

Clear Dope

October 2021



Chichester and District Model Aero Club: Committee 2021

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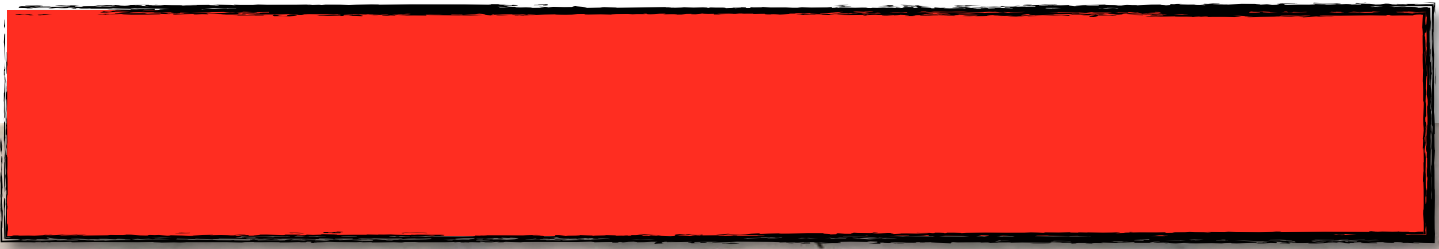
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Sunday 26th September was the 80th Year of the forming of the Air Cadets. We the club were invited to attend the celebration at Thorney Island , we where given a front row slot next to the VIP buffet.

Many of th VIP's showed a lot of interest in our models including the Mayor and Mayoress of Chichester who asked if we could give them a demonstration of our models at a date in the future.







LOAD'A GUBBINS

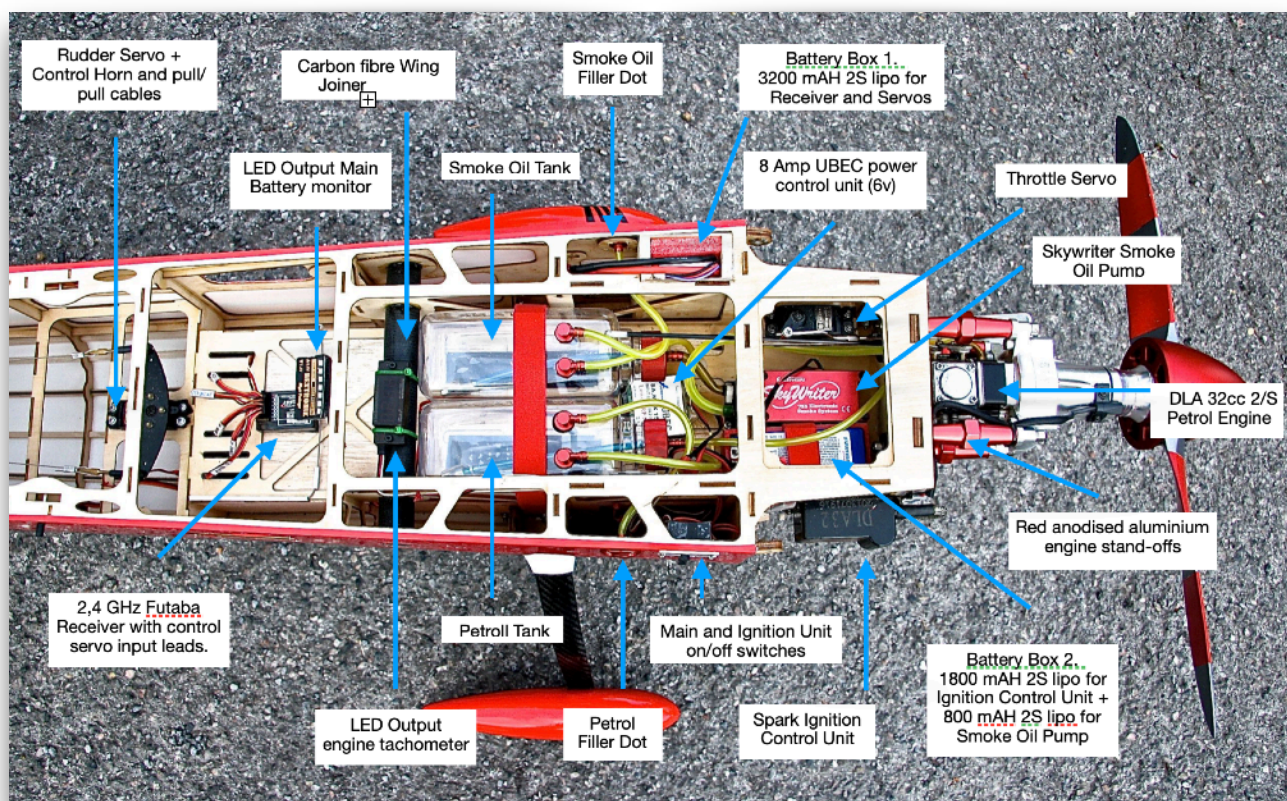
from Bruce

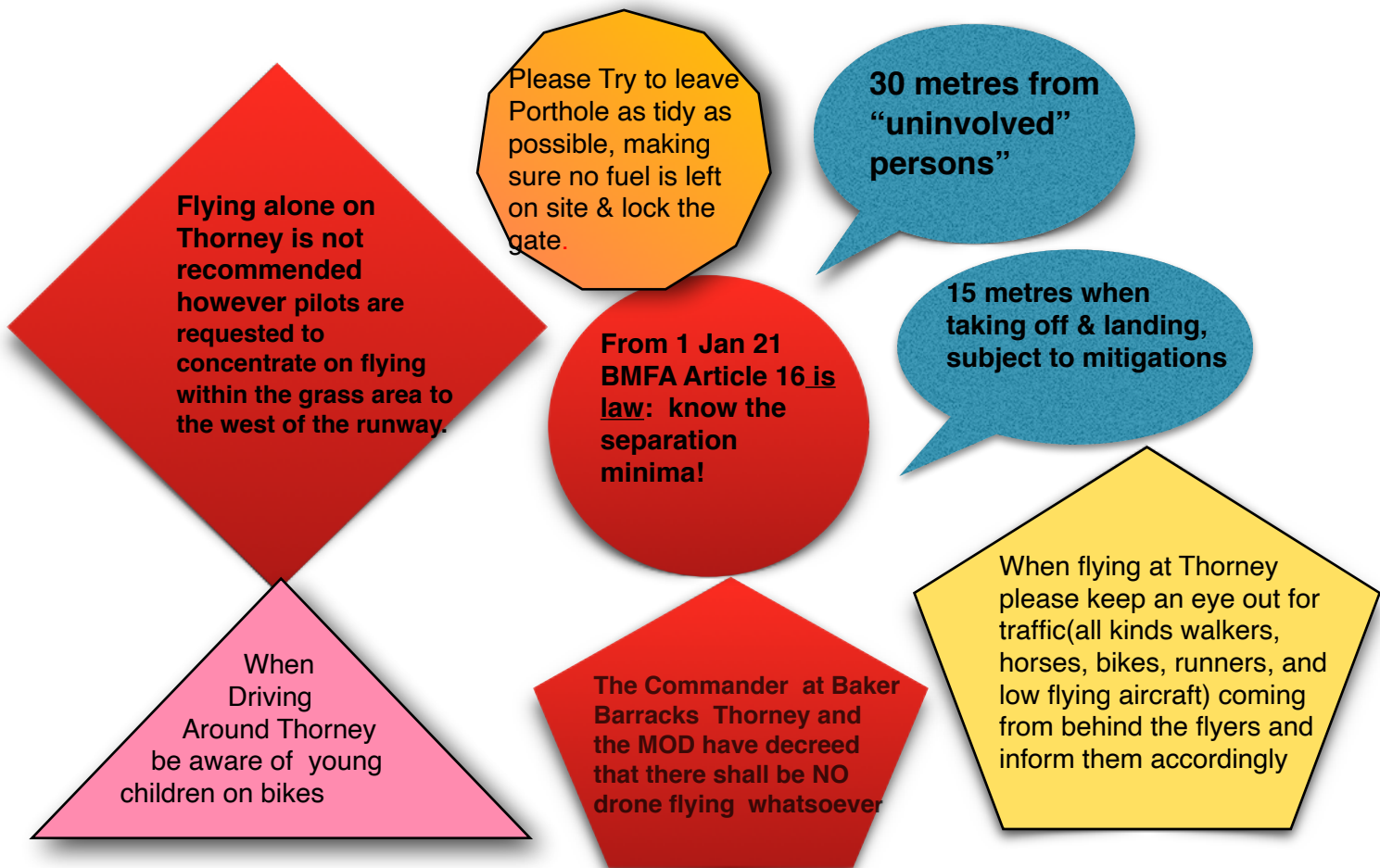
..... as northern colleagues would likely remark when first casting an eye over the fuselage content of my Goldwing 'Corvus Racer.' It was in fact, Colin Stevens' Facebook comment, following David Haywood's video posting of the Corvus flight, which spawned this small article where Colin thought a further explanation of the various components might prove an interesting contribution to CD.

The airframe is a little over two years old now although in all that time she's not made ten outings. Bought originally to replace my MX2, she took over its 3rd-hand DLA 32cc petrol engine which is shown in the installation below. Sadly the DLA's life was drawing to an end, so last year it was replaced with a brand new DLE35 RA (rear aspiration.) Since then she's had four outings and every single flight, bar one, has ended in a dead stick landing shortly after going into inverted flight. This anomaly has been the cause of a great deal of frustration, particularly since in every other respect the model flies and responds beautifully. Dozens of hours have been spent unsuccessfully trying to eradicate the problem although at the point of writing, I think I've now actually fixed it. Frustratingly, however, the weather gods have recently conspired to stop me trying it out. Hopefully I've got the problem fixed this time, and if so, I'll do a follow-up article for CD outlining the most interesting theories and the eventual solution.



Hopefully, the photograph and labels below will be self explanatory. Planning an installation is something upon which I devote a great deal of time and care with particular effort going into the receiver and aerial positioning. With so much 'gubbins' in there you can easily shield your aerials from the transmitter. I like to get the Futaba receiver at least 15 inches away from the electronic ignition unit and mount the one vertical and one horizontal aerials where at least one of them can always be seen by the tranny, no matter which way you orientate the airframe.





The club Facebook page is now in its fifth year. It has over one hundred members. It contains many contemporary site reports, and has a wealth of photos in its archives.

Administered by Nick Gates. David Hayward & Ken Knox

Here is the link:-

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