

Sticks and Tissue No 6 May 2007

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

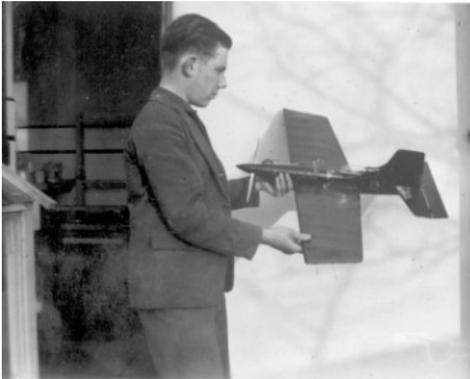
If you can contribute any articles, wish to make your point of view known etc please send to james.i-parry@tiscali.co.uk or phone 01202 625825. Should you email me an article please don't use "Reply" as it may be circulated to all recipients of the newsletter.

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".

More photos from Roger Cooper

Monitor



A Mercury kit. I think it was designed to have a PB Amco up front but I fitted a Frog 500 glo. This shot was 1950/51 time. I was still in Kenton at the time but when we moved to Conisborough, south Yorkshire it went on display in the model shop in Doncaster for a bit. The name Cusworth's comes to mind but I could be wrong.

Lovely model to fly - I reckon it used to circulate at around 70 to 80 mph on 60ft of heavy Laystrate. I managed a few loops and wingovers with it but being a coward at heart and not wanting to smash it up I didn't risk anything more exciting.

This one was given to me by friend Ensor Rowntree - more of him anon. Sadly I was not at my brightest on this occasion - long shift work hours and lack of sleep - so I had picked up the handle upside down and my launcher launched when I was trying to indicate to him NOT TO LAUNCH - a misunderstanding. Why the hell am I smiling? Date for this must have been 1955/56.

Panther



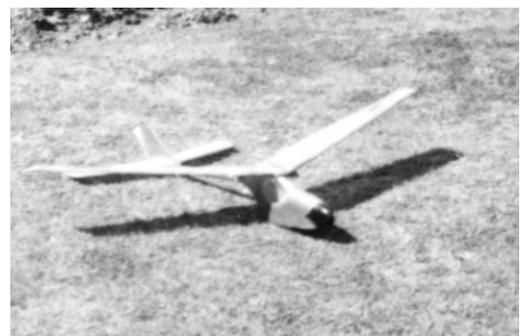
Peter's Miles Messenger

This is definitely the earliest - 1947/48. Not much to see of the plane. Peter is the larger of the two of us. Another purchase from Mr. Klein's emporium - same make of kit as the Fairchild Argus of which, I'm sorry - no photo!

200

Another Good KK kit. Photo taken around 1950/51. Doesn't look much sitting on the back lawn but it flew well.

Skyjet



Colin Rattray Trophy

I've just read SAM speaks and took a look at the rules for the event. I couldn't believe what I was reading, incredulous to begin that turned to wonderment at the ridiculousness at what had been contrived. Page 24 describes an electric Queen Bee going OOS in 30 seconds, CR rules allow 75 second run, plus more if you feel you need it on the way down to land and this for a precision event! It then dawned on me that it was the April SAM speaks and this was an April fool prank. Well I fell for it hook line and sinker and how I laughed. Can't wait for the real rules to be published though.

More from NZ by Geoff Northmore

I'm completely non-competitive flier and fly for fun only. I only attend the odd vintage style meeting here. In future I'll try to take a few snaps and write a few words if possible. You mentioned the Pinocchio. Yes I did make a doubled sized version, which was published, as my very first plan, in the Radio Modeller. Unfortunately I was never sent a proof copy of the plan to amend if necessary. As a result the draughtsman made some horrible errors. Negative instead of positive incidence on the tail plane made lead up front essential - mine had none. The upper wing fixture bore little resemblance to my simple method and there were other errors throughout. I received a few irate letters from potential builders wondering where they'd gone wrong! A shame as it was a delightful model to fly and was capable of basic aerobatics. I had a converted 2 oz mustard tin for a fuel tank and this gave well over 20 minutes flying time using an OS20FS. The model was finally sold it on to a club member due lack of storage space. I wouldn't mind building another, but would only use the original Aeromodeller plan as a guide - anyone got a spare copy or A4 sized version I can enlarge?



The photos show the model and the one on the then (1989) Telford MAC field has a fine view of my derriere whilst the assistant is Dave Stokes, of scale gliding renown, plus Jack his small son overseeing. Dave and I were both taught to fly the real thing over 50 years ago by the same instructor. The wing tip is of another of my vintage machines – an enlarged Kolibric which I advise anyone NOT to build as it was a dog of the first water. I can supply some Koli photos and copy for future use if you like.



David Kinsella's column

Basil's Best

Until Doug Boulton of the Forresters Club and Gavin Perkins of Epsom applied Oliver Tiger power to control line and free flight models, the highly distinctive ED Racer designed by Basil Miles held sway where performance was required. In the front line it was more or less all over for the '246' by the end of 1953 although production continued for several years.

My first Racer came from Bert's shop Leigh-on-Sea in 1953. It was my first big motor (preceded by a Javelin, Bee and Baby) and I loved it. Over the years a number have come my way, one with the rare glow head (as used by Pete Wright in his speed models), and others have been heavily modified by Mike Crisp, moving on a stage or two beyond Pete Buskell's improvements for free flight use. Here, of course, I'm referring to the 'Proper Racers' and not the later terrors that were not so good and even featured plastic backplates! For me the Racer is a Mk1, 11 or 111, magnesium cased too. The Racer was born just as Team Racing arrived in the UK. It was a great time for all Aeromodellers, and in Team Racing the spread of interesting designs included Ron's Elfin-powered Battler and Chas Taylor's ED 346-powered Cardinal Puff (both pictured in Speaks for March), Phil Smith's Midget Mustang and one 'A' with two tail fins named after the Jabberwock. Sunny days of variety and fun! Dick Edmunds raced the Racer at this time and even open cockpits were seen, D W Rowe's beautiful Red Lightning (B) and Greased Lightning (A) operated by Tom Millar and P Galloway being effective examples here. Proper aeroplanes in model form the idea then.

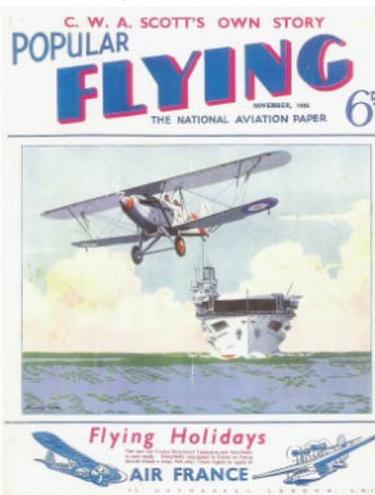
Drawn up by Basil, off Ruxley Lane, Ewell, some time between Kinsey and Korea, the '246' is an old boy still able to spin if Mike Crisp gets to work on it. Ron's magnificent Engine Encyclopaedia describes over four pages the Buskell modifications. To these Mike added an open jet (no spray bar), enlarged choke and ample sub piston induction. Nudging the 1952 Oliver, my improved racers were found to deliver a good .28bhp at 14,700rpm.

Linking interests here, fry's Die-Castings did work for ED. Effective in V8 and V12 Allards and Alfas too, Ken Hutchison was a Fry's director for several years.

Biggles and John's

If an archduke visiting Sarajevo in 1914 had been driven around by a responsible chauffeur Biggles and Johns would be unknowns and the world we live in would be utterly different. But the driver lost his way and the astonished assassins moved in..... Four years later more than ten million had died, and William earl Johns was a pilot in the Royal Air Force.

The Rescue Flight, a ripping World War One yarn by Captain W E Johns, came as a school prize and introduced me to the epic deeds of the hero. Complete with jacket featuring Biggles in flying kit, I have the book to this day. When I have a minute or two I turn to page 56 and read again the first sighting of a chasing group of Albatross scouts. I know it more or less by heart, I can almost see the machines, and for me it's Johns of the Royal Flying Corps at his best. He'd seen them for himself.



It's impossible to say just how much was written by Johns. Leaving Biggles and his chums to one side, the Great War flyer wrote about plants and gardens, pirates, cowboys, supplied text to magazines and papers, edited super popular Flying journal and built at least one house to his own design. His life and works fit the Boy's Own caption perfectly and most certainly Boy Scouts of the period would have loved his stuff. The first tale, The White Fokker, appeared in Popular flying in April 1932.

Scores that followed have been in and out of print through several editions. Biggles movies have also appeared.

In 1993 Hertford celebrated the birth of their famous son. Posters, coffee mugs, a splendid exhibition, lunch with the mayor, a silver band concert, a blue plaque on the wall and Biggles books from Red

Fox and Veloce marked the occasion. The RAF Club in London held a special lunch and only low cloud prevented a flypast by RAF at Hertford. The Johns family attended in force and were pleased to sign books and menus. No one wrote adventure/flying books like Johns. There was a huge gap and Johns and Biggles filled it like water, reaching every corner.

Possibly Johns saw Goering's all white DV11. What is certain is that Air Commodore Arthur Wellesley Bigsworth CMG DSO AFC was the model for Biggles, this confirmed to me in a twenty page memo from Sir Peter Masefield who knew everyone in aviation. I have Bigsworth's signature. With artwork by Johns, Howard Leigh and Alfred Sindall, the early editions – worth £2,000 or more now – urge you to build a Camel or make a trip to Hendon. Even so, the excellent jackets produced by red Fox in the 1990's are full of action and blazing colour. Although a full 75 this year Biggles – James Bigglesworth of the Royal Flying Corps – awaits us in full flying kit, as he will for many generations to come.

Neville Duke

The arrival of the jet engine with its massive power – enabling Roly Falk, always in lounge suit, to pull an amazing edge-on turn in the Vulcan at Farnborough – caused delicate wings to peel back, tails to fall off and power units to part company. It was a testing time for the industry.

The DH110 disaster in 1952, Farnborough again, saw Neville Duke hold the show together with an immaculate display in his Hawker Hunter. For this the fighter ace received a hand-written letter from Winston Churchill offering his salute. Duke received several international honours.

Squadron leader Neville Duke (1922-2007) flew 486 sorties, took Meteors to 50,000ft, set a world speed record of 728mph in his all-red Hunter and spent his life in the industry. He wrote several articles and books, one signed copy being awarded at VTR2000. Living not far from the sea he sailed regularly and landed his aeroplane at Popham airfield just hours before he died. He took great delight in the pictures I sent him of Alan Walker's Spitfire.

Neville faced and sent down several Stukas and Bf 109's, but it is in the frontier world of Rattigan's The Sound Barrier (1952) that he will best be remembered. And it's not surprising that he appeared as a hero of the skies in Eagle, our quality publication of long ago.

More opinion regarding Colin Rattray and vintage R/C rules by Tony Tomlin

Having recently read April 07 Wireless World column in SAM35 Speaks, I find I am more than a little puzzled at the decision to change the R.C. rules.

With regard to the Handicap Duration competition, this, as the name implies, is a *handicap* event aimed at allowing the full range of vintage models to compete together and should therefore be kept as such. It states that to be competitive you should fly an appropriate model implying a competition model, but engine runs of 1 min. 30 secs for a sports model and 45 secs for a competition model have in past events been acceptable - why change something, which has been proved to work! If it is felt that this is the way to go for an out and out power event perhaps a new class should start called 'Unlimited Power!' I feel justified to comment on this matter having flown competition models such as a Buzzard Bombshell and a Dixielander and also sports models such as a Meson and a scaled up Tomboy in these events over the years.

The comment/question 'What is a sports type??' surprises me as there are differences between the two categories. A Banshee, Record Breaker, Power House, Buzzard Bombshell and a K. K. Southerner would never be considered as sports models nor would you consider a Junior 60/ Majestic Major, a Simplex, Meson, Tomboy, Matador or Utility to be competition models.

The Colin Rattray trophy.

I see that the rules are allowing motors to be switched on for landing. Surely the skill of any form of duration flying is bringing the model in to land on the glide only. It is also stated that flights are to

be completed within set time periods of 30mins duration. This will very likely cause frequency clashes if there are a large number of competitors all having to fly in the same half hour slot. Normally at vintage meetings competitors fly when their channel is available and return their time cards before an agreed time.

It should also be remembered that other fliers will be wanting to fly within these times and I am sure you will not wish to restrict their activities.

Email from Ramon

If you have not seen it already my website may be of interest to yourself and your readers.

Ramon

<http://www.vintagemodelairplane.com>

4oz of rubber? Who needs it! By Peter Michel

Last month I included an extract from a John Poole article on the introduction of restricted motor weights to Wakefield flying in the 1950s and mentioned its implications for the new BMFA Combined Rubber class. J.P. remarked that the one basic disadvantage of the old 4oz.-motored Wakefields of the time was – 4oz. of rubber! In this respect the late Vic Dubery (I still use his model box) told me about 25 years ago that his Wakefields all flew better with less rubber! Vic was of course the designer of that most elegant 8oz freewheeling slabsider/streamliner Wakefield, the Wild Goose. The Poole article, which appeared in the March, 1958, edition of Model Aircraft, continued with a lengthy description of the experiments carried out in the Halifax club on Wakefield and Open Rubber design in those years. It concluded with what J.P. considered to be the optimum O/R configuration – the Lytewake, by Ken Grant – which also looks good for our new Classic and Combined Rubber contest today.

Designing for duration, by J B Poole (contd.)

“The newest and most promising development uses the “fewer strands” method of increasing the motor run. Ken Grant has taken his 1954 Wakefield design and produced a lightweight version scaling 2.6 oz., the “Lytewake”. This has the same 20in. dia, by 30in. pitch propeller used on the original but it climbs on only 10 strands of 1/4in. rubber, made up into a 40in. length, which fits almost taut in his 43in. fuselage.

“The model is the most conventional to look at, and probably the easiest to build of the whole series. It is also the most docile and was initially trimmed in three flights. All-up weight with the 2.4oz. motor (68g) is 5.1oz., and I have seen it sink to earth, tail first, as gently as a feather after a power stall on low turns. Turbulent air performance is excellent, and it is easy to see. In all, this is the cheapest way, both in rubber and effort, of getting four minutes that we have so far seen. We have not had chance to time the power run, but it is very- long indeed on 75 per cent. turns. Experiment continues in the shape of ultra-thin wings, to increase the rate of climbs even on low power; and increased cross-country training – to get them back!”

Adam Beales, who called my attention to this article, has built a Lytewake for Classic/Combined Rubber and uses a 75g motor. He writes:

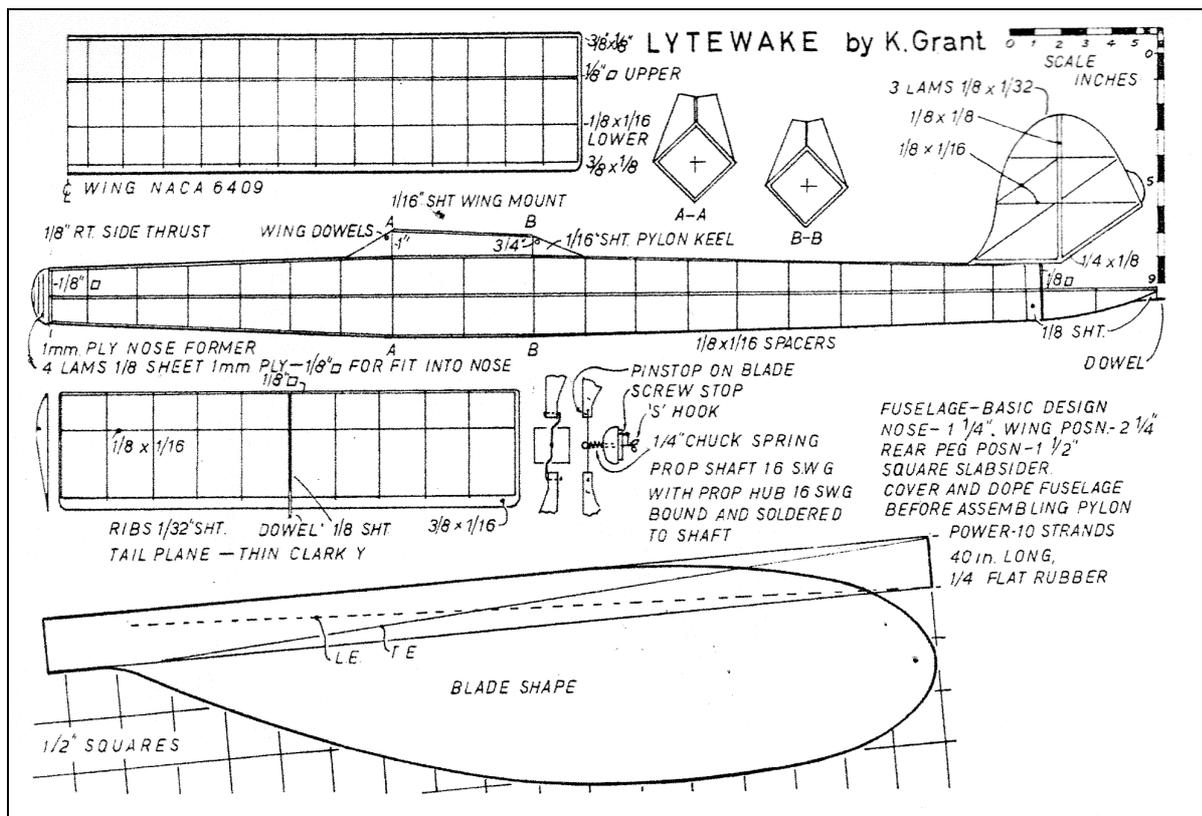
The total is about 85g. My model has 70g of rubber (75g allowed in Classic rubber BMFA rules.) Initially I tried it in 10 strands of 1/4in. which fitted nicely between the pegs. The 10-strand motor turned the 20in.-diameter, 30in.-pitch prop like an indoor model! I have now stranded up to 12 strands of 1/4in. I was putting about 850 turns on the motor and getting nearly two-minute prop runs! The model doesn't climb very fast but stooges on up quite nicely and has a superb glide. In order to fit between the pegs the motor peg has been moved forward three bays (this is allowed under the 2007 BMFA rules). This has another benefit as the model initially had a slightly too-rearward CG when set up as per the plan.

The model has a lot of incidence (1/4in.) on the wing. Every model I have built over the years with this set-up has always refused to fly in that configuration. The Lytewake is no exception and has needed packing under the wing TE to lower the incidence to around 3 or 4 degrees. If I were building another one I would set the wing up with less incidence to start with. I have carefully measured the stabiliser incidence to get it around 0 or -1 degrees, as sometimes with diamond fuselages there is no direct datum point and you don't know exactly what the incidence is set at.

The plan has a scale, but there are few dimensions given. I tried to work out as accurately as possible what the actual dimensions were, which are as follows: Wingspan, 40in. Chord, 5-3/8in. Tail, 17-1/2in. Chord, 4-5/8in.

I carved the propeller from 1/2in. sheet as per the accompanying article. This means cutting rectangular blanks, marking the LE and TE lines and then carving to them. The blade profile is shaped after the carving. The blades needed a little bit of beefing up in the hub area.

Sadly on its first contest outing it landed on a hut in the Barkston compound and broke the wing, so I never got to see what it would do in the fly-ff. No doubt this is a good model, but looking at the various classic designs they all look like they will go well!



LAST month I mentioned that, on a whim, I had started building Ron Moulton's Voetsak, his Ohlsson 60-powered control-liner of 61 years ago. Well, now it's complete, and a thoroughly enthralling construction task it has been, too. It is a really character-laden machine, although no beginner's job. Ready to fly it weighs 3lb, which gives an idea of the amount of material that has gone into it.

All that remains now is to lavish tender loving care on the Ohlsson so that it will fire up in a couple of flicks. Easy starting is the deciding factor, I venture to guess, in Voetsak team-racing; this year's great event taking place at Old Warden on Saturday, June 3 (3pm)

If I can get the motor started at all (and that is no over-statement of difficulties facing sparky operation on the field) I shall have to get in lots of practice to prevent falling over through dizziness. This happened to me at Old Warden, sometime in the 1980s when, then as now, I took up the control-line handle for the first time in decades; since the late 1940s in fact.

How *old* all this makes me feel! However, control-line flying is much like riding a bike in that you never forget how to do it – and the happy memories it provides are with you for life. I recall, for

instance, free-fighting a very light CL stunter called the Thunderbug soon after the Elfin 1.8s came in. (What would that be, 1948 or '49? A long, long time ago.) What happened was that I lost control and, in an attempt to minimise crash damage, let go the plywood handle at the last second. To the astonishment of myself and on-lookers, the Thunderbug didn't pile in but proceeded to climb like a pylon job, its lines coning out below it. The tank must have had about a minute's run left in it because the model was a tiny speck in a bright blue sky when the Elfin cut. Then, wonder of wonders, the Thunderbug spiralled down to land gently a couple of hundred yards away in an adjoining field. As I say, memories like that don't go away.

Well, that's it for the merry month of May, which has been beset by virtually non-stop wind punctuated by rain. What a contrast to that blissful April and those three days of total aeromodelling bliss at Middle Wallop. Still, it never rains in the workshop!



The Voetsak, almost ready to go. What? No engine bolts or lead-outs?

Tomboy 3s Competition 2007 Tony Tomlin

Tomboy 3 competitions are being held at 10+ R/C Vintage meetings over 2007 with individual events counting towards an overall winner at the end of the year. A league has been started with a competitors best four scores in the year giving their final score.

The first round of the series held at the Mayfly meeting on 13th May at Old Warden was unfortunately cancelled due to the consistent rain that fell most of the day.

Some competitors had travelled considerable distances to the event but all agreed it would be unwise to fly. The second round was held at the Wimborne MAC Vintage Meeting held on the 20th May. This was the first Vintage meeting to be staged at the clubs excellent site. The weather was perfect with sun all day and very little breeze.

Four competitors launched for the fly off and all were seasoned "Tomboyists". Tom Airey [Winchester MAC] was competing, Mervyn Tilbury from Ashford Kent, Tony Tomlin [Raynes Park MAC] and local man James Parry of the Wimbourne club.

The competitors were allowed 90secs. to start their engines and launch after a 10 second count down. At the word go four very evenly matched models steadily climbed away, engine runs varying between 2.30 to 3 mins. It soon become apparent that there was a tremendous amount of lift around. The models soon all become very tiny circling just below the cloud base. The lift was such that models were being spiralled down by the fliers for up to 15 seconds before climbing rapidly in the lift. The air was at times very turbulent giving all a hard time. After around 15 mins my Tomboy went into a tight L/H spiral loosing around 400ft. I regained control and fearing a radio problem

pushed down hard for a landing at 17mins. 19secs. .

The three remaining competitors were all still just below the cloud base, estimated as 800+ft. James Parry's Tomboy suddenly vanished into the cloud and was gone. After the application of full up and full rudder the model still failed to reappear. Some sightings were thought to have been made but turned out to be the wrong model.

Mervyn Tilbury who had been close to Tom Airey for around the last 10 minutes broke out of the lift and landed at 30mins.26secs, followed by Tom

Airey at 34minutes.46secs!! All eyes then searched the skies for James Parry's Tomboy without success making Tom Airey a worthy winner. All thanks go the Wimborne MAC for this successful meeting.



TOMBOY THREE COMPETITIONS 2007

Tomboy contests will be included in the following events

June 3	St Albans MAC Vintage Rally
June 10	Eastbourne DMFC Vintage
June 17	Cocklebarrow Farm Vintage
June 24	SAM35 Vintage
July 8	Warminster Vintage
August 12	Cocklebarrow Farm Vintage
September 16	Eastbourne Vintage
October 7	Cocklebarrow Farm

Belair

I had reason to contact Belair the other day with regard to their vintage kit range and couldn't find the vintage side of their website. I ended up phoning and the reason for the problem is basically that they are revamping the vintage range.

The whole thing will be re-launched in July and changes there will be. The main difference is that no longer will the kits be sold as a full item, they will be short kits e.g. plan and lazer cut parts such as ribs, formers etc. This will greatly reduce the cost and is by demand from those who buy the kits and subsequently change the wood supplied. Having said that the Viking I've just about completed was excellent as regards wood quality and worth the extra few quid given the time it takes to go to model shop and not find what you want, look through own stock and something is missing etc etc, especially when working and not having that much spare time. There are a few full kits left but you'll have to phone to order.

Wimborne MAC Vintage R/C event Sunday 20 May 2007

First thing what luck with the weather, the few days before and couple of days following were awful but on the day perfection.

As always these events are only able to be put on with the help of others in this instance thanks to other WMAC members Dave Crowley, Bill Longley, Keith Derbyshire and Dave Ralph.



Tom Airey in casual mode

Models flown included Tony Tomlin from Raynes Park with Tomboys, Pushy Cat, Buzzard Bombshell and Meeson, Tom Airey with 3 Tomboys and Fokker D8 (Vintage scale), Andrews squires flying for the club with his Junior 60, myself with Gas Buggy and Utility, Ray Ivey again flying the club flag with a Junior 60, Bryan Targett from Beaulieu with Junior 60, Crown Imperial, Majestic Major and Galahad. Mervyn Tilbury from Bethersdon Country Flyers (Kent) with his Mustfire, Tomboy, and PB-2.

The numbers attending did not live up to promises I suspect part of the reason being the weather beforehand? Three club members, including me, and seven visitors were the final toll plus a couple of spectators four in the form of other club members who came along to fly aerobatic models. They did watch patiently the proceedings and eventually had the site to themselves.



Group scene



Ian Andrews from Warminster with Privateer, Mike Cummings again Raynes Park with Trevor assisting flying a Cardinal and Junior 60.

There were two competitions in the end spot landing and Tomboy 3's. The spot landing was controversial in that I won by what may have been considered foul means. This amounted to using the

airframe (Wingtip) to touch down before the rest and swivel the model onto the spot and stop it dead. *Mervyn with his PB-2* Grey area I'd say as the film adequately shows on replaying. There may need to be a rule change here or me play by accepted rules/etiquette?



The Tomboy competition has been described by Tony above although to add eight days later the Tomboy has not yet turned up! The day was marked by loads of flying and chatting punctuated by the BBQ and really it turned out to be a most enjoyable time. I hope to be able to organise another vintage event next year so make note.

Andrew Squires with his lovely Junior 60



Bryan unloading his models



The BBQ. Essential for all events as long as your model doesn't go into it!



Mike Cummings and Cardinal

Tom Airey's Wankel powered Fokker D8

Bryan's Majestic Major and Crown Imperial in back ground





Ian with his Privateer



Ray with Junior 60

For some truly superb photos of the event go to the following
<http://homepage.mac.com/paul.c.higham/Wimborne%20vintage%20Meet>