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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.

OCTOBER 2008

CLEAR DOPE



This Issue

Lasham Report

New Thorney Proposals

Three Manoeuvres Competition

A Year of Projects

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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Committee appointed positions

Snr. Training Offr.	John Riall	01243-782922
Junior Members Protection Co-ordinator:	Bruce Smith	01243 531602

CADMAC Website - cadmac.co.uk

BMFA Southern Area Website
sabmfa.org.uk

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

Cover Photo: Ali 'SkyMachine' Junior discusses his C60 Globemaster with dignitaries on the Showline of this year's BMFA Barkstone Heath Nationals. Many of you may have seen the construction and early flights of this beast (The Globemaster) on the Sky 'Adventure Wings' series.

Photo: Colin Stevens

Flying Only Scale Comp



Photo: Colin Stevens

Saturday 11th October - Thorney Island

Any Scale-ish Model Contact Bruce for Forms / Info
01243 531602 aerobruce@aol.com
Practice and trimming from 11:30 am
Competition begins at 12:00 noon

Events/Competition Calendar 2008

Oct 11	Sat	12 noon	Scale Comp	Thorney
Oct 18	Sat		Yeovilton Autumn Show	Yeovilton

Seaford College Indoor All Saturdays from 1.00 pm to 5.00 pm

1st hour free flight only. October 25th November 22nd December 13th

Proposed Club-night Events in 2008

9th October	Aero Quiz - From John (Quizmaster) Dean - BRING A PEN
13th November	Annual General Meeting
11th December	Fees Night - BRING A PEN AND YOUR CHEQUE BOOK!

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

12 October	SAM 1066 trimming & contests	Middle Wallop
30 November	Croydon MAC - Coupe & Power Comp	Middle Wallop

Wow its a real kit, you have to cut all the parts out yourself, and there are lots of them and I do mean lots. The fuselage went together like a Swiss watch, I must have cut the parts out correctly. The wings proved to be a problem it took ages to get them set up on



the building board you have to pack them up in different places with spacers. They are undercambered, but when finished they are a very strong structure. This was a complicated plane to build but very satisfying to build. At the time of writing I have not flown the plane but I have flown Mick's so I know what to expect.

My fourth project had been a plan for a couple of years, not a plane, but made of wood, I wanted to build a guitar. I enrolled in class at Palomar College, problem was they wont let you enrol till you have reached a certain standard and I had only done the basic woodworking course and one other course with them, so I had to beg the teacher to let me on the guitar course. He checked me out with my other teachers and said OK you can enrol. I turned up for the first class and the instructor told all 25 of us that we were here to build a fine musical instrument,



anybody that wanted something else could buy a cheap guitar at the supermarket. I must admit that having built many model aircraft, bits of furniture and refitted out a house I did not think I would have a problem. Just shows how wrong you can be. Without doubt this was the most difficult project I had ever attempted. With model aircraft you buy a sheet of balsa that comes in assorted thicknesses with a guitar you start with a block of wood and cut your own sheets. The construction techniques would fill a book, in fact there are many books published that show how to build a guitar. So to give you an idea I have included some pictures of the various stages of build. The soundboard is spruce, sides and back and neck are maple that has been bleached. The fancy stuff around the edge of the guitar and the hole in the centre I made from strips of ebony and holly. The fret board I made also from ebony. The only parts I did not make was the truss rod inside the neck, the strings and the tuner pegs. So when I look back it seems amazing what I have done over the last

year 3 Fun 51 kits, the Southerner, Fredermause, and a guitar. I also managed to go to dance class at least three nights a week and satisfy the wife by decorating the hall stairs and landing. A busy year but then I am retired.... now I know why I never have any time.

Editorial

Email from Ken Knox

Hi Bruce

On Saturday 20th September when you lot were all swanning off at a Hop Farm, Sandra, myself, Adrian Childs and others were flying at Thorney.

It was a lovely day, wind from the East which made landing fairly tight and I flew my P40 Warhawk for the first time, I must have had it for over a year but had just not got round to flying it (frightened, this is the plane with the Laser 70) In the event it flew extremely well both fast and slow, Anyway to get back to the point of writing, Sandra did her first takeoff and landing under Adrian's guidance, she was amazed and chuffed; I enclose a picture which you may be able to use Regards, Ken



Hi, and welcome to this special Ken Knox edition of Clear Dope - No I'm only joking, although Ken seems to have a contribution on every other page. The point I'm trying to make, particularly with the small item above, is that you don't need the massive editorial skills Ken demonstrates in his Southern Area BMFA Newsletter to make an interesting contribution to CD - as Ken admirably demonstrates here. Just a few lines and a photograph to let us know what you're doing or what you've seen help to make a lively and interesting magazine. Come on then - get the old box brownie out and make a few jottings - it might even finish up like Graham Lloyd's very varied contribution on this month's page 16.

Bruce





Minutes of the Committee Meeting Tuesday 2nd September 2008 From Toni Reynaud—Hon Sec.

Members Present

Tony Chant, Ray Beadle, Ken Knox, Toni Busuttill-Reynaud, Steve Skinner, Derek Hon-eysett, Bryan Stichbury, John Fowler (for Keith Wood), Bruce Smith, Allen Miller, Morris Campbell, Ken Knox.

Meeting started at 20.00.

Chairman's request for the meeting to be held in a formal manner.

Apologies for absence. Ray Andrews

Matters arising from previous minutes. None arising.

Correspondence. Tony C had an email from Colin Stevens ref flying on Thorney Island. This subject is under consideration and amendment in the handbook at the moment – ongoing. Tony C had a phone call from a member querying whether we had a liaison contact on Thorney Island. Our first point of contact is Major Hallam, but a call was made to see if a specific Model Aircraft contact could be established. It was stated that some Army personnel do fly with us. Tony has sent an updated membership list to Thorney Island, and the general contact and entrance procedure is being reviewed. Provided members are able to produce their Club membership card, entrance should not be a problem.

Treasurer and Membership Secretary's report. John F reported that current membership is 153. There is an application from David Hopkins. Keith has met him and suggests that his membership be approved. Agreed unanimously. Jeffery Donin's application was approved at the last meeting but has not yet been processed as there has been no payment. John hopes to proceed after the next Club night. Thomas Wilson, Junior member – his application has gone to the BMFA, and Club procedures are ongoing. It was agreed that the Club should provide three prizes of value £15, £10 and £5 for the Quiz Night.

Social Secretary's report.

The Auction is set to take place on 11th September. John Riall will be Auctioneer. Mick Blundell to be requested to bring the PA System. Mike Burton to be asked not to lay out his wares until CADMAC is present. Monthly meetings are proceeding as shown on the year's programme in CD and on the Club Website. Toni Is to investigate the cost of a buffet for members at the AGM in November. The income from Plane Game is to be used to fund this if possible. Chris Foss has been asked to attend and give a talk – ongoing. The visit to Hop Farm Show so far has three seats taken up – if no further takers are forthcoming, the trip will be cancelled.

Thorney Island representative report.

Derek H reported that his presentation on operating at Thorney Island given at the extra Club evening on 28th August was well received, even though there were only about fifteen members present.

Now instead of a mechanical linkage I had just a pair of wires going through a hole in the wings. The wheels turned out to be a real problem; I could not find any that would fit the wheel bay in the sponson as they were all too thick. So - I took a pair that I had already and soaked the spongy tires in water; then I put them in the freezer overnight. I had my lathe all set up and ready, popped them on the mandrel and before they could thaw out I turned 0.25 inch off the thickness of the tires. I have two OS 25's driving this 8.5 lb monster, but it turned out not to be a problem; the take off was short and it climbed into the air with ease but I have to say it does look very strange in the air. The ailerons were not very effective so I have now coupled them to the rudder. The first landing was nearly a disaster; Yep, I forgot to put the wheels back down, so round I went and did it properly on the next approach.

Project number two... over the last year I have built a couple of Tower Hobbies Fun 51 kits, they are very easy to build with excellent wood quality and plans that if you wanted you could use to build a second model as all the formers and wing profiles are shown on the plan. But then at twenty quid for the kit why bother. The problem with this design is that one bad landing and the undercarriage tears a hole out of the profile fuselage, after a couple of repairs the plane is a bin job. So I thought I would fix this problem and use carbon fibre for the fuselage, problem with this is that carbon is very strong but more than twice the weight of lite ply. The original fuselage is made up of two sheets of 1/8 lite ply at the front end with 1/8 square balsa frame work at the rear. this whole structure is then covered with 1/16 balsa I substituted the 1/8 ply with 1/8 carbon and covered the whole structure with 1/64 carbon, I also edged the structure with the 1/64 carbon. I have to say it turned out very strong, and only 4oz of extra weight I did cut a few extra holes in the 1/8 carbon sheet. I covered the wings and tail in Profilm with a carbon finish, as the plane was nearly all black, I did the underside in yellow/black check. I did have to add 2.5 oz of lead to the tail section, but this was because I chose to put a Magnum 70 up front. This must weigh several ounces more than the average 40 the plane was designed for. The final result is a great plane very aerobatic very fast and very manoeuvrable, but still slows up for an easy landing. I have smacked it into the ground but no real damage was done, the undercarriage was bent backwards but no damage to the fuselage. When I inspected the plane at home I found I had lost my tail weight. I guess that was the reason for the lack of response to the elevator.



Project number three..... guy turns up at the field with a plane, and its love at first sight, I must have one of those. That's how it was when Mick Blundell turned up with his Southerner a Ben Buckle kit. I rang Ben but its now his son Colin heading the team. Can you send me a Southerner kit? On arrival you open the box

A YEAR OF PROJECTS

From

Graham

Lloyd



June last year, I turned up at Porthole, only to find the conditions totally unsuitable for flying, too much wind, too much rain. A few other hardy souls had turned up so it was left to us to put the model world to rights, as we sheltered in the barn hoping for better weather. I noticed that a kind soul had left some magazines in the wheelbarrow, being too mean to buy my own I started to browse through them. December 2004 caught my eye with a free plan of Die Fledermaus by David Stevens. I was hooked, I had to send away for the second part January 2005 and it cost me a fiver. Building the hull with the sponsons was a real pleasure, this was woodwork; its all ply, well that's how I made it, using thinner ply at the rear end. Maybe that was why my plane was a pound and a half over weight. The wings were typical apart from the fact they support the two engines. The plan showed a single servo for the ailerons in the centre of the wing, but I decided against this as the centre of the wing was a busy place with the nacelle supports taking up a lot of space. The plan also suggested a servo for the throttle in the centre of the wing with a mechanical linkage. This also I changed using two small servos in the nacelle so that using my computer radio it was a dream to set the engines up.

There has not been a lot of flying on the site recently, and the weather has not been kind – too much wind! The new system as explained in the presentation works well, most members having realised that it is only a formalisation of a combination of the procedures already in place and common sense. The grass has been cut in the pattern shown on the diagram, and the diagram and accompanying words are to be incorporated into the next edition of the handbook.

Thorney non-member flying forms. None.

Thorney Island general use. (update section). Box for the mower to be provided and secured in place.

BMFA representative's report.

Ken K reported that there was little of interest to report this month. There are various competitions and meetings in the area, advertised on the website. These include a glider meeting at Lasham, Waltham, and the Waltham Chase indoor meetings.

Safety Officer's General report and site accident report No reported incidents – general Club flying has been quite good of late. Morris tabled thanks to Derek H and Tony C for the presentation about Thorney Island. He also stated that he has kept a diary of all safety related incidents and intends to repeat the exercise next year (if re-elected) and use this diary as the basis for occasional anonymous articles in CD, stressing that there is no intent to “name and shame”. Morris stressed the need for models which have not been flown for some considerable time to be fully and carefully checked over before flight, preferably before being taken to the flying site. He also noted that Peg discipline needed to be strictly adhered to, and that courtesy needed to be applied when making long duration flights – please don't hog the peg or air-time when others are waiting to fly.

Porthole Farm representative report.

Steve S – both small mowers have been stolen from the barn at Porthole. A chain and combination lock are to be purchased to ensure the security of both large and small mowers in the future. Bruce S was requested to put an advert in CD to find a replacement small mower. One has been offered but needs repair. Peter Houseman is to be reimbursed for repairs carried out to one of the mowers.

Porthole non-member application forms. One visitor to the site as a spectator – a young lad and Grandma from Littlehampton. They are outside the Postal Code catchment area – no further action. Porthole general use. (update section). Nothing to report.

Editor's progress on production of Clear Dope. Bruce stated that there had been a small problem transferring the files to Bryan S – even though both are using the same printer driver, text was moving up the page before printing. A procedure to overcome this is in place. Bruce S précisised his report to Mike Husband about the possibility of a Model-Only display at Goodwood next year. It included information gathered from the organisers and participants at the Nationals this year. It was decided that Club Members are to be kept fully informed to allow them to be part of the decision making process.

Publisher's progress on production of Clear Dope. Bryan reported that there is a possibility of a formal request to provide a Model Aircraft Display at Midhurst Carnival at Cowdray park next year.

Competitions schedule. Ray B reported that the Open Glider and Electric Glider comps had taken place, and that the report would be in CD. The Slope comp had been dogged by bad wind. The next comp is Loops Rolls Spins at Thorney Island on 13th September. Hop Farm is on 20th September, and Scale is on 11th October.

The rules for the Scale Comp are very basic to encourage people to enter and fly. Entry forms are available in CD.

Ray asked everyone to broadcast for the return of the trophies. Also, as the AGM is now in November, there is insufficient time to collate all results and get the trophies engraved for presentation at that time. It was agreed that Certificates would be presented at the AGM and the trophies in January.

Ray stated that insufficient information had been gathered to fully support the agreed method of judging for the Jerry Devenish trophy, and suggested that we use the same format as last year – models to be brought to the club on the evening of the AGM and judged by the members. Proof of flight to be incorporated next year.

Indoor Flying representative report Allen M reported that the first meet of this year is to be 27th September at Seaford College. Finances for Indoor Flying are healthy. Tony C and Allen have checked out an indoor riding hall as a possible flying site – too cold, poor floor, ceiling too low – no further action.

The possibility of a new indoor flying site at Manhood Community College still exists – Steve S to investigate via Mr Gilmore.

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 Nothing to report

Club Handbook Update Section There was discussion on the progress of updating the handbook. Suggestions for either change or acceptance of status quo is awaited from some committee members. Suggestions so far received and/or already included in an interim edition will be fully incorporated into a fully updated 2008 edition in time for the Membership Renewal in December.

Any other business Allen Miller asked if there was any guidance on carrying out aerial photography on an informal basis for friends. General consensus is that provided care is taken, such activities are OK on an amateur or friendly basis.

Derek H reported that due to a change in work schedule, he would be late to all following committee meetings. Chairman stated that this does not cause a problem

Date of Next Meeting The next meeting will be held on Tuesday evening 7th August 2008

The meeting ended at 21.30.

10mi

Can you help Andrew out?

Andrew Gibbs is after one or two worn out or damaged 2 or 3 cell LiPo batteries fitted with balance connectors. Please contact him on 01243 861804 or mrandrewgibbs@yahoo.com if you can help.



Next Club Night ANNUAL GENERAL MEETING + Refreshments Thursday 13th November YOU GET THE COMMITTEE YOU DESERVE!


All committee positions are available for election.

JERRY DEVENISH TROPHY

Club members are invited to submit their entries for this beautiful cut glass and engraved rose bowl acquired in memory of ex club member Jerry who sadly passed away in 2006. The trophy will be awarded to recognise fine building skill and technique, a hallmark of all Jerry's models. All entries must be self built from own design, plan or a kit with plan. i.e. no ARTFs. Entries must also be deemed to fly well.




ENTRIES SHOULD BE BROUGHT FOR VIEWING AND JUDGING TO THE A.G.M. ON THURSDAY 13TH NO-



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Lasham Sailplane Grand Prix & Air Display

Saturday 6th September 2008

Report and Photos - Ken Knox

After many years driving past Lasham to and from Basingstoke and Reading occasionally stopping to admire the gliders busily launching or being towed aloft and on rare occasions watching big airliners landing and taking off after being serviced by ATC, this establishment used to be DAN AIR's maintenance facility. It was on one of these occasions earlier in the year that my wife Jeanette and I were passing by and decided to take a break for a coffee in the excellent facilities that Lasham gliding club have, the café and restaurant being open to the public on most days. Whilst we were there Jeanette spotted the fly sheet for the above event, we there and then decided that we would attend the event.

Well true to fashion for many events this year the weather was awful however we had booked tickets on-line beforehand so decided not to let the weather beat us so we set off albeit a little late. When we arrived we were directed to well signposted directions to the south side and parked on the disused shorter runway (Thus no problem with waterlogged grass as at Goodwood) there were already many hundreds of cars parked up but still masses of room when we arrived just after noon. The wind was howling, rain coming down horizontally and the cloud base about 200 ft max. All the Grand Prix gliders were lined up waiting for the weather to clear just inside the crowd line a DHL Boeing 757 Freighter was parked, this was to be towed later in the afternoon by 38(I think) wheelchair bound people for 100 metres thus setting Guinness World record. After eating our lunch in the car we suddenly heard the roar of a Merlin, the cloud had lifted a couple of hundred feet we hurriedly left the car grabbed the camera and walked to the flight line just in time to see a P40 Kittyhawk G-KITT being flown by Peter Teichman taking off. What a sight the prop forming water vapour trails, Peter then gave a very spirited display, given the appalling conditions, the only problem for me was that the battery went flat in the camera and the spare was in the car, still hay-ho!

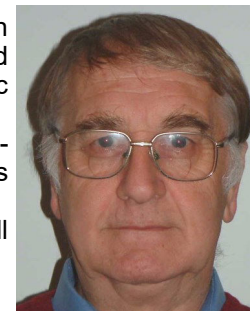


37.11 and the box, Ray in 40.09 and the box and Pete with 46.77 but no box. A third round was flown by request and every body got better times except Pete with his 55.3 sec but John was the only one to make the box!

So the final result was a win again for Steve Skinner, a second for Tony Chant and a third for Ray Beadle, Electrics came 4 and 5 I think we will see more next year.

This was a good day and enjoyed by all, so I hope you all will try to join in next year.

Cheers Ray



Loops Rolls Spins 2008	ROUND 1	ROUND 2	ROUND 3	Best Time	POS
	Time	Time	Time		
Name	Add 10 for x	Add 10 for x	Add 10 for x		
R Beadle	54.06	40.09	35.81	x 40.09	3
K Knox	DNF	-----	-----		9
T Chant	45.22	x 37.11	36.3	x 37.11	2
H Hook	DNF	-----	-----		9
S Skinner	29.48	35.09	x 19.78	x 29.48	1
D Biles	73.76	x 63.97	x 60.53	x 70.53	7
J Riall	55.14	x 50.69	45.48	45.48	4
M Blundell	55.98	x 62.4	x 54.00	x 64.00	6
T Renaud	107.88	108.03	x -----	107.8	8
P Daer	54.73	x 46.77	x 55.3	x 56.77	5

Three Manoeuvres

from Ray Beadle - pictures Ken Knox



Ten Pilots came for the loops rolls and spins comp. the weather was overcast with a very light wind from the West Aircraft included fun fly's, sports and three electric. J Riall flew the indoor depron 'And Now' which he used last year Toni Reynaud and Pete Daer also flew electric models.

The rules were, start the clock on release of plane, take off do three rolls, three loops and three spins, in any order, then land, the clock stopping when the first part of the model touched the ground in a pre selected area , the winner would be the shortest time, three rounds were run. Harry Walton agreed to be the official time and marker for the day.

R Beadle went first and managed it in 54 sec even after going round twice to land! He was followed by K Knox who did flew his Top Dog with a new engine, but could not fine enough power and retired. Get a good 2 stroke Ken!

T Chant was next and came up with 45.22 sec but missed his chosen box, Harry Hook did not manage to get his Cougar higher than 10 ft, then into the runway, think it needed trimming Harry!

S Skinner was next and went through it with a 29.48 sec. which was faster than his first time last year, Don Biles went for a cosy fly round and missed the box in 73.76 sec, then came John Riall with his electric but he also missed the box and got a time of 55.14 sec Mick Blundell did a time of 55.14 but did not land in the box, he was followed by Toni Reynaud with his electric but did not have enough power and took 107.88 sec and did land in the box!

Last to fly was Pete Daer with his electric fun fly, it went very well for a time of 54.73 sec but he could not get the model down in the box! In the second round most improved their times but only two managed to make the box, the best being Tony with



The relatively small number of people who had braved the elements were sheltering behind the double decker bus that was serving as the PA and display pilot rest room. There were quite few people from local modelling clubs (Petersfield, Aldershot, Waltham Chase etc.).

Nearby Ali Machinsky and his crew, they had quite a



few aircraft lined up from a Spitfire, a Panther, 60's jet and two ASK21 – 7.5m span models of the ASK-21 aerobatic training glider, powered by jetcat P180 turbines. The weather had closed in and the models were put under cover. Suddenly the rain stopped and the cloud lifted, Ali had the covers off and started up the two ASK21's and then proceeded to wow the full size and model pilots alike with his superb display in extremely difficult conditions, you should have seen the wings working as the models were flown one after another, the guy on the PA was lost for words

The 757 was then towed on to the main runway by the tug and made ready for the world record attempt. Then cheer leaders came on to the strip looking a little forlorn and windswept accompanied by many press and TV groups and followed by the disabled people in their wheel chairs. The chairs were hooked up, all 38 of them, then a lot off fussing about by press, photographers officials, chocks removed, the signal given, lots of cheering and shouting and slowly, slowly the DHL 757 started to roll gathering pace until the 100 metre roll was done. Then even more cheering - the cheerleaders going mad, friends and relatives of the disabled people rushing on to the runway to congratulate them. It took some time for the 757 to be moved backwards off the runway, meanwhile the cloud began to lift and some blue patches started coming towards us, Again the roar of a Merlin and Mustang, "Big Beautiful Doll" started to roll onto the runway to give us a fantastic display dodging in and out of the scudding clouds. We were then given a display by the British Disabled Flying Association's Scottish Aviation Bulldog (the last to be built). A Bell 47 helicopter (of MASH fame) - G-MASH flown by Tracy Martin, a CAP 232 flown by Diana Britten (very good display given the very poor conditions) a Fournier gave a display to music with smoke on the wing tips. Finally followed by an Extra which gave a spirited performance especially with the weather closing in and that was that. No glider flying at all. Pity, apparently the idea was to do low level speed runs. Still next year!

Ken



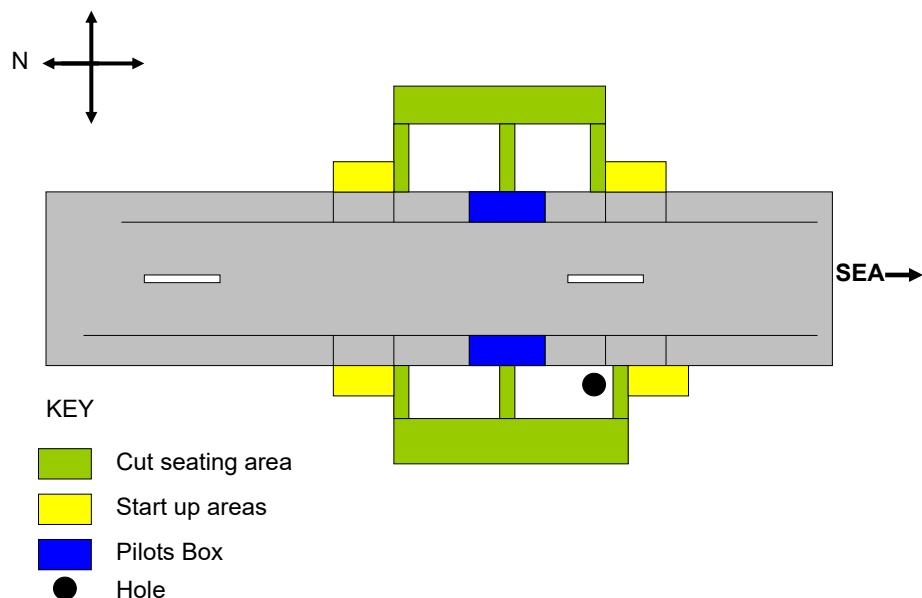
Cheers - Ken

PROPOSALS FOR SAFE OPERATION ON THORNEY ISLAND

GUIDELINES

- 1 Always start models up-wind (use upwind pilots' box)
- 2 No more than two models in the start up box at any one time
- 3 Keep start-up boxes clear of models and equipment
- 4 Walk models a safe distance up-wind from pilots' box before release.
- 5 Park models adjacent to the seating area
- 6 All pilots are strongly advised to use a helper when starting or carrying models to a take-off position.
- 7 If in any doubt - Don't Fly

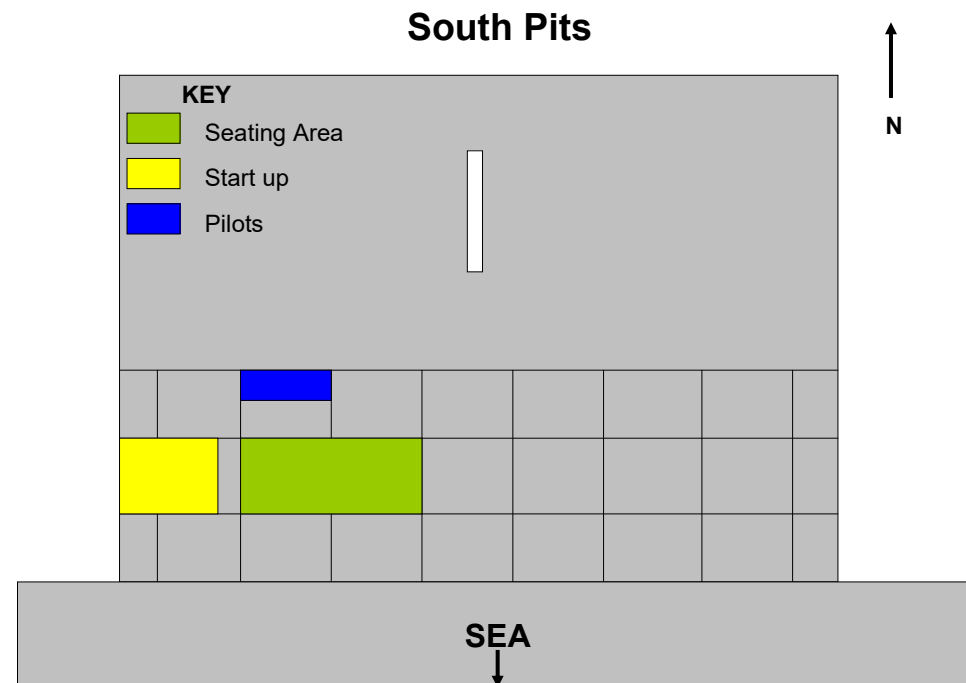
Revised Pits Layout



SOUTH PILOTS' BOX (Trial)

The South Pilots' Box is to be used when the wind is Easterly or easterly with a little northerly component i.e. East by North or East North East

- 1 Use seating and start-up areas indicated.
- 2 If you are in any doubt about the conditions or your ability to fly in them then Don't Fly.



THORNEY GENERAL

SPEED LIMIT - The Max allowed is 30 mph - let US keep under that.

ROUTE TO SITE - Don't deviate from our allocated route

LITTER - Always clear up your own - and other from our area

GRASS NO-FLY ZONE - Infringe slightly on T/O or Landing ONLY if really necessary