

# Clear Dope

December 2018



Chichester and District Model Aero Club: Committee 2018

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Subscription evening  
Thursday 13th December  
plus table top sale



### Remembrance Sunday Glider Fly-in in aid of the British legion Poppy Day appeal

This event was planned for the 11th November but was rescheduled for the 25th November due to poor weather, it really was a great afternoon full of fun, here is Derek's report:-

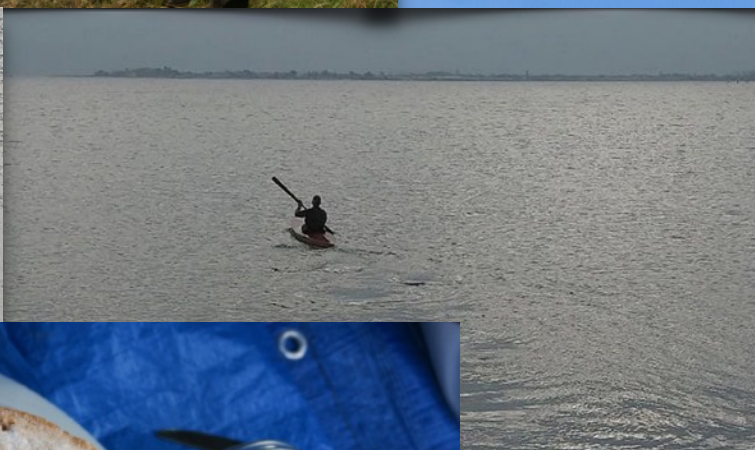
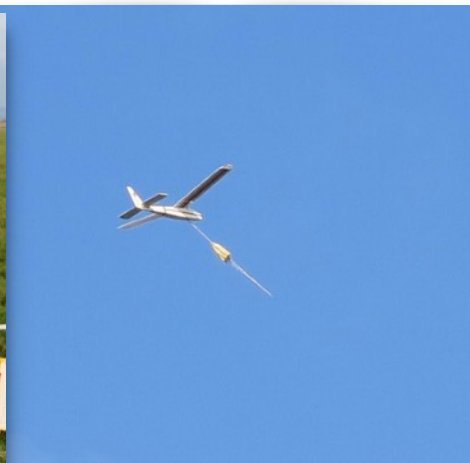
A massive thank you to the CADMAC members who turned up and donated to the Poppy Day gliding event. The total raised on the day is £166.30 which is fantastic. This year we ran a new competition, the Impala challenge where everybody had a go with my old Impala, longest flight wins. This was going well with most members recording their times, that is until it came off the line and ended up in the water.

So a big thank you to Nick who rescued the plane and also recorded the longest flight before the dunking. I heard a rumour that next year they may be two Impalas.

**Derek**

The results were **Adrian Childs**: 1st 7:28, **Bill Pethers** 2nd 3.53, **Ken Knox** 3rd 3.19, **Declan Cousins** 4th 3.16, **Toni Reynaud** 5th 2.58, **Keith Watts** 6th 2.35, **Duke Benson** 7th 2.33. Four others listed their names but did not fly

**Electric** ~glider Competition took a back seat this time, **Adrian** was first again with 5.32 followed by **Nick Gates** 3.46 and **Toni Reynaud** recored 1.20 and **Ken** chicken out.



## HOW TO LOSE A GLIDER - WITHOUT REALLY TRYING



From my recent experience, the following procedure is remarkably effective.

1. Choose a day on Thorney when it's thermally active and sea haze is evident.
2. Choose a safe launch point upwind of the busy Start-Up Box, and welcome the opportunity to introduce some needless difficulties as a result.
3. Launch the glider into a SW wind close to the sun-line, unavoidable in the afternoons and providing a testing visibility environment.
4. Let the glider climb to at least 250ft, to make it worthwhile seeking a good thermal, whilst ensuring trickier vision still.
5. While doing this, keep the left eye closed against the sun for later use. This will prove utterly futile, but will impress the uninitiated.
6. At the top of the climb, ease off the power and control-out any stall. This will render the model much more difficult to see when stable and level.
7. Now for the crucial bit: Take your eyes off the model for a few moments whilst walking to a more acceptable flying position in the Pilots Box, or by agreement, to a chair close to the Pilots Box, avoiding model gear, restraints and members busy starting their models in the Start-Up Box. Don't miss the opportunity of nearly poking members in the eye with your Tx aerial whilst walking. Indulging in pointless banter on the way also adds more time for the model to vacate the area.
8. If there's mist about and you have followed this procedure to the letter, your model is now most likely to have disappeared, and you can now congratulate yourself on your skill.
9. In the Club's interests, it's the decent thing to do to try to recover the model, so at this point engage others to keep a sharp lookout at all points of the compass while you attempt to spin-out the model from thermal activity, with a model that still climbs in a spin when in good lift. Keep up the watch for 5 minutes or so before accepting that the model is lost, and whilst working-out your script explaining to your wife what happened, and how none of it was your fault.
10. At this point it's good form to thank those present for the use of their eyes and for their sympathy and mirth, after which it's best to depart in a spirit of entirely false nonchalance and bravado.
11. On arriving home visibly empty-handed, toss your hat in the door to test the atmosphere and with luck announce your pre-rehearsed script. Then go online to see if you can find a replacement glider to lose, but also open Google Maps to try to predict how far towards the Nutbourne Channel or Goodwood the model might have reached. Keep a telephone live at all times, and with it your hopes, too.

So there you are, it's that easy.

### **Postscript:**

I was lucky in the extreme to receive a message the next day saying that the model had been found by the Saddle Club virtually unmarked in one of the empty outer paddocks. Just a 6mm-wide shallow depression to fill in one wing leading-edge, and the need to reset the speed controller. On visiting the Saddle Club, I was heartily relieved to receive a friendly welcome and to find my model sitting safely on a table, where it had been beeping all morning, and with no problems caused. I handed-over a bottle of a rather nice Shiraz, which was gratefully received and put in their Christmas raffle. Thanks to Nick and to Pete Flyer for the heads-up.

### There are some lessons to be learned.

I've had no problem previously in setting **So** the glider on a straight and slow course in good visibility, and taking my eyes off it for a few moments, usually asking anyone nearby to keep a watch. On this occasion, no-one was close-by, and the visibility turned-out to be deceiving. Lesson Learned.

I've had to create a new set-up on the Tx under Max. Rates, with extreme settings to ensure the spin is decisive. And it needs to be used very quickly.

**Don't** walk from the launch point through all the activity on the ground. Take the clearer route via the runway, so as to be able to keep the model in view.

If the weather is hazy, then sky conditions need to be assessed upwind and downwind, and if in doubt, fly for thermals another day. If you do suffer a fly-away, be sure to inform your Site Representative as soon as possible, and defer any other action on your part until advised by him.



Make sure the model carries a contact phone number. Luckily, mine does.

## A Merry Christmas and a Happy New Year to All!

A New Sign has been erected on Trundle Hill Thanks to Nick Gates who has fabricated a new sign to his usual high standards



**David Hayward our new Webmaster has written this report on his latest project**

At the beginning of 2018 I was on the verge of starting my next project - a Bristol Scout D; already had the plans, just needed to buy some wood and get cracking. However at the end of January, Colin posted a YouTube video onto our Facebook group titled 'The Extraordinary Mr Spitfire'. This tells the story of Alex Henshaw, a quiet extraordinary man who flew solo after just 6 hours, became an air racer in the 1930's and then turned his attention to long distance flying.



In one of his greatest feats he flew a Percival Mew Gull from Gravesend in Kent, setting off at 0335 GMT on Sunday 5 February 1939, flying to Cape Town and back. He refuelled on the way out in Algeria, crossed the Sahara to land in the Belgian Congo and then Angola, landing at Wingfield Aerodrome Cape Town after flying 6,377 miles in 40 hours. He spent 28 hours in Cape Town, and retraced his route back to the UK, landing on 9 February after a flight of 39 hours, 36 minutes. He completed the whole 12,754-mile round trip in 4 days, 10 hours and 16 minutes, breaking the record for each leg and setting a solo record for the round trip.

If that was not enough, turned down by the RAF in 1939, Alex later became a test pilot for Vickers Armstrong during the Second World War test flying spitfires. If you have not seen the video on YouTube, I strongly recommend you look it up.

Well, having watched the video I became captivated by the Mew Gull and started doing research into what was available model wise. There are some kits available as well as an ARF, I also came across an RCM&E article from February 2002 which featured a free plan for a semi-scale 62" wingspan version named Chorus Gull. Designed by Brian Peckham, this had originally appeared in the March 1989 Radio Modeller.

On mentioning my desire to build a Mew Gull, Colin said he had the February 2002 RCM&E complete with plan and it was mine if I wanted it. Not many seconds elapsed before I took him up on his very kind offer.

Having built a few I/C models of 4 to 5ft wingspan I wanted something a little bigger and so took the plan along to Pro Copy Printing in Chichester and asked them to print me a copy 20% larger, resulting in a model with a wingspan just over 6ft. Scaling up from a plan will be an interesting new challenge in making the necessary increases to certain key parts of the construction such as the wing spars for example. I will also have to make my own canopy and so have been giving Google and YouTube a bit of a bashing researching vacuum forming techniques. Now that Toys 'R' Us have closed I am on the lookout for a new source for my pilots... search ongoing.

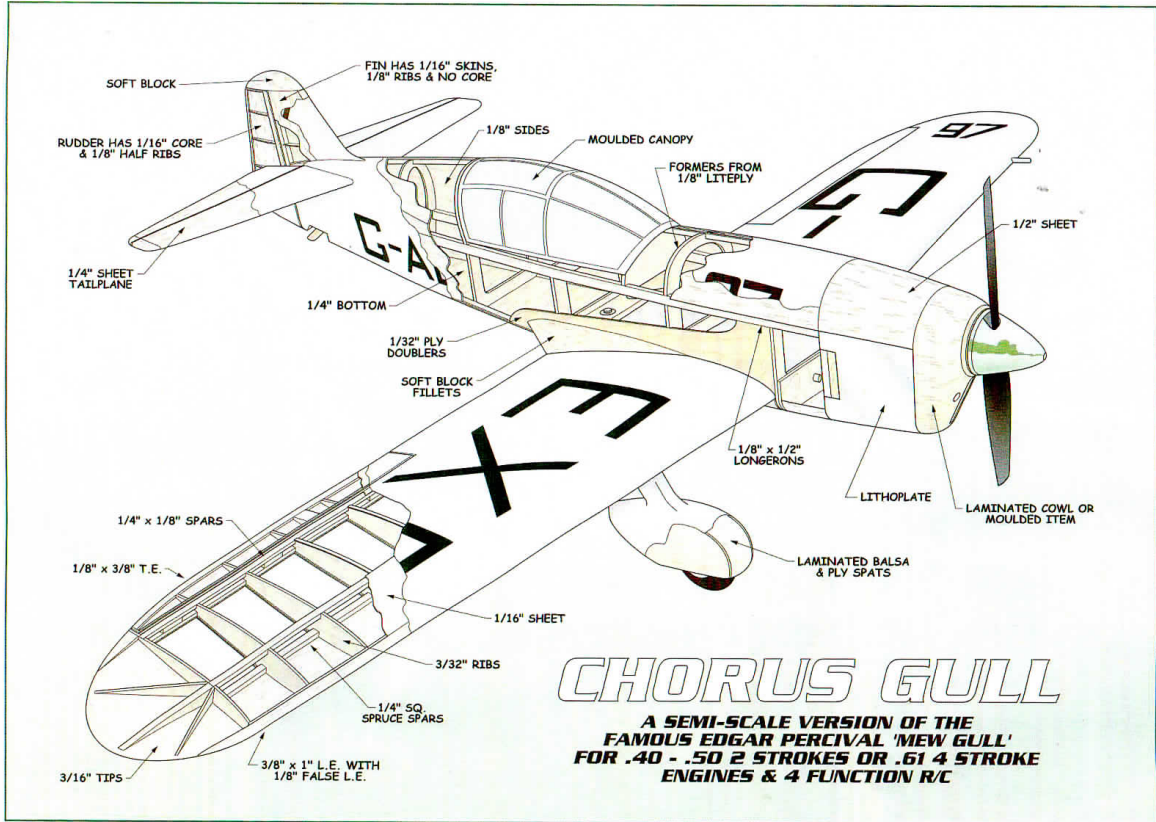
The standard size model weighed 7 3/4lb and a 61 four stroke or a 40 to 60 two stroke was recommended, I finally decided to fit a 120 four stroke and trust this will do it justice for its role as a racing aircraft.

Well its been a long time since January when I decided to build the Chorus Gull and bought the wood and even the engine, but I have at last made a start and currently have one wing at about 95% and the other at about 1% - so far so good (I think).

Its not my intention to do a detailed account of the build but I will provide an update or two as I go; plenty to do including making the necessary vacuum forming 'machine' and I will probably make a video of the vacuum forming process when I eventually get there.

Can't stop, have some wings to finish...

46 RCMAE



FEBRUARY 2002

THE MAGAZINE FOR ALL MODEL AIRCRAFT ENTHUSIASTS

MAD MODEL MAGAZINE  
MARCH 1989 £1.30

# Radio MODELLER

**CHORUS GULL**  
Build our scalish sportster

Full-size plans inside for 62in span soarer

**SOPWITH TRIPLANE**  
Finishing and Flying

Small-scale ducted fans explained

AN AIRBUS SPECIALIST PUBLICATION



# TOP-NOTCH SERVICE

*from bruce*

***CDe is the perfect format for me to pass on details of great products and great service which I've recently experienced.***

Currently, well on the way to completing the Tony Nijhuis EDF Mig 15, I decided it was time to order the Soviet Star decals from **BECC Model Accessories** as Tony suggests. Having found their website I was delighted and amazed at the range of cut vinyl products they supply. They do lettering of all sizes and styles plus roundels, decals, insignia, flags etc. etc. I quickly found the 'Sov 01' pack of varied size, red and white stars which I required but was then dismayed to discover that they don't retail to the general public.

The website does, however, provide a comprehensive list of contact details for all their product suppliers, so on the Tuesday afternoon I sat down with the telephone, prepared for a long stint of wading through the list until I'd found a shop with my pack in stock.

Beginning with what I thought would be the largest emporia and most likely to carry the greatest stock I was met with exasperating waits for a phone pick-up and then invariably disinterested negatives, many of which were given before the assistant had even bothered to check their stock. After about an hour on the phone I was feeling extremely dejected when a gent answered the phone in Richardsons? in Middlesex.....he said I'd come through on the wrong line but he'd pass me over to a colleague in the other half of the shop...and that's when I spoke to the angel who goes by the name of **Gill**.

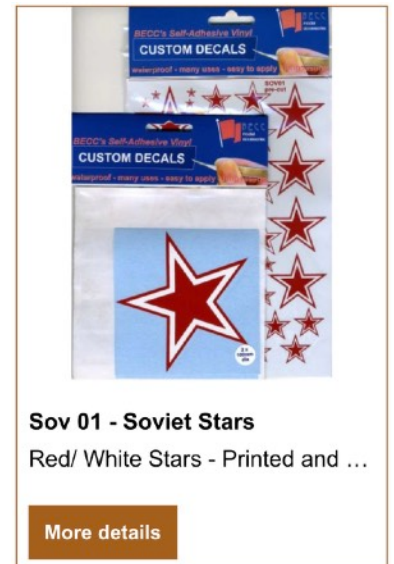
Bright and cheerful, Gill was, 'so sorry,' that having checked her stock, she didn't have my pack, "**but I'll order it for you, if you like,**" she enthused. By now I was so desperate that even the fear of a long wait and a hefty postage evaporated, so I gladly agreed. Gill took my name and phone number, promised to order the item that afternoon and also to ring me as soon as the pack came into stock. *How often have we heard that, even when ordering expensive items, let alone a pack of decals worth under a fiver.*

However, mid morning, the next day, my phone rang and Gill brightly informed me that my decals had arrived. She was taken aback when I asked her to post them to me - **no mighty mail order firm here** - and apologetically she told me she had to go to the post office to find out what the postage costs would be....but she'd phone, first thing 'tomorrow' and let me know.

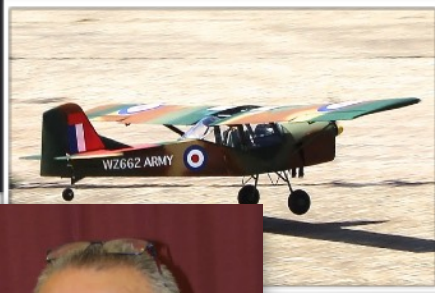
This morning (Thursday) the phone rang at 09:15 and an extremely apologetic Gill informed me that she'd have to charge me £1.00, their minimum allowable postage, for the decals to be sent First Class in a card backed envelope, but she'd promise to post it this afternoon.....and I have absolutely no doubt that she will.

How rarely these days, are we treated to such personable and reliable service? I know one thing for sure: Gill may be no on-line techno whizz, but if she treats all of her customers with the same civility, respect and dedication, that she did me, for my trifling order...they'll come back again and again and again.

Look up the great range of lettering and insignia at [becc.co.uk](http://becc.co.uk) and then when you've found just what you need, give Gill a ring.....and tell her, 'Bruce sent you.'



Richardson's, 6-7 Rochester Parade, Feltham, Middlesex. TW12 4DX  
Telephone: 0208 890 4399 email: [sales@richardsons-retail.cc](mailto:sales@richardsons-retail.cc)



Some Photographs of this years awards and trophies. Ray Beadle was awarded a Life Membership and Bruce Smith the Jerry Devonish Bowl for the best scratch build (His Auster)



# Club Program 2018

4th December	Committee	
13th December	Club Night	Subscription collection and table top sale



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