

Sticks and Tissue No 7 June 2007

I'd like to thank the following contributors without whom this newsletter would not be possible, David Kinsella, Roger Cooper, Tony Tomlin, Geoff Northmore, Graham Main, Peter Branigan 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 order or set out it's "as I put it in and receive".



The fantastic St Albans trophy in memory of Michael Barton

More photos from Roger Cooper



This is a case of operator failure with the camera because some of the models are going out of shot.

On the left you can see a complete Veron BeeBug and to the side of it part of a small C/I speed model for Elfin 149 beam mount. Behind the BeeBug is a modified KK Pirate. Original kit was a tail dragger but I turned it into a trike. Behind the Pirate is the Arrow 350 and behind that the little Rodart autogyro. The rest you may well recognise

by now. All you can see of the Tomboy is the starboard wing at bottom of shot. Date of photo 1954. Location back garden in Conisborough.



Tomboy.

This was taken in 1950/51 so I must have got hold of the plans as soon as they were published.

ED Bee powered. I had removed the tank from the back of the engine and glued it to the firewall behind and just below. Method of flying was to put enough fuel in the tank to start and fly but watch the level go down till you reckoned on something like a one minute engine run being left in the tank. One evening I got it wrong in the half light due to some oil on the outside of the tank making it look as though the fuel was about down to the critical level. It wasn't, and the Tomboy climbed right out of earshot - not much drift fortunately but it did travel best part of half a mile over the road onto the Harrow School

playing fields. Peter very kindly recovered it for me but he was not what you would regard as the average fetchermite (by the way do we still has fetchermite?)

Incidentally the guy holding the Coquette in the earlier photo is my school friend Don who also built a Tomboy. His was much lighter than mine and had a better rate of climb but, having a less smooth finish, had more drag so flew more slowly and came down rather more steeply than my version did.

Aeromodelling in June

For myself and others who enjoy Vintage R/C events June is the busiest month of the year with somewhere to attend each weekend. St. Albans, Ripe (Eastbourne Club), Cocklebarrow and Old Warden SAM gala. Apart from Ripe all included a Tomboy competition for which Tony Tomlin has written reports in another article.

St Albans

This is always a very popular event and as David Boddington said at the end during the award ceremony the best vintage R/C event of the year. It certainly is excellent and worthy of praise and acknowledgement of all the work put in by the few club members who make it happen. This year saw a new marquee and cups all of which were provided by a donation, I'm not sure of the technicalities here so apologies if wrong, but the gist being in memory of Michael Barton from his family. The usual champers and nosh were available and enjoyed. The weather was perfect. The

landing area measured 120m x 120m, which is a large area to aim for, however this was surrounded by densely growing rape seed fields into which none was allowed to go in pursuit of an errant model. Retrieval was by arrangement due to the possibility of crop damage. Several had to avail themselves of this service. Most of the models were as seen in previous years but without a shadow of a doubt the most prolific and adventurous builder must be Ken Swailes. He turned up with an enormous Dixielander, I can't recall the span but it must be all of 12 ft or more and powered by a 120 glow 2 stroke, see photos. To balance, as an idea of the size, took 4 ½ pounds lead in the nose! Anyway below are the photos, some being taken by Roger Cooper.



Ken Swailes gives scale to his Dixielander

Stephen Powell's Tomboy





Roger's Sporty awaiting collection for restoration



St Albans Tomboy comp. 2/06/07 by Tony Tomlin

The long-standing St Albans club held their Vintage Meeting at the popular Dane End Farm club site, this is always held on the first Saturday in June. Following the sad death of Michael Barton last year the meeting was in the very able hands of Alan Blunt, a long time friend of Michael.

The weather as usual could only be described as beautiful following a week of cold winds and rain. We had a very light breeze and sun all day. A number of Raynes Park members attended with John Perry, Mike Cummins, James Parry, [up from Dorset], and Trevor Perkins all taking an active part. Accurate flying was the order of the day as the site is surrounded by fields of rape seed and we were all told that if a model was lost in the fields retrieval would not be possible until after the meeting!! As far as I am aware no models were lost!

Competitions were held for Tomboy, Handicap power, Flying threes, Electric and Spot landing. Unfortunately attendance was down on last year, thought to have been caused by the poor weather of the last few days with doubts as to whether the meeting would be held at all.

I counted around 50 models and most were flown during the day, there always seemed to be 3-4 models circulating.

Competitions continued throughout the day with Mervyn Tilbury from Ashford, Kent winning Precision Electric and Flying Threes. James Parry winning Concours with his very smart Gas Buggy, I managed to win Handicap Power with my Maxi Meson and Mervyn Tilbury was in second place.



Spot landing as always was hotly contested and to my surprise, with very little skill and a lot of luck, I managed to land my Tomboy closest to the line at 10".

The Tomboy event had five entries with Stephen Powell from Norfolk, Tom Airey from the Winchester club, David Boddington, Mervyn Tilbury and myself. The fly off was a surprise as all models climbed to a good height, then all rapidly glided down in totally no lift conditions!! The winner was Steven Powell with a time of 4mins 47secs. followed by a

smiling David Boddington 3 secs. behind and Tom Airey third 2 seconds later.

One of the highspots of the day was the traditional champagne lunchtime buffet ably organised by the ladies of the club, which we all appreciated. At the prize giving Michael Barton's widow Theresa presented a most beautiful etched model of a Tomboy in an 3" x 2" block of Perspex, to Brian Rapier of the St Albans Club for best club model. This award is in memory of Michael Barton. David Boddington proposed a vote of thanks to the organising team for a meeting that he described as the best meeting of all the vintage meetings. This was met with much appreciation by all present. Thank you very much St Albans.

Eastbourne event Sunday 10 June 2007

This is held at Deanland airfield just North of Ripe in Sussex. The flying area is an active airstrip with full size in and outs all day, although not sufficient numbers to spoil the day. It was a good turn out although some regulars were missing. The weather was perfect. Here are the photos.



Dennis Bryant arrived in style



Tom Airey's model



Line up



Electric Black Magic



Astro Hog



Great news





KK Falcon



Scram



Dorland Hall Mercury 111

Cocklebarrow 17 June 2007

With a flying entry of 51 aeromodellers this must be one if not the biggest UK R/C vintage event and it's held three times a year! Out of the three meets there is bound to be one where the weather is excellent and the 17th was amongst the best. Little wind some sunshine, which was hot giving way to clouds in the afternoon, which made flying much easier, not worrying about being too near the sun.



Laprechaun with power pod



Ken Swailes with enlarged Dixielander



Flight line



Karl Stegmier 1958 Model Bauplane



Tomboy off



Mini Super with barn in background



Tony Tomlin's "parked" Pushy Cat





Brookes special biplane



Line up for Tomboy fly off



Leprechaun again



Don't fly too near trees



Tomboy 3 winner
Stephen Powell

Boddo second in
Tomboy 3



RAF VC10 tanker/transport heading for Fairford

(I know it's probably not called a VC10 in RAF service)



Tomboys at Cocklebarrow by Tony Tomlin

The first of the three Vintage meetings to be held at Cocklebarrow Farm took place on the 17th June in really lovely conditions with sun all day and enough breeze to make it comfortable for all. The turnout could be considered as exceptional with around 45 pilots signed on with 86 models counted.

The flying carried on all day in the normal relaxed Cocklebarrow atmosphere. Models ranged from a very large George Fuller designed Dixielander at a scale of 2.75:1 [built by Ken Swailes] to a neat little Doug McHard design, the Wee Snifter, flown by Tom Airey. Mike Burke was over from Camberley flying his beautifully constructed RC 1 and Mervyn Tilbury was flying a new PB 2, which looked very smart. Vic Smeed models were in evidence with the scaled up Mamselle of John Soper and what could be called a flight of a dozen or so of Tomboys or should it be a flock? . As far as I am aware only two mishaps occurred during the day. A Scorpion collided with an inconsiderate tree and one of the two Tomboys of Steven Powell was comprehensively damaged after a transmitter failure at a great height led to a severe crash [including a broken crankshaft].

What is becoming a popular feature at this meeting is the Tomboy 3s event and this time there were 11 keen contestants. The normal format of 3 flights was followed with the aim of achieving a minimum of 2 four minute Maxes from the flights and landing after the max time within 2 minutes. To their delight all pilots made it to the fly off at 2pm. All the contestants from the last Cocklebarrow meeting in October were flying, including David Boddington who was flying as a change from organising! Derek Giles and son Chris both had Tomboys powered with the exquisite Mills replicas built by Derek.

Paul Howkins had really got his Tomboy sorted and had achieved 2 very good preliminary flights as had last year's winner Tom Airey. Stephen Powell was also a favourite after a win at the St Albans Gala the previous weekend.

James Parry was the very efficient start marshall [and brave having to stand in front of 11 fast revving mills until the last second]. After the 90secs warm up time and a 10 second count down 11 Tomboys, all in close proximity to each other climbed steadily into the oncoming breeze. Climb rates varied, all models gained a good height with the engines stopping one by one generally at around 2+ mins. It all become silent apart from a great deal of leg pulling from various pilots!

The air was not conducive to an extended fly off and first down was last years 3rd place man Colin Shepherd on 5min 11secs followed 21 second later by Richard Bavin. As 8 minutes approached only 3 models were still flying .Tom Airey touched down at 7mins 54 secs followed by David Boddington 2 seconds later, leaving Stephen Powell the clear winner at 8mins 30secs. [some little compensation for his earlier wrecked model!]

The prizes were presented by Val Howkins and all agreed that these comps. are a good low cost./high enjoyment event. It is intended to continue these competitions with meetings at Old Warden, Warminster Vintage, the next two Cocklebarrow Farm events in 2007 and now also at Wrexham. Finally all thanks must go to Val and Paul Howkins and friends for their help in this event.

David Kinsella's Column

Rorke's Drift

Fond of the first Team racers, my VTR set built by Alan Walker includes two class B Dave Rowe Red Lightning's. Long nosed and with open cockpits and inverted motors, names in large letters on the outer wings proclaim Dick Barton and Rorke's Drift.



The latter, in dark green with buff wings and a red nose stripe piped in white, takes its name from the epic standby 150 British soldiers against 4,000 Zulu warriors. The hand-to-hand fighting in furious bursts lasted for twelve hours. Eleven VC's were won.

As well as a hell of a battle it was – as Zulu (1963) – one hell of a film! Shot 1,000 miles from Rorke's Drift, the dramatic Drakensberg Mountains location (where flier Glen Kidston died), John Barry's music, John Prebble's screenplay carried forward by Stanley Baker and Michael Caine produced by Boy's Own epic.

Except for a little studio work in Twickenham all else was done on location 6,000 miles away, not usual at the time but worth the risk. Recorded in Paris, Richard Burton's narration, just two pages, sets the scene perfectly. Certainly a great name for a VTR.

Ken's 29

At a guess I'd say Ken Bedford is all of 83 now. I last spoke to him in 1975 when considering the latest Eta Elite, one arriving some time later with the long range nylon choke (air also entering via the hole in the front housing) and cooling holes around the comp screw.

Although the Enya 29 is preferred these days, I much enjoy the looks of the classic grey or black and grey Eta 29 in a VTR, as above. It's the right gear after all. The McCoy or Frog also looks good and both go well (the latter winning VTR2000). Vintage should mean original.

My first Eta 29 came from Harry of Aeromodels (Luton), Gordon Street, Luton, a good forty years ago. As well as the magnificent engine there was a lot more in the plain cardboard box, marked only in Biro: two orange decals, two spacer washers, a guarantee card, a drawing of the engine, mounting instructions, a parts list (the crankcase, No 2943, was 30/2d), running in instructions and a booklet on running the 29. No. 063265 appears on the engine, yet the end of the box says 025265. But a box is a box, and getting it right for posterity was hardly a consideration. The receipt shows £7/16/3d. The model is a V1c.

The first Eta 29 suffered from a too small choke, held in place by a grub screw. Later versions featured a much larger choke, this cast in with the backplate. A fibre rotary disc was another change, as were tapped holes in the exhaust for silencer use. Changes occurred on the inlet side of the crankcase, and later models had black prop drivers and backplates. Stamped in the lid of the box was a message from Ken Bedford urging Aeromodellers not to take the motor to pieces. So there! Harry T Harwood's shop was also a source of those wonderful Profiles – potted histories of cars, boats, aeroplanes, locomotives, even guns – selling for two bob (10p) in the 1960's. Packed with pictures and colour, several were written by experts – Jenkinson on the Mercedes 300SLR – and today are highly collectable. At least two hundred were published on planes and cars.

Many modelled

Mention of John "Cats Eyes" Cunningham in Speaks (Page 8, April) reminded me of the well known picture of John with the model HP42. Neville Duke was an avid modeller in his youth, building and collecting and devouring Aeromodeller as soon as it arrived. Another Neville, a relation this time, trained at De Havilland's after Brentwood, but died during flying training in Canada. I inherited his Boy's Own and other books, and dimly remember his several models in cabinets at his home. Detail on Neville Duke's models will appear shortly plus a note on his books.

Bentley did it?

W O Bentley spent the Great War building rotary engines for the RFC and the RAF. Trips to French airfields and flights too, was part of it. Taking tea one day with a fighter ace, in the sunshine by one of the tents, they were strafed by the Red Baron! Bentley jumped into a nearby canal. Later he was pleased that a BR-2 powered Camel flown by Brown had brought down von Richthofen, at the time busy chasing "Wop" May. Bentley may have believed this until he died in 1971, but a report found in a book in Bristol said without doubt gunfire from the ground had done the trick.

Where are they or what are they now (Inspired by Ray Page)

This could be the first of many such articles, but only if you who know of famous or mildly famous aeromodelling addresses that are now bereft of aeromodelling and now serve another trade or purpose.



Former Cloud shop now

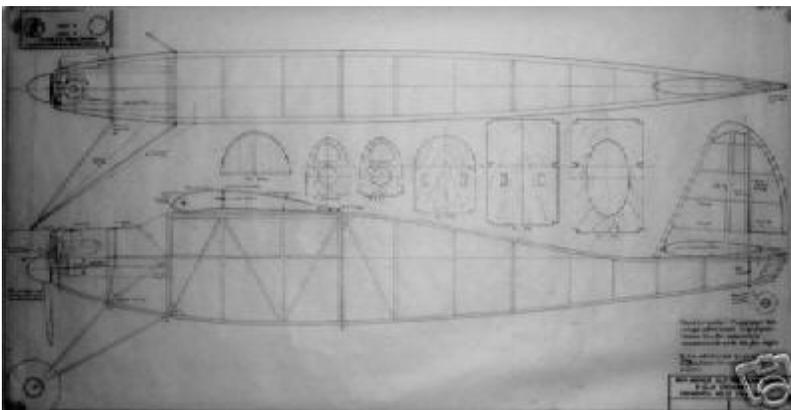
This little write up is regarding 304 High Street, Dorking, home of Cloud (Model) Aircraft. Ray Page kindly sent me the photo taken recently of 304 and following information, he has a Cloud replica engine and made a couple of Cloud models in his time. He usually takes them to Middle Wallop, should you wish to observe them in the flesh as it were. I suppose the name of the new premises at least has wings!

The story goes back to the 1930's when a chap called R J O'Neil opened up the premises for aeromodelling and some how got the support of Dunn & Co, who are quite famous for their tiffers and other attire. The company then expanded into being a source of mainly power model accessories including the servicing of petrol engines. He in charge of the servicing being J S Colyer who later went on to produce the Majesco engine range. At Cloud he went into the manufacture of the Cloud 3cc and Cloud Hurricane 3.8cc and were prominent in many pre-war competitions.



Ray with Cloud Elf powered Derek Collins replica Cloud 3cc

The above is sparse on information so if anyone can add to it I'm sure it would be of interest.



The Cloud Airmaster plan, or part of, taken from Ben Buckle website. The plan can be purchased from BB at a cost of £15.00

Recognising an Aeromodeller

It used to be possible to recognise an Aeromodeller by many different ways such as cycling with model on back, biting balsa cement from end of fingers, cuts to fingers, castor oil stains on clothes, stinking of burnt fuel, doodling model on piece of paper, glancing up at full size aeroplanes and so on.

With the advent of ARTF, electric models, cheap cars etc virtually none of the above apply now.

However there is one very very big give away and that is staring at the pavement!

What, has he lost all his senses, absolutely not. Aeromodellers now walk more regularly with eyes fixed to pavement and what for well looking for those red rubber bands dropped in vast numbers onto the streets by postmen (I doubt I'm politically correct here with postmen?). Injuries do result from walking into lampposts or the path of a lorry so be careful!

Kolibric by Geoff Northmore

As mentioned previously I write of the awful Kolibric. First published by the AeroModeller around 1948. It originated from behind the Iron curtain and built from hardwood as far as I know. The AeroModeller article had a photo of it climbing vertically as a heading feature. The plan showed a



Arthur Rodaway

balsa conversion and some minor changes were apparent from the photo. At that time it was beyond my ability and pocket to attempt, but always remained at the back of my mind. At one of the earlier O.W. meetings I met the late Arthur Rodaway who flew a modified version and told me he had had real problems getting it to perform. He very kindly sent me the plan and his notes. Note the sub fins on the photo of Arthur's Koli. I decided to build a doubled up 3 channel version powered by an O.S. 48 FS. I made the fuselage using

a horizontal crutch as it was beyond me to build the fuselage per plan. The wings, tail plane etc went together easily. Came the great day and Kolibric R.O.G'd getting airborne for the first time - what a dog. It tried to sideslip on turns and generally proved to be a very poor performer. I did fly it at O.W. where someone took the photos, but it's handling never improved with increased model experience. I finally sold it on to some brave soul. Next I told my friend Alan Wright - a free flight buff - that it would give him a challenge. This he took up and duly appeared at



O.W. with it unflown or test glided. By coincidence Geoff Stubbs also had one at this meet and the photo must be unique as the only occasion two undamaged Kolibrics were together. Alan test glided his and promptly damaged the wing fastenings



- so no flying. Geoff Stubbs who had flown his previously said, "What's the problem," and launched his for a very good flight. Second flight produced a terrible untrimmed type of flight before striking the ground a blow! I was glad to see even the mighty had Kolibric wobbles! Much muttering ensued. So if anyone feels like a real challenge try a free flight version or discover the delights of flying it R/C.



Kolibric means Humming Bird and is a complete misnomer as far as I'm concerned. I apologise for the poor picture quality.

Some more news from Graham Main

As you know Geoff Northmore is promoting the Tomboy Postal down here and we are slowly getting more interest. It is Winter now and while we have had a mild Autumn it is decidedly cooler and wetter now. I expect that a few Tomboys will be brought out in the Spring to get in some times.

The Vintage movement in NZ is fairly small but strong, there are a good number of Free Flight stalwarts but the Radio Assist events are the most popular.

Vintage models here are those designed or kitted before 1 Jan.1951, while the Nostalgia models are those between 1 Jan 1951 and 1 Jan 1961. We also are looking at a Classic class for the 1961 to end of 1970 period.

In FF we have Duration classes in Rubber, Glider and Power. We also have a sport class called Precision, which can be for any FF with any form of propulsion, where the model is required to do 3 flights of exactly 90 seconds. Flights over or under have points deducted at one point per second. So your flight time is your score if under the 90 seconds or if you go over the 90 seconds the extra time in seconds is deducted from 90. There is a restriction on the use of dethermalisers in this event. Usual models are Power cabin jobs and some smaller rubber models. For vintage events an Age bonus is applied to each flight the bonus being the age of the design deducted from 1950. For example a 1941esign is allowed a bonus of 9, which can be added to the flight total to increase it, or in the case of Precision make up the difference between the 90 points required and the flight points gained. Also In FF we have Miniature Replica which are models up to 36 inch span using 0.55cc engines, and Hand Launched and Catapult Glider classes.

The Radio Assist classes are Precision and Duration. The Precision Class is for any type of vintage model, the aim of the contest is to land on a spot at exactly 3 minutes after a maximum engine run of 1 minute,. Points are deducted for being over time as in FF Precision and stopping in the spot circle gains 20 points. A maximum of 200 points per round can be accumulated by the flight time, landing bonus and age bonus as described above.

This is probably our most popular event with the largest entry at National and provincial events. The Radio Assist duration has a limited engine run (around 25 seconds) and a total flight time of 4 minutes. It also has a spot-landing requirement to give a maximum of 260. No points are deducted

for going over 4 minutes, but the age bonus can be used to boost scores. The spot landing is used to minimise the number in a fly off and seems to work for us as fly offs are less common in our events. We also have Texaco type events for limited fuel amounts based on the US events.

The Nostalgia events are all Free Flight and are typical Duration events for Power, Rubber and Glider.



Ivan Treen a long time Vintage flier with his Goldberg Interceptor for FF Vintage Power Duration

George Thorpe with his Mousetrap model also for FF Vintage Power Duration.

A very special thanks to Geoff and Graham for taking the trouble to write the above articles, it's so very nice to hear the activities from around the world, in this case New Zealand. Geoff as you probably gathered from the Old Warden pictures etc I think I'm correct in saying has only been permanently resident in NZ for a few years.



Painting from Peter Branigan

Finally, thank you for your recent reminder concerning material for the next S&T. Unfortunately, I am not sure that I have anything of general interest for you at the moment but I am forwarding a recent e-mail from David Lloyd-Jones that has an attached picture that you might consider suitable. It's a little different and the subject is of the right era for S&T! When Eric Clark became CD of the Eddie Riding event he did start a tradition of an original painting going to the outright winner and then, for a few years at the end of Eric's time in that role, I managed to arrange for framed digital prints of C.Rupert Moore's Aeromodeller covers of E.J. Riding's subject models to be awarded (with MAP's consent, of course!) to each of the class winners.



“I thought you might like to see a preview of the superb, completed oil painting which has been presented to us by John David Jones that will be awarded to the outright winner of the Eddie Riding Trophy in 2007! I thought, for a change, It would be a little different to depict an Eddie Riding model and I chose the ABC Robin flying over Woodvale airfield, sometime during a competition (notice the tents)! You can tell it is not a real

aircraft, by the lack of moving surfaces on the painting! It is not yet framed, but will be for the day. You will see it in all its glory on Saturday the 4th of August!”

Regards. David www.magazinesandbooks.co.uk

Tomboy league results as at 24 June 2007

Supplied by master of the scores Tony Tomlin

There have been 6 meetings so far this year, however two were cancelled, due to weather in the case of Old Warden and unavailability of majority of contestants at Eastbourne. This list is a synopsis of that supplied by Tony

1.	Tom Airey	52 points
2.	Stephen Powell	50 points
3.	David Boddington	38 points
3.	Tony Tomlin	38 points
5.	Derek Giles	22 points
6.	Mervyn Tilbury	20 points
6.	Chris Giles	20 points
8.	J Strutt	16 points
9.	George Ford	10 points
10.	Paul Howkins	6 points
10.	T Coulson	6 points
12.	G Stubbs	4 points

- | | | |
|-----|----------------|----------|
| 12. | Richard Bavin | 4 points |
| 14. | Colin Shepherd | 2 points |
| 15. | James Parry | 2 points |

Next Tomboy 3 will be at Warminster Club, Keevil on 8 July – see below

Forthcoming events

Details taken mainly from BMFA website. This is not a complete list of all vintage R/C, F/F or C/L events.

Jun 30-Jul 1 BMFA Salisbury Plain Free Flight Trimming

All F/F Classes. Essential to Contact Bernard Aslett at 25, Honeyhill, Wooton Bassett, Swindon, SN4 7DX to pay fees and get on Army security list, and Always Contact Peter Tribe on 01225 862748, Friday before travelling

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

Saturday-Vintage 1/2A, A and B, Barton B, Oliver Rat, Vintage Profile A, Vintage Speed, Weatherman Speed. Sunday-Vintage 1/2A, A and B, Barton B, Mini Goodyear, Vintage Speed, Weatherman Speed. 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

Jul 1 Oxford MFC Dreaming Spires F/F Gala

Lightweight Vintage Rubber, Vintage and Classic Glider (A2 max), Vintage HLG/Catapult, Silent Open Tailless, E30/P30, Rapier 30, All In F/F Scale. No Power Models, No Poles, Bubbles etc. Port Meadow, Oxford. Contact Charlie Newman on 01252 838800 or info@britishtaxdiscs.co.uk

Jul 7-8 BMFA Salisbury Plain Free Flight Trimming

Details as above

Jul 7-8 Woodspring Wings 2007 Airshow Yatton, Nr Clevedon, Bristol, J20 or 21, M5. Contact Cliff Evans on 0117 373 0614 or cliff.evans@blueyonder.co.uk or see www.woodspringwings.co.uk

Jul 7-8 Devon and Cornwall Free Flight Rally

Saturday – Classic/Nostalgia Glider, Rubber, Power, Mini Vintage, Comb. British Power/F1J/BMFA 1/2A Power. Sunday – Open Vintage Glider, Rubber, Power, BMFA Open Glider, Power, SLOP. Plus Gala Champ. Builder of the Model Applies Throughout. Cornwall Vintage Aeromodellers. Woodbury Common, Nr Exeter. Contact Ron Marking on 01209 213254

Vintage Model flying day Sunday July 8th

Sunday July 8th we will be once again holding our Vintage and old timer model "fly-in". Any vintage or old time model welcome for a casual days flying "off the peg".

No set competition, but judges will be roaming the flight-line during the day to award prizes for the various categories.

Venue: Keevil airfield, Steeple Ashton, Nr Trowbridge, Wilts.

If you have a Satnav. Nearest address is Spiers Piece, Steeple Ashton.

For map of location, go to www.Bannerdown.co.uk (Click link on left) and click on "location" link.

For more information, contact Garth Pearce on 01761 432258

Jul 8 Rolls Royce Vintage Control Line Day

Vintage Aerobatics, Vintage Team Race, Profile Vintage 'A', Weatherman Speed, Vintage Speed. Flyers and Helpers Only. Hucknall, Nr Nottingham. J26, M1. Camping Available. Contact Reg Lowe on 01773 716786 or regandmo.lowe@virgin.net or Terry McDonald on 01332 510150

Jul 8 North London MFC Vintage Fly In

Baldock, Herts (Just off A1). Contact Ken Bones on 01426 491207

Jul 14-15 BMFA Salisbury Plain Free Flight Trimming

All F/F Classes. Essential to Contact Bernard Aslett at 25, Honeyhill, Wooton Bassett, Swindon, SN4 7DX to pay fees and get on Army security list, and Always Contact Peter Tribe on 01225 862748, Friday before travelling

Jul 15 Chiltern Flyers Control Line Aerobatics

PS Autos F2B, Class 2, Classic, Vintage, Classic Class 2. Slip End, Nr Luton. Contact Paul Winter on 0208 958 6731

Jul 15 SAM 1066 Vintage Fun Fly and Trimming

Middle Wallop, Nr Andover. Contact Mike Parker on 0118 948 1392 or michael@cavgrove.freeserve.co.uk

Jul 21-22 BMFA Salisbury Plain Free Flight

Details as above

Jul 28-29 BMFA Salisbury Plain Free Flight Trimming

Details as above

Aug 4-5 BMFA Salisbury Plain Free Flight Trimming

Details as above

Aug 4 BMFA North West Area F/F Scale Event Eddie Riding Trophy I/C, Rubber, CO2, Electric, Jetex, Rapier. RAF Woodvale, Nr Southport. Contact Eric Clark on 0116 221 6843 (Evenings) or easy.20@zen.co.uk

Aug 11-12 BMFA East Anglian Gala Free Flight Sat – Vintage Rubber, Vintage Glider, Vintage Power, SLOP, P30, Kit Scale Duration. Sun – Classic Rubber, Classic Power, Classic Glider, Mini Vintage, Tailless, Bowden II, RAF Sculthorpe, Nr Fakenham. You must contact Mike Woodhouse on 01603 457754 or Mike@freeflightsupplies.co.uk

Aug 12 Cocklebarrow Vintage R/C Fly In

All R/C up to Dec 1965. Cocklebarrow Farm, Nr Aldsworth, off A40 Cirencester/Burford. Camping on Field. Contact Paul Howkins on 02476 405126

Aug 17-18-19 Bob Palmer 50th Anniversary C/L Aerobatics

Provisional. Palmer, Open, Classic Events. Pre-Entry Only. Woburn Abbey, Bedfordshire. Contact Ian Russell on 0208 932 67683

Aug 18-19 BMFA Salisbury Plain Free Flight Trimming

All F/F Classes. Essential to Contact Bernard Aslett at 25, Honeyhill, Wooton Bassett, Swindon, SN4 7DX to pay fees and get on Army security list, and Always Contact Peter Tribe on 01225 862748, Friday before travelling

Aug 18-19 Barkston Heath Free Flight Weekend

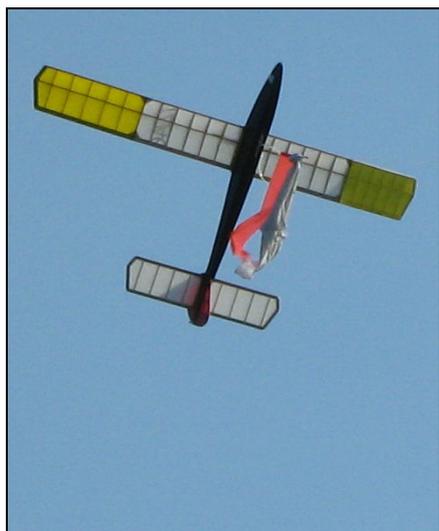
Saturday - British Power, Combined Mini Vintage Rubber/Power/Midi Vintage Rubber, Combined F1H/Classic A1/Vintage Glider, 4oz and 8oz Vintage Wakefield. Contact John Wingate on 01407 831383 or wingate@globalnet.co.uk

Aug 19 Timperley Flyers Free Flight Gala 2007

Combined Glider, Combined Rubber, Combined Power, Vintage, Coupe. Barkston Heath, Nr Grantham. Contact Dave Clarkson on 0161 477 7647 or Gerry Ferer on 0161 928 4955 or gferer@hotmail.com

IT'S LULU ON THE LINE by Peter Michel

THE glider pictured above is what Sticks and Tissue is all about. It is, of course, a Lulu – perhaps the simplest competitive design ever. It was originally claimed that it could be built in six hours, or something like that. Perhaps a tad of wishful thinking crept in there, but it's a very quick build for all that. But what, you ask, is the reason for that great bunch of haberdashery attached to the tow-line? Answer: This Lulu (it happens to be mine) is going up on a 50m bungee in near flat calm. In these conditions it needs a lot of drag to persuade the line to slip the tow-hook at the top of the climb-out. Hence the haberdashery (the towline 'flag' plus my handkerchief.) Thanks to our editor for the great picture.



THE following ad. appeared in June edition Free Flight News:
For sale: 4 Verbitsky Geared and 2 Hummer Geared F1Cs. Also 3 Yablonovsky FIAs and one M&K electronic F1A with Yablonovsky Long Scandic wing with two Palm Pilot programmers. Now isn't that just mind-



numbing? Only the words “wing” and perhaps “pilot” give a clue as to what it's all about.

So let's leap backwards 75 years. Here, in total contrast to the astonishing FFn ad, we have this picture, dated 1932, of a happy group of continental modellers out slope-soaring. This was their state of the art. No off-the peg stuff for these chaps. Yes, it is all so crude and clumpy compared with Hummer Geared F1Cs and so forth. But has the enjoyment factor increased correspondingly with the technology over the intervening three-quarters of a century? I think we know the answer to that one.

In my book the principle that we fly what we build is at the very heart of true aeromodelling. How any aeromodeller could think otherwise defies even the definition of the word: *aero* [of, or relating to, aircraft] and *modeller* [a person who makes models]. I could go on, but won't.

What a shame! (A): At Tim Westcott's behest and with every high hope I embarked building a Lippisch semi-ornithopter [Sticks and Tissue, January 07, and later editions]. It broke the 30-second barrier one glorious afternoon on Epsom Downs, but that was it. Tests with larger flaps and more powerful motors in attempts to achieve the minute got nowhere; in fact the poor beast was just

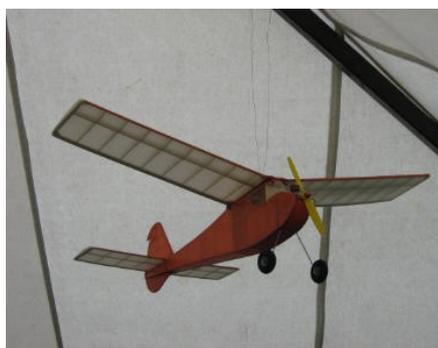
thrashing itself to pieces. So I have concluded that it is incapable of sustaining more than a powered glide and, sadly, have abandoned the project until such time as an inspirational idea occurs.

What a shame! (B): I had determined to enter Great Voetsak Teamrace on the Saturday at the SAM 35 gala at Old Warden this month, and had the model built and a new set of lines prepared. Then came the blow. The event coincided with my 75th birthday. When I mentioned this to my wife she was forced to reveal certain “events” that had been kept under wraps for that weekend as a surprise for me. So...my nice new Voetsak [Sticks and Tissue, May 07] will have to wait until the next SAM gala. Still, I would not have wished it otherwise.

That's it for now, Peter Michel

Wings and Wheels 23 June 2007

Up in Wallington for the weekend I decided to go around to Essex and see what was what and hopefully buy a couple of things like Southern Modelcraft fuel. The weather was OK but drizzle did put a bit of a damper on things but didn't ruin the day. There was lots happening on the flighline but I have to say I didn't actually watch much but did see some jets performing which seem to get more realistic each year.



It seems that the main part of attending is social, like Watford used to be. The number of people you bump into and spend ages chatting to is quite remarkable and apart from that and buying a few things that's what I'll remember it for. Yes I know I'm boring



and probably missed the whole point.

Old Warden Sunday 25 June 2007

To summarise – wet. This is not the first time this year although the Saturday was without the rainfall. Quite a few were flying especially F/F and C/L and yet again the photos say a lot.

I took part in the Tomboy 3 competition with thanks to Tony Tomlin whose model I used, this time I didn't lose it! My result well it is impossible to do worse, but great fun it was.

Well if we weren't all getting on there may well have been a lynching. Not only was the entrance fee £8.00 which I don't mind and would pay more but the annoyance was effectively a £1.50 charge levied for **EACH** R/C model flown. There was some form of rumour circulating that this charge was towards a raffle? I really don't need to say anymore as I suspect there will be in depth discussions over the next month or two along with rules for the gala etc etc.

On to the photos.



Tomboys sheltering



Scram



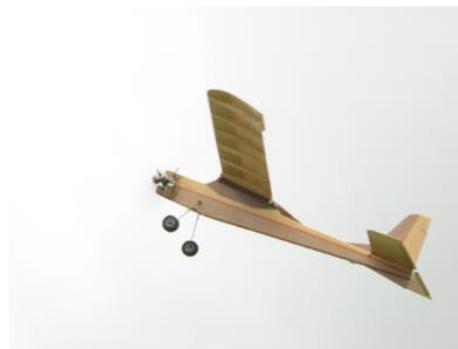
Twin Oliver power



Derek Giles' [own made Mills 75



David B about to launch (caption please)



Jedelsky winged DB model



Alan Blunt's Frog ????????



Weather suited a porpoise



Alan Jupp's DH4. Attwood Super Champ engine





David Kinsella
keeping a low profile

Dick Stepney
holding damaged
Dongus. Engine is
a Gus Johnson Fox
201. A bored out
Fox 19, Dick says
the model is fast!

