

Sticks and Tissue No 4 March 2007

I'd like to thank the following contributors without whom this newsletter would not be possible, Peter Michel, David Kinsella, Roger Cooper, Ron Moulton, and Mike Cummings.

If you can contribute any articles, wish to make your point of view known etc please send to james.i-parry@tiscali.co.uk or phone 01202 625825. Should you email me an article please don't use "Reply" as it may be circulated to all recipients of the newsletter.

Don't forget the R/C vintage event at Wimborne MAC 20 May 2007

Contact me James Parry for details, this will be a great R/C vintage do with it seems likely at least a dozen or so Tomboys for the competition. The site is excellent with fantastic scenery. It will be one of those days to remember. (By popular demand there will be toilets for the ladies attending, gents to use what nature provides). At time of writing there are now 20 aeromodellers who have said they will attend, excluding WMAC members. Car parking is being given consideration and more spaces will be available than that advertised.

58 Year old Sporty and engine snippets by Roger Cooper

Here are a few photos taken of my twice size SPORTY with the DC Wildcat. Looks a bit poorly as well it might now it is about 58 years old! Wood is a bit brittle but it might be possible to re-furbish it. Last flew at Wellesbourne Mountford in about 1959 or 60. How do you like the old National Guild of Modellers logo on the wing? I was going to cover round that so as not to lose it - must be quite rare these days.

Peter is trying gently to press me into starting again with an electric foamy but my heart is still with old fashioned construction methods - even Colonel Bowden's hardwood/silk - but my eyesight is not what it used to be and close work is a real pain.





Sporty.

This was it in flying condition but you will notice it has the Frog 500 up front. I never flew it with the Frog - only with the DC Wildcat for which it was balanced. The Frog was lighter and would have needed ballast. Date of shot 1954. Notice also those lovely inflatable wheels, 4" diameter, black tyres with red plastic centres. Peter still has - and indeed is using!! - a pair of the same wheels, the same size, bought at the same time.

(In addition to the above Roger sent in several photos of past years some of which are set out below. Roger has written loads for the newsletter so more very interesting writings to follow over the months. JP)



These photos were mostly taken with a mid 1930's Ensign Selfix 20 camera, although the format has been computer modified on some of the shots to enlarge the image and get rid of un-necessary background. All of them are from the late 1940's to mid 1950's.



The Arrow 350 is a 350 Jetex powered FF model built around 1953 and photographed around 1954. I would have liked to say it was an own design but I don't think it was - certainly not a kit anyway.

The A-2 from Dewsbury is not my model. I was living in Conisborough, south of Doncaster at the time - 1952 - and this A - 2 had had a D/T failure and flew all the way from Dewsbury to Conisborough to land on road outside the house. There was a return address label on it so we called the owner and he was able to collect it.

So, what else went on at Northwick Park, either on the flying field or in the clubroom?

Well, I can still recall the Nemos - Yes, Really! Long before anyone knew about Captain Nemo we had a Nemo flying at Northwick Park!

It belonged to a guy whose name is sadly long forgotten. He specialized in powered flying wings and was very successful with them. Why he called them Nemo I and Nemo II we shall never know.

They were Mill 1.3 powered in pusher configuration. Now I OUGHT to be able to tell you whether he carved his props for pusher or whether he ran the Mills backwards (as you can of course with a piston ported engine) - but I can't remember! However what I DO remember is that as the wing washout was preset he trimmed the wing by adding a piece of rigid cellophane to the trailing edge and cutting it down until he had the desired flight pattern. This obviously worked well because the Nemos were consistent and reliable fliers.

Did anyone of you older guys ever bump into George Upson on the A-2 circuit? George was one of our members and his main claim to fame was his ability to play tunes farting in club meetings. Really! What next?

This brings me (probably lowering the tone even further) onto our trip to the Nats at Waterbeach in 1952. Member Brian Hutton's dad ran a wholesale fish business and provided a smallish lorry to ferry us to Waterbeach. It was chilly on the way up so we sheltered under a tarpaulin but on the return trip the weather was fine and sunny so the tarp was stowed and we sat in the open air. The bit that sticks in my memory is our attempt to entertain the good people of Baldock with a rousing rendition of the alternative Colonel Bogey: - "We are the King's s..t shifters shoveling s..t by night singing Hitler has only got one.... Goering has two but very small.....etc." Does nothing to improve the image of aeromodelling in the eyes of Joe Public but perhaps Baldock has forgotten by now!

Northwick Park had a small pond in the middle, surrounded by trees. The rumour went round that someone's model had flown into the trees and broken up with the engine falling into the pond. Well we raked at that pond for hours and hours and hours but to no avail. If there was an engine there - and information as to what it was varied widely - then it will be somewhere underneath the Northwick Park Hospital by now. They say in some wards you can hear this faint buzzing noise in the middle of the night - some have even complained about the smell of nitromethane. I wonder, I just wonder!!

Spring time was always good fun at Northwick Park. Well for a start it was great to get out and fly again in the better weather but it was - and always has been - a special time for the birds, whose nesting activities were reaching their annual peak.

Now birds are fine, but when they are the size of crows and they take a rooted dislike to your latest valuable creation drifting ominously towards their nest you are in for trouble. They get VERY shirty and start fearlessly dive bombing the invader with great determination. Some times the end result is no more than tissue damage or the occasional broken spar, but I have seen more than one model - and size is NO deterrent here - so fiercely attacked that the wing retaining bands have been broken and the rest, as they say, is history.

Crows apart, you could always easily get "treed" in Northwick Park. If you were lucky your creation would fall out. You could also be lucky if there was a tree climbing fetchermite around to go and get it out for half a crown (12.5p in today's money but a fortune to a small boy in those days). Otherwise, if you were not of an arboreal nature yourself (i.e. too far down to evolution chain to have any monkey genes left in you) then you either had to walk away and forget about it or come back on a windy day and hope it was blown to the ground without too much damage.

Even though the times about which I am writing are very early 1950's radio control, albeit in its infancy, was becoming popular. We had one older character there - I can remember him only as Bill - who was quite adept at radio flying and had a novel (in those days) way of getting his high voltage for the transmitter. He used to lug a 6-volt car battery and a rotary converter onto the flying field to generate his 110 or 120 volts.

He also had no teeth but his gums were so hard he could bite and chew anything without any problems at all - all the things that would do us a serious injury were like food and drink to Bill's gums!

Richard Trevithick, of whom I have already made mention - only ever brought one model to fly during the time I was a regular at Northwick Park. He had a smallish (32" span or thereabouts) diesel powered shoulder wing own design job which all packed very nicely into a small case - which he had made especially for the job, of course.

Richard would open up the case and assemble the model with wire, bolts and nuts. I don't ever recall seeing any rubber bands. The structure contained more hardwood than we were accustomed to seeing and the whole thing was silk covered before being silver doped.

The power unit looked a bit like a Mills 75 but was, in fact an engine of Richard's own manufacture using, I believe, a Mills 75 crankcase. As I mentioned earlier he had built a number of his own engines including the 3 cylinder radial engines for his pre-war compressed air models, but his smallest was, I think - and I could be wrong here, a diesel of about 0.1cc. Certainly it was a lot smaller than the Kalper .32 we knew about. I did actually see this micro miniature engine running too!

Sadly Richard did not fly very frequently and sometimes many months went by when we never saw him. He had serious dermatitis and his hands reacted very badly to contact with fuel, as well as to the machine tool suds he encountered in his workshop and in his working life.

Richard's smart little model carrying case was a million miles from our standard means of transport. Often if we took only one model to fly it would be tucked under our arm as we rode our pushbikes the couple of miles from home. For more involved loads and also for longer distances we used to make a model box out of a washing machine carton with a couple of webbing straps attached so we could wear it on our backs. The models went inside wrapped in newspaper to prevent damage.

After I had, perforce, moved north I decided, having seen drawings of C.A. Rippon's Rip's Box in Aeromodeller, to have one of my own - BUT BIGGER!!

My father helped with the construction but what we ended up with - my fault, not my father's - was a most unwieldy thing. Granted the building boards were of a decent size but the amount of hardboard needed to cover it made it very heavy and it could not be transported on a pushbike. So, whilst it was a good and tidy storage medium it was not much else and in the end I don't know what happened to it. Life had begun to get a bit fraught around this time with a move from south Yorkshire up to Bradford for a couple of months followed by my getting a job back in Harrow with the Meteorological Office for three months prior to National Service. It may have been that during this time or my subsequent period in the RAF that my father in his wisdom found an outlet for the box and sold it to make more room in the house.

Talking of Harrow reminds me that while I was at the Met Office I lodged with a friend called Henry who was also, I think, a club member. Henry had a Frog 500 - as indeed I did - and was also interested in C/L, mostly team race. Henry decided one day that his Frog 500 would be better without any fins on the cylinder head so he very carefully filed them all off. I don't remember this making any difference to the performance, perhaps because, at the time, I was struggling to find suitable material out of which to make a decent head gasket as the one on my Frog kept blowing.

Anyone seen a Frog Flathead 500 (as Henry called it) for sale recently?

When I went to Guildings auction rooms late last year for their annual model engine sale I noticed a number of unopened kits amongst which was one for the Veron BeeBug - my first stunt model.

I had quite a lot of use out of the BeeBug with an Elfin149 (beam) up front but the beam Elfin was never of the same quality as the earlier firewall mounted ones. One day it was circulating happily when I saw something fly off. Model kept going just the same so I had to wait till the flight was over. To my horror I discovered that the finned alloy cylinder jacket had come unscrewed, taking the compression adjuster with it, and been flung out of the circle to land somewhere in the grass.

The contra piston always was a bit tight - but THAT tight??

We found the missing bits - eventually, after making the correct calculations for the effects of centrifugal force!

Incidentally the BeeBug Kit at Guildings fetched over £50 in the sale - lot of money for a few bits of balsa and a plan!!

First outing by Peter Michel

It flies! (But only just at the moment.) I took it to the Downs just now for a test bung and was surprised to find that it has a floaty glide. With 400 turns it sort of maintained the glide for a bit longer. It was underpowered, plus, I suspect, there is too much slack in the flapper vanes. These will have to be adjusted so that the bamboo arms provide more tension.

I only had one motor, 12 strands of 1/8in taut between the hooks, and this was not man enough for the job, so I came back home to make the necessary updates.

I'll say this, though. If any form of climb is achieved - and I am pretty sure it will be - a DT will have to be fitted. It is never going to gain any great height, but this model is so astonishingly light at 4.25oz that any puff of lift will carry it away.

By the way, I shall have completed your Lippisch "engine room" before the weekend is out.



FLAPPING FOLLY?

WELL, the Flapping Wonder has taken the air! These shots, taken by Martin Dilly on a perfect winter's day at Epsom Downs (February 7) show that it has actually put in a few powered glides; I



would put it no stronger than that. However, all who saw it agreed that it was on the verge of ascending flight... Laurie Barr, pictured with me winding the Lippisch, timed the best of these hops at seven seconds, so there is hope. I shall now try stiffer flap membranes and more power. However, the flapping mechanism is only made of 18swg wire and I sense that the amount of power it can take could well be self-limiting through shaking itself to bits!

Rex Oldridge has kindly sent me some notes by Parnell Schoenky (ex Zaic 1951-52 Year Book) on ornithopters. Schoenky wrote after a series of experiments: "When building an ornithopter it's well to forget old ideas about saving weight by using glue sparingly. The wood should break before the cemented joints come loose... Remember, no model takes a beating more severe than does the business end of a flapper." He was dead right there! Schoenky added: "The best way to improve the flight of a flapper is to systematically test and retest such basic items as the flapper covering etc. until one is sure that each part is doing its utmost. Taking the covering as a good example, try flying a flapper until the paper is limp and loose, and then replace it with fresh taut covering. In most cases the duration will immediately improve." These notes from so long ago give me the strong impression that I am trying to re-invent the wheel here. Still I shall persevere if only because a lot of work has gone into this and it would be a pity just to chuck the flapper into the loft as an abandoned folly. I cannot think that great Alexander Lippisch, designer of the Me 163 rocket interceptor, would have devoted time and trouble to an

unflyable disaster, so it is now down to me to make it work.

More films recommended for viewing

Roger Cooper sent details of the National Archive films that are well worth a look. There are some interesting aviation documentaries such as The Meteor, building Heathrow etc etc.

www.nationalarchive.gov.uk/films/

Another interesting model aircraft video and not British Pathe. This one is on Youtube and covers the 1936 US nats.

<http://www.youtube.com/watch?v=1VB8f-e17aU>

Regards, Alan Holmes

There was a feature about model flying at Middle Wallop on BBC South a couple of years ago. This has been put on Youtube by Ramon Alban. Ted Horne is a TV star!

<http://www.youtube.com/watch?v=IbN1HU8SpRE>

You might like to give this a mention as well Alan Holmes

David Kinsella's column

Fiver Mountain

With Big Ben in the background, departed Ian Richardson in Old Etonian tie appeared on the front page of the Telegraph for Saturday 10 February.

First acting with a friend at the RSC, Richardson became famous as chief whip Urquart in TV's House of Cards. But in 1981 he was the German officer in Private Schulz...

Long before I went to LSE I knew from Dr Bob Fitton (ex LSE and a navigator in Lancasters) that governments cause inflation. If in doubt check Zimbabwe (old Rhodesia)! Hitler's finance wizard knew this full well and so a plan to produce millions and millions of white five pound notes was put into operation – code name Operation Bernhardt.

As with the V2 rocket, Me 262 and the pre war Silver Arrows, the Nazi fiver was excellent, this after months of intensive research, testing and final production. Agents brought them into the UK and changed them at banks and shops. With the green light thus given to Berlin, the blanketing of Britain with airlifted 'Bank of England' five pound notes was the next step. Thankfully financial collapse was averted due to the Nazi's final lack of time – and the fact that much was salted away by seniors as nest eggs after Germany's collapse! All this was covered in TV's Private Schulz. Until the white fiver's withdrawal it was often necessary to address and sign the note before it would be accepted! But as millions earned less than five quid a week in post war Britain the large white note was less than common. Comparing the true and the fake – as I did a couple of years ago – is a fascinating experience, as was Ian Richardson and Private Schulz if you knew the amazing background to the master plan. A barrow of cash for a loaf of bread was common in post World War One Germany and so the Nazi's were certain it would work again.

The financial press now reports that inflation in Zimbabwe is close to twelve hundred per cent! Luckily for us the fake fivers were never parachuted in.

Top Alex

The guild of Aviation Artist's summertime exhibition in London is a grand experience. Held close to Trafalgar Square and now well into its stride, the show is supported by the aviation industry and attracts famous designers, pilots, collectors and artists. A regular was the late Alex Henshaw (1912 – 2007). Autographs always in great demand!

Delightful to talk to and one hell of a pilot in his day, Alex won the King's Cup Air Race, set a record to Cape Town and back (one of the greatest ever solo flights), tested 2,400 Spitfires – and barrel rolled a Lancaster! To support Birmingham's wartime Spitfire Fund he flew between the buildings along the main street – but did it flat out and inverted! Because of fog and smoke over Castle Bromwich, Alex was the sole pilot with permission to land at any time. Once he landed between houses, all save the cockpit section being lost. Another test saw him blown from a Spitfire when it exploded. Churchill admired him.

After the war Alex Henshaw became a director of Miles Aircraft, moved to South Africa, later developed six miles of Lincolnshire coastline and wrote three books about his experiences. In 1940 he married the Countess de Chateaubrun. His papers and collections reside in the RAF museum. For several years the King's Cup Mew gull was kept at Old Warden.

Michael Turner's picture of the racer swooping low over Hatfield aerodrome is a fine example of the artist's skill. Prints are available from Studio 88 (01296 338504).

The following sent in by Roger Cooper

Subject: The Problem with Rechargeable NiMh batteries is...

Dear Watch Battery Customer,

Rechargeable batteries are brilliant aren't they? With more than 20,000 tonnes of disposable batteries being dumped into UK landfill sites each year, by using rechargeable batteries you are doing your bit for the environment and saving yourself money too.

The problem with NiMH rechargeable batteries however, is that they tend to lose their charge quite quickly. You may have charged some NiMH batteries for spares and find that when you come to use them some weeks later that they are completely discharged. Now there is an answer.

Uniross have developed a hybrid battery that combines all the benefits of standard alkaline batteries together with the eco-friendly advantages of rechargeable batteries.

Uniross Hybrio Batteries

- The **Uniross Hybrio** batteries hold 70% of their charge for a whole year after charging.
- They can be charged in a standard battery charger and they are shipped charged, ready to use.
- They can be recharged up to 500 times.
- They are ideal for standard devices like remote controls, toys, radios and alarm clocks, but also for high-tech devices like MP3 players and CD players and with the AA Hybrios having a capacity of 2100 mAh, they are even suitable for digital cameras.

At WatchBattery we are selling the Uniross AA Hybrio and AAA Hybrio batteries at very competitive prices. Click on the link below to see.

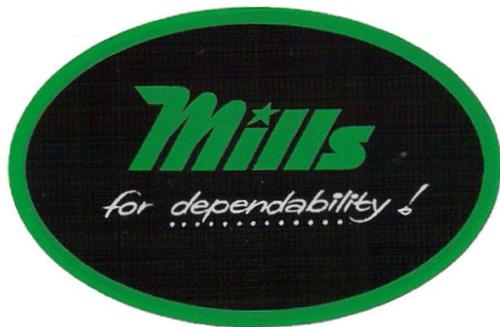
And if you haven't got a charger and wish to take advantage of this new technology, we are selling

the Uniross Xpress 300 charger, which comes complete with 4 AA Hybrio batteries included. The charger will also charge any NiMH or NiCd batteries you may have.

[Uniross Hybrio Batteries here](#)

[Uniross Xpress 300 Charger with AA Hybrio batteries here](#)

MILLS TRANSFERS



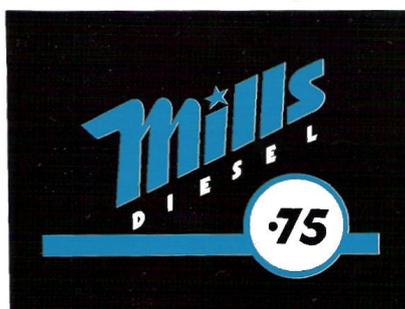
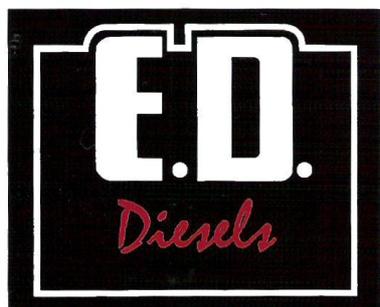
The above transfers are now available as waterslide from Mike Cummings, Raynes Park MAC. 020 8542 3100 or write to:- 268 Cannon Hill Lane, Raynes Park, London, SW20 9HN.

The cost is 40p each or 3 for £1 but to be added on is 40p P+P.

The width of the transfer is 76mm or 3 inches in old. It is intended that they will be available at all the Tomboy 3 competitions. Other transfers will be available soon.

(My only comments are that the two I have look great and at 40p, well, very cheap! JP)

Shortly i.e. next post after receiving the above I was lucky to receive yet more transfers from Mike. As you can see an ED and Mills 75. They are vinyl with a mighty stick to them. There is no way you could use on tissue but something like Solartex would be fine. All is not loss Mike will have these in waterslide in next month or two. Meanwhile he does have a few left and in three sizes mini 30p, medium 60p and large 75p plus of course P&P. He has plans for more in time.



Sporty continued

It has occurred to me that someone out there might be interested in refurbishing the 2 x Sporty which I have - photos already in your possession.

Realistically I am unlikely ever to finish the job myself, as I seem to have more than enough on my plate as it is and yet it seems a shame to have it languishing in the loft when it could be airborne again.

I would be happy to give it away (it was given to me in the first place so why not pass the favour on) to anyone who is willing to collect it from me and return it to flying condition but I would like to hang on to the engine, so anyone interested would need to find a power unit capable of swinging a large prop - Wildcat, K Vulture or similar would be appropriate. In fact, going back a few years and up a size, maybe a Brown Junior would do the job quite nicely, or any other 10cc spark engine from that era.

There is room in the fuselage for radio but a few alterations would be necessary and the wildest of thoughts then comes to mind - how's about a Sporty contest similar to the Tomboy one that is so popular. It would be fairly easy to replicate the plans I should think - someone might even have some originals somewhere (Ron Moulton being ex Aeromodeller perhaps?) - and you could run the comp in 2 sizes - original 30" span with say Mills75 or Amco 87 (Mk.1 preferably) and twice size at 5ft span (as mine is) with a larger power plant.

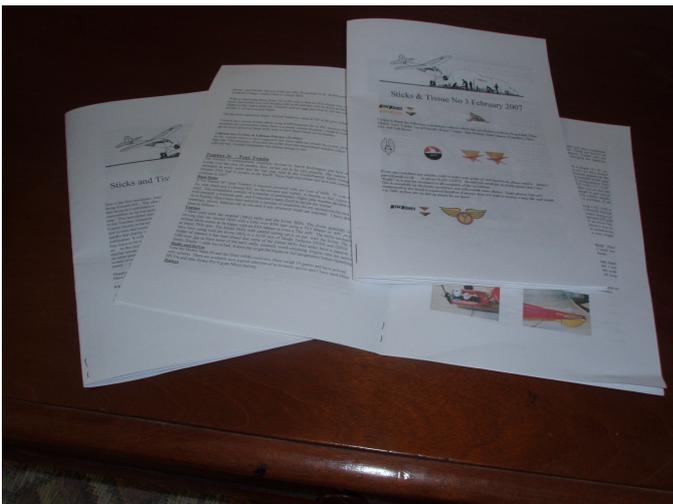
Perhaps I could come and watch too!

Just a thought!

Kindest regards and calm flying days. Roger Cooper

Booklet advice from Peter Michel

Print your magazine! There's nothing quite like words-on-paper for easy reading. Just go to 'preferences', then 'Booklets' in your printer and it will do the rest. Modern printers have this function in one form or another, even the cheaper ones.



Middle Wallop

I decided to go to the event a couple of Sundays ago despite the weather forecast, as did quite a few others. Up until about 12.30 the conditions were just about flyable but the wind was getting up all the time. By about 13.00 just about all flying had stopped and many were leaving as I did by 13.30. The only mishap was the unfortunate Tom Thompson who lost his PAW55 powered Kiwi, the DT didn't go off.

Lets hope the Easter meeting has its fair share of good weather, I'm sure none of us can wait still only a couple of weeks now.

Join the Rattray(ce) By Ron Moulton

Efforts to promote the annual Rattray Memorial event at the SAM35 Gala at Old Warden over the past two years have only produced a meagre participation, so the rules have been overhauled and will appear in the SAM35 Wireless World Column now compiled by John Wingate.

The event is for electric powered designs kitted or published prior to the end of December 1960. There are no restrictions on Motor or type of Battery, but the maximum motor run is to be 75 seconds. Three R/C channels for rudder, elevator and motor speed control are permitted and maximum recorded time for each of three flights is 5 minutes. Landings have to be within a designated area to qualify. In other words this is a fun duration event much like an electric version of Flying Fives. Suitable subjects for electric conversion range from the omnipresent Tomboy to the popular Jaded Maid. While landings are necessarily dead-stick, provision is planned for a power boost during approach to cope in the case of poor conditions.

The St.Albans MAC Open Vintage meeting will incorporate a trial event on 2nd June. SAM35 Gala on 24th June at Old Warden is the date for the Trophy contest. All have-a-go's welcome.



Winnner of the first Rattray Trophy event was Dick Blenkinsop from Warwick flying a resuscitated 1947 own design, converted to electrics And radio control.



Last year's winner was Tony Bowler with his outrunner converted Tomboy here talking with Ian Rattray who is holding the model.

Apologies

I was hoping to improve the appearance of the newsletter this month, Peter Michel came up with some great ideas, wording wrap around the photos to name just one, Dave Day also made some useful comments all of which I'm afraid I just haven't got around to doing. Real work can be a total pain! I suspect it's one of those things that when you know how to do it the process is seconds but when you don't well nerves tend to fray a bit, PC's are a real asset most of the time but when something goes wrong well things heat up in Dorset. In fact I heard somewhere that there are so many billions of PC's in the world and I'm now of the opinion that global warming is due entirely to reasonable people becoming frazzled with their PC's. Perhaps there should be a global warming tax on Bill Gates? Anyway hopefully I'll be daring next month. Please keep the comments coming in and I'll try to adapt.

DEADLINE FOR NEXT ISSUE IS 24 April 18.00hrs