

Clear Dope



December 2023

Chichester and District Model Aero Club: Committee 2023

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: George Gilchrist: portholerep2@cadmac.co.uk

Slope Rep and Safety officer Trundle Hill: Steve Newman: sloperrep@cadmac.co.uk

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

Junior & Welfare Rep: Alex Webb: juniorrep@cadmac.co.uk

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

Membership Secretary, Jeff Cosford: members@cadmac.co.uk

Competitions' Secretary: Robin Colbourne: compsec@cadmac.co.uk

Social Rep: Ray Shivjee: socialrep@cadmac.co.uk



The next club meeting is on December 14 at the Fishbourne centre and is the AGM with the reelection of the club officers , small snacks and nibbles will be provided Please see notice regarding fees on page two

Subs for 2024. *by Jeff Cosford*

Club subs have been unchanged for a number of years. However, as you will see at the AGM when the accounts are presented, costs this year exceeded our income by a significant amount. To reduce further drain on the Club's resources next year, an increase of £9 for Senior Members has been agreed by the Committee. Although such increases are never welcome, you will all be aware that inflation is taking its toll, and with the restrictions of Covid now largely behind us, expenses have risen as the club has resumed normal activity. However, we feel this still represents good value, particularly when compared with the membership fees charged by other model clubs.

In addition, the BMFA fees for 2024 have increased by £5 for Seniors.

New Subs are:

Senior member - £55.

Juniors (under 18) – nil.

Social Member - £10.

BMFA membership Senior - £47.

BMFA membership Junior - £20.

CAA registration fee - £10.

So, a Senior Member will pay £102, Senior Member (with CAA) £112, Senior Member (Country) £55.
Junior Member: Nil, or £20 if the club buys your BMFA membership.

The email requesting payment will be sent to you automatically around 3rd December, **so do not pay yet.**

Updating your Membermojo database details:

If you change your email address, car, postal address or phone number etc, here is where you can update your club database record:

<https://membermojo.co.uk/cadmac> or let me know and I will do it for you.

CAA Registration - Updating Membermojo:

If you fly, it is your responsibility to ensure you pay the £10 for CAA Registration, to comply with the law. This can be done via BMFA or the Club.

Please also enter your Operator ID onto the database.



In November's club night Fraser Dibden gave us a really good talk and demonstration of how to build foam board aircraft.

He has provided me with some links to aid construction

Below is a list of useful internet resources covering Foam Board and Depron plans/techniques

1. Websites:

- <https://www.flitetest.com/> (main site)
- <https://store.flitetest.com/> (plans/kits)
- <https://noahangel11.wixsite.com/legacyvrcfbplanes> (Vincent Unrau plans)
- <http://rc-plans.com/>
- <https://joyplanes.com/en/>
- <https://paper-replika.com/> (Julius Perdana main website)
- <https://jetworks.online/>
- <https://rcfoam.com/>
- <https://www.rcpowers.com/>
- <https://rc.tomhe.net/>
- <https://www.nerdnic.com/>
- <https://numavig.com/>

2. Youtube channels:

- Flitetest (or search "FT build")
- Julius Perdana
- Experimental Airlines
- NumaVig
- Nerdnic



Congratulations to Phil Gardner and Luke Blackford (below), for passing their "A" test.



Jeff and Tony's guide to preparing successfully for your A test.

Jeff writes:- *Here are a few tips about the A test. Let me know (Jeff) if you prefer something more paper based, less computer oriented. If you would prefer a test conducted without publicity, that can be arranged.*

- If possible, take and upload the Registration Competency Certificate online 40 question test, because it means no questions about Article 16 etc. *Help available for members without computer.* Link below:

[Registration Competency Test – Model Aircraft & Drone Flying – Be Lawful – Be Safe – Be Responsible \(bmfa.uk\)](https://www.bmfa.uk/Registration-Competency-Test-Model-Aircraft-Drone-Flying-Be-Lawful-Be-Safe-Be-Responsible)

- Display your CAA Operator ID on your plane
- The five questions are from Section 13 of the BMFA Members' Handbook and Club Pilots' Handbook. Link below:

[13. GENERAL MODEL SAFETY – BMFA Handbook](#)

- Set your Failsafe.
- Watch the BMFA YouTube video. Link below:

[BMFA Achievement Scheme Fixed Wing 'A' Test - YouTube](#)

- Use model restraint
- Point model away from pits.
- Test controls under power.
- Call your intentions to other flyers. Ask before going on runway to take off or retrieve.
- Keep behind model and away from prop, electric and IC.
- This link shows how to fly each manoeuvre and the standard required. (very long, not essential to read for the A test, more so for the B test). Link below:

[Microsoft Word - Fixed Wing Power Certificates Mar-2023.docx \(bmfa.uk\)](#)

- Accuracy is less important than control and safety.
- Avoid the no-fly zones.
- Ditch the buddy box well before the test.

Aircraft Identification Quiz

This is the second in a series of quizzes for Clear Dope. Feel free to use reference books of the Internet before looking at the answers on page 10
Robin C.

Quiz 1 – Boomtown - Identify the aircraft by its tail-boom or booms:



1



2



3



4



5



6



7



8



9



10



11



12



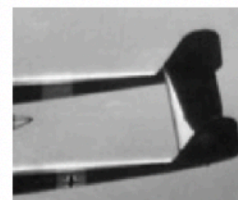
13



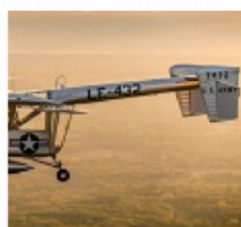
14



15



16



17



18



19



20

Air ACES Chichester presentation - December

“Concorde - The Legend”.



An illustrated talk presented by Mr Phil Holt in the Grand Hall, at Avisford Park Hotel, Walberton, Arundel, BN18 0LS, on Monday 11th December 2023 – 7pm for 7.30pm start.

What a better way to rediscover the grace and glamour of perhaps the most beautiful aircraft in history, than with this nostalgic presentation from Air Traffic Controller Phil Holt?

Concorde was the first aircraft that Phil spoke to ‘live’, after being posted to Heathrow Airport in 1978.

The ingenuity and expertise from designers to the crews who flew Concorde, is rekindled. But it wasn’t all ‘plain sailing’. The Americans & the fuel crisis conspired to almost ending her life in the 70’s & 80’s, but the loyalty of Concorde’s passengers carried her through. Nevertheless, Concorde was prematurely retired in October 2003.

Phil Holt will also recall the celebrities and their humour as he involves you in the ‘Concorde experience! *“You can be in London at 10 o’clock and in New York at 10 o’clock. I have never found another way of being in two places at once”* – **Sir David Frost**.

Entrance for Air ACES members is £5, guests £7 and under 16’s free. Tickets on sale at the door, on the evening, no pre-booking. Doors open at 6.45pm, no reserved seating.

For further information about Air ACES, please see www.airaces.org.uk, or call David Batcock on 07502400657

Bill Ingram continues:-Building a Moon Glow Wing (part 2)

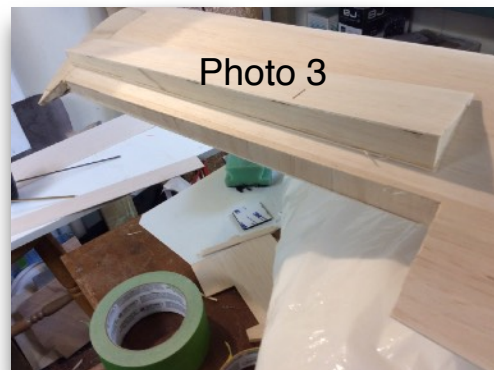
The wing is joined next, this wing construction is a bit different in that there is a thick middle rib to be fitted, the dihedral braces, the front of the wing retaining spigot and the rear of the wing mounting screw plate as well as making sure not to cut the top spars to short. The servo position was partially cut in the middle rib for later removal after sheeting. To start doing this mount each wing on the board on blocks at a near tip repeatable position so as the wings are moved towards each other the dihedral angle is retained. Check that the root rib centre line and tip ribs centre lines - are in line ie no twist root to tips. Effort to make sure the trailing edge dihedral is the same as the main spar is vital. Glue as required when happy with alignment.

Photo 3

After all is dry the wing can be lifted and checked for any additional glueing required.

Re jig the wing in position so as to be twist free, straight leading edge and the trailing edge is at correct angle to allow the sheeting in to flow from ribs to the rear of the trailing edge.

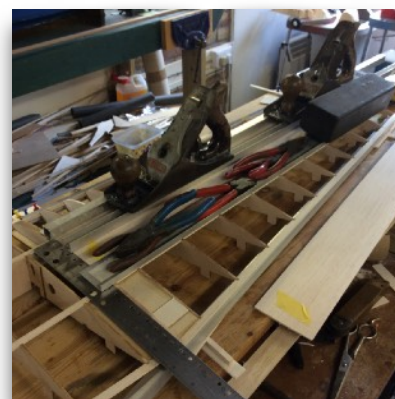
As there is a lot of work to do to the underside of the wing it was decided to sheet the top of the wings first to help stabilise them and to do the area between the main and rear spars first. Three inch wide sheets had to be used in the build, but if four inch could be used it may reduce the sheet joins required, It was felt that the major sheet joins should be along the spars as sanding down a finished sheet surfaces should be minimised as unsupported areas become a problem ie between ribs. Some of the sheeting required had to be joined prior to fitting to the wing. Masking tape was used on what would be the under side to join the two pieces to gather, if when turned over there are gaps along the length then remove tape and sand edges to fit, then re tape, with the taped side flat on the bench feel along the joint for uneven high points and sand to be flat. Then tape along what is to be the top surface. Find a long flat area with a square edge to allow the sheet join to fold open the and apply PVA glue into the open joint, close the joint so that the sheet is flat on the board and wipe of surplus glue and re tape. Allow to dry. This method allows the surface to be fitted to the ribs to have no surplus glue and what will be the top of the sheet to be also free of glue when the tape is remove. Remove the top and check for any high points .



Place the piece of sheet on the wing in position and decide how you will hold it down when glueing, make sure that along the length of the spar that the edges along the spar has pressure applied. Square flat straight bars were used on top of the spars with other weights to cover the ribs, there has to be pressure applied over the ribs and applied to allow for the curvature of the ribs to ensure that the ribs will be glued to the sheet.

Photo 4

Using masking tape, mask of what will be the unglued area along the spars. Remove the sheet remembering how and where the weights are to be applied. Using PVA cover all the ribs, along the spars and replace the sheet in position. Add all the weights etc in positions as before. Check that there is pressure applied along the edge of the sheets so that surplus glue exudes, wipe of any glue and remove tapes. This allows the next top sheet to fit in position. Any glue in a position of were the next sheeting is to be fixed must be removed at this time. Next use similar techniques for the rear of the wing, remember to leave an over lap for the trailing edge. Make sure the the join along the spar is good before glueing. For the front sheet the sheet was wet softened and taped in position over night which made easier fixing in position when gluing in position to the leading edge. Complete the sheeting to the rest of the top of the first wing.



Do the same for the other

The underside of the wing is more complex than the top except for the sheeting. The flaps have to be constructed with allowance for easy cut out when the wings are sheeted, the aileron controls require to be fitted, horns, bell cranks and the servo box with top wing access and not forgetting the snakes

Photo 6 Shows the construction of the aileron, I always like the leave a clearance of 1/16 of an inch shown on the left end of the aileron. The spacer along what will be the hinge point is not yet in position. When the end ribs, the horn support ribs and the 1/4 in inch hinge strut have been glued in, the corner areas in the top sheeting were carefully cut with a hacksaw blade so a when the bottom sheeting is in position there is a line guide to cut out the aileron.

Photo 7 now shows the the 1/16 hinge gap and also note I decided to change the bell crank positioning and also the hinge support blocks are in place for the three hinges the be fitted later on in the construction. The snakes are now also in position.

Photo 8. Here you can just see one of the hacksaw cuts in the left hand corner position.

Photo 9 This photo shows the completed servo clamped in position. Note the vertical play for the snakes to raise a fall as the servo arm dictates.

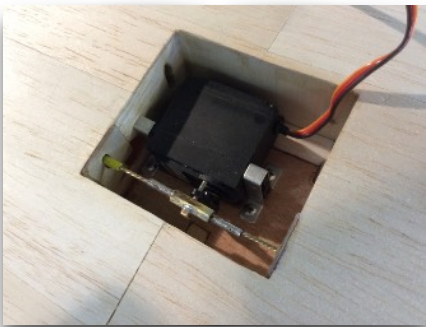


Photo 10 Here is the aileron after being cut out after the bottom sheeting has been completed as described previously. To do this the marking cuts in the top sheet were were now extended a with the hacksaw blade being thinner than the 1/16 slot. Using a ruler and biro to join up the initial cuts makes it easier to know the cut line. Once the top cuts are complete the wing was turned over and the bottom sheet is now cut

through again using the hacksaw and the nine line slot as a guide. Note the aileron horn positioning slot.

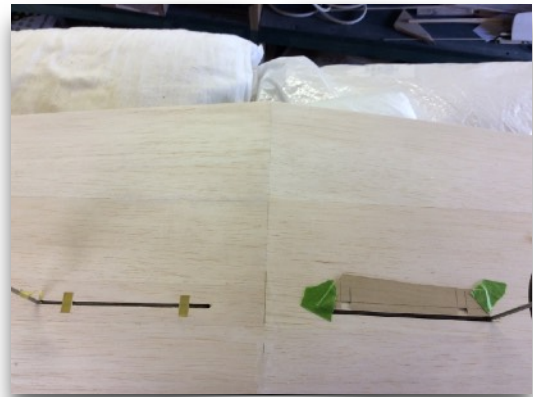


Photo 12 This shows the recessed torsion part of each undercarriage.

Photo 13 Now fibre glassed.



Aircraft Identification Quiz

Boomtown - Answers			
1. De Havilland Sea Vixen	2. Blohm & Voss BV138 'Flying Clog'	3. Cessna 337 Skymaster	4. De Havilland Vampire
5. Armstrong Whitworth Argosy	6. Lockheed P-38 Lightning	7. North American OV-10 Bronco	8. IAI Arava
9. Rutan Voyager	10. Fairchild C-119G Flying Boxcar	11. Edgley Optica	12. Lockheed P-38 Lightning
13. CFM Shadow	14. Sikorsky S-38	15. Blackburn Beverley	16. Focke Wulf-189 Uhu (Eagle Owl)
17. Boeing X/YL-15	18. Saro Skeeter	19. Scaled Composites Stratolaunch	20. Nord Noratlas



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

When driving around Thorney be aware of young children on bikes and 20mph speed limit

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

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 minima!

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 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/>