

Clear Dope

May 2021



Chichester and District Model Aero Club: Committee 2021

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Hello everybody hope you are all well and active, I have really enjoyed flying again and have had a lot od excitement trying aero-tow for the first time with Duke Benson and Doug Johnson.

Many thanks to Tim Kress, Bruce Smith, Roy Scott, Dave Mackey and Ron Hastie for sending me articles for inclusion for this months CD, please keep the articles coming all welcome



Dates for your diary:

After a promising start last month we have planned a series of flying evenings at Fishbourne from now until September.

Meetings will be held on the second Thursday each month.

CADMAC has the field booked from 6.45pm, but you can turn up earlier and fly if the site is clear of previous users.

The dates booked are:

Thursday 13th May.

Thursday 10th June.

Thursday 8th July.

Thursday 12th August.

Thursday 9th September.

Hope to see you there!



Graham Lloyd has sent me a couple of pictures of his Vans RV-4 which he has built using plans from the RCM&E magazine, Graham reports that it fly's very well but lands rather quickly.



The old fashioned way, Ron Hastie writes

Who remembers Dave Platt?

As a young teenager in the early 1960s, whilst I was thumbing through the Aeromodeller Plans Catalogue in search of a project, Dave Platt's name was there. I always wanted to make his



'Skiffler' control-line stunner, but only had a 'paper-round money' Frog 150 diesel so had to be satisfied with something that looked like a 'Gazelle' - another of Dave's designs.

That's enough nostalgia! However, Covid had me looking through the 'Outerzone' website for a bit of balsa bashing and, Hey Presto!, what should I

find but Dave Platt's 'Satin

Doll', redolent of the days before model engines, electric motors, radio control and RTF straight-from-the-box stuff.

OK, it looks more like a dragonfly than an aeroplane, but with oodles of elegant structure, it promised to keep me busy for a while - the photos show progress so far. All I have to do now is sort out the folding prop and 16 strand rubber motor and get my Covid jabs!

I only hope that free-flight rubber is still allowed these days!



A battery charger with a difference

After I read last month's excellent article about high-current power supplies I thought CADMAC members might be interested in a purchase that I recently made from Hobbyking.

One of the frustrations that I have found with electric-powered flight is the time taken to charge batteries, particularly when they are of the high voltage and capacity variety.

My eye was caught therefore when I saw that Hobbyking sell a Turnigy "Quad 4x6" charger which can charge four batteries of different types and capacities independently, and simultaneously. Better still, at the time it was in their sale, which took the price to about £55.

I decided to take the plunge and, to cut a long story short, I am very impressed with the product. It can charge, balance and discharge LiPos of up to 6S, and can handle 100 watts per channel; in other words, a 6S battery could be charged at over four amps, although I limit mine to two!

The upshot is that I can have four LiPos charging at the same time, and I no longer have to plan a full day ahead to be prepared to fly!



The downsides are that it does require an external AC to DC power supply like the one referred to last month and, although it comes with leads with a variety of different battery connectors, it is supplied with with just one balance plug board for batteries less than 6S. In my case these issues were addressed respectively by the purchase of a 600W power adapter (cost about £25), and extra balance leads (four for less than £2), from Ali Express; they take a little while to deliver, but seem to be reliable.

The leading specs for the charger are as follows:

Input voltage range: 10 – 18 volts DC.
Charge Power: Max 100W per outlet.
Discharge Power: Max 5W per outlet.

For more information see the Hobbyking website.

Like me, you may have noticed that since Brexit the company no longer ship to the UK from their European warehouse, but at the time of writing these chargers are still in stock in the UK.

For the record, I'm not on commission, but am very pleased with this charger, and the time that it saves!

Tim Keress



PORT 1
PORT 2
PORT 3
PORT 4

TURNIGY

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Turnigy Quad 4x6S Lithium Polymer Charger 400W DC Only

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QTY:

£63.50

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PERSONALISED PILOT *from Bruce*

About fifteen years ago I was building a 1/4 Scale P17 Stearman to match up with a 64cc Fuji petrol engine I'd acquired and wanted to personalise my pilot. The whole process was relatively easy and very rewarding and although I included a report in the old "*Paper*" edition of CD at the time, I thought many of our more recent club members might well be interested in the process.



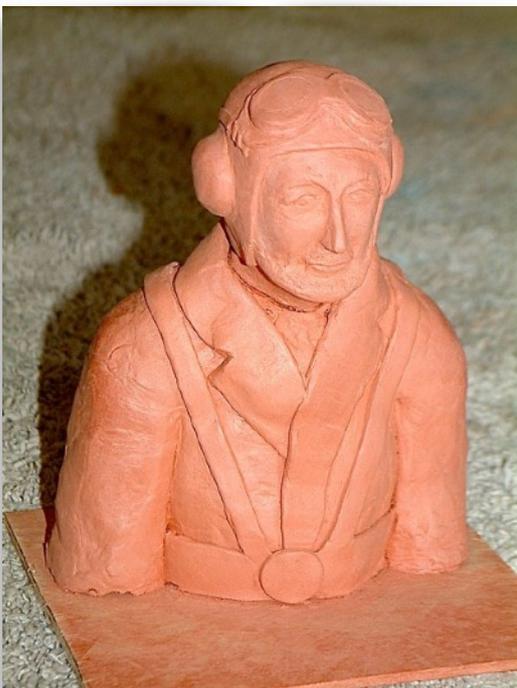
I started off with a couple of photos which the blonde person took of me sitting in a suitably pilot-like position.

I photoshopped the images to turn them into the comic-book versions shown here and which although not strictly necessary did help to clarify the detail I'd need to work into the final figure.

Having 'measured my head, then divided by four,' so to speak, I was then able to scale

them via the pc and print them out on A4 paper so as to take reference measurements for the figure I was about to produce.

Sculpting with 'Air-Clay' from the local model shop was great fun. You don't have to be a great artist to achieve a satisfactory result. (Art is 5% inspiration and 95% perspiration.) It's just a case of looking at what you've done and whacking a bit more clay on if it looks too skinny - or scraping a bit off if its too fat - trial and error actually. Eventually, when you're happy with the result you just need to leave it a few days to let it dry out and harden off.



With the hardest part completed the figure was then given about four brushed-on coats of moulding latex which again was bought from a local shop. (Squires of Bognor Regis).

Once this had set I was delighted with how easily the latex mould came away from the original figure and how firm it actually felt.



To support the floppy lower part of the mould I drew round it and fret sawed out the shape from a piece of ply before gluing the mould's lower extremities to it. It was now ready for the next step of my cunning plan.



Over the next four days I mixed up small quantities of glassing epoxy resin, poured the sticky liquid into the mould twisting and rotating it and then left it to slightly drain and harden. I did this twice vertically and twice inverted to try and ensure a fairly even coating inside the mould.



The last step of production was to now fill this 'egg shell' with expanding foam to give some rigidity. I used a two part product from the model shop but I'm sure the builders' equivalent from a DIY shop would work just as well.

The finished pilot separated very easily from the mould and after a wash and trim was ready to be painted with a mixture of Humbrol gloss, satin and matt enamels. I decided to attire 'mini Bruce' in a red leather trench coat and matching helmet, which is just what I would be wearing if I could afford to own a real P-17.



Foot Note: When I sold the Stearman at the Nats Swapmeet in 2013 it's new owner vowed to return the pilot to me if the model ever got totalled... Still waiting.





The 3D Printed Fleet grows.

First was the Spitfire XVI which was flown on its maiden by Derek, second the Savage Bobber was maiden by Adrian. Yet to have their maiden are the PRADTL WING and the Elcipson V.

The PRADTL WING does not have an undercarriage and no hold for hand launching, so needs a CATAPULT. This provided another lockdown project also untested and so will couple with the PRADTL for its maiden. The catapult basic design is cribbed from some shown on YouTube with detail 3D printed mods of mine.



The latest is the 2-metre span Eagle which has provided a more challenging hybrid print of different materials (PLA and Light Weight-PLA).

Roy Scott



THE ULTIMATE STORY. by Dave Mackey, Dave is the Chairman of Border MAC

Just before the last lockdown I was chatting to Doug Johnson and he told me that he had a kit that he didn't think he would ever get around to building. So a day before the lockdown started I became the proud owner of a Goldberg Ultimate Kit. So this was my lockdown project.



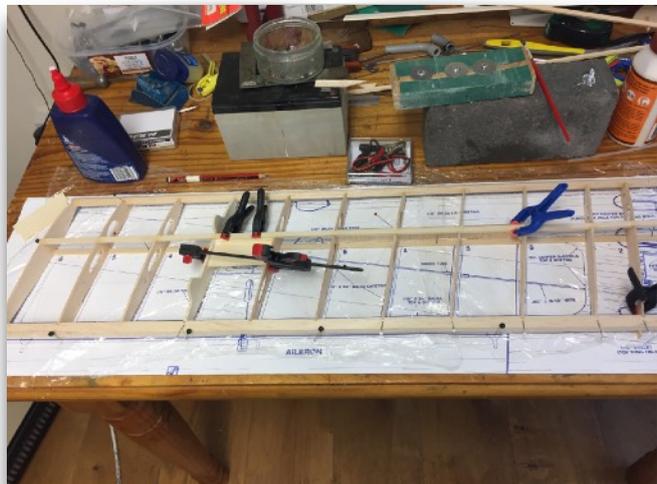
The model came in a big box with instructions but unfortunately the instructions were not very good so this certainly was not a first time builders kit. I guess the model is about 20 years old, so all the parts were die cut and the cowl

came in three ABS moulded parts that had to be glued together. These days kits come with accurate laser cut parts and fibre glass cowls, I suppose that's progress.

The building commenced.

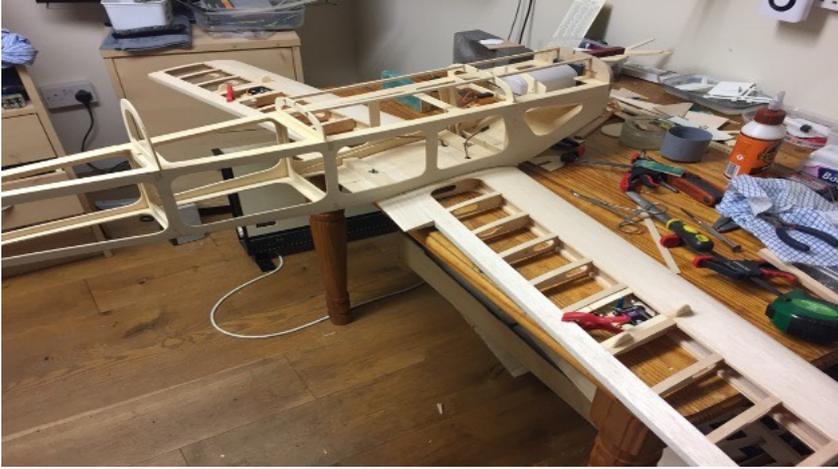


I always begin with the fuselage before the wings, it gives me incentive to carry on. I also built the tail plane and fin at the same time but I couldn't glue them on until I had built the bottom wing. So this was the next job.



The manual didn't cover wing servo installation so I fitted a couple of thin servo's and made up the mounts from scape light plywood.

With the bottom wing located I could align the tail plane and fin ready for gluing. At the same time, I built the elevators and rudder.



More work on the fuselage, including receiver and servo fitment. Once again there wasn't any information in the manual for this so, all the mountings were scratch built. There's also a picture of the tank installation, which is not as per the plan.



The build continues.



Now onto the top wing.



Next I assembled the cowl which came in three pieces that had to be glued together and I then cut it out to suit the OS 91 FX engine I was going to use.



I then started on the film covering.



At the end of nearly eight weeks of work, this is what I ended up with.

Since then it has been successfully flown many times and I've even made up and fitted the wheel spats but I'm not sure how long they will last!

Regards, Dave





New member Steve Newman and his Wot4e trainer with Ken Smith and his Super 60 at Portshole. Steve has subsequently passed his his 'A' test

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.

When Driving Around Thorney be aware of young children on bikes

Please Try to leave Portshole as tidy as possible, making sure no fuel is left on site & lock the gate.

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

The Commander at Baker Barracks Thorney and the MOD have decreed that there shall be NO drone flying whatsoever

30 metres from "uninvolved" persons"

15 metres when taking off & landing, subject to mitigations

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/>