

# Clear Dope

October 2020



Chichester and District Model Aero Club: Committee 2020

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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 Ken Knox*



## **Peter Turley recalls a memorable flight**

### **Boeing 707 flight 60 years ago on the 3<sup>rd</sup> October 1960**

Working for DeHavilland Propellers, based at BOAC, one of the power plant development engineers came in to our office and said that he was flying on Monday morning on a route proving flight to Manchester, my comment was lucky boy.

Within a few minutes I had a ticket for the flight and booked Monday morning as a holiday.

Monday morning met up with Robin and walked through the Comet 4 hanger and found the B707 G-APFF waiting for us.

We had about 138 seats between the two of us, the flight deck had I think two extra Pilots.

We taxied out to 28R for take-off and headed for Manchester and did about three landings and take offs.

We noted that the inboard engines appeared to be over the grass when taxiing at Manchester, asked one of the crew and the reply was if you don't touch the throttles the engines will not pick up any FOD. Were given a bot of refreshments each, shown the tea and coffee and the milk and sugar was in the sink, a help your self-service.

I took two rolls of film on the flight and selected only four to show.

On the approach back to Heathrow we flew past the BOAC hangers landing on the North/East South/West runway, no longer in use.

The flight lasted 2hours 30minutes, thanks to BOAC for the flight.

While at BOAC flew in Britannia 312 G-AOVG on a test Flight to resolve a power plant problem, turned out to be an engine problem, our Prop was ok.

I was impressed with the night landing from the flight deck.

Also worked at Vickers Weybridge and Wisley, had a test flight in Vanguard (BEA) G-APEE, again standing on the Flight deck with our Senior Development Engineer.

At Hatfield, had numerous flights in the Trident, sorting out system faults on the air conditioning and anti-icing engine bleed systems.

Supported Channel Airways Tridents at Stanstead and Tegal Berlin.



# GLAD ALL OVER FOR TANGMERE

*from Bruce*

In response to Ken's call for CDe input I thought I'd just remind members of the brilliant resource we have here on our doorstep.

On 19th September Mike Griffin asked for details of WWII aircraft font stencils via our excellent Facebook page. This put me in mind of a variety of queries I had a few years back when Tangmere M.A.M. ask me to produce a scale Gloucester Gladiator for display.

My first step was to make an appointment with the curator of their library since I knew very little of the marque. Now while the library is not open to the general public, anyone with a serious research interest can make an appointment to visit. The curator asked a number of question regarding my queries and shortly afterwards on my first visit I was delighted to discover that she had already done some research on my behalf and had assembled an array of text books, magazines and newspaper articles for my further perusal.

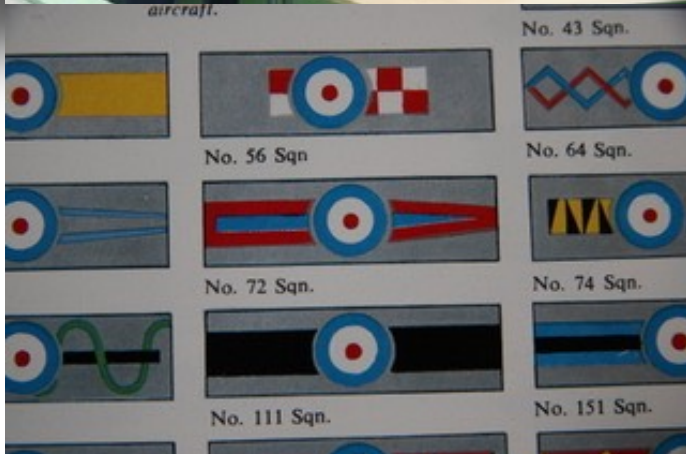
I'd already ascertained that 72 Squadron, Tangmere were the first to take delivery of Glads from the Air Ministry and as a result of photos I took of plates, diagrams and texts from my visit I was able to accurately replicate the squadron marking on my model. What I never expected to discover was the early links between Tangmere, Gladiators and an aviation luminary.

It transpires that Flt. Lt. E. M. Donaldson led a team of pilots to win the World Aerobatic Championships the previous year. He then, as leader of the newly formed 72 Squadron along with four other pilots collected the first five Gladiators to go into service (K6130 - K6134.) I felt fairly safe in the assumption that he would 'bag' the first registered Glad for himself so I felt quite justified in using the K6130 marking on my model.

In 1946 in a modified Gloucester Meteor 'Yellow Peril', Group Captain 'Teddy' Donaldson took the World Airspeed Record with a flight speed of 616 mph over Littlehampton. His distinguished career culminated in the award of 'Commander of the Bath' in the 1960 New Year's Honours List.



*The first production Gladiator I, K6129, displaying its split trailing edge landing flaps on upper and lower wings.*



## CHAPTER 4

### THE GLADIATOR ENTERS SERVICE WITH THE ROYAL AIR FORCE

There can be little doubt that, despite the alacrity displayed by the Air Ministry in placing that was to upset the pre-arranged squadron re-equipment rotation was the deployment in

## Portshole News from Ken Smith, Portshole Rep

### Sign in scheme.

Following the latest COVID advice from BMFA we have set up a simple system to track flying at Portshole. There is a logbook and pen in a weatherproof box to the left of the barn door. When you arrive please sign in. Please sanitise your hands before opening the box and again afterwards. Ken will keep the records.

Photo captions:

Ray Shivjee, one of our new instructors, signing in at Portshole and the log book in the waterproof box.

### Fire extinguisher.

We have now installed a dry powder fire extinguisher in the barn just to the right of the door, see photo.



A reminder that due to the COVID restrictions you should not go into the barn unless you need the First Aid kit or the Fire Extinguisher.



### Training Coordinator – a new role, Ken Smith

At the last committee meeting we discussed the demand for training and how best to approach it especially in view of the restraints of COVID. I agreed to take on the new role of Training Coordinator. Training is an important and significant activity for the club and its future. It is clearly essential for continued safe flying, but it is often the way we first welcome new members to the club.

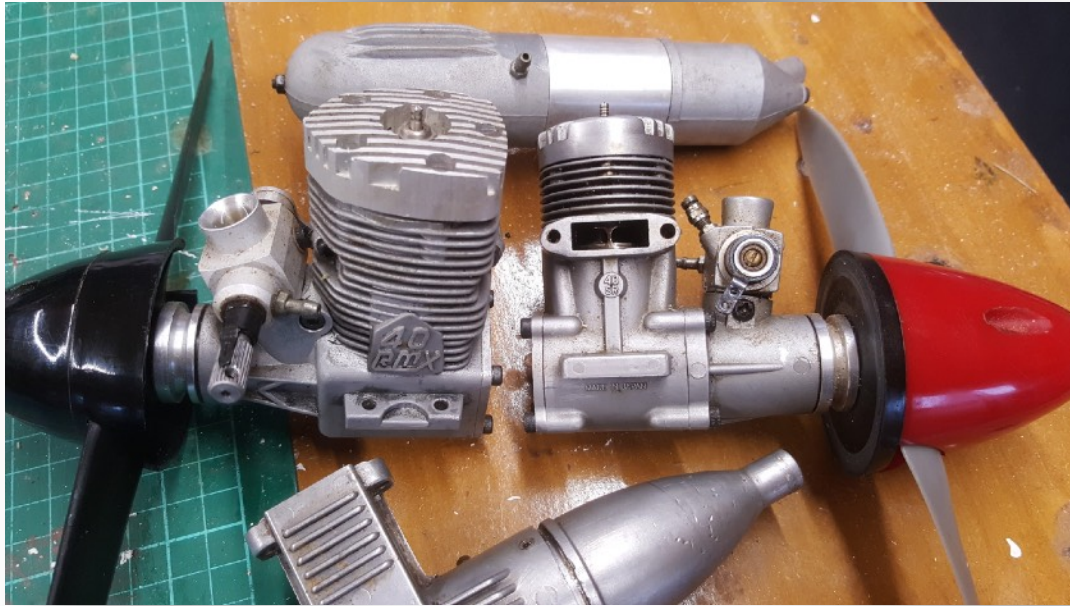
Initially I have been trying to match trainees to instructors which has been greatly helped by the appointment of three new club instructors. Understandably some of our existing instructors don't feel able to train under the COVID restrictions. We now have eleven people who are happy to instruct (Ray Beadle, George Fridlington, Peter Doe, Nick Gates, Andrew Gibbs, Tim Kerss, Derek Honeysett, Jeremy Stuttard, Ray Shivjee, Ken Smith and Tom Willson) plus two examiners – Tony Chant and Jeff Cosford. Over the last few weeks we have all worked out COVID safe procedures for training.



Please feed any requests for training through me. The instructors are all busy people and we don't want to overload them. Although they are happy to do their bit for training they all want to be able to continue their own flying as well!

Before taking on this role I hadn't appreciated that the club already has a training model (an Arising Star – see photo) complete with a buddy box system. Peter Doe, Jeremy Stuttard and Jeff Cosford have been working to get this back to flying condition. It now flies and has proved to be popular with the trainees who have tried it. It is an IC model so is heavier than foam models and more controllable in strong winds. Jeff has installed his own motor to get the model flying but he wants it back sometime. If anyone in the club has a spare working 0.40 or 0.46 motor that they would be happy to donate to training please get in touch. We are also short of a Futaba trickle charging lead if anyone has a spare one of those in their workshop.

Jeff tells me that he has acquired a replacement engine for the trainer, see picture, however I'm not sure if its the left or right one  
Ken K



Tim Kerss sent me this link to the Model Flying club in Hawkes Bay New Zealand, in this edition our very own Colin Stevens' writes a very good article, worth a read.

[https://www.mfhb.org.nz/MFHB\\_Newsletter\\_PW116.pdf](https://www.mfhb.org.nz/MFHB_Newsletter_PW116.pdf)



Club flying on 10th September featuring Andrew Gibbs' £2.50 foam delta which reportedly flew very well

A selection of photographs taken by Robin Colbourne during September 2020





## MODELS FOR DISPOSAL

Philip Roberts has had to give-up the hobby (hopefully he will return later in life like many of us have) and with regret has to dispose of his models and gear.

He would have preferred these items to be presented at one of our Fishbourne events, but Covid precludes this.

He is offering them "free" to Club members only, in the hope that they will be put to good use.

Should anyone care to make a donation, he would wish it to go to Club funds.

Some of the items are of significant value, so I've suggested a reserve price that I believe is fair.

The items are to be collected from Phil's parents' address in Emsworth, they want a room back !

So anyone interested is asked to email me via [thorneyrep-2@cadmac.co.uk](mailto:thorneyrep-2@cadmac.co.uk), and I'll pass-on their contact details.

See photos, details and condition cannot be confirmed.

Jeremy

1) Unknown **low wing aircraft, 53"** span, fixed U/C, **OS LA40 2-stroke** engine, 4 servos. Airframe seems sound. Cosmetically needs a clean up. Ideal Winter Hack ?

2) **Pole Cat: 50"** span, **ASP61 4-stroke** engine, tank, 5 servos. Reserve - £40.

3) Green/White: Unknown, unfinished aerobatic model, 58" span, no U/C or canopy.

4) Field Flight Box: Aluminium, with wheels. Power panel. Internal 12V lead/acid battery. Manual and electric pumps, glow stick, various leads.







**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/>