

Sticks and Tissue No 5 April 2007

I'd like to thank the following contributors without whom this newsletter would not be possible, David Kinsella, Martyn Pressnell, Roger Cooper, Ron Moulton, Geoff Northmore, Dave Bishop and Peter Michel.

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.

If you are using Microsoft Word or Open Office the top and bottom margins are set at 2.3cm and left and right margins 1.9cm

The content does not follow any logical set out it's "as I put it in".

Some more snippets for Sticks and Tissue from Roger Cooper

There were tea cups and saucers
And barn doors on hawsers
Littering the old village green.

For the event of the day
Was a control line display
By the lads of the East Wessex team

I wonder how many of you remember that little ditty. I have an idea there were more verses but that is all I can recall - sorry. Now wouldn't it be great if someone out there has kept all the copies of Aeromodeller since the late 1940's and can look this up for us?

For those not in the know by the way, East Wessex was a euphemism for West Essex - a very prominent and renowned control line club in the early 1950's

So what DID really happen on Northwick Park, an abandoned 1930's golf course wedged between the residential areas of Sudbury and Kenton with the Main British Rail London Euston to Birmingham line on one side and the main road from Harrow to Sudbury (on which the number 18 bus would always come in pairs or threes but never when you wanted one) effectively isolating the site from the playing fields of Harrow School on the other?

I will try to recall a few amusing incidents - in no particular chronological order.

Now member Ant Hughes was an avid C/L fan and capable with it. So, one afternoon, there he was sorting out his Frog 500 powered stunt job, kneeling in front of it - well squatting right down on his heels with his knees spread, when his attempts to start the Frog bore fruit. Snag was the fuselage was a bit oily and slipped out of his left hand. The prop din' 'arf do some damage to his thighs and it only by great good fortune that he didn't lose anything vital. Don't know what his mum said when he went home with trousers ripped to shreds. Oh! What the hell! He still had his manhood - just!!

Ant used to fly with Jack Currie. Jack was older than some of us and being more gainfully employed could afford more exotic machinery. I think he will always be remembered for his absolutely enormous Andy Spitfire powered C/L stunt job which he flew on 100ft heavyweight Laystrate lines from a **2 handed** c/l handle. The tank gave about 10 minutes of flying time on petrol by the end of which poor Jack's wrists were getting weak and he was starting to shake - so much so he was in danger of letting go of the plot. I think we were all looking forward to the spectacle - but he always managed to hold on somehow, although he used to look shattered at the end of a flight. Come to think of it I cannot recall ever seeing Jack do anything more exciting than an occasional wingover with the outfit -he was too busy hanging on for dear life!

Now Richard Trevithick comes to mind. Here was a model engineer of exceptional skill. His workshop in the garage next to his Barn Hill house was an Aladdin's cave full of aircraft, boats and railway items alongside various bits of engineering machinery, which he used to build his own model aircraft engines from scratch.

I remember him saying once he answered an ad for a job, which required a precision engineer so he went along for the interview and asked how precision was "precision". When he was told he'd be expected to work to a tenth of a thou he turned the job down as he preferred to work to much higher standards than a mere tenth!!

Older than any of us Richard had been building and flying in the 1920's and 30's. Even today we are familiar with compressed air power - but not on the scale of Richard Trevithick's models. He built the fuselages out of spiral wound thin sheet copper (and I do mean THIN - measured in thous!) over wound in the opposite spiral with thin piano wire and all soldered up with hemispherical ends to make an airtight tank.

Hmmmm! you might say - bet that wasn't safe! I don't honestly know but he used to hand inflate them to 150 p.s.i. with a triple stage pump. As far as we know no fuselage tank ever split but he did tell us of the time a non-return valve in the pump failed and the pressure shot the handle back up so hard and fast it hit him under the chin and knocked him out. I bet that hurt!

He once recalled the time he was flying an old open 'A' frame rubber job. Common before WW2, they had a twin stick fuselage with the sticks coming together at the tail and far enough apart at the front for two props side by side. The rubber dangled underneath the frames in the open air. I believe you could arrange these to fly as conventional aircraft or in canard configuration with the props at the back and the point at the front.

Anyway this particular model flew low over the head of a lady out for a walk and the unwinding rubber picked up her hair and securely wrapped it into the skeins, continuing until poor Richard could catch up and stop the props. There was a bit of cutting of both hair and rubber to be done to free her and the incident did nothing to promote appreciation of model aircraft with at least one member of the general public!

Then there was the time he was flying an enormous glider - so large he had fitted half a copper ball valve as a nose block and filled it to get the balance right. This creation came in low over a mound behind which a courting couple were sitting. Of course there was the inevitable catastrophe - the model clouted the guy on the back of the head - crept up on him right quietly, it did - he never stood a chance. Bet that hurt too! Anyway at least Richard survived to fly another day.

Even I was far from immune to disasters. We were catapult launching a chuck glider one day and I guess we were using rather a lot of pretty powerful rubber because the glider seemed as though it was getting close to supersonic as it described a huge but perfectly formed loop. No chance of it rolling out at the top and dropping into a nice 1 or 2-minute glide. Oh No! It just came right on down, flat out! Yours truly was standing on top of what had probably been a bunker when the place was a working golf course and I just sort of froze as this relatively small piece of balsa took careful aim and came straight at me. It did considerable and very painful damage to my backside and all everybody could do was fall about laughing. Well, it was funny really I suppose. Naturally the plane was undamaged!

Dave Posner - anyone remember him? - was on the fringes of our activities but I think was into more serious free flight power, However he lived nearby and would turn up on occasions. One day Peter Wallis and I were flying control line with a model Peter had built to take his 0.32 Kalper (he still has it by the way and no, you can't bid for it - he won't sell and I don't blame him, it's a little beauty). Now you wouldn't think a 0.32 diesel would make much noise - nor did it in fact - but on this particular evening the sound obviously carried a long way and dear old Dave Posner came tearing over from his house quite convinced from what he could hear, that we at the very least had a Dooling 29 running. If he was disappointed when he got there he never said so.

Dave very generously gave me the wings and tail off one of his FF power jobs and I conveniently married these up to a more classic shaped fuselage given to me by another friend Chris Haupt - his Sybilla high wing cabin monoplane design. Powered by a beam mount Elfin 1.49 this combination flew very well if looking a little odd, and poor old Dave's eyes nearly popped out when he saw it first time!!

Sounds as though I never built models of my own! Not True!! I built a very effective and reliable Tomboy, which Vic Smeed spotted at Radlett at a meeting there in 1953. He commented particularly and with some amusement on the beefed up undercarriage which it needed to cope with the considerable weight of a lot of colour dope. It would fly with an ED Bee but not with anything smaller and would not have performed to the modern rules using a Mills 75, however good that super little engine is. I am over the moon to read how highly Tomboys are rated today, after over 50 years! The very pretty Vic Smeed Coquette was another model I built and enjoyed flying with a fully enclosed and inverted ED Bee - never a problem to start it always performed magnificently - one of the last models before I moved on to other things in the early 1960's. Vic certainly could design 'em and it is great to see how popular his designs still are.

I used to have a lot of fun with a Rodart. What's that did I hear you ask? It was a small autogyro powered by an Allbon Dart and very well it went too. So to all those of you who have tried an autogyro and failed I say try again - they DO work and they are great fun. I can still remember the incidence angles after more than 50 years. Rotor mast +10 degrees and individual blades - 5 degrees. How about that?

The passing of Jetex has always saddened me. To be fair I never tried the small ones. I started with a Jetex 200 and added to the fleet with a 350 - and they were really useable power units. Such a shame they disappeared. My KK Skyjet 200 gave lots of pleasure although with ever so slightly out of true wing surfaces it would get a bit kamikaze on two tablets flying round in what seemed like ever decreasing circles at ever INCREASING speed!!

But that is not the beginning so where did it all start? No, not in 1947 when I bought my first kit. Oh dear me No! It started a lot earlier than that. Probably in about 1941 or 42, during WWII when I was living on the edge of RAF Edzell in bonny Scotland, enjoying the delights of being at very close quarters with Vickers Wellingtons, Short Stirlings, Handley Page Hampdens, Miles Masters - quarters so close in fact that as a small boy I was invited inside these wonderful machines for a look round.

At about that time my father built me from a balsa and tissue kit a Hurricane model of about 16" to 20" span. Naturally in the hands of a clumsy youngster it did not last long but the seed was sown! Later, after the war when we had moved to south Yorkshire my father built me a KK Invader. Bigger this time - 40" span. Lovely thing, but I can never understand why he, as a skilled woodworker (among other things), balked at carving the nose block. Naturally it would not fly without a nose block and I have no recollection of what happened to it in the end - but the flame lived on!!

This DOES now bring us to 1947. We moved back into Kenton - north west London - from whence I originated probably a couple of centuries ago - well seems like that anyway!

Now a certain Mr. Klein had a little radio cum model shop on the railway bridge at Kenton station. He sold Radio spares parts - which I bought to make a crystal set. Stood me in good stead that did when many, many years later I came to apply for a job with RS Components (which our older readers will know WAS Radio spares in those early days).

However it was soon to be the aircraft kits, which caught my eye, and for a small sum (half a crown comes to mind) I bought a kit to make up a 16" RTP scale Fairchild Argus. Small though the model was the manufacturers sensibly avoided using anything as thin as 1/16" square section wood so a hamfisted tyro like me was able to put it together without doing any damage.

It flew well, even if it did knock a few ornaments and things off their perches.

The flame kindled all those years back suddenly blossomed into an inferno and so the search was on for what to build next!

Remarks from Ron Moulton about issue no 4

Liked the double size Sporty, takes me back to first days at Eaton Bray with Aeromodeller. Now I note the curvy June Bug is revived in SAM35 Speaks from '57, another delightful FF Bipe. Peter Michel's Lippisch ornithopter probably has best chance of flying with flapper propulsion through his building skills. Knew two Swiss modellers who tried it but failed. Had the original NSFK plans, which came in a neat blue wallet and loaned them out for copies but never heard of any success. Nowadays FF ornies and R/C variants can be bought RTF such is progress. Thanks for the publicity on Rattray event. Electric sports flying with R/C needs promotion now the motors and light batteries make it comparable with I.C. My Jr60 had to carry 25oz of NiCads (12 cells) to get a reasonable climb using a geared Astro15 in the '90s. Today a liPo pack and Outrunner would save a large proportion of that weight and produce far better performance.

Odds and ends from Dave Bishop

I have been moving things a bit my end by spending the weekend with Tony and Sue van Geffen at Northampton. Had a nice Sunday morning with David and Jill Boddington who live just around the corner from the Tony van Geffens and he has given me the Tomboy plan and sold me a nice Mills .75 diesel engine.

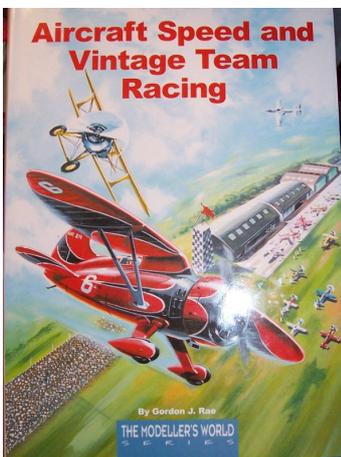
What a thrill it is to get a new building board to be covered with Sundela K ready for a start on longeron pinning job.

Whilst at Northampton I had the pleasure of going to Sywell at TvG's instigation and had a long instruction from Mathew Boddington on the re-building of Tiger Moths (yes plural) including the dear old ACDC which I have commentated on over the years at aeroplane shows.

The thrill of actually sitting back into a Harvard which only occurred over 40 years ago when I was an Air Radio Fitter in the RAF. When I looked at where the transmitter used to be behind the rear seat I found that it was full of "stuff" and there was no TR 1143 radio there at all. Mathew pointed to a little box in the cockpit and there was a complete Tx/Rx just about eight inches high and some three by two inches around. Apparently it did far more than the radio's I used to repair after a hard landing.

I was presented with a new superb hard backed book with the title of Aircraft Speed and Vintage Team Racing written by Gordon J Rae and published by Traplet The Modellers World Series and it has to be one of the finest presentations of my library here in my office where there are some two thousand books. It is a "turn the page" job and is a must for the serious modeller and it takes me back to those halcyon days of every Christmas when I had the latest Aeromodeller Annual. I really do believe in Father Christmas!

A great weekend and now its off to Avircraft model shop at Bromley to get me some nice new straight grained balsa wood and glue. Can't wait for that wonderful smell!



Thanks for the information about the kitted parts for Tomboy.

I have been looking in my loft and found so much balsa wood in mint condition that I think I could build an Antonov 224 at 1 to 1 scale! I had the modeller Garry Burbery help

out with a few days work here at home and had asked him to empty a junk filled shed and "show no mercy". He came into the house later with an old Smiths Crisp square tin (from way back when) and asked me if I wanted what was inside. Well I said I'd better have a look see and in it were 32 engines from (here goes) Kalper, Mills 1.3, Elfin, Cox's (several) ED Comp and Specials, AM, Merco and there were more!

Also much to my surprise, I have found a one and half times Tomboy in one of my sheds! I think I built it with the intention of putting a Mills 1.3cc diesel engine up front. Certainly there is a lot more sheeting been done around the fuselage than I would have thought necessary but that's me. I have never been able to built "light".

Dave Bishop of DB Sound.

A few more of Roger Cooper's photos

Die Fledermaus. (Yes I included last month but with no caption, how many glanced and thought it was a Madcap? JP)



This one is the combination of Dave Posner's wings and tail with Chris Haupt's fuselage. I think I'm right in saying the small fins underneath the outer ends of the tailplane were a bit of a Dave Posner special. More knowledgeable members may correct me if I am wrong. The camera on this occasion belonged to Julian Walkovitch and was a 2 1/4 square Rollei - obviously with a yellow filter to get the cloud background. The terrain is typical Northwick Park. Yes, it's me launching.

The Frog model is not mine - I took this in a museum in France. I did have one however. The fuselage was aluminium, the wings were paper formed over a rib or two - otherwise hollow, and a bit delicate. The prop was rubber driven through a step up gearbox. The whole lot dismantled into the box you see in the picture and at the front of the box was a winding mechanism, which engaged with the prop. The torque was considerable so you had to hold the model down or it would turn over in the box and, if you caught your finger in the prop once it was wound it would bite you - very hard!



Honours and appreciation

I've only known Dave Day for a few years, mainly from his regular attendance at vintage control line stunt meetings especially those I organised at Croydon for Three Kings Aeromodellers.

As happens with competitions there is always time for standing around chatting waiting for next thing to happen, often stop raining, and it is at such times that Dave has discussed in great detail and obviously from personal memory many aspects of aeromodelling from control line, radio pylon racing and of course helicopters. Now that type of knowledge can only be achieved if one is active as a participant.

Looking on eBay as I often do for books and the like I've been surprised how many he has written. Looking at old magazines shows another side and that of an editor.

Now the big surprise was the other day when we were talking on the phone and discussing the Nationals and he mentioned that due to declining health he's not sure how many more he'd enter, if any, so I asked how many he'd flown in, the answer was, wait for it 50 consecutive Nationals, everyone held in that period, no break whatsoever. Now I can't imagine anyone having done that and can't imagine anyone ever likely to do that.

Now I don't know his full history or extent of personal contributions to aeromodelling but I do feel sure it is vast. I've not pursued the point with him and suspect that if I did it may cause embarrassment but surely others know and I wonder whether with declining health this should not be recognised at the highest levels?

Please let me have your comments.

(This copy of Sticks and Tissue sent to Dave has had this article removed).

James Parry

Middle Wallop Sunday 8 April 2007

For those of you who were there you'll know what a great three days Middle Wallop was this year, for those who weren't then here are a few pictures.



Brian Martin's Goldberg Sailplane powered by Anderson Spitfire



Derek Collin's model Comet 11 powered by own made Sparey diesel



Magna



Alan Jupp



Pirate MP Jet 040 Classic powered (.6cc)



Noctyl built by Alan Jupp ED powered



Ray Page and Cloud 3 replica, by Derek Collins, powered Cloud Elf



The Raynes Park brigade, Mike and Malcolm
The red white and blue model is a Perris Special



Jaguar



Jimmie Allen models are still a plenty



The power mob. The headless person in a blue shirt is George Fuller



Tom Thompson putting in fuel





Going to hit me?



Wasp going up



Wasp coming down



Wasp down ED powered



At this point I ducked!



Alan Jupp's Seamew



David Kinsella's column

Beautiful Bipes

For several years now I've enjoyed sending Christmas cards published by the RAF Benevolent Fund. They offer a good selection, one of the best last year being an Old warden biplane scene by Patricia Forrest. So good was the treatment of the Hawker's metal panelling that Phil Smith and others wrote to me saying so! Please see page 53 of March Speaks.

I'm Vintage more or less across the board: Rolex and other clockwork items, piston rather than jet engines, steam locos in preference to diesel or electric traction, sail power when on the water. The 253mph quad turbo Bugatti Veyron is a stunner but I'd go for the dope burning 35b every time, so dinky with its pointed tail and ripping exhaust note as it nudges 120mph. Naturally the biplane wins hands down.

The great biplanes are a wonderful mixture of wood and wire, canvas and wickerwork, alloy sheet and rubber, all pushed or hauled by engines burning pongy petrol. Move around in the seat and there's creaks and airframe groans before suck-in and 'Contact'. It's Biggles and John's thing.



That the biplane is a solid winner is confirmed by the fact the SE5a alone has more than fifty kits and numerous plans to its credit. A great fighter in the Kaiser war, one of Frank Wootton's best depicts the SE5a scouts of 56 Squadron attacking the Red Baron and his men over the Western Front in 1917. Albert Ball VC loved the machine in time, a lower seat and thinner tyres adding a few more mph., and it was reliable when flung into a steep dive. Unlike the Camel, in extremis the SE5a was stable and could fly itself, Folland aware of the fighter pilot's lot in combat. Luckily this great fighter can be

seen today and Noel Barker's 4ft model is on show at Brooklands. McCudden's SE sported a LVG spinner!

In the years that followed the 1914-18 war the biplane in the hands of the adventurers made movies, staged amazing stunts and opened up air routes around the world. Flying G-AAAH – famous Jason and to be seen in London today – the great Amy Johnson was the first woman to fly solo to distant Australia. Letters I have from her flatmate tell of the effort Amy made to achieve this. Silver HP42s were the stars over Croydon at this time. Across the eleven million square mile vastness of the Empire, Hawker fighters and Vickers troop carriers kept peace, Group Captain Peter Townsend telling me of times with biplanes in the Far East.

I had great fun long ago flying a Baby-powered Tiger Moth, and the long fuz of the Avro 504K guarantees reliable results. If you insist on Vintage and not Scale there's always Brook's Bipe, although it's true that the monoplane is miles ahead here with countless plans available. Corgi launched into aviation several years ago, their big Dambuster Lancasters impressive at a foot or so. Requests for biplanes did the trick and now there's a super Swordfish and a Gladiator. Much comes from China these days, and in the future perhaps a dinky Camel or Flycatcher.

Alex and Arrows

Aeroplane magazine for May did a wonderful display on Alex Henshaw. A great spread of eight pages was illustrated with twenty views of his Biggles/Boys Own life. The detailed text was by founder editor Richard Riding, recalling the golden age of aviation and a freedom lifestyle that finally vanished when we were children.....

Silver Arrows, mentioned last time, may have raised a question. If so, here's the answer. German cars were white when they raced the Bentleys of Birkin and Kidston at Le Mans. But with the introduction of the 750kg Formula in the 1930's, paint had to be scraped from the first made in order to meet the weight limit. When Daimler-Benz returned with a bang in 1954 they were all silver. An interesting exception, pre war, was when racing in Sicily in the Targa Florio. Bandits were known to fire on cars if they were not Italian red – so Stuttgart paint shop wisely ordered up pots of the life-preserving colour!

Henshaw's white Mew gull was maintained in its epic days by Essex Aero of Gravesend. Skilled in the use of aircraft materials – they made bits for Mosquitoes during the war – Essex Aero produced a four-seater body for an Allard which weighed just 140lbs. It could be held aloft by one man!

Letter from New Zealand by Geoff Northmore

This letter was an email sent by Geoff to Tony Tomlin following one of his articles.

Hi Tony,

Just read your remarks in March SAM Speaks. In NZ we've more or less followed the same path. It seems to pay to keep the weight between 10-12 oz if possible and whilst a small elevator is satisfactory a good sized rudder is desirable, but you have to be careful not to induce Dutch rolling using it - too much dihedral is the problem I think. A reduction in wing incidence with the C of G around 40% seems about right. My 330 ma battery is in a sealed compartment under the engine at this time and a micro Rx plus two micro servos operate closed loops for rudder and elevator. I've used Kevlar fishing line for this latter function as it's as tough as old boots and can be fixed with a dab of Cyano. I cover the model with tissue, but other modellers have used various non-shiny coverings. I tried an elevator on one side only of the tail plane. This proved very unsatisfactory as the rudder could blank it off depending on the direction of turn and a spiral dive could ensue if you were not careful. On occasions my older Irvine engine has run up to 6 minutes on the standard tank turning a 9x4 prop, but is not consistent. In NZ, we do not have any specific events for the Tomboy at this time, but I live in hope that the Postal duration event will prosper and eventually encourage a U.K. type competition here.

Sporty

In newsletter 4 I read of a doubled sized Sporty and thought this may be of interest. I built the model in the photograph after having built the 30" version. This latter was my first Vintage and real power venture. A PAW 80 R/C provided the oomph!. My newly purchased Fleet micro gear - then just being marketed - gave throttle, rudder and elevator. The radio gear fitted in reasonably well, but some lead had to be added at the front. My closed loop operated rudder proved to be very, very twitchy as I had far too much movement plus my own lack of R/C experience at the time didn't help

matters. Powered gliders having been my normal diet until Sporty. After a few hair raising attempts at flight I finally R.O.G'd successfully and then had a lot of fun with it for a few months.



My appetite being wetted I then enlarged the plan to 60" and powered the result with an O. S.40 FS. Again 3 channels. A flat plate tail plane was used to cut down weight at the rear, but lead still had to be added up front and a bit of permanent down elevator was used too. This version was a delight to fly and it taught a few people to fly R/C as well. It would loop, roll and spin - the top wing used to look a bit lop sided when spinning, but it never came adrift. I finally gave the model away as it was

a pretty bulky item to store in my then smallish flat. I then built another 30" version powered this time by an MPJet .061 diesel/glow - both engines used at some time. Learning from the previous models I sealed off the underside of the engine and installed the battery, radio switch and engine servo in the space. A tight fit, but it never gave any trouble. The engine servo operated the throttle cable via a vertical length of tube and with the throttle arm horizontal. I made a triangular tinplate tank which sat under the pylon with a feed and fill pipe through the bulkhead. Closed loop for the rudder, a push rod for the elevator completed the model. This was a delight to fly and gave hours of pleasure until its death in a club "how many landing in two minutes" contest.

I had a cine camera at the time and had film of all these models, but the only photograph I possess was sent me in this mutilated state after a picture of the large model appeared in one of the magazines and I requested a copy of the photo from the writer. As you can see the colour scheme was black and yellow Solartex and the prop a 12x4. I'm tempted to build another 30" version, but the plan has vanished in to limbo somewhere during my travels - anyone got a spare?

Hope this is of interest. Geoff Northmore.

Looming events May & June

These are some of the events I've noticed advertised on the internet mainly BMFA and SAM35 websites, I daresay there are loads more. If you have an event in mind and not mentioned below please let me know so it can be included next issue.

Note that Salisbury Plain meetings you have to pre register and pays fees.

6-7 May BMFA Free Flight London Gala and Club Championships

Salisbury Plain. Contact Martin Dilly on 0208 777 5533 or martindilly@compuserve.com

12-13 May Stonehenge Cup

Salisbury Plain Contact Peter Williams on 01252 842120 or peter fla@virgin.net

12/13 May Old Warden.

C.D. Dick Roberts. phone 01858 466419. Email rwanddmroberts@bopenworld.com

12-13 May Barton Control Line Bash 2007

Barton Airport, West of Manchester, J11, M60. Contact Ray Lloyd for Aerobatics on 01706 212184 or Malcolm Ross on 01925 766610 or Brian Winstanley on 01254 52196

13 May Brighouse VMAC Electric Fly In

Tockwith Airfield, Nr Wetherby, Yorks. Contact Ralph Darnborough on 07729 248127

20 May Wimborne MAC R/C vintage

Contact James Parry 01202625825 Will have ladies WC and now unrestricted parking.

19-20 May BMFA Salisbury Plain Free Flight Trimming

Always Contact Peter Tribe on 01225 862748, Friday before travelling

20 May BMFA S/E Area Spring Gala.

.RAF Odiham, Nr Fleet. Pre-Registration Essential by 9th May Due to Airfield Security. Contact Mike Kemp on 01252 722211 or ginny@kemp6245.freerve.co.uk

May 27 3 Kings Control Line Team Race

Vintage Team Race, Profile Vintage 'A'. Pre-entry essential by May 15. Old Croydon Aerodrome, South London. Contact Duncan Bainbridge on 07956 370648 or duncan@east-two.co.uk

26-28 May BMFA British Free Flight National Championships

BARKSTON HEATH, Nr GRANTHAM

Contact BMFA on 0116 244 0028 or admin@bmfa.org. Competition Contact Mike Woodhouse on 01603 457754 or Mike@freeflightsupplies.co.uk

2 June St Albans MAC Open Vintage R/C Rally.

Dane End Farm, nr Redbourn, Hertfordshire. Easy comps, including Tomboy and fly for fun. £3 on the day for flyers. Champagne buffet lunch & BBQ. For info contact Alan Blunt Tel: 01525 860154 or write to Lobbs Cottage, Old Silsoe Road, Clophill, Beds, MK45 8AR - SAE for reply appreciated. Wise to check close to date before travelling by checking with www.stalbansmac.org

2-3 June BMFA Salisbury Plain Free Flight Trimming

As above

9-10 June Oxford MFC Free Flight Rally

Port Meadow, Oxford. Contact Andrew Crisp on 01865 553800

9-10 June BMFA Salisbury Plain Free Flight Trimming

As above

10 June Eastbourne club

R/C vintage at their Deanland/Ripe site. Stan Coombes 01323 506370

10 June Brighouse VMAC Electric Fly In

Tockwith Airfield, Nr Wetherby, Yorks. Contact Ralph Darnborough on 07729 248127

10 June Bilston MAC Control Line Rally

Frank Harrison School, Bloxwich, J10 M6. Contact John Allcock on 01902678267

17 June SAM 35 R/C Fly In COCKLEBARROW FARM Aldsworth.

Models up to December 1965. I.C. Electric, and Glider. Signposted from Aldsworth on B4422 Cirencester- Burford road. & A40 between Northleach and Burford. Follow SAM 35 signs. Camping on field. Contact Paul Howkins, Phone 024 76405126

17 June PANDAS Vintage and Open Day

PANDAS Club, Pontefract Racecourse, J32 M62. Contact John Tate on 01132 871961 or see www.pandasaero.co.uk

23-24 June SAM 35 Gala OLD WARDEN

Details John Huntley. tel, 01252 326362. john.r.huntley@lineone.net
Tomboy event. R.C. info. wingate@globalnet.co.uk

23-24 June BMFA Salisbury Plain Free Flight Trimming

Always Contact Peter Tribe on 01225 862748, Friday before travelling

30 June – 1 July 1 BMFA Salisbury Plain Free Flight Trimming

Always Contact Peter Tribe on 01225 862748, Friday before travelling

Jun 30-Jul 1 South Bristol Vintage Control Line Team Race Gala

On Site Camping. Berkeley Power Station Social Club. Contact John Mealing on 0117 947 8758 or johnmealing460@hotmail.com or see www.southbristolmac.co.uk

Saito Engines

At the time of writing Inwoods were selling the Saito 30 Fourstroke for £99.99 and 40 for £109.99.
www.inwoodmodels.co.uk or 01480411519

For vintage R/C models these engines I always feel are a little bit special compared to the normal fourstroke. I've got a 30 in my Gas Buggy, which is 60" span and really the engine is too powerful but performs and looks fantastic, and I have to say that the extra they cost compared to other types is well worth the outlay. Inwoods pricing now makes them even better value in fact too hard to resist.



Printing Sticks and Tissue in booklet form

Last issue Peter Michel came up with a great idea, that being print out the newsletter in brochure/booklet form. Since then I've had a bee in my bonnet about printing out in that form and could not get my printer/software to play ball. Now I've looked at several printers and like Peter said they have the ability to so print, but not mine. Word 2000, the format I use for S&T likewise wouldn't produce the goods so I had a go with my preferred word processor Open Office and hey presto it worked.

So if your printer refuses and you run Word 2000 or earlier I suggest you consider downloading the excellent Open Office 2.2, it's 100mb, comparable, as far as I've found to Microsoft Word, Excel etc and absolutely free. To use is almost identical to Word and Excel and will open Word documents and vice versa. Give it a go if you don't like you can always uninstall!

Urgent request

Hi fellas,

Can you give me any ideas where I could find details of any flying model of the Cody1A aircraft. I am sure I saw something about an R/C one ages ago. Or of course anyone who might be able to help. I have been asked for any details I can find for the Southampton Hall of Aviation who have plans to build a full size flying version to celebrate an anniversary.

johnharvey1@onetel.com

Happy Landings, John Harvey

CLUB CLASSIC RUBBER – MIDDLE WALLOP SUNDAY 8 APRIL 2007

Report by Martyn Pressnell



Chris Chapman receives the Club Classic Trophy from Phil Smith, President Bournemouth MAS

Club Classic Rubber was flown at this Easter weekend as a part of the Bournemouth MAS Rally. This SAM 1066 weekend was staged in the most perfect flying weather in which it has been my privilege to take part. Light winds and sunshine prevailed over three days with the models drifting into the centre of the airfield to alight on the most beautifully maintained grass. At least one flight over 15 minutes was recorded without going outside the field.

This year attracted 12 entrants to Club Classic Rubber which is now a firmly established event, now in it's fourth year. True to form the most popular model remains Jim Baguley's Last Resort, followed by Fred Boxall's Open Model and Laurie Barr's Tripstick.

Five flyers qualified for the fly-off with Chris Chapman emerging clear winner with a time of 4.51 minutes, his first Club Classic win, using his Last Resort. Second place was Laurie Barr with Andrew Longhurst in third place, both previous winners. Each was presented with a bottle of wine. Congratulations to these keen competitors and thanks to everyone for again supporting the Bournemouth MAS. The next Club Classic Rubber event will be at the SAM 1066 Championships at Middle Wallop in August.

Results

| | | | | |
|----|------------------|----------------|-------------|------------------|
| 1 | Chris Chapman | Bristol & West | Last Resort | 7.30 + 4.51 mins |
| 2 | Laurie Barr | - | Tripstick | 7.30 + 4.15 |
| 3 | Andrew Longhurst | SAM 35 | Urchin | 7.30 + 3.20 |
| 4 | John Minshull | Brighton | Boxall | 7.30 + 2.47 |
| 5 | Robin Kimber | SAM 35 | Tripstick | 7.30 + 2.28 |
| 6 | Martyn Pressnell | Bournemouth | Last Resort | 7.27 |
| 7 | Peter Norman | Crawley | Mentor | 7.16 |
| 8 | Mike Turner | Walsall | Last Resort | 7.03 |
| 9 | Ted Tyson | Bournemouth | Boxall | 6.41 |
| 10 | Gordon May | South Bristol | Fuit III | 5.13 |
| 11 | Vic Wilson | Crookham | Yardstick | 5.01 |
| 12 | Terry Baker | Bournemouth | Flip Flop | 2.47 |

Yet more flapping about By PETER MICHEL

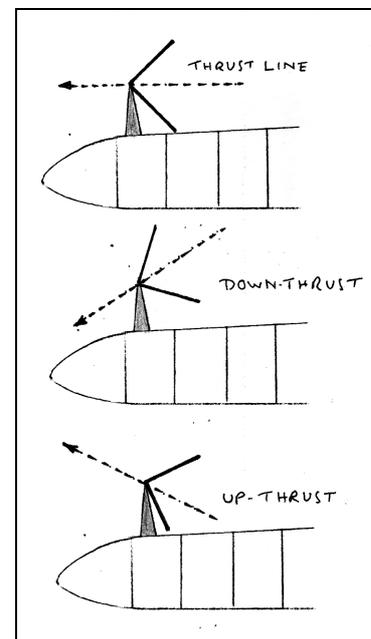
THOSE who have been following the Lippisch ornithopter saga may be interested to learn that this strange machine has beaten the 30 second barrier. (Hurrah!) In doing so it achieved ascending flight (just) although most of its best effort one lovely calm day on Epsom Downs – a timed 37 seconds – was a gentle downward progression from a maximum height just after launch of about 20ft. Not earth-shattering, but fascinating to watch as those who saw it rowing across the face of the Downs will testify. Sadly nobody had a camera to record the moment.

Not that it's worth much, but I have learned a thing or two about vane-powered flight. Although not at first obvious, there is up-thrust and down-thrust to be taken into account, just as with conventional propeller-driven models. I hadn't bargained on that.

First time out, with the vanes clacking up and down like some clockwork dragonfly, the Lippisch just went into a super-stall and mushed to the ground. Now, bearing I mind that I had trimmed for a pretty good glide, all things considered, this was a bit of a set-back. I mean, where do you go when the glide is as it should be and there is no noseblock for down- or side-thrust adjustment? Then the penny dropped. Altering the vanes' mean angle of thrust achieves the same thing! I hope the crude sketches here will explain all. The angles shown are exaggerated.

You only need the slightest of tweaks, and lucky for me, the mechanism allows for this.

I should add that the flaps themselves were a modification. I took it from Lippisch's drawings that they were



By varying the vanes' angle of attack (right) the equivalent of down-thrust or up-thrust may be obtained. Left, the Lippisch equipped with balsa vanes, which resulted in a great improvement on the field. Next target: The one-minute flight

made from some sort of stiffish material; I chose rip-stop nylon of the sort used to make model yacht sails. This proved pretty useless, so I substituted 1/16in balsa sheet. Result: Instant improvement. Next time out the model will have larger sheet vanes and more power. My aim in this somewhat esoteric exercise is a one-minute flight with the model touching down on the glide. Wish me luck!

SOME of us, you know, are dyed-in-the-wool control-liners, and I am proud to include myself in this splendid group despite the fact that I have not held a CL handle for the thick end of 20 years. I was minded of this when reading Terry McDonald's "Wind in the Wires" column in the February edition of SAM 35 Speaks. In it he gives the rules for the Great Voetsak Team Race to be held at the 35 Gala on the afternoon of the 3rd of June. For those not in the know, the Voetsak was the first control-line model worthy of the name in the UK, and was the brainchild in 1946 of Ron Moulton, no less. With a span of 45in (length 39in.) and powered by a mandatory Ohlsson 60, this is quite a hunk of aeroplane!

A £5 cheque to Terry produced a crisp plan of this design, which surely must have been Fred Flintstone's favourite model aircraft. It sings out charisma, if only for the circular tank strapped on the side of the engine compartment. (I was a tad concerned about this when I set out on making a replica, but the problem was soon solved when I discovered that it exactly matches the dimensions of a tin of Cherry Blossom Boot Polish. Suitably amended, and with the paint scoured off, the boot polish tank now awaits installation, although the Voetsak rules state that only the original Ohlsson tank may be used, obviously for conformity of fuel allowance.)

The fuselage and massive undercarriage went together without a hitch. *Then came trouble.* On fishing out my old ignition gear – three or four spark coils and a collection of ancient condensers – I was dismayed to find that they all resembled the contents of a rubbish bin. It took several hours fiddling around with the soldering iron before I got The First Spark. The fault lay in my big slow-charge glow-plug batteries, which were useless after their long lay-off. A couple of new

1.5v D-LR20 dry batteries – the chubby sort – did the trick. It was a frustrating experience but now I am getting nice juicy sparks from the Ohlsson's 3/8in plug.

More about the trials and tribulations of born-again spark ignition next time. And hopefully, a picture of the completed model to compare and contrast with Ron's original, shown here.



2007 will probably be remembered by contest flyers as the year the BMFA introduced the 50g maximum rubber weight in Open Rubber. (Oops, we musn't call it that now, as I understand it. So BMFA Rubber it is, chaps.) So it is of great interest to read in the Model Aircraft edition of March 1958 how one extremely competitive group of flyers coped with the imposition of the 50g motor on the Wakefields of that era and of its knock-on effect in Open Rubber. In the M.A. article, J B (John) Poole described experiments carried out by members of the Halifax M.A.C. Here is the first part of the Poole article, and thanks, Adam Beales, for passing it on...

DURING the past two years members of the Halifax M.A.C. have been engaged in the production of the ideal Open Rubber Model. Yes, we know that many other clubs and individuals have been so occupied, but we hope to distinguish ourselves by being among the few who have put their results into print.

We feel that the much complained-of fall-off in enthusiasm for contest flying is partly due to the lack of informative and thought-provoking articles in the magazines. We also feel that the reason for this is the reluctance of modellers to provide these. Although we are not the best qualified people to do it, we offer this Progress Report as being better than nothing, in the hope that it will help someone along, and possibly tempt Birmingham, Croydon and Whitefield to give us the information we seek vainly each month.

Aims and objects are the first main consideration. We have not aimed at a seven minute still air model, because we rarely get still air. We would also drive our colleagues in the Northern Area rubber fraternity out of business – and that would not do at all. In fact, we prefer to set as our standard the performance of the 1953 style Wakefield – and we take that as being about a four minute average. It might be argued that this is not difficult to attain, yet our difficulty has been to make its attainment easier and, above all, cheaper in time and money.

Size presented little difficulty. Ken Rutter, in his article "Phooey to Wakefields" (Model Aircraft, December 1953) offered a model with a span of 32in. and a length of slightly less. In his conclusion he stated that the only drawback he could see was that this small model might fly out of sight more quickly. He later told us personally that this was the case when he came to look at the results of a season's flying. The upper limit to size was set by our boxes, and the need to attend some contests by car. Reason enough to stick to the old Wakefield size.

The measure of our success lies in last year's Farrow Shield results. Despite the fact that most of our official flights were trimming flights, the Halifax team were placed fifth. More significantly, we were over seven minutes ahead of our closest rivals in the Northern Area. Of course, the ideal model has eluded us; even the ones we have offer plenty of scope for improvement.

High Power,-Weight Ratio

First experiments began when the 50 gramme rubber rule was threatened. Rather conventionally, they were a backward step to the 1953 power/weight ratio theory. This was foisted on us at the most entertaining event of our 1955/56 winter programme when Ken Rutter came to talk about his Panther. This model had 4oz. of rubber and a 2.5oz. airframe. The power, 16 strands driving a 20in. dia., by 26in. pitch propeller, was sufficient to take the model up vertically to a considerable height in a very short time. Strength was facilitated by using a small area, low aspect ratio wing, with a wing loading equal to a Wakefield.

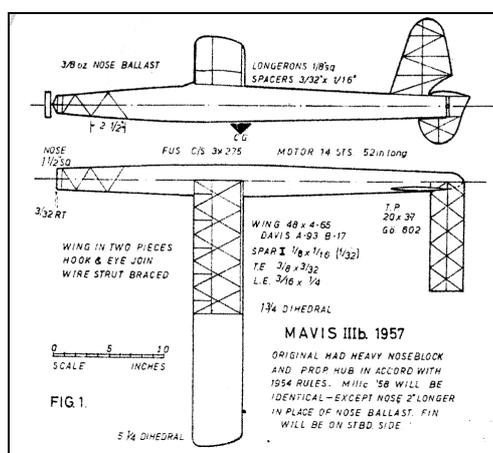
We each set about to build one of these, but only mine was finished in the original manner. The

model proved almost brilliant, but hopelessly inconsistent. It was only rarely possible to get the power flight and glide in sympathy. Possibly a little further experiment would have solved the problems, but time was limited, and good trimming conditions almost non-existent. A Halifax model must be of the easy-to-trim variety.

In search of this, my old faithful Wakefield Mavis Mk. II was returned to favour. Ballast and under carriage were removed, and the 4oz. motor and propeller from the Panther installed. Now called Mavis Mk. III; the model weighed 8.5oz. and gave a good account of itself with very little trimming indeed. Furthermore, it could be flown on 14 or 16 strands of 1/4in. strip; was re-converted back to a 2.82 oz. motor Wakefield for the 1956 Gutteridge Trophy with no trimming alterations at all, and back again for the 1956 Flight Cup when it placed 10th. This docility in trim may have been due to the age of the design-but I feel most of it was due to its conventional proportions. I think experimenters might well bear that in mind.

Both these 4oz.-motored models had one basic disadvantage – 4oz. of rubber!

(To be continued.)



Response to Dave Day's Sportwagon article

With reference to Dave Day's article on the "Sportwagon" on Page 3 of "Sticks and Tissue" (No.3, February 2007) and contrary to his findings, I can assure your readers that Calhoun Smith's "Sportwagon" does indeed fly very well.

I scaled up the plan from the Ian Allen publication in about 1966. I did not deviate from the published design at all nor found any need to do so. My own "Sportwagon" was free flight also and fitted with an E.D. 2cc diesel (the one with the penny-slot cylinder head!). While it would not take off on this power, it flew very steadily from a gentle hand-launch. I am sure that today it would make a great three-channel RC model with a P.A.W. 29 diesel.

Yours sincerely... Jim Dobson

Note from JP If anyone else has built and flown this model please write in with your experiences.