

Clear Dope



January 2021

Chichester and District Model Aero Club: Committee 2021

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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 and a Happy New Year

Ken Knox



A message from our Chairman:

Happy New Year Everyone!

I'm sure that like me you were pleased to see the back of 2020; a year that will go down in history as one when normal life changed out of all recognition! Of course, for a club which, by definition, members join to meet others with the same interest to share, this has been doubly hard. Both our flying and social activity has been hit badly. That said, I truly hope that we are now seeing the green shoots of a recovery to normal life with the rollout of a vaccine and improving weather which, as we saw last year, led to a reduction in infections and relaxing of the rules.



There's a long way to go, but I have been very pleased to see that, in spite of all the challenges, the vast majority of members have chosen to re-join the club again this year. **Thank you for your loyalty!**

Please rest assured that I, and the committee, will do everything in our powers to get the club together again just as soon as we can. In the short term we must deal with the immediate restrictions imposed by the Government's Tier system but, looking ahead, we will try to make more of the Fishbourne summer flying evenings – subject to the rules at the time! Also, it would be good to re-instate a club competition calendar of some sort, if possible.

In the meantime, the committee continue to meet on a monthly basis on Zoom, and Tim will keep you posted on all developments.

Once again, thank you for your continued support of CADMAC; I look forward to seeing and flying with you out on the sites during the forthcoming year.

Stay safe, keep well, and here's to a better 2021!

Tony

Bill Ingram continues his story of a lifetime in Modelling part three

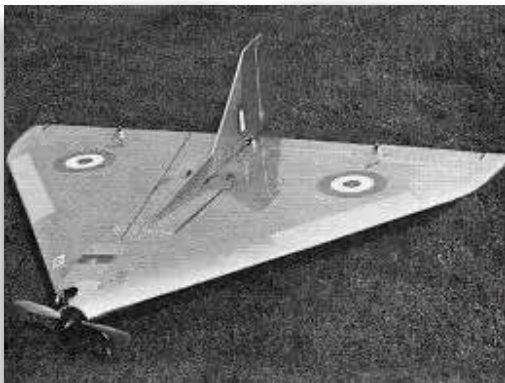
Well there was this job advertised in the Telegraph, a walk in interview in Coventry on a Friday evening. We knew the hotel, it was near my wife's mum and dads home, any way the rest is history. The job was in Havant with settlement allowances, started in February 1969 as a Production Engineer and moved in to Chichester during July.

I joined CADMAC as soon as possible, but from memory Tangmere had just become unavailable, I remember going to Thorney and flying just in front of the hangars which we pass when going to our pitch today. At some time after this Thorney became unavailable and the club did not have a field at that time.

I went to Southampton and traded my Digi Trio in for a Skyleader clubman (got £40 for it) found out about Lee Bees and flew at Daedalus for a while with the Nimbus and I also built a Kaos, my first time with plastic covering (MonoCoat?). We also went to the Nationals at Yeovilton, introduction of my wife to camping and the new invention of canvas toilets.



Flying at Thorney was reestablished and I was travelling to the USA occasionally, I built a 362 Delta designed by Pete Russell of stunt Gold Trophy fame, I changed my Skyleader set to a Futaba, I also built a Spitfire From an RCM & E free plan, first time making foam wings. Went to fly it at Portsmouth Airport just before it was built on. The photo of the 362 below is not the one I built, but it looked the same.



My Spitfire and Pete Russell's 362 Delta

I was assigned to the USA by the company I worked for, a period of seven months, starting in February, the flight attendant on coming into land said its cold out side at zero degrees, not too cold then(degrees F) well it was Vermont. Before I left I decided to sell all my radio gear and the Spitfire, also the delta. I kept an Electra(#3) which I had built when in Northampton and kept the Nimbus.

There was not a lot not to do during the winter evenings in Vermont, so decided that I needed a model to build, the problem was the nearest model shop was 200 miles away with a speed limit of 55 mph. We had now got two young boys, one at 4 years and at 21/2 years old. Any way it's only four hours each way in the car at no more than fifty five miles an hour. It was only in the model shop for half an hour. Not a popular trip!. It was a model free flight glider with polypropylene fuselage, I managed to get the wings built before coming home where I sold it to the person who bought the delta.

I think Thorny was still available, flew the Electra there and at Porthole, flew the Nimbus at Thorney where it met its end sometime. I was trying to decide what to do now as a pass time, bought the Brian Taylor plane for the FW 190 with the spinner and moulded cockpit, looked at the under carriage retract method and decided if I was going to build It I could probably do better. Having thought about building a sailing dinghy I decided I should to find out about sailing first so I went down to Dell Quay sailing club and volunteered to be a crew, from then till now my only week ends free from sailing are Xmas to mid March plus when it's windy also not model flying conditions. During 1979 I bought a wooden Wayfarer Dinghy, like most things I thought dinghy helming was easy, having crewed for a year, but then realised I had a lot to learn. To keep my self occupied in the winter during 1983 the wooden decks needed redecking and I carried this out. The change in hull shape over the years had been modified within in class rules to improved planing so during 1987 and 1988 winter I built a new wooden Wayfarer.



I knew if I was going to build a retracting undercarriage I would need two small geared low voltage electric motors. Any spare time at weekends or holidays I went to model engineering exhibitions looking for motors with no luck.

In 1993 I retired and now had weeks to fill with activity. I decided to see if my modelling skills were retained and built a small FW190, not to fly, just to look at.

I was now occasionally flying my Electra in the evenings now with elevator and throttle control added at porthole. I managed to find two small geared motors which I thought may be powerful enough, so this is now about late 1990s, I built a dummy mid section of a FW 190 wing and started to think how can I fit and extract a retracting under carriage out of the wing. I also decided that I wanted the tail wheel to retract, be steerable and sprung like the real one. Main problem was that half the space needed would be taken up by the model linkage rod for the elevator. (Perhaps the build of the Fw190 should be saved for another time) I also built a Euro Fighter from a RCM&E plan with home made fan powered by a Pee We 049, a Chilli Breeze and a 50inch 3D model, the popular one, cannot remember the name. I remember the attack on the twin towers when working in my shed in 2001 when it was announced on the radio. I must have been making a model, I think it was a monocoque fuselage as a replacement for the BT designed FW190. The shed I used for modelling (8 x6ft) was bought for me in 1955 when my dad won £90 from a football lottery, it was only £27 made of cedar. However it was becoming too small now for bigger models. We had a old Banbury garage in the back garden (16x10ft) which initially was used as a boat store but later on for gardening and other equipment, so a swap was made with some rebuild of windows, new roof, insulated walls, plenty of storage, new benches were made, what a big space from the shed, a modellers paradise.

Next time from 2001 onwards



Three nice photographs of my thirty plus year old Flair Cub and Derek's Hawk taken by David Hayward on the 12-12-2020

CADMAC FROM SPACE!

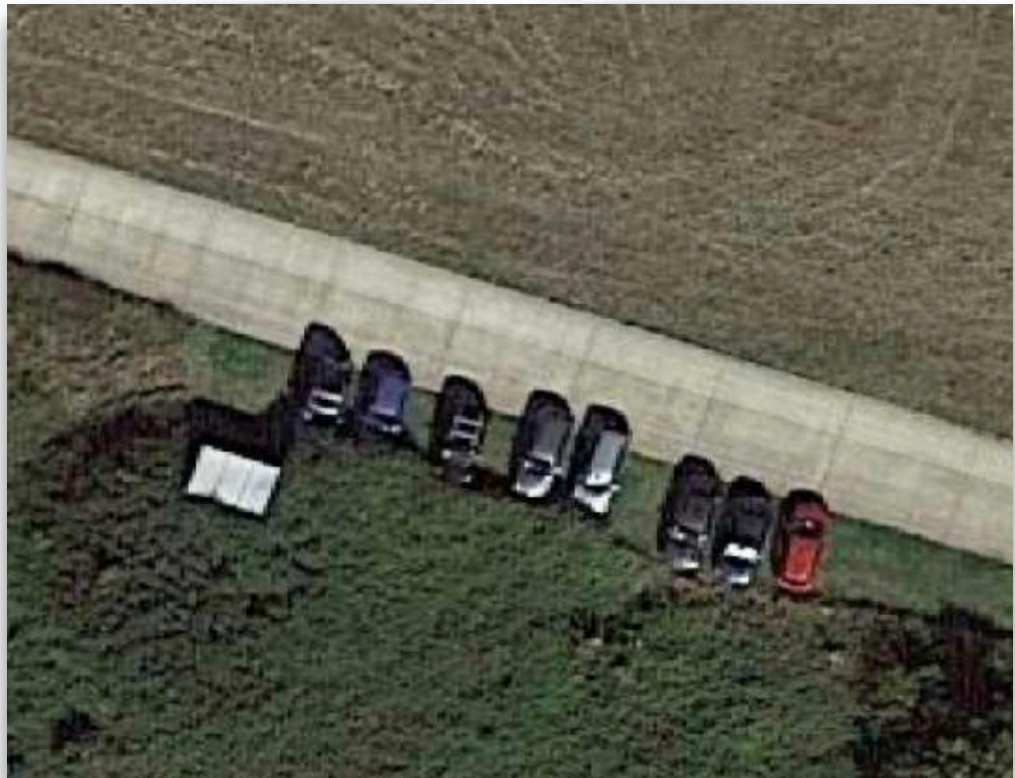
By: Someone who needs to get out more!

The advent of satellite photography and, in particular Google Earth, has revealed many hidden gems on the Earth's surface. A quick search of the Internet and Youtube will turn up photos and footage of long-forgotten airfields hidden in jungles, ships on deserted beaches, cities that time forgot and even naked sunbathers who thought they were safe from prying eyes!

However, it seems that this newly discovered world of mystery has touched CADMAC too!

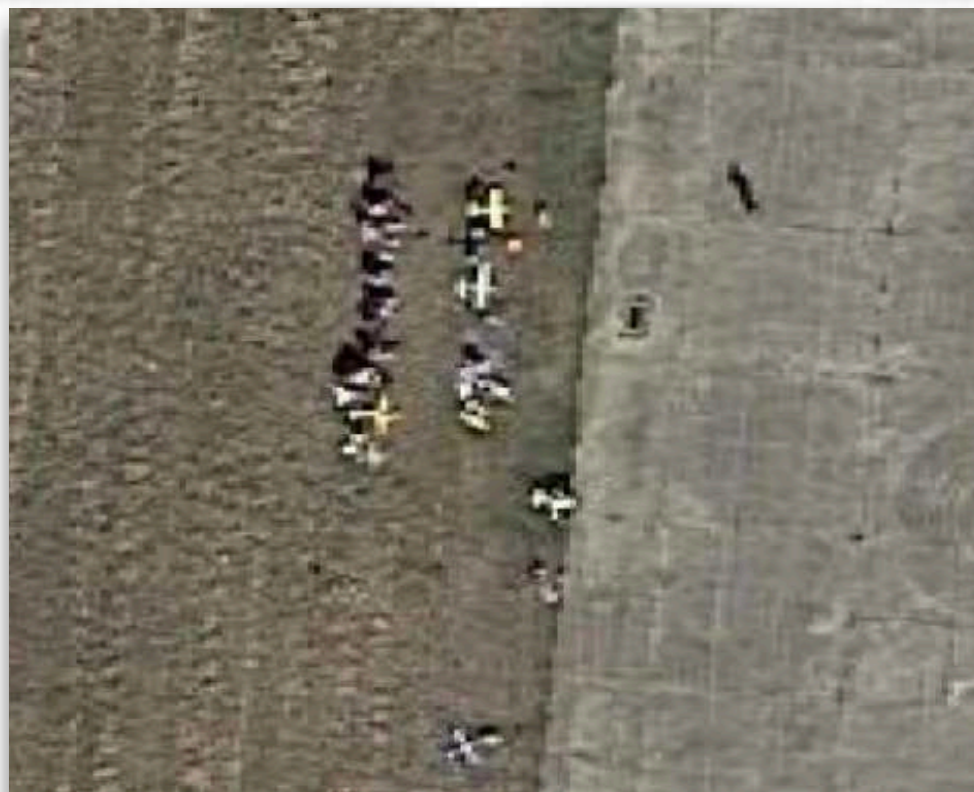
Whilst scanning our local area recently on Google Maps (not Google Earth) I decided to look at the footage of Thorney Island and, surprisingly, found that the satellite had obviously passed over the site on a day when CADMAC was active!

The carpark was full:
So, how's your car
recce?



... and CADMAC were out
force: How's your model
recce?

BUT WAIT!



in

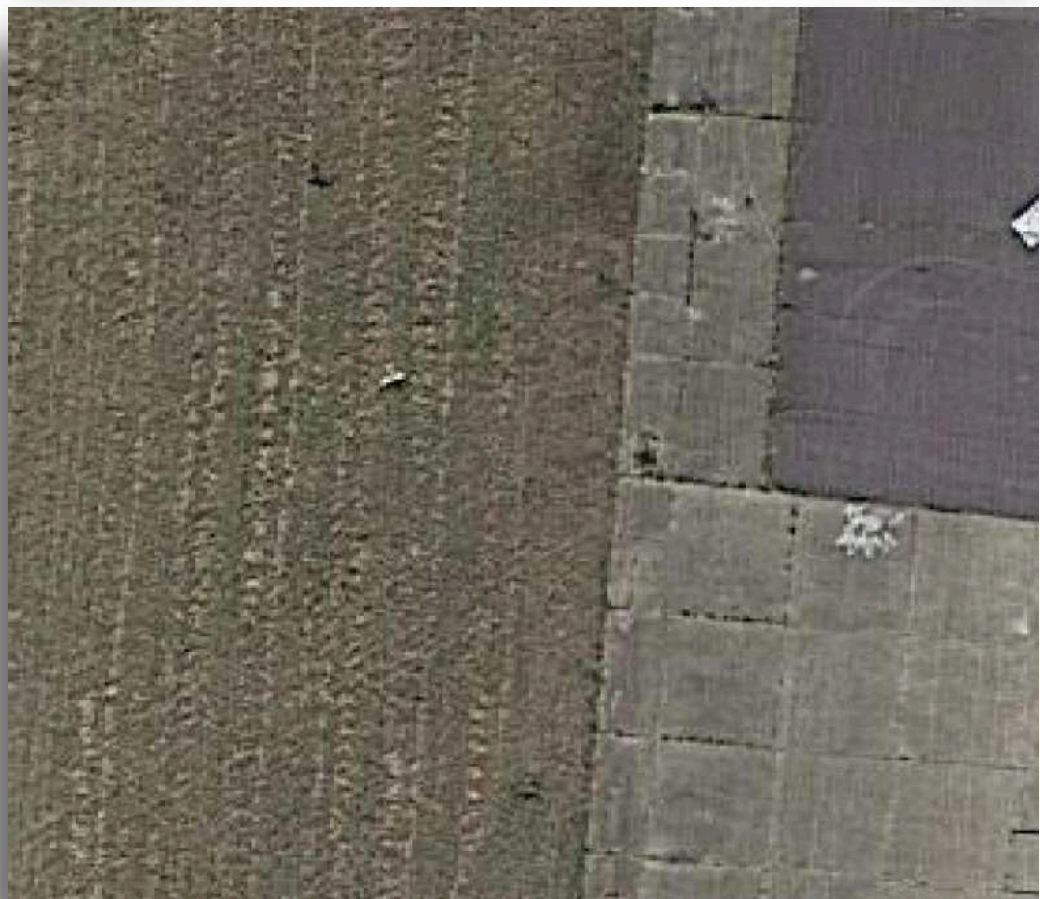


Just to the left of the runway, and well away from the pits area - definitely a model aircraft; but is it flying or languishing on the ground?

Was this an abandoned hulk, lost forever, until it met a painful end in a harvesting machine or under the wheels of the farmer's tractor? Was it eaten by horses, or blown up by the Army?..... or is it still there - patiently waiting for its owner to retrieve it? maybe it sank into oblivion, never to be seen again!

You decide.

Yet another mystery that may never be solved; the X Files live on!



Cambrian P51 Mustang

Before I could fly a model, I first had to learn how to build a balsa model, there was no alternative, was there? Then along came the ARTFs and they are so well made and lightweight that for me, the building from kits or plans largely ceased.



And yet at the Nationals last year there were more balsa kits for sale than ever. Belair had the most, offering vintage kits. But Cambrian Model Company attracted my attention with the “Answer” on the counter, uncovered to show the beauty of the design. I built that in lockdown 1 and it went together so smoothly.

Cambrian Models ‘Answer’ above and My “Answer” to right



I also bought the 40 size Mustang, 1/8 scale, to suit my ASP 61 4-stroke. It was reluctantly started during second lockdown. Reluctantly because it included lots of ABS plastic parts to create the scale shape. Not nice. And heavy foam wings. And heavy solid balsa tail parts. And I was fitting retracts. And it was small for a scale warbird. I expected that the parts wouldn't fit and for it to come out heavy compared to what I was used to.

I reduced weight by using 20gm mini servos, and just four, using single servo with torque rods for ailerons. No flaps. 700mah Li-Fe battery for receiver, only 40gm, and located under the tailplane. I cut out 75gm from the foam wings. I cut the middles out of the tail parts. And cut away the fus sides. And fitted a small 6oz tank. For lightness, covering was heatshrink film, not paint. Only the blue nose is brush applied fuel proof Guild Chroma enamel. This was applied to not only the ABS but also the film. Never tried that before, but I primed the film with Prymol and so far it has stayed put. The weight is well below target at 5lb 6oz.

Retracts and oleos and the big plastic spinner came from Hobbyking.

Every part fitted. Even the ABS parts fitted first time. The decals are great. So it's a well-made kit but one that could have been lighter. David Hayward is building the larger 1/6 scale ME109 by Cambrian, and from his pictures it has a lighter and more shapely fuselage.

It flies well, but even if it didn't, I wouldn't mind because the build has been so enjoyable, and what better way to spend these days?

David has given Cambrian a featured link on CADMAC home page (below the Spitfires in the snow). They have 35 models in the range, many out of stock. The Mustang is £115, the “Answer” is £60.

Jeff Cosford



Photographs of Jeff Cosford's Cambrian Mustang build and at Thorney on 12th December 2020

CADMAC Donation to the Royal British Legion 2020

As you are probably aware it is traditional for CADMAC to hold a gliding event/competition at the time of the annual poppy appeal, and all proceeds are sent to the Royal British Legion, along with an extra £100 donation from club funds.



Unfortunately, this year the event could not be held due to COVID restrictions. However, the committee unanimously voted that the traditional £100 donation should be made.

Accordingly, this was done, and a letter of appreciation has been received.

Once again, CADMAC's generosity to this noble cause has been appreciated!

Tim Kerss
Club Sec.

THANK YOU



Dear Mr Kerss,

Thank you very much for your kind gift of £100.00 to the Royal British Legion.

Your donation will help us continue to provide serving and ex-Service men and women and their dependants in need with practical, financial and emotional support.

The Royal British Legion was first formed in the aftermath of war in 1921. A century on from the First World War, those serving in the Armed Forces, veterans and their families still call on us for help with almost every aspect of daily life. The problems facing First World War veterans when they returned to the UK continue to affect serving personnel and veterans today: whether living with bereavement or disability, seeking employment, or coping with financial stress.

Thanks to generous people like you, the Royal British Legion can keep giving much needed help and support to the many thousands of people who call on us in their hour of need.

You can read many of the stories of people we have helped, if you visit our website. They are of all ages and from all different backgrounds, but they are determined to LIVE ON, and we are proud to support them however we can, with your assistance.

If you have any queries about your donation, please contact our [Supporter Care line](#) via email, or telephone us on 0345 845 1945.

Once again, thank you for your kindness.

Yours sincerely,

Claire Rowcliffe
Director of Fundraising

CADMAC Pilots' Handbook Update

By the time you read this you should all have had a chance to peruse the revised Pilots' Handbook.

As stated in the covering email, the primary drivers for the update were the changes in legislation introduced in 2020. However, further changes have recently been announced by the BMFA but, at the time of writing, it appears that the only amendment that will be required in the Handbook will be that CAP 722 and Article 16 will be the primary reference documents for legislation.

As you know, in addition to the above legislation changes, the opportunity was taken to revise the content of other sections of the handbook too.

I won't go into the detail of these changes in this article; suffice to say that in the main areas of amendment concerned safety on site, control-line flying, site briefings, and our child and vulnerable adult protection policy.

Two items are, however, perhaps worthy of note.

The amendments to the handbook were discussed at committee meetings, and one item that caused some lively debate was that of mobile phones at flying sites. Whilst we all accept that it is not wise to have a "live" mobile close to transmitters, the question was raised about the use of the "airplane mode" setting. To provide a definitive answer we turned to the BMFA for guidance, which is as follows:

15.15 Mobile Phones

Although mobile telephones operate on frequencies far removed from our model control frequency bands they are a major addition to the increasing background radio 'noise' that our equipment has to filter out. In addition, there is some evidence that there may sometimes be an interaction between mobile 'phones and microprocessor controlled transmitters.

Many mobile 'phones transmit powerful signals regularly even when on standby and BMFA recommends that they are not taken into the pits area and especially not on to the flying area. Many 'phones also emit a powerful signal pulse when switching off, which is also something you may have to consider. Your radio equipment has a hard job to do filtering out background RF radiation and you could make it much worse with your mobile 'phone.

And...



02 USE OF MOBILE TELEPHONES IN PROXIMITY TO ELECTRONICALLY PROGRAMMED TRANSMITTERS

Club Support Officer posted on 02/01/2013 15:10:00

The JRCUC has reported there may be a problem associated with operating mobile telephones in the close proximity of programmable transmitters causing the memories to be partly or fully erased. This problem has yet to be scientifically substantiated; however, it is generally known that RF radiation can disable or permanently damage some modern electronic devices.

Although the risk may be small, we believe it should be minimised by bringing it to the attention of members and clubs. Pending resolution, we recommend that mobile telephones are not switched on within 10 feet of any programmable transmitter. This may appear to be overkill, but better safe than sorry. Care should be taken during pre-flight checks to ensure that all controls are operating fully and in their correct sense and to ensure that the memory has not been affected by any undetected or unknown transmissions since the last flight.



Chichester and District Model Aero Club
Established 1957

Pilots' Handbook

Revised December 2020
BMFA Affiliated Club Number 54

So, the ongoing recommendation is that mobiles should not be taken into the pits and flying areas, and a search on the internet reveals that many other clubs make this their policy. Accordingly, we have decided to follow suit.

As an aside, from my own personal experience on Boeing 747s. We, on the flight-deck, could always tell when a passenger had turned on a mobile in flight; the air conditioning system would start to pulse erratically, and based on that, I certainly believe that mobile interference is real!

That said, perhaps it is time for the BMFA to conduct more research into this contentious issue, particularly with reference to the “airplane mode” that features on most modern phones!

My second point is somewhat more light-hearted.

Question; Are we fliers or flyers?

In the course of updating the manual I came across both spellings, and decided to investigate further. My initial enquiries suggested that a flier is one who flies aircraft, and a flyer is a leaflet that may be posted through a door.

I was happy with this until I noticed that the CAA refer to the “flyer ID”. Now I HAD to know the answer!

Further investigation uncovered the following advice:

How to Spell *Flyer*

A lot of the confusion about the correct way to spell “flyer” comes not only from the fact that there is no standard way of doing it but also from the fact that different style manuals seem to prefer different spellings. *The Elements of Style* and the *Chicago Manual of Style* do not address the issue. Those in favor of “flier” include the *Daily Telegraph*, the *Associated Press*, and the *American Heritage College Dictionary*. Fans of “flyer” include the *Guardian*, *Fowler’s Modern English Usage*, and the Oxford Dictionaries website. In the *Gregg Reference Manual*, a flier is a pilot and a flyer is an advertising brochure. *Garner’s Modern English Usage* identifies “flier” as standard in the United States and “flyer” as the British form. Style manuals and dictionaries don’t necessarily have to concur on all issues. In this case, the disagreement means that you get to choose how you spell “flyer.” Unless you’re obliged to follow a particular style manual, that is. Or you’re writing copy for an airline—it seems they strongly prefer to use *flyer*.

So, it appears the either spelling is correct when referring to someone with an RC transmitter in his hand however, to me “flyer” looks more correct, and seems to be favoured.

The main point of this article therefore is that we need not fret over the spelling of the word and, yes, I DO need to get a life!

Tim Kerss
Club Sec.

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/>