

# Clear Dope

August 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)



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



### Chris Foss Fly-In



The Chris Foss fly-in and barbecue took place at Thorney on the 17th of July, with the Met Office promising glorious Mediterranean temperatures accompanied by a rather unwelcome South Easterly breeze.

With over 30 people expected a brisk start was made at the strip to prepare. A couple of gazebos were set up to provide some welcome shade and tables arranged for the lunchtime feast. While all this was going on, Jordan and his family were working hard to prepare our lunchtime barbecue food at home

prior to ferrying it to Thorney.

After a few flights had been made, the wind showed no sign of swinging to the south as expected, so the wise decision was taken to move the flight line to the West side of the runway. With relocation complete and after a safety briefing by Derek and Jeremy, flying commenced in earnest.

I think just about every Foss model was represented, a few real Wot 4s, Acrowots, and Wots Wots, plus the usual foam versions. I think I even spotted a Phase 5.

Jeff's super-size Acrowot and Duke's giant Wot 4 were particularly impressive, both on the ground and in the air.



With lunchtime approaching, Jordan arrived on cue with our feast which, everyone agreed, was superb.

The highlight of the afternoon session was a mass take off and flight of all the electric models, followed by the same with the i.c ones. Remarkably, there were no mishaps at all!

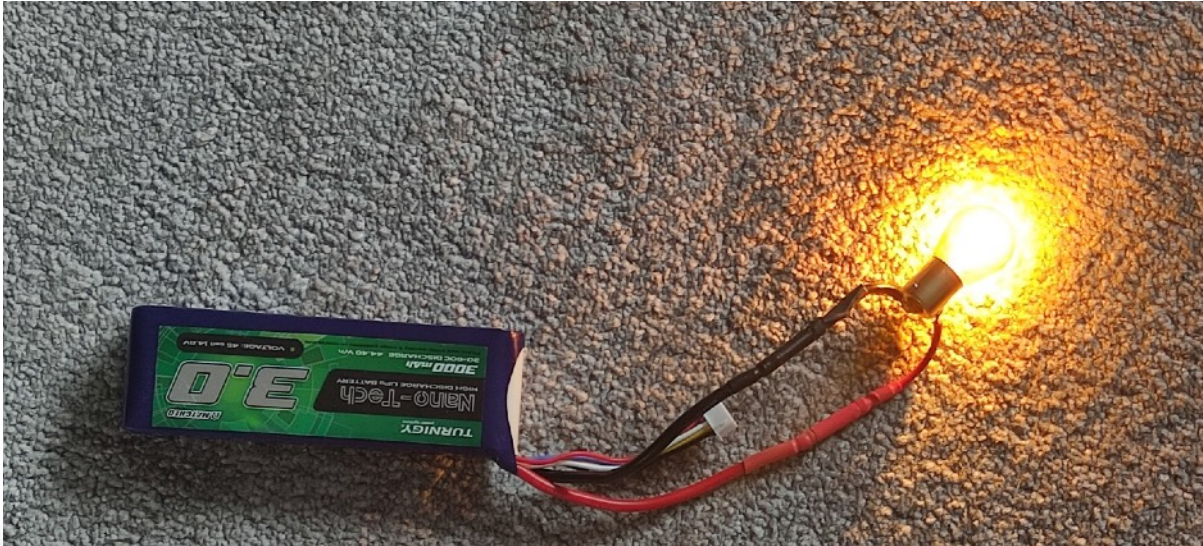
Many thanks to Jordan for all his hard work in preparing the food, Derek and Jeremy for keeping things safe, and to everyone who helped out during the day.

I think everyone who attended would agree that it was a great day!



### Old lipos / discharging lipos. By Jeff Cosford.

Do you have useless, puffy lipos you can't use but don't know how to dispose of? I had a lot, and this year got around to making up a 12v car bulb on a lead to do the job. Good for 3 or 4 cells.



Once dead, the lipo leads were soldered together, and lipos dumped at the tip in their battery disposal box.

Discharging them in a bucket of water will release nasty chemicals. I found that it didn't work either.

I also had some 6 cell batteries to discharge, and did these 3 cells at a time, via the balance plug.

### Discharging to storage voltage.

Many of us like to discharge unused lipos when we return home, since storing at full volts is widely believed to be harmful.

For years, I ignored this advice and kept all of mine at 100% so I could fly anything at short notice. Until one year we had a very cold winter. And they were stored in the garage. And by the Spring, some were quite damaged and had to be replaced. I now store them indoors in fireproof boxes in the winter and keep them at storage volts.

The problem is, many chargers contain no heatsink and although they have a storage programme, they do the job at max 0.1 amp, which takes far too long. All of these chargers take all day to get to storage voltage:-





Only one of mine has a heatsink, and that will discharge even a 6 cell lipo at 1 amp, which is plenty:-



If you have no suitable discharger, you could use the car bulb method to part discharge your 3 or 4 cell lipos. Easy to do, because the bulb goes dimmer. Just don't forget them or they will become destroyed. Go from 4.2v to 3.8v or 3.9v per cell.

New member Ian Carry writes: - This article started with me buying a loaf of bread.

On the 2nd of July 1985 at 1713 hrs, a Pitts S-1D Special G-POKE crashed into the sea 1nm from Bognor Regis. The aircraft was destroyed, the pilot killed in the accident. He was only 40 years old, and as an amateur pilot he had accrued 1,946 hrs, 118 hrs on the type.

The aircraft had taken off from a private airfield on the edge Bognor, performed several aerobatic manoeuvres to the North of the airfield before heading out towards the sea, continuing more aerobatics over the Chichester Channel.

At 1700 hours he was seen flying low over Pagham Harbour, heading East towards Bognor Regis.

After a series of rolls and loops, possibly trying to attempt a stall turn, whilst vertical the engine became very quiet. Entering a rotational descent, it appeared to be starting to pull out with the application of some power when it flew into the sea and sank into 15-20 feet of water. After some searching the wreckage was discovered at 1910 hrs, and the body of the pilot recovered.

The aircraft was then taken to RAE Farnborough for examination.

A defect was found in the fuel pump, a thin flap of rubber from one of the fuel supply hoses was trapped across the inlet side of the fuel pump output non return valve blocking 75-80% of the fuel flow area. This would have had an immediate effect on engine performance as the carburettor was pressure fed and hence did not have a float chamber.

Even more worrying, two links in the pilot's upper torso restraint had failed, and there was deformation of the instrument panel consistent with having been struck by the pilot's head, jamming the rev-counter pointer at 1500 RPM. Only one of the links was recovered but it did not conform to those used by the commercial manufacturer of the Pitts.

G-POKE had been home built in the USA during 1973/74, imported into the UK and issued with a Permit to Fly following re-assembly.

It had flown a total of 326 hrs 45 mins, and at the time of the accident it did not possess a valid Permit to Fly, the previous one having expired in some six months earlier.

Lidl bake fantastic bread, and I often pop into our local store which is built on an industrial estate on the edge of Bognor Regis. It is next to spill off buildings belonging to Rolls-Royce whose cars are constructed just up the road at Goodwood.

I had spotted a granite and bronze monument on the way into the estate, and on a sunny autumnal morning last year with time to spare I thought I'd take a closer look. Bedecked with a steering wheel, I expected it to be a tribute to Rolls-Royce. It turned out to be a memorial to ex Formula 1 racer and pilot of the Pitts Special, David Purley GM.

I cannot imagine what it must have been like for him at the Dutch Formula One Grand Prix in 1973, desperately trying to rescue his friend Roger Williams, who was calling out from his crashed car, engulfed in flames and slowly asphyxiating. Even the marshals wouldn't approach the burning wreckage because at that time they were not issued with flameproof overalls.

In 1977, at the British Grand Prix, David survived 179.8g crash when his LEC hit a wall at 108mph with a stuck throttle, coming to a halt in six inches.

The land by Lidl and to the South had been the location of LEC refrigerators, David Purley's family business and of LEC Refrigeration Racing. The private airfield is now EGKC, the home of Bognor Regis Gliding Club.

I believe the site of the actual factory buildings is now Sainsburys.



As a young man I remember seeing the pictures on TV of David Purley's valiant efforts for which he was awarded the George Medal. And now here I am, an old man, reading his dedication on the very place at which he must have spent so much of his time.



Toni Reynauld writes:- **Foam Hurricane build in pictures part I**

In 2009 I built a Hurricane in blue foam based on the Tony Nijhuis free plan. That one ended up tail heavy so I decided to try again but using expanded polystyrene for lightness. Rather than use the spine, formers and skin method again, I decided to cut fuselage sections between each of the pairs of formers and glue them all together to get a complete foam fus. The basic principle is to cut sections of the fus between the formers, left and right halves, then glue it all together to get the shape approximately right and smooth. This is how it went.....



The formers, all marked with the central datum line



Small battery powered hot wire cutter.



Fuselage section F2 to F3, one side cut, the other side still a blank with the formers nailed on and ready to cut.



All sections cut and lined up.



### Portshole Fun-Fly Competition

Hot on the heels of the recent Chris Foss fly-in came last Wednesday's fun-fly/carnage competition at Portshole Farm.

Despite a fairly brisk wind, we had eight entrants ready to risk their models in the turbulent conditions.



First up was climb and glide - a twenty-second motor run, followed by a glide that had to land on the strip.

Everybody was given a chance to post a time and, at the end of the day, victory was Tim's with his Wot 4, closely followed by myself with the Limbo Dancer.

Next up was the eagerly anticipated bomb drop.

Tim, Ken Smith and Lee all had dedicated bomb release mechanisms, whilst the rest of us used Jeff's cunningly improvised mechanism that required inverted flight to drop one's projectile toward the target.

A well-timed roll gave Adrian the top spot, followed by Tim and his high end SLEC bomb system.

Finally, it was time for the most touch and goes in 2 minutes.

As expected, there were some mishaps - perhaps the funniest being the wing detaching from Tim's Wot 4 after a quick restart.

The highlight of the event was Jeff giving us a masterclass in the art with his Limbo Dancer, and, not surprisingly, he won the event with 29 touch and goes. I managed 25 with my Limbo for second place.

Once scores from all rounds were added up, we had three joint victors - Tim, Jeff, and Adrian all sharing the top spot.

We discussed having a fly off but decided to leave things as they were rather than risk any more models!

A big thank you to everyone who took part and came along to watch, I hope you all enjoyed it.

See you all at Thorney in August for the glider competition.

Ray





Just a note of thanks to Ken Smith.

I attended the Porthole Fun day with no intention of flying, as I did not have a suitable light model for the event. What I did have though was a Multiplex Easystar which, as you all know, doesn't have wheels, but it was good enough for the climb-and-glide section of the competition even though it was a bit windy!

However, I had flown this plane at Portshole on windier days and it coped well, but I had not flown it for many months. I fitted the battery and got ready to fly and asked for a hand-launch from another club member.

Unfortunately the launch was not the best I have had but, having initially stabilised the model, the fun really began; it was all over the place! It rapidly became almost uncontrollable, swooping and soaring and turned downwind fast. At times I thought that I'd got it under control and that it was coming back towards home. By now I was getting lots of advice by better pilots than me, but as I fly Mode 1 and they were Mode 2 jockeys, they couldn't intervene.

The plane was quickly becoming smaller and, eventually, I lost sight of it and it crashed. Although we had a good reference line, we had no real idea of distance, and the worrying thing was that the fields around us were tinder dry, and had not yet been harvested. The Easystar had a 2200 3-cell LiPo on board, and would certainly not make good fodder for a combine harvester!

So with no more ado Ken Smith set off in an attempt to find it, I could not help because of my mobility; all that I could do was to drive up Ham lane to give moral support and look through binoculars to see if I could spot it. Eventually, after about an hour Ken, did find it well over half a mile away. The plane itself had some minor damage to the nose which was easily fixed later with the aid of a kettle-full of boiling water and some glue.

The main point of this tale is that you can never be complacent when flying a plane, be it a model or full size. As I said earlier I had not flown this one for some time. I had marked a line under the canopy showing where the battery should be placed, but I had forgotten about that, and on this occasion I fitted the battery well behind that line, instead of in front of it, thus making the plane very tail heavy. As I had not used a reference line I REALLY should have checked to C of G. .... but didn't!

Yet another lesson to file away in the experience store; as they say "everyday's a school day"!

Finally, Ken's perseverance saved me a model and, more importantly, prevented the situation becoming far more serious.

Many thanks Ken; I owe you one!

### Planned Club Activities for 2022

Date:	Event:
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.



**Flying alone on Thorney is now not allowed on the grounds of safety**

**Please Try to leave Porthole as tidy as possible, making sure no**

**30 metres from "uninvolved" persons"**

**15 metres when taking off & landing, subject to mitigations**

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

**When driving around Thorne be aware of young**

**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**

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/>