

# Clear Dope

May 2022



Chichester and District Model Aero Club: Committee 2022

Chairman: Tony Chant: [chairman@cadmac.co.uk](mailto:chairman@cadmac.co.uk)

Hon Secretary & Treasurer: Tim Kerss: [secretary@cadmac.co.uk](mailto:secretary@cadmac.co.uk)

Thorney Rep Vice Chairman and Safety Officer: Derek Honeysett: [thorneyrep@cadmac.co.uk](mailto:thorneyrep@cadmac.co.uk)

Deputy Thorney rep: Jeremy Stuttard: [thorneyrep-2@cadmac.co.uk](mailto:thorneyrep-2@cadmac.co.uk)

Portshole Farm Rep.and Safety Officer: Ken Smith: [portholerep@cadmac.co.uk](mailto:portholerep@cadmac.co.uk)

Deputy Portshole rep: George Gilchrist: [portholerep2@cadmac.co.uk](mailto:portholerep2@cadmac.co.uk)

Slope Rep and Safety officer Trundle Hill: Nick Gates: [sloperrep@cadmac.co.uk](mailto:sloperrep@cadmac.co.uk)

Webmaster: David Hayward: [webmaster@cadmac.co.uk](mailto:webmaster@cadmac.co.uk)

Junior Rep. & Junior Members Protection Co-ordinator: Alex Webb: [juniorrep@cadmac.co.uk](mailto:juniorrep@cadmac.co.uk)

BMFA Rep & CD editor: Ken Knox: [editor@cadmac.co.uk](mailto:editor@cadmac.co.uk)

Membership Secretary, Jeff Cosford: [member@cadmac.co.uk](mailto:member@cadmac.co.uk)

Social Rep: Jordan Perry: [socialrep@cadmac.co.uk](mailto:socialrep@cadmac.co.uk)

Competitions' Secretary: Ray Shivjee: [compsec@cadmac.co.uk](mailto:compsec@cadmac.co.uk)



Please send more articles for CD  
Happy Flying and be aware of others



### Thorney EDF Jet Competition

The Easter weekend saw the first club competition of the year at Thorney.

Saturday's weather brought an unwelcome easterly wind, making for a difficult landing pattern for some of the larger models that required a long rollout after touchdown.

Despite the slightly adverse weather conditions, we had a total of eight entrants, who, for scoring purposes, were split into "A" and "B" certificate flyers.

After a quick briefing, Adrian kindly flew a demonstration flight to show us all a sensible flight pattern in the easterly wind, and to give the judges a chance to standardise the scoring.

The competition ended up being composed of two rounds, the first a freestyle flight and the second a scored take-off and landing with three nominated manoeuvres in between.



Highlights for me were Derek's L39 flying in a very scale like manner, Jeff's Avanti pushing the flight envelope, and Adrian's Marlin being flown in a very precise manner. In addition, Jordan's Rafale was an impressive sight tearing up the sky at breakneck speed and Alan's diminutive ME262 was flown superbly in the relatively strong wind.

Once the scores on the doors were tallied up, victory was secured in the B class by Adrian and the A class by Alan. Both received a well-earned bottle of fizz for their efforts!

Unfortunately, we had one casualty during the day which was Tim's Eflite Viper Jet, which went in very hard during a manoeuvre and didn't look repairable.

A big thank you to all who took part and those who helped with the judging and organisation. It was my first competition since joining the committee, but I think it was a

success and well received.

So, on that note, I look forward to seeing you all at May's electric glider event at Porthole and the scale competition at Thorney the following month!

Ray





### **Alex's Ramblings – April 2022**

THE HUMAN PSYCHE IS QUITE AN INCREDIBLE THING, we have the rather wonderful ability to paint and remember the past as we choose to – most of the time. We tend to remember fondly the past and intentionally or not, deny the negative memory and associations. Hence 'Nostalgia.'

Nostalgia not only brings one a warm feeling, but also is also big business with retro this, vintage edition that being everywhere from telephones, cars, electrical appliances and clothing. The popularity of television programmes such as *Downton Abbey* present perhaps an idealised, sanitised view of the past. Viewers can immerse themselves in a golden remembrance of times gone from the comfort of their sofa, with the thought of happy & simpler times being the predominant emotion.

The rise and popularity of historical re-enactment takes this much further, whether participants choose to be Saxon warlords, British Soldiers circa 1944 or indeed the men and women of Wellington's army. People are choosing to *be history* without the danger of death, injury or other adverse risk.

So where does aeromodelling fit in here – what is the connection?

Being a comparative 'youngster' in the sphere of aeromodelling and model flying, I hear many tales and anecdotes about 'the good old days' of free flight, long-forgotten kits, arcane radio control systems, less rules and so forth. This presented me with a series of questions.

First – did this 'golden age' of aeromodelling and model flying ever exist, why was it golden and thirdly – in our post-everything world –surely are we not in the golden age now with the advancement and sophistication of technology being at its peak?

The continued interest and strength in free flight, stick & tissue and control line aero modelling continues unabashed and unashamed with a demographic that is mixed. This is evident in both sales, magazine articles and events taking place across the UK. These more 'traditional' forms of aeromodelling show us that the past is not forgotten but indeed present within the aeromodelling community. The continued interest in vintage engines such as Cox and Mills Compression Diesels presents us with a past that won't pass but merely carries on with a younger generation picking up the gauntlet.

Is the past of aeromodelling 'golden' due to the fact that feats had been accomplished and records set *for the first time*?

An interesting and ironic development of recent times has been the renewed interest in vintage Radio Systems in their steel & Fablon covered boxes. Aero modellers are now taking these systems, stripping out the insides and replacing with modern components. Result: a retro-looking Tx with the sophistication of the 21<sup>st</sup> Century. Is this nostalgia, merely wanting to be unique or some kind of new phenomenon? It's rather like taking a Ford Anglia and shoehorning a big block 454ci Chevrolet V8 in it.

The view of 'happy times' within the 'golden period' of aeromodelling does not perhaps take into account the poor technology, lack of reliable power sources and scarcity of kits to be built. The forefathers like the Wright Brothers, were certainly inventive – they had to be for lack of the above.

I believe that arguably, we are now truly in a 'golden age' of the hobby. Technological sophistication and model production & manufacturing techniques, which make it easier for a newcomer to start flying, are evidence of this. The sophistication of Radios, which have a voice and tells you data about your flight in progress, is a pinnacle that the forefathers of the hobby did perhaps not even dream of.

The predominance of the Almost Ready To Fly (ARTF) and the foamy kit boom have enabled new flyers to access the hobby easily and without the need for advanced knowledge of building and aeromodelling. Recently I was walking out of a model store carrying a traditional balsa and ply constructed model with a two-stroke nitro engine and, received the comment of "Ahhh...a proper model for a change" from another customer.

Whilst the maxim of 'you can't halt progress' certainly rings true, the aero modelling community have their own unique take on this with the acceptance of certain aspects of technology and the reluctance to accept others. I myself am perhaps guilty of this with my continued use of Nitro power and my distrust of electric power-powered motors as I view this as 'more traditional.' However, my Futaba 8-channel Tx provides me with the technological level I want it to and more.

Times change, things move - however I believe the aeromodelling community whilst it embraces technological advancements stays happily ensconced in its own rather unique form of nostalgia which perhaps sums up the hobby itself perfectly.

*Alexander Webb – 11 April 2022*





## Bill Ingram continues the saga of the Flea-Fli

I thought before the fus build that plenty of space had been left for all the electrics whilst getting the CG correct. In the end it all worked out ok

The photo shows the battery to the rear with the gyro under neath the front floor and the voltage/alarm on the top. Also the wheel mounting and steering are underneath.

The photo shows the two servos with the receiver at the front. All mounting panels are removable, also the servos whilst still on their tray.

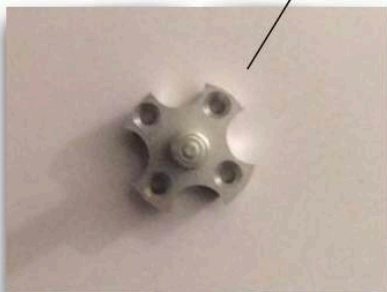
So now the interesting part I like, things that move to command are great. Having reset the transmitter to Flea Fli and made sure the motor had no prop and was not plugged into the receiver, the battery was plugged in and checked, also that the gyro switch was getting the correct LED responses on the gyro, all the servos were set for movement, direction, exponential amounts and dual rates. Now to checkout the gyro, all worked ok except the elevator.

I knew the servo was ok as it was working from the receiver during the build. So having disconnected the elevator from the gyro and plugged it into the receiver, it worked ok.

In think the gyro must have got damaged when my Wot 4 crashed last year. So a replacement was procured and fitted and all things checked out. Next was to check out the motor for vibration starting with no prop. I noticed that when rotating the motor by hand and looking at it from the side the prop shaft was moving up and down during one rotation. Having removed the prop driver from the motor, by eye it could be seen that the mounting screws were not equal distance from the prop shaft. After discussion I obtained new prop driver which is ok.

So running the motor over it's full power range with spinner back plate and prop nut all was very smooth. The next thing was to unplug the power to the motor and put on the prop with the full spinner, by eye when the pro is rotated by hand the front of the spinner was rotating of center. I Determined that this was caused by a distorted back spinner moulding, so a new spinner was procured which had a metal back plate which solved this problem.

So what has been missed? Oh the brakes





I just had to keep this as simple as possible, the hardest thing is to get the brake to go on and off for the elevator movement between down and neutral respectively.

The Flea Fli decals were made by a local company, I have two left which I got free so if any person would like these please get in touch.

Well what about the weight you are all asking.  
This model is very strong in construction, the plan is very accurate and if followed precisely every thing works out ok.

Two and a half pounds which is within the plan forecast weight. Did I manage to finish it by Xmas, no by mid February!!!!!!

And what next, a Moon Glow which is a sixties design, 60 inch span design by Mike Birch. Already got the bits from Belair Kits, it's looks a bit like the Flea Fli but with tapered wings and bigger.



The End





Hi my name is **Brendan Gill**. I live in Boxgrove with my wife and two daughters 3years and 7month old. I am a master mariner for a oil major and technically my title is Captain Brendan Gill... People always ask me about my work so I made this private video on YouTube some time ago which give a flavour of working on LNG Tankers. <https://youtu.be/7Xf36j6kGLo>

I have a passion for making things in all areas. I am a member of the CDSME (Chichester District society of model engineers) I have built items in all areas from tables and chairs, A GPS from scratch, Traffic light system for a model railway using Arduino's, a Tikki bar in the garden and the current project is a working 5" gauge live steam locomotive. It has taken me two years and over 2000 hours of work to get to the current stage of a rolling chassis and working tender and boiler. As you can imagine a project like this can be expensive, frustrating and difficult. You can follow progress here <http://instagram.com/madguernseyboy>



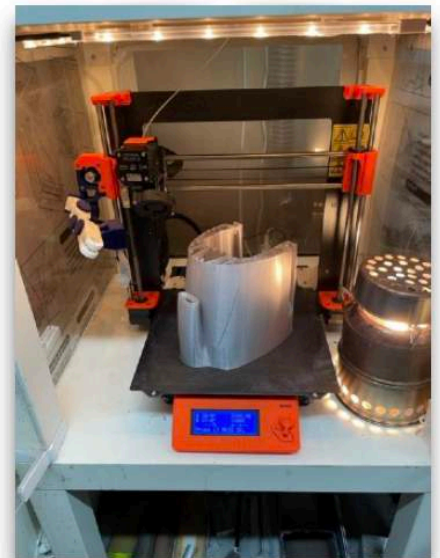
Recently I was getting frustrated with the loco and decided I needed a quick easy project to give me a break. I was fortunate enough to have an amazing wife who bought me a flight in a Spitfire Mk9 at Biggin hill for my birthday so decided building a model was a great idea. Using the pre made designs from the website [3dlabprint.com](http://3dlabprint.com) I was able to 3d print and build my plane very quickly. The printing took 1.5 weeks and only 2 hours to construct and paint. I am awaiting parts (electric motor, ESC etc) from hobbyking to complete the build now.



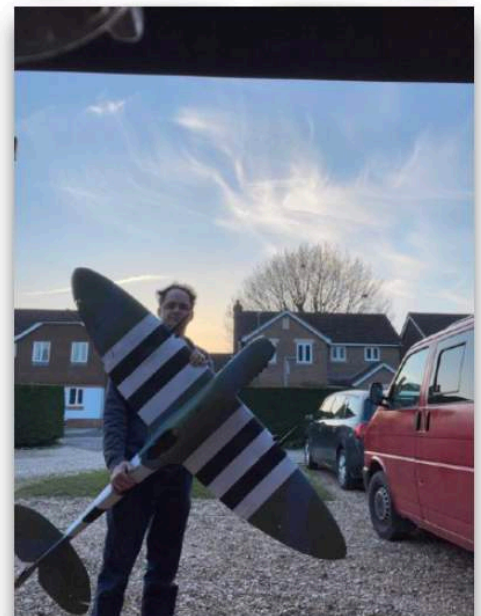
Subsequently after building this plane I would love to see it fly and not crash instantly. But as I have almost nil experience flying model aircraft (Or steam locomotives for that matter) joining a model Aero club was a great idea.

I look forward to meeting you all and teaching me the skills to fly my plane.. In the meantime I am building a Qtrainer model which I can use to learn on. Which should be about finished by the time this newsletter is published.

If anyone has any questions on my projects feel free to reach out to me either through Facebook or email me at [bgill3112@gmail.com](mailto:bgill3112@gmail.com)



All the best Brendan





## **When SAFE becomes UNSAFE**

During the recent EDF competition I suffered the ignominy of being the only competitor to crash.

As I walked out, E-flite Viper in hand, to commence my first flight the judges said "OK Tim, let's see your routine" at which point I thought .... "routine, what routine?"

Being a bear of very little brain, and ability, my "routine" was never going to be spectacular, rather akin the Red Arrows "flat display" with the occasional looping manoeuvre.

A Jaguar style take-off (airborne due the curvature of the Earth!), was followed by some fast passes, a couple of rolls, loops and cubans. I then decided to wow the judges with a fully-configured low-speed pass followed by a "burner" steep and slow climb.

Conditions were somewhat gusty and, knowing that I would be flying close to the stall, I flicked on the SAFE stabilisation system fitted to the model as a "get out of gaol" safety measure. OK, it's a fair cop, the thought might have also occurred to me that the judges would also be impressed at "my" handling of the rocking wings in a challenging wind!

The climb complete I turned downwind to prepare for my show-stopping finale; the Inverted-Triple-Immelmann-Reverse-Derry-Heimlich manoeuvre.

However, whilst turning onto base leg I remembered that SAFE was still engaged and flicked it off. With the aileron and elevator stick well-displaced from neutral, and now given full control authority, the aircraft immediately rapidly rolled inverted, buried the nose and the rest, as they say, is history .....

..... an alternative manoeuvre was completed, commonly referred to by RAF pilots as the "flickspincrashburnpaindeath"!



One glance told me that no amount of hot water, epoxy, filler and TLC was going to fix this one!

### **LESSONS LEARNT:**

The walk of shame behind me, I reflected on the lessons to be learnt, and came to the following conclusions:

1. Before taking part in a competition (with the associated added extra pressure) think through that "routine" that you plan to fly, and don't deviate on a whim.  
and..

2. Always disengage a model's stabilisation system in straight and level flight with the controls at neutral!

TK



## An icon of the Cold War seen at Thorney!

As step back in time at Thorney Island on the last flying day of April, when Mike G. turned up with his trolley-launched Mig23 "Flogger" model.



A real blast from the past harking back to the height of the Cold War.



One of the meanest looking aircraft of its time The Flogger featured swing wings and a huge after-burning engine. Also, a unique retracting dorsal fin, faithfully reproduced on Mike's model.







The three musketeers, Ray, Jeff and Adrian practicing formation flying with their Vampires. Thorney 17th April 2022





### Planed Club Activities for 2022

<b>Date:</b>	<b>Event:</b>
Thursday 12 <sup>th</sup> May	Club flying evening – Fishbourne Sports Field
Sunday 15 <sup>th</sup> May	BMFA world record attempt – details TBD
Wednesday 25 <sup>th</sup> May	Electric glider competition - Portshole
Thursday 9 <sup>th</sup> June	Club flying evening – Fishbourne Sports Field
Saturday 18 <sup>th</sup> June	Scale day – Thorney Island
Thursday 14 <sup>th</sup> July	Club flying evening – Fishbourne Sports Field
Sunday 17 <sup>th</sup> July	Chris Foss model flying event – Thorney Island/Portshole
Wednesday 27 <sup>th</sup> July	Fun-fly & BBQ - Portshole
Saturday 6 <sup>th</sup> August	Gliding comp – Thorney island. Back-up days: 13 <sup>th</sup> & 20 <sup>th</sup>
Thursday 11 <sup>th</sup> August	Club flying evening – Fishbourne Sports Field
Thursday 8 <sup>th</sup> September	Club flying evening – Fishbourne Sports Field
Thursday 13 <sup>th</sup> October	Club evening meet – Fishbourne Centre
Saturday 5 <sup>th</sup> November	EDF jet competition – Thorney Island
Thursday 10 <sup>th</sup> November	Club AGM & evening meet – Fishbourne Centre
Sunday 13 <sup>th</sup> November	Remembrance Day Gliding event – Thorney Island
Thursday 8 <sup>th</sup> December	Club evening meet – Fishbourne Centre – subs.



