

# Clear Dope

December 2022



## Chichester and District Model Aero Club: Committee 2022

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Competitions' Secretary: Ray Shivjee: [compsec@cadmac.co.uk](mailto:compsec@cadmac.co.uk)



AGM and Subs night Fishbourne 8th December (see Jeff's note regarding fees etc) also light refreshments will be provided.

Please send more articles for CD



## Remembrance Day Gliding Competition

In stark contrast to the day before, Sunday began with a horrible grey overcast and what looked like a very low cloud base. Nonetheless, on arrival at Thorney, I was pleased to see lots of cars already parked up, eagerly anticipating some glider action.

Members continued to arrive, and by the time everything was set up, weather conditions had improved dramatically and the sun was shining.

The competition followed the usual format, with pilots electing to fly in the bungee class, electric class, or both. The aim was for everyone to fly three rounds and combine the highest two scores achieved, which I think most people managed.

A great afternoon of flying ensued, although members who know their stuff, tell me there wasn't much in the way of lift, and this most definitely explains my mediocre performance in the electric class!

Nick turned up a little later in the afternoon with his Nymph thermal machine and nearly, but not quite, stole the trophy!

Electric;    1) Adrian (13.33)  
              2) George (12.27)  
              3) Ken Smith (8.02)

Bungee;    1) Declan (12.04)  
              2) Nick (10.52)  
              3) Adrian (10.16)

Huge thanks to Derek for doing the lion's share of the organisation and to his wife, Alison, for baking us a wonderful cake.

Most importantly of all, we managed to raise **£185** on the day for The Royal British Legion.

Thanks to all for your generosity.

Ray.





## EDF Fly-in

**S**aturday 12<sup>th</sup> November was a lovely and bright day for our penultimate event of the season.

The only downside being a moderate easterly breeze which necessitated setting up on the westerly side of the strip and operating across the runway, not ideal for models that tend to have a long take-off and landing roll.

Turnout was pretty good, I think I counted at least ten EDF models, with a mix of scale and sport jets.

Jordan was campaigning his big Rafale and FMS Yak and did a great job of taking-off and landing the big yellow bird on a relatively short piece of concrete without mishap.

Derek flew his beautifully weathered Freewing L39 with the usual aplomb, and Toni brought along a Nijhuis A10 and Nijhuis inspired Lightning, both of which flew well.

I successfully maiden my new Freewing Yak 130 with the recycled Viper power system and enjoyed six flights on it, eventually working out a decent landing technique!

Highlight for me was seeing Jeff and John fly their Avanti sport jets, in loose formation, which they then repeated with their Hobbyking Vampires to great effect.

All in all it was a great day, so thanks to everyone who attended.

I hope you all enjoyed it as much as I did!

**Ray**

## **Royal British Legion donation from CADMAC**

Further to Ray's article above I am pleased to report that the club has donated the princely sum of £285 to the RBL. This comprised £185 raised at the gliding competition plus, as in previous years, £100 from the CADMAC Fund. Needless to say the charity was very appreciative, as can be seen on the receipt below:

### **Thank you for your support**

Thank you for your kind donation of £285.00 to the Royal British Legion's Poppy Appeal.

Your support has been vital at this time and will help us provide support services to the thousands of veterans and their families facing hardship and difficulties as a result of the cost of living crisis or their Service to this country. By supporting the Poppy Appeal, you ensure that those who have served are looked after no matter what challenges they face.

### **Why did you donate today?**

Please, answer as best you can. The more we know about why you've chosen to support us, the easier it is for us keep up our vital work in the Armed Forces community.

Please select an option ▼

Submit

Here's a short (1 minute) video message from the RBL to you:



### **About your donation**

Amount	£285.00
Donation type	Single
Reference	VY0736201

### **Security & Privacy is important to us**

We use secure transmission and will never share your information with a 3rd party.

### **Tell your friends about your donation**







### Why is it called Portshole?

**In** case you were wondering here is a section of a map of the Selsey peninsular published in 1795. You can see there was a water channel linking our flying patch (just east of Ham on the map) directly into Pagham Harbour and hence to the sea. There was a wooden jetty at Portshole used for loading and unloading small barges. In those days transport by road was so difficult that water was used for anything heavy or bulky.

**Also** note how few houses there were in the area in those days – especially in Pagham and Selsey in this section of the map.

**Ken Smith**

**Editor's Note:** I have just finished reading a very good book called "Tidelands" by Philippa Gregory Her latest novel sees England in the grip of a civil war between a renegade king and rebellious Parliament. The struggle has reached every corner of the kingdom, even to the Tidelands – the remote marshy landscape of the south coast – where her new book takes its title.

Set in Selsey and Pagham, as a map for the frontispiece shows, the story makes use of place names such as Selsey Common Field and Sidlesham Manor.

Its central character, Alinor, arouses suspicions of being a witch at a dangerous time for a woman to be different.

## **Subs for 2023, by Jeff Cosford**

Club subs are unchanged, *but BMFA fees have increased by £2*, and the CAA Registration is up by £1.

*Senior member - £46*

*Juniors (under 18) – nil*

*BMFA membership Senior - £42,*

*BMFA membership Junior - £20*

*CAA registration fee - £10*

So, a Senior Member will pay £88, Senior Member (CAA), £98, Senior Member (Country) £46. Junior Member: Nil, or £20 if the club buys your BMFA membership.

The email asking for payment will come out automatically around 3<sup>rd</sup> December, so if you have not yet received that, await its arrival.

### **Updating your Membermojo database details.**

If you change your email address, car, postal address or phone number etc, here is where you can update your club database record: <https://membermojo.co.uk/cadmac> or let me know and I will do it for you.

### **CAA Registration - Updating Membermojo.**

If you fly, it is your responsibility to ensure you pay the £10 for CAA Registration, to comply with the law. This can be done via CAA, BMFA or the Club.

You are also required to enter your Operator ID onto the database. Many of you have not done so, or are showing the old number starting OP-KX\*\*\*\*3.

To find out your number, go to <https://register-drones.caa.co.uk/my-registration> Or contact the CAA office: Email [drone.registration@caa.co.uk](mailto:drone.registration@caa.co.uk), or telephone 0330 022 9930.

If you are having with difficulty CAA Registration, let me know and I can help sort it out, at: [members@cadmac.co.uk](mailto:members@cadmac.co.uk)

Pilots who registered with the CAA (rather than BMFA when the **DMARES** (*Drone and model aircraft registration and education service*) went live in November 2019 will need to complete the Flyer ID process again by November 2023. The original CAA Flyer ID had a 3 year expiry date whereas pilots who registered from December 2020 onwards will have a Flyer ID in the 'new format' that is valid for 5 years.

## Caring for Li-Po batteries in the winter

By Lee Seaman

Electric Flyers if you don't know already wet and windy UK weather has come back around. A far cry from the 40 degrees we had at the height of the summer.

Not unsurprisingly this does have an effect on our Lipo batteries.

Here's a few tips which I'm sure a good number of our members know very well.

- During winter our Lipo batteries will often not fly for as long as they did in summer. Even with good battery housekeeping and storage of between 3.7 and 3.8 volts each cell recommended when not in use it is not unusual to have your charger tell you the pack is fully charged at 4.19 even 4.18 volts per cell during winter months and more common with packs say 12 months or more old.
- They will draw more amps from the packs right now and consequently may feel warmer to the touch when exhausted (hopefully down to no less than 20-30%). Warm is fine, hot is not as it is likely to reduce its usable cycles which for many makes could be between 300-500 cycles (when matched to the recommended, prop and model weight).
- I find using the website <https://www.ecalc.ch/> a useful guide for matching correctly the above in the hope I'm able to get the best from my batteries.
- I find three essential (inexpensive) tools prolong my batteries life and give me peace of mind knowing I have avoided misuse or mishaps which are very well documented on social media like YouTube for example.
- (1) A **Watt Meter**. Expect to pay from UK model shops £20. When setting up my model connected between battery and ESC this tool will indicate amp draw and Watts which hopefully shows my Battery C rating is fit for purpose and my motor size is correct along with my prop size and pitch. If I am pushing say my Wots Wot hard (prop size 12x6/motor Overlander T3536/06 1300kv 442w) on a 2200mah though a 20-30 C rating is adequate for general flying my 50 C rated batteries cope very well and more often following spirited flights land barely warm. My Turnigy 'brick' 3000mah when used in the 1.5m Trainstar or Limbo dancer have always been cool following

flights. The Night Visionaire however with its larger wing area and despite a similar size motor to my other models does draw a good deal more power throughout most flights and the battery is always warm following this models flights.

- (2) **Small Voltage Checker**. Adding the small checker to the balance lead is always a good audible guide when connected during flights if you are pushing too hard or your estimated minutes of flight duration were too high (I set mine with its very small button when connected to, which I set to 3.7 volts) you will hear the alarm when overhead and if it is on continuously even when reducing throttle an early landing is a good idea saving both model and the battery.





- (3) Most all of us Electric flyers have a **Cell Checker** which pre-flight tells us we have picked up the correct fully charged battery amongst a number of other useful functions. Some of these checkers often called a 5-1 checker these versions have an IR internal resistance function pressing the middle 'cell' button for a secondary menu to the IR function then 'mode' to IR and pressing this over two cycles to get the correct reading.
- Knowing a batteries health in particular the IR tells us so much about whether to recharge or even retire maybe. It goes without saying if one of those cells is showing for example in a 3S 7,4, 20+ this almost certainly may be the warning something is now amiss and you should consider retiring. It does not always follow that a misshaped pack is going to be unusable though it is quite often the case and both the batteries IR and matched cell voltage holding is worth closer monitoring and will tell you what you need to know. A puffy pack has probably been overly stressed once too often and taking your eyes away when recharging (if you dare) is inviting the obvious. It is only obvious when you know. The great thing about our club there is no shortage of members who are very willing to share and advise. Please do ask we have a tremendous collection of knowledge at very many levels for which I for one am very grateful for.
- In addition to what I considered essential items I looked for my lost model 'VIFLY' buzzer but I just cannot find it!



To the left is the watt meter and below is the alarm which is fitted to the model and gives a very high pitched alarm when the cell voltage drops to a preset level and is audible for some distance





## In The Sh\*t again

David Hayward has recently received the archives of Clear Dope from 2003 onwards from Bruce Smith who was the then editor, David has now made them available to all on our website.

The first one I looked at was from June 2003 and lo and behold I am on the Front cover. I had written a article about losing a glider in poo farm entitled **Smelling of Roses** seems like a good yarn worth repeating, so here it is below.

I had written to Scorpio the manufacture of my glider I have copied my email and their reply, good customer service I thought.

-----Messaggio originale----- Da: Kenneth Knox  
[mailto:kenneth.knox@btopenworld.com] Inviato: venerdì 16 maggio 2003 22.09

A: info@scorpio.it Oggetto: Sport Palio



Hi,  
I have a "Sport Palio Electric" which flies extremely well and I have had many enjoyable flights with it until last weekend when during a competition I lost radio control of it due to an open circuit cell in the battery, the plane then flew itself and landed in the middle of the nearby sewerage farm, the only damage to plane was the tail and the spar, the tail I have repaired and the metal wing joiner/spar can be obtained locally.

However the canopy came off and went into the muck ( See attached photographs) and I could not bear to put my hands in the very smelly liquid to try to locate the missing canopy.

I have tried to buy a new canopy from "Ripmax" the UK importer but they do not carry spares for the aircraft.

Is it possible to buy a canopy from you and if so I would like to buy one.  
I apologies for not writing to you in Italian but I do not know anybody who speaks your language.

Hope you smile at the strange location of a beautiful plane.

Kind Regards Ken Knox

From: [Marketing](#)  
Date: 19 May 2003 14:16:38.

To: ['Kenneth Knox'](#) Subject: R: Sport Palio

Dear Mr. Knox,  
As a very old modeller, I cannot afford not to be solid with a modeller when he is in the deep sh... !!!  
How happens in these cases I have laughed like a crazy and also the other modellers colleagues here at Scorpio.  
Tomorrow we'll send to your address a spare canopy free of charge. On the next time be more careful or... send us, please, another picture of yours!  
Apart from these easy jokes, my best regards and best wishes

Leo Pergher Scorpio sr.l

## **CADMAC AGM 2022 - Thursday 8th December at 8pm**

Our Annual General Meeting (AGM) is now on the horizon, and here are the details as they stand.

The meeting will be held in the Main Hall in the Fishbourne Centre, starting at 8pm on Thursday 8th December.

As for our club meetings we will congregate in the adjacent "Small Hall" from 7.30pm where, in addition to the bar, which will be open, there will be festive nibbles and refreshments available!

Once we move into the Main Hall, the AGM will commence ASAP.

Committee members will be reporting on their activity throughout 2022, and we will elect members for next year.

Please note that any club member can put themselves forward to stand for any of the committee positions however, at the time of writing we are only actively seeking a volunteer to stand as next year's **Social Representative**. As the title implies, the person in this key role is responsible for organising and overseeing the club's social activities. The job may sound daunting, but the Social Rep receives help and the full support of the other committee members when producing and organising a social calendar. So, if you would like to put your name forward, or know more, please contact me by email: - thank you!

Furthermore, do drop me a line if you have any points or topics for discussion under "Any Other Business".

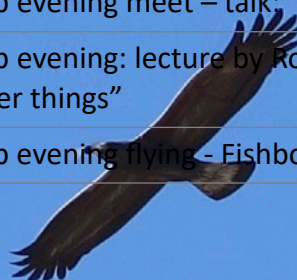
Please note that the evening will also be the **club's annual "subs" night** for those members who would like to pay for next year's membership by cash or cheque. Jeff Cosford will be on hand before and after the AGM proceedings to collect funds.

Whilst AGMs are not the most entertaining events, they are vital to the democratic running of a club. They provide you with an update on how the club is being run and the chance to have your say, as well as meet and exchange views with other members in a social setting (not forgetting the free nibbles on offer!).

So, please do attend if at all possible - we count on your support!



Date:	Event:
Thursday 8 <sup>th</sup> December	Club AGM & subs – Fishbourne Centre.
Thursday 12 <sup>th</sup> January (2023)	Club evening: lecture by Alan Key - “Flying for fun”.
Thursday 9 <sup>th</sup> February	Club evening meet – talk: “Flying the Airbus A318”.
Thursday 9 <sup>th</sup> March	Club evening: lecture by Rod Dean - “Flying the Hunter and other things”
Thursday 13 <sup>th</sup> April	Club evening flying - Fishbourne Centre playing fields.



**Please Try to leave Porthole as tidy as possible, making sure no fuel is left on site & lock the gate.**

**30 metres from “uninvolved” persons”**

**15 metres when taking off & landing, subject to mitigations**

**From 1 Jan 21 BMFA Article 16 is law: know the separation minima!**

**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**

**The Commander at Baker Barracks Thorney and the MOD have decreed that there shall be NO drone flying whatsoever**

**Flying alone on Thorney is now not allowed on the grounds of safety**

**When driving around Thorney be aware of young children on bikes and 20mph speed limit**

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/>