

Clear Dope

April 2020



Chichester and District Model Aero Club: Committee 2020

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

Hon Secretary & Treasure: Tim Kerss 0782182800

secretary@cadmac.co.uk

Thorney Rep Vice Chairman and Safety Officer: Derek Honeysett 01243 371093

Porthole Farm Rep. and Safety Officer: Ken Smith 07815456280

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

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

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

S

ome photos taken on 25th September 2010 @ Thorney Fly-in





Dear CADMAC Members,

As Covid19/Coronavirus continues to take its toll across the world we have obviously had to act.

The Government and BMFA's advice on social distancing has become increasingly more restrictive, and obviously we had to take the (very difficult) decision to cancel all club flying until further notice, as well as our social & committee evenings at the Fishbourne Centre.

Needless to say, the committee will continue to review the position and advise the membership accordingly of any changes in the future.

I know this has come as a great disappointment to us all, but at times like these we have to act responsibly, and the health and welfare of our members must come first.

Obviously, we aim to get back on the flying fields as soon is practically possible, but clearly I cannot guess at a timescale at present.

On a positive note, Derek, Tim, and I have been successful in re-instating our licence to fly at Thorney Island, and hopefully we will be able to come to an agreement to have the flying season extended after the current setbacks.

Talks have also started with the landowner of Ports-hole Farm with a view to renewing our lease there too. Ken, George, Tim and I are currently in negotiations, and I will keep you posted on the result.

In spite of the current lockdown members of the committee are still very active with their duties, and if you have any specific questions about the club or the hobby please contact them. We will be conducting our monthly meetings by email, with the intention of continuing to produce "minutes" of items covered, which will be circulated on to you, our club members.

Information about your projects, pictures of your builds and, indeed, anything of interest that can be spread amongst the members is always welcome. To that end we have a very active Facebook site, run by Nick Gates, and Ken Knox is always appreciative of inputs for Clear Dope!

In the meantime, it's time to get on with all those repairs you've been meaning to do, and if your models are already up to scratch then don't forget to cycle those batteries; always a good practice which helps to prolong their lives!

Finally, a big "thank you" to you all for your continued support of the club, and for your understanding of the unprecedented actions we have recently had to take.

Stay safe and look after each other and your families!

Kind regards

Tony Chant

(Chairperson).

Cirrus Moth part two by Toni

The battery fitment is one that always causes a bit of head scratching. I like to be able to change/fit a battery without using tools, so this means a hatch with magnets or a catch to it. It also needs to be secured in place, usually using a Velcro strap. What looks good on the plan doesn't always work out in practice, especially as the space has to be shared with the ESC and all the wiring. All this ends up with a bit of fit and try and change, but eventually everything is arranged. One of the biggest problems is not being able to get Velcro to stick to the balsa permanently to mount the ESC and Rx. I've tried priming the wood with PVA and Varnish, but usually end up with a big dollop of hot glue to keep it in place, and for the battery securing strap in this instance I used 6mm staples folded over with snipe nosed pliers!

Bearers for the servos were next and a platform for the Rx. When they were in place, control snakes were fitted, with holes drilled in the fus sides for exits and fixing posts in three places down the inside of the fus to stop them wobbling and buckling.

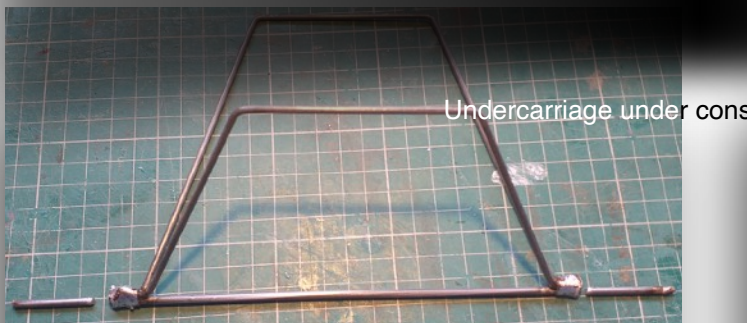
The last big job was to fit the provided 1/64th ply rear and front decking. This was precisely the right size, giving about 2.5 to 3 mm overlap on the fus side, which meant being a bit creative with long stiff strips of hardwood and rubber bands and masking tape to hold it in place while the glue dried. The cockpit openings were marked and cut out with a fine (cheap) abrasive mandrel in the Minitool. This just about finished the fus, but I'm sure that lots of little detail and finishing work will pop up.

The Undercarriage was relatively easy – one straight and two pre-bent bits of piano wire to be soldered together. I cleaned the wire (being in an OLD kit, it had corroded a bit over the years in storage) then tinned it and bound it all together with fine copper wire extracted from an old network cable. I made a wooden jig to hold the bits in place and applied the soldering iron, and hey presto, one U/C ready to go. I was supposed to have sewn and glued it to the bottom of F2, but missed that stage in the instructions so I just made up a couple of aluminium plates to clamp it in place. The back of the U/C assembly is supposed to be held in place under the lower wing by the wing securing bands. However, to make the plane look nice I had decided to do away with the bands and use leading edge dowels and a trailing edge screw to hold the lower wing on, so another two plates were made to retain the rear U/C bar in place under the wing. A quick trial assembly of the whole thing at this stage showed that it looked quite good, but the U/C was very solid. I didn't like this, so I've cut off the axle ends and fitted a new axle above the original, held in place by a few turns of thick copper wire in the centre and some thin guide wires at the end. The flex in this new axle should help soften the landings a bit.

On to the covering. After looking at photos on the internet I dipped into bits box and selected a small amount of silver solarfilm and a big roll of dark blue. The top of the wings, the fin/rudder and the elevator are silver and the rest will be dark blue, similar to some of the photos. I will cobble together a registration number and print that on transparent sticky film, find a pilot, make up a windscreen, and that should be just about that. It never is, of course – there's always a couple of last minute details to be fixed – are model planes ever truly finished?



Toni's busy workshop



Undercarriage under construction



Cutting the Solarfilm



Almost Done

David Hayward writes to tell us of his latest project

Well it has to be a good time to get on with some building and or repair work. After finishing the Mew Gull I have now started building Hanno Prettnner's Curare with which he won the 1977 world aerobatic championship. I bought the Hangar One kit, shipped all the way from New Zealand, back in the summer of last year. You have the option of a half or full kit and I went for the half kit which is naturally cheaper and then sourced the extra wood needed from SLEC.

Kit looks good on opening, good quality wood etc, although a few minor bugs have arisen as the build has progressed. A plan is provided, however, specific instructions for the build are not supplied; what you get is an article from a magazine that actually relates to what I presume is the original plan - slightly different from the plan supplied., but at least it provides some degree of guidance.

Engine

Engine wise, I originally decided on an OS 65 AX, but have since changed my mind and will now be using an OS 55 AX. I have seen a couple on google/youtube that have used a 65, but it's a really tight squeeze to get in the fuselage which is only 50mm wide at that point, plus I was concerned the extra weight at the front might mean I would end up putting weight at the rear to get the balance correct.

Building

I actually started the build about the beginning of February if my memory serves me correctly (probably not). Normally I will start with wings or fuselage and finish as far as practical before moving on, but this build has not gone that way for various reasons. So currently I have partially built wings, fuselage and tailplane.

Fuselage

I did start with the fuselage and as you will see from the images I have finally invested in a jig to assist building. I usually manage to improvise in order to build the fuselage straight, however, at no point on the Curare are the fuselage sides parallel. So the usual method of gluing 2 or 3 formers to one fuselage side while held at 90 degrees and then gluing on the other side, just is not an option here.

Wings

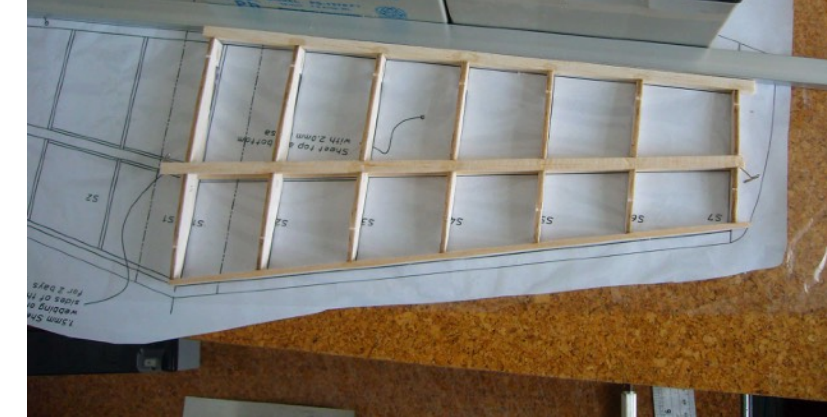
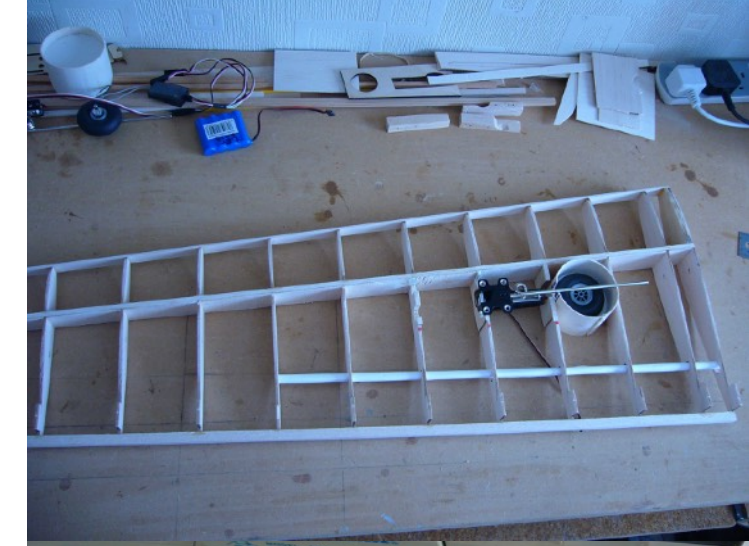
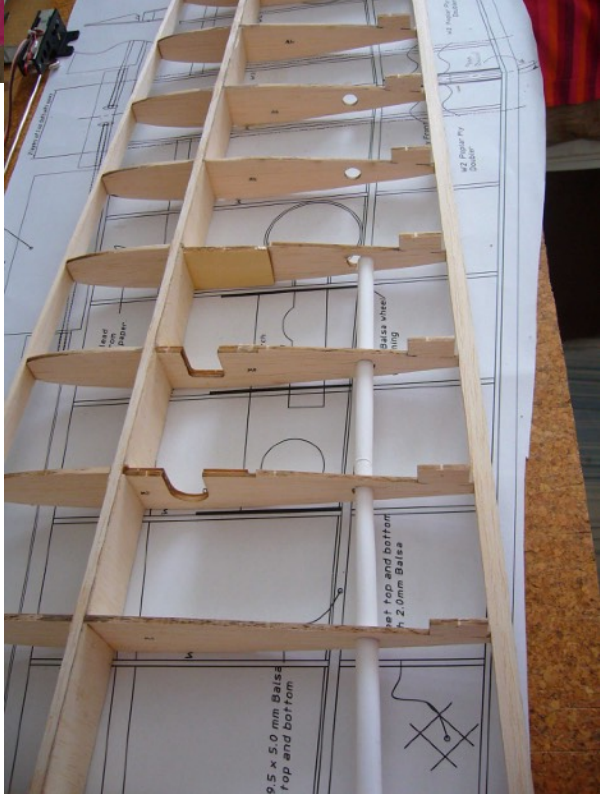
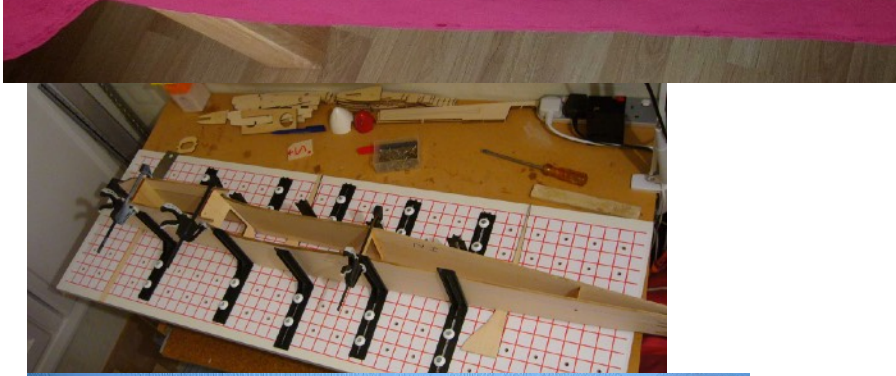
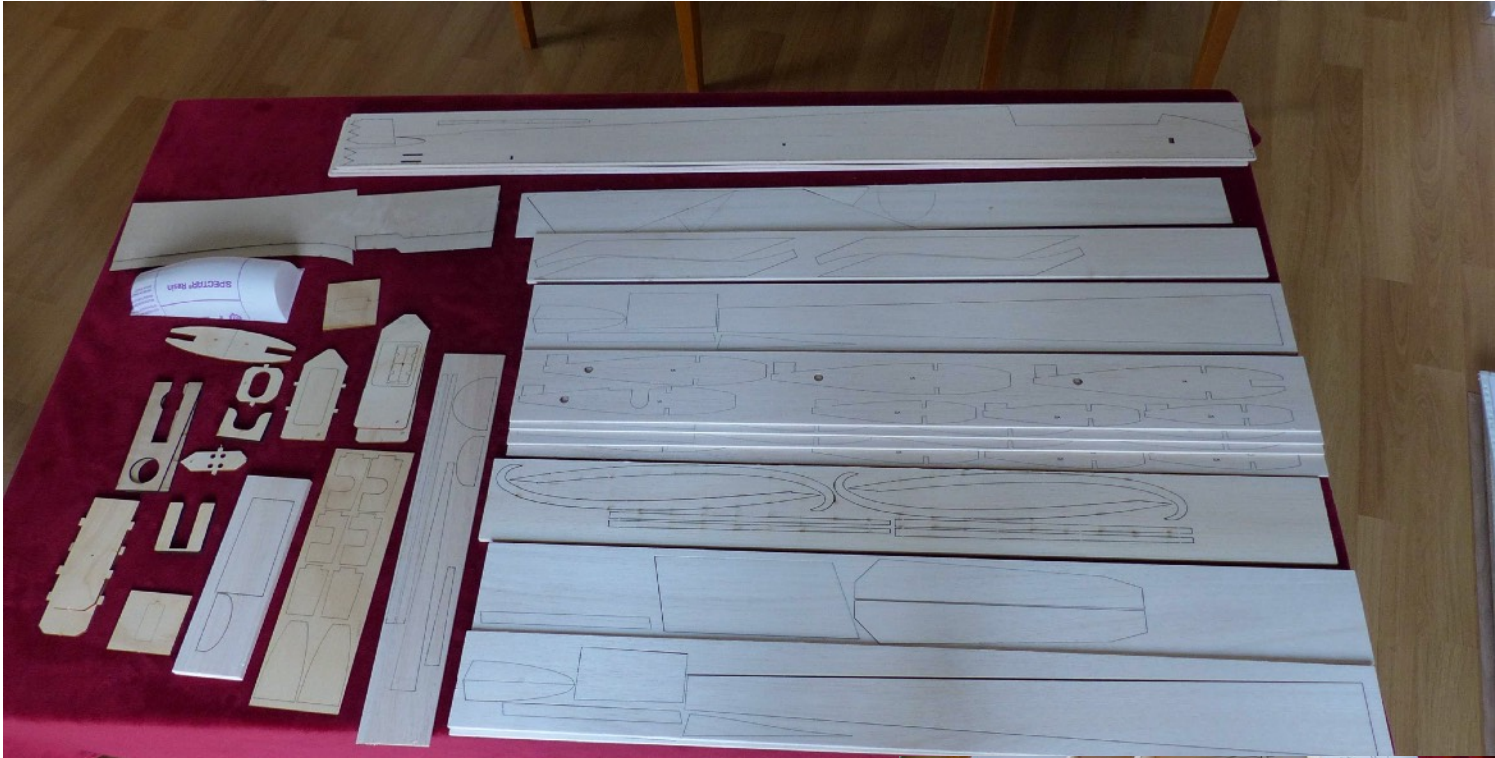
Wings have been simple to build, although the spar cutouts in the ribs were 0.5mm oversize which meant the spars were a very sloppy fit, rather disappointing, but I have added 0.5mm to the spars at the rib positions and 'sanded in' to remove any steps.

Retracts

This is the first model I have built with a retractable undercarriage and so this has been a new experience. I bought a set of E-Flite electric retracts which I fitted into the wings, although I used beech bearers rather than the ply plates supplied. Unfortunately, huge schoolboy error, I fitted the bearers between the wrong ribs, so one bay out from where they should be. This did highlight to me, apart from what a muppet I am, how well the beech bearers were glued into the ribs. Now removed and I am just preparing to fit them in the correct position.

Tailplane

This is built up, with symmetrical section, fully sheeted and of course featuring the very distinctive anhedral of this model. Images hopefully compliment the text and provide some visualisation of what I have been talking about.



I received this note for Mike Griffin and it really made me smile:

Hi Ken,

I'm afraid I have absolutely nothing to contribute this month, as I've been concentrating on decorating the house. We had already ordered our replacement kitchen items before all this started to happen, (that's a couple of thousand £'s we could of saved for loo roll, had we known that this was going to happen!!!!!!) So, we now have a nice kitchen with only basic food items to cook in it, and will be using rhubarb leaves for our bottoms soon.

I've knocked up a start up table out of our original kitchen worktop, and hope to resume building the Wellington Bomber when Jackie stops finding broken things for me to repair.

I'm in a "relaxed squaddie mode", happy in the knowledge that plenty of tasty looking fluffy bunnies live nearby.

Chin up, keep busy, and with a bit of luck we will all be able to meet up again to moan about things more trivial.... Oh yes, and to maiden lots more flying contraptions.

Mike.





Roy Scott writes

This is a rendition of a Spitfire XVI or so intended by the designers at 3D LabPrint. They are an Internet based company offering a large selection of designs including many military ones. For a very reasonable fee the design is available for download including stl. files that can be processed though to 3D printing.

The process of 3D printing is a very steep learning curve. None of the models of printers are what might be termed straight "plug and play"

I bought my "Creality Ender 5" printer almost a year ago and through the torture of many trials, errors and failures arrived at this model. It is far from perfect but from the effort I am pleased enough with it to bring along (as and when) for its maiden.

General specifications

Length: 800mm (31.5in)

Wingspan: 973mm (38.3in)

Height: 210mm (7.8in)

Wing area: 16.8 dm²

Wing loading: 50.1 g/dm²

Airfoil: aircombat modified

Print weight: 432g

Empty weight (eq. w/o battery): 638g

Takeoff weight (6s 1300 lipo): 840g

Max takeoff weight: 1100g

Never exceed speed, VNE: 205 km/h

Design maneuvering speed, VA: 165km/h

Stall speed, VS: 30 km/h

Performance

Max speed VH (level flight): 135 km/h - 67.5kn - 78 mph with APC 9/6

150 km/h - 73kn - 84 mph with APC 9/7.5

Rate of climb: 29 m/s (5 373 ft/min) with APC 9/6

32 m/s (5 728 ft/min) with APC 9/7.5

Flight time (6s 1300mAh/full): 7:40 with APC 9/6

5:30 with APC 9/7.5

7:40 with aeronaut ELP 9/6

My Power Setup

Motor Turnigy D3530/14 1100KV

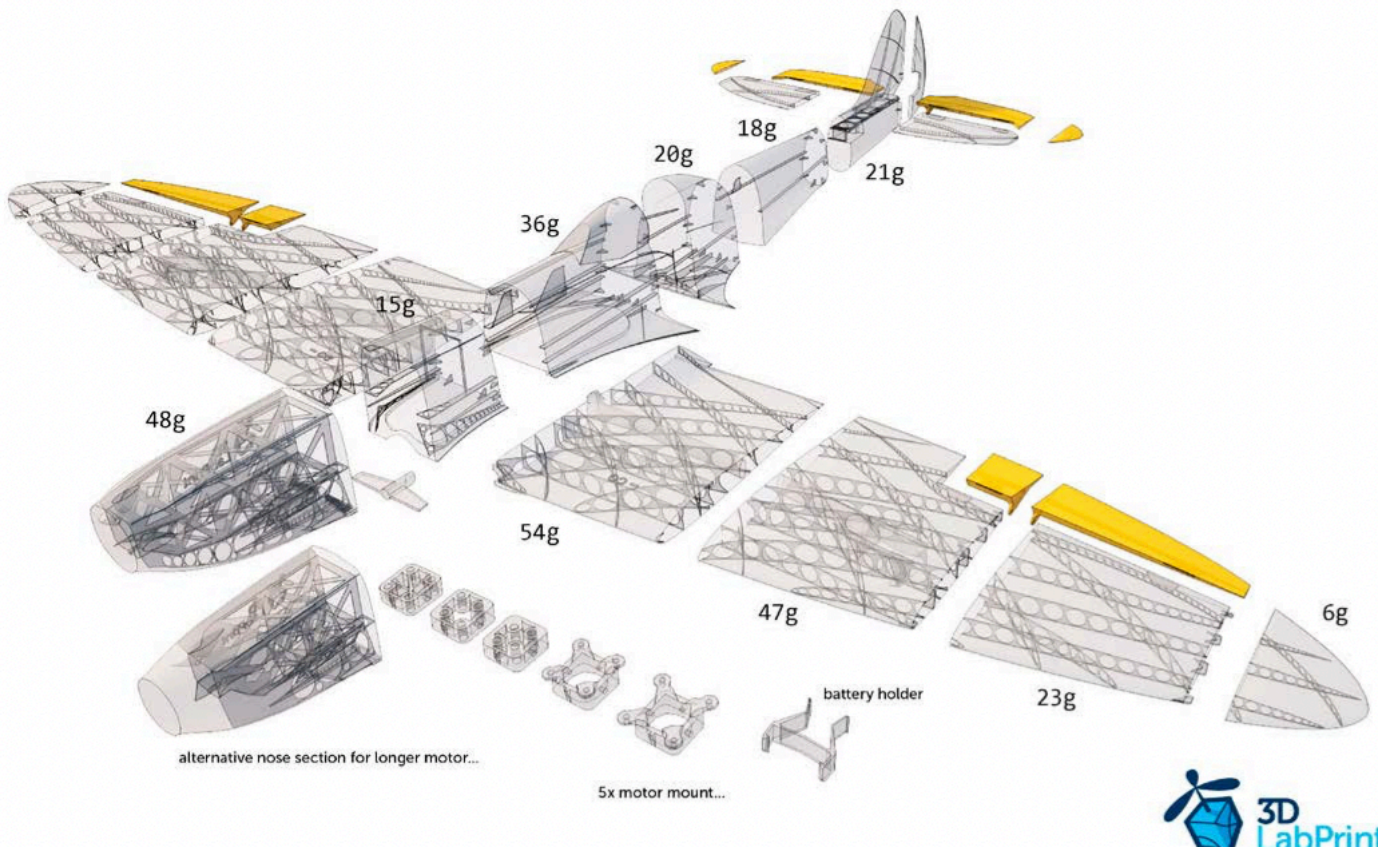
Speed Controller 30A Electronic

Battery 2200mAh 3S 20C

Servos 3x 9g HXT900

Prop 9/6 or 10/5:

Perhaps it may be of interest to mention that the model is made in 29 parts and glued with CA.



Please, if you are thinking of perhaps trying 3D printing do not be put off. It is an intriguing if sometimes frustrating but instructive journey and should probably be treated as a hobby in itself rather than a destination. The rewards are equally as pleasing as the traditional building of models and the realm of projects perhaps even wider.

Just as an aside here is another of my



It is my iteration of an earlier gadget some may recognise; a sugar dispenser. Depression of the lever allows a flow of sugar from the nozzle. This replaces the bowl and spoon and contamination. It is now in demand from my family and friends and I have produced five, not counting the design developments and pre-production models (not failures you will understand) with at least three more agreed to. So, as can be appreciated, an issue of getting there in the journey, is managing demand to go into a series production on any successes.

Next might be photogrammetry but that is a step needing careful research and I need to travel further along the learning curve of the hundreds of tuning requirements in rendering models to simple 3D printing success.

Should anyone be contemplating entering the magic of this hobby I am happy to share my limited experience and show my printer.

Cheers ROY

CADMAC Programme - 2020

7 th April	Committee	
9 th April	Club Night	Auction. Cancelled
5 th May	Committee	
14 th May	Club Night	Light Flight & C/L – Cancelled
2 nd June	Committee	
11 th June	Club Night	Light Flight & C/L – Cancelled
7 th July	Committee	
9 th July	Club Night	Light Flight & C/L – Cancelled
4 th August	Committee	
13 th August	Club Night	Light Flight & C/L – Cancelled
1 st September	Committee	
10 th September	Club Night	Talk: “Flying the Jaguar in RAF service” – Tim Kerss
6 th October	Committee	
8 th October	Club Night	Andrew Gibbs’ Quiz night
3 rd November	Committee	
12 th November	Club Night	AGM – start at 8.00pm
1 st December	Committee	Fees Committee meeting
10 th December	Club Night	Subscription Collection and Table Top Sale (Members only)

Competition Calendar



in Progress

Flying alone on Thorney is not recommended however pilots are requested to concentrate on flying within the grass area to the west of the runway.

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

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 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

Here is the link:-

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