

Clear Dope



October 2026

The Chair

Derek Honeysett

Welcome to this edition of Clear Dope. We are now heading into Autumn, but hopefully the weather will continue to allow us plenty of flying before winter sets in.

Whilst typing this I am in the Peak District, looking at the fantastic hills that would provide excellent slope soaring opportunities. This got me thinking about when I started flying around 1974. In those days slope soaring was extremely popular in CADMAC, and weekends at Trundle or Harting were often very busy - perhaps due to Thorney only being available one day per week - and it was on the slope where I really learnt to fly.

My first model was a Graupner Filou, which I suppose was the Graupner equivalent of the Impala. An EMP Apogee followed, and as I became more proficient, other advanced slope soarers soon followed: Pegasus Mijet, Micro Mold Avenger, Sailplanes International Ridge Racer and Axle, and CADMAC member Mike Galvin's own design called a Vee Too (many of us built Vee Too's in CADMAC).

Model gliders, both slope and thermal, have always been and continue to play a large part of my modelling. Back in the seventies / early eighties when I was flying my Graupner Amigo and Pegasus Topaz, I would never have imagined that I would now be flying a thermal soarer with full telemetry - especially height and Vario reporting as I have on my Grafas CZ!

Those of you who have never tried slope soaring should really give it a go. It makes you appreciate how a hill works in providing lift, together with control of the model, especially the elevator as you generally cannot simply pull the stick back to gain height. Airspeed is crucial; master this and very long flights will be easily achieved.

'Hopefully catch up with you in the Autumn!

Derek



Editors notes & Club News

As always, a huge "Thank You" to all who have contributed to this issue of CD!

The next issue of CD is scheduled for early December: the deadline for submission of articles is **30th November 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 Gliding Competition Round 1 Saturday 8th August - E Glider and Bungee

Derek Honeysett

This year CADMAC is again holding a series of three gliding competitions, scheduled for August, September & October. Scores are amalgamated over the three events, meaning that if you attend all three events your chances of victory are increased. Historically these competitions were bungee launched gliders, although in later years as the availability of electric gliders increased, the E class was introduced.



Saturday 8th August saw the first of the competitions. The weather on the day was sunny and warm with a light south easterly breeze, perfect for gliders.

Adrian and I got there early to set up the bungee and once done, and Adrian carried out a test flight. What followed was extremely unusual for Thorney Island.

Adrian's model came off the bungee and before long he was in very strong lift, and getting very high. Adrian then demonstrated a technique of how to get out of strong lift without the use of crow or airbrakes, none of which were fitted to this model. In this case it was nose down slightly and get out over the sea. This worked and the model gradually lost height. Other possible techniques were spinning or going inverted. Adrian's flight lasted over 16 minutes, and we both thought the day was going to be fantastic, although requiring care with the lift - or so we thought!

The reality was that, despite the weather appearing perfect, the thermals never seemed to materialise as we had hoped. In the E glider class Adrian and Tim did manage 10 minute maximum scores, Adrian with a Friendly F5j (a very efficient thermal soarer) and Tim with his Radian.

I think it's worth mentioning you do not need an expensive glider to be competitive, as demonstrated by Tim with the Radian.



In the bungee class the scores were even lower, largely because these models cannot achieve the same height from launch as an E glider can with a 20 second motor run. Nevertheless, the element of competitiveness in this class was very high, especially from Declan who won last year.

These glider days are great fun and something very different from doing aerobatics or flying around EDFs, both of which I do a lot of.

Why not come to Thorney to watch or have a go?



Electric Glider August 8th 2026

Name	Glider	Round 1	Round 2	Round 3	Total/ Position
A Childs	Friendly F5j	8.51	10.00	10.00	20m 1 st
T Kerss	Radian	7.26	10.00	6.19	17m 26s 2 nd
D Honeysett	Grafas	7.50	8.59	8.18	17m 17s 3 rd
B Pethers	Gentle Lady	4.42	5.05	3.47	9m 47s 4 th
C Martin	Concendo	3.57	4.40	4.12	8m 52s 5 th
J Stuttard	Radian XL	3.20	5.07		8m 27s 6 th
K Smith	Radian	3.21	3.51	4.18	8m 9s 7 th
D Hayward	Milan	2.17	Retired servo failure		

Three rounds flown best two scores count; max score per round 10 minutes

Bungee Glider August 8th 2026

Name	Glider	Round 1	Round 2	Round 3	Total/ Position
D Honeysett	Condor	4.14	4.31	2.55	8m 45s 1 st
D Hayward	Elan 100	5.08	3.24	3.11	8m 32s 2 nd
D. Cousins	Bird of Time	4.25	2.37	3.02	7m 27s 3 rd
B Pethers	Gentle Lady	2.25	3.17	3.27	6m 44s 4 th
A Childs	Taggele	3.14	2.34	3.24	6m 38s 5 th
J Stuttard	Ipomoea	3.32	1.55		5m 27s 6 th

Three rounds flown best two scores count; max score per round 10 minutes

CADMAC Gliding Competition Round 2

Saturday 5th September - E Glider and Bungee

Derek Honeysett

Saturday 5th September August was the date for the second in our series of three gliding competitions. The weather on the day was sunny and warm, with a very light South Westerly which was expected to increase and swing to the South later due to the sea breeze.

It was decided to hold the E glider class first, with the bungee class later when the increase in wind strength would help the models going up the line. With the wind from the south west we were not expecting much lift, but how



wrong we were! As you can see from the scores, three of us (Adrian, Tim & I) managed 10 minute maximums in at least two rounds. It's possible we were picking up lift coming in from the mud / sand as the tide was out.

Some of the other scores were still respectable; Duke flying his lightweight Adventure, Toni flying a Gentle Lady and Colin flying his Crescendo. This model is a bit like a warm-liner with short wings, and boy does it gain some height in 20 seconds! Unfortunately the shorter span means it also comes down quicker than the bigger span models.

Later in the afternoon we started the bungee competition. By this time the wind had swung to the

south, and as forecast had picked up a little. This meant we were launching directly into the sun. The best technique to overcome this seemed to be to hold your transmitter high, blocking the sun; then, once off the line, steer the model away from the direct sun.

The scores, as you can see from the table, were lower than the E gliders, possibly because of the cooler air from the sea breeze. However in round one I managed a respectable 6m 19s seconds with my Cloud Models Condor, over a minute better than Adrian's time of 5m 14s. Great - I thought I might be in with a chance of winning this, however it wasn't to be, as after the second flight I damaged the Condor, meaning I was unable to fly a third round.

Jeff flying his Blue Beast managed 5m 26s and 4m 47s, giving him third place with this very large model, which in the right conditions would be very difficult to beat. Declan was consistent on two rounds with his Bird of Time gaining him fourth place, my decent first round score and an average second round was enough to get me second place, and Adrian on his third round scored 6m 59s, which combined with his round one score gave him first place.

The final competition in October will deliver the final scores in both classes; these will be added to the two previous scores to see who is the overall winner in each class.





Electric Glider September 5th 2026

Name	Model	Round 1	Round 2	Round 3	Total/ Position
D Honeysett	Grafas	10.00	10.00		20 m / =1 st
A Childs	Friendly F3J	10.00	10.00		20 m / =1 st
T Kerss	Radian	10.00	10.00	7.15	20m / =1 st
D Benson	Adventure	10.00	6.48		16m 48s / 4 th
T Reynaud	Gentle Lady	4.19	5.01	3.59	9m 20s / 5 th
C Martin	Concendo	4.38	4.17	2.38	8m 55s / 6 th
J Stuttard	Radian XL	4.13	4.40		8m 53s / 7 th
K Smith	Radian	4.48	3.41	2.32	8m 29s / 8 th
D Hayward	Radian	4.44	2.54		7m 38s / 9 th
J Cosford	Excalibur	3.20			3m 20s / 10 th
Three rounds flown, best two scores count; max score per round 10 minutes					

Bungee Glider September 5th 2026

Name	Model	Round 1	Round 2	Round 3	Total/ Position
A Childs	Cirrus	5.14	3.50	6.59	12m 13s / 1 st
D Honeysett	Condor	6.19	4.33		10m 52s / 2 nd
J Cosford	Blue Beast	2.07	5.26	4.47	10m 13s / 3 rd
D. Cousins	Bird of Time	2.57	4.08	4.02	8m 10s / 4 th
J Stuttard	Ipomoea	3.19	4.00		7m 19s / 5 th
T Reynaud	Gentle Lady	1.31	2.12	2.54	5m 06s / 6 th
W Pethers	Gentle Lady	1.36	1.40	1.20	3m 16s / 7 th
Three rounds flown, best two scores count; max score per round 10 minutes					



Talking aviation

Simon Woodhead



We don't give a second thought to what we say, whether it be on the air-strip or in casual chit-chat on social media. The terms we use are self-evident and so obvious that we take their meaning for granted. The story behind our everyday communication can be so revealing of our nation's historical past, yet we casually use these words without a thought as to their historical relevance. In terms of our colloquial conversations, even when we say a phrase with a hidden intention or meaning it's obvious to many what the real message is conveying.

So let's explore the history, origin and hidden meanings of words and phrases that are so prevalent to our R/C. Starting at the 'pointy end' as we head to the 'blunt end', let's take a look at the bits that make our flying machines work. Many of the terms we use today are derived from our maritime history so it was quite natural to adopt them as standard aviation terms.

We'll start with an easy one.

Propeller: Propeller is derived from the verb "to propel", which comes from Latin *propellere* — "to push forward, drive forward."

Fuselage: The word comes from French *fuselé*, meaning "spindle-shaped," from *fuseau*, a spindle. Early aircraft bodies were long, rounded and tapered, so the name fitted the shape of the aircraft's main body.

Cockpit: The word first appeared in the 1580s and meant exactly what it sounds like: a small, enclosed pit or arena where roosters (cocks) were placed to fight.

Because these pits were tight, stressful, claustrophobic, and full of intense, high-stakes action, the word "cockpit" eventually became slang for any small area where a brutal battle or intense struggle was happening. During the 1700s and 1800s, soldiers commonly referred to a particularly tight, bloody battlefield as a "cockpit."

On 18th-century British warships, the cockpit was a cramped, dark compartment below the waterline. It served as quarters for junior officers, but during a battle it became the place where the ship's surgeon treated the wounded. It was messy, tight, and high-pressure.

Later, in the 19th century, the term shifted to describe the small, recessed well at the back of a sailing yacht where the coxswain (the helmsman or boat steerer) sat to control the rudder.

When early aviators built the first airplanes in the 1900s, the pilot sat in a tiny, cramped, sunken opening in the fuselage that looked and felt exactly like the steering well of a boat. By 1914, World War I pilots were universally calling their tight, battle-tested seats the cockpit.

Pilot: Pilot ultimately comes from maritime language, and its deepest roots go back to Greek (*pedon* = steering oar). The word entered English through French and Italian translations, where it meant a helmsman — the person who steers a ship.

Aileron: Aileron comes from French, and it literally means "little wing." Early aircraft designers needed a term for the new roll-control surfaces. Since these surfaces behave like small auxiliary wings, the term was adopted.



Rudder: The word rudder has a beautifully simple origin story that goes back thousands of years. It comes from the ancient Germanic and Old English words for "oar."

The old English name for an oar is *roðor* (pronounced "rothor"), which literally meant "an oar" or "that by which one steers. – Steering -rother." Over the years this became transformed to Rudder.

If you look at the evolution of boats, a modern rudder is really just the high-tech descendant of a single, strategically placed steering oar that was held in place by sailors or a rope towards the back end of the boat. Similar to how you would steer a punt today on the rivers of Oxford and Cambridge. As most sailors were right-handed, the steering oar was usually on the right hand side of the ship.

So the steering side of the ship (Steer-board) became **Starboard**.

The left-hand side of the ship was used to dock in the port, so as not to damage the steering oar on the right -hand-side, hence this side of the boat became known as **Port**.

The navigation position lights on the wing are derived directly from naval port and starboard shipping lights. Port = Red; Starboard = Green.

Elevator: The airplane term elevator comes from the verb "to elevate", ultimately from Latin *elevare* — "to lift up."

So that's enough history and language for one day, what about the hidden meaning of our daily conversations?

'Does anyone want to fly next' translates to I'm too scared & want to see you crash first.

If fellow aviator shouts confidently

'Final approach': They are showing off and want you to watch, followed shortly by a SCREAM of

'FINAL!': They've lost control and are preparing you for "Incoming!"

'That was a bit of a challenge' translates to "I got it wrong and I'm thoroughly disappointed and embarrassed with my ability. I hang my head in shame.

'Does the club have a bungee catapult?' translates to "I tore my undercarriage off on the last landing "

'OK – I 've got this.' This is translated by your fellow aviators as "It doesn't look as if you have - but we'll give you the benefit of the doubt".

'That could have been worse' translates to "No it couldn't".

'Sod it': A mild profanity that translates to having left your transmitter at home or brought the wrong Lipos to the field.

And finally from our social media:

'The wife is keeping me busy'. This has so many meanings that would deserve a dedicated article, but ultimately translates to "I can't mow the strip or attend the club BBQ, nor fly until I apologise and beg forgiveness".

'The girlfriend is keeping me busy': Trust me - this is far more entertaining than mowing the strip, attending the club BBQ or flying.

Silence: The sound of surviving your flying day whilst downing your favourite tipple :-)

A practical guide to preparing for the B Test – Part 2 Tim Kerss

In the last edition of Clear Dope, I looked at the choice and setting up of the model that I chose to fly for the B test. What now follows are my thoughts about flying the requisite manoeuvres, plus the study and groundwork required before taking the test.

Flying the B test schedule:

My aim in this section is not to describe the elements and routine of the B Test in forensic detail; there are plenty of sources for that information online and in YouTube videos. Instead, I will cover the “Eureka Moments” that occurred during my work up flying.

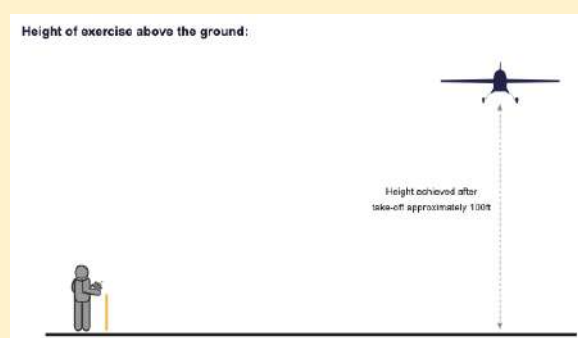
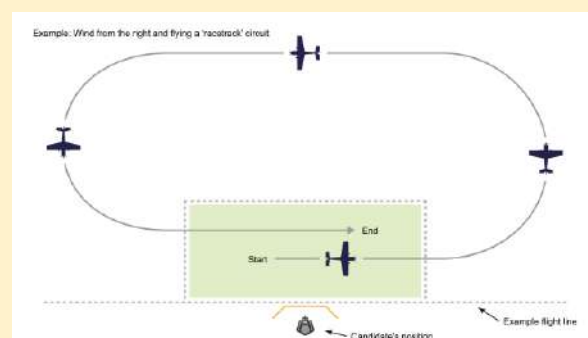
So, what is a Eureka moment? One that I shall always remember occurred when I was learning to fly the Jet Provost at RAF Cranwell in 1979. One of the first exercises to master were level steep turns. Unfortunately, mine were rubbish; no matter how much my instructor shouted “Lookout, turn, now Power, Attitude, Trim”, I couldn’t get the hang of them; plus or minus 200 feet in my turns were commonplace! However, the Jet Provost had a V-shaped protuberance at the bottom of the pilot’s windscreen associated with the rain-clearance system, which was nicknamed “the fishtail”. One day, whilst practicing steep turns on my own, I noticed that if I put the fishtail about “an inch” below the horizon and held it there in the turn, the aircraft maintained its altitude throughout. Suddenly the penny dropped; that’s what he meant by “set the attitude”, and from that moment on my steep turns ran on rails. That was a Eureka moment, and there were plenty of them in my workup for the B.



What follows is a chronological list of the manoeuvres for the B Test along with hints and tips based upon my Eureka moments:

1. Initial Circuit:

The B Test requires that you fly an initial circuit (of any type) to set your base height for the test. I flew this in high rates (incorporating the aileron/rudder mix) and used the opportunity to check that the aircraft was fully trimmed in straight and level flight. I consciously set the power to a “cruise” setting using the mid stick “bleep” on my transmitter. I found that this gave a nice, controlled speed and pace at which to concentrate on getting the line

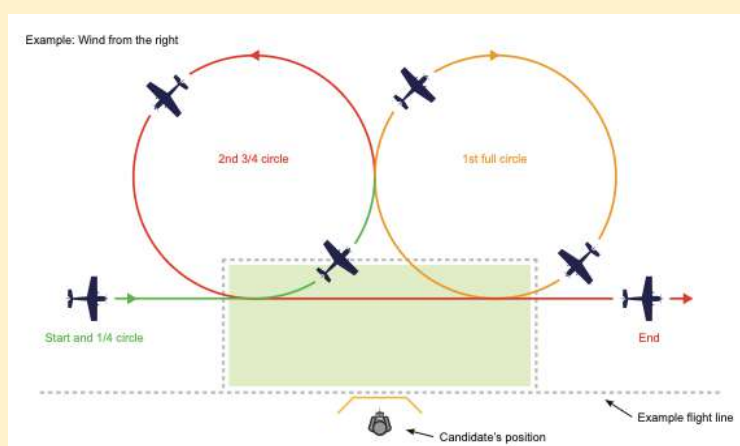


right, and to then set up for the entry into the figure of 8. I also used the time in the circuit to assess and nominate the mid-point for my display (a “centre-marker” such as a wood or building on the horizon).

2. The Figure of Eight:

When you cover the “W” in your SWEETS check before the flight, it is vital that you consider how the prevailing wind will affect the flying of the figure of 8. In general terms, to maintain circular ground tracks, you will need to roll some bank off and reduce back pressure when heading into wind and do the opposite when flying with the wind. This is a really important point to nail into your mind. Another is that on both occasions when the model is flying directly away from you at the centre of the 8 it needs to be heading towards your chosen centre-marker and you need to be looking directly up the chuff of the model (please feel free to insert a ruder expression here!).

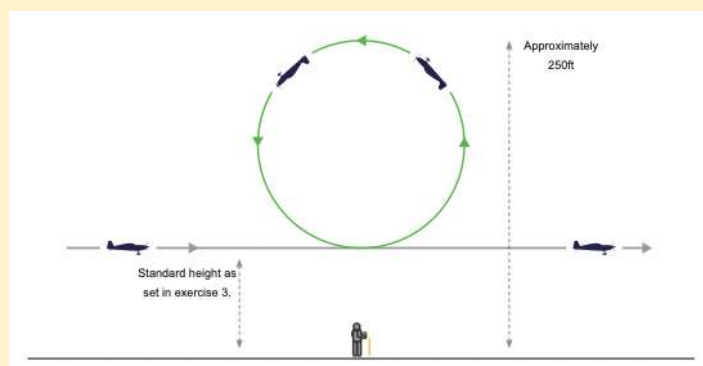
Again, I flew this pattern in high rates with the rudder mix to help stop the nose rising. I also set the throttle at, or slightly above, the cruise setting and left it there throughout. This took away one variable to tackle and freed up capacity to concentrate on the bank angle required to maintain the circular patterns, and to ensure that the model ended up pointing towards the centre-marker as it flew away from me at the crossover point of the 8. Once the model was heading away, I made a point of counting to three before reversing the turn. This buys time to judge the subsequent turn and was particularly useful for setting up and flying the second circle (thanks Duke!).



Once complete – call “complete” and select mid rates for the looping manoeuvres.

It is worth pointing out that one is not expected to fly the B test as a continuous sequence and it is perfectly acceptable to throw in a circuit or two before commencing each manoeuvre.

3. The Inside Loop:

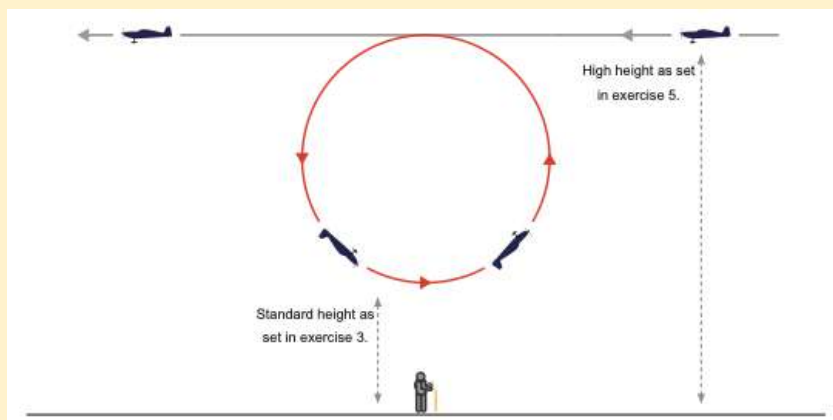


Having set the approach track up, (and double checked that I had mid rates selected!) I would apply full power approaching my centre-marker and make a final check that the wings were level. Thereafter a gentle pull to describe a comparatively large circle in the sky and really mentally concentrating on both of my thumbs to ensure that I wasn't introducing any lateral movement to either the ailerons or rudder. Over the top, and now reducing

the throttle almost to idle with my left hand, whilst reducing and playing the pull on the elevator with my right to describe a balanced circle in the sky, aiming to be level at my starting height. Approaching the base height, I would open the throttle slowly, listening for the mid throttle “bleep”, and, once level, a positive check to ensure that the model exits stage left or right smartly, in level flight (thanks Jeff).

4. The dreaded Outside Loop:

The outside loop is probably one of the most revered manoeuvres in the sequence. Put simply, it doesn't feel comfortable pushing towards the ground, it requires coordination in power and pitch, and it doesn't take much for it to go horribly wrong! The really big point to take away from this manoeuvre is to start wings level and, at all costs, to avoid any lateral input during it. Any such input was more than my little brain cell could cope with and would invariably result in the model skewing out.



A top tip I received to address this issue (thanks Jeremy), was to fly the entire manoeuvre by placing my thumb behind the elevator stick, then pushing against the spring force that was trying to return the stick to the central position, as shown to the right. It sounds ungainly, but I found that it really does work! Not only does it prevent any erroneous lateral inputs, but it gives fine control of the model's pitch throughout the loop.



I've already covered the effect of prop torque as power is increased and, although one can mitigate against this by fitting a smaller propeller, the situation can also be helped by applying power whilst there is still a good flow of air over the wings, before the model has decelerated as it reaches the base of the loop. I'll cover this in the next paragraph.

Set-up:

The outside loop begins at height and is flown from the downwind direction. There are two schools of thought about how to achieve the entry run-in from low level. One is to fly an Immelman, comprising a half inside loop followed by a roll off the top, the other is to fly a climbing procedural turn (or P turn) to establish on the inbound

run-in track. Both have their merits and issues. In his book Peter Jenkins recommends the latter as it offers more leeway to establish the inbound run-in track, although, on the downside it takes up more airspace. That said, I chose to go with it as my default option. I would perform a climbing “P shaped” turn taking the model a comparatively long way upwind as, when setting up for the loop it will be flying towards me with a higher groundspeed, and I will need the time to adjust the final track.

So, chronologically, for me the outside loop goes as follows:

Confirm mid-rates selected. Fly the “P-shaped” set-up as described above. Ensure wings are absolutely level at the start of the manoeuvre.

Just before the start of the bunt (the downward half of an outside loop) move my right thumb to the back of the pitch stick.

Once overhead the centre-marker, close the throttle and simultaneously push forward with my thumb to instigate the bunt; ensuring that the thumb movement remains central and plays the forward pressure to achieve the correct radius of the loop.

At the three o'clock position in the loop (i.e. after a quarter circle), smoothly and progressively apply full power with the aim of achieving it by the 6 o'clock position at the latest.

Continue the central forward pressure on the stick to maintain the bunt until the model has passed the 6 o'clock. Then positively reduce the forward thumb pressure to maintain the shape of the circle. This must be done consciously otherwise the model will fly a “reverse 6” rather than a O.

Play the forward pressure of the thumb to achieve a climb all the way back up to the starting altitude.

Note: During the second half of the loop the model is travelling slowly compared to the first half. Therefore progressively reducing forward thumb pressure is required to make the model climb back up to the apogee (top) of the loop.

5. The “even more dreaded” consecutive Double Rolls:



Following on from the outside loop are the double rolls; flown into and then out of wind and centred over the nominated centre marker. This is a difficult exercise because it requires significant coordination and concentration. Therefore, I needed to reduce the workload as much as possible by removing some variables. I did so as follows:

1. There is a requirement for the double rolls to be flown in opposite directions, and so from the outset I decided that whenever I approached from the right the rolls would be to the right, and when from the left they would be to the left. With practice this became an “automatic” default, which freed up some brain space.

- As covered earlier the manoeuvres were to be flown in low rates, which had been set to provide just enough aileron at full deflection to give the required roll rate. So, having banged the transmitter stick against the lateral stop at the start of the roll, all that I had to do was slide it forward and aft to change the model's pitch via the elevator (see below).



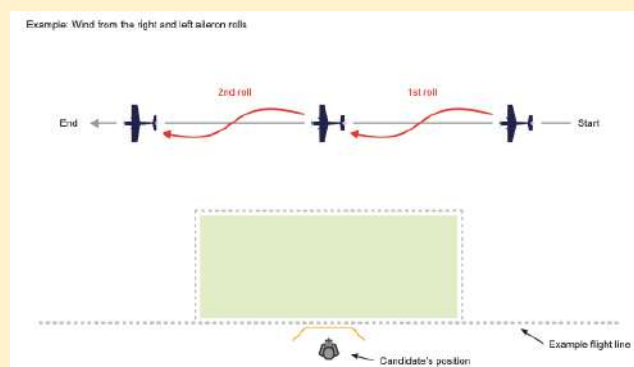
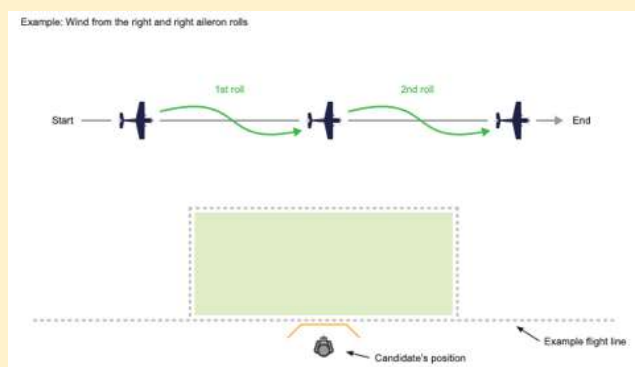
"Pull"



"Push"

Initially I practiced my rolls at height, starting in a slight climb, and as I got more confident worked down towards a level entry. That said, I always started my rolls with a brief wings-level "pull" to ensure that the nose was slightly up in anticipation of it falling as the model rolled inverted.

For me, the key to successful double rolls was to input small "jabs" of elevator as the model approached its upright and inverted attitudes, and the secret to success was to get the cadence right. To achieve this aim, I would make the following call out loud as I flew the manoeuvre: "pull, push, pull, push, pull" whilst simultaneously moving the elevator stick up and down against the lateral stop. This really helped me to input the requisite elevator movements at the correct time. It's worth noting that if the elevator is moved at the wrong time, or held for too long, the model will veer off track or balloon in the roll.



Note that downwind rolls can take up considerably more airspace than those performed into wind, so, as with the outside loop, the initial run-in needs to be established further out and the first roll must be started earlier in space. Psychologically the downwind roll feels a lot faster than its into-wind counterpart, so it's definitely worth

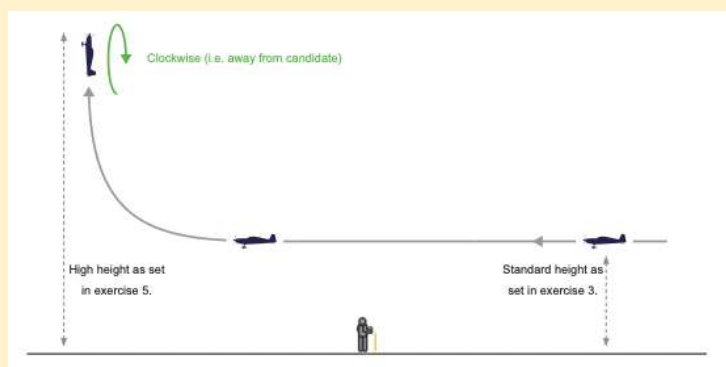
taking the extra space for the set up. I also found that the elevator inputs for the downwind rolls had to be slightly bigger than when flying into wind. The point of initiation of the rolls in both directions is a matter of judgement on the day, and will depend upon wind strength. The stronger the wind, the later to start the into-wind rolls and earlier for those flown downwind.

So, to bring all the above together, the sequence for double rolls went as follows:

After the outside loop select low rates on the transmitter. Set up the run-in straight and level, then assess the wind strength; decide on roll initiation point. At that point, a small pull, then roll to the stops. Begin the chant in time with the model rotating through the vertical and inverted attitudes “pull, push, pull, push, pull”, moving the elevator stick forward and back (whilst held firmly against full lateral deflection) in time with your commands. Note, the “pulls” at the beginning and end are small. Rolls complete, exit stage left or right and begin setup for the next manoeuvre, the stall turn.

6. The Stall Turn:

For reasons that would take too long to explain here, the stall turn is best performed downwind (thanks Fraser!) and needs to turn away from the flightline. The manoeuvre is flown in mid rates.



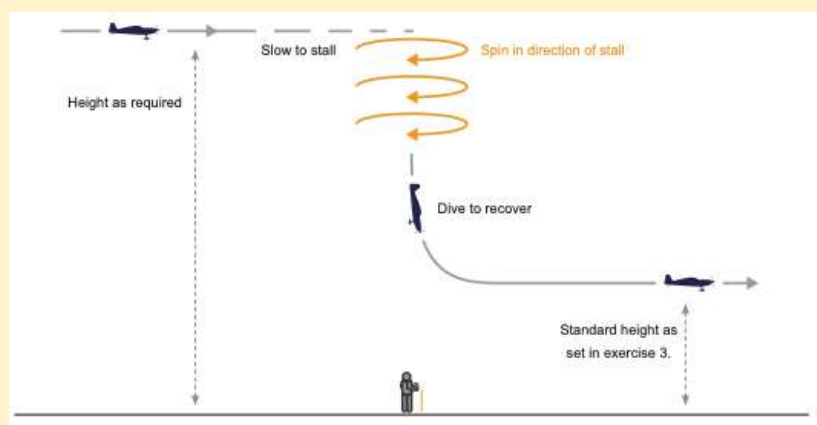
When I first started practicing, I played with the throttle, bringing it back during the climb and then giving it a “blip” at the start of the turn to help kick the model round with the rudder, as this was the technique recommended by the book and experts alike. Rightly, or wrongly, I found a KISS technique that worked much better for me. During the level portion before the pull-up, I would set the throttle to about two-thirds open and then leave it there all the way until the turn was just about complete. Using this method the model would decelerate nicely to a halt once in the vertical, and there was already sufficient airflow over the rudder to provide a “good kick round the top”. The catch here is that the rudder must not be applied until the plane has become stationary in the air, otherwise it will fly a wing over rather than a stall turn because the power is still there. Once the model’s nose was approaching the horizontal, and I was confident that it would continue to fall, I would close the throttle and concentrate on perfecting the vertical down path and subsequent recovery to the same height as at entry. For me, the use of a single throttle setting freed up a lot of capacity to devote to flying the manoeuvre.

The sequence of events is thus:

Confirm mid rates set, then position for the run-in, wings level along the base line in front of the pilots’ box in the downwind direction. Set about two-thirds power and leave it there. About 100 metres past the box pull up into the vertical and concentrate on ensuring that the model is straight in the climb. Correct any lateral deviations with

just a touch of rudder. Monitor the deceleration, and just as the model appears to stop, apply full rudder to make it turn away from the flight line. Hold the rudder, and as the nose approaches the horizon close the throttle. Once pointing straight down, hold the model in the vertical dive and, when the time looks right, commence a controlled pull, whilst bringing the power back to the cruise setting (listening for the “bleep”!), aiming to be level at the same height that you entered. Exit the arena in the opposite direction (into wind) with the wings level. Now begin to think about climbing up for the 3-turn spin.

7. Three-turn Spin:



The rules for the 3-turn spin are that it should start into wind, not be a “flick-entry”, and should be centred on the display line. However, there is no specification about spin direction or distance from the pilots’ box.

The entry height is down to the pilot, and needs to be at a level from which you know your model will be able to comfortably execute the manoeuvre without impacting the ground! Unfortunately, the Olympus has a high rate of descent when spinning, so I found that I had to start from a relatively high altitude, which made it difficult to see and assess the model as it approached the entry. Consequently, my initial attempts at spin entries were inconsistent and less-than-ideal. My “Eureka moment” for addressing this issue came when I read an article on the subject by Ray. He suggested that to perfect the entry, one should practice slowing to a fully developed stall at lower level. This I did; flying into wind at an altitude at which I could clearly see the model, I practiced slowing up by reducing the thrust, maintaining level flight until I had full back elevator, and then holding it. To my surprise the Olympus simply “mushed” and didn’t drop a wing, but it was in a full stall. Practicing this exercise at progressively higher altitude really helped me to set up for the requisite spin entry. Eventually I got to the point where I could consistently slow to the stall in a controlled fashion at my spin entry height. The next exercise to conquer was the spin itself. Following the advice given by Peter Jenkins in his book, I stalled the aircraft as described and then waited to see if there was the hint of a wing drop, and that would set the spin direction. As soon as I noticed any drop I applied full rudder and started to count the turns. As I reached the number “three” I centralised the rudder and the model would stop spinning, albeit in a nose-down attitude. The rules state that the exit to the spin should be no more than 15 degrees off the direction of entry but, as Jeff kindly pointed out, one can use the vertical nose down phase to correct the direction of flight before commencing the recovery. The spin is an exciting manoeuvre, which can get the heart pounding, so there can be an instinctive tendency to snatch the recovery to prevent one’s pride and joy hitting terra-very-firma! The Olympus doesn’t like snatched recoveries and, as I found out, on a few occasions it registers this dislike by suddenly dropping a wing. This forced me to reconsider and increase my entry height such that the recoveries from the vertical dive were gentler and more controlled.

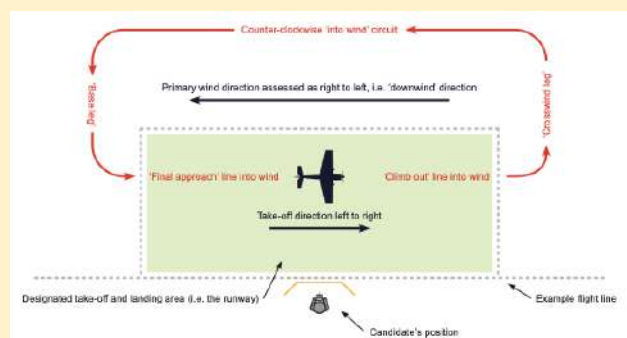
So, here's my 3-turn spin sequence in chronological order:

After the last double roll, commence a climbing turn to set up at the requisite height for the spin entry. Select high rates on the transmitter; this will be the rate setting for the rest of the B test. Position the model at height, ahead and downwind, to commence a wings-level approach to the stall into wind, reducing the throttle progressively to idle such that the ensuing stall will occur ahead of you in the direction of your centre marker. As the aircraft slows smoothly and progressively apply back stick to maintain altitude. The aim is to be at idle power, with full back stick at the spin entry point. Watch the model for any wing drop, and if one occurs apply full rudder in that direction. If not, choose your direction and apply full rudder (my preferred direction is left). If the spin is "hesitant" apply some into-spin aileron to help it develop (not required on the Olympus). Now count the turns aloud: "one, two, three". As you get to "three" release the controls and (hopefully) the spin will stop and the model will be in a vertically nose-down attitude. A quick assessment of the orientation of the model and, if necessary, a roll in the vertical to correct the recovery direction. Finally, a controlled pull out from the dive, simultaneously bringing the power up to cruise power (for me, as indicated by that "bleep" from my transmitter).

8. Rectangular Circuit leading to Low Overshoot:

The spin over, it's time to take a deep breath and set the model up into a rectangular circuit back at your base altitude. Not much to say about this except that I flew this in high rates with the rudder mix to stop the nose ballooning up in the 90 degree turns.

The aim now is to set up for a landing, and this is the mindset that you need. Call "landing" and positively check the landing area for obstructions. Expect to fly the aircraft all the way down to the flare, and at some point (surprise, surprise!) the examiner will call "go around". They will



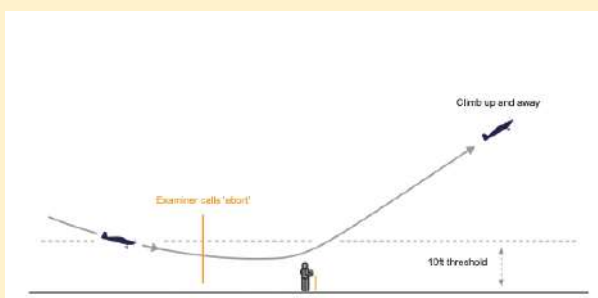
be looking for a smooth application of power and a controlled climb out, turning away from the field. Not much to add really!

After the overshoot it's time to position for the low-level rectangular circuit in the opposite direction. An easy way to do this is to simply reverse the turn away from the previous exercise to bring yourself along the flightline in the downwind direction. It's important to be seen to be checking the airspace

before doing this, and to make a point of verbally informing everyone around you in the pilots' box of your intentions and requesting their clearance for you to do so. A bit of role-play is required here!

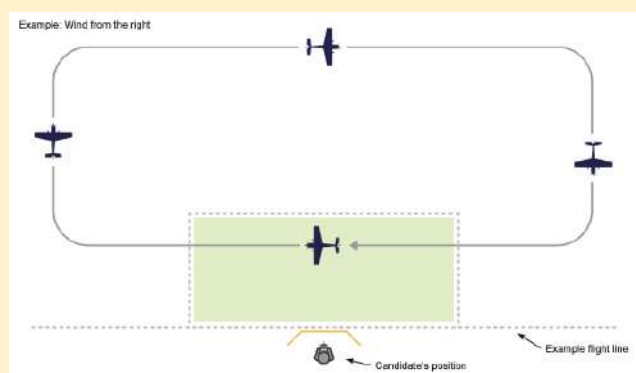
9. The reverse-direction Low-Level Rectangular Circuit:

When I first started working towards "the B" I didn't bother practicing this exercise because I thought that it would be easy; how wrong I was! My initial attempts were less-than-pretty. Firstly, I fell into the psychological trap of thinking that because the circuit was low it had to be flown fast, and consequently I was ballooning in the 90 degree turns. The Eureka moment for me came when I flew the circuit at cruise power, and thus at a slower speed. Once again, I used the throttle "bleep" as a cue to set the throttle and I hardly moved it from that position; consequently, my flying was less rushed, and I could concentrate on maintaining the low altitude. Moreover, the



rudder-aileron mix in my high rate setting again helped to stop the model climbing in the 90 degree turns. So, a much more controlled affair overall.

One of the issues with the low-level circuits is assessing whether the model is flying “parallel” on the far leg. All you can see is the side-on view of the fuselage, and it is difficult to assess whether the model is cutting into the circuit (towards you), which would make the length of the subsequent base leg uncomfortably short. A tip that Duncan McClure of the BMFA Assessment Scheme gives is to bank the model away from you slightly and occasionally on this leg so that you catch glimpses of the underside of the wing. If you do, the model will not be incipiently creeping towards you.

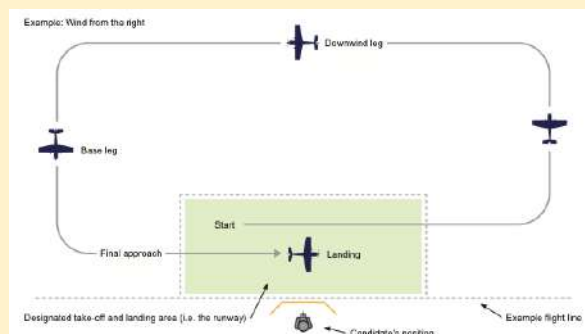


So, when it comes to flying the reverse circuit, there is not much to add to the above. Keep the model in high rates. Before starting the circuit make a play of checking the airspace and with other flyers. Fly down the initial track at your set (low) altitude, wings level, the throttle set to cruise power and now think about the wind. If it's strong, make the initial (first) turn early, rolling out on a heading that corrects for the wind, aiming to make the track over the ground 90 degrees to your initial pass. Thereafter, fly at

a measured speed with minimum throttle movement. Concentrate on keeping the model at a constant (low) altitude, particularly in the turns, and on the “parallel” leg, apply occasional bank away from you, just to glimpse the underside of the wings. Again, think wind and, if it's strong, extend upwind before turning onto base leg and think about the rollout heading to achieve the rectangular shape of the circuit. Finally, bear in mind that during and after the final turn (back towards you) the model will start moving towards you at a higher-than normal rate of knots; so be ready for that! Fly it past you still at the designated low altitude, wings level and, as it passes in front, call the exercise “complete”.

10. The Final Circuit to Land:

That concludes the low-level circuit. All that is left is to manoeuvre into a “standard” rectangular circuit and to land within a 30-metre area, as agreed with the examiner. Nothing to say about this except, of course, be pedantic about the calls and think ahead about what you will do with the model after landing. Will you taxi, or will you step out onto the patch and collect it? Whatever you do, keep it safe and sensible and do inform the examiners of your intentions.



As you are probably aware there has been some debate about whether a 2.4 GHz transmitter should be carried out when retrieving the model. I subscribe to the school of thought that says it is safe to do so as frequency interference is not an issue, and it means that if the model does something unexpected, the controls are close to hand. However, it's worth discussing your intentions and viewpoint before launching off to collect your mighty beast!



Finally, it's stating the obvious, but do remember to check that your throttle arming switch is set to safe, and when the time comes, to disconnect the aircraft battery before switching the transmitter off! (OK, I'll get my coat!).

At this point, you'll probably be breathing a huge sigh of relief, but the test ain't over yet!

Having made the model safe and carried it away from the line, you'll be expected to carry out a detailed inspection of the airframe, controls and undercarriage to check for damage and, thereafter, will be taken to one side to answer the requisite number of questions by the examiners. It should be noted that these questions are part of the test, and it is possible to fail at this stage even if the flying was perfect.

And that leads on nicely to the next part of this article, which deals with the necessary groundwork to enable you to demonstrate you have the requisite knowledge associated with the B test qualification.

Groundwork:

The BMFA's Achievement scheme publications provide a good guide to the documents one should study before taking the test.

Personally, I retok the online RCC test as it acted as a great way to refresh my memory on the requirements of Article 16. Moreover, by taking the test and having an RCC, one is exempt on the day of the test from being asked 5 questions from the BMFA's "mandatory question list".

However, for the B test the examiners are still required to ask a minimum of 8 questions about many topics related to the sport including safety procedures, rules and regulations and local site procedures. Accordingly, some homework is required!

To this end my main sources of information regarding rules and regulations were as follows:

1. The BMFA Handbook - Chapter 8 onwards, with particular emphasis on Chapter 13.
2. The BMFA Members' Handbook Annex A: Model Flying Display Handbook - Very generic, but para 2.13 is relevant to the B test.
3. The BMFA Members' Handbook Annex B: Model Flying Technical Handbook - Well worth a read-through.
4. Article 16 - Our bible for safety rules and distances. Make sure you have the latest edition.
5. The CADMAC Pilots' Handbook - A must!
6. Thorney Island Risk Analysis - You never know what gems you might find in the RA for your site. For example, do you remember that in the event of a serious incident we are required to contact the emergency services and the gatehouse to inform them of their impending arrival?

Items 1 to 4 can be found on, and downloaded from, the BMFA's website.

With regards to the conduct of the B test there are documents and videos available online. For background reading I thoroughly recommend the following sources:

Reading material:

1. THE BMFA'S Radio Control (RC) Achievement Scheme Test Standards Guidance. Part 2: Power Fixed Wing "B" Certificate; available on the BMFA's website.

And ...



2. "B" Prepared RCME magazine article; available via the "Links" section on the CADMAC website. Written many years ago this is still the "go to" article about flying the B test manoeuvres.

Videos:

1. BMFA Achievement Scheme Fixed Wing "B" Test:
<https://youtu.be/7fbO7haW5y4?si=oDtDcexvVnLTgguy>
2. Fixed Wing "B" Cert Flight only:
https://youtu.be/s_fTx6YJD7s?si=zmrIStPfkEi5vq9b
3. Fixed Wing B test presentation by the BMFA Achievement Scheme gurus:
https://youtu.be/JWJWwLn-s_k?si=l59lfaq4P6nPvsSV
4. BMFA B Cert FW – an examiners' standardisation day. Not the best quality of video, but some good tips:
<https://youtu.be/3ABch5LZV90?si=fypgGn4ezp4V2iHK>

Having read into the topic of taking the B test, and after watching the above videos, my final act of preparation was to write and print an aide-memoire for the test day to get me thinking through the sequence of events and about all the salient factors that should be covered. I found it to be a very useful exercise when it came to considering and discussing the topics of "Environment and Emergencies" in the SWEETS checks.

I have produced my notes, verbatim, at the end of this article under the title "B-Test Notes". Obviously, these are geared towards flying at our Thorney Island site, but many of the points can be carried across to other sites too. For example, considerations associated with a LiPo fire or a serious injury. The procedures may be different, but they are still points to cover.

Summary:

I wrote these articles soon after taking my B test whilst salient points are still fresh in my mind, and I hope that it will prove useful to any prospective test candidate. If it has helped to provide a "Eureka Moment" to just one reader, then it has been worthwhile.

I realise that more experienced flyers may not agree with some of my methods and suggestions and, if that's the case, why not make your views known with an article of your own? To my mind, the more discussion, advice, suggestions and hints the better!

As I wrote at the start, I'm very glad that I attempted the B as it brought a sense of purpose and structure to my model flying, and I would recommend it to anyone that has achieved their A certificate. I feel it has been a stepping stone to even more exploration of the aerobatic envelope, with knife edges and four-point rolls now on the Wishlist.

Finally, I'd like to thank all those members of CADMAC that helped and advised me during my preparation for the test. In particular, to Duke for his helpful tips on flying the test, and to Fraser for being my spotter on so many occasions and for pushing me out of my comfort zone to better myself – "Come on Tim, let's see a double outside loop, and four rolls in a row". It was all very useful and much appreciated!



I'll finish by inviting anyone to contact me through the usual club channels if you would like any further information, and I would be happy to meet up at the field to discuss the test further or see me put my suggestions into practice.

In the meantime, I wish you all happy flying and, if you do attempt the test, good luck. Always bear in mind that they say that it's meant to be an "enjoyable" experience!

Blue skies!

B-Test Notes:

Prep Order:

1. SWEETS
2. Inspect model, then tether securely.
3. SMART checks
4. Connect battery, ensuring no one is beside or in front of prop.
5. Controls, rates & failsafe check.

S = Switches in correct position. Turn on Tx.

M = Correct model & Tx charge status.

A = Aerial.

R = Rates.

T (x 3) = Trims, Timer correct for battery size,

Throttle arm safe.

S = Sun.

W = Wind; Direction and turbulence.

E = Environment & Eventualities.

E = Emergencies.

T = Transmitter frequency control & carriage intentions wrt the model.

S = Site Rules. Airspace & sensitive areas. No lone flying. Spotter. Max 4 airborne at any one time.

Environment & Eventualities:

1. Often covered by Risk Assessment.
2. Spotter; listen to what they call & react accordingly. Cars, people & horses at either end of the runway.
3. Incursion by people (uninvolved & involved); some ignore the cones. Fly away from them, stay high.
4. If it affects the test, safety paramount - will have to make a decision.
5. People walk up the side of the runway – consider slews on take-off and landing.
6. Long grass: Spotting & fire risk.
7. Incursion by low-flying light aircraft. Avoid, descend & land if necessary.
8. Similarly, flocks of birds/geese – avoid/land. Unlikely to affect us today, but sea mist/low cloud & cows!

Emergencies:

1. Golden rule: call it out! Help & warning.
2. Injury: First Aid kit location. Call emergency services & gatehouse.
3. Li-Po fire: Extinguisher & beaters for grass.

4. Mid-Air collision/parts falling off – call it! FLY THE MODEL. Spot the fall. Is the model still controllable? Low speed handling check?
5. Engine failure: call it!
6. Low battery – throttle back and try again in latter stages of the approach.
7. Loss of signal/uncontrollable/erratic movements. Call it. Attempt to regain control, if achieved, stay over safe (grassed) area then land ASAP.
8. Loss of orientation. Call it. Don't over-react. Hand over control, if time?
9. Fly-away model. Call it. Hand over control? Spot for as long as possible. If no joy, close throttle, note direction and report.

Flying Notes:

1. Confirm that model has been range-checked & not heavy-landed on previous flight, prop balanced, Operator ID on mainframe.
2. Check battery charge status & condition before flight.
3. Demonstrate battery security.
4. Examiners to call any safety issues.
5. Examiners to prompt for circuit type required and whether an abbreviated circuit is acceptable.
6. For role play, examiners will be treated as other flyers – will talk to them as if they are flying other models.
7. Check TX carrying protocol to and from model for 2.4Ghz.
8. Glance at landing area before landing approach.

Is it longitudinal stability? Part 2

Alan Cozens

This article is a follow up to my piece earlier this year, about my Easystar 3 pusher powered glider diving for the deck on hand launch, a problem also described by others on the user forum. Not too good for an elderly tyro pilot.

Easystar 3 is a widely acclaimed and popular model, and very well made. Once safely in the air the model performs well. However the high thrust line would seem to be at least part of the problem. I previously explained that the original tailplane area was just 19 percent of wing area, and instead I had fitted a fairly crude Depron tailplane of 28 percent of wing area. The adjacent photo compares the two tailplanes.



Test flights showed a complete resolution of the problem, the only negatives were that the new tail plane looked oddly oversize and the additional span caused the tips to drag on the ground. This did not seem ideal.



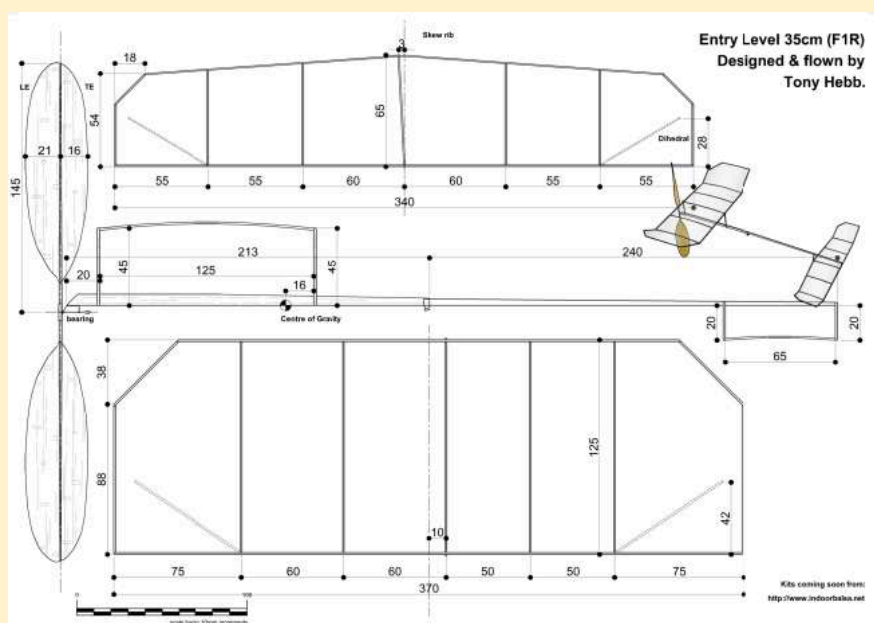
I had noticed that a club Graupner Elektro Rookie, a very similar pusher powered glider with a small high mounted tail, pulled up and away perfectly from a hand launch. In my Stinton text book I found a statement saying that tailplane efficiency could be anything from 20 to 90% dependent on a number of factors – the one that stood out for me was the effect of wing downwash. So perhaps mounting the tailplane on the top of the fin (like many full size gliders) could provide a smaller lighter more effective tailplane? I reduced the size of the tailplane to 25% of wing area and mounted it on top of an enlarged fin. See the photo to the left.

Test flying by a SAMAC ace here in Hertfordshire, and follow-on flights, have proved that the nosediving tendency has been completely cured. It has to be said that there are a whole range of aerodynamic and CG factors at play here which I cannot claim to understand, but the solution works for me!

My build for the Indoor FF Duration Nationals 2026 Robert Horton

A while ago I thought about building a new free flight duration model to fly at this year's Nationals which have just taken place at the Thames Valley Athletics Centre (TVAC) near Datchett. I chose the 35cm entry level model as it seemed quite simple to build and had a reputation as a good flyer and easy to trim. The plan is available online from the BMFA indoor duration page.

(<https://indoorduration.bmfa.uk/wp-content/uploads/2018/05/Hebb-35cm-Plan-basic1.pdf>).



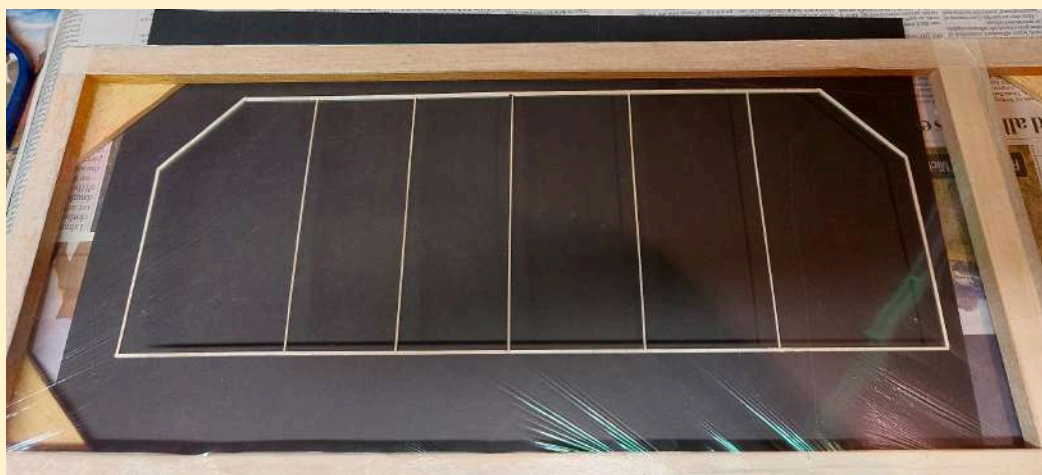
Here are a few photos of the build and a brief report from the event.

Wood selection is very important. It must be light but also stiff so you have to measure the weight and the bendiness of the wing spars, propeller spar and motor stick and choose the lightest and stiffest pieces for the airframe.



My jig for measuring deflection of the wing and prop spars.

The wing is covered with OS film, which is a bit like cling film but much thinner. It has to be crinkled up before covering to remove static prior to mounting on a frame. It's so thin that it diffracts light into different colours at certain angles.



The wing and tail can then be glued to the film.

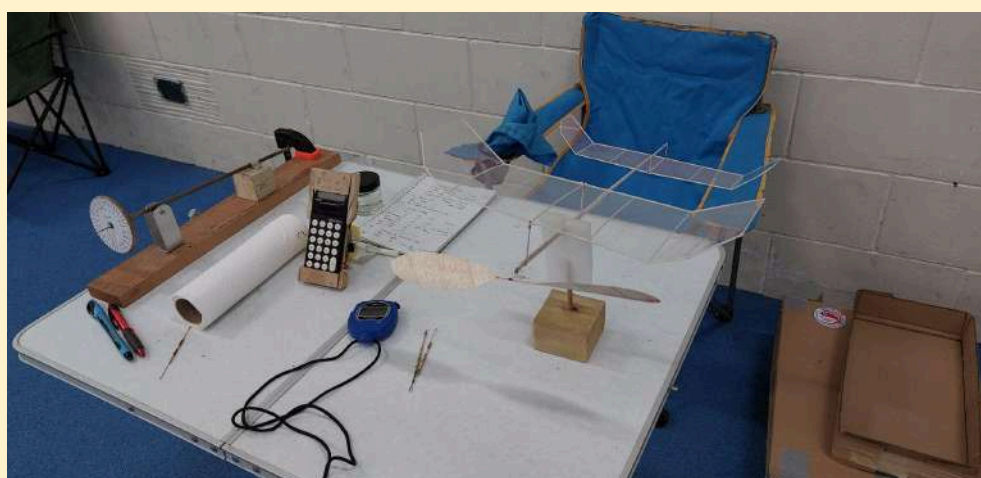
The propeller blades are made from laminates of very thin cross grain wood that are then moulded around a large diameter tin.



The blades are glued to the prop spar at 40 degrees to give a prop pitch of 20 inches.

Final assembly took place in the week leading up to the first day of flying using a jig to set the wash in on the port wing and the 5 mm port tailplane tilt to help the left turn. The prop balancing was completed the day before the first day of flying!

The final weight was 1.4 g without rubber motor, quite a bit heavier than the target weight (1.0g) so I'll have to use less glue and better wood for the next one. My best flight time over the 3 days was 4 min 57 sec. I tried some more turns and higher launch torque for the last flight on the third day to try to break the 5 minute barrier, but unfortunately it hit a roof support and broke the wing. However it did fly very well before that, and I'll put up a short video of it flying on the Thorney Whatsapp group.



The set up prior to the test flight.

Flying Turtles

Simon Woodhead

If we didn't experiment or explore something new, we would never have invented the aeroplane, jet engine or Harrier jump jet. So don't be afraid of trying something very different, even if on first impressions it doesn't look very promising. You never know where it might lead.

It was with this exploratory sense of adventure I decided to see whether a design that resembled a turtle rather than a flying machine would actually take to the air. The model I had in mind was the JRM02XC40 designed by Aero JTP (Operated by Rene Rosentraeger and Marc Veernendaal). The picture below is the third version I printed and there is a story behind why that is so.



The turtle is 3D printed in PLA-aero, and with a battery weighs about 900 g. The model price is very reasonable (48 Euros) and includes excellent assembly instructions, parts list (linked to Ali-Express) and wiring diagram and of course the model print files. Their Website has plenty of build and flying videos. An excellent company with superbly designed and tested models.

The design avionics which make this turtle airborne are well thought out and very innovative. The model runs off a single 4S 2.2 Amp Lipo feeding dual 40 mm Edf power units

The control surfaces consist of 2 forward Canard wings which provide additional pitch control. Twin Elevons at the rear which provide both pitch and roll control and finally the vectored thrust supplying both pitch and yaw thrust and control.

The front canards and rear pitch vectored thrust controls are operated from a single servo located in the centre of the model. As the vectored thrust pitch up so the canards pitch down.

So an immensely agile model – on paper.

How does it fly? Well, the model has no wheels, so it was a catapult launch that helped it on its way for the maiden flight. This is the only model I have ever flown where I keep my right hand off the elevator

control stick from catapult release until the turtle has been flying for 3 seconds or so. This is because of its extraordinary pitch control that can make the turtle go vertical and stall if elevator is applied too early. Other than that it flies remarkably well – for a turtle.

I tried to hand launch once but with no success - turtle destruction was total. So what are the alternatives to catapulting a turtle skywards? This is where the real adventure begins. I took my initial inspiration from NASA's recent Artemis 2 launch, so wondered whether a solid fuel rocket booster would help with hand launching. I have experience with making my own rocket propellant and Jet-ex motors of old, and I only needed a 3 second pulse of boost: so do-able I concluded. Unfortunately my success in this field is abysmal with more catastrophic failures

and near misses than I care to recall. Additionally hot jet engines and exhaust gasses do not mix well with 3D printed plastic, to the relief I suspect of our site safety reps in the club. I take my inspiration instead from a launcher that started life as an aeronautical Engineering precision instrument. I have always fancied myself as a design engineer, so wondered how I might determine wing-loading and thrust to weight ratios for my models. Wing loading determination turned out to be fairly straightforward. I took a picture of the model from a plan perspective, uploaded the pic into Autodesk Fusion CAD , calibrated the image and pressed the button to determine total lift area, and this with the weight of the model known – job done. Thrust determination was going to be a little more challenging.

Keeping it simple: attach the turtle to a small trolley (a wheel at each corner on a flat bed), and string to the end of the trolley. Thread the string through a pulley mechanism affixed to the end of a table, allowing the string to fall to the floor, where a significant weight is attached to the end of the string, and finally placing the significant weight on bath-room scales. As thrust is applied to the model the trolley pulls the string, and the string pulls the weight off the bathroom scales; the change in weight in Kg is measured as the thrust. What could be simpler?



So there I am lying on the floor eye-balling the readout from the scales with Tx ready to rock and roll. Ignition on and thrust to the max and stuff starts to happen remarkably quickly. The turtle on the trolley shoots off horizontally along the table at the speed of light, the significant weight which is sitting on the scales and attached to the trolley via the string shoots upwards as if propelled by the solid fuel rocket motor mentioned above. The significant weight at the end of its travel thumps into the pulley mechanism on the end of the table bringing the trolley to an abrupt halt, the turtle beaks loose of the trolley, ricocheting off the Fridge-freezer in the corner, executes a near perfect Cuban 8 before burying itself in the concrete floor. The significant weight, now deprived of the force keeping it aloft, hurtles back down, clonking me on the back of the head as I'm taking my precision measurement of the rapidly changing numbers from the scales.

I pride myself on keeping cool under pressure and this was no exception. I calculated the thrust to weight ratio as 1.8 before the dust had settled. Great! So what do I do with this priceless gem of knowledge?

Well, I converted the precision thrust meter into a launch trolley. That's how the launch trolley came to be, and why I've just printed the third version of the flying turtle.

Cheers – go forth and innovate!

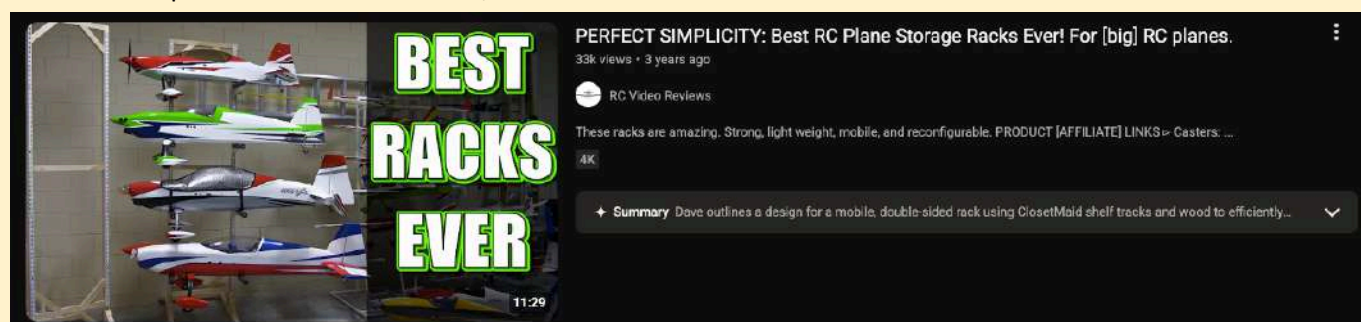
The Best RC model stand (rack) ever?

Tim Kerss

You may recall that a couple of years ago I wrote an article about model stands that I had made with Polypipe. This proved to be a very effective method of storing RC models, but it did have a few drawbacks. The main one was that, once built, it could not be adjusted in size to accommodate different models. Also, it could not be moved around easily; indeed, one of my stands had to be fixed to the ceiling to stop it toppling once models had been stacked on it. Finally, I found that after a time the Polypipe arms would bend or sag under the weight of heavier models resulting in some exciting support angles!

Now, with a decision to redecorate the Man Cave, the time seemed right to reappraise the model storage situation.

After an in-depth search on the Internet, I came across this video on YouTube:



The address is: <https://youtu.be/lfPavjkTck0>

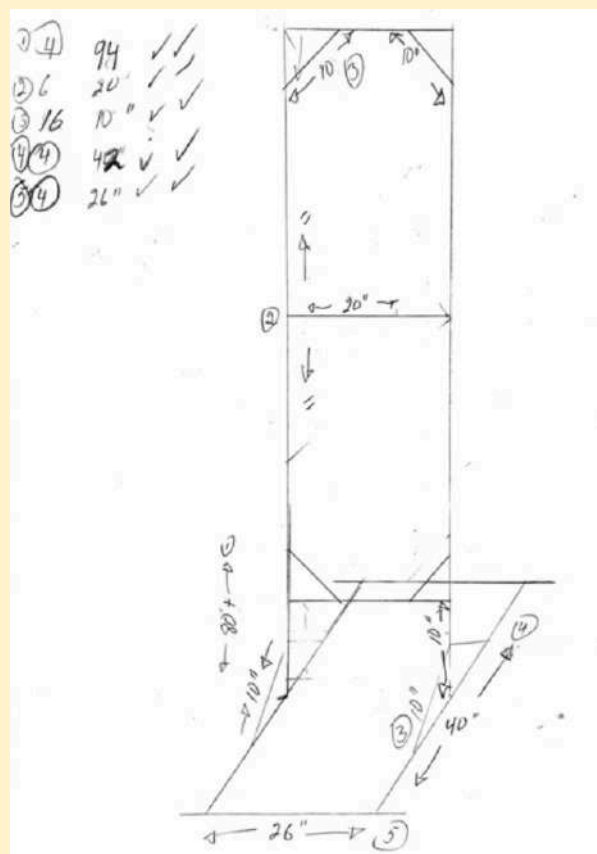
The design described seemed to fulfil all my requirements. It is strong, mobile, and by using a double-socket shelf support system offers instant flexibility to adjust the vertical spacing between models, as well as the height of the front and back supports according to the shape of the bottom of the models' fuselages.

I don't intend to go into full details about the construction process. I made mine out of 2x2 timber, and the plan that I used was as displayed on the video clip, shown to the right:

Note, being American, the measurements shown are inches, and to fit in my room the vertical struts were cut to 2.1 metres (82.7 inches).

Having finished the construction I decided to make use of some spare white paint that I had lying around to smarten things up.

Overall, I am very pleased with the results. The two stands that I made are very solid, mobile and offer great flexibility when it comes to placing models.





Note that mounting brackets are placed either side of the vertical support, so models can be mounted on the front and back. I fitted a solid “tray” in the base, and the entire unit runs on 4 casters, so it can be easily pushed around.



The completed item doing its job. Note how the shelf mounts have been set at different levels on the left and right supports, allowing for the shape of the Mig 29s’ fuselage undersides, and the models to sit level. Also, I slid foam pipe insulation over the supports to prevent the metal shelf supports from damaging the undersides of the models.



2026 Diary Dates

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

October	Saturday 3 rd	Thorney	Gliding Competition Round 3
October	Thursday 8 th	Fishbourne	Table-Top sale
October	Saturday 10 th	Thorney	Scale Competition (rescheduled)
October	Saturday 24 th	Thorney	Peter Doe Aerobatic Competition (rescheduled)
November	Sunday 8 th	Thorney	Remembrance Day Gliding Competition
November	Thursday 12 th	Fishbourne	Talk by Sussex Model Centre
December	Thursday 11 th	Fishbourne	AGM
January 2027	Thursday 14 th	Fishbourne	Club Quiz Night
February 2027	Thursday 11 th	Fishbourne	Tony Parrott: 'My modelling experiences'
March 2027	Thursday 11 th	Fishbourne	Andrew Lock, Windracers (commercial drones)

Safety Corner

Please read this carefully if you own/use Futaba equipment: Futaba have issued the following Safety Bulletin (reproduced on behalf of the BMFA Safety Review Committee).

Futaba Receivers – Important safety related software update

To avoid a potential fly-away and ensure continued safe operation, users of the Futaba receivers listed below are advised to ensure that their receivers are updated to the latest software version (listed alongside).

R7201SB / R7301SB v1.5

R7206SB / R7306SB v1.4

R7208SB / R7308SB v2.4

R7214SB / R7314SB v1.4

The updates include not only the previously announced feature additions, but also a significant improvement in the receiver's recovery performance when it enters an unintended operating state due to external noise caused by static electricity or other electronic devices.

Guidance on how to perform the update can be found on the Futaba UK facebook page. If you are unable to do this yourself, the advice is to return your Rx to the service dept. at J Perkins Distribution.

Software updates can be found here: <https://futaba.uk/pages/software-downloads>

There are also instructional videos on the Futaba UK Facebook page, demonstrating how to update receivers using either a transmitter or a CIU-3 dongle. J.Perkins would like to highlight the importance of keeping compatible receivers updated with the latest software and in this respect welcome anyone having problems to contact their Service Team for advice and assistance.

CD Quiz October 2026 - Model Names

Can you identify the models?

If you get stuck, the names are at the bottom, but not in order

 1.	 2.	 3.	 4.	 5.
 6.	 7.	 8.	 9.	 10.
 11.	 12.	 13.	 14.	 15.
 16.	 17.	 18.	 19.	 20.
T-28 Trojan	Panic	Me-262	FunJet 2	Apprentice STOL
Draco	AcroWot	Puppeteer	Ultra Stick	Visionaire
Bird of Time	Super Timber	Night Radian	Tasman	Bixler 2
Alpha Jet	Slow Ultra Stick	AeroScout	Fusion III	Phase 6

CD Quiz Answers: August 2026 - Pet Names

Match the names to the aircraft:



1. **'Rare Bear'**
A 4.500hp,
528mph
Grumman Bearcat
with the engine
from a Douglas
Skyraider



2. **'Grosvenor House'**
De Havilland
DH-88 'Comet',
won the 1934
England-Australia
MacRobertson
Trophy



3. **'Vomit Comet'**
NASA's Boeing
KC-135A used to
give astronauts
zero gravity
training



4. **'Jason'**
The De Havilland
DH-60 Moth Amy
Johnson's flew on
her 1930 solo
England-Australia
flight



5. **'Fifi'**
The
Commemorative
Air Force's Boeing
B-29A
Superfortress



6. **'Double Eagle II'**
In 1978, the first
manned balloon to
cross the Atlantic.



7. **'Mickey The Moocher'**
One of the few
Avro Lancasters to
survive 100
missions.



8. **'Madam Elijah'**
Sir Francis
Chichester's De
Havilland Gipsy
Moth in which he
attempted a 1930
round the world
flight.



9. **'Dago Red'**
A much-modified
520mph P-51D
Mustang Reno
Racer with a
3800hp RR Merlin
engine



10 **'MacRobert's Reply'**
A Short Stirling
donated by Lady
MacRobert in
memory of her
three sons.



11. **'Southern Cross'**
Charles
Kingsford-Smith's
Fokker F.VIII/3m
which flew the first
ever trans-Pacific
flight in 1928.



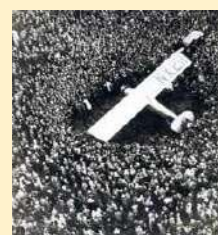
12. **'Sally B'**
A Boeing B-17G
Flying Fortress
commemorating
the American
airmen of the
USAAF 8th Air
Force.



13. **'Rosie The Rocketeer'**
Charles 'Bazooka
Charlie)
Carpenter's Piper
L-4 Grasshopper
to which he fitted
six bazookas.



14. **'Gossamer Albatross'**
Pedalled by Bryan
Allen in 1979, the
first man-powered
aircraft to cross
the English
Channel.



15. **'Spirit of St. Louis'**
Charles Lindberg's
1927 Ryan NYP
that he flew from
New York to Paris
to claim the
\$25,000 Orteig
prize.



16. **'Flak Bait'**
A Martin B-26 Marauder which flew 202 missions and is now at Washington DC's Air & Space Museum.



17. **'The Spruce Goose'**
Howard Hughes' 319ft span H-4 Hercules flying boat.



18. **'Snoopy'**
A Lockheed C-130 Hercules, used by the UK's Meteorological Office then later modified to test engines for the Airbus A400M.



19. **'Glamorous Glennis'**
The rocket powered Bell X-1 in which Chuck Yeager broke the 'sound barrier' in 1947.



20. **'Winnie Mae'**
Wiley Post's Lockheed Vega used for his 1931 & 1934 round the world flights and a 50,000ft altitude record attempt.



CADMAC on FACEBOOK



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

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





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 26th October 2026 - 1845 for 1930 hrs

Boxgrove Village Hall, PO18 0EE

“The Red Arrows and Air Show Operations”

Presented by Phil Holt

At the height of the “Swinging Sixties” the Royal Air Force formed an aerobatic team that would win the hearts of a nation. Phil Holt takes you through the events that led to the creation of successive teams of pilots who have established a worldwide reputation for skill and aerobatic precision that is the envy of other military teams, and then he will take you behind the scenes.



An Air Traffic Controller by profession, Phil has been involved in the Air Show business from the operations side for nearly 40 years, he has served as a Flying Display Director, been a member of Flying Control Committees, choreographed display programmes and served on Air Traffic Control teams, and his talk will also cover the requirements and regulation of the industry.

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 07393 131344

Some recent models flown at Thorney:



Tony Parrott with RV-8



David Hayward with Zero



George Gilchrist with Mirage



Tony Parrott with Trojan

Your CADMAC Committee

Chairman: Derek Honeysett

Hon Secretary & Treasurer: Tim Kerss

Thorney Rep/Safety Officer: Derek Honeysett

Deputy Thorney Rep/CD Ed: Fraser Dibden

Portshole Rep/Safety Officer: Ken Smith

Deputy Portshole Rep: George Gilchrist

BMFA Rep: Mark Vroobel

CD Co-Editor: Robin Colbourne

Membership Secretary: Jeff Cosford

Social Rep: Mark Woodason

chairman@cadmac.co.uk

secretary@cadmac.co.uk

thorneyrep@cadmac.co.uk

thorneyrep-2@cadmac.co.uk

portholerep@cadmac.co.uk

portholerep-2@cadmac.co.uk

bmfa@cadmac.co.uk

editor@cadmac.co.uk

membership@cadmac.co.uk

socialrep@cadmac.co.uk

