

Clear Dope

December 2020



Chichester and District Model Aero Club: Committee 2020

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Hello everybody hope you are all well and active. Many thanks for those of you who sent me articles for inclusion for this months CD

All the Best Ken Knox



Terry venturing forward to another great flying day

Terry Burley
18th May 1930 ~ 9th November 2020



It is with great sadness that I am writing to inform you that one of our stalwart members, Terry Burley, passed away on Monday morning, the 9th November 2020

Even in advancing years Terry was an extremely active member of the club, and was a regular attendee at our club evenings and events; he will be greatly missed.

Terry's funeral will take place on the 3rd of December at Chichester Crematorium.

Ian Holcombe writes a few words about his memories of a life long friend Terry Burley

I first met Terry back in the late 1960's when I was a mere boy of 8 years old. I moved to Colliers Avenue Bognor Regis and I used to watch Terry flying planes and helicopters in a local field, and thought I would love to do that!

When I spoke to Terry we realised that I was at school with his sons. Terry and I became great friends and he became my mentor teaching me how to fly planes and helicopters. He used to help me set them up and resolve any issues or repairs that were needed. My father passed away when I was 16, and Terry became like a father to me. Terry was very patient with me over the years and always there for me, we were friends for 50 years, Though Terry has sadly gone, he certainly will not be forgotten. I remain close to Terry's family.

A Life Time in Modelling Bill Ingram recalls his story (Part 2)

The first Saturday when we had moved to Northampton my priority was to visit the main model aircraft shop just out of the main town. I went there to find out about the club. When back out side the shop a lad was waiting (Brian) and he had heard I was asking about the club. It turned out he was an active member, asked where I was living (about four hundred yards from where he lived) he said they had a shop and if I went round on Sunday after lunch he would take me to the local flying field. I had a push bike, he had a moped!!! So about three miles later, I with a longer right arm we arrived.

There where about eight of us living quite close together in Kingsthorpe, the main interest, apart from me was mainly control line combat. Brian was showing an interest in radio and had a Black Magic, was also building a sports car and worked at the local VW garage. I of course had no job, it took about 2 or 3

months to get one, as an Organ Builder, no day release this time.

Visits to the flying field became tedious, now being seventeen I was eventually allowed to have a Moped (50cc NSU Quickly). The Nationals were approaching at Whitsun time and the gang who had camped the previous year at Waterbeach near Cambridge were going to get there as before, but they would only take my gear and a A2 Seraph glider I had built for Wednesday night flying on Northampton racecourse, I would go to Waterbeach and back by Moped.



A2 Seraph photo

I was at the Organ Builders for two years. The moped was a bit slow so I progressed to having a James 175cc motorbike and starting night school two nights a week to get up to ONC entrance level. The outlook at the Organ Builders was not for me as night school was starting to conflict with stripping out organs at away locations. Looking for a different job was difficult, looking in the local paper and what the RAF was offering.



Modelwise I was starting to get interested in making my own radio equipment and electronics generally. I built a 40inch control line model, a Thunderbolt, powered by a Fox 35, for Sunday morning flying. The engine was obtained from the USA by the model shop owner who had met some different nationalities when attending model Wakefield competitions, For information his name was Ted Evans who designed the Jaguar Wakefield. I also built an own design single channel during this time.



I got an interview at a company who developed antennas and was mass producing TV and bespoke Ham and other types of aerals. I took one of my receivers with me, was asked if I could use a slide rule, and hopefully gave the correct reasons for wanting the job, which I got as a Development Engineer. I found out later the boss was a Radio Amateur and had started the business after the war.

But no day release even at a reduced salary. I was now on a salary with a pension and 37 hours a week, better than 48 hrs when I started work. Pay was now about £6 p/wk.

I broke my leg on the bike and was in plaster for twelve weeks, had six weeks off work and the rest I worked half time, work was very good about it, but now building was difficult. Decided to build a Sea Commander boat about this time I think, the single channel radio was modified to mark space operation so it had a variable proportional rudder, ED 24.6 water cooled was the propulsion. I had to go to Bedford to sail it, transported by Brian.



Sea Commander photo

For the next three years I was building radio sets when these appeared in the now available RCM&E(1960). The Hill receiver comes to mind, and building single channel planes, non galloping ghost even though Howard Boys was in the club, I was still flying gliders but having less time as I was now studying for ONC three nights a week, plus homework and lab reports.

I forgot to say that when I moved to Northampton, the gang on Saturday nights went to the pub on the way to the dance at the college, of course I went initially with trepidation. But I always went to the Nationals, Hullavington and Scampton being some of the other locations. I had changed the bike again to a Velocette Viper 350cc which I had till the age of twenty one.

The motor bike was not very good when dressed in the rain for long trousers, young ladies(or fathers not being happy) so it had to go, a Standard 8 was the solution.

Work was starting to take more time as a contract was obtained to supply 45 mc/s receiving aerials for remote tv satellite (ground sites mainly in Scotland)aerials mounted on 100 ft masts, the received signal being sent by microwave to another site before being retransmitted from a 800 ft masts. Unfortunately for me the reception had to be approved by a BBC engineer, if the aerial need tuning then it was up to me to get it done, up the 100ft mast, lovely views and very quiet!!

Modelling did not seem a priority until I passed ONC in 1964 taking six years. I moved job again and became an Electrical Component Development Engineer, to a company making switches, faders, potentiometers, wire wound chokes and resisters. And I got my HNC after two years of day release and asked for salary increase. Sad news as one of my work mates at the previous job fell of the mast at work and died at about 18 yrs of age.

More time for modelling now. Brian now worked for the same company, he was now married and had built an Uproar with Merco 61 and a set of four channel analog proportional radio gear that he had made.



The Uproar with BRIAN.

About this time in the USA proportion radio was starting to be discussed and one of the kit designs was called Digi Trio. The design was available with circuit board layouts, component lists, and unbuilt servos available. Deacs had recently arrived, there was a friendly component shop in town, we had a lab at work that could make printed circuit boards, so both of us started the build process. I built a 64 inch span Nimbus2 for the receiver and made the stick units with small wire wound potentiometers for the transmitter, which also had a built in charger.

I was now married, just moved in to a new house. Fuel proofing was a problem as usual for the plane, the best solution was deemed to be two pot polyurethane, of course it needed some attention with the wet and dry. I had no work shop so the bath room was thought to be the place to carry this out, my wife was not impressed and said it looked like a murder had taken place and still remembers it.

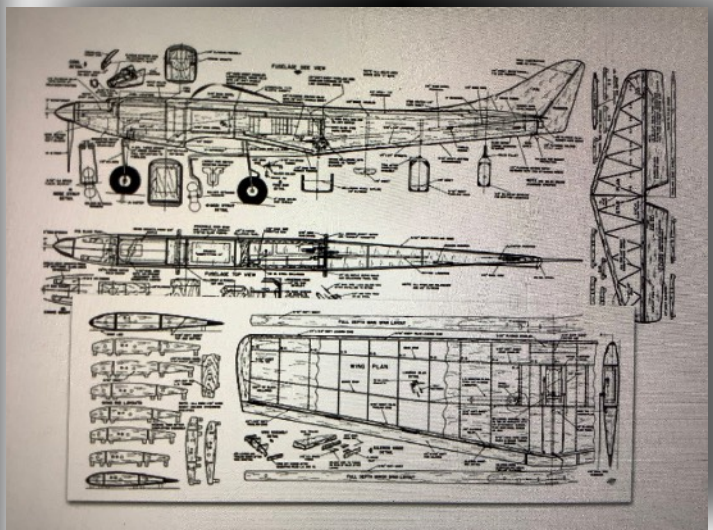


I initially put a Merco 49 in the plane but after initial trials asked Brian if I could borrow his 61.

After this I had a few flights, the only multi I had flown before this was about five minutes on a Taurus with reeds when in Mansfield so I was pleased to have made the radio and plane, also flown it with out problems.

Two years after I got married work started to be worrying, people were being shown around, management was old and had developed the business during the war. Also the MD was not very well. Told my wife I was going to look for another job and suggested it would better if we did not continue to furnish the house. I had been in this job now for about five years.

Next time. New job, I wonder where too?





Mayday! Mayday! Mayday!

“Just one more flight before I pack up”; how many times has that been the precursor to disaster? And so it was on my last flight before the current lockdown took hold, as I tried to squeeze in “just one more flight” of the Pink Lady. It didn’t end well! A tight final turn with too little airspeed, and the rest, as they say, is history!



Ouch! That hurt!!

The fateful final approach was filmed by David Hayward who sent me the footage, with the words “to help with your accident enquiry and report”.

Not being one to pass up a challenge, the report was duly written, and read as follows:

Date: 18 October 2020

Aircraft: Hobbyking Skysword 70mm EDF; pink.

Damage: Category 2/3: aircraft currently under repair; will be serviceable to fly again by next weekend! (RAF Damage categorisation 1 = minor damage, 5 = write-off).

Pilot Injury: Hurt pride.

Weather: Perfect for RC flying. No wind, no bright sun, no excuses!

Accident analysis: During tight finals turn aircraft departed controlled flight, exhibiting classic wing rock, similar to that seen in the Hawker Hunter crash at Shoreham, just before impact.

Accident cause: Aircraft speed was too low for the manoeuvre attempted.

Mitigating factors: Pilot was flying a tight finals turn trying to remain inside the airfield perimeter track.

Additional factors: Pilot was feeling extremely nervous at the time as he was conscious of the presence of three overbearing CADMAC committee members positioned just behind him. Also, distinct earache as a result of a 3-hour verbal barrage prior to the flight.

Inquiry conclusion: Pilot must do better next time!

Recommendations: Move the pilots' box at least 2 squares north to give more manoeuvring room for a longer straight-in final approach when landing in a Northerly direction.

Other comments: The pilot expressed relief that the accident was caused by an aerodynamic stall, rather than loss of orientation, as the latter would have made him feel even worse, and not even 10 beers would then have been enough to drown his sorrows!

Post Script: Surprisingly, after due application of epoxy, filler, some foam inserts, and some TLC to one of the main gear units, the model was deemed serviceable again after just a few days!

.... However, she was looking somewhat worn, battered and tired. A look not helped by the ever-increasing rate at which the original transfers were peeling away, or simply falling off!

After due banter and cajoling from one or two of our members it was decided that the old girl needed a face-lift, and a visit to B&Q's paint department ensued.

Here's the result:



The finish won't win any prizes or praises from you aficionados of perfection, scale and taste; but hopefully you'll agree that she's benefitted from the application of a little make-up!

Now, next time keep the speed up in the finals turn, maintain correct orientation and ... maybe I'm in with a shout!

As for the name. Well, there can only be one Rising from the ashes, it has to be "The Black Phoenix"!



Dec's Mew Gull has now been refurbished and should take to the air soon. Not sure if it is slightly smaller than David's version

My Aero-Naut Aero-Master sometime
last year



**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.**

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

When
Driving
Around Thorney
be aware of young
children on bikes

**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/>