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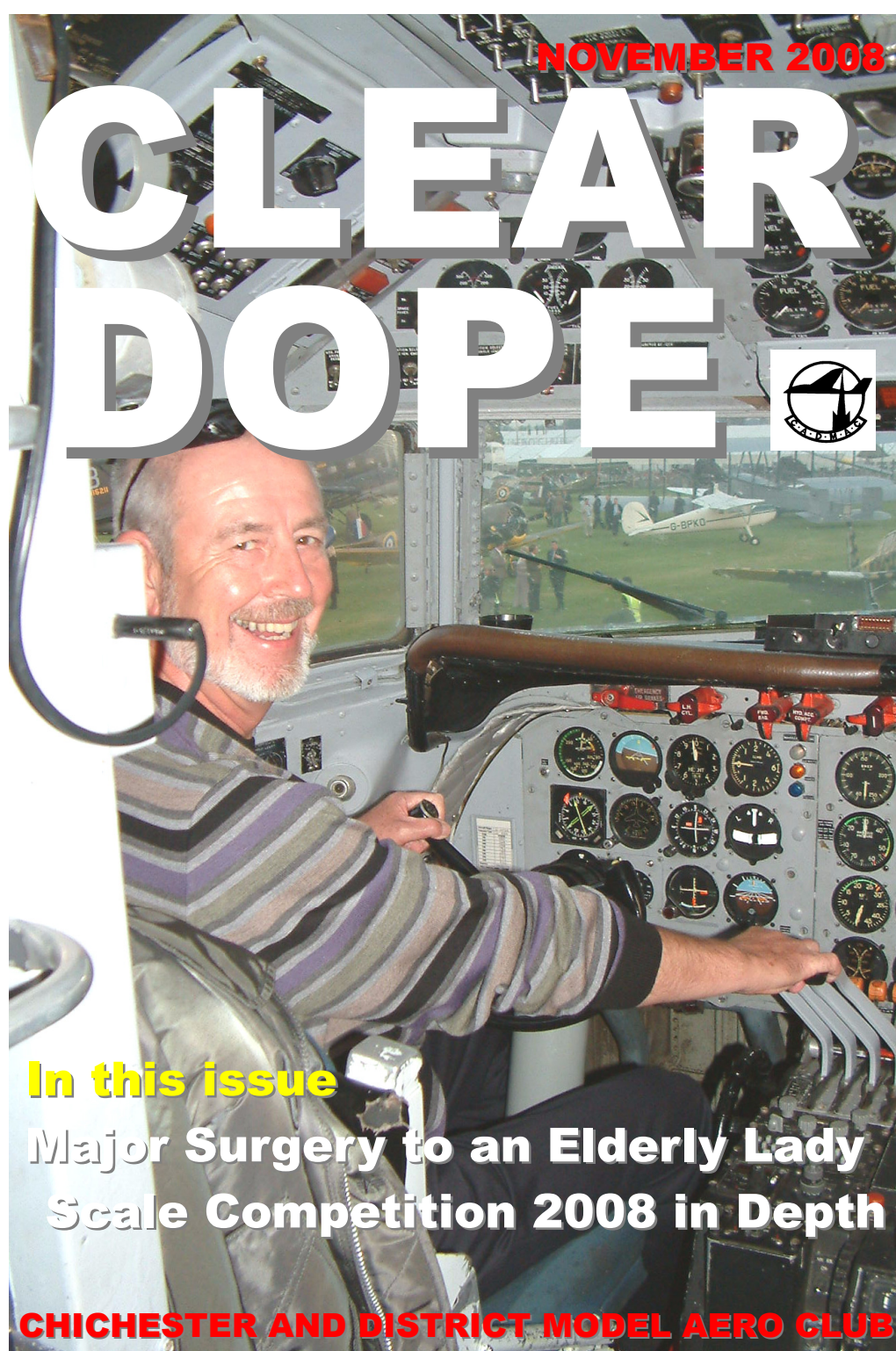
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The articles and views expressed by our members, are not necessarily the views of the editor or committee and therefore we reserve the right to modify and or refuse an article if it is considered in the best interest of the club.



CLEAR DOPE

NOVEMBER 2008



In this issue

Major Surgery to an Elderly Lady

Scale Competition 2008 in Depth

CHICHESTER AND DISTRICT MODEL AERO CLUB

Chichester and District Model Aero Club

Life President: Admiral Sir John 'Sandy' Woodward GBE KCB

Committee 2008

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CADMAC Website - cadmac.co.uk

BMFA Southern Area Website

sabmfa.org.uk

<http://www.southernareabmfa.hampshire.org.uk>

Cover Photo: "This is your Captain speaking..." Yours truly on the flight deck of the DC6 - a prize exhibit at the recent 'Freddie March Spirit of Aviation' concourse which launched this year's Revival Meeting at Goodwood. Photo: Chris Smith

THANK YOU

Mick Blundell would like to thank everyone who sponsored him for the London to Brighton British Heart Foundation Cycle Ride - he raised £265!"

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How the Scale Scoring works

Manoeuvre	Take off	Straight Flight	Figure Eight
K Factor	9	3	9
J1	8	9	5
J2	8	8	5
Tot	72	26	45

Alongside is shown a small part of the overall marking sheet.

The top row gives the names of the various manoeuvres.

The Second row indicates the K Factor for each of the manoeuvres. N.B. The Compulsory manoeuvres vary in their K Factors but all 'Choice' manoeuvres have a K of 6.

The third and fourth rows show the scores out of 10 allocated by Judge 1 and Judge 2.

Row five is the overall score for that particular manoeuvre. It is calculated by averaging the result of the two judges and then multiplying it by the K Factor. i.e. $((J1+J2) / 2) \times K$

E.g. For Straight Flight we get

$$9 + 8 = 17 \quad 17 / 2 = 8.5 \quad 8.5 \times 3 = 25.5$$

Which gets rounded up to 26 for the sake of the chart.

All a pilot's totals are then added up at the end of the line to give his final score for that round of the competition.

Events/Competition Calendar 2008

Seaford College Indoor All Saturdays from 1.00 pm to 5.00 pm

1st hour free flight only. November 22nd December 13th

Proposed Club-night Events in 2008 / 2009

13th November Annual General Meeting/Jerry Devenish Trophy Judging
 11th December Fees Night - BRING A PEN AND YOUR CHEQUE BOOK!
 08th January Talk by BMFA's Manny Williams

Free Flight Events Full details - www.freeflight.org www.sam1066.org

30 November Croydon MAC - Coupe & Power Comp Middle Wallop

Editorial

I suppose this is what you'd call a slow news month. Just the last comp of the season to report on, plus an excellent article from Keith Stanley to fill the hallowed pages.

So with little else to write about I thought I'd fill CD with ME!

What a magnificent specimen, the young lad opposite. Three quarter length socks and a picture of sartorial elegance with his jumper tucked into his shorts. We knew how to dress in those days. And to crown it all the young 9 year old Bruce is sporting a Kiel Kraft 'Outlaw' - my very first free flight model which was powered (for a very short time) by an ED 2cc Competition Special. The engine was subsequently installed in my first control line trainer - the ubiquitous Kiel Kraft Phantom.



NOW IT'S YOUR TURN

Obviously your old photos won't be of anyone so good looking or so well dressed but they may well evoke some wonderful memories of past times amongst the 'old codgers' who constitute a good section of our membership. So have a good root through those old photos and sort out something for CD. Hand or post them to me and I'll return them as soon as they've been scanned into the old PC. They'll make great and interesting space fillers for me and they'll give the rest of the club something to laugh at!

FLYING AUDIO TAPES!

My sincere apologies for the description of last month's cover. It was, of course Ali's C17 Globemaster, and not, C60 as I incorrectly wrote. Slight senior moment there, sorry! Must have been thinking about the old audio cassette tapes.

Thanks to Trevor Bowry for pointing that out.

Bmce





Minutes of the Committee Meeting Tuesday 7th October 2008 From Toni Reynaud - Hon Sec.

Members present. Ray Beadle, Allen Miller, Bryan Stichbury, John Fowler (for Keith Wood), Toni Busuttill-Reynaud, Ken Knox, Morris Campbell, Tony Chant, Derek Honeysett.

Meeting started at 20.00. Chairman's request for the meeting to be held in a formal manner.

Apologies for absence. Ray Andrews, Steve Skinner, Bruce Smith,

Matters arising from previous minutes. Ken K requested clarification of the specs for the mower box for Thorney Island. Sorted. John Fowler stated that appears to have been no follow-up on the membership application of Jeffery Donin. Ray B said that he had come to Porthole and had been told that his membership would start in the new year. John Fowler passed money for the Quiz Night prizes to Toni B-R.

Correspondence. Tony C had an email from Colin Stevens. The contents were discussed. The membership Card for Ron Sheppard has been actioned. There was a letter from Ray Radnall thanking the Club for participation in the Pagham on Parade. Passed to Toni B-R for filing.

Treasurer and Membership Secretary's report. John F reported that current membership is 155. There is an application from one person, who has been requested to attend a Club evening. Requests for Club finance had been received and actioned. Details of stationery purchases were given. The finances of the Club Auction evening were presented and discussed. It was stated that dealing had been observed in the viewing room after items had been booked in but before the auction proper had begun. This is not to be allowed to happen in future.

Social Secretary's report. One auction could be replaced by a Bring and Buy sale next year. Discussion suggested £5 per table for attendees.

Monthly meetings are proceeding as shown on the year's programme in CD and on the Club Website. A buffet for members at the AGM in November has been organised. The income from Plane Game is reasonably constant at each meeting. Chris Foss has been asked to attend and give a talk – ongoing.

The updating of the handbook is ongoing. A PDF version is to be emailed to all committee members for review as soon as possible.

Thorney Island representative report. Derek H reported that There had been requests from some members about extending the hours of access to Thorney. They were informed that it is a committee matter. Tony C stated that there is a clause in our contract that states that our flying may not disturb church services. There was further discussion of the matter, with no conclusion.

Round 2

POSITION (Best Result)		1			5	3	7	6		
Grande Total		452		236	401	395	416	335	383	
Approach & Landing	12	7	5	72	8	8	96	5	5	
Overshoot	6			0	0	0	0	0	8	
Wingover	6			0	0	0	0	0	96	
St. Line below 6m	6			0	0	0	0	0	5	
Rectangular Circuit	6			0	0	0	0	0	5	
Triangular Circuit	6			0	0	0	0	0	60	
Chandelle	6			0	0	0	0	0	8	
Inverted Flight	6			0	0	0	0	0	96	
3 Turn Spin	6			0	0	0	0	0	8	
Roll	6	7	8	45	0	0	0	0	96	
Half Cuban Eight	6	5	7	36	0	0	0	0	8	
Split 'S'	6	4	6	30	0	0	0	0	96	
Inside Loop	6	7	7	42	0	0	0	0	8	
Immelman Turn	6			0	0	0	0	0	96	
Stall Turn	6			0	0	0	0	0	8	
Lazy Eight	6	6	6	36	0	0	0	0	96	
Touch and Go	6			0	0	0	0	0	8	
Cycle Landing Gear	6			0	0	0	0	0	96	
Descending Circle	9	7	5	54	0	0	0	0	8	
Figure Eight	9	5	5	45	0	0	0	0	96	
Straight Flight	3	8	8	24	45	6	5	7	6	
Take off	9	8	7	68	24	45	54	0	8	
Manoeuv्रे	K Factor	J1	J2	Tot	J1	J2	Tot	J1	J2	Tot
SCALE SYMPOSIUM	Aircraft	ME 109	Yak 18 PS	Space Walker	FW 190	Taube	Shoe String	Fokker D7		
	Pilot	Bruce Smith	Robert Horton	George Fridlington	Ken Knox	John Riail	Declan Cousins	Allen Millar		

NB All figures are displayed to 0 decimals, however, all calculations include decimal fractions. Realism in flight scores were not viable as data was not available for some models.

POSITION (Best Result)			4	2									
Grande Total			399	401	426	272	161	321	135				
Approach & Landing	12	4	3	42	8	8	96	6	6	72	6		
Overshoot	6			0	0	0	0	0	0	0	0		
Wingover	6			0	0	0	0	0	0	0	0		
St. Line below 6m	6			0	0	0	0	0	0	0	0		
Rectangular Circuit	6			0	0	0	0	0	0	0	0		
Triangular Circuit	6			0	0	0	0	0	0	0	0		
Chandelle	6			0	0	0	0	0	0	0	0		
Inverted Flight	6			0	0	0	0	0	0	0	0		
3 Turn Spin	6			0	0	0	0	0	0	0	0		
Roll	6	4	4	24	0	0	0	0	0	0	0		
Half Cuban Eight	6	6	6	36	0	0	0	0	0	0	0		
Split 'S'	6	3	4	21	0	0	0	0	0	0	0		
Inside Loop	6	7	6	39	8	8	48	6	6	36	0		
Immelman Turn	6			0	0	0	0	0	0	0	0		
Stall Turn	6			0	0	0	0	0	0	0	0		
Lazy Eight	6	6	6	36	0	0	0	0	0	0	0		
Touch and Go	6			0	0	0	0	0	0	0	0		
Cycle Landing Gear	6			0	0	0	0	0	0	0	0		
Descending Circle	9	6	7	59	8	6	63	0	0	0	0		
Figure Eight	9	5	5	45	8	8	72	0	0	0	0		
Straight Flight	3	9	8	26	8	8	26	0	0	0	0		
Take off	9	8	8	72	6	6	54	0	0	0	0		
Manoeuvre	K Factor	J1	J2	Tot	J1	J2	Tot	J1	J2	Tot	J1	J2	Tot
Aircraft		ME 109			Yak 18 PS			Space Walker			FW 190		
Pilot		Bruce Smith			Robert Horton			George Fridlington			Ken Knox		

Editor's progress on production of Clear Dope. Bruce S reported (by email) that there have been no problems with the production of October CD and he has material in hand for next month. Bryan, by now, should have received the CD of the October's Magazine for printing and distribution.

Morris C requested a comparison on the cost of producing CD this year (with the new printer) and last year (with the old inkjet). Keith W is to be asked to provide this information from the accounts on his return from holiday. There was further discussion (again) on the distribution method for CD – collection at Club evenings, posting, or possibly posting on the web on our site or the BMFASA website. No conclusions made. Bryan S was asked to investigate the cost of producing 150 copies of CD by an outside printer.

Publisher's progress on production of Clear Dope.

Bryan reported that there are occasional errors in the printing of CD due to differences in his and Bruce's PCs. There have been minor problems with obtaining toner cartridges, but these have been resolved.

Competitions schedule.

Ray B reported that the Comp this weekend is Flying Scale. All are welcome. All results have been collated, and winners identified. Certificates are to be generated for presentation at the AGM. There was discussion of the subject – Jerry Devenish judging to be carried out at the AGM.

Indoor Flying representative report

Allen M reported that the first meet of this year was 27th September at Seaford College. Finances for Indoor Flying are healthy. He took £81, now £67 in profit. He is trying to get slots for 2009.

Trundle hill representative report.

Nothing to report this month. Some activity has been noted.

Junior Members' representative report.

Nothing to report this month.

Web Site Update

Tony C will talk to Mike P about some new info to go onto the site. Ken K reported that Mark Record has been building a website – Tony C suggested that Mark display it to the committee at some stage.

Any other business

None

The meeting ended at 21.50.

Date of Next Meeting

The next meeting will be held on
Tuesday evening 4th November 2008

Jon

and literally trim it in flight.) Like John, Allen suffered an engine failure in the first round and like Ken there was a distinct improvement in the quality of his manoeuvres in the second. Yet again, I'm sure Allen's scale flying performance would improve at an exponential rate with just a little dedicated practice. That said, the D VII looked and sounded beautiful in the sky and Allen floated her round at a most pleasing scale speed.



Declan Cousins brought his 'Shoe String' once again which has proved to be a good steady aircraft even in quite windy conditions - only Rob's Yak had scored higher in the 'Straight and Level Flight' compulsory scoring an 8/9 against Declan's 8/8. (Sounds easy doesn't it but you want to try it for yourself - effectively 100m straight and level without putting in any NOTICEABLE correction!)

As with many other pilots, Declan's Second Round Score was better than his first. Dec's steady flying should have scored him far more points but he mistakenly chose (one in the first round/two in the second round) options from the Non-aerobatic manoeuvres list and so unfortunately they could not be scored.

All in all I thought it was a good turn out, aided, no doubt, by the weather and I thought the general quality of scale flying had greatly improved from last year.

Looking at the final results, and excluding Declan's score which would have been much higher, there are less than 70 points between the first six places. Now bearing in mind that the average K Factor is 7.5 - this means that there were in effect only about 9 marks difference between first and sixth place over the ten manoeuvres flown. Come on then chaps - a little scale practice flying now and then and we could really shake the tree!

Finally a very special thanks to Harry Walton and Ray Beadle for their excellent work in the judges chairs. They had a very difficult task to perform, made much harder when some of the entrants hadn't brought the required two judging forms and their schedule of manoeuvres.

Thanks to everyone for turning up and the spectators for their support. Lets hope¹⁵ we can get into double figures next year.

DMC



CS

John Riall came off the Judges Chair to participate in the competition for the first time this year and what a model he chose to compete with! The vintage 'Taube' would be most modeller's nightmare for a scale competition with struts, wires and wing warping but John had both the confidence and skill to tackle a routine from the non-aerobatic selection of manoeuvres. Maybe John's 'sick' engine, in the first round, did sound a bit like one of those new, 'infernal combustion machines,' but it didn't cough and splutter for all that long and John had only just started his choice of options when it pegged out. Re-tuned for the second round it never missed a beat and happily pulled the strange bird through an assortment of geometric manoeuvres



KK

where John literally had to perform an exercise in 'Mind over Matter' by flouting the naturally instinctive control inputs to keep her on an even keel. Well done, John. What a brave entry and what an exciting (nerve racking) performance.

If John's Taube was the most difficult scale model to fly in the comp then Allen Miller's Fokker D VII must have come a very close second. Allen has done a lovely job of building and finishing this model which drew a great deal of interest but in my experience model biplanes don't start to get comfortably stable until they get over 6' wing span. It's something to do with weight, wing loading and Reynolds Numbers, I think. Most bipes need a good kick of rudder in the turns to overcome the natural yaw from ailerons and much practice is required to



KK



KK

achieve a good looking turn. (Of course if you've got a computer set you can just dial a mix in

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I have a strong attachment to my 9ft. J3 Cub, which I built from the American SIG kit in 1995 and although I try to steel myself to the fact that models do not last for ever, I really would hate to lose her. Thus it was concerning one sunny (!) Sunday in August when a heavy arrival in the grass left her with the starboard wing hanging off the fuselage.

It's probably worth mentioning that the SIG Company have designed the model with a one-piece 9ft. wing so the two-piece arrangement was something I had to scheme myself. In all other respects I cannot praise the kit enough – a real pleasure to build.

From the Pilot Box it hadn't looked like a proper 'Crash'. I had been flying the new 2.4 GHz radio system with its unfamiliar digital trims and had obviously set the engine idle too low so that after trying her stall performance fairly high up I had been faced with a Dead Stick approach and landing in the grass short of the runway. The damage was restricted to severance of the two plywood stub spars, which plug and are pinned into boxes in the cabin top. These two lengths of 1" by 1/4" ply had simply failed in tension caused when a wheel came off its axle and the inertia of the wing did the rest.

Not much to look at but what a problem to solve to achieve adequate repaired strength. I really didn't want to have to strip and recover the whole wing, for one thing the 'Glosstex' material costs too much and the painted starburst artwork (using the word loosely!) is not something I want to have to do again.



George Fridlington flew next with his 'Space Walker' - an ideal model for this kind of club competition. In spite of the fact that George hadn't had this model out since last year's competition (Horses for Courses) he proceeded to fly consistently well throughout both rounds. George was the only competitor to achieve a score of over 400 in both rounds. His individual manoeuvre scores tended to vary between rounds and it was clear that, had he been able to choose his best manoeuvre from each of the rounds, and put them in a single routine, he'd have scored very highly. Perhaps you also ought to get your scale model out on a regular basis, George, and practice a bit of disciplined scale flying.

Ken Knox brought along his 'Mick Reeves' Fokke Wolf 190 and was the only pilot who had to tackle the tricky 'Retracts Up' during a smooth take-off and climb-out. (I've seen



many a top class scale modeller lose buckets of points with a twitchy retract manoeuvre.) Ken, needless to say was smooth as silk. The FW 190 is a lovely smooth flier but in the first round Ken got too close in on the judges with his manoeuvres which makes them very difficult to both judge and fly. A couple of these manoeuvres strayed a little and so in crossing the imaginary 'crowd line' they had to be scored as '0'. His performance in the second round was at a much better distance resulting in a massively improved score and he pulled off the greasiest three point landing in the competition. The FW was rolling to a possible Max 10 Points when Ken had a rush of blood to the head and called 'Finished' before his plane had come to a halt. It just shows the sort of pressure pilots feel under in this kind of formalised competition.



I'd been scheduled to fly first but a loose servo connection in the ME's Rx took some tracing, meanwhile Rob Horton, ably assisted by crew/caller/dad, Arthur, set the standard with a typically smooth routine with his Yak. If memory serves me correctly Arthur built the Yak with some assistance from Rob and its 'Big

Plane' presence and rock solid stability always assure a first class display in our scale competition. Sadly though, Rob suffered an engine failure before he could complete his last two options - although a superb dead stick approach and landing looked just like a planned part of his routine. Engine failure dogged the Hortons in their second round also, this time straight after the compulsories and there's no doubt that his engines lack of reliability cost Rob the competition. (Perhaps if you can get out and fly with us a little more often, Rob, it might blow the cobwebs out of it!)



Having sorted the ME's glitching problem out, with the help of Allen Miller, Fred and I went next. Fortunately I'd got a 'warbird' scale flight schedule in my briefcase which I'd copied from Dave Knott - he



always gets a max of 10 for choice of options with it in the Nationals. Fred's 'calling' was always clear and in plenty of time - it gives confidence to have a reliable caller, you can choose your time to announce your manoeuvre and the now/finished calls. Fred also reminded me to call a 'Finished' after one hairy manoeuvre in the first round thereby gaining another point or two. Our second round was quite an improvement on the first as I was starting to get the feel of 'little Emile' who was only about half the wingspan of some of the other models. The Jasielski wing section didn't help the stability through aerobatic manoeuvres particularly but landings were improved following an increase adjustment in up elevator throw after the first round's 'speed dump' onto the tarmac.



So I stripped off a panel of the underside covering to the second rib and pondered long and hard. Two pairs of 1/4" square pine spars run the whole span and the stub spars are glued to them but with a 1/8th hard balsa spacer between to align them with bulkheads in the fuselage. Multiple drilling from the underside edge chewed up the spacers enough to allow removal of the broken spar stubs, then very careful work with small chisels cleaned the faces of the square spars and adjoining rib edges.

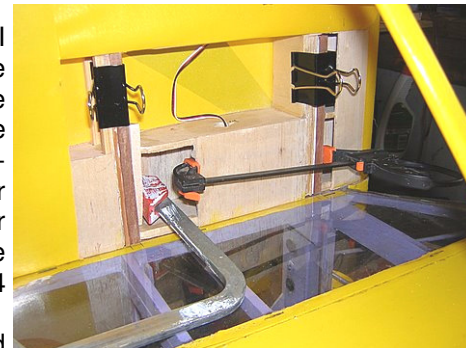


For the replacement spar stubs I did begin to enquire about getting some aircraft quality aluminium but that didn't get me far at all. Continuing the investigation in Covers timber yard I came across a 2 metre length of 30 by 8mm hardwood, knocked down to me for 99 pence, an off cut. This is heavy, very close grained, strong (I hope) in tension but with a tendency to split along the grain at the end of a saw cut. It does shape well with woodworking tools, even mine.

Then came perhaps my most demanding set of challenges, to achieve perfect alignment of the new stubs with their mating fuselage boxes and to position the wing exactly fore and aft, up and down and with a perfect contact between the stubs and the surfaces to which they were to be glued inside the wing. Use of a cardboard template and many careful markings

eventually gave me confidence that I could go ahead and glue. This was done with the stubs inserted into the fuselage boxes (The fuz. lying on its side), the wing pointing upwards and the wing support struts in place. Bulldog and other clips held the glued surfaces together and I used Aliphatic adhesive, the whole assembly was then left jugged up for 24 hours before any other manipulation.

I have confidence in the result and certainly would not fly the model if this were not so, wing alignment has come out spot on and yes I do really enjoy getting stuck into a task like this. Now I am applying myself to another problem in the model - that question of the wheel coming off because the undercarriage has been a recurring difficulty. Those wheels incidentally are the special scale 'DUBRO' quarter scale item, retained by a collet with grub screw very difficult to access and yes like all American stuff it needs a specially adapted Imperial Allen key. ! !



SCALE COMPETITION 2008

Photos from Ken Knox and Colin Stevens



At Last! A decent bit of weather for the Scale Comp! This is the fourth year we've attempted to run the event and the first time we've been blessed with anything like reasonable conditions. I arrived on Thorney at 10.30 since I needed a good 45 minutes to rig my Stearman but I'd not been there long before I was joined by Comp. Sec. Ray Beadle, keen to ensure all the organisation was in place. The sun beat down from a clear blue sky, a breeze blew gently from the south and slowly competitors began to arrive. The event was on!

Practice and trimming began at 11.30 and keen to have a go at some kind of scale schedule, I got my Fuji 64cc powered Stearman up early. Disaster! The normally reliable petrol engine cut, low over the fore-shore, following a less than perfect stall turn and the thirty three pound model, with glide qualities of a house brick, broke a 24 inch wooden prop and loosened the cowl during a very undignified arrival into a hole in the western grass. That should have been the end of the comp for me, but up popped Fred Minay with, "I've got the ME 109 in the car, do you want to fly that?" And of course the answer was Yes. That aside, fortunately, there were no more disasters and the competition finally got underway about 12.30pm with Harry Walton and Ray Beadle in the Judges Chairs.

The format for the scale comp follows the BMFA rules for all 'Flying Only' comps so there's no scale judging of models, there's no requirement to have built it yourself and anything scalyish can compete. All competitors must fly the five compulsory manoeuvres: Take-Off; Straight & Level Flight; Figure of Eight; Descending Circle; and eventually Approach and Landing. Between Nos 4 and 10 come the competitors choice of five options from the rule book which also includes set manoeuvres for genuine non-aerobatic models. All manoeuvres are marked out of 10 and this score is multiplied by a (K) or difficulty factor which varies between 3 and 12. All manoeuvres have to be announced by the pilot and then defined by a call on 'NOW' as the manoeuvre is commenced and 'FINISHED' upon its completion. Nearly all manoeuvres have to be flown centred on the judges with defined upper, lower, and end parameters and with speed, size, shape, line and throttle considerations. There's an awful lot to think about and most competitors will tell you that flying even the simplest and most practiced manoeuvre under these conditions can be really nerve racking. They'd probably also agree, though, that it really makes you tighten up your general flying as well as the manoeuvres you fly and if you haven't got a good approach line at the right height and speed you may as well forget it.