

# Clear Dope

June 2022



Chichester and District Model Aero Club: Committee 2022

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

## BMFA Centenary Record Attempt - 15 May 2022

Jordon Perry who was the official recorder for the record attempt writes:

The day started off promising and just for one minute looked as though we would have to call the whole thing off. Luckily there was a break in the downpour and it stopped long enough for us to get approximately 30 aircraft in the sky. We had several paper planes which were really wet paper but nevertheless they still flew for 2 seconds.

The turnout was fantastic and to see the 25 or so aircraft in the sky all at the same time was fantastic. We had gliders, accompanied by numerous aeroplanes all in the sky at once. All took off and returned to earth with no incidents at all. It was a fantastic 15 minutes and one most of us would definitely like to repeat. Sadly, we were not able to take any photos of the aircraft in the sky as it was grey and miserable. We did however get photographs of the group flying, didn't manage to capture the pilots with their aircraft afterwards as all were keen to shelter from the rain.

I think all those who attended would definitely agree that it was a fantastic experience. It was great to see so many come together to support this event despite the inclement weather.

Due to the downpour, we decided to postpone the BBQ for a date in June when we will try to get the club together again.

This event would not have happened if it was not for the hard work of Ray, Ken and his lovely wife. All in all, it was a very good day even if it was only 15 minutes.





## **Alex's Ramblings May 2022 - Focke Wulf 190 – 'The Supernatural'**

IT IS FAIR TO SAY that the Luftwaffe had some rather fine aircraft in World War II. We tend to think of the Messerschmitt 109 Fighter in its grey and yellow along with the Junkers 88 Stuka Dive Bomber as the representation of the German air force at the time. This may be prompted by school history books or popular culture, along with the more interesting fact that these two aircraft were featured heavily in the very battle for Britain's survival in 1940 and are thus perhaps impressed on the collective memory.

I have always found German fighters to be very gothic and angular looking in their design and presentation. The Nordic symbolism painted on the fuselages, along with the eagle carrying the swastika and panelled canopies of the bombers of the time attest to this. Snakes, Vikings, Hearts, the Ace of Spades and the mixed colours of grey, dark grey and black created a creepy and perhaps dark image of omnipotent force with almost supernatural abilities.

The epitome of this is perhaps most evident in the Focke Wulf 190 fighter designed by Kurt Tank and powered by a radial BMW engine. Serving from 1941 onwards, the 'Butcher Bird' (nicknamed after the Shrike, which impales its prey upon thorns and then eats it) served as day fighter, fighter-bomber, ground-attack aircraft and the night-fighter on a lesser basis. Along with the Bf109, the FW190 formed the backbone of Luftwaffe fighters and both saw active service on both the Eastern and Western fronts in multiple campaigns. The aircraft was well liked by its pilots and offered greater firepower and a wider undercarriage than the Bf109, it certainly alarmed the RAF with its superiority over the Spitfire Mk V until they upped the game with the Spitfire Mk IX.

With all this in mind, imagine my delight in finding a semi-scale (sports scale to our American friends) FW190 one sunny Saturday afternoon at Old Warden. She looked a little tatty and after an inspection of the frame and proving that she had retracts and servos; she was mine for £40.00.



Sportsman Aviation FW190 on arrival home

One of the marvellous sides to Aeromodelling is the research and learning opportunities, it offers in terms of theory & practical knowledge along with history.

Once home, I immersed myself in written and visual resources on the FW190, through this process 'the Supernatural' became more real and gave me ideas.

But what kit? The seller could not remember and the only advice he offered was the installation of a .40 - .46 two-stroke engine. A session of Google searches offered clues - but no answers. I resorted to taking photographs of the model from various angles, posting on a Facebook page and asking for help identifying. Various answers arrived from across the globe: it was made by Ripmax – no, it was an unidentifiable kit from China – no and it was a one-off kit by Flair – no. Two responses that were in the running were a German kit manufacturer 'Jamara' and the final and correct answer – Sportsman Aviation. The final answer came from a helpful man in Germany and confirmed by an aero modeller in the UK. The model was roughly from 2007, was an ARTF and imported by Ripmax. The Jamara and Sportsman Aviation kits were very similar, hence the confusion – even down to the covering and presentation.



Jamara ARTF Focke Wulf 190D – circa 2000

With this completed, my mind moved on to more practical matters such as power and presentation. The garage cupboard offered me a .58 four-stroke RCV or a questionable .47 two-stroke GMS 2000. The RCV I reasoned was compact, would sound great and offer strong power, the GMS was not an option due to its reliability. A contact from a helpful Gent in Suffolk revealed that the two-stroke .40 - .46 was indeed the recommendation. Subsequent eBay searches showed me my preferred weapon of choice – the .46 Irvine ("Made in Britain") or the OS .46 Max AX. A cheque sent to Doncaster resulted in a splendid .46 OS which on bench testing, revved like a kitchen blender. However, the RCV *sounds amazing and will give adequate power for the light frame*. It will be suitable for the Supernatural and offer adequate power I was informed by another owner of this model. The down side: RCV's need to be kept cool due to their tendency to overheat. I'm keen to hear the opinion of club members on this choice of engines.

But the 'look' left so much to be desired, the covering was slightly bubbled and the paintjob reminded me of a green sea under a grey sky.

First job was getting rid of those bubbles and lumps with a modelling iron which created partially successful results although which were not perfect, did the job. Next, a good clean with wet-wipes and a drying off in the May sunshine got rid of the age-related dirt and grime.

My plan was to experiment and have fun at the same time, a fellow-club member on being asked suggested roughing up the covering and this was achieved with a medium-grade sponge sander. With the wings and fuselage completed another clean and more sunshine.

Matte grey primer from Halfords sprayed directly onto the covering and large cowl worked wonders and gave great covering, if perhaps this was a little unorthodox. A subsequent rub with fine wet and dry paper took the roughness out. A trip to a large South-Coast model store furnished me with further primer, some cans of light grey and a large spinner amongst other odds and ends including Luftwaffe markings in approximate 1/12 scale. This and the advice that I had a great little plane for good money inspired me further.



Primed top of wing assembly with great streaking – awaiting black

Finishing the priming, I then spent time on researching suitable and realistic paint schemes. The North Africa paint scheme and livery appealed highly due to personal interest but presented further problems and wasn't the 'feel' I wanted to achieve. Thus, a sinister looking



Eastern Front Warrior was the final decision with the bonus being the matt primer forming part of the finished work. Next was the light grey which was sprayed in streaks across the top and underneath of the wing assembly. Further research has proved that this light grey will be the uniform colour of the bottom of the model, a can of matt black will serve to 'darken' the top of the fuselage and wings with a smattering of sponged on green on both components. The cowl is sprayed light grey and will remain so.



Large cowl and spinner – spinner awaiting white 'swirl'

The large plastic spinner was perfect for the cowl; a priming and some aero blue spray paint have made it perfect – weathering to be applied.

And.....that is as far as I have got with this experiment in TLC at current. Once the paint job is done, the livery awaits including 'those' symbols for the rudder. So far it has been an interesting and fun project which although if not perfect, will look good. Oh...and the pilot

needs work or a new one totally, I'm thinking some lost pilot still out there in the Russian skies on endless patrol... My advice to those both old and new to the hobby and wishing to develop both skills and confidence for first time projects is:

- ❖ Start small and work up
- ❖ Have fun – if you mess up you can put it right in most cases
- ❖ Don't be afraid to ask club members and the wider aero modelling community for advice, tips or if you get stuck
- ❖ Do your research
- ❖ Be imaginative
- ❖ Plenty of retailers out there can offer you what you need, 'The Works' is superb for cheap art materials and paints.
- ❖ Don't be afraid to experiment

She will be finished soon and ready for the final stages of C of G check, range check and throttle cut setting.



Coming your way.....

So watch out...the supernatural will be darkening your sky soon...

*Alex Webb – 25 May 2022*



A development project – ongoing !

As a trainee r/c pilot of advanced years I thought as relief from my training at Thorney it would be interesting to design and make a small 4 channel electric model. Something that would be simple to fly and suitable for me on Fishbourne evenings – one day ! The pusher concept seemed to present an escape from the bent noselegs and broken props ever occurring during my training. Also a wing/fuselage joint that would give way but not break in a crash would be a feature. I had read about Depron foam as a building material and I sketched out a general arrangement with entirely empirical proportions and dimensions (if it looks right it will fly right ?) of 38 in span. The fuselage is a box section using 6mm Depron for fuselage sides and bulkheads, the wings are commercial polystyrene cores with single 1.5mm ply spar at 30% chord. The tail unit and



elevator are in 6mm Depron. Early investigation showed that 18g/m.sq class cloth could be successfully bonded to Depron with Wickes waterproof white wood glue – provided the Depron was very lightly abraded with 400 paper. The fact that brushes etc could be cleaned with water was considered a big advantage compared to epoxy. Therefore the entire airframe received a coating of this gossamer thin glass cloth and white glue.



The result of this endeavour is in question. The weight of the motor behind the c.g gives a tendency to tail heaviness despite a 3S1600mah battery, and requires a 30g compensating nose weight. The all up weight is 750g, giving the rather high wing loading of 23 oz/ft sq. The Depron /glass surface is easily bruised and dented due to the low compressive strength of Depron. I found the need for significant number of ply load spreading webs at mounting points, compensating for the low strength of the Depron. The complex arrangement of engine pylon, wing mounting, and internal receiver access resulted in a less than

lightweight structure in this area. The first attempt at flight resulted in a dramatic and uncontrollable ground loop. To examine this a test rig was constructed with a vertical pivoting axis at the c.g. This showed the model would rotate right about the axis at about 10 degrees/second at full power. However with fin removed there was no rotation – proving that the swirling lower slipstream from the nearby prop was acting with significant force on the left side of the fin.





Twin fins were fitted as shown and when run at full power on the test rig there was no rotation - a complete solution to the 'right rotation' problem..

A cardboard V tail as per Fouga Magister was fitted, and on the test rig also found to be free of right rotation, This might eventually be a lighter and more elegant solution if control mixing can be achieved on the NX6/AR631 equipment.

Currently ready with twin fins for another flight attempt, subject to finding a willing test pilot – we will see !

Alan Cozens 28.05.2022

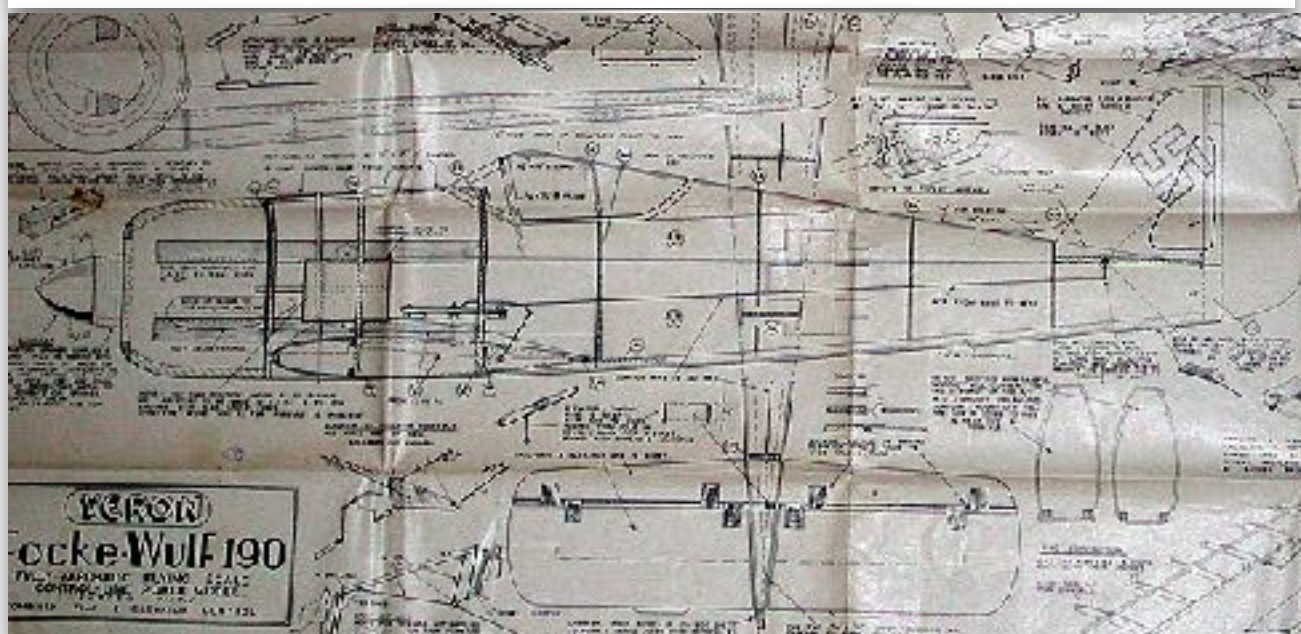


### Mike Notter writes,

I have been concentrating on control line models for a while now and have recently built the Veron FW190 from a plan I purchased from Colin Smith (the designer's son).

Following on from my aerobatic version of the 'Malmstrom GeeBee (which has now flown and even managed a slightly shaky loop), I decided to tackle the Veron FW190 via a plan from Colin Smith. I remember a childhood friend attempting this model and grinding to a halt after joining up two fuselage segments with some formers and gluing in the fin tailpost. Many things simplify when reviewed after years of life/working experience. The Veron FW190 has not done so - it is still the most complicated control-liner I have ever encountered in constructional terms. Still, being mission minded, I ploughed on and accepted the chore of building numerous jigs to get things to line up at the correct angles prior to bonding. Even so, the wings ended up like propeller blades and were only straightened up by a combination of rib slashing and intense steaming. Some reduction in complexity and wing loading was achieved by eliminating the flaps and increasing the span by a couple of inches. The engine is an ED 3.46cc 'Hunter - the same as I think Phil Smith used in his prototype. It is a heavy engine (around 6ozs), but puts the overall CoG roughly where it should be. All-up weight is 19.75ozs (less fuel) which should result in a glide ratio of about 5:1 with luck.

The next dilemma is the method of launch. The drop-off U/C, which is built faithful to the plan, is stated to 'work well on smooth surfaces'. This presumably is based on the expectation that a bounce would result in the U/C punching holes in the wing covering if it became detached before flying speed was reached. Conversely, a hand launch appears to me to be a decidedly risky prospect on such a fragile model with a high-ish wing loading. Anyway, I hope to fly it at the Popham show later in the Summer.









## **Fishbourne Update:**

Our next flying evening at Fishbourne will take place on Thursday 9th June, starting at 6.30pm. As ever we hope that the weather will be fine, and that you can make it!

A reminder that, following a recent incident, the following additional rules now apply for flying at the site:

1. All RC flying will be conducted from the vicinity of the cricket pitch, away from the Centre's building and patio area.

2. RC flyers will stand within a "pilots' box" designated by cones, which will be positioned on the day by a committee member prior to flying activity. This will take account of wind direction and obstacles.

3. Pilots should aim to fly their aircraft to the south of the box, avoiding the control-line flying circle area, if active.



4. Untried models must be treated with caution. If a model has not flown before, or there is any doubt about how it will perform, an experienced flyer should be asked to fly it first.

5. Access to and from the control-line flying area will be along the Western perimeter of the playing fields.

Also, a reminder that members are requested to carry and, if possible, display their CADMAC membership cards such that they can verify that they belong to the club. To facilitate this neck strap ID card holders will be available at the site.

It is worth re-emphasising that the primary aim of our club evenings is to socialise and enjoy some light model flying in a safe environment. That said, as a site Fishbourne does present some unique challenges, and common sense must prevail; even small models can cause injury and damage if flown at speed!

So, please do take the time to re-read the rules pertaining to Fishbourne, particularly regarding model types and limitations, and do not hesitate to contact any member of the committee at the site if you have any concerns or questions.

Many thanks for your cooperation!

Dave Mackey who is the chair of Border MAC has distributed the following letter from one of the club's members, and I thought we should share it with you as well.

Simon Robinson writes

Evening Dave,

If you could warn other members about this - and I should have known better.

Yesterday evening I put two brand new 4 cell 3200mah LIPOs on a storage charge in an upstairs bedroom above our garage.

I was in the garage and heard what I thought was two gunshot like sounds from upstairs. I immediately went up to the bedroom and opened the door to be faced with an extremely intense fire - I closed the door and made sure my Wife Julie and the dog were safe outside and we called the fire brigade. The Fire brigade turned up within 10 mins and extinguished the remaining fire in all the soft furnishings etc (the lipo had burnt itself out). The other LIPO on the same charger amazingly did not catch fire and nor did the 7 or 8 LIPOs stored in a drawer beneath the charger - if that lot had gone up Guy Fawkes would have been proud.

There was a lot of damage from fire, smoke and water that is apparent in all of the upstairs, though our bedroom is liveable. Loss adjuster and I chatted today and his very rough guess is in the order of £100,000.

Please can you make others aware not to make the same mistake. I've charged LIPOs for years without any incident and you never think it will happen to you.

All the best  
Simon



More "A" test success.

Brothers Colin and Paul Cooper both passed their "A" test, congratulations to both. Colin is well known to most at Portshole, but Paul only joined us last month and is a very experienced flyer. Paul is not to be confused with the club's other Paul Cooper who also passed the "A" test recently. Colin flew the max Thrust Riot, as you see and Paul flew a Wot 4e. *Jeff Cosford.*



Jeff with Colin Cooper



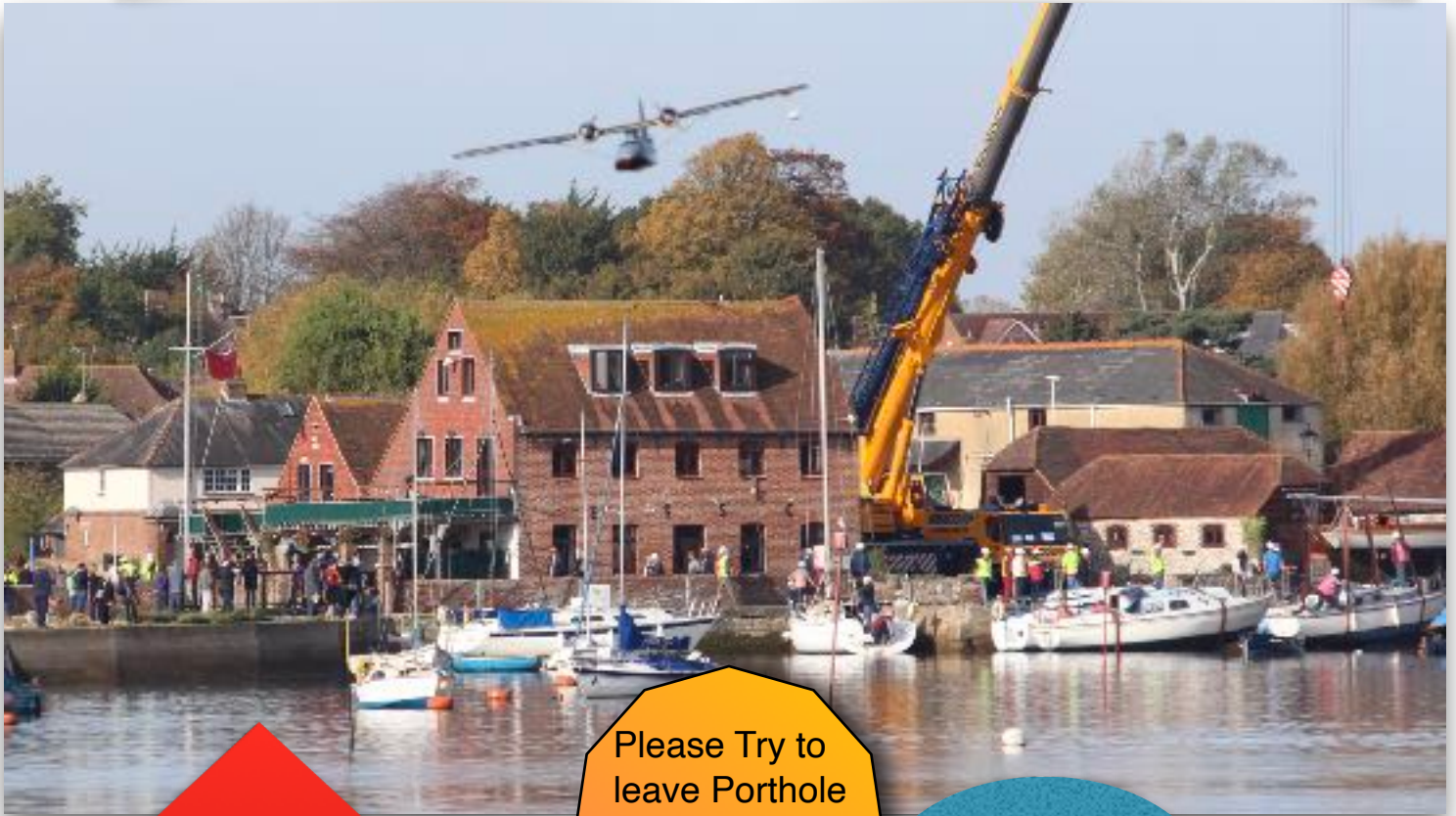


## Planed Club Activities for 2022

Date:	Event:
Thursday 9 <sup>th</sup> June	Club flying evening – Fishbourne Sports Field
Sunday 19 <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.



Avro Vulcan XM655 is one of the last three taxi-able Vulcans. It is also the youngest of the type and is persevered at Wellesbourne Mountfield Airfield which is near Chipping Norton. Its first flight was in 1964 and the last flight was February 1984



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

When driving around Thorne be aware of young

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**

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/>