Clear Dope

April 2026

The Chair — Derek Honeysett

Welcome to the April edition of Clear Dope.

Once again it is with great sadness that I have to report the recent passing of another CADMAC member: in February we Phil Gardiner passed away. I have written a tribute to Phil within this issue of Clear Dope.

Over the winter I was lucky to spend a month in Australia, which gave me time to reflect on my models, my flying, and my aeromodelling aspirations for this year. One thing is for certain: I need to thin out some of the unstarted kits I have collected over the years, and fly some of my models that have either never been flown, or have not flown for a few years.

I am fortunate to enjoy being in my workshop making and repairing models as much as I do flying them. I am currently repairing an AJ Slick for a friend, modifying the cockpit on my Viper 90 for two pilots, and carrying out some cosmetic work on another Viper 90.

Derek & AJ Slick

On the subject of Vipers there seems to be quite a few in the club now in various sizes. Maybe we should have an informal Viper Fly-In one afternoon?

This month has been a busy one for the committee, including organising our permissions to continue flying on our sites, reviewing risk assessments, reviewing our safeguarding policy, all along with the general day to day communications. I would personally like to thank the committee for their efforts over the past few weeks.

With the weather improving hopefully I will catch up with you all on our flying sites in the coming months.

Derek

Editors Notes & Club News

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

The next issue of CD is scheduled for early June: the deadline for submission of articles is **30th May 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!

Wishing you a Happy Easter!

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.

Rod Dean - 'Displaying Vintage Piston Aircraft'

On 12th February, Rod Dean once again delivered one of his captivating talks, this time on 'Flying Vintage Piston Aircraft'. Rod's passion for this subject was clearly evident, the displaying of piston warplanes having formed most of his career since leaving the RAF, and this made the talk one of the best that he has delivered for CADMAC!

David Draper: 'Reflections of Life, Air and Sea'

David's talk, "Reflections of Life, Air and Sea," was very well received on 12th March. He earned a strong round of applause along with many positive comments from the audience.

Much of the praise highlighted not only his remarkable achievements, but also the incredible journey he has taken — navigating and overcoming a wide range of challenges on his path to success.

Quote:
"I must say how incredibly interesting David Draper's talk was last night. He has had such an amazing life and has achieved so much. Thank you, David."

Congratulations!

Michael Ward and Luke Phillips are to be congratulated for passing their 'A'-test on 1st April!

Luke with examiner Tony Chant (L)
and instructor Ray Shivjee (R)

Michael with examiner Tony Chant (CL)
and instructors Ian Carby (L) & Ray Shivjee

Mower Maintenance

Duke Benson very kindly took it upon himself to carry out a major service to the Thorney mower during March. As well as needing a service, the mower also needed attention to its self-propel mechanism: it did not self-propel well, requiring considerable pushing.

Reassembly with new gear box/clutch and belt

Jeremy Stuttard painted the mower deck/chassis with Hammerite Rust Beater paint.

Duke testing it.
It pulls well now.

Unfortunately the 'ride-on' mower at Portshole (donated by David Draper last year) is a considerably more complex beast. It requires several new parts plus a major service, so the committee have agreed that this will be carried out by a commercial service center.

Not an April Fool: this was taken at Thorney in March!

Returning to a Life of Hobby

Simon Woodhead

Many of us start our hobby lives in our tender years. I can remember, as a child, gluing lumps of balsa-wood together which loosely resembled a flying object. They never had a hope of taking to the air but I was hooked as a builder of flying machines. Later as a teenager I built control-line models and an occasional free flight glider, progressing to R/C planes in my twenties. And then it all went on hold with other interests, married and family life, so resources for hobbies were severely curtailed. I was in my sixties before I rediscovered my 35 MHz transmitter in the loft, together with glow engines and old models. So how to restart, that was the question.

In some ways the long period of time between my initial interest in this hobby and rediscovery made this decision easy. Buying new hardware compatible with the 2.4 GHz technology was a priority, although I did resurrect one of my old models and rebranded it with a new engine, servos and receiver. That was the easy part, getting back into the air was considerably more difficult. I always imagined that flying planes was like riding a bike – you never forget! Don't you believe it - very definitely not true.

Here are the first five steps worth considering:

1. Join a local flying BMFA Club. The BMFA web site will provide you with a list of local clubs.
2. Find a local hobby shop that supports RC flying.
3. Join the BMFA (British Model Flying Association) as this will provide you with third party and member to member insurance; the latter is not mandatory, but virtually essential in a club environment.
4. Register with the CAA (Civil Aviation Authority) to obtain your 'Operator' and 'Flyer' identification – This is a legal mandatory requirement.
5. Talk to your club members and hobby shop to identify suitable transmitter and trainer models to get you going.

OK, So now how to get back into the air. I tried a couple of approaches.

The first was trial and error. Unfortunately this can get expensive. I destroyed one trainer model in the belief that returning to the air was like riding a bike.

The best way is to ask a club member to set up a buddy system, in which the instructor's transmitter is linked to your own transmitter either via Bluetooth or wired link. This will allow your instructor to control the model during, for example, take-off. Thus allowing you to fly the aeroplane without having to worry about the landing and getting out of trouble. The person training you can then take over if you start to lose control. This is definitely the safest way to get going and also the most rewarding. You may need to use this buddy system on several occasions before you feel confident enough to go solo again. Once you can fly solo, I would suggest you practice landings. This is essential if you wish to progress your skills in aerobatics of 3-D Flying manoeuvres. The best way to practice your landings are with touch and go approaches until you feel confident that you can land safely and keep your model in one piece.

So there you have it, a few key steps to getting yourself back into the hobby that you loved in your younger years.

Is it Longitudinal Stability?

Alan Cozens

Fed up with my Multiplex EasyStar 3 diving for the deck on every hand launch, I had put it away in a box, determined to leave it there. The background story is that I had used it for initial R/C training but always had to rely on Jeremy, who would command me to launch with about 1/2 throttle and finally get it climbing at an altitude of 2 feet or less. An internet search revealed that this characteristic was widely reported, the problem being generally blamed on the high thrust line.

During the winter and now living in Hertfordshire and a member of SAMAC (St Albans Model Aircraft Club), I wanted a hand-launch model for our grass strip, which is allowed to grow long in the winter.
Reluctantly I climbed into the loft (I'm 90) and pulled the box down. Reassembling the model and testing radio, servos etc. everything still worked. I sat staring at it for some time, finally deciding the tail plane looked very small. It was, just about 19 percent of wing area, although it had a good moment arm relative to the wing.

From my previous home built light aircraft experience this area seemed very low, around 30 percent is needed for most light aircraft to meet JAR longitudinal stability requirements. I was puzzled: this is a glider, a model, and a very well established design. I discussed the whole thing with Jeremy and he made useful comments including, "You have to allow the airspeed to increase so the tailplane can control the pitch, then increase the throttle progressively".

With the bit between my teeth and some 6mm Depron in stock, I sketched out a new tailplane; with 28 percent area and generously-sized elevator. 12mm x 0.1 mm carbon fibre tape bonded spanwise each side of the Depron gave something of a spar. I made this tailplane and fitted it, making sure that I could revert to the original when needed. You will see the comparison in my photo. So far I am still in the experimental phase but last week SAMAC ace and chairman, Colin, flew it, and it soared up and away from my launch at about 3/4 throttle. It flew well, the ailerons needed some left bias, but otherwise good. Experiments will continue in the good weather hopefully just around the corner!

Battery monitoring

Jeff Cosford

With sport planes, the risk of running batteries low is small provided you use the timer. However, with EDFs and my Pilot Extra, where flight times are short, it is different - my old lipo's will no longer last 4 minutes as new ones would. Also, because I fly a mix of 4000, 5000 and 6000mAH batteries in the same plane, in theory I need 3 timers. I used to land with residual voltages all over the place.

Not anymore; since I began online monitoring in place of the timer. I flew 6 flights of the new FMS Viper and all batteries measure near 3.8v per cell, despite being three different capacities.

It has taken practice to use it effectively; climb to height, cut throttle, wait 3 seconds,
then glance at the screen. Callouts don't work because of the voltage drop during powered flight.

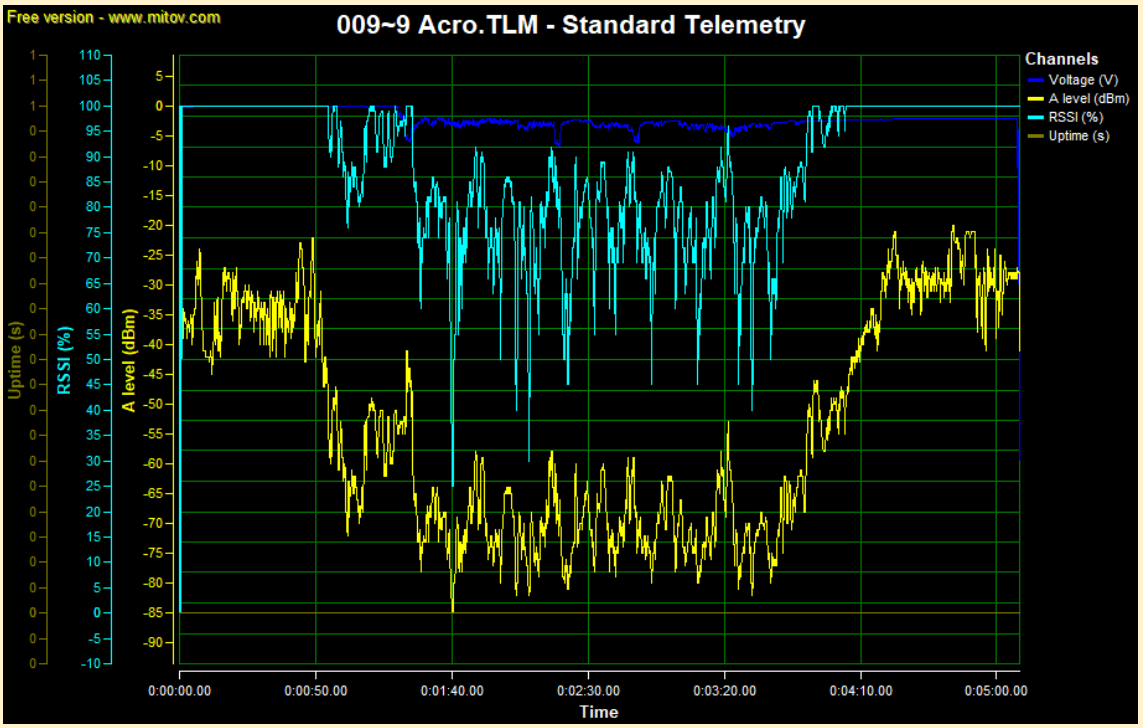
The little sensor fits between the receiver flylead and the lipo balance plug and you only require one sensor, not one per plane.

Spektrum Secrets Finale

Ian Carby

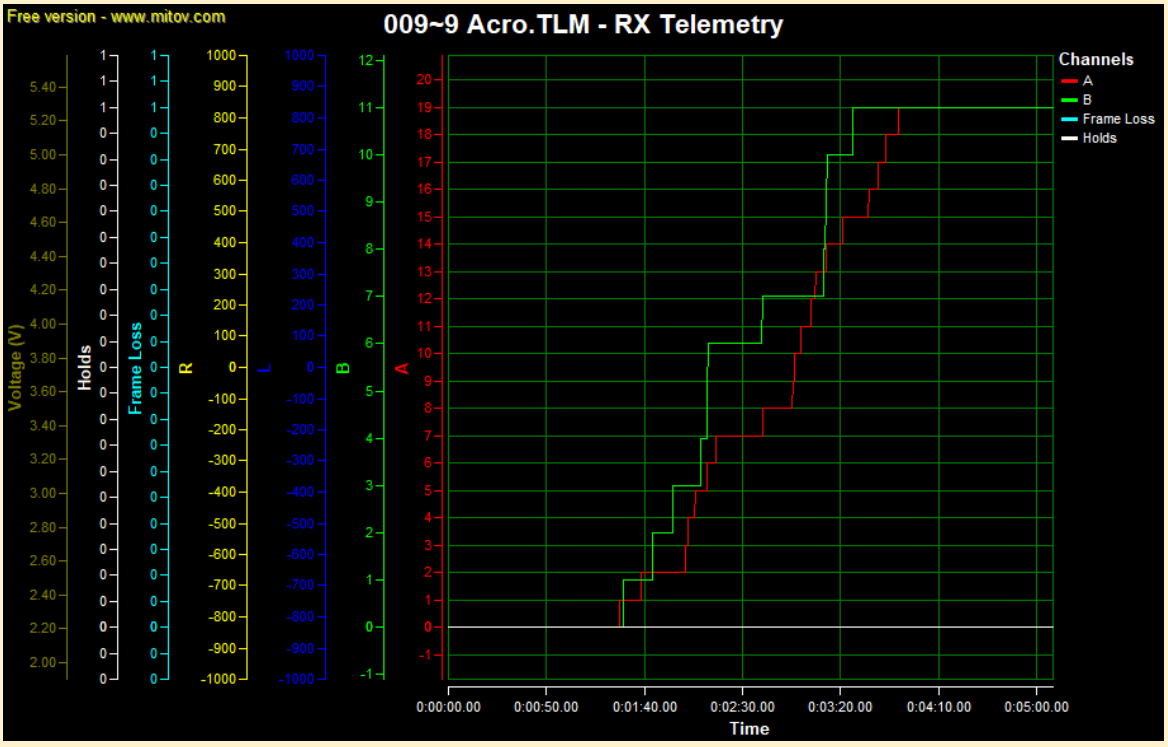
In this last article, I'm going to investigate in detail some of the information that can be gleaned from the micro sim card in a Spectrum Transmitter.

I have discussed some of the shortcomings of using radio frequencies in the microwave band, so let us have a look at the signals typically received by a model, and how the system deals with any issues.

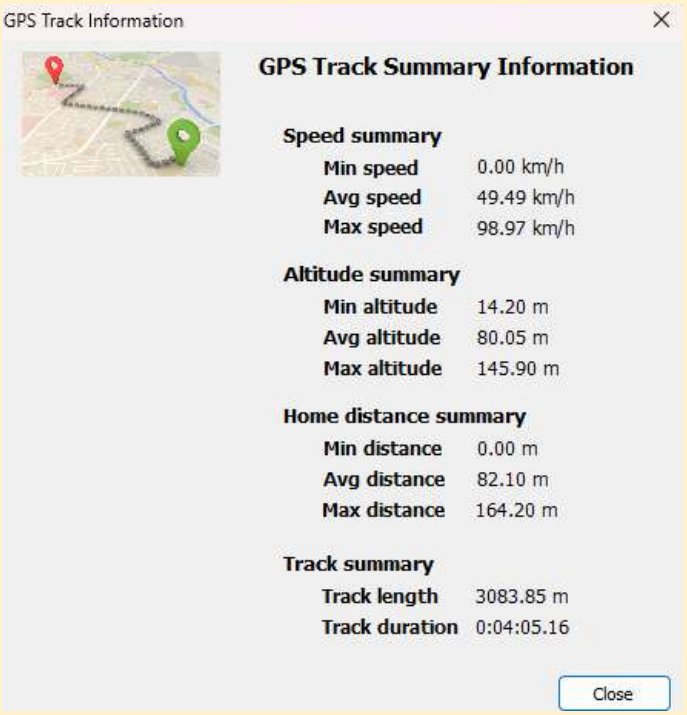


Here is a short flight of my Olympus at Portshole Farm. The yellow line represents the signal strength at the main receiver, and the pale blue is the Received Signal Strength Indicator; or to put it another way, it is an indicator of signal quality.

It looks like I switched everything on, took about 50 seconds walking out to the patch with the Tx very close, then positioned the plane and took off. The model was constantly moving through a complex field of radio waves from the two antennas in the transmitter, combining with in and out of phase components, hence the varying signal levels, but the system should be robust enough to withstand such conditions.



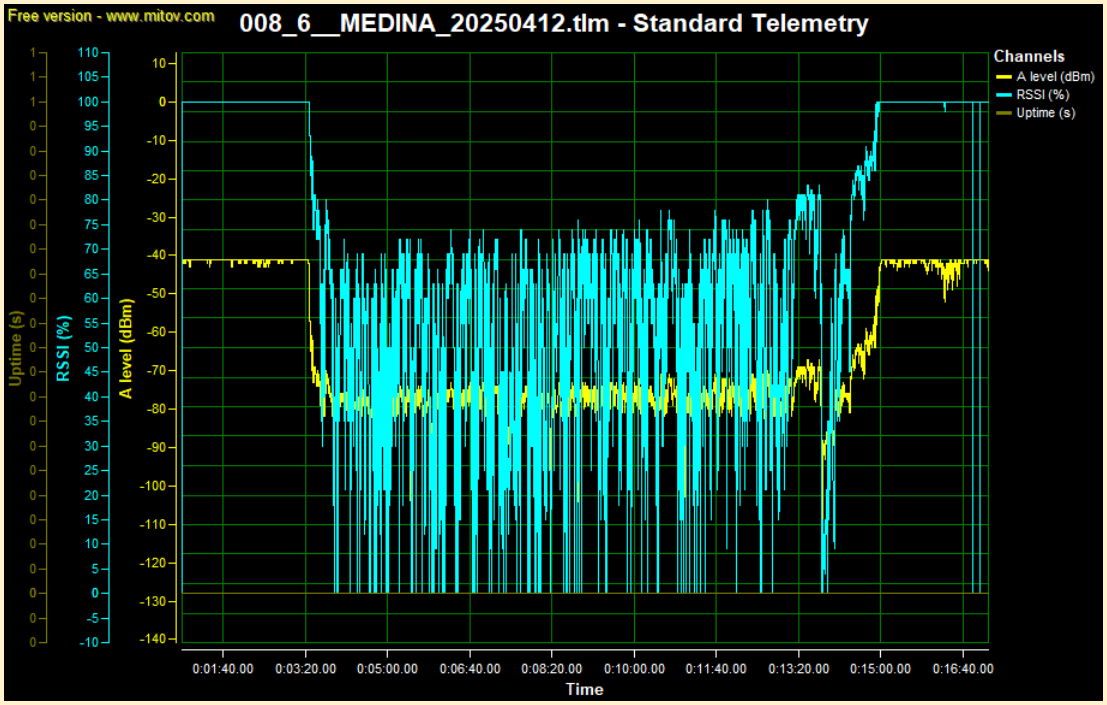
The Olympus has two receivers, A and B, both of which accumulated fades during the flight. This is perfectly normal, but the important item of note is that the system was able to choose the best part from each receiver and hence no frame losses or holds were recorded. (The pale blue Frame Loss is hidden by the white Holds at zero).



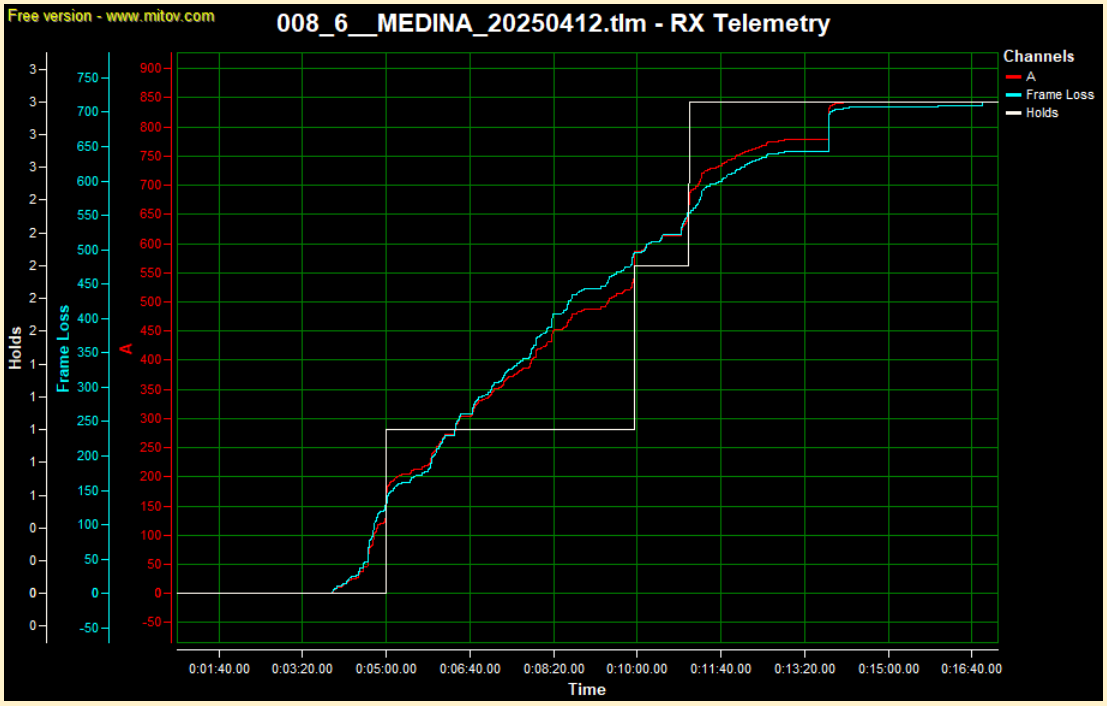
As the Olympus has a GPS receiver, additional information is available.
There is an anomaly with the minimum altitude, but I have not set an offset for the ASL height of the patch.

And a track can be shown over the field at Portshole, but don't forget that the view is from way south of the patch so it only 'looks' that I have encroached over the poo farm!

Here is a readout I've been investigating from another club.



Interestingly the model involved is a modern carbon fibre sailplane which can be sensitive to antenna placement. As can be seen, quality of the received signal was extremely low many times throughout the flight, enough to trigger a constant series of alarms in the transmitter.



The fades and frame losses are very high even for a 15 minute flight, but was control of the model compromised? Well probably not, as there were only three holds, that is for 3/25 ^{ths} of a second in the whole flight the receiver held on to the last command, so the system is incredibly robust.

Having recorded many flights at Portshole, including standing alongside fellow pilots with phones in their pockets, I've yet to record any interference on 2.4GHz. Thorney, I've not started investigating yet.

Spektrum is not the only manufacturer to include such monitoring tools, but they are there, and with little effort any problems with glitching or loss of control can easily be further investigated.

So what next? At the moment the accuracy of GPS around here is about +/- 3m, but with a bit of effort this can be reduced to a couple of centimetres. What is lacking is any form of orientation data from the model, but that is in hand.

"A Flying Start" — Jeff Cosford

The BMFA's flying manual covers everything in so much detail that it is overwhelming for most. If you look at it, go straight to P36, the flying section.

One thing that has always interested me is their approach to teaching new pilots how to fly, because it is not how we do it in this club. It begins with pre-flight checks, range check, failsafe check, model restraint and other site protocols. Vital and often left until test day.

Flying modules begin with the instructor taking off and the student mastering straight and level flight. After this the student learns how to turn the aircraft. Then climbing, descending and trimming. That is, learning to use the throttle. Only then are circuits and figures of eight practiced.

The next module is stalling and recovery practice. Then aeros – loops, rolls, roll off the top. Only after this is the circuit and landing attempted. Module 14 is the glide approach and deadstick landing. Module 15 is take off.

Each session is recorded on a paper log, so the next instructor knows where the student is up to.

The differences are stark - no landings or take offs until you can fly properly! But we are successful with our methods so why change? What do you recent students think? And instructors?

Note: at our last committee meeting I was asked to see if the BMFA could supply some paper copies of their 70 page flying manual, and they ran off a few copies, so I do have some available for trainees.

TASMAN Flyers watch out for this!

Lee Seaman

A number of us have, after a good number of flights, found the forward wing retainers snapped off. The rear one with the large carbon support seems to hold fast.

Removing and waiting (if in stock) for another plastic moulded clip may prove a pain, even if you can get the old one off without tearing up the foam.

For a solid solution (where you can still remove each wing after your repair) you might wish to consider the following steps for a stronger than new finish with just a few items.

They seem to snap off fairly clean. Using a stiff wire as a guide, not gluing anything until all the alignment is complete, remove the wings so you can access each side. Then:

1) Push through the stiff wire across the fuselage from one side to the other. This stays in place until the end of the repair and is not glued at any time.

2) If the wire has, when pushed through, found the middle of the wing retainer recess on the opposite side of the fuselage, it can now be used as a guide for the carbon tube. Push the carbon tube through the fuselage (picture B).

3) Grab a couple of nuts and bolts, clipping off the heads, as the threads only are needed and will be superglued into the ends of each end of the hollow carbon tube, leaving enough thread to connect firmly into the wing retainer.

4) Prepare with a Dremel and/or hobby blade so you can pop the nut into the retainer (picture C).

5) Once the back of the broken retainer is cleaned, the first side can have the nut placed into the bracket fixing and thread wound into the nut (picture D). Do a ‘dry run’ with the thread pushed into the carbon tube.

6) Important: Mark the second side with a white marker so that the carbon can be slid off the wire and cut so only just visible when in place ready to receive the second side thread.

7) With the first side nut and thread assembled, apply the super glue to it and insert into the carbon tube. Make sure it is set before attempting the second one, as both need to be level when refitting the second into the rod (picture E).

8) Cut the carbon tube, which can then be pushed (picture F) over the wire and pushed back across. Now remove the wire. Fit the second side with a nut and thread glued into the rod. Push it with glue applied at the breaks flush back into place.

9) When glue has dried, the wings can go back on. You can bolt both back on knowing these forward connections also benefit from a carbon rod too.

I surprised myself just how well this works and how strong this repair is.

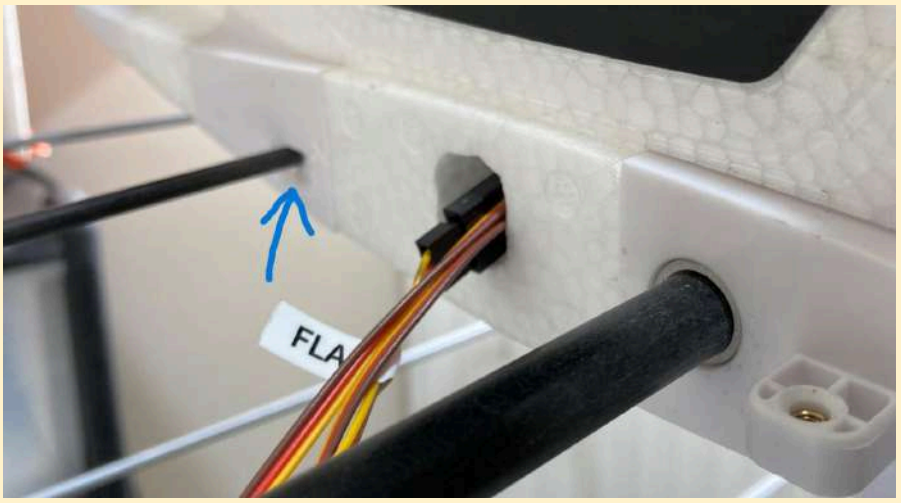
Tips; Once the guide wire is through, it stays in place right up until you are ready for the second thread to be glued into the rod and onto the back of the bracket. So try a 'dry run' until you're certain you are ready to lock all down with the CA.

Pic B

Pic C

Pic D

Pic E



Pic F

Hot on the heels of Arthur and Robert Horton's article in the last issue about their Mk IX Spitfire, here is a re-print of an article found in a 1967 edition of RCM&E about the R/C models used in the film 'The Battle of Britain'. You may recognise some of the pilots' names; legends in the world of radio control flying!

'Battle of Britain' Film Models

Successful experiment with RC models in Air Film Production Techniques

Reproduced from RCM&E July 1967

"How'd you like to make and fly scale models for a film company?" was the question we posed to one modeller at the '66 Nationals. The response was bright eyed eagerness that indicated an imminent state of paradise. He drooled over the prospect. "Just think of it—modelling all the time, equipment found—and paid too!"

That was the situation a year ago. A few months earlier we too had been posed a question. "What were the chances of radio controlled models becoming good enough for film work ?" Our reply was that given the opportunity to experiment we had no doubt that either amateur or professional model makers would most certainly produce a reproduction far superior to wire-guided objects we had recently viewed. Oddly enough the enquiry was repeated from another source within a few days.

The history of film model aircraft was not a happy one. There once was an R/C Vickers Vimy of mammoth proportions which never flew. There were ideas for R/C Mosquitoes; for "Mag Men" and "Blue Max" crash scenes, for "War Lover" sequences but none had come to anything tangible and the closely knit film direction executives were very chary indeed of wasting effort on what appeared to be a risky experiment.

However, we were confident the subject was worthy of a serious attempt. Weeks passed. The picture became clearer. Out of it emerged one John Siddall, then engaged with "2001", a multi-model space epic and next to work on "Battle of Britain" at the J. A. Rank Studios.

By August the project seemed secure. The queries were more frequent, the model trade went under discreet examination, professional model-makers were consulted and multi-models demonstrated. Then came the crash. The 'Wilson Squeeze' and other problems created a grave shortage of shekels in the celluloid world. For a time the project was "off". Then came glad news. Canadian Harry Saltzman, so successful with his Len Deighton "Ipcress File", "Funeral in Berlin", and Ian Fleming "007 Bond" series was determined to go through with "B of B" along with Co-producing Ben Fisz (Polish Battle of Britain pilot who produced "Heroes of Telemark") and the backing of Paramount in the U.S.A. This assured U.S. distribution, and all concern for the costly £3m budget seemed to be dismissed. In December, the first art projects unit moved into Pinewood and working under Director Guy Hamilton, Art Director Tony Masters and Production Manager Hugh Attwell the model unit was given the green light to proceed in early January. 'Project R/C B of B' was "on".

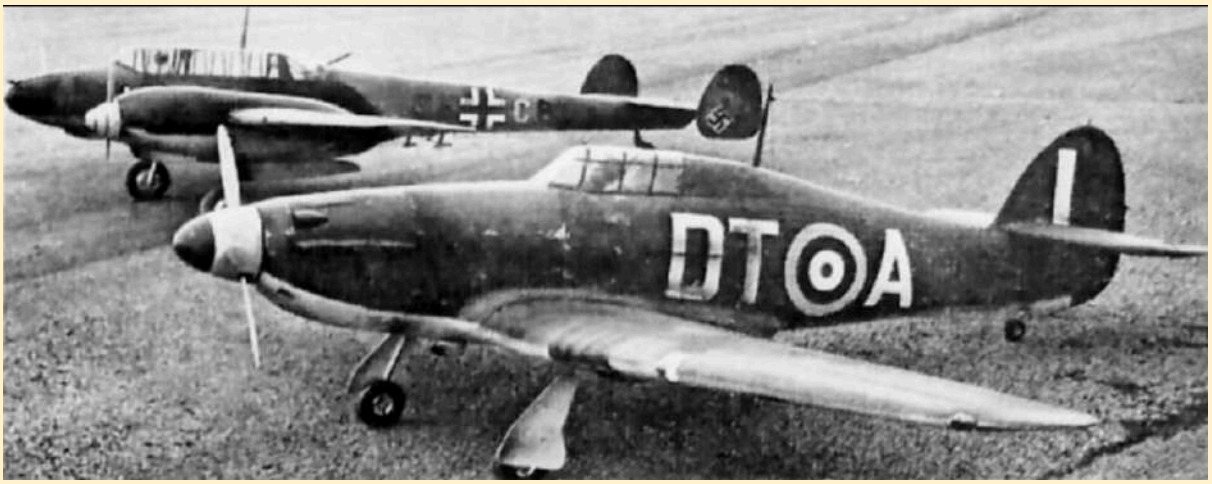
Dave Platt's Stuka. Yellow nose, over scratch effect, exhaust smears, took a week to apply.

Who were the model makers? This was one of the toughest tasks we were asked to overcome. A decision had been taken that in order to fully control the project under John Siddall, the unit would be located within the Studios in its own workshop. Our job was to suggest four people who had to meet the stringent specification of a. Being top grade model makers, preferably scale enthusiasts; b. Being skilled flyers already used to the most sophisticated equipment; c. Fast in their work; d. Prepared to work long hours; e. To give up their jobs and work away from home; f. To be commercially-minded and able to work responsibly in a team.

There were obvious choices. Some were eliminated on the simple basis that they were already engaged in the film (T.V.) industry with modelling and unlikely to want to change. Others were too securely employed to be able to venture in any experiment no matter how lucrative our estimate of earnings. The recommended selection therefore became:—Chris Olsen, an Electronics Technician, many times a multi-channel contest winner and good 'anchor man' for installations, special switch gear, as well as critical flight control work. Dave Platt, Printing Compositor and model maker to the trade with extensive know-ledge of scale techniques. Jack Morton, Servicing Technician and very experienced scale model flyer, plus Mick Charles, Builder, and one of the most practical, fastest modellers we know. Happily, each accepted the proposal and were to work together as a co-operative unit, drawing upon each other's skills to advantage. Within the first five weeks contract they produced all that was expected and more besides.

Three subjects were chosen for Stage One of the model experiment. These were the Junkers Ju-87, which most certainly had to be seen airborne in such a film. Only one example of the real aircraft was available, the 'G' model from St. Athan in the custody of the Air Historical Branch, and though out of period, it would be used in the film and thus the model had also to be a reproduction of this late mark. A Messerschmitt Me110 has also only been preserved in a late version, with night fighter aerial array, and as this version from Biggin Hill was obviously so far removed from the day escort type of 1940, the standard fighter was chosen as the first of the twin-engined model subjects. Third model selection was the Hawker Hurricane, in the markings of Stanford-Tuck, an appointed Film adviser.

Additionally, the modelling units were requested to produce two "hack" models for film practice and equipment testing. These were to be Chris Olsen's immediate concern. Two Beachcombers with G.F. fuselages and other quick build features were made to check out the Kraft KP-6B and KP-4B gear. The latter was a 'spare' back-up outfit for general use, full 6 function gear being essential for the detailed scale models. In order to obtain realism and all the functions likely to be demanded, the models had of necessity to be as large as possible and to constant scale.



Wing Commander R. S. Tuck's Hawker Hurricane from "Profile" data.
All models from Aeromodeller Plans.

Plans were drawn by John Siddall's team to 1/6th scale. This gave the Me110 a whopping 106" span and the 'Stuka' 94" with the weights likely to exceed accepted model figures by handsome margin. Thus only the biggest, most powerful engines could be considered. The supply situation eliminated the O.S. 80 and determined that the Super Tigre 71 would be used for the single engined types, while a pair of O.S. MAX-H60 R/C were obtained for the Me110.

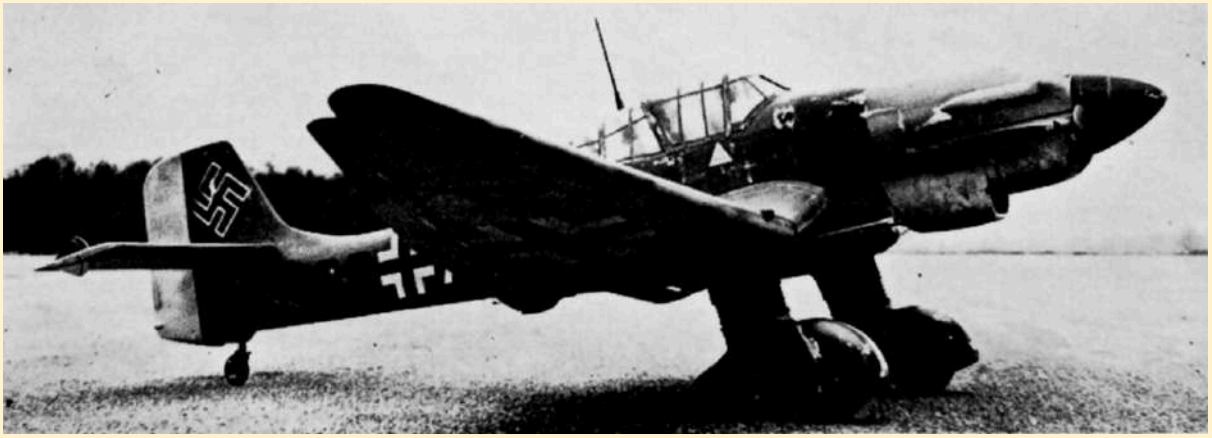
Meanwhile the size of the Messerschmitt created a revised appreciation of scales. A graph was plotted to gradually reduce the scale as the subject size increased, so the Me 110 lost an odd 7" and became 1:1+7/6th scale.

Undercarriage of Hurricane designed to drop out—not to scale.

Faced with outline drawings and a five week challenge, the four modellers went to their task with understandable gusto. Large area work-benches were prepared at individual working heights, material stocks accumulated and as each studied his subject, Dave Platt the Ju 87, Jack Morton the Hurricane and Mick Charles the Me 110, the established specialists of the film studios were brought in for pattern making, Perspex moulding, Glass Fibre work, Plaster moulding and carpentry. From the outset it was team work with a capital 'T' but we're not denying that the competitive element among the scale builders was always evident and many were the arguments on questions of constructional and scale techniques.

In consequence, these prototypes differ from each other in several respects. All the fuselages were jig built, the Hurricane and Me 110 using whole formers first assembled on multiple jigging blocks (17 for the Me 110) in the inverted position and keyed by side longerons. The lower fuselages were planked, then the unit re-jigged for completion. On the Ju 87 the formers were split horizontally so that the half-shell was assembled directly over a plan on the flat board.

Wings for the Me 110 were made to separate in three for transport. Tongues were 3/8in. thick, keying into 1/4in. ply boxes. The joints were just outboard of the nacelles but in fact the wing was always kept in one piece and the surface sheeting not cut through.



Only the small propeller gives the Stuka away as not being the real thing. Glass fibre wheel pants have concertina trouser effect incorporated. Ailerons are full span with differential.

The Ju 87 flaps were utilised as full span ailerons, and the inner set used with differential action to the outer ailerons. Its gull wing demanded secure spar design and like the other models, the entire surface was sheeted with balsa.

In order to simulate the stringers and fabric covering on the Hurricane rear fuselage, strips of Fablon were superimposed over the sheeting. Another difference in the Hurricane was that the undercarriage was neither permanent nor true scale. The eventual aim for all models was that retractable gear should be employed, or catapult launched and the Hurricane sported a painted pair of wheels on its belly! The tyres of the German aircraft had to be realistic with the typical transverse tread. After many experiments with rubber mouldings, the weight was brought down to 6 ounces per complete wheel and since the

landing impact was likely to be higher than trapped low pressure air could absorb, the tyres in authentic grey rubber were filled with shaped expanded polystyrene—to excellent effect.

Glass fibre was used for the whole nacelles on the Messerschmitt, the wheel spats and lower cowl of the Stuka and the "flip-back" (for belly landings) radiator on the Hurricane.

The Me 110 had Bowden cables to all controls, almost an essential for the thin surfaces of the twin fin tail assembly, and so too did the Hurricane, with the outer sleeves bound to balsa strip guides. The Ju 87 was all push-rod, and the only model to start with a "gimmick". This was the bomb drop. A cradle held the bomb against the fuselage in flight and swung down to clear the prop arc during a dive attack. Dave Platt triggered this off a fifth channel via a clever switcher devised by Chris Olsen. It worked too!

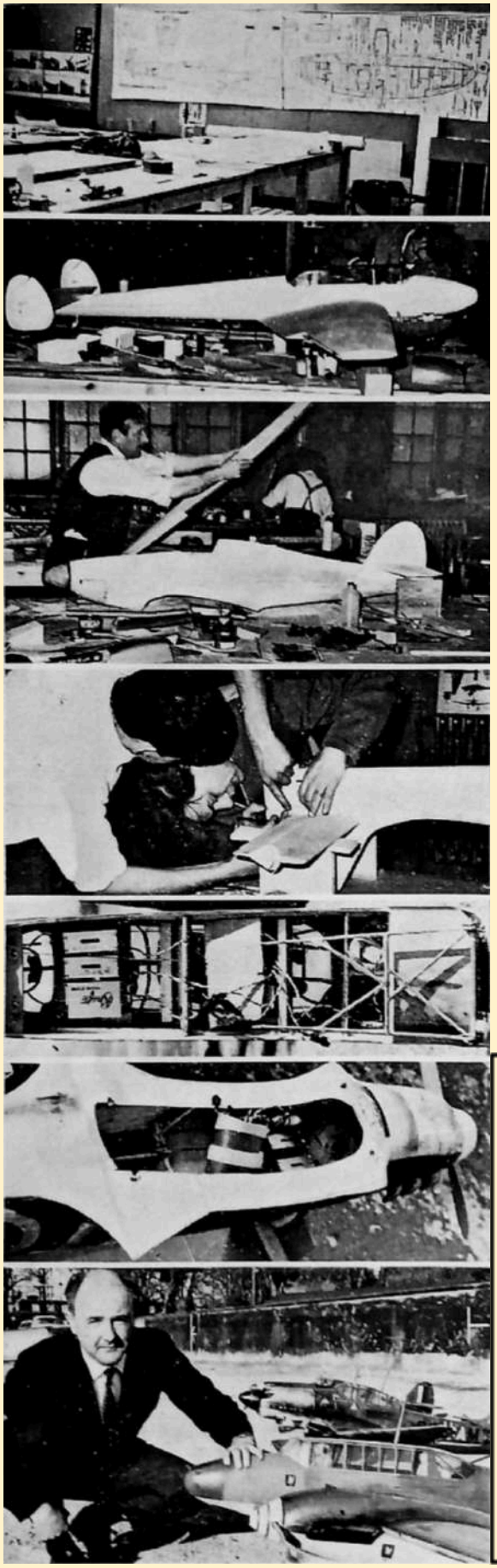
The charm of most scale models is skin deep. They have to be realistic for film work and it was in this phase of the first stage of the contact that the modellers learned so much from the studio technicians. Photos speak for themselves. The moulded pilots, the simulated scratches, the dirt smears, stains and colour effect took a whole week to attain. Colours were mixed from the six primaries of Kingston Diamond Polyurethane for the German aircraft while the Hurricane was sprayed in cellulose and coated with "Translac" to fuel proof. Perhaps our cover this month conveys something of the realism, but it cannot convey the effect of actual sight of these exceptional models. The difference? They have a "depth effect". Colour appearance changes according to the viewing distance. These are one-sixth scale models with true one-sixth scale colouring—its a subtle subject and a trade secret that the Studios have been using for ages.

How did they fly? By the fifth week, all five models were ready. The "Beachcombers" had been flown and filmed and a two week period was established for air test with that doyen of the cameramen, "Skeets" Kelly experimenting with techniques. Many very ingenious ideas have been devised by the unit and whilst most are naturally the strict property of "Spitfire Productions" we can at least reveal that Chris Olsen formated on the tail of a car for the entire length of a runway!

The Hurricane, weighing 11Lb. 6 ounces for its 6' 8" span, was rolled within moments of its first take-off as one might well expect with Jack Morton at the controls! Special 14 x 6" props had been supplied by Geoff Franklin of Leicester and the power match with the S.T. 71 was ideal to give the "Hurribus" a perfect appearance in the air. So too was the Stuka (at 11Lb. 14oz.) impressive. To us, the dainty landing (wing area 1,500 sq. in.) was the biggest surprise and as for the realism—well we defy anyone to tell it from the real thing apart from the noise!

At 16Lb. total weight, the Me 110 was a trifle under-powered with the O.S. 60s, but it flew well and gave Chris Olsen little bother, even with asymmetric power. Extra urge was scheduled but even on the first flight this twin aroused so much enthusiasm for the 'experiment' that any niggling doubts on the result of the tests were totally dismissed.

So—back to the Studio and Stage Two. A 72" Spitfire, 65' Me 109 (Spanish Ha 1109 variant unfortunately, to match full size film machines) and a 9' 3" Heinkel He 111 were on the stocks. The Heinkel is of extra-reduced scale -1/6th giving a 33" max chord! First appraisal brought forth suggestions of 24" props on Cox or Ohlson & Rice 21 c.c. engines and letters to Japan for details of the KNK and other large capacity marine units. Reduction of size still meant a 2431-- max chord and 2,100 sq. in. of wing but such is the confidence installed by the S.T. 71 that standard model power units were still contemplated.



The past tense is ominous. ‘Project R/C B of B’ folded eleven weeks after the start when Paramount withdrew support. Variously reported as "Battle lost" and "Too British", the demise of the project became headline news. Paramount had themselves been taken over by Gulf and Western and the new owners had other ideas.

Though the external view is one of frustrated effort, in actual fact not a minute has been wasted. The material is "in store", the know-how ready and waiting to re-start just as soon as those dynamos Satzsman and Fisz complete the films they are making now and fresh finance can re-float the epic.

The prototypes illustrated in this feature will then be the first of many RC model subjects the re-started film is scheduled to employ. Our four modelling friends Messrs. Olsen, Morton, Platt and Charles can take a bow for placing their hobby under the strongest arc-lights of the publicity world and gaining recognition for scale modelling in a way that opens a whole new vista for air film production.

[With thanks to Tim Kerss for providing the article]

Top: large area workbenches. Note Spitfire drawing pinned to wall. Scaled up from Aeromodeller drawing. Second down: Mick Charles works on the Perspex canopy of the Me110. Third: Jack Morton with partially constructed Hawker Hurricane. Stringer effect on rear fuselage added after fuselage planking. Fourth: Dave Platt and Chris Olsen work on the tail assembly of the Stuka. Fifth: inside Ju87. Note bomb cradle which swings to clear bombs from airscrew. Sixth: inside Hurricane, note large area wing seat. Bottom: Siddall's Air Force. John Siddall, "father" of the project and chief organiser.

In memory of Phillip Gardiner

Derek Honeysett

In February we heard the sad news that Phil had passed away. I have known Phil for quite a few years, with both of us being electricians, owning motorhomes, and living in the Emsworth area. We had a lot in common, not least aeromodelling.

Phil was born in Windlesham, Surrey, and his childhood days were spent in Sunninghill and Ascot. At Phil's memorial service we were told Phil did not like school, and was desperate to join the Royal Navy. At the age of 15, he was accepted to join the training ship Arethusa based in Chatham, in preparation for joining the Royal Navy. Unfortunately after two weeks Phil was homesick and had to come home.

Phil then undertook an apprenticeship as an electrician in Sunningdale. Around this time his brother-in-law had joined the Fire Service, and persuaded Phil to join as well. Phil spent 21 years as a firefighter in the Royal Berkshire Fire and Rescue Service, working at many stations across the county. Whilst a firefighter, Phil was also able to use his electrical qualifications to carry electrical installation work during his off duty times.

Phil's great passion was sailing, and he moved to Westbourne in the late 80's to be near the sea and Chichester Harbour. Phil's sailing achievements include:

- Running a sailing school in Emsworth where he was involved in taking and teaching Visually Impaired Persons out into the Solent to experience sailing.
- Completing the 700-mile Fastnet Race, from Cowes to the southern tip of Ireland and back, and some years later sailing across the Atlantic Ocean.
- Phil was a member of the Emsworth Slipper Sailing Club for 40 years, and the Emsworth Sailing Club for around 10 years.

Phil was committed to the local community and generously gave his time and electrical skills to support the Church, Parish and Community Hall. In retirement he still undertook electrical work assisting his friends.

Those of you in CADMAC who knew Phil will remember him for his vintage style models: Junior 60 and Radio Queen come to mind. These were all very nicely built. There is a short video filmed by Dave of Phil flying his radio Queen in October 2023 on the CADMAC website, showing what an elegant model this is. I intend to pass on a copy of the video to Phil's daughter Emma.

I know I shall miss chatting to Phil at club nights, or bumping into him in Emsworth where our conversations often included not only aeromodelling, but the current edition of the wiring regulations.

On Monday 16th March Tony, Nick, Jeff and myself attended a very nice service to remember Phil at St Johns Church, Westbourne. The church was completely full with extra seating having to be laid on, which just goes to show what a popular man Phil was.

As Nick said on our Facebook Group after the service: **"Fair Winds Phillip!"**

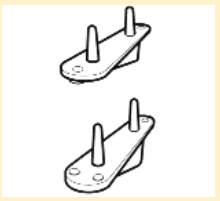
2026 Diary Dates

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

April	Thursday 9th	Fishbourne	Light Flight & Electric on the field
April	Sat-Sun 18-19th	Trundle Hill	NO FLYING - Goodwood Members Meeting
May	Thursday 14th	Fishbourne	Light Flight & Electric on the field
May	Friday 15th	Portshole	Fun Fly Competition
June	Thursday 11th	Fishbourne	Light Flight & Electric on the field
July	Thursday 9th	Fishbourne	Light Flight & Electric on the field
July	Saturday 11th	Portshole	E-Glider Competition & **BBQ**
July	Thurs-Sun 9-12th	Trundle Hill	NO FLYING - Goodwood Festival of Speed
August	Thursday 6th TBC	Goodwood Aerodrome	Evening flying on the airfield
August	Saturday 8th	Thorney	Gliding Competition Round 1
August	Thursday 13th	Fishbourne	Light Flight & Electric on the field
August	Saturday 29th	Thorney	Aerobatics Competition
September	Saturday 5th	Thorney	Gliding Competition Round 2
September	Thursday 10th	Fishbourne	Light Flight & Electric on the field
September	Fri-Sun 18-20th	Trundle Hill	NO FLYING - Goodwood Revival
September	Sunday 27th	Thorney	Scale Competition
October	Saturday 3rd	Thorney	Gliding Competition Round 3
October	Thursday 8th	Fishbourne	Table-Top sale
November	Sunday 8th	Thorney	Remembrance Day Gliding Competition
November	Thursday 12th	Fishbourne	Talk by Sussex Model Centre
December	Thursday 10th	Fishbourne	AGM

CD Quiz April 2026 - Bits & Pieces

There's bags full of them in most kits, or else you use them to complete your model. How many can you name?

				
1. **R S E**	2. **H L**	3. **T H**	4. **F H**	5. **W T S**
				
6. **W C**	7. **S**	8. **B L**	9. **F C**	10. **C L B C**
				
11. **C H**	12. **C L E**	13. **A T R**	14. **P B**	15. **H S**
				
16. **T W B**	17. **F J**	18. **FG or CF**	19. **C I**	20. **Z B P**
				
21. **R P**	22. **Q L or C**	23. **S C**	24. **S M**	25. **PP H**

CD Quiz February 2026 - Answers

How did you get on with the real film stars? Bold for the answer, a bonus if you got any more.

				
1. **A Fish Called Wanda** - Hawker Siddley **Trident**	2. **Thunderball** - **Boeing B-17** Flying Fortress	3. **Castaway** - **Douglas DC-10**	4. **The Flight of the Phoenix** (1965) - **Fairchild** C-82 **Packet**	5. **Empire of the Sun** - North American **P-51**D **Mustang**
				
6. **Jesus Christ Superstar** - **Fouga Magister**/IAI Tzukit	7. **The Italian Job** (1969) - **Douglas** C-74 **Globemaster**	8. **Full Metal Jacket** **Sikorsky** HRS3/**H-34** Actual aircraft: Westland Wessex 60	9. **Jaws 2** - **Hughes** 269B (Hughes or Schweizer **300** will do)	10. **The Blue Max** **Morane Saulnier** MS.230
				
11. **No Highway** **Rutland Reindeer**	12. **Operation Crossbow** - Fieseler F-103R or **V-1** or Doodlebug	13. **Out of Africa** - **DH Moth**	14. **Slipstream** **Edgley Optica**	15. **Murphy's War** **Grumman Duck**
				
16. **The Aviator** Hughes H-4 Hercules '**Spruce Goose**'	17. **The English Patient** **De Havilland** DH82 **Tiger Moth** & **Boeing Stearman**	18. **The Glen Miller Story** **Noorduyn Norseman**	19. **The Great Waldo Pepper** 'Stiles Skystreak' - **De Havilland Chipmunk**	20. **Those Magnificent Men in Their Flying Machines** - **Avro Triplane**

				
21. **The Man with the Golden Gun** - **Republic Seabee**	22. **The Thomas Crown Affair** (1999) - Schempp-HIrth **Duo Discus**	23. **Tommy** - Location - **Warblington Castle**	24. **Where Eagles Dare** - **Junkers Ju.52** 3M	25. **You Only Live Twice** - Wallis WA-116 Autogyro "**Little Nellie**"

Safety Corner

The following is an excerpt from the latest BMFA Southern Area email:

We have recently been informed of a couple of fires caused by Lipo's. One apparently caused a lot of damage. It's about this time of year that we start getting stored flight packs out and charge them up for the first time to go flying. Lipo's can and do catch fire even for those that are meticulous in their handling. Apparently lithium battery fires in homes are one of the growing insurance claims, up by 93% since 2021. We often put packs on charge while loading up the car, making coffee etc. Time to review our charging and discharging procedures I think.

"I learnt about safety from that" — Robert Horton

A detached flying propeller blade.

They say that maintaining safety is no accident and I wanted to share this incident with you since it is a timely reminder of why there are safety procedures in place for starting engines and electric motors at the flying site. The incident concerns the sudden detachment of a propeller from a four stroke i.c. engine. Fortunately there were no injuries.

Background:

The engine concerned is a Saito 150 four stroke i.c. engine, at least sixteen years old and had only recently been run a couple of times on a test stand at home. It swings a 16"x8" APC propeller which is secured with the manufacturer's washer and nut, plus a custom-made locking nut which also secures the spinner dome. The manufacturer's instructions state that the engine must be started by flicking the prop in the reverse direction so that the recoil at compression flicks the prop in the correct direction. It

was obvious from the start that the engine had a lot of compression and the recoil was very strong hence the use of a locking nut to prevent the main nut from coming loose.

The Incident:

The incident occurred last October at the Guildford model flying club site field when I was testing the engine for the first time in a Spitfire airframe. The aircraft was tethered to the ground and was positioned on the edge of the pits area in the designated starting area and was facing away from the pits into a clear space. The engine fired quickly but the compression recoil caused the propeller and spinner to come loose again. I put the propeller back on and tightened the nut and locking washer as much as possible but for some reason I decided not to attach the spinner dome, which with hindsight was probably the last hole in the Swiss Cheese risk model.

I tried again and after a couple of misfires the engine started. There was a lot of smoke coming from the exhaust indicating a rich mixture but it seemed to be running OK at the lower end of the power range. After it had warmed up for a minute or two, I removed the glowplug starter battery and then moved behind the aircraft to try it out at higher revs. When I reached about half throttle the propeller suddenly detached from the engine. It happened in a fraction of a second. I caught a glimpse of the locking nut flying off the right but the prop had completely disappeared! Fortunately no one was hurt but it was nevertheless a big shock.

The flying site at Guildford is all grass so it wasn't obvious where the prop had landed. After a twenty minute search I found the prop firmly embedded in the ground approximately 15 meters away from the plane and almost directly in line with the thrust line of the engine. The nuts were more tricky to find in the long grass and I had to go back a week later with a metal detector and I did find the locking nut about 1m from where the plane had been.

Spot the prop: As found in the ground about 15m in front of the plane!

Lessons learned:

1) Follow the startup procedures in the pits area so that if a propeller detaches it's not going to hit anyone.

2) Be extra vigilant when starting a new engine for the first time.

3) Stand behind the model as soon as possible.

4) Tightening the prop nuts and use of a locking nut may not be sufficient for large 4 stroke engines. (I've since learnt that Mick Reeves also uses rubber glue to secure his prop nuts.)

5) Next time I'm going to make sure the spinner dome is fitted because if it had been fitted the prop might not have flown so far.

PS Since writing up this incident for CD, I came across a very interesting article by Colin Stevens about "the dynamics of flying detached propeller blades" (CD, March 2005:10-13). In that article he concentrated on how a single detached blade might behave but also noted that there would be no safe zone in front of the engine if a whole propeller detached…..and he was right!

CADMAC on FACEBOOK

Note that the Official CADMAC Facebook group can also be accessed with the following link: https://www.facebook.com/groups/545578331713954

A flurry of purchases during the winter has created CADMAC's own **'Viper Squadron'**! [Note all are wearing their classy CADMAC hoodies supplied by Jordan Perry!]

CADMAC in the Alps! Toni Reynaud & Fraser Dibden met up for a day of skiing in Tignes, France during March. "Sloping, but not slope-soaring!"

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 27th April 2026 - 1845 for 1930 hrs
Boxgrove Village Hall, PO18 0EE

"More Stories About the RAF Heritage Group"

Presented by Sqn Ldr Rick Lipscomb

Sqn Ldr Rick Lipscomb is no stranger to AirACES having previously acquainted us with the RAF Heritage Group and it's working life ensuring the preservation and sharing of the history of the RAF. This time his talk will cover the recent diverse activities of the Group including the replacement of the gate guardian Tornado on the parade square at RAF Halton with a Eurofighter Typhoon, including the "how and why". He will also cover the replacement of the gate guard at RAF Honington, the 3x Tucanos that have been placed in museums, the gifting of Sea King helicopters from HMS Sultan to various museums, a Jaguar and Tornado donated to the Development at the former RAF Bruggen, Germany, and the recent support to the Metropolitan Police Art and Antiques Unit.

AirACES is an aviation talk society, providing its members with regular talks, given by experts in many different fields related to the world of aviation.
VENUE – Boxgrove Village Hall, The Street, Boxgrove, Chichester, PO18 0EE
6.45 pm for 7.30 start. Members £5, Non-members £10 and under 16s FREE.
Doors open at 6.45 no pre-booking, no reserved seating

For further information about AirACES, please see www.airaces.org.uk
Email: airacesuk@gmail.com or call Air Aces on 07423 670703

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