

# Clear Dope

September 2017



## Chichester and District Model Aero Club: Committee 2017

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Army families day Thorney Saturday 9th September

Slope and electric day Saturday 16th September (if wind not favourable  
possible electric only at Porthole)

Unfortunately no group photos were taken of this years competition so I have  
used this one taken on the Thirteenth of November 2016





## Open Glider Competition 2017

This year the competition was run over three days, three rounds per day. An Electric Glider Comp was run at the same time with some pilots entering both.

### Day one Breeze fro SW

Sunny with a 5 to 11 mph light breeze from the SW at the start, good lift to be found later ten pilots flew, the models included an Algebra, a Gentle Lady, a Sundancer, an Optima, a Spirit, an Apex and a Bird of Time.

The best times in round one, 5.33 min by Adrian Childs, 4.46 by David Hayward and 4.09 by Ray Beadle.

There were two 10 min flights in round two by Nick Gates and Adrian Childs with Bill Pethers 6.48

The best times in the third round there were, three 10 min by Colin Stevens, David Gardner and Bill Pethers.

The three best total times for the day were by Adrian Childs with 18.min 51sec Bill Pethers with 16min 48sec and Nick Gates, with 16min 34sec

### Day two, light wind from the SW.

Nine pilots flew the models included a Gold Cloud, a Spirite, an Apex, a Nymph. a Ravello. a Gentle Lady, a Sophisticated Lady, and a Centi-Phase.

The best flights in the first round were 6 min 35 sec by David Gardner .5min 49sec by Nick Gates and 5min .12 sec, by Bill Pethers

Nick Gates a 8min 21sec , Ray Beadle. 6min 58sec and Jeremy Stuttard 6min 29sec. were the best times in round two.

The best total times for the day were by Nick Gates with 14min 10sec, David Gardner with 12min 10 sec, and Ray Beadle with 11 min 59 sec.

### Day three, light wind from the SW.

Nine pilots flew the models included a Gold Cloud, a Spirite, an Apex, a Nymph. a Ravello. A Cirrus. a Gentle Lady a Sophisticated Lady and a Centi-phase .

The best flights in the first round were by Adrian Childs, with 6min,53sec,

Nick Gates with 5min 03sec and Ray Beadle with 4 min 56 sec.

Peter Turley with 5min 13sec had the best time in round two, followed by Keith Watts 4min 39sec and Jeremy Stuttard with 4min 36sec

In round three Bill Pethers got 8min 54sec, Adrian Childs with 5min 14sec and Ray Beadle with 5min 08sec.

### So the final result was,

1<sup>st</sup> A Childs with 30min 58 sec

2<sup>nd</sup> Nick Gates with 30min 44sec

3<sup>rd</sup> B Pethers with 28min 55sec

Thanks to all for coming and helping, this was the best weather so far

Hope to see you all next year

Cheers Ray Beadle



## Open Electric Glider 2017 .

### Day One

The rules were a 20 second climb with a 10 minute maximum flight. Three rounds were flown with the worst score discarded. Again like the bungee comp it is over 3 days with the worst day discarded.

The wind was coming from the south west, windy to start through to calm, around 11mph moving down to 5 towards the end.. It was overcast to begin with but an enjoyable warmth built up by the end.

Only 4 pilots flew in the Open Electric Glider, Adrian Childs, Nick Gates, John Riall and Bill Pethers.

The results for day 1 are

1st	Nick Gates	15min 00sec
2nd	Adrian Childs	12min 46sec
3rd	Bill Pethers	8min 25sec
4th	John Riall	7min 23sec

### Day Two,

The day was warm with light wind from the SW with 11 pilots flying. The best time in round one was Nick Gates with 10min, followed by Eamon Keating with 9,10 min and Derek Honeysett with 6.39 min. In the second round Eamon got 10min, Nick 8.37min and Ray Beadle with 6.16, flying a Zootsuit. In the last round, Eamon got 10min, Derek 5.46min and Ray 4.53min

The results for day 2 are

1 <sup>st</sup>	Eamon Keating	20min
2 <sup>nd</sup>	Nick Gates	18min 37 sec
3 <sup>rd</sup>	Derek Honeysett	12min 25sec
4 <sup>th</sup>	Ray Beadle	11min 09sec

### Day Three

The weather was sunny with a slight breeze from the southwest. Eleven pilots attended. In round one Eamon Keating got 9min 05sec with his Explorer, Bill Pethers got 8min 05sec with his Gentle Lady and Ray Beadle got 7min 24sec with his TwoTen . In the second round Eamon got 9min 24 sec , Nick Gates got 9min 20sec and Ray did 8min 31sec. In the third round Eamon made the 10min, and Nick Gates a 9min 47sec.

The results for day three,

1 <sup>st</sup>	Eamon Keating	19min 24sec
2 <sup>nd</sup>	Nick Gates	19min 07sec
3 <sup>rd</sup>	Ray Beadle	17min 19sec
4 <sup>th</sup>	Ken Knox	11 min 02sec

So the overall winners were,

1 <sup>st</sup>	Eamon Keating	39min 24sec
2 <sup>nd</sup>	Nick Gates	37min 44sec
3 <sup>rd</sup>	Ray Beadle	28min 24sec

Thanks to all who flew and enjoyed the good weather.

Cheers Ray Beadle

Open Glider Results 2017

Best two of Three Rounds			Total	Position
Ray Beadle	11'.50"	11'.59"	23'.49"	4
Mick Blundel	6'.02"	4'.49"	10'.51"	10
Keith Watts	6'.36"	8'.37"	15'.13"	7
Derek Honeysett	-----	6'.58"	6'.58"	12
Peter Turley	9'.51"	-----	9'.51"	11
David Gardner	12'.10"	10'.25"	22'.35"	5
Adrian Childs	18'.51"	12'.07"	30'.59"	<b>First</b>
Colin Stevens	16'.09"	-----	15'.09"	8
Bill Pethers	12'.07"	16'.48"	28'.55"	<b>Third</b>
Nick Gates	16'.34"	14'.10"	30'.44"	<b>Second</b>
Jeremy Stuttard	10'.27"	9'.06"	19'.33"	6
Ken Knox	6'.01'	7'.55"	13'.56"	9
David Heywood	-----	7'.50"	7'.50"	12
Declan Cousins	6'.26"	-----	6'.26"	14
John Riall	6'.27"	-----	6'.27"	13

November 2014



Best Two of Three Rounds			Total	Position
<b>Ray Beadle</b>	11'.05"	17'.19"	28'.24"	<b>Third</b>
<b>Mick Blundel</b>	7'.06"	---	7'.06"	13
<b>Keith Watts</b>	10'.45"	10'.35"	21'.20"	5
<b>Eamon Keating</b>	20"	19'.24"	39'.24"	<b>First</b>
<b>Derek Honeysett</b>	---	6'.58"	6'.58"	14
<b>Peter Turley</b>	12'.25"	---	12'.25"	10
<b>Adrian Childs</b>	12'.46"	10'.55"	23'.41"	4
<b>Colin Stevens</b>	8'.06"	8'.54"	17'	8
<b>Bill Pethers</b>	8'.25"	8'.05"	16'.30"	9
<b>Nick Gates</b>	18'.37"	19'.07"	37'.44"	<b>Second</b>
<b>Jeremy Stuttard</b>	10'.10"	7'.47"	17'.47"	7
<b>Ken Knox</b>	8'.09"	11'.02"	19'.11"	6
<b>D Metley</b>	4'.49"	--	4'.49"	16
<b>Roy Scott</b>	6'.48"	--	6'.48"	15
<b>John Riall</b>	7'.32"	--	7'.32"	12
<b>Toni Reynaud</b>	8'.17"	---	8'.17	11

**Open Electric Glider 2017  
Results**

August 2016



## MAKING SAW-DUST

### Paints and Decals (1) - The 7th article on scratch building from Bruce Smith.

**Wow!** That's the response you want when you unveil the fruits of your labour for the first time at the club or on the field. Whether it's the well worn patina of a war bird, the sharp livery of an airliner or a military camouflage scheme, it's that paint job which is really going to set it off.

Invariably a scratch built model will be covered in glass fibre and/or Solartex (not film) and the whole airframe will need to be covered in paint of some kind, so you seriously need to address at least three considerations before you dash off down the model shop:

- (1) What did the prototype look like?
- (2) What kind of power system will you use? and
- (3) How are you going to apply the paint?

Now if you ever decide to expose yourself to the joys and frustrations of scratch building you'll already have your prototype in mind. It'll be something you've probably drooled over for years and you'll no doubt have loads of images. However, once you start to think seriously about building or painting you'll suddenly realise that there's a hell-of-a-lot of that aircraft that you know nothing about.

I took about ninety pictures of the P51-D Mustang 'Twilight Tear' when I chose her as my prototype at the International Air Tattoo in 2002, but I still had to make a several visits up to Duxford to find out more and cover what I'd missed. Joe Kennedy (Fig 1) one of the IWM's aircraft engineers was incredibly helpful, as were all Duxford staff when I was building my model of Twilight Tear.

The lesson to be learnt here is, 'If possible, select a prototype that you can access easily, so you can go back again and again and again and again.....'

Of course it's not just the paint scheme that's important, matching the actual colours accurately can become an obsession with scale builders. Fortunately a great deal of paint information can be gleaned from the web, from aircraft manufacturers and also from responsible paint manufacturers - all Humbrol enamels, for instance carry colour codes. Getting it 'absolutely perfect,' isn't that important, of course, unless you're going to enter competitions - at the Scale Nationals in 2005 I had to produce photographic evidence of the prototype's colours for comparison with my model **and** answer questions on how I arrived at my results!



Fig 1

#### *What power system will you use?*

This will, in time, become an important issue for a finely crafted model. Forget wiping the gunk off your Solarflim with an oily rag - the fuel you use can start to attack your painted creation from the first moment you start your engine.

Electric power trains score highly here, as they don't extrude any nasties to attack your livery and you can choose from a multitude of paint sources. I've even known modellers take a swatch of colour up to the local DIY to have it analysed and mixed by Dulux.

Petrol engines are much cleaner than glow. Once they're fully run in and the fuel/oil ratio has got up to 35:1 or beyond you'll only get 'smuts' which will wipe off enamel or fuel proofed acrylics with your favourite mix of 'Crap Zap.'

Glow engines, or at least their oily exhausts are the real villains of the peace when it comes to painted models. I'm no expert in the field of paints and fuel proofers and I've not had a great deal of success in guarding my painted models from glow fuel so I'm not the one to give the best advice. In my experience all fuel proofers change the colour of paintwork and provide only limited protection. Two part resin will afford good protection on those under-belly areas but its glossy and will eventually discolour the paintwork. Enamels become semi-fuel-proof after a week or so but you'll need to clean off the exhaust residue after every flight, and that might mean taking the cowl off. Two-part epoxy paints, more easily available in the States, would appear to give the best protection but I've had no experience of them and would have to think twice before permanently gumming up my air brush with them. (Can anyone help with more info here?)

Fig 2



*How are you going to apply the paint?*

Well, once again a bit of research on the prototype will be useful. Most F/S aircraft are sprayed but there are many occasions such as nose art, roundels and invasion stripes where the details were hand painted and I believe, look better when painted on models. Fig 3, I think, demonstrates this perfectly where the lovely blend of sprayed camo colours contrasts with the sharp edges of the roundel which, though not perfect, reflects the livery of this period.

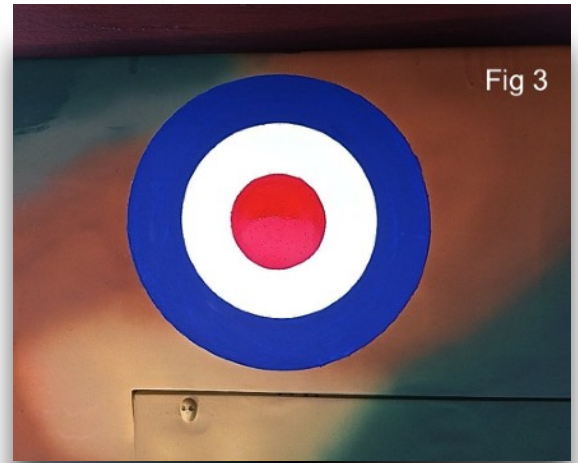


Fig 3

For the Auster I decided I'd finish the model in Humbrol enamels over a white Halfords' acrylic primer on the glassed fuselage parts to match the natural fabric of the Solartex on the rest.

The camouflage would be sprayed with a Badger air brush and any

details hand painted through masks and stencils. Spray cans of Solarlac, Flair Spectrum or the new Spectra paints are OK if you need to fill vast areas of a single colour but you can't trust them for the last 25% and they're a very blunt tool compared to the fine control you can achieve with an air brush. The Humbrol enamels are readily available from SMC or Squires in tins from 14 ml to 125 ml and their range of colours and finishes ensures you can always find exactly what you want. Fig 4 shows just the enamel range of Humbrol and now they produce just about the same choice in acrylics.

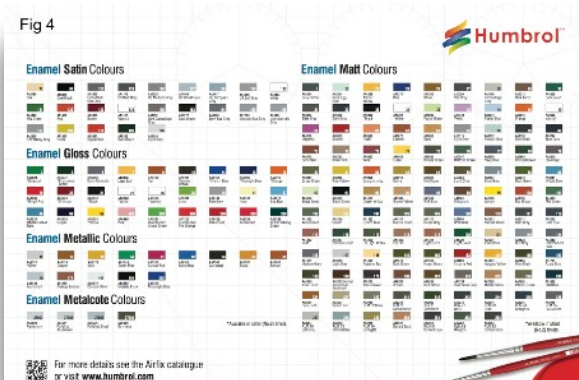


Fig 4



Fig 5

Spraying outdoors (Fig 5) is ideal but the weather rarely permits, so mostly I was confined to arranging both of these paste table on the work-bench to create a booth - after I'd removed all other models from the workshop! If you do spray indoors then make sure you use a good quality respirator mask, both during the process and for a good few hours in your workshop afterwards.

The picture shows the model ready for camouflage spraying with a 60% enamel to 40% thinners mix with cabin woodwork and certain decal areas masked off.

The roundels, tail stripes and lettering will all stand out better when painted on a white base and the cabin woodwork needs to remain unpainted so it will take the UHU Por, contact glue which I personally prefer to canopy glue.

Once all camouflage spraying was complete and the celluloid cockpit members had been secured in place (Fig 6) I could then mask off the paintwork and the celluloid either side of the woodwork and paint the rest in by hand.

By choice I always, where possible, remove the masking immediately after I've sprayed or painted. The reasons for this are twofold: The semi permanent glue on most masking tapes can dry out if left too long and pull off any previous layers of paint; and if the paint layer over the model and masking dries hard you can pull the paint off the model as you remove the masking. Always try and pull masking tape off at an obtuse angle to your model, as this helps the masking tape 'cut' through the paint layer.

Fig 7 shows the result of the final paint job with those bright orange areas (true to prototype) which are also repeated on the underside and wings.

Yes, I know -

Why camouflage an aircraft and then paint large areas on it bright orange? Can anyone help?

Next month I'll cover how the decals were created and a cheap and easy way to successfully paint those large roundels on your wings or other fabric covered open structures.



Fig 6



Fig 7

# Club Program 2017

9th September	Thorney	<b>Army family day</b>
14th September	Club Night	<b>John Rial</b> will be giving a talk on the art of model covering
3rd October	Committee	
12th October	Club Night	Andrew Gibbs' Quiz Night
7th November	Committee	
9th November	Club Night	AGM 8pm start
5th December	Committee	
14th December	Club Night	Subscription Collection & table top sale (Members only)
Possible date	Air Cadets	With Cadets at Thorney Island 19.00 onwards
Possible date	Goodwood	Evening Flying at Goodwood 1800hrs start

## Competition Calendar 2017



Date and time	Competition	Venue
Saturday 9th September 11.30	<b>Army Family day</b>	Thorney
Saturday 16th September 11.30	Slope Day and electric glider	Trundle/Porthole
<b>Saturday 30th September 11.30</b>	<b>Reserve Competition day</b>	<b>Thorney/Porthole</b>
Saturday 14th October 11.30	Electric Glider max three cell Li-Po 2200 battery	Thorney
<b>Sunday 12th November 12.30</b>	<b>Open Glider and Electric Fun Day proceeds to go to British Legion Poppy Day Appeal</b>	<b>Thorney</b>





The power train can be obtained from HobbyKing

**Zoot Suit Flying Days.  
All Flying at Porthole**

Friday 22<sup>nd</sup> September, Sunday 1<sup>st</sup> October, Friday 20<sup>th</sup> October &  
Sunday 5<sup>th</sup> November

To start 20second Climb to landing  
Sunday Starts from 12 o'clock  
Friday Starts all Afternoon.

Ray Beadle



**Porthole gate lock**

Could you all please ensure the gate is left with the lock and cable positioned at the bottom of the gate as placing at the top allows it just to be slipped over rendering it useless



For those of you who have not yet discovered it, Nick Gates has set up a group page on Facebook its well worth a look

Here is the link:-

<https://www.facebook.com/groups/Chichesteraeromodellers/>



Now with 90+ members

The Commander at Baker Barracks Thorney has decreed that there shall be NO drone flying whatsoever

Flying alone on Thorney is restricted to lightweight electric or gliders, and pilots are requested to concentrate on flying within the grass area to the west of the runway.

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

When Driving Around Thorney be aware of young children on bikes

Please Try to leave Porthole as tidy as possible, making sure no fuel is left on site