

Clear Dope

December 2021



Chichester and District Model Aero Club: Committee 2022

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Membership Secretary, Jeff Cosford: member@cadmac.co.uk
Social Rep: Jordan Perry: socialrep@cadmac.co.uk
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Renewal time soon.

Expiry is at the end of December but **DON'T PAY YET!** Please await the renewal notice which will be sent on 1st or 2nd December. And follow the Membermojo system directions.

CADMAC Subs for 2022 are as follows:
Senior member - £46 (no change)
Juniors (under 18) - nil
Thorney Island service personnel - nil

BMFA membership & insurance:
Senior - £40 (up £2)
Junior - £18 (up £1)

CAA registration fee:
Senior Member - £9 (no change)
Junior Member, via parent or guardian - £9

So a "Senior Member" will pay £95, assuming they want CAA registration via the club. But **NOT YET PLEASE.**

Oh, and let me know if you are not re-joining next year. Otherwise the system keeps on (and on) reminding you to pay.

CAA Operator ID.

Your Operator ID should begin "GBR-OP", but on the database, many show no entry or last year's number. To find your number go to: [View my registration | UK Civil Aviation Authority \(caa.co.uk\)](https://www.caa.co.uk) and enter your date of birth and email address. Then when you renew your subs, update your operator ID at the same time.

Thanks
Jeff Cosford





Roger West (above) and John Milne passed their "A" test on the 5th November with Club examiner Jeff Cosford officiating



CADMAC Polo shirt offer

Our newly-elected social rep, Jordan Perry, has negotiated an excellent deal with a sponsorship company to supply club polo shirts emblazoned with the CADMAC logo, at a very good price.

These are visual representations of polo shirts that he looking to acquire for any interested club members. Colours available are light grey or blue, and sizes range from XS to XXL. The shirts will feature the club logo on the front and sponsor details on the sleeve.

The price will depend on numbers ordered, but the intention is to keep it under £15 per shirt. When final numbers are known a definitive price will be pushed out to all those interested and, once confirmed, payment will then be required. Production will take 10 to 15 days.

Obviously with one of these shirts, not only do you get a smart practical item of clothing, but also the chance to display your membership of CADMAC with pride!

Furthermore, wearing them will enhance our appearance at future club displays to the public, and will be great for publicity to get our logo out-and-about as well as providing you, the wearer, with an excellent conversation-piece, if ever needed.



Size conversions

| | XS | S | M | L | XL | XXL | 3XL | 4XL | 5XL | 6XL | 7XL | 8XL |
|-----------------|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-------|
| Size: | XS | S | M | L | XL | XXL | 3XL | 4XL | 5XL | 6XL | 7XL | 8XL |
| Chest (to fit): | 34 | 36 | 40 | 44 | 48 | 52 | 56 | 60 | 62 | 64 | 66 | 68/74 |

If you are interested in buying one (or more) shirts please notify Jordan directly by email at socialrep@cadmac.co.uk by Friday 10th December. Please include the number required and size(s).

More details can be found on the CADMAC website via the "Notice Board" tab at the top right of the home page.



RX101 Pro RTX

Pro RTX Pro Piqué Polo Shirt

Sizes: XS - 8XL
Material: 50% polyester/50% cotton.
Weight: 220 gsm

Features

- Ribbed collar.
- Taped neck.
- Three self colour button placket.
- Twin needle stitching.
- 60°C wash.

The wonder of foamies!

If my memory serves me correctly the first foam model aircraft produced were made of material akin to that used in polystyrene ceiling tiles and, although offering a significant advance in weight-reduction, lacked strength and flexibility meaning that a crash would inevitably be terminal for the model and that a bin liner was an essential accessory for the ensuing “walk of shame”.

A few decades on and the foam used in the manufacture of modern-day RC models is a totally different material; designed and shaped to be light, strong and impact resistant. Indeed, a recent video featured on the Motion RC website shot at the Freewing manufacturing facility graphically illustrates the considerable research that goes into model foam technology and production these days.

However, it is another property of modern foam that fascinates me, and is the inspiration for this article. The fact is that following a mishap a foam model can be brought back to life through a technique that, surprisingly, some of our members seem to be unaware of. This was first introduced to me after a Multiplex funjet that I owned came to grief. From my reading at the time it became apparent that Multiplex’s patented “Elapor” foam re-inflates when placed in warm water, or mix known as “Elapor soup”. At the time the company was leading the field in foam technology, and its foam’s strength and cellular structure meant that the foam would re-inflate when suitable heat is applied. Since then, all leading foam model manufacturers have followed suit, and produce their models in foam with similar characteristics.

Over the years I have used the heating technique to great effect; none more so than a couple of years ago when my E-flite Spitfire came to grief spectacularly on the runway at Thorney Island. My initial reaction was to consign the model to the bin immediately but, after a week or so to cool down, I decided to give a repair-job a go. Long story short; some hot water and paint later, and the plane was (almost) as good as new and was given a new lease of life.

It was this model that I had in mind when, in July, the “gods of lift” decided to rob Jordan’s Yak 130 of the requisite Bernoullis during a finals turn over Thorney Island’s runway resulting in a (very) firm arrival on terra firma. An arrival so firm in fact that



Jordan, like me before him, declared that the Yak had flown its last flight and would immediately be unceremoniously disposed of. Mindful of my Spitfire experience I believed that all was not lost and, to Jordan's surprise I persuaded him to let me take it home for some emergency surgery. What follows is a description of how the model was brought back to life:



1. The golden rule: after a crash, collect ALL pieces of foam, no matter how small, as they will invariably fit into the reconstruction jigsaw.

2. The parts are then laid out to establish how they came apart, and how they will fit back together again.

3. Look for areas of "crushing" as these will be the points that you will attempt to re-inflate



4. If there are parts that fit together well, even if crushed, stick them together with a suitable adhesive; I use epoxy, but other foam glues work just as well.

5. Having mated together the parts that obviously marry up, you are ready for the magic touch; re-expanding the crushed areas, using warm or hot water.

6. Here techniques vary; personally I use hot water poured from a kettle over the affected area, but others write about using steam, and even an iron through a damp towel.

7. As you apply heat the expansion of the foam should be obvious; the component will reshape, and wrinkles will disappear. The technique normally involves a helping "massage" of the foam to help bring it back into shape, and applying pressure with the back of a spoon to smooth out the reinflated foam and control the puffing of the air cells in the foam itself.

8. Any methods used to apply heat come with a big "health and safety" warning. It's imperative to take measures to prevent scalding. Wearing gloves or pressing through material can work, alternatively don't use boiling water. Also, be aware that water has a habit of running off a model in the most unpredictable directions, so a clear surrounding area is a must.



9. Once the initial reshaping and moulding has been performed the components will need to be held or secured until the foam has cooled down and dried out.

10. Also, at this stage, it may be appropriate to stick together those components that didn't mate perfectly beforehand.

11. The result, hopefully, is a model that has returned to its original shape and looks as if it could, potentially, take to the air again!





13. As already stated, expanded foam can give a bubbled-up appearance, so a layer of filler applied over the area, then sanded down, can help achieve a smoother surface.



15. Repainting comprised several coats of colour-matched matt emulsion from B&Q (Valspar). As an aside, B&Q is a great source of touch-up paint in general; all that's required is sample of the original colour and for just £3 the nice folks there will mix a good-sized tester pot which is a perfect match. The only decision to make is whether you want silk or matt.

12. If there were pieces of foam missing or the marrying-up has not been exact there may still be some gaps; these are best filled with commercial crack filler, or epoxy



14. Finally, for the icing on the cake, the restoration project passed to our resident perfectionist, Derek. His first job to improve the surface yet more was further filling using micro-balloons mixed with aliphatic resin glue followed by the application of a fine filler.





16. Unfortunately the canopy Perspex was beyond repair, so new replacement was fitted.

17. Finally, new transfers were made on inkjet vinyl using a computer.
The power system and electronics - they, of course, needed some TLC too, but that's another story.

The good news is that initial test flights showed no problems and, at the time of writing, the model is still flying as well as ever.

Hopefully you'll agree that this really was "A Phoenix that rose from the ashes"!

TK.





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 Porthole as tidy as possible, making sure no fuel is left on site & lock the gate.

30 metres from "uninvolved" persons"

15 metres when taking off & landing, subject to mitigations

From 1 Jan 21 BMFA Article 16 is law: know the separation minima!

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 fifth 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. David Hayward & Ken Knox

Here is the link:-

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