor/switch should be situated on the left hand side of the transmitter for a pilot flying in Mode 2. This allows the pilot to maintain control over the 'joy-stick' with his right hand while his left hand, having instigated full throttle, is free to operate the u/c switch and flap v/r.)
- Once the model has achieved cruising height (display height) the model should execute a 90° turn, in a manner appropriate to the f/s prototype, and then level it's wings before the pilot clearly calls **'Finished,'** to indicate that the manoeuvre has been completed and judging should stop.

## Display heights

The contest rules stipulate that for most manoeuvres the model should display at an angle of between 30° and 60° from the horizon in front of the judges. This would mean that if the model was flying in a line where the far side of the Thorney runway meets the grass (about 40m distance) it should be flying at heights of between 25m and 70m or if it was flying up the centre of the runway, between 12m and 35m. To all intents and purposes pilots should assume that the lower figure in each range represents the general cruising altitude and the higher one, is that attained as a result of performing some 'loop' based manoeuvre. e.g. Immelmann, loop or cuban eight.

(Rule 6.3.1.9 - Presentation of Manoeuvres)

Any model which flies with the main undercarriage down when the full size aircraft was equipped with retractable landing gear shall have the flight score reduced by 10%.

Flying with just the tail wheel down when the full size had a retractable tail wheel will incur a 3% penalty.

### Sequence for an ideal landing

- Prior to arriving on the base leg the pilot will deploy retracts and first stage of flaps, if appropriate, and announce, **'Approach and Landing.'**
- The model will fly either a rectangular or oval approach to its base legs but as the model nears the half way point the pilot will announce **'Now,'** he will reduce the throttle and lower the nose for the descent.
- The model will complete a smooth turn through 90 degrees onto final approach which may be directly into wind, or may make the best use of the landing distance available. During the final descent the pilot will deploy further flaps, if appropriate, and the model will round out smoothly, adopting the correct attitude for the subject aircraft and touch down without bouncing. (A 'tail dragger' will make a three point landing or will land on the main wheels and then gently lower the tail, as appropriate to the f/s prototype, whereas an aircraft with tricycle landing gear will land on the main wheels first and then gently lower the nose-wheel.)
- From touch-down the model will continue to roll in a straight line before smoothly coming to a halt. Only when the model has fully stopped will the pilot announce, **'Finished.'** There is no necessity to cut the engine as part of this manoeuvre.

### Notes

- A crash landing will be marked zero but if the model makes a good landing and then stops nose down towards the end of the landing run, then the landing marks which would have been otherwise awarded will be reduced by 2 marks. If the nose down situation is solely the result of the model running off the prepared area, because this is too short for the particular wind direction, the above down marking will not apply.
- Models with retractable landing gears, landing with one or more gears retracted should have the landing points reduced by 30%.
- All landings ending with the model on its back will be considered a crash landing.

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Below I'm attaching the Judges Score Sheet for this year's comp, so why not print off a couple of copies now, and start planning your campaign for August.

And don't forget.....Practice makes perfect 'what you practice.'

**In next month's CDe....**we'll take a look at the other two compulsory manoeuvres which are arguably the most difficult to fly well - **The Figure Eight** and **The Descending Circle**

Editors note: Bruce sent me two or three nice diagrams but unfortunately I could not replicate them here as he had embedded them in his document



A warm April morning (10th) at Porthole Farm

## EVENTS CALENDAR 2015

| Date                  | Event                          | Location                                  |
|-----------------------|--------------------------------|---|
| 2nd & 3rd May         | South West Model Show          | Bath                                      |
| 16th May              | Blackbushe Model Show          | Blackbushe                                |
| 16th & 17th May       | Aeromodellers - Mayfly         | Shuttleworth Collection<br>SG18 9EP       |
| 27/28th June          | Wings and Wheels               | North Weald Airfield, Essex,<br>CM16 6AR. |
| 18th July             | Army Families Day              | Sports Field Thorney                      |
| 25th & 26th July      | Aeromodellers Scale<br>Weekend | Shuttleworth Collection<br>SG18 9EP       |
| 30th July after 6pm   | Evening flying at<br>Goodwood  | Goodwood airfield                         |
| 22/23/24th August     | BMFA Nationals                 | Barkstone Heath                           |
| 27th August after 6pm | Evening flying at<br>Goodwood  | Goodwood airfield                         |

## Club meetings Calendar 2015

|                       |   |
|-----------------------|---|
| <b>May 14th</b>       | Indoor Flight - helicopters and<br>Multi-rotors |
| <b>June 11th</b>      | Light flight and Control line                   |
| <b>July 9th</b>       | Light flight and Control line                   |
| <b>August 13th</b>    | Light flight and Control line                   |
| <b>September 10th</b> | A Talk by John Farley                           |
| <b>October 8th</b>    | Quiz Night hosted by Quizmaster Andrew<br>Gibbs |
| <b>November 12th</b>  | AGM   |
| <b>December 10th</b>  | Subscriptions Night                             |

# Competition Calendar

## 2015

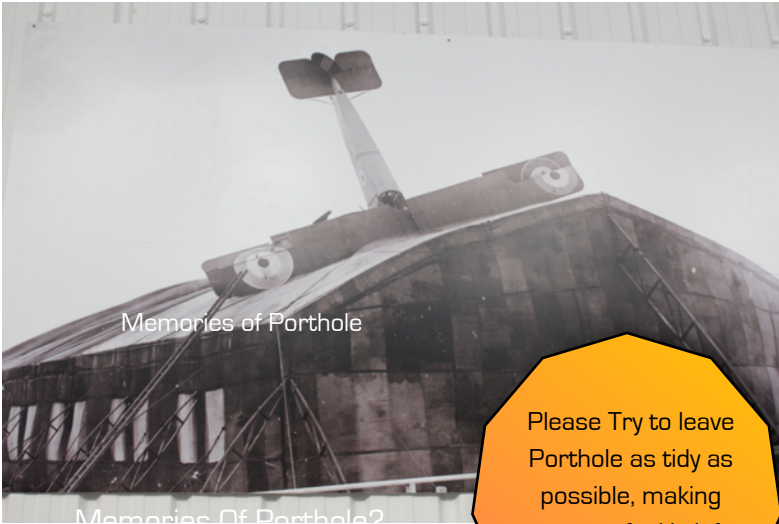


| Date and Day            | Time    | Event                             | Venue  |
|-------------------------|---------|-----------------------------------|--|
| Saturday 23rd May       | 11.30   | Pattern                           | Thorney  |
| Saturday 30th May       | 11.30   | Slope Comp/Electric               | 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 |

### Committee meeting dates for 2015

12th 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](mailto:webmaster@cadmac.co.uk)



Memories of Porthole

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

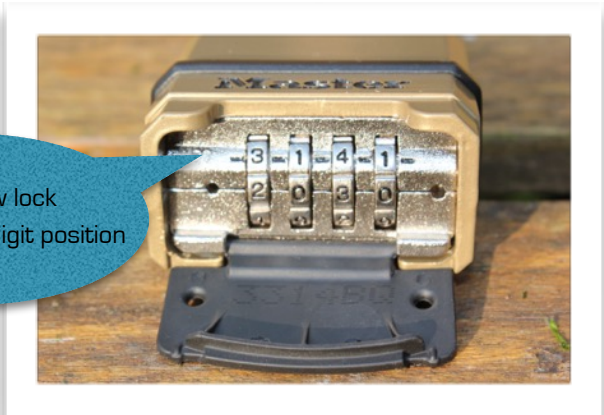
For those of you who have not yet discovered it, Nick Gates has set up a group page on Facebook its well worth a look

Here is the link:-



<https://www.facebook.com/groups/Chichesteraeromodellers/>

Portholes new lock showing the digit position



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.