

Clear Dope

AUGUST 2011



Chichester and District Model Aero Club

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Committee 2011

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Deadline for access to Thorney Island August 25th

Reminder:

Club members will need to obtain a new security pass to fly on Thorney island.

Observe the identification requirements asked for on the form two forms of picture I.D.
(Passport ,Driving license) and utility bill.

The Staff Station Office (SSO) is opposite the SPAR shop suggest parking by shop and walk over the road.

You will need to phone ahead (01243 388308) to make an appointment, be aware that this is a busy office so please be patient and allow plenty of time (weekdays only).

The form asks for a mobile number be sure that you know your number
(One member is going to have to make a return visit because of an incorrect number)

Passes will need to be done by 25th August to ensure access to Thorney Island .

Once your pass is obtain you will no longer have to report to the gate house, you will have to retain your pass in a secure place and ONLY display in when inside the military area

Derek (Thorney Rep)

Flying a Javelin

I had learnt the intricateness of a “bungee Launch” in glider competitions – the hard way...



My most notable achievement being (in the excitement of the moment) an overstretched bungee – that resulted in what can only be described as an explosive launch! The poor airframe in question – “Bird of Time” completely over speeding – chronic wing flutter, followed by a mesmeric deconstruction of the glider as it made its ascent. Some described it as poetry in motion – others as a bloomin’ disaster!

But I had learnt my lesson – and in time - like a good novice, went on to enjoy the delights of thermaling over the downs.

I love competitions – never win... but have the unhealthy attitude that it’s “not the taking part – but winning that counts”!

So here we are again another comp... Bungees fully stretched and stop watches at the ready – this time I’ve got my lovely new ARTF Optima, a flat wing form with two beautiful dihedral winglets – poised for launch.

3-2-1 – Click , up the line she goes – a dab of left rudder followed by the merest hint of right – she tracks straight and true – up and up and up... and then as if like a ballerina on her tippy toes, she just glides off the line. The optima is floating beautifully, could this be a max.?

Bhoof – the port wing dips and she turns distinctly left – it’s got to be a thermal... nows my chance and I turn to the right hunting for that thermic bubble. Hey, I’m in it and I can definitely see the airframe ascending. I go for gentle circuits as the Optima lifts on its own stairway to heaven. Yes, this is heaven... mumbled voices beside me notice that I’m doing well – “keep the circuit – keep the lift”...

Wow, this isn’t just a light ascent... the Optima has become a” home sick angel” and is rapidly heading back to the Creator. Now very excited –I’m in the running for a max – in fact, I think a max has come and gone – and those voices are becoming clearer and saying things like – “get her down” – it’s almost out of sight – you’re going to have a fly away unless you invert”.

It’s too high – straining to see it – it’s flitting in and out of cloud - starting to worry –

I try to invert – but because she is so high I can’t really see what I’m doing ... and still ascending!!!

Help – advice is now flooding in – I somehow manage to invert – more by luck than judgement...

Oh – oh – the invert has turned into a monstrous outside loop – I’m transfixed by shimmering flashing white of the wings – what that? Someone shouts “you’re over speeding”...

Suddenly, I hear what sounds like a twin sonic boom – bang – bang, two white things fluttering meters away from the glider. To my horror I realise that both wing tips have broken off.

All of a sudden everything is quite different – the Optima is moving quickly, very quickly, with a steep nose down attitude – but I still appear to have some control. No sudden moves now – just gentle left & rights – I don’t need to touch the elevator ‘cause this baby is definitely coming down.

And down she comes... through the white fluffy stuff – getting sharper – closer...t !

Flying a Javelin *cont.*

At about two hundred feet **"I can see clearly now"** – cue Jimmy Cliff..

*Look all around, there's nothin?but blue skies
Look straight ahead, nothin?but blue skies*

*I can see clearly now, the rain is gone,
I can see all obstacles in my way
Gone are the dark clouds that had me blind
It's gonna be a bright (bright), bright (bright)
Sun-Shiny day.*

Bl*!dy hell – shouts Ken Knox – "you've got to slow that thing down – try some up"...

Whoosh – as it streaks overhead I pull in some up – not much happens - as it hurtles downwind - turn left – very slowly it reacts to my controls and then comes round. Feels as if it's travelling at the speed of light... more up – max up – hey, a reaction... I start to get a buzz; it's almost fun – like I'm flying an R/C javelin!

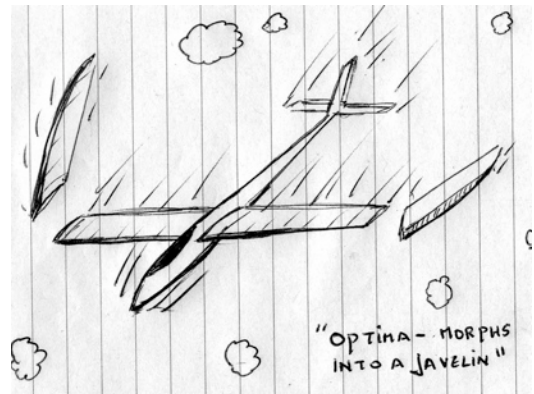
Now, at fifty feet (*as people run for cover*) – we are on our final approach – *no that sounds too professional*, we are on our only approach. The airframe is actually whistling with the speed – but there is enough lift to - just about get that nose up...

A flash of white fuselage – the blur of green grass, was that the X marks the spot...?

Then it's all over, the Optima has finally come to rest with its nose firmly planted in a cowpat.

But, would you believe it – the Javelin had actually touched down closest to the X marks the spot !

Well as they say "Sh*t Happens"!



Another Reminder as we are on the subject of Gliding

Saturday August 13th

Saturday August 20th

Saturday August 27th

Open glider Thorney 12 noon

Open glider Thorney 12 noon

Open glider Thorney 12 noon

GE Aviation Day and Tangmere Museum Douglas Bader Remembered" 7th August

Thanks to Dick Stepney, Bruce Smith and Peter Doe on behalf Southern Area of the BMFA , for attending GE Aviation Family Open Day at Hamble on an extremely wet and very windy day (16 July). Dick gave a very competent demonstration of control line flying in atrocious conditions. The tour of the factory was the most interesting aspect, where composite components of various aircraft and very expensive car V12 car bodies are manufactured.

Please support the Static display for the Tangmere Museum "Douglas Bader Remembered" 7th August where weather permitting there will be a demonstration of two Spitfires and a Harvard contract Sandra Dawson on 02392 612549

Restoration of a Mercury Picador 24" control line combat model

Robert Horton 15/7/2011



In January I found one of my old control line combat models in the loft, it was a Mercury Picador which was last flown (and crashed) circa 1975 at the Bognor Regis Lower school playing fields. Most of the front nose section was missing and the control lead out wires were very stiff, but the wing was in fairly good condition for its age. I remember that I always liked this design and that it had only flown a few times before being pranged so I decided to restore it to flying condition and give it another go. The first task was to strip away the wing covering and remove what was left of the fuselage from the wing. The bellcrank and the lead out wires had to be replaced but the pushrod was OK. I bought some lightweight rip-stop nylon from the

internet for recovering the wing. The nylon was applied dry with 50:50 thinned clear dope to the centre section, and leading and trailing edges, bottom surface first, then the top. Then sprayed with water to tighten it and followed by further coats of clear dope to shrink it properly. The fuselage was rebuilt around a new set of formers and engine bearers and the tank was made to measure from tin sheet and brass tube and soldered together. A good way to test for leaks is to block off the inlet and outlet pipes and then dip the tank into warm water and check for bubbles. Sure enough there were a few leaks, but these were easily sealed with a little more solder.



New fuselage parts were made and assembled onto the wing. The original top deck, and fin and canopy were re-installed together with the original elevator using cotton thread for the full-length hinge. The fuselage was covered with glass cloth and resin and the wing was fuel proofed with clear-coat resin. The model was finished off with a new paint job and installation of the original PAW 1.49 diesel engine.

The plan showed that the centre of gravity should have been on the leading edge and I had to

put a small amount of lead at the back to make it balance correctly. So the Picador is now finished and ready to fly again. Anyone interested in having a go at vintage control line combat?

Robert reports, The return to flight test was made successfully this evening 25/7/11. It was slightly nose heavy flew very well and maintained good line tension, and it is still in one piece.



EVENTS CALENDAR 2011

Thursday August 4 th	Evening Flying for members Goodwood Aerodrome
Saturday August 7 th	Tangmere Museum Douglas Bader Remembered"
Thursday August 11 th	Light Flight and Control line Fishbourne
Saturday August 13 th	Open glider Thorney 12 noon
Sunday August 14 th	Pagham on Parade(Contact Allen Miller)
Saturday August 20 th	Open glider Thorney 12 noon
Saturday August 20 th	Indoor @ Seaford College
Saturday August 27- 29 th	National Championships Barkestone Heath
Saturday August 27 th	Open glider Thorney 12 noon
Saturday September 3 rd -4 th	Help the Heros Full Size Fly-In
Thursday September 8 th	Indoor Flight Fishbourne
Saturday September 10 th	Loops, rolls, spins Thorney 12 noon
Saturday September 17-18 th	South of England Show Hop Farm
Saturday September 24 th	Indoor @ Seaford College
Sunday September 25 th	Tangmere Family Day + Model Flying
Thursday October 13 th	Balsa Brain Competition Fishbourne including light buffet
Saturday October 15 th	Scale Comp Thorney 12 noon
Saturday October 22 nd	RNAS Yeovilton Model Show for R/C
Saturday October 22 nd	Indoor @ Seaford College
Friday November 4 th	Southern Area Balsa Brain @ Netley
Thursday November 10 th	Annual general Meeting Fishbourne 8.00pm
Saturday November 19 th	Indoor @ Seaford College
Thursday December 8 th	Subscription Night Fishbourne
Saturday December 17 th	Indoor Fly in comp Seaford College 1 - 5pm

Extra Flying days during August

Thorney will be open for Flying from 11.30 to 21.00 on the following days
12, 18, 19, 21st & 26th of August
However there must be at least two people on site, one person keeping a lookout for military activity etc.



The Airfield will be closed for general flying on 3-4th September however all are welcome to this special event

NO

Flying on Thorney Island
On 17 September
Re Modified Madness

Electric Fly-In & BBQ @ Porthole 17th July

The BBQ was well attended by members, friends and family, unfortunately once again the weather was not on our side [extremely windy if you recall]. The attrition rate was high with regard to the models, four people flew, two models had a mid air and Allen Miller's Spitfire was beaten by the wind and was slightly damaged. George Claridge, Master Chef was aided by his Granddaughter and Terry Burley. Alan Litchfield's little dog performed general vacuum-cleaning and scouring duties. The Committee have decided to offer George Claridge free club membership next year for his services to the club over the years.



Right: George stressing out "What have I done "



End of a favourite Model



Unfortunately I have to report the end of my Focke Wolf-190D, which I've had for about 15 years and the plane must have been a good 25 to 30 years old.

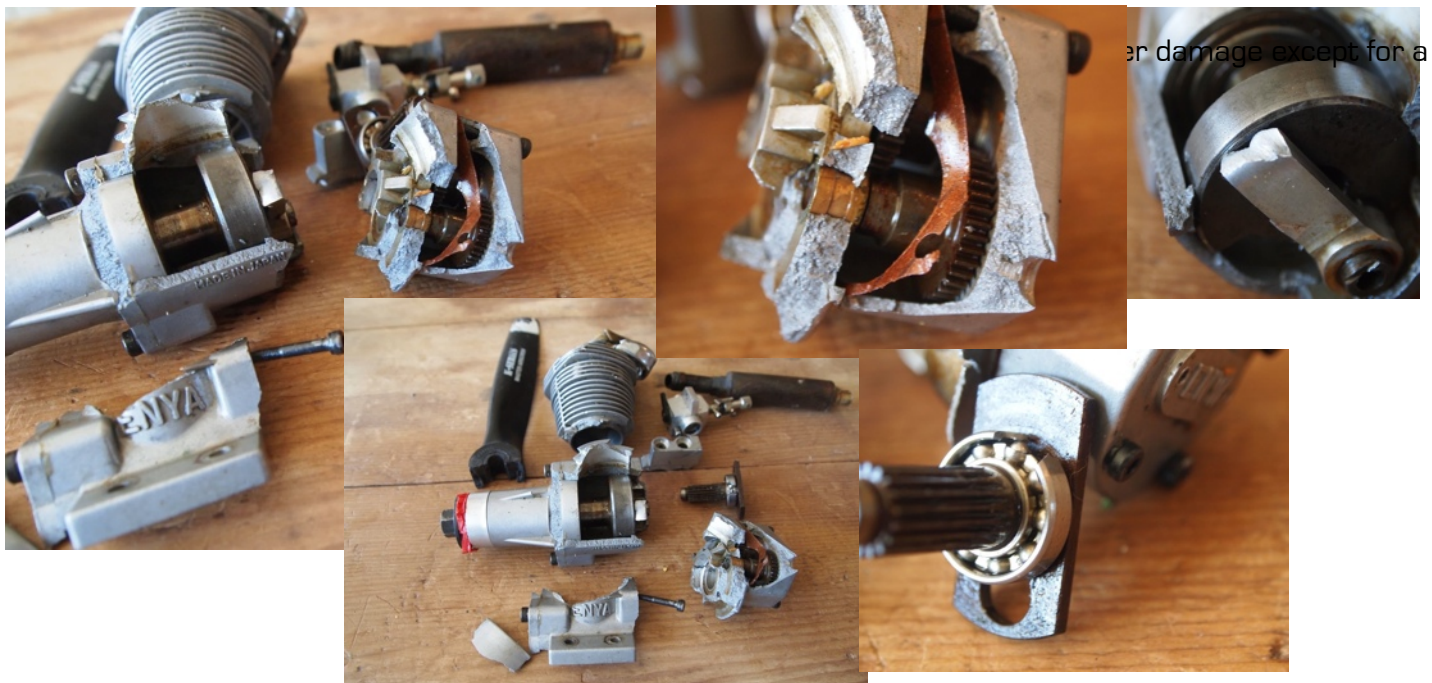
I flew the plane today 30th July with help from Peter Doe, checked all aspects of the plane on the flight line including throttle, up and down and blipping, all ok.

Take off was smooth as normal with this aircraft which is fast and responsive, all ok, Bruce and the chap who comes with his wife (parks someway from normal area), so I decided to move away and throttle back as the runway area was being well

occupied. When I had moved further away I throttled up and did a circuit, went to throttle back no response !!! Cycled the throttle several times no response at all.

Announced the fact that I had lost control of the engine, tried to maintain straight and level circuits, but over runway still busy and the micro-lighters were having a meeting at the cross roads of the runways, six aircraft had flown in, so I was unable to use our full area without overflying them. The fuel tank was full [at least 20 minutes worth of fuel on board] so this was going to be boring.

I decided to fly a circuit roughly West to East, after a couple of circuits I flew too far away [this was all at full throttle] and lost orientation and being unable to throttle back so before I could recover, the plane impacted at full throttle on the perimeter track and completely disintegrated engine and all, the wreckage being spread over a very large area, and took me over half an hour to clear up the wreckage, the engine, a ENYA 90 4stroke was absolutely creamed, in fact it was so badly smashed it could be mounted on a plinth and presented as crash of the year prize, this was Peter Does idea by the way.



er damage except for a

Competition Calendar 2011



Saturday 13 th August	12 Noon	Open Glider	Thorney Island
Saturday 20 th August	12 Noon	Open Glider	Thorney Island
Saturday 28 th August	12 Noon	Open Glider	Thorney Island
Saturday 10 th September	12 Noon	Loops, Rolls & Spins	Thorney Island
Thursday 13 th October	8 PM	Balsa Brain	Fishbourne
Saturday 15 th October	12 Noon	Scale	Thorney Island
17 th December	13:00	Indoor Competition	Seaford

Finally Would all you Boy Scouts out there please give a thought to an old Cub by submitting articles for CD. It does not need to be related to aero modelling.

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