

Clear Dope

APRIL 2014



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

Chairman: Tony Chant: 01243 262816, mobile 07766 078977, t.chant11@btinternet.com

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Porthole Farm Rep.and Safety Officer: Keith Watts 07530375113

Slope Rep and Safety officer Trundle Hill: Ron Hemblade 01243572819

Webmaster: webmaster@cadmac.co.uk

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



First Competition of 2014 the Climb and Glide event won by Trevor Humphrey

I/C Climb & Glide Competition 2014

Saturday was lovely day, sunny with a light wind from the west.

There were 13 entries for the first comp of 2014, two rounds were flown, both rounds to be added together. The climb time was set to suit the model and the model had to touch down in the box, 10% was added to the score if the model made it.

Ray Beadle started us off flying an I/C Cougar with 2.04 min from a 15 sec motor run, he was followed by Keith Watts with his Electric Wot 4 with a time of 2.57min from 25secs Peter Turley came next with his electric Uno Wot and did 1.44min from 25sec

Mick Blundell had to fly Keith's Wot4 and made a time of 2.26min from 25sec, he was followed by Colin Stevens with his I/C Cub and a time of 2.02min from 25sec. then Dec Cousins flew Peters Uno Wot to a time of 2.35min from 25sec.

Toni Reynaud was flying an electric Depron model of his own design and did 2.01min from 25sec, Tony Chant came next with his I/C Limbo Dancer and got 2.29min from a 15sec motor run, John Bransgrove came next with an electric Limbo Dancer and made 2.22min from 15secs while John Riall flying his I/C Wot4 managed 2.23min from 25sec.

Nick Gates flew a small Cub and made 1.50min and the box from 25sec, Ken Knox came next with his twin electric Islander but was disqualified when he had to run his motor to help his landing.

Finally Trevor Humphrey came to fly with his electric Multiplex Easy-star, this had no wheels so he had to make it take off from the runway, there were bets that it would not make it, so he was given the chance of a 25 sec climb. It did it with no bother! and he made a time of 4.27 min.

In round two Ray could not start the motor so pulled out, Keith found the Wot4 had problems and changed to his electric Riot which gave him 2.12 min from 25sec then Peter got 1.36min.

Mick put a new battery in his Tx and flew his I/c Limbo Dancer with a time of 2.40min from 25sec, then Colin managed a time of 2.07min and Declan followed with a better time of 2.44min

Tony Chant made a time of 3.11min this time but John only made 1.20 min but also made the box, John Riall got a time of 3.01min.then Nick got 1.38 min
Trevor had his climb cut to 15sec. but still made a time of 2.05min

So after the times were added up including the 10%.

The results were

- First Trevor Humphrey 6.32 min
- Second Keith Watts 5.50 min
- Third Tony Chant 5.40 min

Thanks to all who came
I hope all enjoyed the day and will come again
Cheers Ray

TeX & ReX by Ecurb

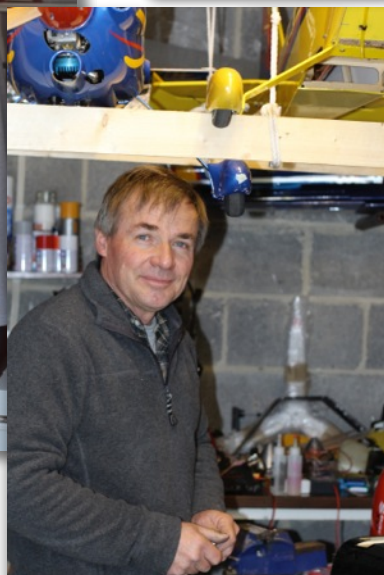


I/C Climb and Glide 2014

Name	Round 1	Round 2	No 'A' or 'B' +10%	Box Landing	TOTAL	Position
Trevor Humphrey	4.27	2.05	—	—	6.32	1st
Keith Watts	2.57	2.12	0.50	—	5.60	2nd
Tony Chant	2.29	3.11	—	—	5.40	3rd
John Riall	2.23	3.01	—	—	5.24	4th
Declan Cousins	2.35	2.44	—	—	5.19	5th
Mike Blundell	2.26	2.40	—	—	5.06	6th
Colin Stevens	2.02	2.07	—	—	4.09	7th
Nick Gates	1.50	1.38	—	0.15	3.43	8th
John Bransgrove	2.22	1.20	—	—	3.42	9th
Peter Turley	1.44	1.36	—	—	3.20	10th
Ray Beadle	2.04	—	—	—	2.04	11th
Toni Reynaud	2.01	—	—	—	2.01	12th
Ken Knox	DQ used motors	—	—	—	—	13th



Duke Benson and Derek Honeysett at work in their garages, Duke on his latest best bargain yet and Derek on a top secret retro restoration project



Thorney Closed Dates

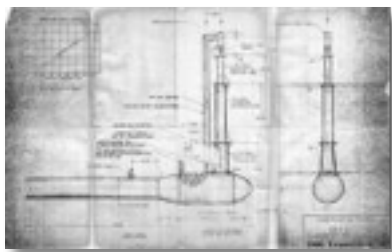
Thorney will be closed for flying on the following dates:

28 & 29th June: Festival of Speed
 6 & 7th September: Charity Fly-in
 13 & 14th September: Revival

A cautionary tale! *(Or just a bit of fun from a bygone era – when the concept of H&S / risk assessment and accountability weren't really thought about – certainly on a mundane level, no offence meant to our current denizens of "correctness"....)*

From Anonymous....

This story is around 56 years old and started when I was just a kid at a brand new school in Coventry. They had the most amazing workshops, for me it was the best place in the world, I just loved those workshops.



So what to make? Well at the time there was a company called APS, Aero modeller Plans Service, they had lots of planes and engines, I wanted a jet, a pulse jet, so I ordered the plans. After all Sir Frank Whittle lived just up the road from me in Lutterworth.

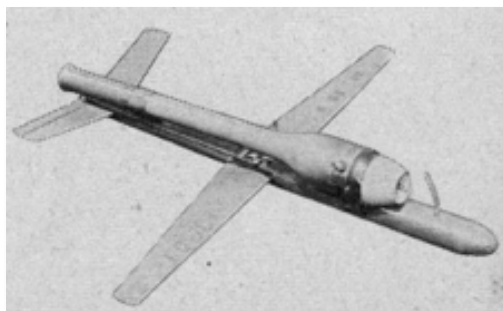
The trick was to build this engine without permission and without the teachers knowing what I was up too. How I did that is another story....

So having built the engine I tested it in the fields near my house in Coventry. To get these engines going you need compressed air, so I modified a fire extinguisher with a car type valve and filled it up at the local garage, I had no idea of the pressure I just kept pumping till no more air would go in. Next you need a heat source for this I acquired a blow lamp, the electric was no problem I just used a few parts from an old car.



Now I need a plane. I was into control line, but all my planes were made of wood and this engine got very very hot. Well I was fifteen and this was not going to beat me. I cut the sheet metal from some gallon cans and soldered together a plane from the bits. My memory tells me it was about 3 foot span. The plane had no wheels so I made a ramp for the take off with some elastic to fire it into the air. For this task I used an axe to cut the cord. Next problem was the lines I had a set of 30 foot wire lines but felt I needed something a bit longer so I joined the wire lines and made another line from fishing line. When you are fifteen you don't have money, you have to use what you have.

So the big day arrived all my mates were there to help, one guy on the fire extinguisher another with the blow lamp and the take off guy with the axe. I was at the end of the 60 foot line; let's face it all that fire and petrol is dangerous. The engine started and I yelled go. The axe guy hit the line with the axe and the plane was airborne.



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It seemed like all was well, I had a sort of control and lots of pull on the lines, but on the second circuit the plane broke free of the lines, as the plane disappeared into the distance headed for Coventry city centre the noise got louder, then bang, not that loud but the fire ball was massive. I never did find the plane or the engine and I thought that was the end of my story.

But that night on the front page of the Coventry Evening Telegraph there was a story about the fireball over Coventry, there were lots of silly ideas as to what had caused it. I could have told them it was just a pulse jet!!!

Coventry Evening Telegraph



Early Flying Wings. (*An inspiration for Aero modellers*)



Here is an introduction to the designs of **Boris Ivanovich Cheranovsky** (1896-1960), a flying wing pioneer. His early 'parabolas' were world's first full-size flying (and flyable!) wings.

His first design was shown at the Central Institute of Aero- and Hydrodynamics (TsAGI) as early as in 1921 - and met a cold response, to say the least. Most of the experts were sure that Cheranovsky's 'parabola' is just another crazy idea. But wind tunnel test of several models proved that 'flying wing' should fly



In 1924, Cheranovsky built two gliders, designated BICh-1 and -2. The first was little more than a full-scale model but the second performed 27 successful flights on the Koktebel Glider Contest the same year. Pilot was almost hidden inside of the thick 'inhabited' wing. Whole trailing edge was formed by ailerons and elevators. The rudder was rather traditional than a necessity, because ailerons alone provided sufficient direction control.

The next step was the engine installation in the glider. The only available Blackburn Tomtit 18hp motor was fitted on the newly built BICh-3.

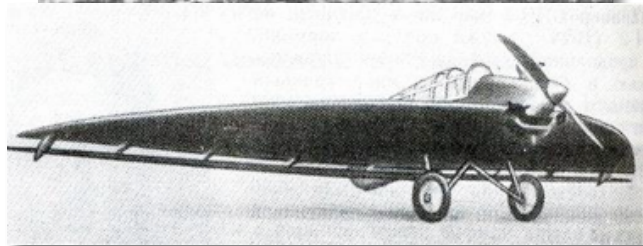


This unusual experimental plane made its maiden flight in February 1926 with the well known Soviet test pilot B.N. Kudrin at the controls. Despite its unorthodox layout the plane handled very well in the air and performed several successful flights. The BICh-3 has a distinction of being the first flyable powered flying wing in history.



Several Cheranovsky designs didn't go beyond test model stage, among them BICh-5, a concept of a large twin-engine military plane. But in 1929, the BICh-7 was built (above), a development of the BICh-3 design powered by a 100hp Bristol Lucifer engine. It turned out as a bitter disappointment, unable to take off the ground.

Boris Cheranovsky didn't give up and by 1932, modified it into the 7A, with thicker wing profile and enclosed cabin. Tested by N.P. Vlagin, the mixed-construction aircraft showed remarkable dependability. It was slow, top speed not exceeding 165 km/h, but very manoeuvrable.



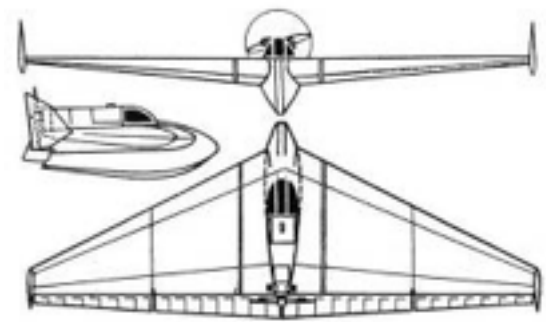
In the meanwhile, the BICh-8 'Triangle' glider was tested. In the picture above, we see the designer together with Sergey Pavlovich Korolev, future chief of the Soviet space program.

The next noteworthy design was the BICh-11, a glider later fitted with a 27hp ABC Scorpion engine. There were plans to fit it with an OR-2 experimental rocket engine but after the premature death of F.A. Zander, the rocket propulsion pioneer,

these plans were scrapped.



In 1934, the BICh-14 was built, a light twin-engine transport designed to carry four passengers. It was tested until 1937 and was deemed a failure - too slow (top speed 190 km/h) and not too dependable. But the looks...



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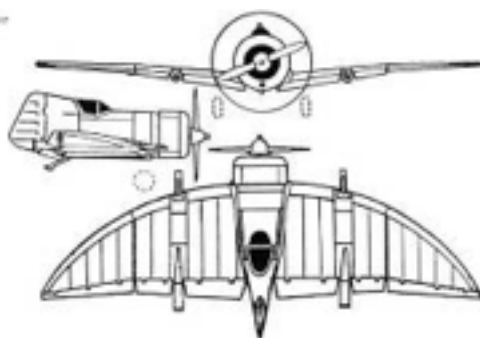
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The BICh-17, also built in 1934, was an experimental single-engine fighter, one of numerous designs specially developed to carry Kurchevsky recoilless guns (the guns are another story, and I know a couple of people here who are able to tell it much better than yours truly).

To be continued



Sources: airwar.ru, pandia.ru, 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

EVENTS CALENDAR 2014

Date	Event	Location
March 23rd	Southern Area Auction	Romsey
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	
April 10th	John Farley talk
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 April 12	11.30	Bomb Drop	Thorney Island
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

1st April, 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

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