

Clear Dope

November 2020



Chichester and District Model Aero Club: Committee 2020

Chairman: Tony Chant: chairman@cadmac.co.uk

Hon Secretary & Treasurer: Tim Kerss: secretary@cadmac.co.uk

Thorney Rep Vice Chairman and Safety Officer: Derek Honeysett: thorneyrep@cadmac.co.uk

Deputy Thorney rep: Jeremy Stuttard: thorneyrep-2@cadmac.co.uk

Portshole Farm Rep. and Safety Officer: Ken Smith: portholerep@cadmac.co.uk

Deputy Portshole rep:

Slope Rep and Safety officer Trundle Hill: Nick Gates: sloperrep@cadmac.co.uk

Webmaster: David Hayward: webmaster@cadmac.co.uk

Junior Rep. & Junior Members Protection Co-ordinator: Donna Goff: juniorep@cadmac.co.uk

BMFA Rep & CD editor: Ken Knox: editor@cadmac.co.uk

Membership Secretary, David Stocker: member@cadmac.co.uk

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





A life time in modelling, Will Ingram recalls his story



I first joined CADMAC in 1969 when I moved down to Chichester with my wife from Northampton, continuing until 1975 when I decided I needed to try something different and took an interest in Sailing, starting at Dell Quay and later at Hayling Island Sailing Club, normally known as HISC at which I still race at week ends. I rejoined in 1993 when I retired and had more time available during the week days.

I first saw model aircraft at RAF Finningley (now Robin Hood Airport) in 1948 when my dad took us to an open day. I remember crawling through a Wellington bomber and hearing a meteor take off, so different to the sound of bombers flying overhead on the way to Sheffield in earlier days. There were also people flying small models on wires which went around and around and quite noisy!

During this time frame I was given a huge box of Meccano and taught to solder by the next door neighbour and spent lots of time making things from old wood boxes in which tea used to be transported.

The next time I saw any model aircraft was on a Sunday afternoon on Doncaster racecourse, it must have been the local club with a few people attending with their free flight gliders but at that time I had not caught the modelling bug so it was just interesting.

In 1950 we moved to Mansfield due to my dads work requirement and this meant I lost all my school, club and other friends. My mum found out that there was a local boys club, but to join you had to be in the church choir, my mum was keen that I joined and I attended for about two years.

At the same time during discussion with one of my school friends I found out that he some times went to a place that model flying took place, normally on a Sunday!! He also said he had built a model aircraft and later on he described how to use the plans to construct my first model. Of course my priorities changed and I decided that model aircraft was going to be more interesting than choir practice on Friday evenings and church on Sunday mornings and evenings as well as having to attend weddings and funerals.

A life time in modelling



Top Photo, I am second from the left in front of the black car. Second photo down I am on the left.

During the next seven years, I left Junior School for Secondary Modern School also built and flew most of the types of model aircraft, Keilcraft and Veron being popular at the time. When I was about fourteen an interest in Radio Control started as one of the chaps in the club had built a Junior Sixty and had been given one of the latest sets for Xmas. He was two years older and had to help his dad on Saturdays on Mansfield market and with home work on Sundays his time available seemed limited to school holidays for flying. I remember him trying to get his radio to work at the flying location one Xmas in the cold midlands weather without success.

In this time frame I had also left school at fifteen and started work as a Cabinet Maker apprentice, attending day release, sweeping up, buying all the cakes at break time (managing to have a chat in the model shop) not for getting making the tea and getting the stove going in the morning.

I was also trying to save enough to buy a receiver (ECC1 I think) and build a Vic Smeed Electra with a ED 24.6cc up front. The transmitter was the next problem as the ED transmitter of the time did not appeal, the model shop manager, the chairman of the club and the local model shop and electrical repair man had recently build one with higher output which seemed to be the one for me. It took a lot of badgering from me to get him to part with it. it cost me £10, about five weeks wages, luckily I had Hornby Sir Nigel Gresley train set

A life time in modelling

The Super Re-Gen receiver was powered by three deaf aid batteries soldered together to give 67.5volts high tension, a 1.5 volt battery for low tension and a 7.5 volt escapement battery for the actuator (commonly known as bang bang operation). The transmitter battery was 120 (see the top photo) with a quarter wave 8ft aerial operating on 27mc/s, the signal being operated by a micro switch, either on or off.

The method of getting to the flying field was to cycle towing the assembled plane on its main wheels, tail tied to the rear mudguard, transmitter in the left hand, fuel etc in a haversack on the back not forgetting the free hand to cope with gears and breaks.

The Vic Smeed "Electra".



My last flight in Mansfield before moving to Northampton (again due dads job) was on the Sunday before the move. I had flown on the Saturday with everything being ok but I must have been over confident and not checking the tuning, it flew off on its 30 cc s of fuel in the direction of the vast area of pine forest and not to be found. A couple of days before the move there was a knock on the back door, a chap was holding my Electra which was found in Bilsthorpe colliery yard. I was pleased my address was in the front cabin offering a reward. I duly paid up. With a

borrowed five pound note from my mum, I am pleased to say it was a lot cheaper than having to start saving up to replace it.

When my dad said we would be moving he asked me if I had any thoughts on the choice of Peterborough or Northampton. I knew from reading the club section in the Aeromodeller at the time that Northampton had a good club and so it turned out to be.

Next time:- At Northampton and onwards.

Picture on right

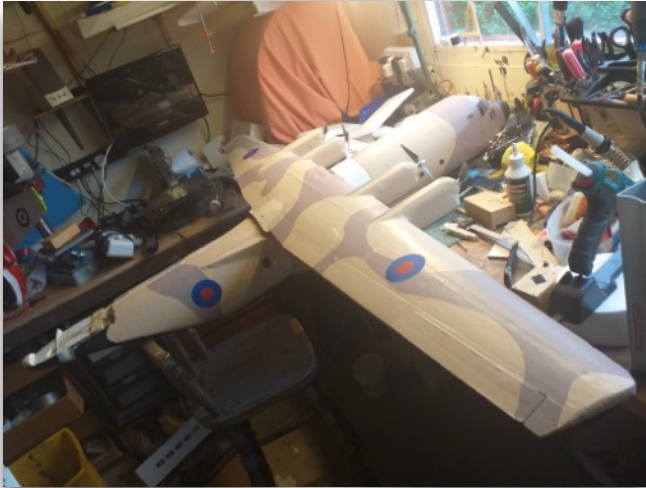
A forty inch control line DH Mosquito with two ED 24.6 up front.



Toni Reynauld writes on the rebuild of his Hercules

A thread was started on the ModelFlying Forums about taking an old but repairable model from the dark corner at the back of the workshop/attic/shed and fixing it up over the dark nights of the winter. I have several models that fit that bill, so I decided to dig out the remnants of the second Hercules and try to get it sorted. This is what I had to start with, and how it's gone so far

Desert rebuild 02



I trimmed off the front of the rear fus section, then cut a ring and glued it in place to bring it back close to the original length. I needed about 10 mm, but the foam is 70 mm thick, so that's close enough (Stand a long way off scale!)

Desert rebuild 04, 07

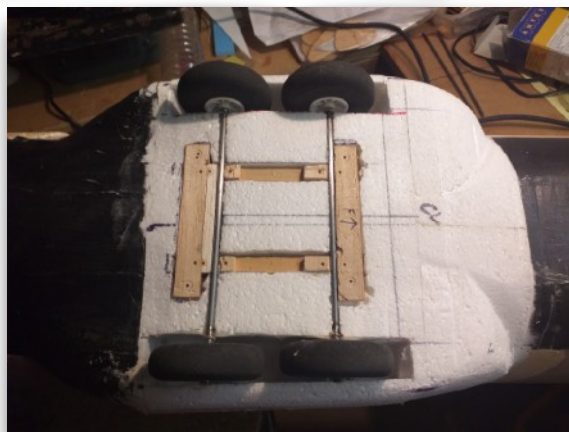
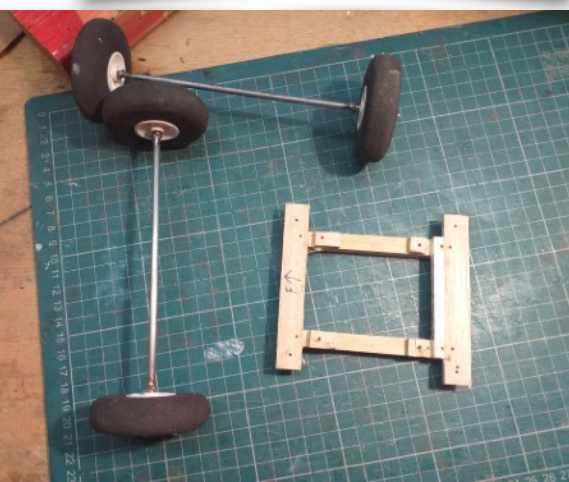
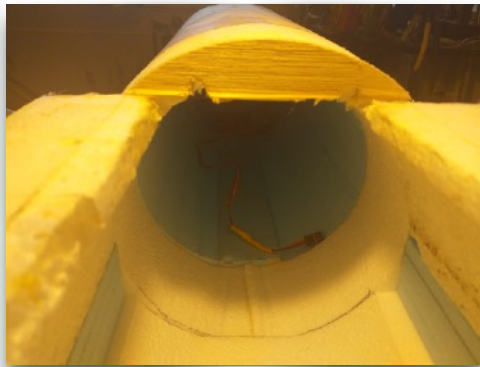
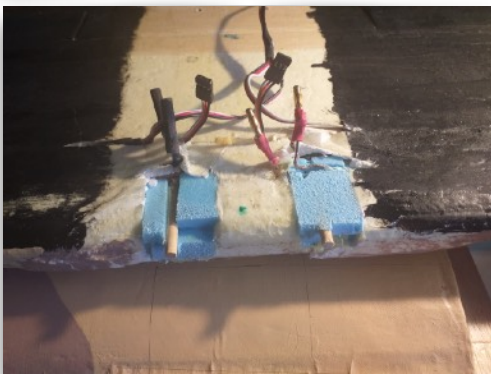
Next I cut blocks to rebuild the lower fus centre section and u/c bulges and glued them in place. This was sanded to a rough shape ó filler will be added later. I then glued the front fus section back on.

Desert rebuild 12

The nose section is having the steerable gear built in ó it will be fixed u/c this time to reduce complexity and weight.

Desert rebuild 14

There will also be the option to remove the wheels from the nose leg and unscrew the main wheels assembly (not yet built) to make it hand launch capable. Having got the steering servo in place the mounting plate was secured in place with a couple of screws (accessible later in case of need!) and the nose section glued to the main section



Desert rebuild 18

Next I tidied up the centre section of the wing and refitted the locating dowels. I had to do a bit of cut, shut and sandpapering to get it to fit back on the fus, but it's about there now. The fus to wing fairing at the front was sorted ñ more polystyrene and hot wire and sharp sandpaper work - and the hold-down captive nuts and their supporting beam were refitted.

Desert rebuild 20, 21, 22 and 19

The undercarriage was next on the list. As it's standoff scale (!!) I decided not to model open U/C doors, just dig a hole in the polystyrene and let the wheels in. I also wanted to make the U/C removable for hand launching ñ Portshole is a bit rough for 70mm wheels to handle. First I had to size up and create the axles with wheels, then make a frame to hold them. This assembly fits to the bottom, held in place by four screws going into blocks gorilla glued into the cut-out on the bottom of the fus.

Desert rebuild 25, 26, and 29

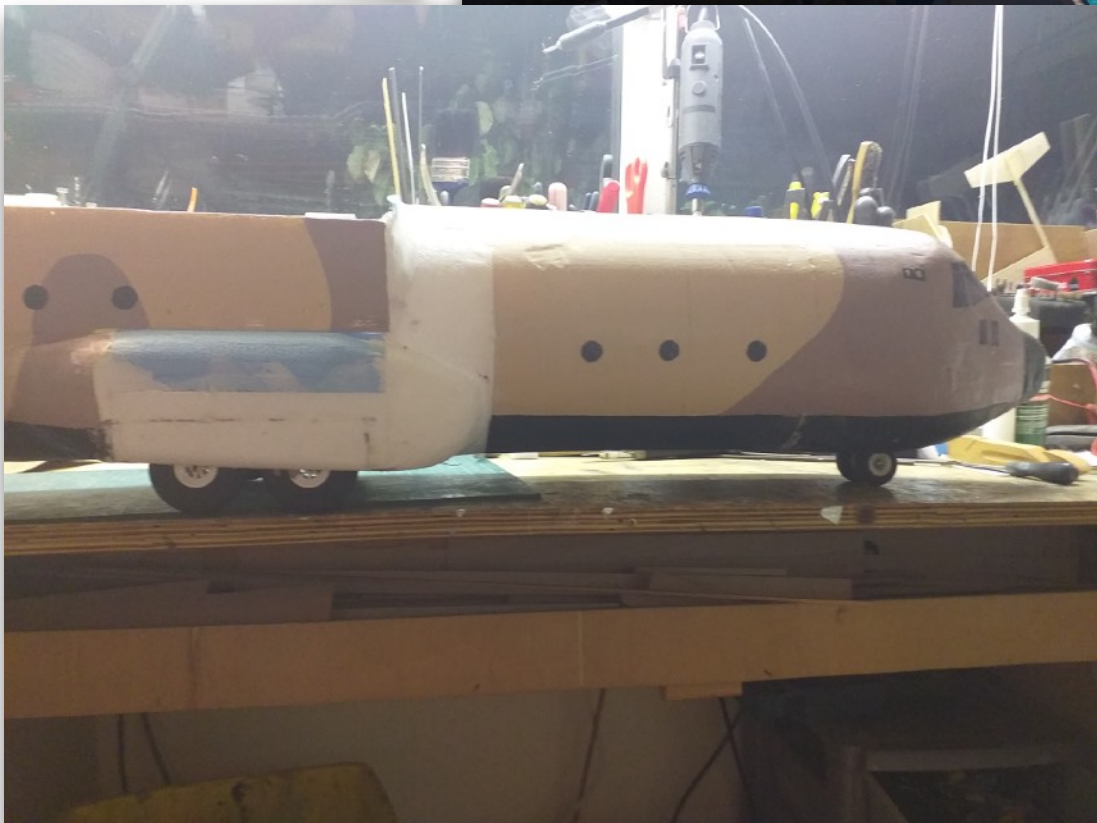
That just about finished the reconstruction work, so the glass-cloth and varnish was applied to the new bits of foam and the joint at the front, and when that was dry the old B&Q sample pots came out again and the desert camo touch-up was done.

Desert rebuild 031

The last bit to be done is to recheck the balance point then fit the electronics and battery access. Hopefully it will fly again soon, but not for at least a month!!

The next project? How about a second go at the Tony Nijhuis Hurricane in foam? The first one I made flew a treat, and only met a sad end because I wrongly adjusted the retract linkages and flattened the battery mid flight ñ black bag time again. I have a slightly different methodology in mind ñ I'll keep you informed.

Ton Reynaud





Congratulations to Richard Matthews
on passing his "A" cert test on
Wednesday 4th November 2020 tested
by Jeff Cosford examiner



A lovely atmospheric picture of Nick
Gates' David Bodington's Triple Smooth
Hound taken on 30th October 2016 (how
time flies)



Jeff Cosford, Adrian Childs and Nick Gates concentrating hard during a glider comp On 31st August 2019



Nick Gates' Fieseler Storch about to touch down 23rd April 2017

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 Porthole 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/>