

Clear Dope



February 2026

The Chair

Derek Honeysett

Welcome to this edition of Clear Dope.

It is with great sadness that I report the recent passing of two CADMAC members, John Hook and Ken Knox.

Many of us will remember John and his wife Pauline from their attendance at our club nights where he sold all sorts of modelling items. John in fact provided this service to a lot of clubs in Hampshire and Sussex and I am sure will be missed by many within these clubs.

A memorial service at Catherington Church to celebrate Ken's life was held in January, attended by many CADMAC members and members of the BMFA Southern Area. Declan Cousins has kindly written an account in memory of Ken, which is presented for you in this issue of Clear Dope.

In other news I have just completed reviewing the Thorney Island risk assessment and have made some additions. As with all CADMAC risk assessments members should be familiar with the content within these documents for the particular site you wish to fly on.

I have now completed my Kyosho Oxalys patternship. Although I was disappointed with the quality of the covering, it has turned out to be one of the best looking models I own, and I am really looking forward to test flying it. On a similar topic I have almost completed the rebuild of the vintage model after my embarrassing incident in November. Both should be flown in the Spring.



Tim's Viper
following maiden



My retired Hawk

In December I retired my Leicester Models Hawk. This was an old school prop jet powered by a Jen 57 I.C. engine. I had flown this model since 2013 and enjoyed very many flights, but now I think it's time to move this model on.

For one reason or another I have not done much flying over the winter. It's looking like I won't be flying until March, when hopefully I will be able to catch up with some of you.

Derek



Editors notes & Club News

A huge "Thank You" to all who have contributed to this issue of CD!

The next issue of CD is scheduled for early April: the deadline for submission of articles is **31st March 2026**!

Articles may be sent in any format to:

fsdibden@gmail.com

robin.colbourne0@gmail.com and/or

editor@cadmac.co.uk

You might like to consider build articles, repairs, model reviews, 'I learnt about modelling from that' ... the list is endless. We look forward to hearing from you!

Best, Fraser Dibden & Robin Colbourne

CADMAC Website

Should you have any pictures you would be happy for us to use as "cover" photos for the website, please send them to webmaster@cadmac.co.uk.

Pictures need to be in landscape format and you must own the copyright.

CADMAC AGM 2025

The CADMAC AGM was held on 11th December 2025. It was attended by a total of 22 members and 8 committee members. As well as summarising the year's work carried out by each committee member, the new committee for 2026 was elected. In this respect we are very happy to welcome Mark Vroobel and Mark Woodason as new committee members.



Trophies were also awarded to the year's competition winners.



Adrian Childs receiving one of several trophies!



Declan Cousins with his trophy



Bill Ingram receiving his trophy



Outgoing Committee Member Ian Carby with his certificate



Tim Keress



Nick Gates

Fishbourne Talk by Matt Takhar

Matt Takhar's talk on 8th January was extremely well received. Matt talked of his journey and achievements through the hobby, bringing with him some hugely impressive models to display!



BMFA Update

The Southern Area BMFA meeting of 14th January, was mainly about the Popham Model Airshow 9/10th May. While not the primary organiser of the Popham show, the BMFA is the national body for model flying in the UK and promotes and sanctions many model flying events, including those at Popham.

This year's show is being held on 9th and 10th May. Tickets can be bought online in advance and at the gate. There are plans for night time flying from 8 - 10.30pm this year. So far 12 traders have booked spaces including Probuild, Menace RC and Black Raven. There are also plans for a live video feed on social media from the show by Matt Stubbs (TBC).

Mark Vroobel





Off to a Flying Start...

Mark Woodason

Hello everyone,



I'd like to introduce myself. I'm **Mark Woodason**, and I've recently taken over the role of **Social Rep** for the club from **Ian Carby**, after my name was kindly put forward by a couple of members.

I mainly fly at **Portshole**, with frequent visits to **Thorney**

when time allows at weekends. My models are mostly *scale*, and I get a great deal of enjoyment from flying them to scale as well.

From 1978 to the Present Day

I spent over 25 years of my working life with British Airways as senior cabin crew, flying on a wide range of aircraft including the **Viscount, BAC 1-11, VC10, 707, 737, 757, 767, 777 and 747**—in a job I genuinely loved.

During my time with BA, I also began working towards my **PPL**, learning to fly on Cessna 152s and 172s at **Shoreham Airfield** (now Brighton City Airport). After gaining my licence, I sadly had to step away as the hobby became increasingly expensive — but I'd achieved what I set out to do.

At the age of 42, I took severance from BA and began a new, self-employed chapter, working on various projects in both the UK and Spain. Following Brexit, I returned to the UK and decided it was finally time to retire. It quickly became clear that *doing nothing* wasn't for me!

That's when I started looking seriously into RC flying. After many hours watching YouTube videos and **reflecting on my grandfather's work with model aircraft**, I decided to take the plunge. I first spoke with Jeff, then booked a trial lesson in August 2024 — and that was it, I was hooked. I bought the Tasman model, a transmitter, and off I went. I've thoroughly enjoyed learning to fly, and just as importantly, meeting everyone down at the patch.

For those interested, this YouTube link gives a fascinating look at my grandfather Victor Woodason, along with some background into my family's history in model making:

[▶ Woodason Aircraft Models And Rosalind Nor...](#)

I've always enjoyed woodwork, but when it comes to model aircraft, **mine will be coming out of a box ready to go for the foreseeable future!**

I'm really looking forward to getting to know more of you and helping support the social side of the club.

Best wishes to all!

Lipo LED Flight Alarm

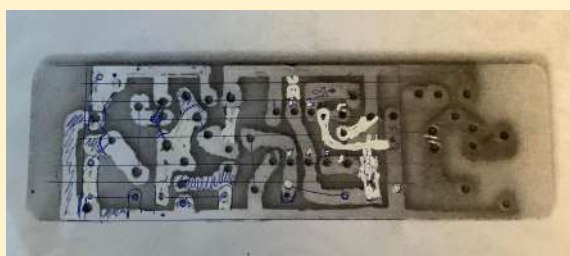
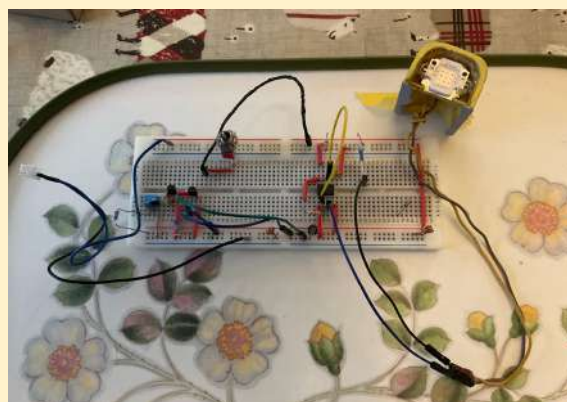
Bill Ingram

When I was flying last year, a buzzer alarm was being used and set to trigger noise at 3.7 volts per cell. It worked well but I thought there may be a better solution for battery capacity notifications, ideally without noise.

Having experimented with small electronic circuits previously, including building one of the first four-channel proportional circuits in the 1960s (Digital Trio), I did an online search to find a suitable circuit. Two circuits were

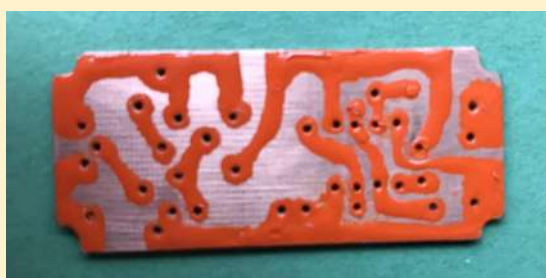
found; the first triggered a voltage into another circuit to show a flashing LED. This circuit was problematic for precise voltage triggering, so after a further search, a circuit that met all requirements was found.

Not being sure of the copyright requirements, the circuit is not shown here, however I have described the process. The first photo shows the breadboard setup with all components. This circuit meets all requirements, and you can adjust the miniature potentiometer to set the voltage required. I set mine up for a voltage of 7.5V using two cells to power the circuit. Initially I tried replacing the potentiometer with two resistors for a set up voltage, but gave up after numerous attempts, despite having tried using a wide range of resistor values and a lot of time.



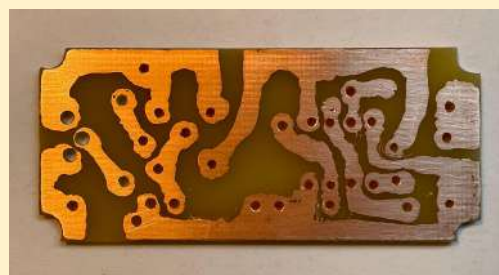
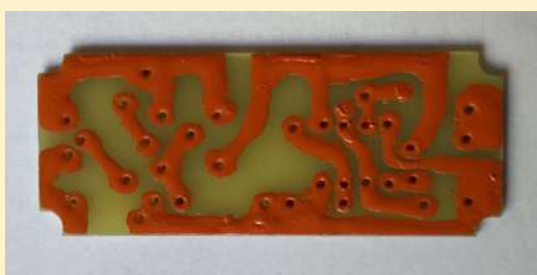
Next, a small box to house the device was bought. After obtaining it, a PC board was cut out to fit inside and then the circuit was drawn up deciding on component placement and allowing for circuit gaps. Fortunately, I had an old layout, providing a good starting point instead of beginning from scratch.

From this, I determined where to drill the component holes on the new circuit board by checking the length of the resistors, potentiometer pins and other component requirements. Whilst doing this, allowance was needed between holes for the copper and soldering.

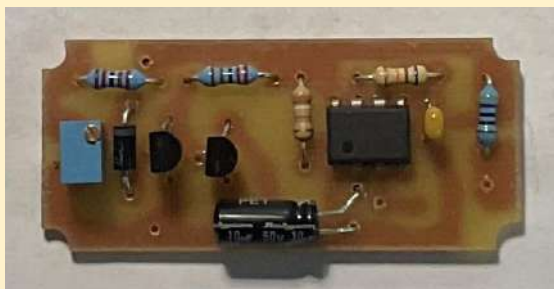


Finally, the circuit was painted for protection from the etching acid, using a cocktail stick and Humbrol enamel. The board was then checked closely under a magnifying glass to ensure that there were clear channels between the required connection areas.

The etching acid was mixed in a small plastic container just deep enough to cover the PC board. It took about four hours to remove the unwanted copper.



Having checked all looked ok, the next step was to add the components. The first task was to insert the resistors. Each was checked against the equivalent in the breadboard before being placed in the new PC board. All the other components were then checked by substitution, replacing each, one at a time, in the breadboard and testing that this circuit still worked. This method was good, as once all components were installed and soldered in, the completed circuit worked straight away.



The box used for installing the circuit was only just big enough to get all the wiring in and past the grommets protecting the input and output wires.



These last photos show the device fitted to an aircraft..



If any one fancies having a go at this I have most of the required parts and am happy to help. The difficult part is the circuit board which currently I don't have at this time but could help if required. Also, if you would like a copy of the circuit for the above let me know.

INFORMATION

Box size 58 x 28 x 18mm from Terrington Components.

Components. 6.2 volt Zener Diode (Rapid)

Module NE555p (Farnell)

Capacitors 10uF (50volt), 0.01uF (CPCFarnell)

Transistors 2N4401 x2 or MPSA29 x 2 (tried both the first one gives brighter flash) (Farnell)

Resistors 1.2K, 2.2K, 67K, 38K, and 320ohms (one of each) 1/4 watt

Potentiometer 10K miniature 15 turn (Farnell)

10 Watt LED Red WL 620-625NM V(F)6-7 1(F) 900ma. (eBay)



New to Flying - Start here:

Simon Woodhead

Beginners corner: Part 4

Learning how not to fly - Returning to earth with style

Well here we are at the most demanding part of our flying experience. Nobody would argue that the landing is the most challenging part of this fabulous hobby, and it's as much of a mental bridge to cross and as a technical challenge. Better to think of the landing as an art: the balance of mental preparation, technical ability, the weather, limitations of your flying machine and an eye for what looks right. So let me share with you my experiences on this subject, and how I transformed my uncontrolled returns to earth with a satisfactory if not elegant scale landing.



In the last article we took a look at the final approach, and this is so important if you want to consistently land and stay in one piece. Practice, practice and practice final approaches and touch-and-go landings. This is perhaps the most important piece of advice I can give you.

The second, is stay alert. This may sound obvious, but a high degree of focus during the final approach and touch-down is a critical ingredient to the art of a good landing. But focus on what? That is the subject of what is to follow next. We all have our own ideas when it comes to landings so this is a very personal perspective. It all comes down to what works for you and that gets your bird down in one piece and brings a smile to your face.

Before we delve into the details, I feel compelled to tell you of one of my greatest returns to earth, which I am ashamed to say occurred without my knowledge. It was a fabulous day, blue sky, with "Toy Story" type of clouds and a light breeze. Three of us in the air together, each with our identical Concendo powered gliders. A fellow aviator by my side - we were engrossed in conversation - a perfect day!. A warning voice from my Tx returned my thoughts from conversation to the task in hand; time for a landing and so with final approach in hand, I was only a little alarmed to hear a voice from the Pits: "Plane down in the next field - has anybody lost something?"

It was several seconds before I realised that the plane I thought I was controlling was no longer under my command. I was about to shout "Dead Stick" when with horror I realised that it wasn't my bird at all. The two of us strode off to the neighbouring field with a bin-liner at the ready to retrieve the debris. The landing spot was marked by two objects, the Concendo and at a respectful distance, a solitary cow. (The more astute amongst you will know that cows come in herds).

As I approached my model I was astounded by two pieces of newly acquired knowledge, the first was that my model was in perfect condition, not a single dent and all in one piece. A remarkable achievement. The second and more pressing issue was that the cow was missing an important element of its undercarriage – No Udders. A quick look around the landing site confirmed they were nowhere to be seen.

Instead, it was difficult not to notice that the beast was adorned by an organ that would have put the fuselage of an Airbus A380 to shame. Self consciously I diverted my gaze as we locked eye-balls as I ever so slowly bent over to retrieve my plane. To my relief, instead of a challenging stare and a lowering of the head in preparation for a charge, I saw a distinct nod of the head and a wink of an eye, as if in approval of having been witness to a superb precision landing. It's rare in this hobby to find an admirer of one's work - someone who can appreciate an ace pilot in action. To this day I still feel a special bond between us - one beast to another :-). I do hope he avoided a one way trip to McDonald's.



Last night we had burgers for tea. To have possibly eaten one's only admirer, is a sobering thought- quickly dispelled, I might add, by a couple of glasses of my favourite red.

Enough of this burger banter and back to returning to earth in style and staying alert! I use two broad approaches to landings, (excluding unscheduled RUDS): the glide slope and secondly the low daisy-cutter approach. The latter is useful for very short runways but is more tricky, so let's focus on the former - the glide slope.

Start your final turn with plenty of height, (I hope you remember what plenty looks like), turning slightly nose down towards you. After exiting from the final down wind turn, aim for yourself as this will help you find the runway without taking your eyes off your bird in the air. Self preservation will help you correct the trajectory later as you approach the strip. Keep the nose pointing slightly down with little or no throttle, depending on your starting height. The higher you start the less throttle you need. Remember you are trading height for airspeed. When you reach a couple of feet from the ground level up, then you start to trade air speed for distance to touch down. The trick to make sure you have sufficient air speed prior to landing, if not a wing will stall and you will undershoot with messy consequences. If you have too much airspeed then you will overshoot.

Aim your final glide for just before the start of the strip and flair up with the nose as you cross the threshold. Keep the wings level as you touch down. If you need more airspeed to prevent a stall use a touch more on the throttle. If you apply too much, go round again for another try. When down, remember to switch off the throttle safety switch (throttle cut) before retrieving your flying machine. On returning to the pits, remove the flight battery and check your flying machine for damage. So there you are, home safe and sound - it's as easy as that! So why does the theory rarely play out into reality? There must be variables at work here. Here are a few tips worth considering.

- Try to avoid a final approach with the model approaching directly towards you - it's difficult to judge speed. Instead land from left to right, or right to left, across your line of sight and always into wind. Your perspective awareness of speed and model balance will be much improved with this orientation.
- The ground speed most suitable for touch down is very dependent on the wind speed and the type and wing loading / design of the model you are flying. The higher the wind, the less ground speed required to keep the model flying. The lighter the model with larger wings, also the less ground speed required. The low landing speed possible for a light weight trainer will not be suitable for a Spitfire. So practice final approaches and touch and go landings until it begins to look right. This is where the art comes into the equation.
- It is better to touch down and slightly over-run the end of the runway than to land short of the strip. The latter will rip the undercarriage from the fuselage, the former will only bend it. Try to avoid the "short runway" syndrome where panicking on the final approach with a short run-way forces you to stall prior to crossing the air strip threshold. Keep your ground speed up to prevent an early stall.
- If your approach is not feeling good, increase the throttle and go around for another try – Don't panic. Start your first landing with at least a minute of battery life in-hand, so you have time to keep trying. To abort a landing is far better than dashing your model to the ground in panic.
- If you have a retractable undercarriage and flaps, then deploy these as you start your final circuit. Do not attempt to deploy on the final approach as you need to be thinking of speed, height, attitude and distance to touch down at this time.

So here finishes my series on how not to fly. I hope you have found them both entertaining and informative. My flying adventures continue often with something new each time I take to the air. Have I told you yet of the time my B-24 Liberator bomber took off almost vertical to 60 feet before executing a stall turn and dashing to the ground, all without any sensible input from me at all? Or the time very recently when my Spitfire gave an excellent impression of a porpoise, flying circuit after circuit, until I realised what was wrong? Every sortie is an adventure!

Perhaps next time we'll take a look at designing your own plane, 3D printing, catapult launches and FPV head tracking. The kit, the skills, the adventures and Fraser's aero-modelers cycle of life - Build, fly, crash and repeat, which makes our hobby lives so much fun and rewarding.

My Aeromodelling Story

Derek Pearce



My name is Derek Pearce – I'm a fairly new member of CADMAC. It's great to share this hobby with many of you, and I feel very welcome. I often wonder how others got into this wonderful pastime, and having had a quick chat with our illustrious editor at the last AGM, I thought I

might encourage others to tell us what you do, and why. It's a bit of a two-way thing, so I thought it might be interesting to share our stories while giving some support to Clear Dope, maybe raising a smile or two and bringing back some memories. It wouldn't be right to ask without starting things off, so here goes.

For me it all started back in the 1960s – I've always had a thing about flying, especially as an avid reader of Biggles books, but as a kid I knew it was unlikely I wouldn't be able to do the real thing for many years. I built loads of Airfix kits... but they didn't fly!

During those early times I had several free flight rubber-powered models – they were really only toys – but that was the start. I was given a Keil Kraft Minimoa kit one Christmas, a gull-wing glider of about 50" span, and learnt a bit about tow-line launching. Again, it was free flight, but a good step up from 'toys'. One step forward.

I saved up and bought my first powered kit, a control line model by Keil Kraft, and a second-hand 1.5cc diesel engine. It was great, if seriously under-powered. I had to shorten the lines quite a lot

as it couldn't carry the weight or drag in the air, and I remember as it crawled around the circle, I had to run backwards to keep it flying. Next, I managed to get a slightly larger c/l aerobatic type, with linked elevators and flaps and a 3.5cc diesel engine, which taught me why that green rubber 'chicken finger' was a good next purchase. Longer and stronger steel control lines were required and it was a beast. I persevered, and at 12 years old I'd learnt to control the thing well, and was really proud of myself. However, one day I held a 'wingover' a little too long and ploughed into the field. The fuselage broke in half just behind the wing, and I thought that was it, but...

As I was packing up, I thought that if I disconnected the elevator pushrod from the bellcrank and ditched the tail section, leaving just the wing with its flaps, it might still fly. Nothing to lose – it's busted anyway. So, I carried out the mod, restarted the engine, and got my brother to re-launch. It flew better than before, a lot sharper than before, and I had just discovered that with an engine on the front, and some sort of wing structure, you can fly almost anything on control lines!

One day I was at my Dad's workplace, and noticed his transport manager loading a big model biplane into the back of his works van. I was fascinated, and got Dad to introduce me to him. Harry showed me the aircraft and said he flies it on Sundays in a field near Goodwood. My God, not only was the thing big and beautiful, but it was radio-controlled as well – to me a proper dream machine. Harry said I could come with him to the club, weather permitting, to watch him fly it.



And that was when I was introduced to CADMAC. We arrived at the field and there all sorts of models and fliers there. Harry's model was a 'Stringalong' biplane, about 56" wingspan with a Merco 61 up front and 4-channel proportional r/c. In those days we worked on 27Mhz, and if you were lucky enough to have a 'Superhet(erodyne)' radio system there were 6 channels to choose from, meaning up to 6 models flying at the same time. In practice, they only flew 3 or sometimes 4, though. I thoroughly enjoyed the day, and decided to start saving for a model.

After a few more Sundays at CADMAC I joined the club as a junior member, I took my c/l 'wing' along, but I had to progress. First, I need a model, but restricted by a kid's pocket-money budget I had to start cheaply, and got some part-time work after school and on Saturdays to fund it. Harry advised me to go single channel and to buy a Veron Robot kit, with a 2.5cc glow engine, and I bought a second-hand Futaba single channel Tx and Rx, with a rubber driven escapement operating the rudder – and I thought I'd left rubber power behind! The Tx had an on/off switch and a single button on it – that was it. I built it and rigged it, covered with nylon and painted with Japlac enamel (a lot of the members advised to forget expensive coloured dope, use clear dope to stretch the nylon then use Japlac gloss paint. Worthy advice, and it worked!).

So, a few weeks later, I proudly loaded my little Robot alongside Harry's Stringalong and went to the field. As a single channel model, it was essentially a free flight aircraft that was steerable via the radio. That one button was 'press once and hold for right, press twice and hold for left' and that was it. The other thing about it was that it was 27Mhz, but a Super-Regen(erative) system, which basically used the whole bandwidth, meaning if it was my turn, everyone else had to be down and switched off – I always wondered why I was advised to have such a small fuel tank! Everyone was very gracious about it though – they had all started somewhere – and I had achieved my ambition of remote-controlled flight.

But now I wanted more. One of the members, John Wingate, had a scale model Sterling Spitfire, 60" wingspan, fully stuntable and just... wow! That's what I was aiming for.

After a few months though, Harry got another job and moved away. As I lived in Petersfield and only had a pushbike, I had to find somewhere else to fly. After a couple of flights in our school field (I'd added another escapement to the Robot by this time – with a quick flip of that one Tx button I could back off the throttle, so I could 'sort of' choose when to land). Sadly, after a few run-ins with the teaching staff, I couldn't fly there anymore, and that was it. Game over. I sold the model and bought a boat instead. By this time, I had joined the RAF cadets at school, learnt a lot about aerodynamics, and eventually got some trips out to RAF Hamble for flights in Chipmunks, and some more on our one week 'camp' to RAF Wattisham, as guests of 111 squadron Strike Command, flying Lightnings (oh, and Chipmunks for us!). I had a friend whose dad was taking flying lessons at Portsmouth airport, and managed to scrounge a few flights in the back seat of the old Auster he was learning on. I learnt a lot, just by watching and listening, until the flying school upgraded to a Cessna 150, which only had 2 seats! Oh well.

At 19, I applied for a career as a pilot to the RAF, and failed. Then at 23 I applied again, and was told I was too old, and failed.

In the mid-70s I decided to restart my modelling. I'd noticed a lot of chaps flying R/C from St. John's College playing fields in Farlington on a weekend, and decided to take it up again. I bought a Yamamoto trainer with an OS40, strip ailerons, and 4-channel proportional – I'd reached the big-time at last! I had lots of fun flying there – totally 'untaught', but at least I never crashed it, and it usually landed in the field. All was well until a couple of the others got 'shot down' by what turned out to be 'naughty 40' 27Mhz CB radios in passing traffic. I was married



now, with two small children and bills to pay, so I decided to sell up and leave the hobby again while I could still get a reasonable price for 27Mhz. gear... and that was it!

Fast forward to now, almost 50 years later. I've had a drone for a few years, which I enjoy using mainly for photography, but my thoughts went back to my old hobby. I started researching and realised how much things have moved on, and that I could now 'sort-of' afford it. I now live in Horndean in Hampshire, and checked out local clubs. The Portsmouth one appeared to be no more, and although there is one at Petersfield it didn't seem suitable. Then I remembered CADMAC. I know Sidlesham is a bit of a trot from Horndean, but Thorney's not too far. A quick enquiry of Jeff Cosford resulted in an invite to attend the annual get-together at Goodwood Aerodrome. Jeff let me fly his Tasman on a buddy box and I didn't break it. Hook, line and sinker! I applied to join, decided to get a Tasman myself, and here we are.

I went down to Worthing, bought a Tasman, Spektrum radio, and all the peripherals including the Real Flight flight sim, which I thought might help me to gain confidence, especially as the Tx I'd had all that time ago was mode 1 – the new one is mode 2. I needn't have worried, as the 'muscle-memory' had worn off after 50 years, and mode 2 makes much more sense anyway. The Sim is good though, and has taught me a lot.

So now it's just finding time and weather to practice for that 'A' certificate – I've had half a dozen supervised flights with the Tasman at Portshole Farm and it seems I haven't lost too much. People say retirement leaves you loads of time – believe me, it doesn't! I've got plenty to fill each day, but this time I will find time to achieve that goal. I still fancy a Spitfire, but know that's a long way off yet. But I wouldn't mind following Harry and getting a biplane – the E-Flite SE5A is calling out to me!

That's my story, what's yours?

Spectrum Secrets continued...

Ian Carby

I shall try to keep any technical gobbledegook to a minimum, but there are some explanations required.

Over the last two centuries, I'm sure many people invented the telephone, but Alexander Graham Bell was the first to invent two. He needed to know how much power to supply to the earpiece so that the audio could be heard, and he found that the response of the human ear was not linear, but logarithmic. From this a relative scale was developed, based on the threshold of hearing, and this scale was called the Bel. In all practical uses, the Bel was too coarse a scale for practical measurement, so it was divided by 10 and called the deci-Bel, or dB. 'Why is this significant?' you may be asking. Well, the logarithm (to base 10) of 2 is 0.301. Multiply this by 10 and this becomes 3.01 or very close to 3. Hence an interval of +3dB is a doubling of power, and -3dB is a halving of power. So in terms of dB the number 3 is important.

This next paragraph can be skipped. I mentioned that the transmitter and receiver exchange packets of information, and these packets are checked for validity, and ignored if incomplete. Typically, this is done by a bitwise exclusive-or on each packet which generates a checksum included at the end of the message. On



reception, this procedure is repeated, and if the checksums match then the packet is good. It's a bit like sending your Auntie a telegram from holiday and saying "this message should contain 22 A's and 17 E's". If it doesn't then you have missed a word or two.

When flying, we keep our eyes on the model of course, except when checking the patch for landing, so rather than constantly looking down at the LCD display, it is best to record the telemetry onto a sim card for later analysis. So, we now have inserted an empty, formatted sim card into the tx, and initiate recording which has to be completed for each model.

From the main screen, press the scroll bar to display FUNCTION LIST.

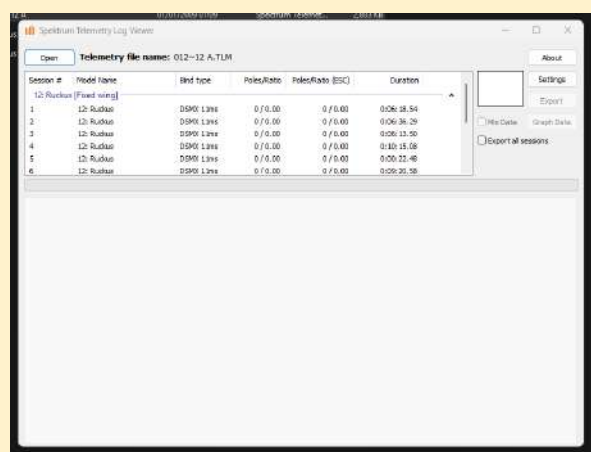
Scroll down and select TELEMETRY, then scroll to the last item and select FILE SETTINGS.

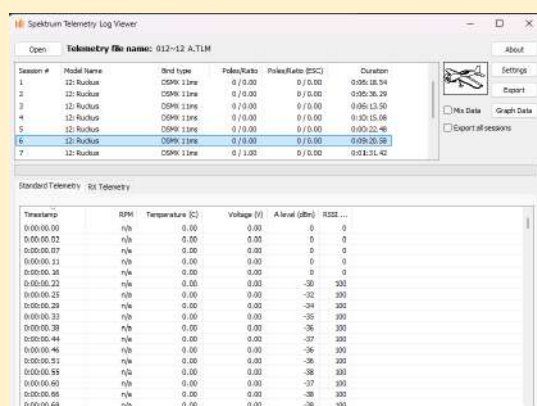
Here I assign a file name of choice; as an aide memoire this could be short form of location and month. Next select start, and you can assign a switch to start recording, which can be (say) Throttle +25%, or for an electric plane the throttle arm switch. Next is ONE TIME. If ACTIVE, recording will continue once triggered, otherwise recording will stop once selected Start changes state. Finally ENABLED, set to YES. Back to the home screen and start flying as usual.



When back home, reading the sim card in your home computer will reveal TLM files have been created, and we now need a program to make sense of the data. The good news that the Telemetry Log Viewer is free, but for Windows only and can be found with a search for tlmviewer.com.

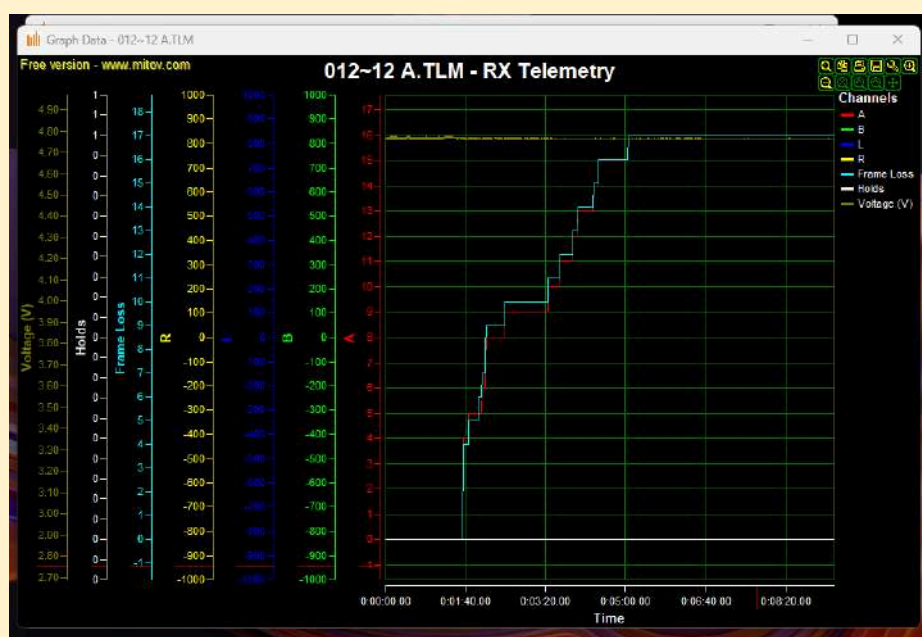
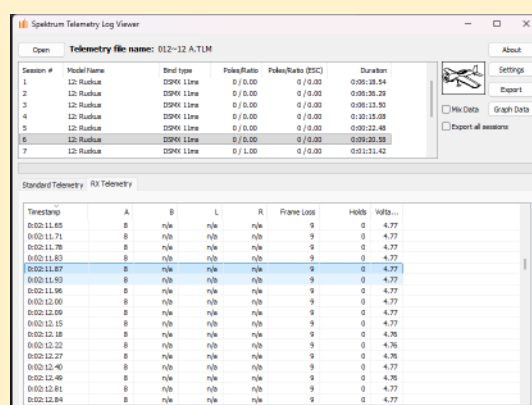
Once downloaded and started, select one of the files on the sim card and all will be revealed.





The initial screen shows a list of the files available for viewing. I'm using files captured from my Ruckus, which was using a very basic AR620 receiver with no external antennas.

Selecting one of the files shows that telemetry data has been recorded.



Clicking on the 'RX Telemetry' tab, and there's lots of information, but not that easy to read. Luckily the program will produce a graph of the results using the 'Graph Data' button in the top right hand corner.

So what do we have displayed? Well, 'Voltage' is the receiver volts. I only have one receiver, so the red line shows the fades, and the blue line is a count of the frame losses. In about a five-minute flight, 17 frame losses were accrued, but the all-important white line shows no holds were initiated.

Next time I will investigate more into making sense of the data recorded, and show what more can be achieved when using the sim card slot in Spektrum transmitters.

Mick Reeves 1/6th MK IX Spitfire

Our longest building project!

Arthur and Robert Horton



Image from Mick Reeves web site <https://mickreevesmodels.co.uk/ww2-aircraft/>

This project started sometime in 2007 when we bought a plan pack for a 1/6th scale Spitfire from Mick Reeves Models. We chose the all-wood built-up version and the box arrived with 3 plans, several sheets of pre-cut plywood and balsa for the fuselage formers, wing ribs and tail sections. It also contained a moulded glass fibre nose section, and plastic mouldings for the engine exhaust stacks and cockpit canopy. The plans and instructions provided basic info to make either a MK V or a MK IX Spitfire, and we chose the MK IX. Little did we know then just how long this project was going to take!

Steady progress was made initially but the centre section of the wings proved particularly tricky to get right. However it was starting to look like an aircraft in 2010.





The glass fibre cowling was added in 2011



Most of the structure was complete in 2013 and nearly ready for fibre glass cloth covering



Primer spray being applied in 2015



More primer, scale propeller, cannons, wing blisters and canopy added, 17/06/2017

At this point the project stalled a bit, caused by having to relocate workshops, so the aircraft went into storage in Pagham where it remained for a few years! Eventually it was rescued from the shed in 2024 and the final stages of completion could restart (05/11/2024).



Final silver primer applied 03/07/2025



Masking for camouflage paint underway 19/08/2025

I was hoping to have it ready for the CADMAC Scale Day last year but everything seems to take longer than planned these days, so I wasn't too disappointed when the scale event was postponed. Most of last Summer was spent on the final paint scheme and testing the flight controls, retracts and balance position.

The Spitfire is now more or less finished! The engine (a Saito 150-S four stroke) still needs some running-in and to be set up for a cut-off in fail-safe mode, but hopefully should be ready for a maiden flight at Thorney when the good weather returns this spring. [We can't wait to see it! - Eds]



Touch-Up Value

Trying to touch up painted damaged areas on a foam model with a brush never really works, even if you have the exact colour match. The only way to get a good finish and blend in, is to spray with an airbrush. Just bought this little beauty, including airbrush cleaning pot, for a total price of £19 from Ali Express.



The mini cordless compressor has 3 volume settings to control flow as well as the actual airbrush with trigger action. It was originally designed for painting ladies finger nails. I shall update with results when used, but initial thoughts, it is very good at an unbelievable price.

Barrie Stillwell



Those who can, do...

Robin Colbourne

Back in 1994, money was a bit tight. My ex-wife had a part-time job teaching for Surrey Heath Adult Education Authority, so she suggested perhaps I should teach for them too. My response was that there was only one subject I knew anything about, and that was model aircraft. The hourly rate for tutors also seemed pretty good, so I decided to investigate further.

Having bought various secondhand part-built models, it was already apparent to me that a lot more beginners started building models than ever finished them. Perhaps there might be a market for a course focused on the various stages of getting a model from a box of wood into something flyable? I quickly typed up a proposed course syllabus and sent it in for the Authority's consideration.

Receiving a positive response, it became apparent that courses would only go ahead for the full term if there were a minimum of thirteen students in a class. If there were at least six, the course could run, but only for half duration. The college would list the proposed course in its brochure, however, any further publicity and funding for it was down to the course lecturer.



Given that there wasn't a similar course available at that time, making people aware, before most had the internet, would take some effort.

Due to the novelty of the subject, the local paper, which covered a wide area, sent a reporter to interview me and get some photos.

Fortunately there was also a wide range of model aircraft magazines at the time. They all wanted a copy for their editorials, so several articles appeared which spread the word far and wide. In addition, with the arrogance of youth, I even fly-posted the Sandown model show!

Come September, four students paid, with another two, a father and son, enrolling late and starting the second week. Again given the novelty of the course, the Authority decided to let the course run.

With my wife working as a translator, we already had a computer and printer, so I was able to type up course notes. Each week I gave out a couple of sheets of A4 on whatever topic we were covering, plus lists of models, engines and radio gear I considered most suitable for them; not that they necessarily took any notice of it!

Students on the first course built two MFA Yamamotos, a Flair Cub and a Precedent T180. It became apparent that basic woodworking didn't present too many problems, however installing control surfaces, linkages, the engine and fuel systems and covering their models were all areas prone to pitfalls.

From the word go, I encouraged students to exchange phone numbers with each other, and to call me between lessons if they got really stuck. The former really built up the camaraderie in the group and in many cases they sorted out building issues between themselves without needing to phone me.

Dennis Ballard, at Concorde Models in Aldershot, had been most encouraging. Firstly, letting me put posters in the shop window, and secondly, offering a discount to course members at the shop. Chatting to him later, it was clear



that many of the items we discussed in the lessons were resulting in sales. In addition, Deluxe Materials sent me a large box of glue samples, which I distributed to students, introducing them to materials such as Super 'Phatic adhesives.

By the second or third lesson, it was clear that although the pupils wanted guidance on building, it was the flying that they really wanted. It had not escaped my notice that the location of our lessons, Tomlinscote School in Frimley, had a large, flat playing field with woods on two sides. This meant that if we flew facing the woods, we had a flying site. Yippee!

Having been giving a friend instruction on his Premier Preceptor (like an MFA Yamamoto), using a buddy box set up, I had already gained some familiarity teaching with it. Not having a suitable trainer of my own at the time, I was very pleased when said friend let me use his Preceptor for the courses. If he had been renting it to me on a 'power by the hour' basis, he would have done very well over the next two years!

Towards the end of the course, as the first of the student's models reached completion, I test flew them, and, using the buddy box, the builders tried out their handiwork, often on the same flight.

(To be continued)

In Memory of Ken Knox



Declan Cousins



1989 was the year Alison and I moved to our new home in Galaxy Rd, Cowplain. As we were settling and getting to know the neighbourhood, a particularly friendly neighbour introduced himself... his name was Ken.

Full of joie de vivre and a great family man, who took immense pride in his children, Ken and Jeannette, were to become lifelong friends.

His passion for history and in particular the D Day Invasion beaches brought us to France where he delighted in being our tour guide and introduced us to his sister Hilary and her husband John who lived there, and over time Ali and I were to get to know many of Ken's family and friends.

But he also had another passion – Aeromodelling. A hobby that Ken re-acquainted me with *“Listen, Kiddo, have you ever considered joining a model aero club?”*

Ken arranged guest membership for me at the IBM Model Aero Club, which used to fly at the back of IBM Havant. A friendly and welcoming club, Ken introduced me to many of its members, including Clive Prior, one of the most laid back people I have ever met... who taught me to fly.

Work commitments often took Ken out of the area and sometimes he had to travel farther afield. On one occasion he was seconded to the Channel Islands and on his return he brought back an amazing model kit called a “D B Gringo”.



It was like a crossover between a Midget Mustang and a Chris Foss Acrowot. He built that plane in a couple of weeks, put a lot of effort into it and flew it all over the skies around IBM; it was fantastic fun. His model building was prolific and whilst I was still struggling with my first Wot4, Ken had built another model, this time a DB Ace.



Apart from I/C sports flying The club also engaged in glider competitions. The “Gentle Lady” was the go-to model for nearly all of these competitions, it was an extremely capable soarer and virtually all club members had one. Ken called his version “Splatt” - I wonder why ?!



This was a first for me, as I saw long bungees stretched out across the field, the under-belly hook on each model attached to a ribbon / eye at the end of the now 200ft line. Then, on command, they were released and guided, with deft control of rudder and elevator, high into the sky. It was an exhilarating and majestic sight. If you were skilled, or lucky enough to catch a thermal, you could float around the heavens like a homesick angel.

Eventually, IBM fortunes changed and it became apparent that access to our beloved flying site was going to become increasingly restricted, as land was being sold off for development. So it was time for us to move on... Up on the Downs, amongst the red kites, a new club beckoned; Petersfield Model Aero Club. Its chairman, a colourful character called Don Eades, welcomed us with open arms.



An accomplished and well-respected press photographer, Don was proud of his paratrooper days and had a lifelong passion for all things aeronautical. He served as president of the Petersfield Area Modellers Club and regional chairman of the British Model Flying Association

Under his stewardship, Ken and I made some great new friends, getting heavily involved in Club activities. By this stage Ken's model building activities were prolific and a whole raft of varying aircraft graced the patch at Wether Down!



In those days, the Petersfield club used to hold pylon racing competitions with little models called the “Top Dog”; these were IC-driven, simple airframe, small wing models that could only be described as miniature pocket rockets. Ken excelled at these races, often finishing high up the scoreboard.



His natural ‘Devil May Care’ attitude really suited these races. Competitors donned crash helmets, fired up engines and started hurtling around the sky. Mass take-offs were hilarious and rounding the pylons was precarious, especially for those holding the pylon flags! Of course, the attrition rate was high, but these were in the days before the “health and safety” rules we live by today took control... and it really suited Ken's Maverick spirit!

On one memorable occasion, during a glider competition, Ken's model went into “deep sink” over some trees, way off the flight path and somewhere near the Old Barn where we used to park our cars. It was a glider with bright orange wings, so we thought it wouldn't be too difficult to find. How wrong we were. Several hours later, after the search party had given up and gone home, Ken and I were left alone rummaging around amongst the undergrowth. As we too were about to give up, suddenly we saw something orange amongst the scrub at the back of the old barn and sure enough it was a wing tip. We found the glider and it was in fair condition. But beside the glider there was something else hidden away in an enormous mound of dung. At first we thought it was a huge football, a Space Hopper or even an old ship's buoy, but on closer inspection we realised it was a gigantic pumpkin! Blimey! how the hell did that get there? - we both decided it must have self-seeded and decided to rescue it. After quite a bit of effort we managed to get it into the back of Ken's big Renault 25 and headed for home. We fed half the neighbourhood with pumpkin soup and pumpkin pie for days. A couple of months later we were shocked to hear the local farmer had gone berserk, as someone had stolen the prize pumpkin he was entering for the Petersfield Show. We were mortified that we had brought shame down upon the Petersfield club. But luckily for us, good old Don smoothed the whole thing over with the farmer at the local hostility, and we weren't ceremoniously drummed out of the club!

Over the years, Ken kindly brought me to many aeromodelling events around the South of England including The Border Club, of which he was a member, culminating in a visit to Thorney Island, home of CADMAC.



Being able to take off and land from a real runway was amazing. The dye was cast and we were fortunate enough to be accepted as members into a truly a unique Club, the camaraderie and support amongst members was



tremendous.

After years of enjoying the benefits of aeromodelling Ken decided it was time to give back. It may seem like yesterday when Ken offered his services to CADMAC, but the passage of time can be deceptive.

Ken has been on the CADMAC committee for over 22 years and during this time Ken has been the club's BMFA representative, attending Southern area BMFA meetings in various locations around the South coast, often involving long distance journeys and in some instances overnight stays - his enthusiasm and commitment undaunting.

It didn't stop there; from April 2011 until 2024, Ken edited the club magazine "Clear Dope", a challenging task that took a lot of his time.

Ken was a keen supporter of Balsa Brain; this was an aeromodelling and aviation quiz for clubs in the Southern area held in Southampton. CADMAC always put forward a team and Ken, whenever possible, was in attendance.

Yes, there's no doubt that Ken was a stalwart of the club. It may sound a bit of a cliché, but Ken really did put a smile on everyone's face, with his cheerful demeanor and totally optimistic outlook. A dear friend – sadly missed.





2026 Diary Dates

For the most up-to-date details, please check the CADMAC website.

February	Thursday 12 th	Fishbourne	Talk by Rod Dean - Flying of Vintage Piston Aircraft
March	Thursday 12 th	Fishbourne	Talk by Jon of Microaces
April	Thursday 9 th	Fishbourne	Light Flight & Electric on the field
April	Sat-Sun 18-19 th	Trundle Hill	NO FLYING - Goodwood Members Meeting
May	Wed 13 th	Portshole	Fun Fly Competition
May	Thursday 14 th	Fishbourne	Light Flight & Electric on the field
June	Thursday 11 th	Fishbourne	Light Flight & Electric on the field
June	Saturday 27 th	Portshole	E-Glider Competition & BBQ
July	Thursday 9 th	Fishbourne	Light Flight & Electric on the field
July	Thurs-Sun 9-12 th	Trundle Hill	NO FLYING - Goodwood Festival of Speed
August	Thursday 6 th TBC	Goodwood Aerodrome	Evening flying on the airfield
August	Thursday 13 th	Fishbourne	Light Flight & Electric on the field
September	Thursday 10 th	Fishbourne	Light Flight & Electric on the field
September	Fri-Sun 18-20 th	Trundle Hill	NO FLYING - Goodwood Revival
October	Thursday 8 th	Fishbourne	David Draper - 80 years of Aeromodelling
November	Sunday 8 th	Thorney	Remembrance Day Gliding Competition
November	Thursday 12 th	Fishbourne	TBC
December	Thursday 10 th	Fishbourne	AGM

Important upcoming date to remember:



Talk by Rod Dean 12th February

CD Quiz February 2026

One for the movie buffs. Sometimes the aeroplane is the star, other times it's a backdrop with barely a mention. For those who need a hint, the initials of films are at the bottom in random order. Answers in the next issue.

				
1. Film + aircraft type	2. Film + aircraft type	3. Film + aircraft type	4. Film + source aircraft	5. Film + aircraft type
				
6. Film + aircraft type	7. Film + aircraft type	8. Film + aircraft portrayed	9. Film + aircraft type	10. Film + actual aircraft maker
				
11. Film + aircraft portrayed	12. Film + aircraft type	13. Film + aircraft type	14. Film + aircraft type	15. Film + aircraft type
				
16. Film + aircraft nickname	17. Film + aircraft types	18. Film + aircraft type	19. Film + actual aircraft	20. Film + aircraft type
				
21. Film + aircraft type	22. Film + aircraft type	23. Film + Location	24. Film + aircraft type	25. Film + aircraft name in film
S, YOLT, TA, TGWP, TMMITFM, WED, T, TGMS, OOA, MW, OC, NH, FMJ, AFCW, EOTS, J2, TIJ, JCS, TMWTGG, TFOTP, T, TC, AFCW, TBM, TTCA.				

Answers to CD Quiz December 2025

Letter	A/C Name	Manufacturer	Commonality / Grouping
A.	Sea Harrier	British Aerospace (BAe)	Participated in Falklands war
B.	Dove	De Havilland	Civilian twin engine passenger transport
C.	Nimrod AEW3	British Aerospace (BAe)	Reconnaissance / Observation
D.	SAAB Safir	SAAB	Swedish Origin/ designed/ made by SAAB
E.	U2 / TR1	Lockheed	Reconnaissance / Observation
F.	Victor-K2	British Aerospace (BAe)	Participated in Falklands war
G.	SAAB Safari	SAAB	Swedish Origin/ designed/ made by SAAB
H.	Super Etendard	Dassault-Breguet	Participated in Falklands war
I.	Beechcraft 18	Beech Aircraft Corporation	Civilian twin engine passenger transport
J.	Shackleton	Avro	Reconnaissance / Observation
K.	A-4 Skyhawk	McDonnell Douglas	Participated in Falklands war
L.	PA-23 Aztec	Piper	Civilian twin engine passenger transport
M.	SAAB 105	SAAB	Swedish Origin/ designed/ made by SAAB
N.	PA-34 Seneca	Piper	Civilian twin engine passenger transport
O.	SAAB Viggen	SAAB	Swedish Origin/ designed/ made by SAAB
P.	OV-10 Bronco	Rockwell	Reconnaissance / Observation





Arun & Chichester (Air) Enthusiasts Society

AirACES

www.airaces.org.uk



Patrons – Sqn Ldr Richard (Dick) Kharegat RAF (Ret'd) – ex Vulcan, Victor, B52 Pilot
Sqn Ldr Rod Dean RAF (Ret'd) – ex Hawker Hunter Pilot and Display Pilot

PRESS RELEASE

Monday 23rd February 2026 - 1845 for 1930 hrs

Boxgrove Village Hall, PO18 0EE

Two Talks - “90 Years of the Spitfire” and “Winkle – Our Greatest Aviator”

Presented by Mr Paul Beaver

Paul Beaver is a leading aviation historian, broadcaster and author, as well as an historic airplane pilot who has been flying the Spitfire since 2011. He has written more than forty books. As well as being an author, Paul was a television war reporter, a journalist with Jane's, a parliamentary advisor and served twenty-seven years in the Territorial Army, rising to the rank of Colonel in the Army Air Corps.

90 years of the Spitfire.

Paul Beaver explores the amazing icon's legacy through the prism of R J Mitchell. Paul's latest book is entitled “MITCHELL”, which was published in September 2025. In the book, the author follows the engineering successes of the man who is truly The Father of the Spitfire.



Winkle – our greatest aviator.



Captain Eric (Winkle) Brown is a legend. In his 30-year career as a naval pilot, test pilot, and Captain of a Royal Naval Air Station, he flew 487 different types of aeroplane and helicopter. This record is impossible to beat. Paul Beaver knew him for 40 years and has written a widely acclaimed and bestselling Biography which was published in 2023.

AirACES is an aviation talk society, providing its members with regular talks, given by experts in many different fields related to the world of aviation.

VENUE – Boxgrove Village Hall, The Street, Boxgrove, Chichester, PO18 0EE

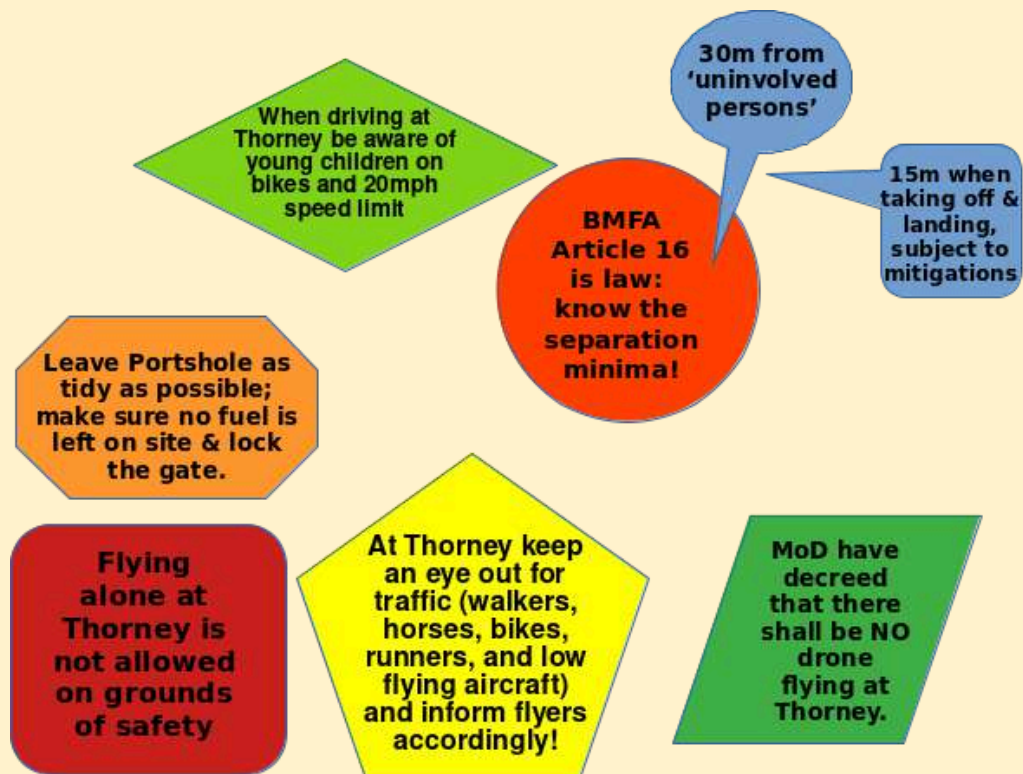
6.45 pm for 7.30 start. Members £5, Non-members £10 and under 16s FREE.

Doors open at 6.45 no pre-booking, no reserved seating

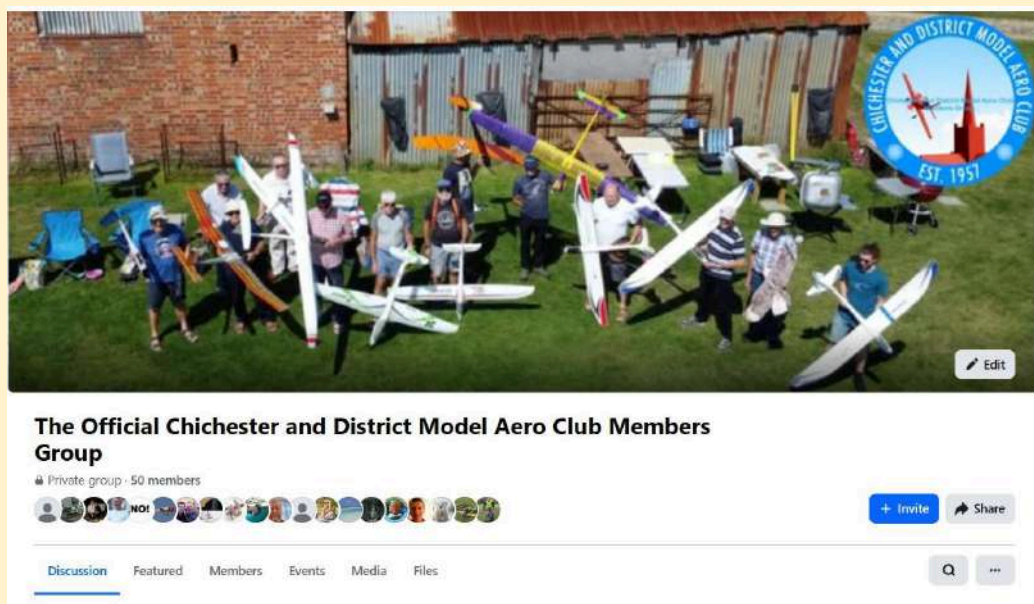
For further information about AirACES, please see www.airaces.org.uk

Email: airacesuk@gmail.com or call Air Aces on 07423 670703

Safety Corner



CADMAC on FACEBOOK



Note that the Official CADMAC FaceBook group can also be accessed with the following link:

<https://www.facebook.com/groups/545578331713954>

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