

# Clear Dope

March 2024



**Chichester and District Model Aero Club: Committee 2024**

**Chairman:** Derek Honeysett: [chairman@cadmac.co.uk](mailto:chairman@cadmac.co.uk)

**Hon Secretary & Treasurer:** Tim Kerss: [secretary@cadmac.co.uk](mailto:secretary@cadmac.co.uk)

**Thorney Rep. and Safety Officer:** Derek Honeysett: [thorneyrep@cadmac.co.uk](mailto:thorneyrep@cadmac.co.uk)

**Deputy Thorney Rep:** Fraser Dibden: [thorneyrep-2@cadmac.co.uk](mailto:thorneyrep-2@cadmac.co.uk)

**Portshole Farm Rep. and Safety Officer:** Ken Smith: [portholerep@cadmac.co.uk](mailto:portholerep@cadmac.co.uk)

**Deputy Portshole Rep:** George Gilchrist: [portholerep2@cadmac.co.uk](mailto:portholerep2@cadmac.co.uk)

**Slope Rep and Safety officer Trundle Hill:** Steve Newman: [sloperrep@cadmac.co.uk](mailto:sloperrep@cadmac.co.uk)

**Webmaster:** David Hayward: [webmaster@cadmac.co.uk](mailto:webmaster@cadmac.co.uk)

**Junior & Welfare Rep:** Ray Shivjee: [juniorrep@cadmac.co.uk](mailto:juniorrep@cadmac.co.uk)

**BMFA Rep & CD editor:** Ken Knox: [editor@cadmac.co.uk](mailto:editor@cadmac.co.uk)

**Membership Secretary,** Jeff Cosford: [members@cadmac.co.uk](mailto:members@cadmac.co.uk)

**Competitions' Secretary:** Robin Colbourne: [compsec@cadmac.co.uk](mailto:compsec@cadmac.co.uk)

**Social Rep:** Ian Carby: [socialrep@cadmac.co.uk](mailto:socialrep@cadmac.co.uk)



CADMAC auction to be held on 14th March at the Fishbourne  
centre registration at 19:30 auction starts at 20:15



# CADMAC AUCTION

WHEN

**14 MARCH 2024**

**REGISTRATION AND VIEW 7.30 PM**

**IN THE BAR**

**AUCTION 8.15 PM IN THE HALL**

WHERE

**FISHBOURNE COMMUNITY**

**CENTRE, PO18 8BE**

Do you have a model that hasn't been flown  
for years?

Need more space in your loft?

Or do you just want to pass on any modelling  
ephemera to generate some funds for the next  
project.

So now is your chance and bring it along to  
the Club Spring Auction in March.



Club member James Fitch writes:

Earlier this year (2023!) I was contacted by Vario as they had been approached by a TV production company looking for a scale Chinook to use for film work. The TV guys originally thought the Vario products were 'off the shelf' flyable and so when advised of the more techy requirement asked Vario if they knew of anyone in the UK who had a flying one in plain green.

Kirsten from Vario spoke to one of the UK Vario pilots, Lee Cheeseman who passed on my email address. I got in contact with them and after months of calls changing of dates and zoom meetings we finally drove up to the film studios in Wales in early December to get my Chinook airborne and film it.

Having worked on Star Wars and a film earlier this year it made sense for me to co-ordinate between the film crew and the drone film pilots ,handing over the flying to my long term friend and owner of model shop Motors and Rotors, Dave Wilshire. Dave also being a commercial UAV test pilot made doing the risk assessment paperwork much simpler - Those who've met Dave will also know he is unflappable! The ideal person when pushing the boundaries a little to get 'the shot', allowing me to manage expectations of the film crew and confer with Dave to get the Chinook in the right place at the right time.

Dave flew the model very well in difficult conditions, December in Wales was always going to be tough! A great example of this was a nose in hover, with the sun directly behind the model, between two stage buildings, at dusk, with gusty wind and 20 film crew all watching... non stop... for over 4mins. Quite exceptional. Keeping in mind that Dave hadn't flown the model before :-)





The Chinook went through around 25 flights during the day, around 2.5 hours of flight time! Battery packs had to be kept next to my diesel heater inside my van to keep the temperature up else we lost around 30% off the flight time due to it being so cold.

Flights were filmed in the area of the studios referred to as the 'backlot'- this is typically where outdoors sets would be built and is often just rough open ground, which is what the film crew wanted as a backdrop.

Filming was done by a crew on the ground, in addition to a drone camera crew, and so lots of angles and fly-bys and different approaches were undertaken, with the addition of smoke and timings past falling parachutes too. Quite the coordination nightmare 😓

I was just pleased the model survived, and then at the end of the day it was moved inside to the green screen studio where it was 360Deg

photographed and measured by the special fx guys for them to work their magic ready for broadcast.



You'll be able to see it all put together in the channel4 series called Generation Z and the model is show across quite a few of the episodes.

As the film companies are fussy about taking and sharing photos before any release I can't show too much but managed to get a couple of photos. The green camo really working when filmed by the drone above it 😊

## **Dual rates and flight modes. by Jeff**

"This was prompted by YouTube videos I saw recently, one by Martin Pickering, the other Juan Sanchez. They are display and aerobatic competition pilots who fly models with huge movements which have to fly not only slow 3d but also very fast, smooth manoeuvres. Also, flat spins which need max throws.

**Surely** they use flight modes or at least dual rates for best control in these very different conditions?

**No.** They agree that a single compromise setting, using lots of expo, is the way to go. The reason?

**First**, the plane always feels and responds the same.

**Second**, they don't have time in the pressure of a display or competition flight to think about switch positions.

Martin went on to say that at shows, when asked to fly other pilots' models, they often brief him on the switches controlling the rates and flight modes. Time permitting, he will clone the model in the transmitter, take out the rates and surplus switches and set up the model more simply. The owner often prefers, and goes on to keep, Martin's settings, once his reasoning is explained. If these pilots don't require dual rates and flight modes, then surely we don't either, because our sport, scale or trainer models have smaller movements and less extreme variations in the way we fly.

Yet I often see them even on trainer models.

It is tempting to think that because the switches are supplied, we must use them. The risk is taking off with the switches in the wrong place, which is one reason I gave up dual rates. I use dual rates or even triple rates for the maiden flight, then delete them once I know the optimum throws. "

Regards

Jeff



# Air ACES Chichester Presentation

## - 25th March 2024

### ‘To (Gulf) War, as a pilot in the F-16’

*Presented by Sqn Ldr Ed Smith,  
DFC, RAF (Retd)*

Whilst on duty with the United States Air Force as part of the Officer Exchange Programme, Squadron Leader Ed Smith was deployed to the Gulf and participated in Operation Desert Storm in 1991.

He flew 26 combat missions and 125 flying hours as a flight leader and air controller in daylight missions, attacking military installations and equipment, infrastructure and the Republican Guard deployed in Kuwait, opposed by surface to air missiles and anti-aircraft artillery.



In his presentation, Ed will explain the background to the exchange assignment, talk about his training and preparation for war, and honour the people he worked with.

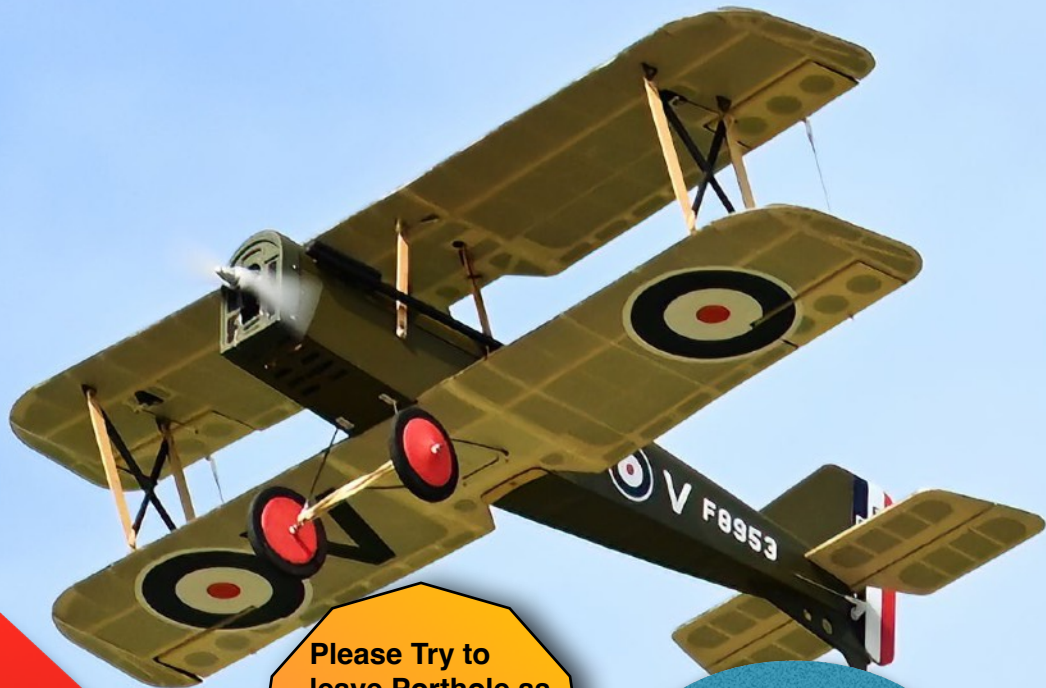
He will describe, as only a participant can, what it's like to go to war and the joy and relief of bringing people home.

It promises to be a fascinating evening.

**AirACES** is an aviation talk society, providing its members with regular talks, given by experts in many different fields related to the world of aviation.

**NEW VENUE – Boxgrove Village Hall**, The Street, Boxgrove, PO18 0EE  
6.45 pm for 7.30 start. Members £5, Non-members £10 and under 16s FREE.  
Doors open at 6.45 no pre-booking, no reserved seating

For further information about AirACES, please see [www.airaces.org.uk](http://www.airaces.org.uk),



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

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

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

**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 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/>