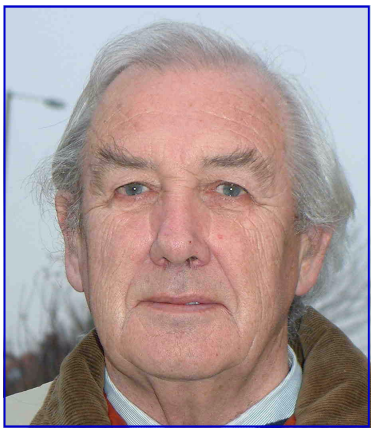
CDe March 2011
The electronic newsletter of the Chichester and District Model Aero Club
CLEAR DOPE ELECTRONIC



FRED MINAY (18.12.37 to 31.01.11)

The CADMAC Committee are very sad to announce the death of Fred, our Slope Representative over the last few years. He has been a regular stalwart with his vintage power model on Thorney Island and in his committee capacity has done a great deal to rejuvenate the sport of slope flying, particularly on CADMAC's Trundel site. Fred was a good supporter of Thorney, even on the days he didn't feel inclined or well enough to fly himself and his home built ME 109 won the club's scale competition in 2008. Fred was a great help to me (a Trundel virgin) last year when he sorted out my Zaggi in minutes to give me a great afternoon's flying in a strong south westerly. He'll be sorely missed on our sites and in the committee room having finally lost his battle against lung cancer. Fred was cremated at Chichester Crematorium on Thursday 10th February.

Editorial

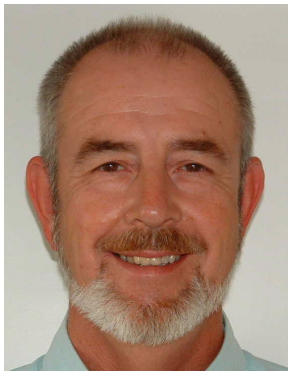
MINUTES - A disappointing response

Following on from my editorial of last month when I asked for a short reply (yes or no) to having the minutes published in CD or not I was very disappointed to get just 15 responses.

Mick Blundell, Trevor Bowry, Morris Campbell, Declan Cousins, Peter Daer, Ron Hemblade, Harry Hook, Robert Horton, Graham Lloyd, Bill Pethers, Roy Scott, Ron Spiers, Keith Stanley, Colin Stevens, and Stuart Whittle all replied with a 'Yes.' Out of a club of about 130 members I was very disappointed that only 12% with pc access were interested enough or could be bothered to reply. **HOWEVER, EVERYONE WANTED THE MINUTES IN CD.**

Speaking to Tony Chant, at the February Club Meeting, I was told that Committee's reason for cropping the minutes from CD was purely intended to reduce the size of the pdf file which was being posted electronically. Some members with PCs, apparently, hadn't been able to accept a file much bigger than 5 Megabytes, so their copy of CDe was being rejected by their Internet Service Provider and not arriving. It does make a very strong point about communication, though. I wasted a lot of time and energy machinating over that editorial and fifteen people wasted their time replying, simply because no one on the committee bothered to explain exactly what was happening! Please note, however, that committee have decreed that minutes **MUST NOT** be included in CDe (even thought this edition is now down to less than 2.0 Mb) - I just wish someone would explain, 'Why?'

SPRING CLEANING



Yes it's time to get out the 'Mr Sheen' and do a bit of clearing up in the workshop now the days are getting warmer. The next club meeting (Thursday 10 March) will be a club auction so it's an ideal opportunity to turn those old models collecting dust in the corner into CASH! Also, clean up and check out that competition model ready for the first of Ray's Comps this season which will be the 'I/C Climb and Glide' at Thorney on Saturday 19th March.
Let's just hope that 'the weather' knows it's supposed to be SPRING!

aerobruce@aol.com

Climb and Glide **(Saturday March 19th)**

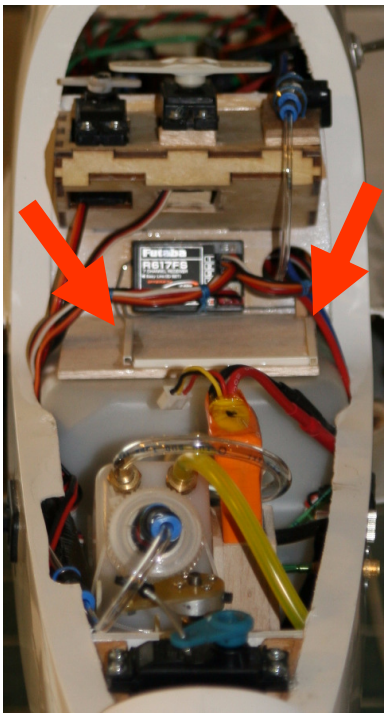
All pilots can have helpers or instructors.
Model will be any i/c engine plane
Timed climb from ROG, time to be decided on the day, **shut off** engine
Timed glide to spot land in box.
10% extra for touch in box. Non A, B cert flyers will get an extra 20%
Winner is highest total of Two Rounds.

2.4 GHz 'AIRY 'ELLS

from bruce

The 2.4GHz frequency band and spread spectrum technology have brought great benefits to RC model flying in recent years and providing the systems are set up and used correctly they should ensure interference free flying. Their one disadvantage must be the fact that since their broadcast wavelengths are so short, compared to 35MHz systems, their associated aerial positioning is proportionally more critical.

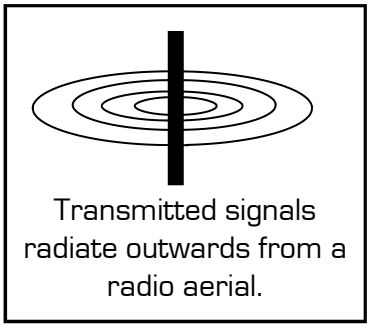
The aerial length of a 35MHz receiver is approximately 1 metre whereas the effective aerial length of a 2.4GHz Rx is only a couple of centimetres.



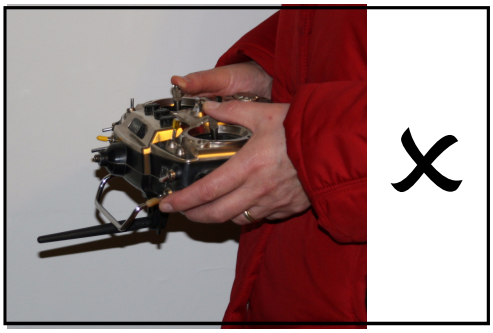
On the Futaba receivers, for instance, the actual aerials are only the final couple of cm of exposed coaxial, not the whole 10cm wires. These final lengths of coaxial must be kept perfectly straight and positioned at right angles to each other in horizontal or vertical planes. Any large engine mass, section of carbon fibre or indeed in-flight battery can screen them from the transmitter's signal.
Great care and much thought, then, must be given to their positioning in our models where they should be protected from an accidental knock which could move them out of alignment.

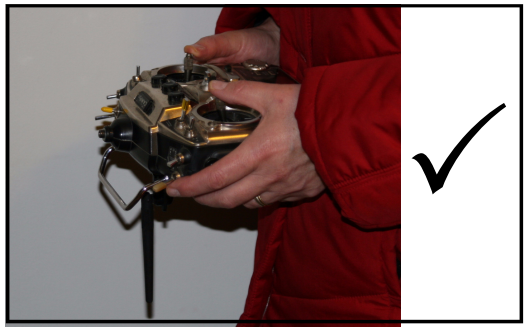
One of the easiest ways to assure this protection is to slip the aerials into thin plastic tubes which are secured to the model's structure. Anything will do from exhausted biro refills to the small square plastic sections tubes you can buy from most model shops. The latter is shown opposite, tray mounted in Trevor Bowry's turbine powered 'Jet 1' fuselage. Note that since both receiver aerials have been mounted in the horizontal plane, the battery has been mounted in the vertical plane so that, at no time, can it screen both of the aerials.

Great care should also be taken with the direction in which you position your transmitter aerial. Don't forget that the transmitted signal radiates outwards at a right angle to the aerial. If you point your antenna straight at the model then your strongest signal is radiating vertically down into the ground and vertically upwards into the sky. (The real reason for a lot of control loss with 35 MHz transmitters, I'm sure.) So, if you hold your Tx flat out in front of you, be sure to turn that tiny 2.4 GHz antenna either vertically up or vertically down. That's why they're pivoted!



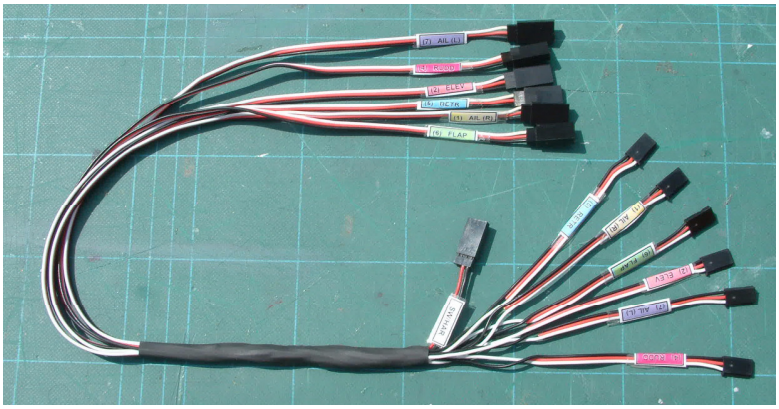
Transmitted signals radiate outwards from a radio aerial.





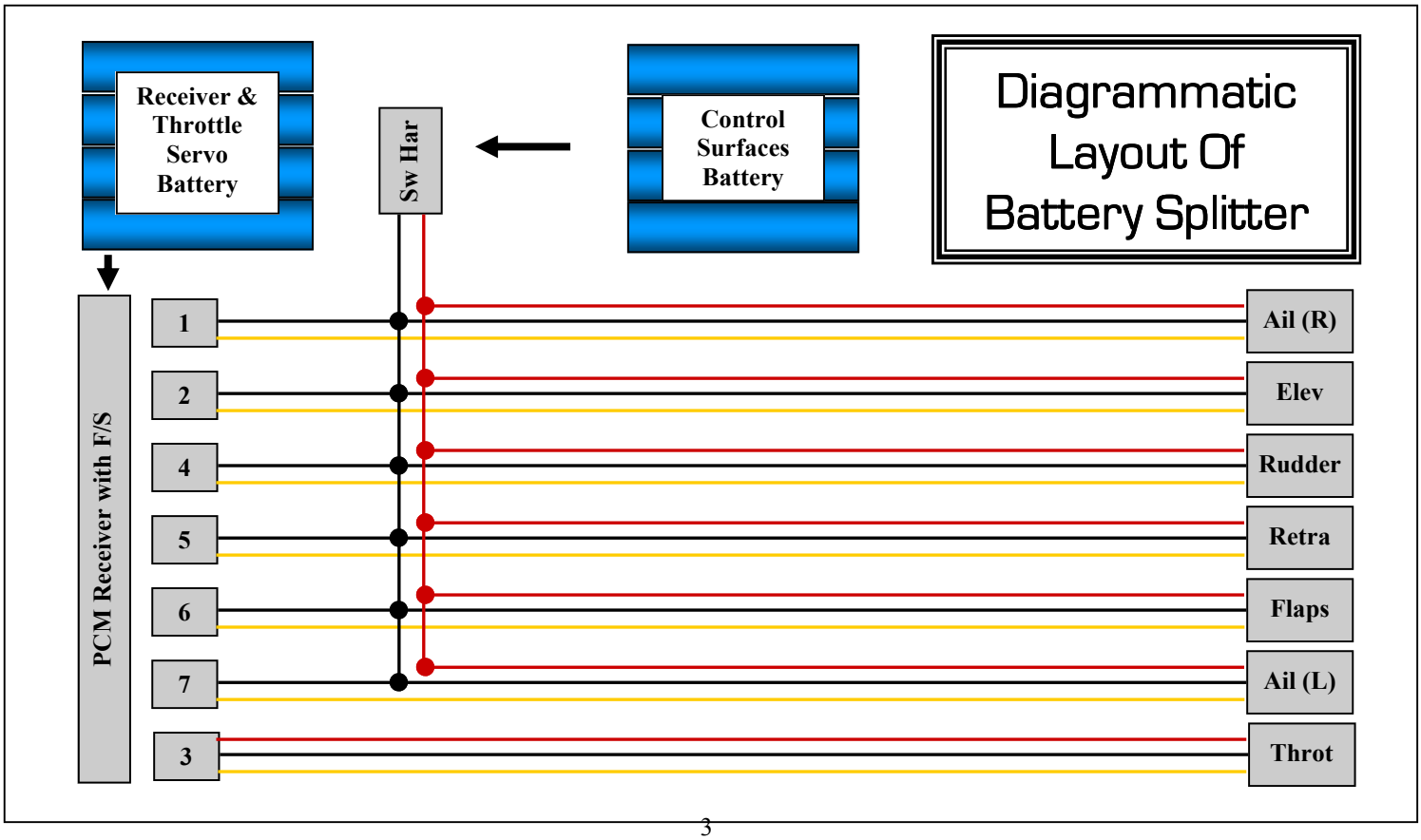
Cheap & Effective Battery Splitter

When Morris Campbell started prepping his big P-51 Mustang ready for the Tangmere Show last year, it came out at just a smidge over 7Kg which put it into BMFA's 'Large Model' category requiring all the additional safety precautions. Morris decided to split the power allocation between two batteries: One to power the retracts and control surfaces while the other would power just the throttle servo and receiver. This way, if the control surface battery (which has by far the greatest drain) should run out of steam (for any of a number of reasons) he'd still have control over the throttle .



After first checking the circuitry over with Messrs Reynaud and Gibbs we constructed a harness from six servo extension leads where we disconnected the positive feed from the receiver side and input a positive feed to the servos from an additional external battery via a switch harness, which also connected to the common negative wires. (See diagram below)

Bruce



CADMAC AUCTION

Club-night - Thursday 10th March

Booking in will commence from 6:45pm
Auction starts 8.00 pm
Sellers: 1 or 2 items - £1.50 each
3 to 10 items - £1.00 each
11 or more items - by negotiation

Gulf War Experiences

A Lecture - Thursday 24th March

RAES Christchurch Branch Lecture 'Gulf War experiences' by Air Commodore Ricardo (Ricci) Cobelli OBE FRAeS BSc RAF(retd). Ricardo Cobelli has over 3,500 flying hours on the Jaguar, Tornado and F-111A. During his 33 years in the RAF he has flown on 4 operations serving as a Flight Commander on 15 Squadron, Squadron Commander of 12 Squadron, Station Commander of RAF Coltishall and Jaguar Force Commander. He has held a number of staff positions and ended his RAF career as a NATO Air Component Commander and Chief of Staff for the UK delegation to NATO. Ricardo was a Squadron Leader with XV Squadron flying Tornado GR1s at RAF Laarbruch when he deployed to Muharraq, Bahrain at the end of 1990. His formation of 8 Tornados were amongst the first to cross the border on the opening night of the 1991 Gulf War

7.00pm for 7.30pm start in the Cobham Lecture Theatre, Bournemouth University BH12 5BB.

RAeS members, Branch Friends Students and ATC Cadets free
£2 donation for visitors.

Please let us know in advance if you have any special needs so that we can help you on the night and ensure that you enjoy the lecture. Contact Hon. Secretary Mel Porter Tel: 01202 703338 or mel.porter@cobham.com.

EVENTS CALENDAR 2011

Club Nights Indoor Flying Competitions Other Events

Thu Mar 10th	Club Auction	Fishbourne 8.00pm
Sat March 19th	Climb/ Glide i/c only	Thorny 12 noon
Sat March 26th	Indoor Flying	Seaford College 1 - 5pm
Sun March 27th	Romsey auction?	
Thu Apr 14th	Tony Nijhuis	Fishbourne 8.00pm
Sat April 16th	Bomb Drop	Thorny 12 noon
Sat April 23rd	Indoor Flying	Seaford College 1 - 5pm
Sat May 8th	Electric Fly In (Thorny Shut?)	Porthole
Thu May 12th	Derek Knight K&P	Fishbourne 8.00pm
Sat May 14th	Blackbush Show	
Sat May 21st	Indoor Flying	Seaford College 1 - 5pm
Sat May 21st	Scramble I/c only	Thorny 12 noon
Thu June 9th	Light Flight and Control line	Fishbourne
Sat June 11th	Pattern	Thorny 12 noon
Thu June 2nd	Evening Flying for members	Goodwood Aerodrome
Sun June 12th	BMFA Fly-in	
Sat June 25/26th	Wings &Wheels	North Weald
Thu July 7th	Evening Flying for members	Goodwood Aerodrome
Thu July 14th	Light Flight and Control line	Fishbourne
Sat July 16th	Slope Competition	Trundle
Thu Aug 4th	Evening Flying for members	Goodwood Aerodrome
Thu Aug 11th	Light Flight and Control line	Fishbourne
Sat Aug 13th	Open glider	Thorny 12 noon
Sat Aug 20th	Open glider	Thorny 12 noon
Sat Aug 27/29th	National Championships	Barkestone Heath
Sat Sept 3rd	Open glider	Thorny 12 noon
Thu Sept 8th	Indoor Flight	Fishbourne
Sat Sept 10th	Loops, rolls, spins	Thorny 12 noon
Sat Sept 17/18th	South of England Show	Hop Farm
Thu Oct 13th	Balsa Brain Competition	Fishbourne
Sat Oct 15th	Scale Comp	Thorny 12 noon
Thu Nov 10th	Annual general Meeting	Fishbourne 8.00pm
Thu Dec 8th	Subscription Night	Fishbourne
Dec ?	Indoor Fly in comp	Seaford College 1 - 5pm