

Clear Dope

February 2019



Chichester and District Model Aero Club: Committee 2018

John Riall President

Chairman: Tony Chant: 01243 262816, mobile 07766 078977, chairman@cadmac.co.uk

**Secretary & Hon Secretary Social Secretary: Toni Reynaud 01243 370422,
secretary@cadmac.co.uk**

Treasurer : Malcolm Farrington, 01243 821789,

Thorney Rep and Safety Officer: Derek Honeysett 01243 371093

Porthole Farm Rep.and Safety Officer: Keith Watts 07530 375113

Slope Rep and Safety officer Trundle Hill: Nick Gates 07957 422941

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

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

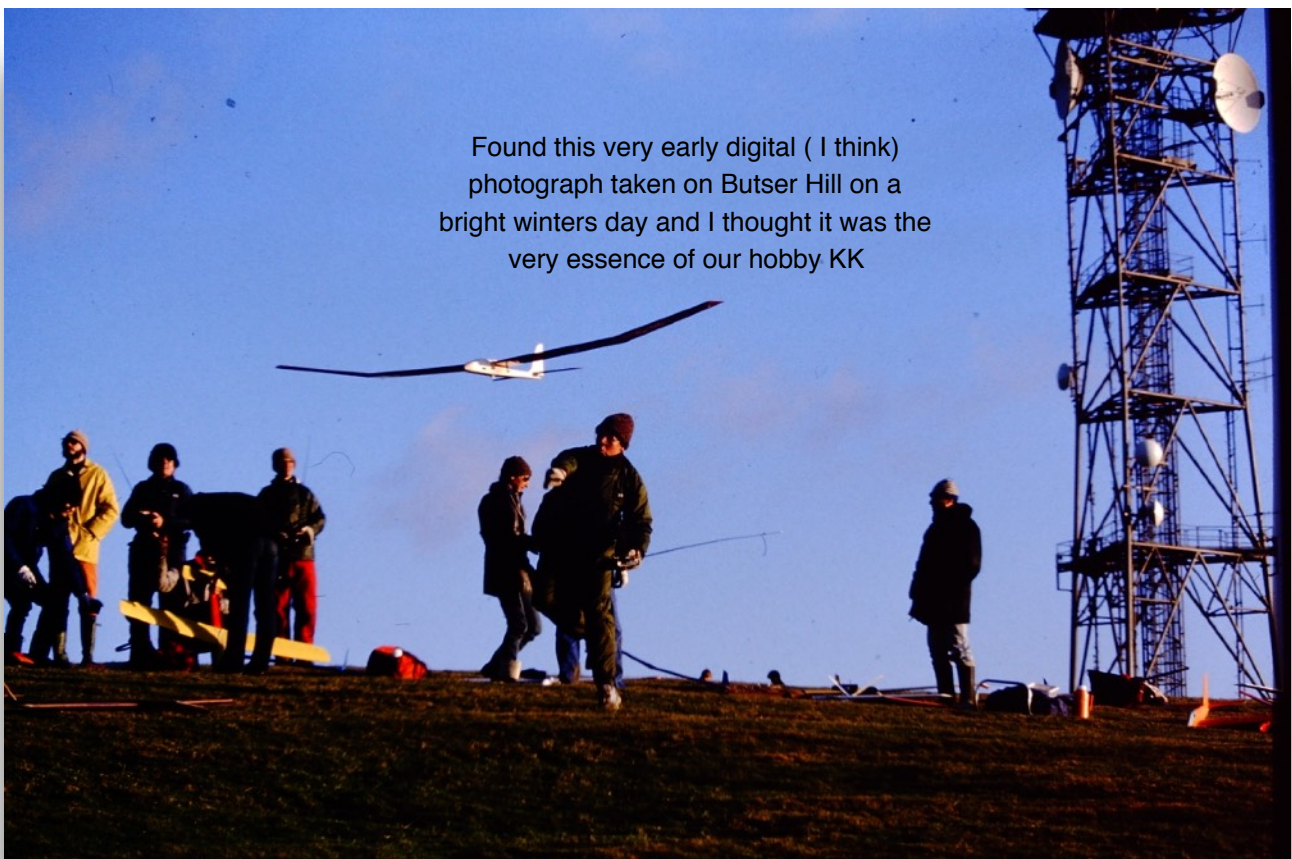
John Riall 01243 782922, Senior Training Officer

BMFA Rep & CD editor: Ken Knox, 07885819911, editor@cadmac.co.uk

Membership Secretary, David Stocker: 07896250804, member@cadmac.co.uk

*Club meeting for February 14th February will be a talk by
Dave Lainchbury -
the History of RAF Tangmere*

Found this very early digital (I think)
photograph taken on Butser Hill on a
bright winters day and I thought it was the
very essence of our hobby KK



From control line to electric the evolution of a much love model aircraft by Mike Blundell



Towards the end of the last century, 1973 to be exact, I designed a Control Line Stunt model based on the American Corsair Fighter. At 72" span, it was big for a C/L model but the old Merco 61 was powerful enough to keep the lines tight on overhead manoeuvres.

It was built entirely of 1/16th sheet except the wing spar which was 1/4" very hard balsa. The model was flown for many years until it was retired, unbroken, into the hanger at the bottom of the garden.

I came across the model many years later, still in the last century, and thought to myself "this will make a good R/C model". I drew up a new fuselage as it needed to be larger to hold all the R/C gear. As the inside wing on a C/L is longer, 1.1/4" in this case, I had to alter this as well.

The fuselage covered in red tissue and fuel proofed. The scalloped leading edge was cut from red tissue and doped on to the wing. Easier than you think! Now comes the big question, what to power it with? That was easy, I chose the Jen 56. This engine uses a 60 piston and liner, in a 56 crank case and loads of power.

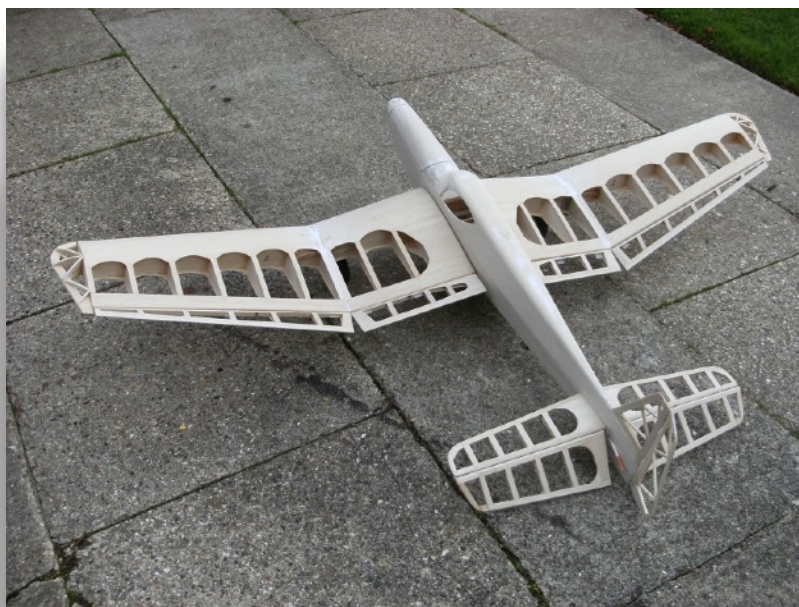


The model was flown well into the next century.

At that time, Goodwood let CADMAC fly on the airfield three evenings during the Summer. It was during one of these meetings that catastrophe struck. The engine was on song when there was a loud bang, the wing folded and the model plummeted to the ground. A black bag was presented to me and I was helped to pick up the pieces. Once again the pieces, still in the black bag, were retired to the hanger at the bottom of the garden.

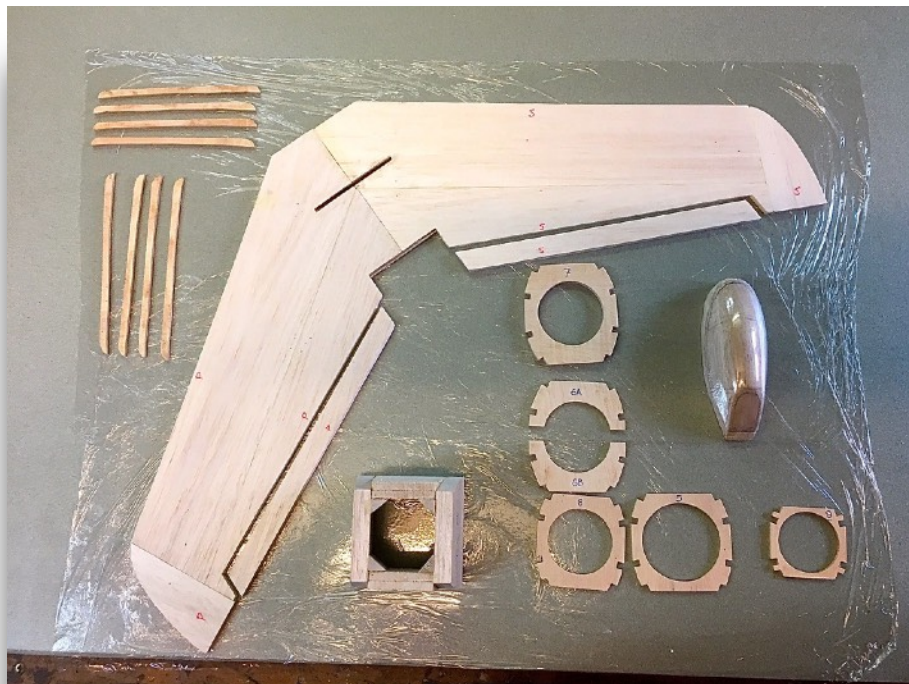
After many years of neglect, the roof of the hanger had fallen into disrepair. The roof had leaked badly. A restoration project was needed. It was during this, I came across the black bag. Memories came flooding back. I just had to build an electric version. Age was catching up with me and causing problems. Eventually the new plans were drawn up and the building commenced to its present state..... **Watch this space!!**

Mick Blundell



Tony Nijhuis EDF Mig-15 *from Bruce*

When the 2018 special edition of RCM&E featured twin free plans for the famous 'Cold War' dogfight duo designed by Tony Nijhuis my interest was immediately piqued. Partly because I'd never had an EDF jet, though I've seen some pretty spectacular ones on Thorney recently and partly because I'd never built one of Tony's revered designs.



I chose my normal route of tracing the formers and ribs from the plan and then photocopying them and sticking them to the wood with Prit Stick before cutting, and I applied the 'Tony Reynaud' method of forming the canopy from a pop bottle. TN does, however, provide a laser cut parts service and pre-formed canopy if required.

The pieces of this 26 inch span model go together very quickly although you have to build the EDF unit into the fuz at an early stage. I also decided, very early on, that I was going to construct and cover the model in its four distinct components and then put them all together, at the end, just

like an ARTF. This method, while promising to make covering far simpler, required a great deal of forward planning as to the order of construction as well as quite a few minor changes to Tony's design.

Without doubt the most time consuming aspect of the build was forming the nose and air intake from the four balsa blocks and fillets. Tony did warn that it was 'an exercise in sanding,' and it sure was. In the end I'd maximised the air intake wall to a thickness of just over 1/16th of an inch, so to protect it I added a 1/8th inch ring from 1/16th ply using my circle cutter.

The 'cheat' underwing air scoops were cut from a pre-formed light-bulb blister.





I made a big mistake when I started covering the shiny bits with 'Fibre Film' which has no adhesive backing. I foolishly painted 'Balsa Lock' on to the wood...which caused the wood to swell up and go grainy...so I had to wait for it all to dry and harden before I could sand the whole lot down again. Having applied it on the reverse of the film I had no further difficulties with the main covering although it is far less pliable than normal film.

The wing fences were a real pain, however, as they all needed to be covered individually in two different colours. Not only that, but the rake angle over the top of the fences had to match the rake of the two colours on the wing. I have to admit to burning my finger and cursing a great deal during this part of the operation.

The plastic 50mm EDF unit which Tony suggests was out of stock - even from Hobby King, China, so I opted for an aluminium bodied version from 'Dr. MadThrust' which purports to deliver 450g of thrust on 3S. The all up weight of my model is 500g including a 1600mAh lipo so I'm really hoping she's going to be quite sprightly once the warm gentle winds arrive. Fellow club member Harry Walton, I know, is building the Mig's main adversary, the NA Sabre and if you fancy joining in the fun then look them both up on Tony Nijhuis's website: tonynijhuisdesigns.co.uk where you'll find photos and a build-log.

I'll hopefully bring the Mig to the February club-night so you can have a gander, *Bruce*



Club Program 2019

14th Feb	Club Night	Talk by Dave Lainchbury - The History of RAF Tangmere
14th March	Club Night	Auction
11th April	Club Night	Talk by Rod Dean -The Spitfire and Seafire
9th May	Club Night	Light Flight & C/L or indoor flight (Weather related)
13th June	Club Night	Light Flight & C/L or indoor flight (Weather related)
11th July	Club Night	Light Flight & C/L or indoor flight (Weather related)
8th August	Club Night	Light Flight & C/L or indoor flight (Weather related)
12th September	Club Night	Talk by Tim Kerss - Flying a full size Airbus A380
10th October	Club Night	Andrew Gibss' Quiz Night
14th November	Club Night	AGM 8 O'clock start
12th December	Club Night	Subs Night and tabletop sale

14th July	Flyin	SABMFA Gala Day @ Middle Wallop Airfield
4th May	Static Display	Tangmere Military Aviation Museum
25th May	Static & Flying	Goodwood Flying Club opening of New Headquarters
6&7 July	Static Display	Beach lands Hayling Island

Committee Meetings

are held at Fishbourne on the 1st Tuesday of the month @ 19.30 hrs

14th March, 2nd April, 7th May, 4th June, 2nd July
6th August, 3rd September, 1st October, 5th November and 3rd December

Other club dates to follow

The club Facebook page is now in its fourth 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. and David Hayward

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/>



Now with 90+ members

Flying alone on Thorney is restricted to lightweight electric or gliders, and pilots are requested to concentrate on flying within the grass area to the west of the runway.

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

When Driving Around Thorney be aware of young children on bikes

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