

Sticks and Tissue No 8 July 2007

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

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".

There will be R/C vintage at Middle Wallop the SAM F/F champs on Sunday 26 August 2007



Aeromodelling can be an art form as seen by Paul Howkin's Mercury Mallard

On a sad note

It is with very deep regret that I write of Ken Swailes passing away on Tuesday 10 July 2007. No doubt there will be a full obituary in the Mags etc. As is often the case I was sitting down chatting to him just a couple of days before on Sunday at the Warminster Vintage R/C meeting. Ken, along with David Boddington, attended most of the R/C vintage events and as with all such things the Aeromodellers who attend regularly you get to know. I shall remember him as a prolific builder and always willing to take on a challenge recently with scaled up versions of popular free flight models. His great enthusiasm and down to earth approach was refreshing and I will personally miss him at all future Vintage events I attend.



A difficult decision being that at the said Warminster meeting I took some pictures, in which he featured, should I include or not? After much deliberation I decided to however to include, this may appear to others as the wrong decision, anyone if I have offended well I'm sorry.

Tips and dodges (*Multum in parvo*)

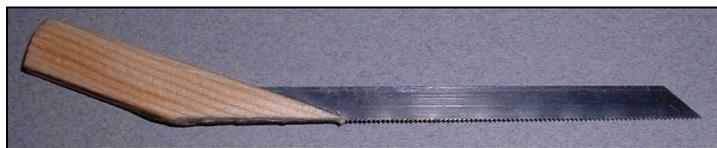
EVERY aeromodeller in the land will have picked up a wealth of tips and dodges over the years, be it in the workshop or on the flying field. Here are three, which come under the heading of Sticks and Tissue, if you will forgive the misuse of "sticks" in the first example:

Balsa cement-tube stopper. (Well, balsa cement *sticks*, doesn't it? OK James, I'll go quietly.) One of the annoying things about applying good old balsa cement is that no matter how hard you try you get an accumulation of glurk round the nozzle while doing repetitive work on the bench,



such as inserting spacers along a fuselage. The stopper or cap, which comes with the tube quickly becomes gunged up, too. A neat way to get round this problem is to cut a short length, say three or four inches, of aluminium tubing of 3/16in. internal diameter (for a large cement tube) and adapt this as a stopper. You need to bell out the business end a little and insert a plug of some sort about 3/4in. or so inside the tube. That's it. Air pressure as you push your stopper home will force the balsa cement back into the nozzle a little, thus keeping everything neat and tidy. OK, from time to time you will need to clean the end of the ali tube, but it doesn't amount to much. All in all the dodge works very well indeed. I have been using it in the workshop for years and wouldn't be without it. And anything which makes life a little easier gets my vote.

Mini-saw. (For cutting, er, *sticks*.) This little tinker is just the job for cutting large-section spars, longerons and spacers to length. You grind off a 4in. section from a new Junior Hacksaw blade and Araldite on a makeshift handle at an angle of about 20deg. I find it far easier to use than a razor saw because your fingers can touch the back of the blade, giving maximum control during the cut. I prefer to cut on the draw stroke, so my blade is the “wrong way round”, so to speak. I’ve put a date on my new one, above, to see how long the blade will last. The old one was in regular use for well over 15 years (I know because of a house move) before it wore out.



The new Aerolac. (This is the *tissue* bit.) All aeromodellers of a certain age will have fond memories of Aerolac. For the information of young whippersnappers under 60, this was a spirit-based substance, which you mopped on to a component after covering and clear-doping. It gave a lovely translucent finish in a variety of colours of which yellow was the best and consequently by far the most popular. It was also waterproof. Sadly, it disappeared in the mid-1950s. However, while mucking about with methods of colouring Polyspan I tried mixing banana oil (available from Flitehook) with Daler Rowney Artists Acrylic Ink and came up with something which is pretty close to what I remember. It mixes nicely, goes on smoothly, and provides an attractive subdued finish. And, as Ted Horne discovered with his coupes, the banana oil virtually eliminates sagging tissue in damp conditions. You only need a drop or two of the acrylic ink to give a lovely stained-glass window effect. For a more solid colour of course, just add more ink.

If anyone has a pet workshop dodge, tip or gizmo, please send me the details and I’ll work it into my next S&T offering, editor James permitting.

Peter Michel. Tel: 01372 722093. Email: peter.michel@btinternet.com

Plans

Since the newsletter started last December I have received requests as to where certain plans can be obtained. Where I’ve had spare copies of such plans as Tomboy I’ve been able to send but my stock of plans is not huge and reflects my own personal tastes, not always shared by others. A good place to look for the old Aeromodeller etc plans are as follows: -

www.myhobbystore.com

www.xlistplans.demon.co.uk

The xlist site you can download a complete x list in PDF form but it is not immediately obvious how to do it so it may take a minute or two of delving.

If you are unable to find the plan you require from these two sites then please contact me and I’ll do my best to locate for you. In the case of something, which proves impossible I’ll put your request into S&T.

Other website to look include

<http://www.thestuarts.eclipse.co.uk/index.htm>

<http://www.freeflightsupplies.co.uk/>

<http://www.martyn.pressnell.btinternet.co.uk/>

<http://www.greenairdesigns.com/replikitnew/catalog/index.php/>

<http://www.benbucklevintage.com/>

<http://plans.rcmodell.hu/oldtime.html>

<http://www.uknets.co.uk/rcplansguide/holman.htm>

<http://www.myunclewillies.com/aabout.html>

There are probably hundreds of other sites on the internet if you have a special one not included above please send details to be included next month.

The rip-off that is Old Warden by Dave Day

For years now we have suffered at the hands of those who administer Old Warden. We have paid to get in on Saturday and then had to wait two to three hours for full-size aircraft to clear the field. This was then made worse by a two hour hold on Sunday when they returned. We have also had to endure at least two years with literally no loo's on the aerodrome.

The situation regarding the main gate varies from meeting to meeting. It was closed for a while, meaning a trek around the estate, but then reopened. A couple of years back, the admission was reduced from £8 to £5 for model meetings but did not include admission to the museum.

So, this year I set off rather late on a wet Saturday with no idea what I would find. The main gate was closed, so I set off around the estate, negotiating numerous speed bumps and cattle grids. On arrival at the gate I was told that admission was £8. My comment that this had been reduced for model meetings was flatly denied (a lie). "No sir, if you are a member of the Shuttleworth Model Club or the SVAS it is £4." So they even charge their own club to get in!

There was no activity visible on the field and it was raining, so I decided not to pay £8 to get wet and departed. Ah, but the exit to the Shefford Road was closed, so I had to retrace my steps around the estate obstacle course avoiding blind idiots coming the other way.

Question: If the main gate is closed and you have to trek around the estate, why isn't the admission charge posted on the main gate and why do you have to go the longest way round?

Being a masochist, I repeated the whole exercise on Sunday except that I sat outside the main gate waiting for some sign of activity on the field - nothing!

I learned later that further insult had been added to injury in that people were forced to park close to the entrance and had to walk across the field with their models and equipment, in the rain. No wonder there was little activity.

Next year? No thanks.

SMAE information

Quite frequently I find that work takes me to Brixton and on such a very recent visit I had to go to Electric Avenue. Now this rings a bell from an article/advert or something I read in an old Aeromodeller borrowed from Alan Jupp as being the HQ for SMAE, not sure when but probably late fifties or early sixties? Has anyone information as to this address, who worked there and why it closed etc? Just another piece of aeromodelling history that'll probably otherwise be forgotten.

David Kinsella's Column

Worth it at Old Warden

Those of stout heart worthy of Empire ignored cloud and rain on the way to Old Warden and so enjoyed a weekend of good flying. Armed with magnificent VTR's – Cardinal Puff (McCoy 29), Time Traveller (ED 246), Lil' Lulu (ED 346) and Nervensage (PAW 249) – The Alexander's put in 400 miles to be there! I am proud to have his Mercury Mk 1 as Boy's Own among my six Class B models, dashing in red and silver.

Active in control line area were Messrs Finch, Gedge, Jupp, McDonald, Roberts and several more. Observing and recording were arch enthusiasts Knight, Moulton and Wiggs. John Perry was there plus a reasonable line of traders on the Sunday, one offering Rivers 249s at £325 each boxed. This motor was just one of the many prizes at VTR2000. Then as now, Old warden is fun and not to be missed.

Some book

A year ago I mentioned The Dangerous Book for Boys. Well! It's been in the top ten for twelve months, twelve editions have been published, voted Book of the Year, it's crammed with lots of good stuff from Bader-like heroes to tree house construction, making catapults to winning at poker. A great one for the Boy's Own shelf.

Wonderful Stuff

Peter Michel's magnificent and successful attempt with his 'Flapper' flying machine set me thinking about the early stuff, particularly kites, compressed air power and air ships that linked the Empire. Less structurally sound than R100 G-FAAV, Cardington-built R101 G-FAAV at 777ft was the ultimate conveyance for Lord Thomson's journey to Karachi, he was born in Bombay and offered the Viceroyship by Ramsay MacDonald. Vast, silver-grey and majestic, half a ton of costly carpet, potted palms and spacious interiors were perfect for a representative of King-Emperor George V. Diesel powered (no risk of petrol vapour in hot and still conditions – remember Vimy fire in Manchester) R101 was in trouble due to a weak nose section and bad weather over France, where she went down. Howdon-built R100 was scrapped. The great Cardington sheds still survive and measuring in feet 812 x 275 x 180 are still worth a visit. Perfect for electric power and still air operation, has a scale model of R100 or R101 been attempted?

Fly 'em high



Pictured is my 8ft Cody – plenty of sticks here – made by Dick Godden, last survivor of the pre 1914-18 Clapham Common Kite Club. In a stiff breeze it's a bit of a handful but goes really well.

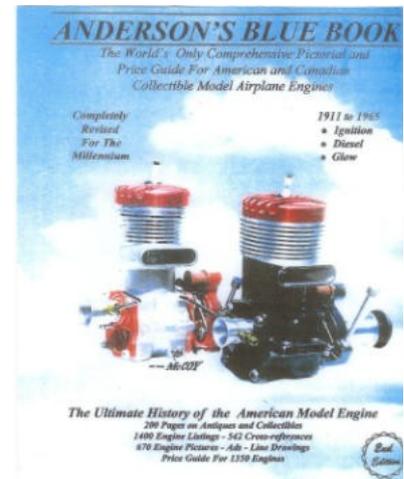
Softer conditions require a Malay (traditional diamond shape) or a Dan Lee Delta. Plenty of good line on a big reel will let a Delta roam around at a mile or so. My largest Delta in pink and blue spans 16ft. Ron's book on kites is essential.

Essential gen

Packing the Holborn Empire in the glory days of music hall, the great Max Miller (born Thomas Henry Sargent) often referred to his Blue Book.

I bought one at Old warden, but within its 200 pages is practically all you need to know about the American model aero engine: 1,400 listings, 670 pictures, a detailed price guide, all ring-bound for easy addition.

Plunge into this, Mike Clanford's book and cherished copies of Model Engine World and you're on your way to a sound education. All the gems are there, the text a treasure chest that inspires.



Matter of scale

De Havilland turned out some wonderful stuff, members of the family for years involved in the process (or becoming movie stars in Hollywood). Ore than once they pushed ahead, not waiting for a government contract.

Often the choice of adventures and pioneers, Hatfield's Puss moth remains somewhat in the shadow of the Tiger Moth and the glorious DH88 Comet. In the air for more than thirty hours - sometimes down to 23mph true speed due to furious headwinds - Jim Mollison crossed the Atlantic in silver - grey Puss Moth G-ABXY, and Glen Kidston flying red and silver G-AAXZ contested the 800 mile King's Cup in 1930.

Mollison's mount was called The Heart's Content (script below the cockpit), he married Amy Johnson, sported a gold cigarette case from de Gaulle and was used to New York ticker-tape. Lt Commander Glen Kidston won the Le Mans for Bentley, kept a Lockheed Vega at Croydon, dated movie stars and deb of the year Margaret, later Duchess of Argyll. Earlier, Jim flew Bristol fighters in India and Glen served in submarines. All good stuff for a scale project.

Stirling stuff

New stamps are out, one showing the Vanwall driven by Stirling Moss to victory in the British Grand Prix. Earlier he had carried all before him with Daimler Benz in titanic events soon to be banned as too risky by far. Hurling the 300SLR down a public road at 170mph with the seventy gallons of high octane at your back took guts!

Warminster Club R/C vintage Sunday 8 July 2007

The setting is the Keevil airfield in Wiltshire home of the Warminster club. It is still active with a glider club, hangers and use for military training involving all the forces, mind you the navy may have problems so will have to use canoes. It has quite a history ranging from assembly of Spitfires according to John Perry with USAF presence for several years flying Thunderbolts and various transports. RAF used for glider towing. If your interested there is bound to be far more information somewhere on the Internet. As usual here are the photos.



Kiwi on Black Magic fin - see below





Keevil control tower



Black Magic from a Flair kit built by a New Zealander dentist in this country and being flown proxy by ??????



Hanging from hangar roof these three full size gliders. I haven't a clue what two are but the one against the wall as a frame is a Slingsby T.38 Grasshopper TX.1 XP488, one of a batch of 20 for the ATC.



Ken Swailes with somewhat increased Southerner



Garth Pearce's Miss America with open rocker OS60



KK Pirate by Roger Cooper

In the last S&T I thought I saw a KK Pirate - did I? - and now I cannot remember whether I wrote to you about the one I built, or whether it was in my mind to and I thought I had but had not. (Poor old soul, his mind's going - won't be long now and we'll have to have him put away)

Anyway just in case. Yes I built a KK Pirate - again, way back in the late 40's/early 50's I guess. Did it all in white as I recall and powered it with an ED Bee. Now it never flew very well for some reason (I suspect it was a bit overpowered) and I almost gave up on it - until I had a bright idea.

At this distance in time I can't remember whether I modified the existing fuselage or built a new one but I converted it from low thrust line upright engine to high thrustline sidewinder and installed the Allbon Dart instead of the Bee. Taking matters a stage further I converted to tricycle undercart and used one of the knife edge sharp, thin, bakelite KK wheels at the front.

Guess what? It flew like a dream and gave hours of fun - and it actually looked very attractive too.

Was it a Bill Dean design? I can't be sure now, but the poor guy would have had kittens if he'd seen it!

Cheers Roger.

Middle Wallop 16 July 2007 Free flight

The forecast was awful, unless you are part amphibian. Wind, rain, cloud – yuck. I still went and the weather was not quite as bad as predicted. There was a breeze, clouds all day and showers but flying was achieved. Numbers were down as one would expect and wind direction changed a few degrees much I suspect to the annoyance of Flitehook who following unpacking of their van and setting up shop everyone upped and moved further down the aerodrome.

Some of the models, should I say most were impeccable, perfect finishes, trimmed and ready for action. I homed in on a KK Snipe which could not be faulted, see photos and plan, a model I remember my brother making from I don't know say 45 years ago when flown on a local green, 75 yards from home, and met its end whacking a tree and bending the crankshaft on a DC Dart. In those days several of us flew F/F and control line on this green, which when I pass now seems absolutely tiny, mind you the owners of the surrounding houses were without exception kindly disposed to kids and their models and allowed free access to front gardens, trees etc to retrieve errant models. Often when entering a garden we were offered a glass of lemonade, not fizzy muck one can buy now but the real thing. Conversations were plenty enquiring after so and so etc. Can you imagine that scenario ever happening again, shamefully/sadly I can't. There I go wandering again just don't mention political correctness and mamby pamby state or I will go into one.

Models flown covered just about everything sparky, diesel, rapier, glider, compressed air, rubber, glow all represented. Most flew within the prevailing conditions although one has to wonder at a group the only person I recognised being Well I won't say with an Ebenezer inspired Argosy for its maiden flight being launched with Cox tank full. The model flew for a long time, in fact disappeared from view down wind, was it ever found who knows? What came into my mind was a measuring device (Plural) all cars have for determining the amount of oil in the sump, name escapes me!

Part of the aerodrome has been left uncut giving rise to long grass, flowers etc a botanical haven no doubt but a place where small models can be easily lost. Not sure why they haven't cut saving

money I suppose and can claim to be helping the environment? Like the b*****s local councils come out with to leave ghastly over growths in parks, pavements etc? Alright I've taken a tablet! Now I hope he doesn't mind me saying but one of the most persistent and pleasant flyers I know who takes every opportunity in the face of adversity to fly his models and probably puts in more hours than anyone is Alan Thompson. A true enthusiast always there and non-stop flying but the models when looked at do not appear to be aerodynamically viable. There's bits cobbled on here and there, warps galore you name it, but all of his models fly really well. Alan Jupp came up with a reason which to my mind seems reasonable and should be investigated further and follows this line – all the models defy the laws of physics and as such confuse those laws to such an extent that physics cannot cope so ignores and thus models fly perfectly? This theory is the missing link in physics and can explain a lot, Nobel Prize stuff? Just send the cheque for £150,000 direct to Alan Jupp, he won't mind.

Ted Horne was flying his two fast moving slow Russian powered gliding models, one being temporarily lost but found by Alan J. Tom Thompson will wear his Kiwi (a design from USA 1095's and built from a kit) out before much longer but always finds something to tweak, this time power loops before transition into a glide. Alan Jupp flew his Taube, (So slow in flight it almost stops dead) Noctul+, but the Peter Fisher AC-5 asymmetric model didn't get airtime while I was around. From the photos you can see it looks all wrong but it does fly perfectly. Peter Michel was gliding all day using a bungee launcher very successfully.

Did I mention the rain, breeze, clouds, and drizzle?



Enlarged free flight Pinocchio



Taking cover in fishing tent



A couple of rubber powered models waiting for the light drizzle to stop.



KK Snipe - Mills .75



Tom Thompson's PAW powered Kiwi



Enlarged Vic Smeed Cherub



Alan Thompson's bitsa (Bits of this bits of that)



Peter Michel's glider – more below



Look at the motor on Alan Jupp's slot saucer



Alan's Peter Fisher design. Flies well.



Two men winding



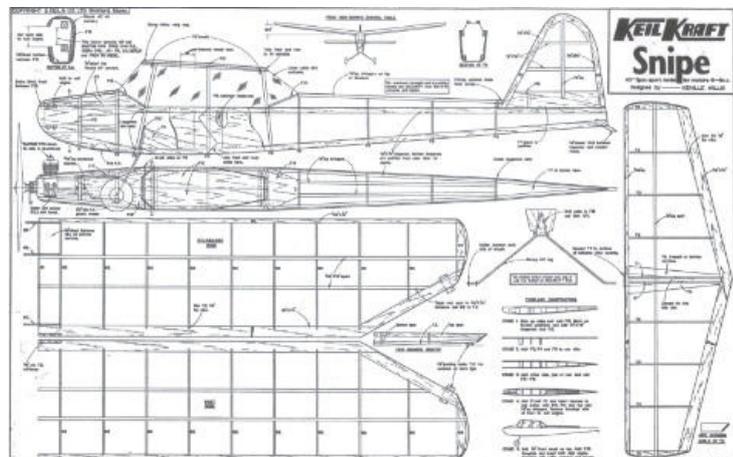
Snipe in flight



Peter Michel



Cardinal landing



The KK Snipe plan. I got from Replikit a couple of years ago as a short kit. No of course I haven't built it yet!

Look at the detail on Alan Jupp's Taube pilots, up close are spooky they're so realistic.



A couple of Derek Collins's own built engines



Peter Michel's Kavka about to be launched and on way up. Annoyingly I missed part of the tailplane due to dark conditions and camera on automatic and insisting on a flash, us ignorant amateurs, no hope.

From New Zealand correspondent by Geoff Northmore

Having just received and read the last 3 months of SAM Speaks I wonder if you've got your Tom Boy back? I managed to launch mine on 3 occasions with the radio switched off - no name or address inside! I was trying to get as much engine run in the air as possible so launched as soon as the Mills fired up without checking the controls. On the first occasion I had to cross a shallow stream as I searched. I should have guessed as I went in up to my waist, but I did get the model back. On the last occasion it vanished behind some trees in the far distance. I hunted high and low, but with no luck. About 3 weeks later at a club committee meeting a fellow club member turned up with it saying he'd bought it on the internet for NZ\$ 50. I explained that it was my model and would he sell it back to me. All the committee members laughed at this. He then explained his leg pull it appeared a local farmer had found it quite undamaged and a chocolate bar for the farmers son would be a good reward - lucky me. Anyway I hope you have a happy ending as well. *(Well the story is that there have been no more confirmed sightings of the Tomboy, rumours of it passing over Latvia, Greenland and Basingstoke cannot be confirmed but seem quite plausible given the height it was last seen at. No doubt it will be found soon by a combine harvester! JP).*

The model photographs are of my R/C Frog Powervans. The smaller tissue covered one had a variety of engines installed. PAW 80, a GMark .06 glow and finally an MPJet .061 glow and diesel. Three channel micro gear provided throttle, rudder and elevator control. The model flew well, but I did make some minor changes. Fitting the tail plane and rudder permanently in place meant that a two wheel u/c was desirable rather than the original mono wheel. The model had to be hand



PAW 80 Powavan

launched due to the wheels being so far back, but on landing remained up right and saved the tail plane from being damaged. also inserted a mainspar in the wing as the original relied on a large L/E for strength.



I



I then built an enlarged Solatex covered version for an OS26 FS with the same constructional additions. This flew well and had a good glide. Eventually it was sold to a



chap who was still flying it 10 years later. I'm tempted to build another with a mono wheel. Using a permanent tail plane I plan to make the rear fuselage so it can swivel and prevent the tail plane from trying to hold the model upright on the ground - still pondering how to do this. Has anyone a bright idea they can suggest?

Tomboy production line by Dave Bishop of DB Sound

Going on then and being enthused, I luckily received a plan of Tomboy from the other DB and started to build it in a tiny bit of space I made in my crowded loft. I am so untidy it's not true! It was a bit cramped but how lovely is the smell of freshly sanded Balsa wood!

On a visit to Avicraft (my local model shop) I plonked the plan down on the counter and asked Alister and Robert (the directors of Avicraft) to give me all that I needed for a building jobbee! And so they did just that with the recommendation that I change the main spar into a hard wood. And I did just that as well!

Into the loft goes I, on with the radio 4, and start a cutting, my fingers included. Oh its such a joy this aeromodelling and I know of nothing that gives a greater thrill and feedback for such satisfaction.

Following a visit to my nephew Paul at Littlehampton (where he is the Chairman of the Littlehampton and Worthing MFC and I was comp sec some 60 years ago of the same club) he tells me that "He likes what he sees and so why not build another one whilst I'm at it"

I have a quick trip over to Avicraft again and get a bit more of the necessary thingy bobs.

And it a few short whiles, there are now two of these dear little Tomboys! Once you get going on a proper production line they take no time at all to build do they!

And the Tomboy saga goes on even more because Steve Bishop of the Wrekin Club at Telford had built a Tomboy Free Flight, which flew away on the Thursday evening preceding the show at Western Park recently. The Mills Diesel he had in it belonged to his Grandfather. Sadly they didn't put a name and address on it before launching!

So Steve sends an e-mail of "can he borrow the plan of Tomboy". 'Course says I and he and his son Mathew will have two ready to rock and roll this coming weekend at Haverfordwest in Wales in the show at Scolton Manor run by Reg Strudley.

It gets even better James, for during the chat I had at North Weald with Alex McDonald I told him that I had bought a Mills 0.75 from Dave Boddington and needed another one for Paul's aeroplane.

Do you know the kind hearted Alex put one into a jiff bag and it arrived a couple of days later in the post.

Now tell me is there anything better than aeromodelling and the friends there-in,'cos if there is, I don't know what it is.

I'll let you know of any progress when we fly our two, which will be fitted with the tiniest radio gear, I have ever seen bought by Paul from China I think. The receivers cost £4.00 each and the weeny servos £2.00 each so really summing up a Tomboy is certainly not expensive model aeroplane to build, is it?



Spitfire/Seafire taken whilst doing it's mag drop at North Weald recently.



Framework completed



Dave and partially covered Tomboy



Jan holding the two Tomboys

Tomboys 3s at Warminster Vintage by Tony Tomlin

The seventh round of the ever popular Tomboys 3s series took place at the Warminster Vintage meeting held at Keevil Airfield on July 8th 2007. After the wind and rain at the last round held at Old Warden we were lucky to have a light breeze and sun all day.

Entries were slightly down with some of the Old Warden regulars absent. John Strutt from Essex was making his second appearance after his well earned 3rd place at Old Warden. Most entrants had come some distance, such as Ted Tomlin from Teignmouth, Devon but the most arduous journey was made by Stephen Powell, the winner of 2 events so far this year. He came from Kings Lynn taking 3 1/2 hrs. One entrant in trouble before the flights commenced was Mervyn Tilbury, who discovered his wings had developed a very bad warp in storage [one wing washed in the other washed out]. Stephen Powell very sportingly lent Mervyn a spare pair of wings.

As before the aim was to achieve a 'Max' of 4 minutes using the standard Mills 75 fuel tank of 3cc and landing within 2 minutes after the max time. At this meeting competitors were allowed three flights with two maxes required to make the flyoff. All nine entrants made the fly off such is the standard that has been reached in the two years these events have been taking place. The start system was as before with all competitors allowed 90seconds to start their engines followed by a count down of 10 seconds. All models climbed cleanly away although Ted Tomlin was in some discomfort, he had managed to put his finger in the prop on the start up and found control was difficult with a large piece of rag wrapped around his hand!!.

All models seemed fairly evenly matched and all apart from James Parry whose engine cut after one minute [the tank was still half full, certainly a case of a couple of clicks too lean!!]. At around 2 minutes plus engines begin to stop and the lucky ones who had found lift continued to climb or circle without any loss of altitude.

In this instance Tom Airey, Stephen Powell and David Boddington were the lucky ones. First down was James Parry at 2minutes 42secs followed by Paul Howkins 29seconds later. Ted Tomlin was next down at 3minutes 46secs and immediately went to seek treatment for his throbbing digit! Others followed with John Strutt one second longer than Tony Tomlin at 5minutes 23 seconds. Mervyn Tilbury's "borrowed" wings worked well with Mervyn coming fourth 2 seconds short of 7 minutes.

The three 'lucky' ones continued to slowly descend with David Boddington the next one down 3minutes 40secs.later. He was followed by Stephen Powell who was beaten into second place by the small margin of 20seconds by Tom Airey who landed at 13minutes 35 seconds!!

The prize giving was made by Garth Pearce of the Warminster Club and all agreed this had been another successful event. The next Tomboy 3s event is at Cocklebarrow Farm on August 12th. Many thanks must go to Garth Pearce and the other members of Warminster MFC for allowing this event to take place at their vintage meeting.

For information on further Tomboy 3s meetings please contact Tony Tomlin on 02086413505 / email pjt2.alt2@btinternet.com

Tomboy league to date from keeper of the league Tony Tomlin

(Best of four scores count)

1 st	Stephen Powell	66 points
2 nd	Tom Airey	64
3 rd	David Boddington	52
4 th	Tony Tomlin	42
5 th	Mervyn Tilbury	32
6 th	John Strutt	26
7 th	Derek Giles	22
8 th	Chris Giles	20
9 th	Paul Howkins	10
9 th	George Ford	10
11 th	Tony Coulsdon	6
11 th	Ted Tomlin	6
13 th	James Parry	4
13 th	Richard Bavin	4
13 th	Geoff Stubbs	4
16 th	Colin Shepherd	2



Tomboy landing at Warminster



Tomboy on its way at Warminster



Tom Airey launching MP jet 040 Tomboy

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

Following on from the Cloud shop last month I'd hoped to do a bit on the Frog factory or Lines Co, or International Model Aircraft what ever name you want at Merton SW19 and was getting along fine but having spoken to a couple of people e.g. Reg Webster realised there was quite a few odds and ends to include not to mention various photos. It turned out that Reg's mother had worked at the factory so as time was rolling on decided to postpone until next month. In the meantime here is a clip from their 1960 brochure and copy of a plan.

FROG SENIOR MODEL FLYING KITS

An attractive range of models which are easy to build and fascinating to fly. Kits comprise ready-cut balsa parts, plastic airscrew, wheels, rubber motor, tissue covering and fully detailed instructions. First-class flying performance. Approximate span 18".



626FK "Raven" 4/6d.



627FK "Linnet" 4/6d.



628FK "Redwing" 4/6d.



629FK "Heron" 4/6d.



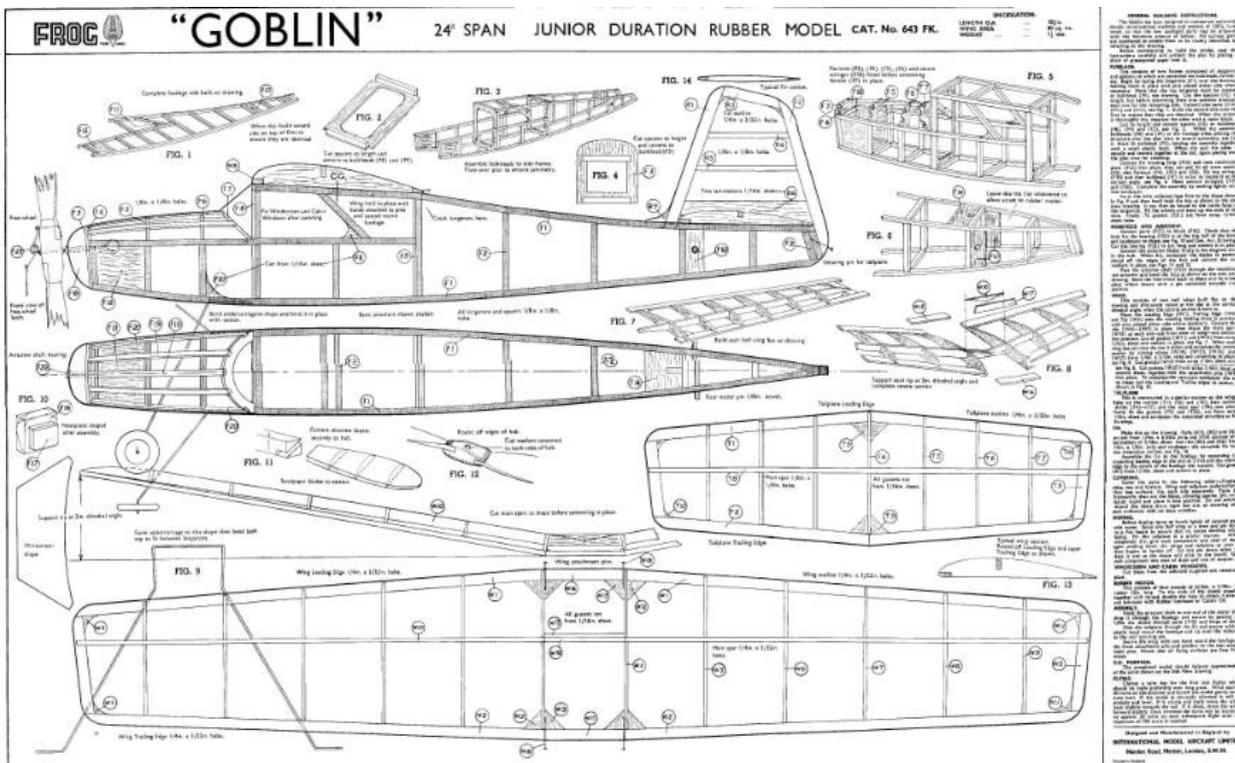
630FK "Tom-Tit" 4/6d.



631FK "Widgeon" 4/6d.

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FROG "GOBLIN" 24" SPAN JUNIOR DURATION RUBBER MODEL CAT. No. 643 FK.

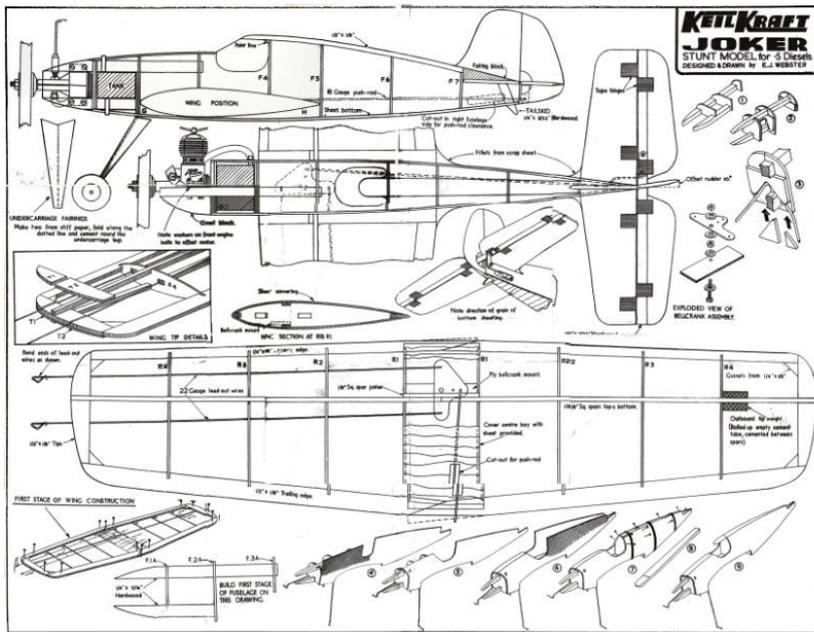


GENERAL BUILDING INSTRUCTIONS

1. Read the instructions carefully before starting to build the model. 2. The model is built on a 1/8" x 1/8" x 1/8" balsa wood. 3. The fuselage is built up in sections. 4. The wings are built up in sections. 5. The tail is built up in sections. 6. The landing gear is built up in sections. 7. The motor is built up in sections. 8. The propeller is built up in sections. 9. The rubber band is built up in sections. 10. The model is finished with tissue covering. 11. The model is painted with model paint. 12. The model is ready to fly.

I've always liked the look of this model, one day I'll build it? Again taken from the above website.

Another plan



I finally got a copy of this plan of the Joker from eBay with all parts on a separate sheet. The first stunt model I ever flew albeit only for a few seconds!

Correspondence from Switzerland via Raynes Park Website

Hello, model flight friends of the Raynes park flyer club. My name is Peter Renggli of the model flight group of Berne Switzerland (hp.renggli@tiscalinet.ch) I build and fly model aeroplanes for more than 50 years. (See www.mg-bern.ch) Gallery /Antikmodellflugtag 2006 Start Nr 9 With some friends I build increased Oldtimers and we can see on your wonderful web page, a lot of common joys and problems.



My second to the last model is a Miss 38 of Vic Smeed. Does the good old man still live? I have his address and I would like to send him some photos. I am sure that he would be happy.

The Miss 38 is propelled by an original Mills 1.3 ccm and flies like a ballerina. I then just have flown in an unorthodox Tailless Flying Wing. Plan was stored in my workroom decenies of Years and always in mind as a Dream. The Model is designed by an S/Ldr. Laurie Ellis AFC or DFC and employed at PAA Load events and is

from the Aeromodeller March 1956 Plan Number is U 618 I interpret this so: Squadron Leader with Distinguished Flying Cross. Can it be that Laurie take the English Electric Canberra as an example for the fuselage? In front the Shape reminds very strongly of it special around the Canopy and Nose. (War in Egypt/ Suez ?) The model was interpreted for free flight and was driven by a 1.5 cc Oliver Tiger. I have strengthened it a little in the critical places. Primarily the torsion resistance of the Wing was improved strongly. Control by means of delta mixing Aileron and height, then Rudder and gas control. ROG on Tarmac 60 metres straight Line. Like a Jet.



The Engine is a modified OS FS 20 4 Stroker with 3.2 cc as a Pusher. Some heating Problems. Carburettor isolated against Cooling in Full Speed (No Throttle sensitivity before) Prop 9 X 6 Weight is 1.7 Kg Wing Loading, 41 gramm/dm square With this Four stroker the model flies very fast but stable like a Plank. It is a true pleasure of driving around like a jet with that.

It is astonishing, what kind of development potential is in this old construction. My friends are impressed deeply. Also I raise my hat to this machine and his Inventor.

My question to you is: Can you transmit the "Rules for PAA Load" events in 1956 to me? Since I still own other Mills diesels and I am fan of these lovable engines (0,75 / 1.3 ccm)



I have allowed myself an expensive Pleasure. A high quality embroidered Cap with the Mills Diesel Logo! If somebody is interested from your club, I like to be ready to deliver such caps. Although just cheap but the joy in an Exclusivity is great.

I must demand CH Swiss franc 28.- Excl. Postage Delivery period is about 3 weeks.

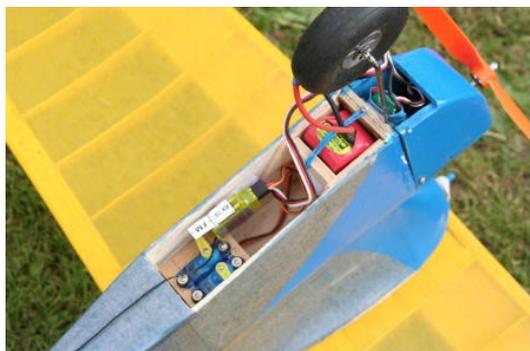
Enclosed some photos for your free disposal.

With my best wishes and sincerely yours
Peter



If anyone can please supply the "Rules for PAA Load" events in 1956 could you please send to Peter or to me and I'll forward on. (James Parry)

At SAM GALA by Ron Moulton



As winner of the second Rattray Trophy in 06 with an electrified Tomboy, Tony Bowler repeated the exercise for 07 but branched out by using a Banshee. The



usual Ohlsson 23 was replaced by a £10 "Bell" outrunner (From RCM Direct) driving a GWS 10" Prop and despite all the gefuffle over those top heavy rules Tony was making 4:30 with ease as the solo entrant, therefore easy winner.



The mods were incredibly simple. Why not try one of those cheapy units in a Goldberg Interceptor or Cleveland Playboy Junior ?

SUNDAY 26 AUGUST R/C VINTAGE AT MIDDLE WALLOP SAM F/F CHAMPS

There will be R/C vintage as above. This has literally just been organised. Myself and Tony Tomlin have taken up the challenge to run it as a basic get together this year and hopefully next year we can expand it to incorporate some competitions, the main thing is to get the ball rolling at the venue following a year or two of no R/C. The only requirement will be that anyone flying must have BMFA insurance and be able to produce proof on the day. If not then you cannot fly. Essentially it will be a fun fly event. Queries to me James Parry. Has anyone got an alternative to "Fun fly"? I don't know why but it makes me cringe! Suggestions please.

Tomboy 3s at Old Warden by Tony Tomlin

The sixth round of the popular Tomboy3s R/C competition took place at the SAM35 Gala on Sunday June 24th. There was a good entry of 12 keen competitors.

After the excellent weather of the last round at Cocklebarrow Farm (the previous weekend) the fliers were met with intermittent rain and a strengthening wind.

Due to the conditions it was decided to allow 3 attempts to make one four minute max to give entry into the flyoff. Many of the fliers had already contested the earlier rounds but new faces were Geoff Stubbs, John Strutt and Alan Blunt.

Stephen Powell from Kings Lynn had won at the two previous meetings and was looking for a hat trick. Tom Airey was tied with Stephen in the Tomboy league, with David Boddington in second place.

Ten fliers made it to the flyoff. The spectacle of ten Tomboys climbing away simultaneously is always exciting to watch and was well supported by a crowd of interested onlookers. All models were close and evenly matched as they climbed quickly upwards in an increasing wind.

Due to a possible fuelling problem the first engine to stop was in the Tomboy of James Parry, at around one minute, He landed at 2 minutes 35 secs, followed by Geoff Stubbs at 3 minutes 15seconds. Most engines cut at a little over 2 minutes having used their 3cc of fuel and models glided earthwards at varying rates. The eventual winner was a delighted Tom Airey, followed by Stephen Powell, with new entrant John Strutt a credible third.

The next meeting is at Cocklebarrow Farm on August 12th followed by Eastbourne on September 16th. For information on this series of events in 2007 contact Tony Tomlin 0208 641 3505 or email pjt2.alt2@btinternet.com.