

Clear Dope

APRIL 2015



**Chichester and District Model Aero Club
Committee 2015
John Riall President**

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

Secretary & Social Secretary: Toni Reynaud 01243 370422, a.busutilreynaud@btinternet.com

Treasurer & Membership Secretary: Malcolm Farrington, 4 Little Babbsham, Aldwick Fields.

Bognor Regis. West Sussex. PO21 3SZ , 01243 821789, members@cadmac.co.uk

Competition Sec.: Ray Beadle 01243 670163

Thorney Rep and Safety Officer: Derek Honeysett 01243 371093

Porthole Farm Rep.and Safety Officer: Keith Watts 07530375113

Slope Rep and Safety officer Trundle Hill: Nick Gates 07957422941

Webmaster: David Gardner: webmaster@cadmac.co.uk

Junior Rep. & Junior Members Protection Co-ordinator: Donna Goff

John Riall 01243-782922, Senior Training Officer

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

Next Competition is the Bomb Drop on the 11th April

If any club member would like to submit any aeromodelling related article please contact me and I will add it to CD space permitting. Ken

Ronald Harry Hemblade
2nd May 1928 -27th February 2015



Our Good Friend and long term club member Ron Hemblade sadly passed away on the 27th February 2015

This picture of Ron was taken on his last visit to Thorney on the 9th November 2014

He will be missed by us all



I/C Climb & Glide Competition 2015

Saturday was grey cold day, with a light wind from the East.

There were 16 entries for the first comp of 2015, this year all pilots were to fly a club trainer, an Irvine TutorTwo with a LA 40. Due to problems with starting the engine at the beginning only one round was flown.

The climb time was set to suit the model at 60 secs .

Tony Chant and Dec Cousins made the first flights but the engine was still dodgy and it was decided to let them go again at the end. Tony did great work starting the engine and with the help from Colin Stevens who supplied some special starting fluid spent the entire day starting the engine and getting it to run well, also after the nose wheel was damaged in the testing flights, he took off for everybody else then handed the Tx to the pilot. The Model was found to have good glide, and some pilot made use of this, the times include the 60 sec engine run for the climb out.

All pilot flying Mode 2 went first and then were followed by those who fly Mode 1 with a different Tx .

Two people got over 4 min these were Trevor Humphrey defending his title, who flew early and Malcolm Farrington who flew at the end.

Six Pilots managed over 3 mins, this included David Gardner helped by Tony as this was his first power comp well done David!

The results were:

First Malcolm Farrington 4.41 min
 Second Trevor Humphrey 4.02 min
 Third Tony Chant 3.56 min

Thanks to all who came and stayed in the cold!
 I hope all enjoyed it and will come again
 Cheers Ray

Name	Time	Posn.
Malcolm	4.41	1st
Trevor	4.02	2nd
Tony Chant	3.56	3rd
Ray	3.47	4th
Derek	3.47	4th
Keith	3.40	6th
Nick	3.07	7th
David	2.56	8th
Declan	2.56	9th
Tony Combes	2.54	10th
Colin	2.51	11th
Ken	2.35	12th
Stuart	2.05	13th
Jeremy	1.58	14th
Morris	1.55	15th
Peter	—	16th

Many of you will have seen Declan's contribution on Facebook about the Bugatti 100P so I have asked him to write this piece about the plane's history.

Bringing the Bugatti 100P back to life: Bid to rebuild incredible 500mph WW2 plane that could have won Germany the war

- Near completion in 1940, Bugatti was forced to conceal the aircraft
- The plane survived the war hidden from the enemy but never flew
- Now Scottish engineer John Lawson, 59, is developing a working replica
- Original Bugatti 100P would have been fitted with two 450 horsepower engines and had a wingspan of nearly 27 ft (8.2m)



A landmark but unflown aircraft, dubbed the 'Bugatti Veyron of the skies', is being recreated by a Scottish engineer working with a team in Oklahoma.

The Bugatti 100P was described as one of the most advanced planes of its era and if it had flown, its designers believed it would have reached 500mph.

At the time the air speed record, set by a German Messerschmitt in 1939, was 469mph.

But in 1940, and near completion, Bugatti - the Italian car designer - was forced to conceal the elegant aircraft in the hope it would not be discovered by the German military.

Ettore Bugatti was keen to avoid the Nazis getting hold of the plane's cutting-edge technology, so the aircraft was packed in crates and hid in a barn in the French countryside.

Mr Bugatti, who became a French citizen in between the wars, was known to dislike the Germans and had wanted to take them on in an aircraft race known as the Coupe Deutsch.

The French government knew about the plane, but it could not be made in time for a deadline of September 1939 to enter the race. As the Second World War began, he decided to hide the aircraft.

It is thought that Albert Speer, one of Hitler's ministers, was aware of the plane and if the Nazis had got hold of the technology it could have eliminated the Spitfire.

THE BUGATTI VEYRON OF THE SKIES

The 100P featured a twin, mid-mounted engine design. Both engines would be eight cylinder 4.9 litre race car engines producing 450hp each. The power would be transmitted to the propellers using twin drive-shafts located just under the pilot's elbows and attached to the double, counter-spinning propellers via nose-mounted transmission.

The wings and fuselage were designed to provide high strength at a low weight and were constructed from a multi-layer wood laminate - a concept still used by many planes today.

The plane also featured cutting-edge aerodynamics with forward pitched wings, a zero-drag cooling system, and computer-directed flight control.

It would have approached speeds of 500mph, a feat previously only achieved by aircraft with twice the horsepower and a feat which had never at the time been achieved at the time.

The 100P was also much more compact than most aircraft of the era, with a wingspan of nearly 27 ft (8.2m) and an overall length of approximately 25.25 ft (7.7m).

The plane survived the war but never flew and, 70 years later, found itself in a U.S. museum too fragile to ever be restored.

Aeronautical enthusiasts have long thought it was an industry tragedy that the 100P, with its stunning design and ground-breaking performance, never got the chance to fly.

The only aircraft built by Bugatti was resigned to history until a team of engineers and enthusiasts sets about recreating the plane.

Musselburgh-born John Lawson, the engineering director, is one of the driving forces behind the project dubbed Le Reve Bleu.

Mr Lawson, 59, who runs his own model making company in Nottingham, is a former RAF engineer and used to work on the Vulcan bomber.

A trained pilot has played a vital role in designing and building the complex gearbox for the model Bugatti plane. He said: 'The Bugatti 100P was 85 per cent complete when the Germans invaded.

If it had flown in 1940 then it would have been a revolution. It was an incredible aeroplane and Louis de Monge, who worked on it with Ettore Bugatti, was a brilliant engineer.'



'However, these days it is in a very fragile state and it doesn't have an engine,' said Mr Lawson. 'I got involved with the project four years ago after I was sent a picture of the 100P and told some people were building one.'

'I got in touch with Scotty Wilson and he asked me if I could build a gearbox. It is a very complicated drivetrain but I thought I could have a go at reverse engineering it from the plans and photos.'

'The plane was designed to fly very fast in a straight line but the gearbox wouldn't have much longevity. So I set about seeing what was needed to give it a few hundred hours of flight.'

'It took a while but I managed to design one in computer aided design (CAD) software. I also had help from a group of engineering friends who were gearbox experts.'

After suffering some setbacks which delayed completion, a gearbox was finally manufactured before being sent out to the U.S.

Mr Lawson then met up with managing director Scotty Wilson, from Tulsa, Oklahoma and Simon Birney, a Brit who is the commercial director, in Oklahoma. They hooked the gearbox up to the plane and, to the delight of everyone involved, it ran perfectly.

Designed in collaboration with Ettore Bugatti and Belgian engineer Louis de Monge, the original 1937 Bugatti 100P is considered by many to be one of the most technologically advanced aircrafts of the era.

Handcrafted using largely the same materials and processes as the original, the recreation is dimensionally and aerodynamically identical to the original plane and includes elements of the five patents that Bugatti was originally awarded for the 100P.

The hope is for it to be flying and appearing across Europe at prestigious events like the Farnborough Air Show and Goodwood Revival. Scotty Wilson, Le Reve Bleu managing director, said: 'For the first time, this incredible piece of engineering and design will receive the broad recognition it deserves, 77 years later.'

You can follow developments with this project by logging into the CADMAC Facebook



Ettore Bugatti, who helped build the Bugatti 100P with his son Roland in 1933



Bill Pethers has sent me this little snippet Hi Ken,

Thought you might like to add this clip to CD if you have spare corner. I don't know if PK664 is still in limbo. But to all those model pilots that think their ground handling skills are so good to watch, when in reality they frighten the daylights out of us, perhaps they should read this before they reaching their 300 hours.

Regards,
Bill P



A cold January day Peter Turley

Spitfire woes

Sir, It is a shame that Spitfire PK664 is to be lost to the nation (News, Jan 30, and letter Feb 2). It was that same plane that my father, Ian "Smudger" Smith, crashed in 1949.

He told of the incident in the Squadron Association's magazine: "When I joined the RAF I was told: 1, do your best, chaps; 2, three hundred hours' flying experience is a

bad time for overconfidence, and 3, the most unforgivable form of accident is a taxiing one."

My father then admitted taxiing into a noticeboard, making two dents in the port wing. He went on: "When I was writing my report I found that I had a total of just over 300 hours' flying time. What is more, when the noticeboard was put back together it was found to read 'Do not taxi here.'"

MELANIE CARROLL
Porlock, Somerset



EVENTS CALENDAR 2015

Date	Event	Location
2nd & 3rd May	South West Model Show	Bath
16th May	Blackbushe Model Show	Blackbushe
16th & 17th May	Aeromodellers - Mayfly	Shuttleworth Collection SG18 9EP
27/28th June	Wings and Wheels	North Weald Airfield, Essex, CM16 6AR.
18th July	Army Families Day	Sports Field Thorney
25th & 26th July	Aeromodellers Scale Weekend	Shuttleworth Collection SG18 9EP
30th July after 6pm	Evening flying at Goodwood	Goodwood airfield
22/23/24th August	BMFA Nationals	Barkstone Heath
27th August after 6pm	Evening flying at Goodwood	Goodwood airfield

Club meetings Calendar 2015

April 9th	Talk by Mark Agate - PCM, Planes and Paradoxes
May 14th	Indoor Flight - helicopters and Multi-rotors
June 11th	Light flight and Control line
July 9th	Light flight and Control line
August 13th	Light flight and Control line
September 10th	A Talk by John Farley
October 8th	Quiz Night hosted by Quizmaster Andrew Gibbs
November 12th	AGM
December 10th	Subscriptions Night

Competition Calendar

2015



Date and Day	Time	Event	Venue
Saturday 11th April	11.30	Bomb Drop	Thorney
Saturday 23rd May	11.30	Pattern	Thorney
Saturday 30th May	11.30	Slope Comp/Electric	Trundle Hill
Saturday 13th June	11.30	Carrier Landing	Thorney
Sunday 19th July	All Day	BBQ and Electric Fly-in	Porthole Farm
Saturday 1st August	11.30	Scale	Thorney
Saturday 8th August	11.30	Open Glider	Thorney
Saturday 29th August	11.30	Open Glider	Thorney
Saturday 19th September	11.30	Electric Glider	Porthole Farm
Saturday 10th October	11.30	Slope/Electic	Trundle Hill
Sunday 8th November	Noon	Open Glider and Electric Duration	Thorney Donations to the British Legion Poppy Day Appeal

Committee meeting dates for 2015

7th April, 5th May, 2nd June, 7th July, 4th August, 1st September, 6th October
3rd November and 1st December

If anybody has any items for sale and would like to advertise them on our web site please contact me our our web master David Gardener, David can be contacted at webmaster@cadmac.co.uk



Please Try to leave Porthole as tidy as possible, making sure no fuel is left on site

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

For those of you who have not yet discovered it, Nick Gates has set up a group page on Facebook its well worth a look



Here is the link:-

<https://www.facebook.com/groups/Chichesteraeromodellers/>

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.

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.