

# Clear Dope



February 2025

## The Chair

**Derek Honeysett**

Welcome to the first edition of the new format of Clear Dope and firstly I would like to thank Ken for his efforts in producing Clear Dope since 2011 and I would also like to thank Fraser and Robin for taking up the challenge of keeping Clear Dope going.

With the new flying season approaching I hope you are busy getting your latest creations ready for the spring, I personally have completed over the winter the restoration of a very rare Hanno Prettnner pattern ship and I am looking forward to building (probably the wrong word it's an ARTF) my Kyosho Oxalys, another classic pattern ship.

I know several other members have models that they are working on including an exciting looking EDF and I am looking forward to seeing these fly in 2025. This year I hope to fly as much as possible and also to fly some of my models that have never been flown or have not been flown for many years.

It is worth mentioning whilst the weather is not so great, spending some time checking your models for the coming season looking at security of control surfaces, horns, clevises, checking the function of your servos and generally looking over the models. Doing this can save you disappointment on arrival at the flying field, I was carrying out these checks on one of my models recently only to find the engine was loose.



Let's have a great flying year and hopefully I will see you on one of our sites during 2025.

*Derek*





## Editors notes

Our thanks to Ken Knox for his many years of publishing CD. Robin & I have stepped up to the plate and will do our best to continue publication! We plan to publish CD every second month starting with this February issue. The next issue is scheduled for early April.

May we point out that the deadline for submission of articles for the next issue is **31st March 2025!**

Articles may be sent in any format to:

[fsdibden@gmail.com](mailto:fsdibden@gmail.com)

[robin.colbourne0@gmail.com](mailto:robin.colbourne0@gmail.com) and/or

[editor@cadmac.co.uk](mailto: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*

*Congratulations to Alexis Hombrecher on passing his A-test in December*



## Tasmania!

In November a bug was going around that caused a sudden rash of purchases of the FMS Olympus!



Then in December the club was hit by a full-on Tasmanian pandemic. The X-Fly Tasman became so popular that a total of 12 were held by club members!



It is surely a testament to the performance of both of these models that they have become so popular. So come on Tasman owners: get together to arrange a photo of all 12! We'd be happy to pass it to X-Fly!



## The new CADMAC Logo

Tim Kerss



The story behind the new CADMAC Logo: As you are no doubt aware last October a competition was launched to design a new club logo. The driving forces behind the suggestion were that the old logo was somewhat monotone, that the aircraft depicted was too simplistic, and that it did not include the date that the club was established.



As I'm always up for a challenge I decided to throw my hat into the ring, and have a go at designing a new logo. This is the story of that logo; hopefully it will explain the thinking and ideas that went into it.

From the outset my intention was to start with a blank canvass and, to that end, I did an internet search of "RC club logos" to research how others had approached the challenge. The results were enlightening and, not surprisingly, ranged from very simple monochrome line drawings to complicated works of art that would put Van Gogh to shame.



One factor that was common to a lot of them was the inclusion of a symbol, badge or icon that specifically related to their local area or organisation.

At about the same time I became aware that a few club members were questioning the need to change from the old design. However, the competition was kept open, and at that point I decided that my logo would essentially be a modernisation of the old one. My decision was helped by the fact that, no matter how hard I tried, I couldn't think of a more appropriate unique icon than Chichester Cathedral's spire to associate with our club.

This, in turn, got me thinking. We wanted to tie our club's activity to the local symbol, and what better way to do that, but to have the spire as a transmitter aerial?

As already said I wanted to modernise the logo and, to that end, also felt that the use of more than one colour, and a 3D image of a model was the way to go. So, my very first sketches were these:





As well as the fact that art was not my best subject at school, you can see from these that I considered the option of incorporating more than one model, possibly an additional powered glider, but at the end of the day I felt that the simplistic approach was best.

Having decided that the logo would, as before, be round I was determined that the subsequent colour scheme would be the same as an RAF roundel. Blue on the outside with, white and red in the centre, to reflect the considerable RAF heritage in our local area.

The concept sorted, it was into Photoshop to concoct the final design. The wording around the edge was a given, but having transformed the cathedral spire into a transmitter aerial I decided to complete the illusion with a couple of transmitter sticks on the periphery as 10-point stars in the 4 and 8 o'clock positions respectively.

Initially I couldn't decide whether I wanted the transmissions from the aerial to be "lightning bolts" or radio waves, so both were produced for consideration. Here they are:



On reflection I felt that the radio waves (on the right) was, and still is, my favourite.

Next came a period of soul searching; were those transmission waves too childish? Was the concept of a cathedral spire emitting waves too ridiculous? Was it too cluttered, bearing in mind the aim of keeping things simple?

Reluctantly, I found myself removing the waves and considering a "bare" version instead. Clearly it wouldn't be in my interest to enter both designs, so I asked family and friends for their views and the consensus was indeed KISS - keep it simple.

So, I decided to enter the least controversial version into the competition and was, of course, delighted when it was voted the winner!

I hope that this has given you an idea of the processes that went into the design, and offers a degree of reassurance that some thought went into the logo that has ended up on the front of this magazine!





## After The A Test

Ian Carby

My hobbies, like my mind, meanders. But radio has always been close, and radio control has been an obvious route to follow. Having retired from work, moved 300 miles south and then trapped inside due to covid, joining a radio control flying club seemed like a good idea.

Unfortunately, no one warned me how involving CADMAC was to become, and I was totally unprepared for just how much the hobby had changed, so I thought I'd write down just a few notes based on my journey "After the A Test".



It was a FunCub that passed the A Cert. A great stable flyer with big wheels that are ideal for Portshole. After the test, it was time to play with the powerful flaps and experiment with mixing on the transmitter. But bit of a handful in a breeze.

First low winger was the Ruckus. Truth be told, after a few flights it became bit of a disappointment, not vary agile and a bit tame. Two things absolutely transformed the model, flying on 4s battery and losing the steel weights in the nose. Now a very competent any-day plane which can outperform my talents and fly in a fair wind, but like all foamies, needed modifications to toughen up the undercarriage.



Next came a Wots-Wot. Kindly donated by a fellow member, it had been through the wars (and a few hedges I suspect). Absolutely insane what this little plane can achieve, but the fuselage is a bit delicate and easily broken, thankfully easily repaired most of the time. Should be called Wot-Fun.

Then came the Ultimate 3D. Thinking I was at the stage when I could fly anything, this was my downfall. Too many features, extremely lively and definitely not Portshole proof. Now all repaired and hanging on the wall for another day.





My first rc glider more years ago that I care to remember, was a Cambria Capstan. My how things have changed. The FMS ASW17 is big and flies fast. Not a great in thermals and I found it difficult to land on the patch. More practise needed in slowing this flier down.

Bought at the club auction, the HobbyKing MXS has been an ongoing project. A capable flyer but just not in my hands. I have changed the prop, motor, fuselage, wings, undercarriage, tailwheel, but kept the canopy. Slow this plane down and it will tip stall readily and fall out of the sky!



I've always been fond of the UltraStick, but many examples are too expensive. Catch HobbyKing on the right day and this one can be yours complete for a little over £80. Unboxing I thought it was a bit naff, especially the paint and decals which come off with a sneeze. But what a great plane to fly. Copes better with a breeze than a small, light model should, and really gets you working all the controls.

A Phase 6 is a Phase 6. My last one ended up in a skip in York (never downsize, that's my advice). My current model was to be maiden on the Trundle a while back, but we were distracted by the search for a Delta Lady, which is a story for another day. Just waiting now for the right winds.



Thanks to George for the little Amigo, all ready to go, but yet un-flown. Roll on summer and light breezes.

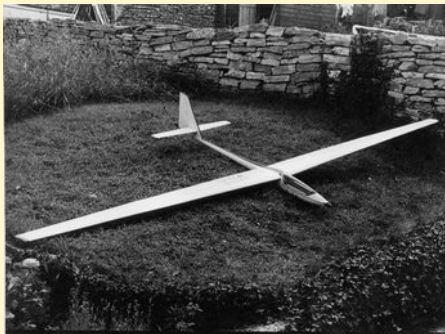
Another auction purchase, flying the Shark is a real treat. Incredibly light, powerful and really odd to look at. Floats better than the ASW17, can be tricky to land in the wind as it just doesn't want to come down. The wheel spats, easily damaged at Portshole, have been removed. The tail skid is incredibly noisy landing on the concrete at Thorney. Now awaiting repair after a mid-air.





Just an old stock photo, also from George I bought a Moonglow VI. Converted to electric, I took mine to Goodwood last year for its maiden flight, but we had a lot of planes in the air so another day. I'm very fond of the classic pattern ship lines.

With visions of being able to fly like Tony, I also bought an FMS Olympus. Unlike some others the kit went together without issue. This model has been a revelation. It goes exactly where its pointed, and keeping the rates down makes it exceptionally smooth. It just demands more and more practise to do it justice. Great value for money



Tucked away in the shed is my Multiplex Alpina. I bought it in bit of a sorry state for £35 many years ago. There was no piece longer than 1 meter, and the wings had been repaired with car body filler.

Last flown over the Purbeck Hills in Dorset, it is way too big for the Trundle. Yet another "another day" project.

In boxes, just waiting to be built are a Gangster 63 Lite, a Ben Buckle Majestic Major and a JPS3 mini. Oh, and there might be one or two more planes in the pipeline.

So that's about it. There's a couple I haven't mentioned, but looking at the hangar so far, I'm best off keeping quiet just in case the CFI reads this article.

As a post-script...

That's not to mention an Hirobo Huey and a Vario Bo 105 for when the bank account can handle a foray back into the world of helicopters.

Keep flying and buying!

## Facebook – a reminder

**David Hayward**

In addition to the active WhatsApp groups (Thorney & Portshole), you should now be aware that there is also a new members-only Facebook group. The new groups is named: Chichester and District Model Aero Club - Members Group, and is solely for current and former members of CADMAC. To this end it will be administered by members of the current committee.





Anyone wishing to join is required to answer one question: "Are you a current or past member of Chichester and District Model Aero Club?"

Once approved, members will be able to post on the site, although the intention is that content should be limited to posts relating to our club and model aircraft. Occasional posts for wanted, or for-sale items are acceptable, but not for use as a "buy-and-sell group".

In summary, the old Facebook group is not dead; it will continue to run in parallel with the new one, but members can be confident that posts on the latter will only be viewed by those with a direct connection to CADMAC.

If you would like to join the new group, please click this link <https://www.facebook.com/> and then apply to join.

## Some Tips on CAA Registration

**Jeff Cosford**

This has been with us since November 2019, 5 years! It is precisely that 5-year anniversary that has created the need for action by many of you.

Two definitions:

### **Operator ID:**

- Costs £11.13, you do not take a test to obtain an Operator ID.
- Valid for 1 year.
- Must be displayed on your aircraft.
- Valid Operator ID's are in the format GBR-OP-XXXXXXXXXXXX
- These ID's stay the same when renewed.

### **Flyer ID:**

- Free.
- Valid for 5 years.
- Does not need to be displayed on your aircraft.
- Valid Flyer ID's are in the format GBR-RP-XXXXXXXXXXXX
- Obtained by passing a 40-question test.

### **"Grandfather rights"**

In 2019 the BMFA negotiated a 5-year period of grace if you have an A or B test, which meant no need to take the 40-question test. That has expired.

Last year the BMFA made a BIG mistake: they issued us all with a Flyer ID whether or not we had passed a test! When they discovered this, they negotiated a further year's grace to give us all time to pass the online test. (Whether they withdraw those incorrectly issued Flyer IDs we wait to see.)

### **Who needs to take a test?**

Anyone who has not passed either of the two 40 question tests in the last 5 years. Yes, even those with an apparently valid Flyer ID showing expiry in 2029!





### Which test to take?

Recommended: BMFA Registration Competency Certificate (RCC), see <https://rcc.bmfa.uk> . (Not the CAA Drone & Model Aircraft Registration & Education Scheme (DMARES) test).

### I struggle with online tests; can I get help?

The test can be taken as often as you like, you can look up the answers as you go, and you only need 30 out of 40. But still tricky if you don't have a computer! If you would like to meet up with someone with better IT skills and a PC, let me know.

### The problem with the DMARES test

If you have a valid Flyer ID as a result of taking this test, you may have difficulty proving it. An apparently valid Flyer ID may have been incorrectly issued. The only way is to find the email saying "well done you passed!"

The RCC on the other hand is visible to me on the BMFA portal in the same way as your BMFA membership, which of course I do have to check every year.

### Why is the club monitoring this now, after 5 years?

The BMFA advised us very recently that flying without a valid CAA Registration could impact on an insurance claim. Imagine if you hit and injured a passer-by at Portshole resulting in a big claim, and the insurer could say "you did not correctly observe separation distances because you had not shown knowledge of the law".

### What now?

The club will expect you to show that you are in possession of valid CAA Registration and you will hear more on this during the year.

## LiPo discharger with timer/cut off

Alan Cozens

This LiPo discharger with clockwork timer/cutoff is quick and simple to use, but needs a good understanding of LiPo battery safety and heat dissipation on discharge.

The device will discharge the pictured 4S 4500 mAh battery from 99% to 70% in 20 minutes, by which time it is drawing about 3 amps.

Details :-

Clockwork time/cut off selectable 0 to 30 minutes (Ebay supply, seems effective and reliable)

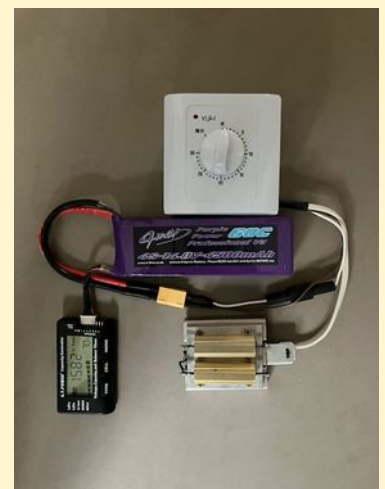
2 x 2 ohm 50 watt power resistors wired in series

Substantial metal heat sink

10 amp fuse

10 amp 2 conductor wiring

Note the energy being dissipated in the heat sink means it gets hot, so the larger the better. The sink shown is aluminium 60 x 60 x 6mm and that is the minimum for 4S batteries, very adequate for 3S. For safety it must be stood on a metal or other heat resistant surface when in use.





## Gripping Stuff

As a generalisation aeromodellers go wild for free stuff. Tools in particular. That being the case you lot are gonna love this. First off, you'll need a vice. I found mine in the shed at the bottom of the garden. You should look there first. Obviously, but worth mentioning all the same, that's your garden not mine. If you can't find one there look under your bench. You might just find one behind the old shoe box that's full of faulty servos. Alternatively, look underneath the metal biscuit tin where you keep your puffy old lipos. For obvious safety reasons that'll probably be next to your paint and your solvents.

With the vice taken care of all you need now is a lump of wood and three nuts and bolts. Lash that lot together and you'll have your very own free-standing, portable vice. I find mine properly useful. So much so that it sees far more use than the bench mounted version that sits just six feet away. For sure it's of little use on blacksmithing projects but for lighter materials it's great for holding small stuff for heating, drilling or bending. It also makes a great press for small motor bearings.

If you need to get medieval on the component it's holding the wooden blocks can easily be clamped to your bench or the table you undoubtedly have in your garden. For even more versatility you could drill a couple of holes through the block which would enable you to screw it to the dining room table or kitchen worktop. Handy on those days when it's too cold to venture outside.

Now, if this is the sort of 'tech-heavy' feature you crave then you're in luck. Next issue it's my intention to submit an article containing some top, cutting edge advice on how not to fry your servos or strip the gears.



## Tony Parrott

## 2025 Draft Competition Dates

Thurs 24th April – Trundle evening fly-in

Weds 14th May – FunFly Portshole

Thurs 29th May – Trundle evening fly-in

Sun 22nd June – Scale Comp Thorney (flying only. Competitors to decide winner)

Sun 13th July – Pre 2000 design Fly-In Thorney

Weds 16th July – Electric Gliding Portshole. Barbeque

Thurs 24th July – Trundle evening fly-in

Sat 23rd Aug – Gliding Thorney

Thurs 18th Sep – Trundle evening fly-in

Sat 20th Sep – Gliding Thorney

Sun 28th Sep – Peter Doe Aerobatic trophy comp (subject to committee discussion)

Thurs 16th Oct – Trundle evening fly-in

Sat 18th Oct – Gliding Thorney

Sun 16th Nov – Remembrance Gliding Thorney

## CD Quiz

'The Name's the Same': pair up full-size aircraft and models that share the same name.



1.



6.



A.



F.



2.



7.



B.



G.



3.



8.



C.



H.



4.



9.



D.



I.



5.



10.



E.



J.

Answers in the April 2025 issue of CD!





## ***Arun & Chichester (Air) Enthusiasts Society***

### **AirACES**

[www.airaces.org.uk](http://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 24<sup>th</sup> February 2025 - 1845 for 1930 hrs**  
**Boxgrove Village Hall, PO18 0EE**

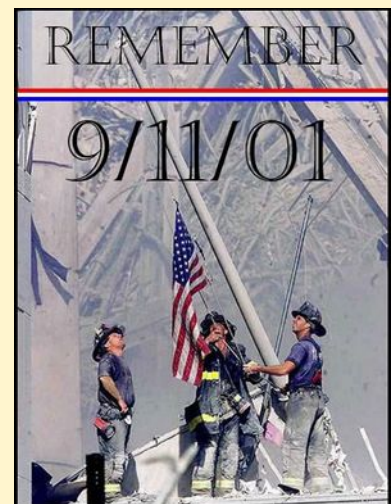
## **‘Controlling 9/11’ – The story of the US ATC on this tragic day**

*Presented by Mr Phil Holt*

It was the day that changed our world forever. Everyone will remember what he or she was doing, when they heard of the attacks on New York & Washington D.C.

Phil Holt was an Air Traffic Controller for nearly 40 years, and was on duty on the 11th September 2001. In this fascinating presentation, Phil will tell the story of his colleagues at the Boston, New York, Washington D.C. and Cleveland Air Traffic Centres.

Phil's experience as a controller, instructor, examiner and human factors specialist, gives an unprecedented insight into the most fraught 4 hours in the history of Air Traffic Control.



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.

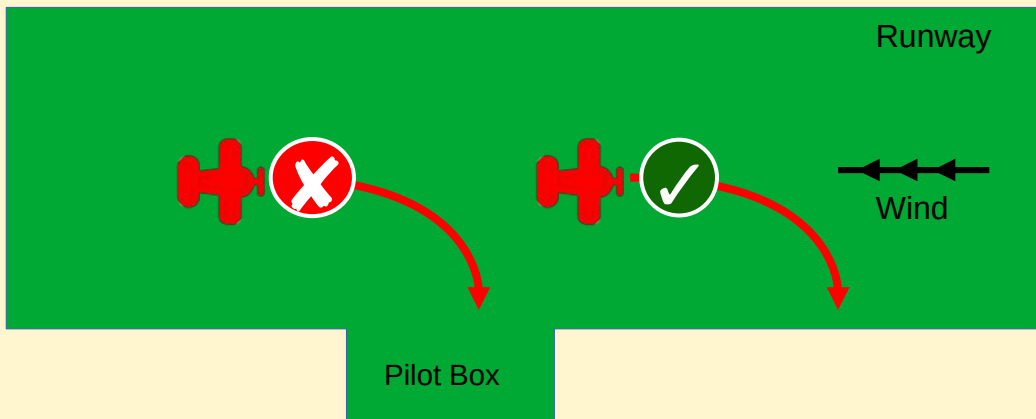
VENUE – Boxgrove Village Hall, The Street, Boxgrove, Chichester, PO18 0EE  
6.45 pm for 7.30 start. Members £5, Non-members £10 and under 16s FREE.  
Doors open at 6.45 no pre-booking, no reserved seating

For further information about AirACES, please see [www.airaces.org.uk](http://www.airaces.org.uk)  
or call David Batcock on 07502 400657

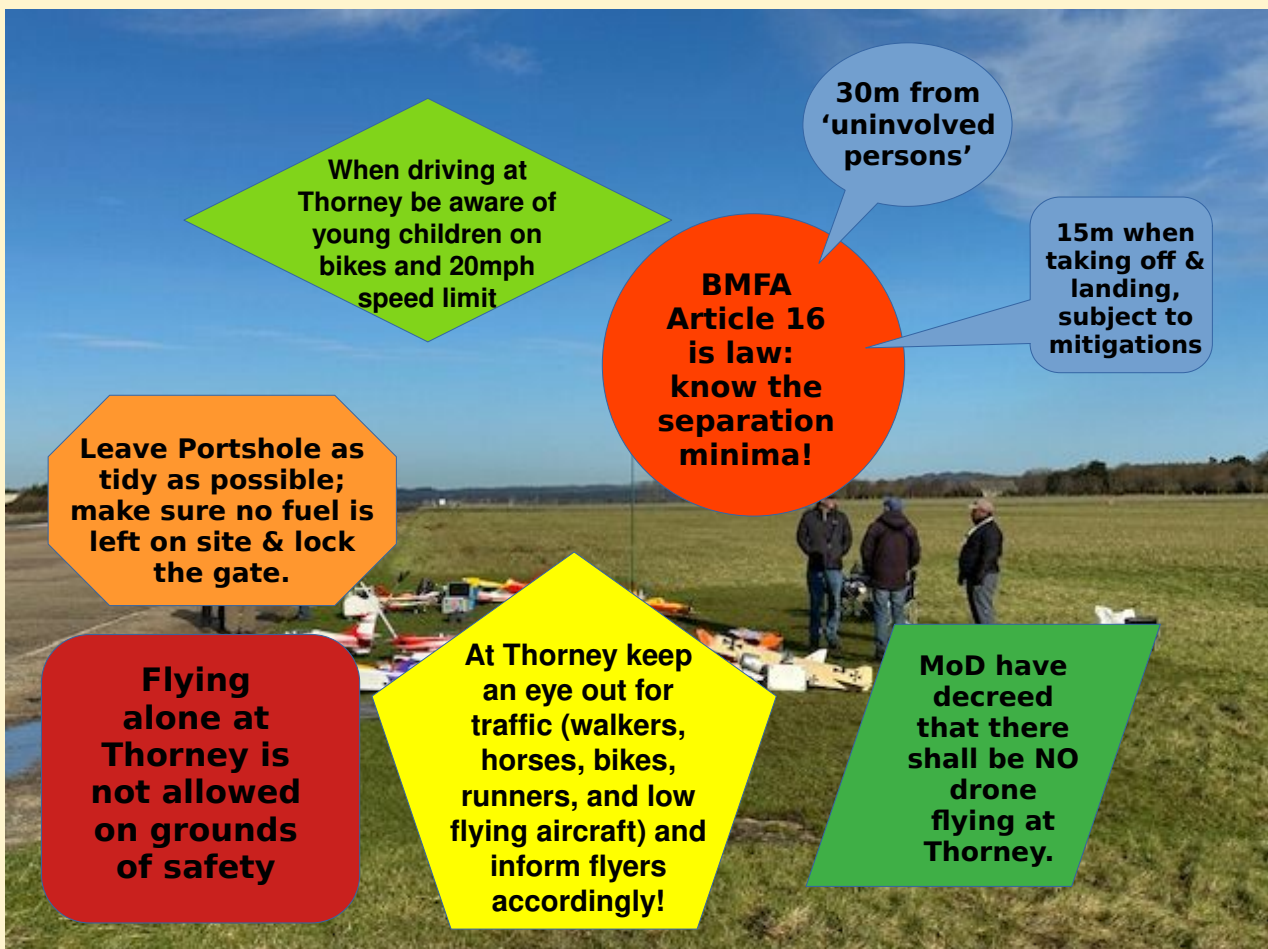
## Safety Corner

The most likely moment for a model to veer wildly off-course is at the start of the take-off roll. The combination of high power and low airspeed make the model difficult to control.

Therefore always start your take-off roll with the model **upwind of, and away from, the pilot box!**



This way, should the model veer inadvertently, nothing will be endangered!





## Your CADMAC Committee

**Chairman: Derek Honeysett**

**Hon Secretary & Treasurer: Tim Kerss**

**Thorney Rep/Safety Officer: Derek Honeysett**

**Deputy Thorney Rep/CD: Fraser Dibden**

**Portshole Rep/Safety Officer: Ken Smith**

**Deputy Portshole Rep: George Gilchrist**

**Slope Rep/Safety officer Trundle: Steve Newman**

**Webmaster: David Hayward**

**Junior/Welfare Rep: Ray Shivjee**

**BMFA Rep: Ken Knox**

**CD Co-Editor: Robin Colbourne**

**Membership Secretary: Jeff Cosford**

**Competitions Secretary: Ray Shivjee**

**Social Rep: Ian Carby**

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[socialrep@cadmac.co.uk](mailto:socialrep@cadmac.co.uk)

"When you are flying planes, never forget our perfect record.  
We have never left one up there."

