

Sticks and Tissue No 9 August 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, Ron Moulton, Martin Dilly, Peter Renggli, Peter Branigan, Alan Holmes.

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".



Peter Michel photo of the Cloud Tramp mass launch Epsom Downs 4 August 2007

Fun with a Powawing! By Geoff Northmore

Some 18 plus years ago, according to my previous practice, I was looking for something original and different for the Old Warden Vintage Weekend R/C scene. Every year the same relatively few vintage models designs were on parade so I endeavoured to both build and fly a model that was out of the ordinary. Unfortunately, even today, there are still many who don't produce anything apart from those old and very familiar designs.

In Ben Buckle's plans catalogue I found the Powawing a 75" span free flight flying wing which was a design of the late Howard Boyes dating from 1948. This looked very different from the norm and a challenge to convert to R/C so the plan was bought.

Upon its arrival I decided to keep very closely to the original practical construction, but not use a Mills 1.3 for power as shown on the plan although I had one. I was anxious to get my, as yet unflown, G Mark 0.12 twin glow airborne and it seemed to fit the bill for motive power. A note on the plan cautioned against any over powering, but with careful throttle handling there wouldn't be a problem I imagined.

The Powawing had a fuselage shaped like an army boot and a three piece wing consisting of a centre section and two outboard portions each with a trimming surface for free flight and a fixed fin at each wing tip. As changes are inevitable for an R/C conversion local strengthening plus a radial mount for the engine, to replace the beam mounting of the plan, and provision for the radio installation were the major items.

My Tx had mixing capability so the original plan's trimmers were changed to elevons for control. A micro servo in each outer wing section for the elevon had an extension lead to the fuselage Rx. Next the fuselage and wing centre section were constructed as a single unit for simplicity. The throttle servo, Rx and battery were a tight fit within fuselage.

My outer wing sections had an angled light alloy joiner fitting in boxes between the top and bottom spars to mate up with the centre section. Cello tape at the join would keep all secure for flying – I hoped! The Rx aerial ran internally through a straw tube in the left hand wing because of the pusher engine installation.



Powawing Mk 1 barebones

Construction moved apace and proved straight forward. Ply plates were used in the fuselage and wings for the U/C. A vertical ply former provided a mount for the engine and its throttle micro servo. The completed model was covered in heavy weight tissue and doped. Unexpectedly the engine needed to be moved further aft for C of G purposes whilst the model weight at 2lb 5oz was rather more than desired. Came a calm day at the patch and, the surface being to rough for a T/O, a club member offered to launch Powawing for me - not the easiest thing as he had to grip the fuselage with one hand in front of the wing.

Powawing climbed gently away and took up a slow left hand turn. A touch of right stick did nothing and finally full deflection plus trim had the same result. I throttled back and the model slowly started to descend and the turn straightened up. I landed straight ahead after a single minutes flying. Before trying again I adjusted the elevons for maximum throw – need not have bothered for all the difference it made. A tree was collected, after a minute or so, this time!

Next I adjusted the elevons for a permanent right turn and had another go. This time I let the model get to a decent height before trying a right turn – foolish old man – eventually it homed in on another tree.

I called it a day and went home and, using wedges, added 5 degrees of engine side thrust and drilled a lower hole in the elevon horns to increase their effective throw.

On my next session the same volunteer launched for me with the same general result, but Powawing turned left much more slowly and would even fly straight with the throttle opened a trifle – promising stuff! On the spot I increased the side thrust to 9 degrees and launched again. Success at last! And I managed a RIGHT turn under power and I flew for 4-5 minutes on a rather erratic path. Then for no apparent reason the model pitched down and plunged vertically from about 50 feet striking terra firma a frightful blow! Powawing instantly became Cat E in R.A.F. parlance, re-kitted or reduced to produce being other definitions.

Retrieving what was possible from the remains and tackling the new challenge Powawing 2 was built with some major modifications. I had come to the conclusion that the model was exceptionally stable in roll – far too much for R/C so the dihedral was reduced by a third and some of the washout removed from the wing. This time two half wings were built using wire joiners into fuselage tubes, as is common in glider practice, to mate up. The elevon servos were repositioned to the wing root, some wing sheeting was no longer required and the engine bulkhead was repositioned with built in side thrust. A few ounces in weight were saved by these alterations.

When finally flown the model still had a natural left hand turn, but right hand turns under power were possible at last. Hurray! However it left a lot to be desired overall.

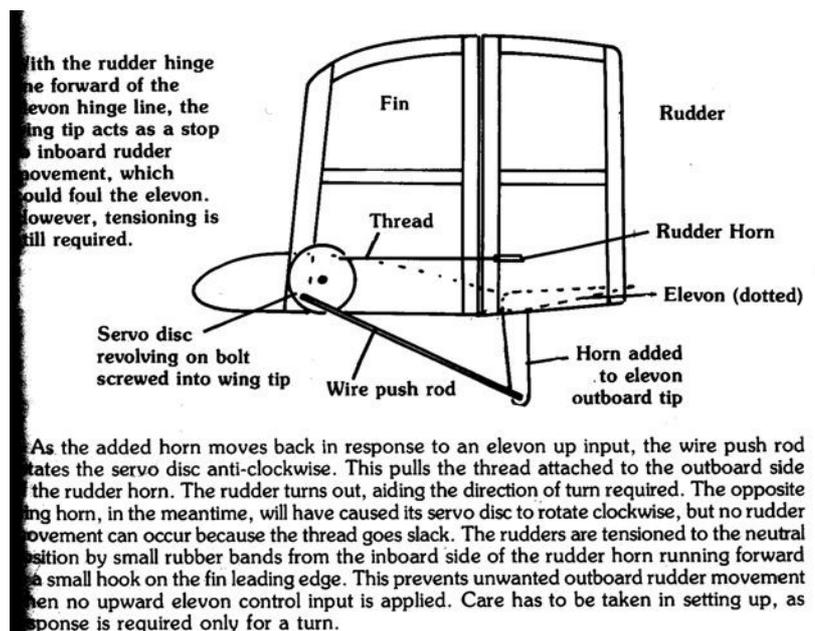
Some time later I visited my friend Dave Stokes taking the wing with me. We flew it from his local patch. Dave thought the model yawed on commencing a turn and recommended differential aileron inputs. He showed me an article about a full sized German flying wing glider which had had a similar problem cured by wingtip rudders.

Back home I soon set up the differential aileron part of the elevon, but the rudders were a problem if I was to avoid a major rebuild. After some lengthy thought I came up with the following idea, which is shown and explained with the sketch. This enabled me to modify the fixed wingtip fins whilst retaining the full elevon area. A Powawing or so later, at a fellow modelers suggestion, a simpler method was tried with excellent results.

Back at the field there was real success as the model turned and handled much better after some short flights and altering the throws a little at a time. As confidence grew I even tried a loop, but it was a no go and rolls were impossible as was spinning.

After completing about an hours total flying Powawing suddenly threw a wobbler and Kamikaze attack, but luckily from a low altitude so only superficial damage occurred. Whilst repairing the damage I took the opportunity to install more powerful servos with a larger disc these changes enabled more differential aileron and thus rudder movement.

The next few flights were real fun although sluggish in pitch, but the throttle had a marked effect and could be used deliberately to adjust pitch.



I plucked up courage and took Powawing plus sundry other models to the Old Warden Vintage weekend. Dave Stokes was there and hand launched for me and Powawing behaved magnificently for the 10 minute slot. I eagerly booked another and – you’ve guessed it – a vertical dive to the ground. How I smiled as I picked up the remains to the applause of my fellow fliers, such sympathy and good fellowship!

Three dives were too much so I began to think back. Each dive had occurred with the engine throttled to idle. Now the G Mark will happily run in either direction and I remembered it had reversed once whilst idling on the ground after start up, but I’d thought nothing of it at the time. If it should reverse in the air it would explain the Kamikaze effect. Oh, clever me!

I had a good look at the remnants and decided the wings were salvageable so a new fuselage and a change of engine to an OS10 should solve the problem – it did not as after a few good flights self destruct was the order of the day for Powawing 3.

Prior to building Powawing 4 I had conversations with other flying wing operators and came to the conclusion that my reduction in the original washout coupled to the high thrust line and general over powering was a lethal combination. So for the latest version the reduced dihedral was retained, but the washout was increased to nearly the original value. This time my Mills 1.3, fitted with a Mills throttle, provided the oomph! Now I’ve found a Mills will throttle over a small range, but prolonged idling can cause problems when trying to open up as acceleration is slow and the engine tends to flood if the throttle is opened quickly – so beware if you try it.

This version gave no trouble and has been flown on many occasions and when I left the U.K. to live in N.Z. I passed Powawing on to Bob Kemp who being an electric enthusiast installed an electric

motor and battery pack. Powawing flew in a brisk manner and has not had any Kamikaze tendencies as far as I’m aware using this method of power.

One photo shows Bob and I holding his electric conversion. If anyone is tempted to have a go I can guarantee you’ll have a model with a difference and you may even enjoy the experience. Geoff Northmore.

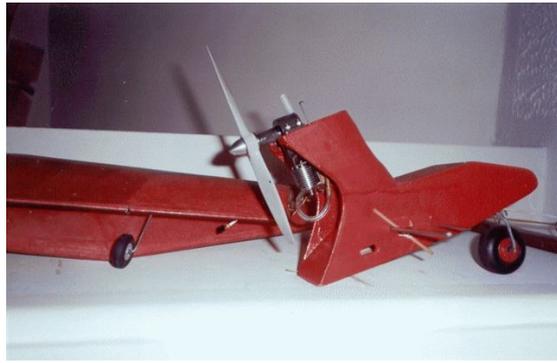


Powawing Mk3 OS10





Powawing Mk 1c



Powawing 4 Mills 1.3

Powawing electric



Powawing Mk 4



Powawing Mk2 GMK twin

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

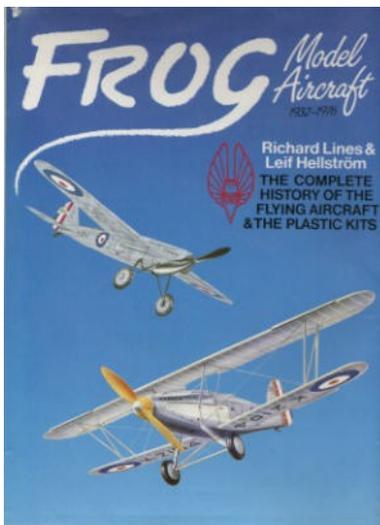


The Frog factory is the subject of this month's reflections, as mentioned last month I started to get a couple of photos together but wasn't absolutely 100% certain of where the site was, I knew pretty much but not exactly. Stupid I know as I must have passed it a million times in my youth at the time it closed and immediately after. It was located in Merton/South Wimbledon at the junction of Morden Road and the new Merantun Way (Formerly a railway line), SW19 3XD (Post code for the Homebase on part of the site).

I spoke to a couple of people Tony, Mike and then Reg. Reg then came out with loads of info regarding location and general odds and ends in the way of anecdotes, so here it is. The site covered an area from the corner of Morden Road and Merantun Way as far as Jubilee Way, down to the now also demolished Fry's site. Fry's being a die cast factory producing model railway parts.

The Frog, International Model Aircraft or Lines Co, any of the names seem to apply although the middle was displayed outside, had a very large product range and distribution from the site was a vast undertaking and as such required an infrastructure which of course meant a rail connection. This connection was shared with another factory in Morden Road and opposite on the other side being Foster Transformers. The railway ran under the present, what appears to be a bridge in Morden Road.

The factory was divided into different areas such as stores, spares, mouldings, balsa stocks and at one time the Offices of J N Mansour and J Wilmott.



Much has been written there being an excellent book FROG Model Aircraft 1932 – 1976 by Richard Lines and Leif Hellstrom ISBN 0 904568 63 6, so there is no point even attempting to go any further (Good excuse as I haven't the knowledge to write anything else anyway) however Reg and Tom have come out with the same anecdotes regarding lunch time at the site. Apparently it was not unknown for a gathering to occur around the fences whereby workers having a fag would hand over the fence various items of interest to those on the road. Now the engines as primarily that is what passed over can be identified even now as they did not have a production number stamped on them. This was not uncommon and Tony mentioned that the same happened at nearby ED factory and those engines did not have tested stamped on them. So if you have a Frog engine without a number or ED without tested then they are almost certainly over the fence products!

Reg also recalled his mum bringing home biscuit tins of parts however these were eventually got rid of in favour of other pursuits and now much lamented! Mind you when he opened the biscuit tin and saw the contents did he exclaim "Crumbs". I daren't ask him.



North West corner of the former factory site
Now Wickes and Homebase



North side

Anecdote from Tom Thompson “Your article on Lines Bros, I had occasion to take my first Frog 100 back to the factory as it would not start.

I was directed to a shed in the works grounds, which reeked of diesel fumes. wherein a fellow took my engine flicked it over a few times and declared it was no good and gave me another off the shelf, saying "this one will be ok" no paper work no nothing. I left quite happy with a good engine. I guess this bears out your quote about engines disappearing over the fence.

Incidentally, during the war my father managed the factory next door to Lines called Expert Tools and as a very young lad I used to peer over the wall to watch Lines employees testing Sten Guns which were made in the factory. No rules and regs then, but at least we all pulled together and got things done!”

When I spoke to Tom at Middle Wallop he reckoned they used to wheel out a cartful of sten guns and test them up against an earth banked wall. The cost of producing each gun being 7/6d or 39p in modern! He added his own experience of the gun was that it at best was erratic likely to go off at anytime all to do with catches etc, army training was punctuated with squaddies throwing them selves flat on the ground when Stens were in use and the barrel pointed away from the target.



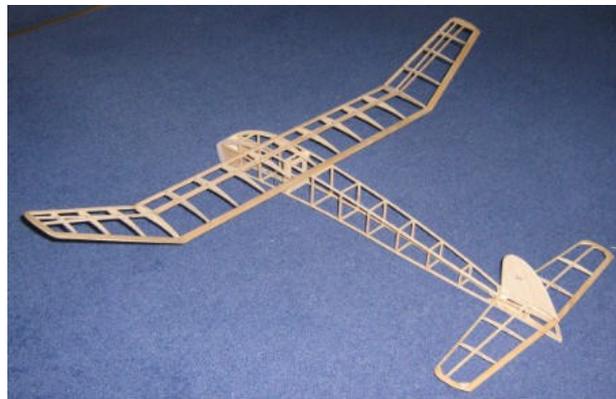
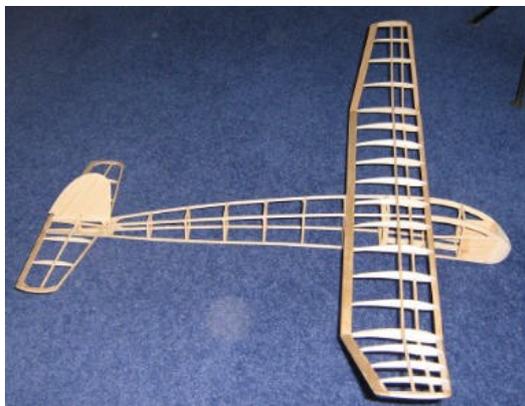
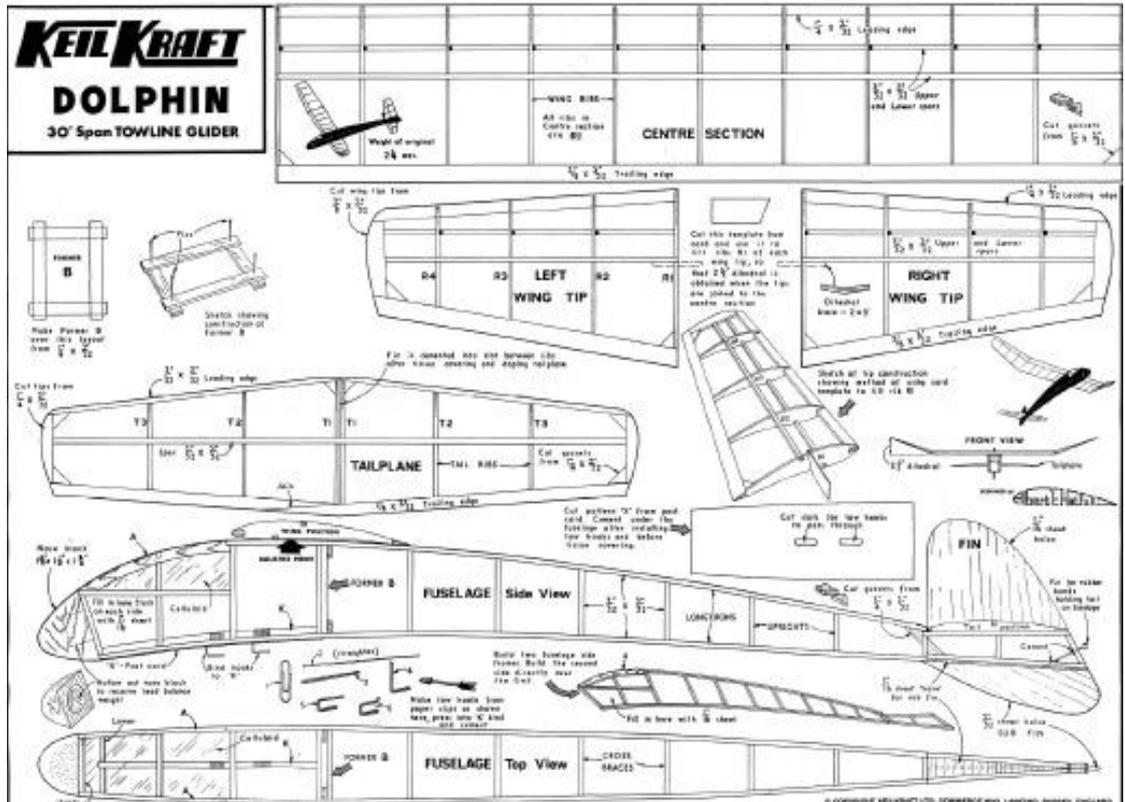
The road is where the railway and siding were, now Wickes



East (rear) of site looking West to Morden Road
in the middle of what was the factory now car park

Another Plan

I dread to think how many Dolphins I built when quite young, all flew but most had a short life due to goal posts, Hawthorne trees, cars and dogs! I've built another one from the Replikit short kit as seen by these photos of it



My Dolphin showing those classic lines you either love or hate JP

Raynes Park MAC



I called off to see Mike Cummings from whose garden mansion the club meets in



order to borrow a book and caught him renovating a Coronet free flight model originally built many many years ago by Derek Bird. I took a couple of snaps of Mike and inside of the club I thought you may like to see. Could always play "name the models". Actually I may well do for the Christmas issue after I've obtained better photos!

The refurbished model is in a photo below under Middle Wallop page 25

News from Switzerland by Peter Renggli

Hello James, I find your project phantastic to enlarge Miss 38 for an OS FS 26 and approx. 1.5 times. I imagine how she majestically pulls her circles in the sky. Exactly so as an Antikmodellll must look. Please do it and build this beautiful bird.

Somebody has said to me, Miss 38 is published in 1982 . If this is correct, she has to be put in order into the category * Nostalgic *.

I have cutt the side from an aeromodeller and into a folder that time: Beautiful models to build later. Without date, detail, unfortunately. So I have scanned in the small plan and in the Copy shop on the original shape. For the Mills 1.3 in my display case.

An old model builder 1952 gave me my this Mills as a gift . I built some control liners at that time but without great success. My models were too heavy. At that time, I still knew too little about modeling, because I was an apprentice as a precision mechanic. The crankshaft broke after a overstressed Test. I made then a new one, that way from chrome nickel steel. Also a new conrod from solid Bronze. Of course this one was far too heavy, the engine really shakes and went into a said Glass Cupboard for Decenies. One day, 2-3 years ago, i kissed the Mills like the sleeping beauty, after a visit on an Oldtimer event.



This is the new & lighter conrod

So I made a new conrod from high Density aluminium . And the Mills got a general revision. He now simply purrs like a sewing machine and the Noise, the smell, to this i fall in love.



This is the crankshaft with the Bronze conrod too heavy

I am 71 years old now and have a small precision engineering workshop. A toolmaker lathe and a milling machine with digital display. Some like new engine has left my workbench . I revise many engines of my fellow club members. But unfortunately because of the general electrification always in smaller quantities.

My English is gibberish. Please excuse me, James. During my work as a development engineer for hearing aids, although I have read much English technical literature. But for lack of opportunity I can badly talk and write. A manner is one way English.

I have some books of David Boddington: Building from plan/Building and flying RC models. I admire this diligence man. A real source for many useful typs and tricks.

We Bernese have one quite wonderful airfield . Stretch without obstacles around. Then a new Clubhouse with all comfort. I take part since 1960 and am an honorary member . We are 180

members. A little bit too much. But there are very actively only some. We Oldies are most during the week Days on the flying field. I organize an ancient model flight day on September 23rd again. About 30 old men are expected with her old models there. On Sunday of 4th Aug.07 I was on an event near Lucerne. Unfortunately very much hot and a strong wind. I flew Miss 38 - Mills 1.3/Keil Kraft Achilles - Mills0, 75, and my new TaillessWing "Cherpaa" - FS 20 from Laurie Ellis. The Visitors and participants are enthusiastic about my demonstration and I received many compliments. The Cherpaa is an extraordinary model. Many were surprised, whether the funny bird can fly at all. Laurie Ellis has understood much of aerodynamics! It is living again ? A professional Video Team has filmed my Preparation, rudder checks, rolling to the start, ROG and the flight. I hope for an Video CD.

At the moment I work on my CAD station and draw a map of the Brooklyn Dodgers. www.theplanpage.com/Months/2402/bdodger.htm I have scanned the plan and ordered a layer as a black and white background picture. I draw the plan precisely in colors now and then can i print in the desired Shape like the original. But building waits for a while now, because I still have other models on the building board. A Big Lift with an OS FS 120 and a Scale Piper super Cub. I admire your efforts to do something against the ready to Fly illness. Also with us the situation is depressing. People have too much money. And prefer to buy simply ready build models. Some still really build. The total commercialism destroys the whole model making



I have built tools for a pretty simple biplane a couple of years ago. Punch press die for the ribs. Then all the jigs for the fuselage and all the templates for the formers. In our club 14 pieces where built. Then another group came and built 24 pieces. You cannot imagine with how much enthusiasm the youngsters worked. Everything was installed from the FS 26 up to the hottest Brushless. But the euphoric wave is over again and I may do no longer so much for other people.

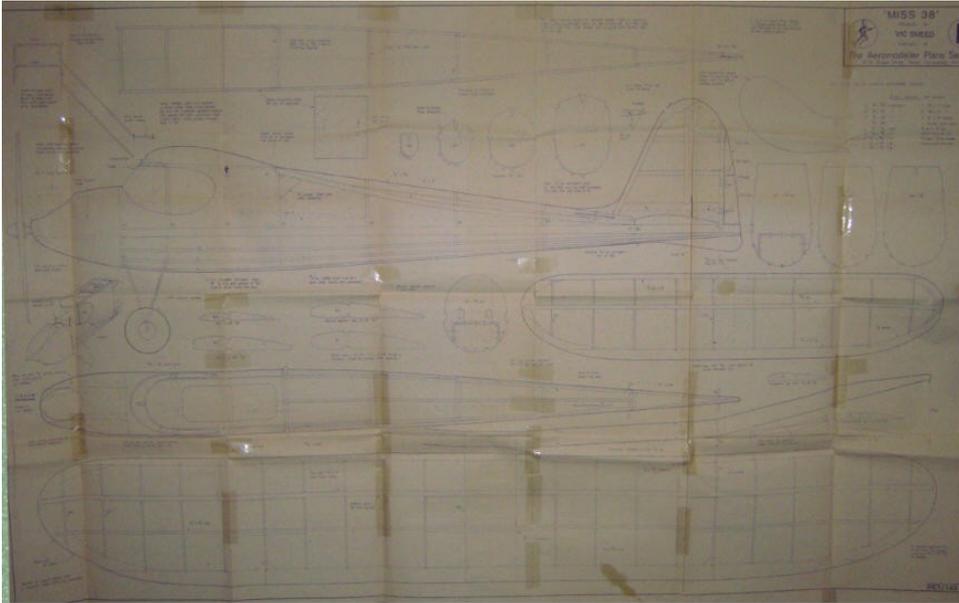
This is the Biplane 38 Pieces where built



So me Models from the last event Cherpaa, Miss 38, Achilles / Kadet / Bicki Delta/ Hummel 2900



Another plan



Miss 38 plan, well used. (sorry I didn't have the time or patience to reduce size on my PC hence the easy way out a quick photo! JP)

David Kinsella's column

A winner at VTR2000

Tended by Ken Marsh and Keith Muscatt, Chas Taylor's red and yellow Saint (Eta 29) was the fastest at Old warden in July 2000, as a result hoisting champagne, wine, £25 and a book signed by Sir Stirling Moss OBE. Well done West essex MAC! Pictured here on the sacred turf, my Saint will be finished in the colours of old Malaya where Leslie Yin was born in May 1907. Becoming Leslie Charteris in 1926, he and his wife travelled – and sang – in the great airships. Sixty Saint yarns were written and Messrs Moore, Ogilvy, Sanders and Price portrayed Simon Templar on the silver screen.



Important Too

A precursor of Bond and the equal of Templar was Dick Barton! Millions followed him on the wireless and Hammer made a film starring Don Stannard. Top magazine Best of British offered the set and a support booklet. They may have some left (01778 380906). Barton in Africa was cancelled when Don died in a car crash.

Badge 'em up

Thanks to Mike at RPMAC quality decals at around 60p each – Mills, ED, and Oliver so far – look good on the model. A colour copier, craft knife, varnish and care will produce excellent results as I found with the British bulldog on my Class C Bulldog Drummond (enlarged Dalesman in red and two tone blue, Dooling 61).

Arne Hende

Arne, famous for several excellent replica motors – the McCoy 60, Dooling 61, Fox 59 and BB Amco to name a few – died earlier this year and we apologise for our late salute to his work. With

the McCoy, thanks to John Goodall, came a small library of documentation. Dick Roberts ran the motor up to 16,000 plus, employed pressure feed and hinted at a higher compression ratio. Selling at £325 in 2000 when first the test was run, very few came into the UK. John Goodall (01283 713715) may be able to help.

In 1937

The mighty Hindenburg – over 800ft long and pride of German aviation – was lost in America, probably due to a lightning strike. Powered by four Daimler-Benz diesels, mechanics at their side during flight, D-LZ129 was so smooth in the air that pencils could stand on end. To amuse passengers on guided tours, escorts would sometimes jump off gangways and use the fabric below as a trampoline! Modellers at Wembley will remember Ron's airship circling high above the throng. Those were the days.....

The Big Show

Four hundred paintings were hung by The Guild of Aviation Artists at their memorable London show. A 56 Squadron SE5a chasing a damaged DV11 was a cracker by Tony Saunders, while Roger Middlebrook's Sikorsky over Pan Am's Florida base brought back the age of the flying boat. Slade trained and a regular prize winner, Roger's Canopus over Africa may be seen in the RAFBF's publication Wright to Fly. Michael Turner reminded us that Neville Duke also flew a green Hunter.

Fokker DV11 Plans

For full size or model, four sheets drawn up from a DV11 in the USA could be yours. Sample photo copy if interested. No rush but please write to P Hulse, 1 Dalmeny Avenue, London, N7 0LD.

Photos and notes from Richard Bavin

I enclose a few photographs of three pre-1940 models I built over the past twelve months which may be of interest. Sorry about Calkin photos, not very good but all I've got, all radio assist aeroplanes, which saves retrievals and all capable of performing without help from the radio. Hopefully may even inspire a few more builders to produce Sky Rockets, Trevithic monoplanes and Calkin Honey replicas. All built from Tony Penhall plans. Tony being a wonderful source of information in respect of their history.

Sadly, at my main club in North Wales, I flew the Brookes Sky Rocket on a 30mph windy day, creating a fair amount of interest, but still couldn't persuade the "blighters" to build. The other 20 models on the field all being ARTF. Beautiful aeroplanes, but owners all model flyers not Aeromodellers, missing out on the achievement of building and flying of model aircraft, which is what the SAME is all about. I'm regrettably not sure of the aims of the BMFA in this direction. For a little personal history I started off building Keil Kraft Achilles back in 1946 or so then into Slickers, Outlaw, Bandit etc. Becoming involved over the years in all free flight and later radio disciplines. Point being what over hobby can last a life time like this one?

Currently I get greatest satisfaction with the early vintage era. Most designs flying well with radio assist from 22" Sharkface or 36" Pirate to 90" Sky Rocket, building where possible with original materials, lots of spruce. Renewing skills in laminating and steaming etc, challenging but rewarding, keeping as close as possible to original designs.

I will now compile a short few lines on the three models covered with the photographs.

1936 Brookes Sky Rocket 90"



Designed by A.E. Brookes, original using Comet 18 petrol engine with Electron alloy 18x2 propeller. The original flew off out of sight over The Solent to be recovered by a passing ship and returned to its owner safe and sound. BMAS member E.G. Penhall flew his

version to win the Southern Counties Challenge Cup at Gosport in 1938. My replica built in 2006 managed to win model of the year challenge cup at Wrexham Club, against modern opposition, so still competitive!



Flown with rudder, elevator and throttle control, using Saito 72 engine (destined to be replaced with a Bunch Contestor 10cc sparkie later this year).

This aeroplane was a straightforward build, resisting temptation to "straighten it up", and flies beautifully only needing radio to save long retrievals.

Has been flown in 30mph winds safely and will climb as its name suggests! Take off run only a few feet with no suggestion of ground looping despite forward swept undercarriage and its landings are a delight to see! Slow speed performance is un-believable! Thoroughly recommended

1935 Calkin Honey 36"



Original design (American) by Dan Calkin powered by 2.3cc Elf Model 1 engine (Sparkie).

What a challenge. A three foot model with coil, condenser, batteries, timer, wiring at 14oz ready to fly. Tony Penhall managed it and the model performed beautifully with Elf model 10 "Slant plug" replica motor, free flight so after parting with a little gold, the plan arrived, but being so small could it be flown with radio assist?

First thing I noticed was the strange set up with 7 1/2 degree down and side thrust and tail set at 8 degree negative incidence, yes eight degrees. After consultation with Tony I retained the settings but reduced the side thrust to about 3 degrees but in effect 8 degree elevator with all moving stabiliser???? Could it fly????



Model duly constructed, using Mills 1.3 motor for trimming, with all moving fin/rudder, covered in black profilm, to replicate black JAPLAC enamel on silk of the original, the time came to fly. Club members warned to stand clear, fully expecting a loop into the ground! Motor fired up and launched into a gentle 5 knot wind – and what a surprise – like the Bumble Bee, nobody had told it it couldn't fly. Off like a good un, no trim needed up into a gentle left hand spiral climb to a considerable height, engine stop into a safe glide pattern, radio only needed to land back at base. A total non-event safe and utterly stable.

I have now managed to acquire an Elf sparkie replica from Derek Collin, which will replace the Mills, once carefully run in. I'm using glow plug at present for this but will eventually use it as sparkie for the Honey. So thanks again to Tony Penhall for another piece of aeromodelling history brought back to life.

1937 Trevithic Monoplane 58" span



Wonderfully different looking model, deep bellied, strutted wings. Original had a fixed centre section, with plug end panels, held together with functional struts. Used a self activating clockwork timer controlling engine run and rudder tri. Original used a Brown Junior sparkie and despite high wing loading for its day flew remarkably slowly, very safe and stable.

My replica was inspired by seeing the illustrious Mr Barton's replica win model of the day at Cocklebarrow Farm back in the early eighties.

In January 2007 I decided to fulfil this inspiration and obtained a plan from Tony Penhall, with some historical background and reproduced another replica, down to the clip on struts and telescopic undercarriage suspension. Powered with Saito 40 fourstroke. I have attached the wings with rubber bands, but am considering building another wing with fixed centre section as original. Model flies wonderfully well on its



own, with no trimming required and satisfying to



see another piece of aeromodelling history back in the air. So come on chaps lets see a few more Trevithicks to grace air vintage scene.

Tony Penhall Vintage plans (Taken from www.samsmodels.demon.co.uk)

A range of famous larger vintage designs, many for use with spark ignition motors. These designs are also ideal for conversion to radio control

K2050 The Skyrocket 1935 96". £14.95

K2051 The Cloud Elf 1939 51 1/2". £9.95

K2052	Miss America 84"	£14.95
K2053	The Club Conquest 1938 65".	£13.95
K2054	The Swallow 53 1/2".	£9.95
K2055	The Petite Dragon Rouge 1936 72".	£11.95
K2056	The Porlock Puffin 1937 59 1/2".	£7.95
K2057	The Kangette Senior 1946 44".	£11.95
K2058	The Neptune 1946 62".	£18.95
K2059	P.L.W. 5 1936 52".	£9.95
K2060	1935 Milton Special Wakefield 42".	£9.95
K2061	The Blue Dragon 1933 96".	£15.95
K2062	The Midget 23".	£7.95
K2063	The Cloud Cruiser 1937 72".	£15.95
K2064	Trevethick Monoplane 1935/6 58".	£14.95
K2065	The Eaglet 1937 44".	£11.95

Brixton Office from Ron Moulton (Following request for information in issue 8)

After collapse of the arrangement for use of a basement office in the very plush Park Lane address of Londonderry House, the SAME HQ found refuge above a shoe shop at 10A Electric Avenue Brixton. Much of this must have been due to Major S.D. Taylor, the Comp. Secy around September 1962 who had local connections. The very attractive Pat Mayo moved in with masses of membership records and Martin Dilly played a most important part in sorting and salvaging historically valuable material. He was the ever active PRO of the time and co-opted other volunteers in the effort to sort things out after the move. That Pat and Martin got the office functioning so well is borne out by the fact that the address remained active for around six years until about 1968 when a couple of changes prompted another move, that time to York. Sam Messom was by then the Comp. Secy and he found an office in Lower Ousegate, not so far from where he lived and worked, therefore infinitely more convenient than the rapidly changing circumstances around Brixton. From a rather run-down area with market, Electric Ave had become a bustling centre of immigrant activity and Estate Agents were pressing the Society for a deal on sale of the Freehold. In the end, a handsome profit was realised just when most needed to rebuild the assets after the venture into cheap Associate Membership. However that's another story from a cloudy past, and just about as much as I can stretch my memory to right now.

Brixton Office from Martin Dilly

I might be able to shed some light on Electric Avenue, which I think was obtained for the SMAE by Sid Taylor, who was at one time Honorary Secretary and whose son was a speed flyer in the Brixton club. I took over from Kevin Lindsey (another C/L speed flyer of some note) as SMAE PRO cum newsletter editor/producer in, I think, 1967. At that time total membership was a little under four thousand; I believe the newsletter went only to Full Members (there were also Associate Members in those days, who paid less and did not take part in contests) and I think only Full Members got a newsletter. Just as well for me really, as producing it every two or three months was quite a chore.

It was all done on my first typewriter, a manual Smith Corona, which I bought when I took on the PRO job. In those days, of course, the membership fee didn't allow for any sort of paid staff, let alone paying for Council members' typewriters, and the office, three floors up a slightly rickety

staircase, could just about house a couple of filing cabinets, a vast pile of copying paper and envelopes and the Roneo machine, on which a couple of thousand newsletters (were they called Model Flyer then?) were run off. It was very much a one-man operation.

For those brought up with photocopiers, laser printers, offset litho, computers and scanners, maybe a brief description of the Roneo production process might help. Typing of each page was done on waxy tissue stencils, with the typewriter ribbon disconnected so the letter element cut through the wax and allowed a spirit-based ink to produce the final copy. If you hit a key too hard (and I was a two finger typist, enthusiastic but not too accurate) letters like 'o's' and 'p's' cut a neat hole in the stencil so the copied letter had a solid black blob in it. Mistakes could be erased with a kind of waxy Tippex-type liquid, and typed over again; it was pink, and most of the newsletter stencils I produced looked as if they had a nasty case of measles. The finished stencils were attached to a printing drum and although the Roneo machine was electric, the power drive was temperamental, so quite often most of a print run had to be hand cranked instead. It could be a messy process, too, with inky fingers part of the deal.

Luckily in the late 1960s it was possible to park in Electric Avenue, so my ex-Singer Anglia van spent many a late night there as I routed home from working on a Nationwide in Lime Grove studios in Shepherds Bush to West Wickham via Brixton to get Model Flyer out in time. Carrying heavy boxes of paper up and down the stairs for a four-page issue could get a bit wearing, and the hand-stapled copies always filled more boxes than the paper that formed them.

After stapling the copies they had to be stuffed into addressed envelopes. The addressing was a tiring job and done with a hand-operated Adrema machine; every member's name and address was on an embossed metal plate about the size of a business card and these were periodically up-dated. The plates were arranged alphabetically and lived in metal drawers in a special cabinet and when they didn't fill an entire drawer they were kept in place with mild steel blocks about 3" X 1" x 1"; I still have several which are handy for weighting structures down while the glue dries. Anyhow, these plates were loaded, maybe twenty at a time, into the Adrema machine and a handle like a beer pump was whacked down to print the address onto the envelopes; an inked pad came into the equation at some stage too, I presume, but that bit has faded into the mists of aeons. After doing the first thousand envelopes you knew the end was in sight ...

After stuffing the two thousand newsletters into the two thousand envelopes I'd then drive them to a professional printing operation in Clapham, which had bulk mailing and franking facilities, so they could finally be entrusted to the tender mercies of the Royal Mail.

At that time Council meetings were held at the Great Northern hotel at King's Cross, conveniently close to a rather good Nepalese restaurant, just near enough for lunch for those of us who preferred food rather than whatever it was the hotel produced. Others on Council around that time were Henry J., Ron Moulton, Stan Wade and George Lynn. It still amazes me that we managed to run the whole show without paid help and without too many major cock-ups; if the time we spent doing the work was costed into the membership fee heaven knows what the subs. would have been.

In my first year as PRO the Nats was at Yeovilton and I drove down in HJN's Rover 3500 with Ron Moulton to the liaison meeting with the Fleet Air Arm. After getting through the planning and sorting out the various matters that make the Nats possible (F/F, R/C and C/L all together in those days, though with far fewer events to clutter the place up) we were shown round the first of the Navy's Phantoms, which had just arrived at Yeovilton; the back-seater's canopy was coyly covered up, presumably due what was then the cutting edge kit in his office. My other memory of the Yeovilton Nats was the pouring rain that drenched the Open Rubber fly-off and the soggy drive home along the A303 and A30, back in the days when Chobham was still flyable and blessedly M3-free.

But back to Electric Avenue. After a few years there the lease was sold and the office, such as it was, moved up to Lower Ousegate in York. Moving it meant moving the equipment and Chris

Hayward, then a Croydon clubmate but now in the Crawley club, volunteered to help me. During the many descents of the three flights of stairs one of us managed to drop several of the metal drawers of Adrema plates down the stairs, thus instantly scrambling quite a large percentage of the membership. Oh, how we laughed ...

I think it was around this time as PRO that I realised that our title wasn't doing us any favours, quite apart from being rather less than honest. By the time I'd recited "Society of Model Aeronautical Engineers" down the phone to some bored guy in a newsroom I knew the next sentence, explaining what the heck it was the story was about, would inevitably contain the words "model flying". It made it all seem a mite pretentious; the rest is history ...

Woburn Saturday 18 August Bob Palmer 50 year commemorative event

This three day event has been in the planning for quite a long time (I suppose you could say 50 years) now and it was my good fortune to be asked if I'd do some judging, which of course I agreed to especially as my son lives only a couple of miles away so I could as it were kill two birds with one stone!

After a long drive with rain and clouds as my companions for most of the way I arrived at Woburn by which time the liquid stuff had ceased, somewhere on the M3.

Most of the entrants were there having a chin wag so after the sorting out of score sheets and stretch of the legs flying commenced about an hour later.

The site well it was the best available but oh dear thick, dense moderate length grazing grass which seemed to have been specially ploughed for the three days. We'll speak of it no more. No rain but a viscous breeze that was to be with us all day.

The events run side by side being the Bob Palmer event, F2B and classic stunt. All to the F2B schedule. Those flying in the Bob Palmer event were the longest travelled, California and on that basis locals from Glasgow! The "Original" Bob Palmer Thunderbird left behind on his rapid departure to Heathrow to fly back to the States and work was on display having been restored a couple of times firstly by Dave Day and latterly Ian Russell. Minus of course the Veco engine that was returned at a later date to BP whereby it ended up with George Aldrich. Anyway here are the Thunderbird photos.



Ian Galt's Thunderbird



Peter Millar's



Bob Palmer's



Mike Scholtes Smoothie OS40LA



Mike Nelson's Palmer Go Devil with OS46LA sparkie conversion



No didn't get his name despite chatting to



Randy Clarke's



D Rawson's Stampe Monitor more info below



The circle (photo makes it look good!)



Mike Schloter receiving award from Ron Moulton



likewise winner Ian Galt



Supermarine Westland built Seafire on flypast



Lysander displaying (The sound was just fantastic)

Mike Scholtes flew a Bob Palmer Smoothie powered by an OS40LA and put in some good flights despite the wind and condition, he was very concerned about take off particular but coped well although the technique adopted by all was literally to pull the model off the ground. His Smoothie I believe he said was ARTF but he converted, adding 5oz of weight in the process, so that it could be completely disassembled.

John Benzing flew in F2B once in the circle I was judging instead of the two rounds per circle. D Rawson who apart from one flight a week or two before had not flown C/L for thirty years brought along a Stampe Monitor and flew in Classic. First flight he stalled on landing and broke the undercart but managed a temporary repair but in the second round got blown into the ground doing the square bunts. Broken fin and obliterated canopy but easily mended. The two Scots Ian Galt and Peter Millar who were down for the three days did consistently well and in the end Ian came first and Peter second. Bill Draper with his Superhawk won F2B but was blown out of the vertical eights and triangle was a strange shape. So it happens to the best of them.

Mike Nelson wasn't keen on the wind so with his Go Devil powered by an OS46LA converted to sparkie decided to fly the vintage schedule, which was better than doing nothing at all.

Peter Jackson in F2B put in an impressive performance and very nearly knocked Bill Draper into second position although I did notice when he was flying in the other circle he came very close to the ground inverted and possibly even clipped the grass. Alan Watson flew spirited rounds in F2B but was affected more than most by the wind.

Now for some more full size photos. I won't show my ignorance by naming them, may be on safe ground and cop out by saying they are De Havillands! My photos are not too good as can be seen but

there were loads of people taking snaps with what looked like “The gear”. Mike Parry who writes for AMI was also there so I look forward to seeing some really good photos in a month or two.





According to Peter Millar this full size was rebuilt as part of a TV programme a couple of years ago

Four contributions from Dave Day

Bill Netzeband articles

Way back in the fifties and sixties 'Wild Bill' Netzeband wrote a number of articles on C/L stunt for American magazines. These have long been considered as classics, although Bill himself now says that they left out a lot of things. As a result of some discussion on the Stuka Stunt Forum, I have now posted a total of nine of Bill's articles on my website. Bill has kindly written a forward for these.

Here's the link for those who may be interested:

<http://www.iroquois.free-online.co.uk/netze/wildbill.htm>

Plans

Further to the list of links to plans sites given last month, my own website has a lot more links here:

<http://www.iroquois.free-online.co.uk/newlinks.htm#PL>

Sixty WHAT Nationals

We are being deluged by loads of blurb regarding sixty years of National Championships, etc. Now, if the first one was in 1947, this coming one (just gone when you read this) will be the sixty-first. Count on your fingers or take my word for it.

I tried to take this up with BMFA office which resulted in an exchange of emails along the lines of "THIS is how you suck eggs, grandma." It also provoked comments relating to there not having been a Nats every year - untrue and irrelevant. To make things even more complex, the first Nats was at Whitsun (remember that?), so, not only is it the sixty-first year and the sixty-first Nats, its MORE than sixty years since the first one anyway.

SMAE information

Your request for information on the SMAE office in Electric Avenue, Brixton, really started up my mental filing system. Memory said that the office was at 1A, but I found a reference among a pile of old papers that told me that the correct address was 10A.

The period was a little more difficult to pin down until I remembered that the reason that I knew of the office was because I had attended meetings there. I was Midland Area Delegate in 1961 and 1962 and that must have been the time. The Society actually owned the building, or part of it.

What really stands out in my mind from this period is that the Society was virtually kept in existence by one man, Kevin Lindsey. Kevin worked at the National Physical Laboratory and would travel to the office regularly - almost on a daily basis - to attend to mail, etc.

His most important contribution, however, was to produce a monthly newsletter that went to every member. This was usually no more than a single typed page, but its effect was crucial. In those days, Country Members had a vote at the AGM and also got the same correspondence that club secretaries got. I find the current discussion about proportional representation rather ironic in the circumstances. I wonder just when this situation changed (Elementary my dear Watson?).

The Brixton period came to an end when the then membership secretary, SAM Messom (not sure of the spelling) persuaded council to find an office close to his home in York. That situation came to an end with Sams sudden death.

Somewhere around this period was the Societies flirtation with Associate Membership. We all knew that it would be a disaster, but Councils - and chairmen in particular - ALWAYS know better.

Kevin's contribution to all this remains largely unsung, rather like his later successor, Roy Nudds.

How many Smoothies are there?

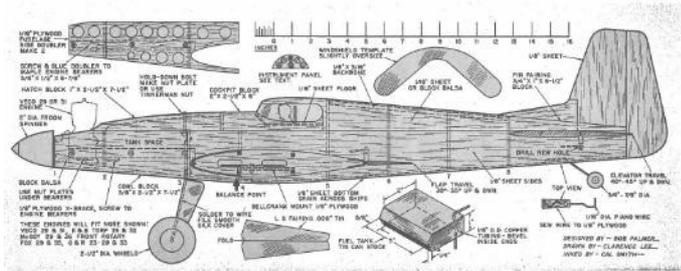
When James told me that he was going to include a 'Smoothie' plan in this issue I realised that I had never actually looked at the plan that he was going to use.

Sometime back in the early 50's I built a Smoothie from a Veco kit. The kit was bought from Kandoo Model Products in Coventry for the princely sum of £5/5/0. That's five pounds, five shillings or £5.25 in modern parlance. I was never happy with the model because it had a tendency to tip stall, which I put down to the strange airfoil (sharpish LE with maximum thickness well back). I sold the model to a local shop. There are a lot of Smoothies out there and there is no doubt that mine was not typical, so never fear.

Its been a matter of record for some time that Bob Palmer reckoned that the kit was more Veco than Palmer and he more or less disowned it. When the model was rekitted by Brodak we are told that it was now the way that Bob designed it. Err, yes, but is it Vintage and Classic legal? I think not, but what do I know.

Also a matter of recent discussion is the fact that the Veco kit allowed it to be built with either an upright or inverted engine and that Bob's prototype had an upright engine. I can't remember any of that but, in the absense of a photo, I THINK I built it with an inverted engine.

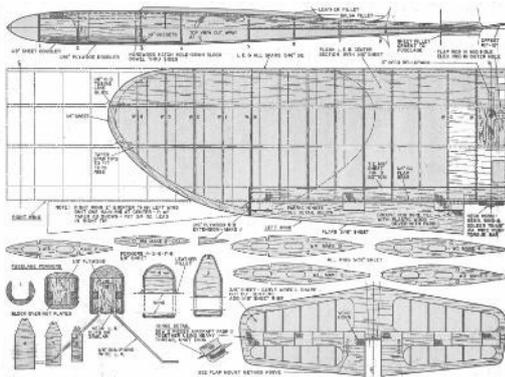
At this point we have four Smoothies: Veco kit with upright or inverted motor and Brodak kit with upright or inverted motor. There is a plan available from at least one US source which is claimed to be as Bob designed it, so that makes five.



I have been aware for a long time that the design was also published in MAN in 1950(?) and there is a small reproduction of this in one of Vic Smeed's books, which I have, but never

really looked at. OK, that makes six then.

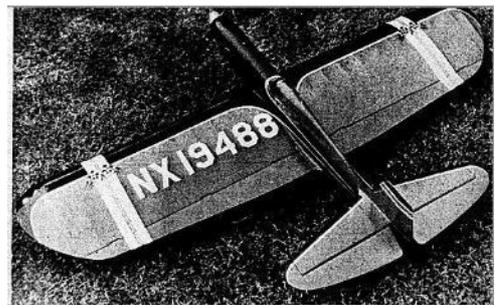
Enter James, who tells me that he is going to use a plan from a CD that I sent him some time ago. For the record, it's a copy of a CD that Geoff Stevenson bought at the world champs. I thought I had better look at it. Lo, a superb cutaway drawing that I had never seen before and the plan that is reproduced in the above book, which you should find somewhere around here.



Now some poor judge could find himself in one hell of a mess around here but fear not. A Smoothie very easily recognised by one and all. It has a big squarish tailplane that simply doesn't go with the wing shape at all.

Fine. But attached to this piece you should

find a picture of a Bob Palmer model that comes from a Bill Netzeband article reproduced on my website (see elsewhere). Isn't that a Smoothie and doesn't that look like a THUNDERBIRD tail?



A couple more photos of Mike Scholtes Smoothie taken at Woburn

Club Winner by Dave Bishop (Comparing modern ARTF to building a Wakefield JP)

It all started late on last year when Ken Shepherd the editor of Radio Control Model Flyer magazine came to the Croydon Club and gave a talk about how his model magazine is compiled together, so that it can be presented to the printers in the required format monthly.

With him he bought a kit of a Parkzone Flying wing model and offered it as a prize for the raffle that we have every month, run by Peter Royalle. I was delighted to hear my name called out as the winner but Ken said when presenting it to me, that I had to do a written review of it with pictures when it was built and flown for his magazine.

All fine and dandy except I just didn't have the spare time to build anything let alone go and fly the beast after completion but upon bringing it home in its huge cardboard box, I had a brainwave.

So off I goes and bangs the door of my near neighbour Rob Tapsell, who is a very good scale modeller. "Here" says I, "go and build this superb electric flying wing kit that has just everything included, apparently!" His mouth opens which means that if I hang around he might just refuse my request, so I leave him holding the big box, quick like.

Smugly I came back indoors to complete the newspaper article I write weekly and get ready for the Tea Dance Social's I run with my wife Jan, plus the writings to two magazines already wanting a promised piece each. I am now a free man with at least three weeks of spare time so that with a carefully organised time sheet, I can accommodate everything needed to be done in normal 16 hour day the sort of thing that one does, when one retires.

There am I then; on the computer keyboard with words flowing headed to editor of RCMW Tony van Geffen with his request for the fiftieth birthday celebrations of the local model shop Avicraft at Bromley. It's all going well with no interruptions and I am on a burn except after some fifteen minutes the door chimes go ding dong which means a quick "save as" on the computer before answering the darned thing.

Rob (remember him?) is standing there all smiling with a large completed model in one hand and a tranny in the other, all ready and raring to go.

Fifteen blooming minutes and it was all done and dusted! Muttering that, "life's a bitch!" I smile through barred teeth and take said model and give him a cup of tea as a thank you.

Well it was a week later that the Croydon club had it's annual evening barbecue at the Kenley Aerodrome where the meetings are held and I took the Parkzone Flyer with me now fully charged up, to see if anyone would help with it's test flight so that I could write some words and take some pics for Ken Shepherd as he had requested.

We had some guests from the Caterham Club on a perfectly calm and warm sunny evening including the super pattern ship flyer Mike Williams and his wife Michelle (she has helped me with paper work when commentating at various shows) and James Gordon who is their club secretary. Would he be kind enough to test fly this electric aeroplane. 'Course, he answered and with the Croydon Club's Chairman, Roger Godley as chief launcher we all walked a 100 yards in the aerodrome and after a range check, launched the brand new semi scale model on it's first flight.



It flew like a dream and stayed up in the air for just less than 20 minutes on it's first ever charge! Straight flight rolls, inside loops, stall turns, were all accomplished without a "click" trim change on the transmitter. When it eventually landed and I had taken some flying pictures, there was no smell; no fuel leaks to be wiped away and the whole thing could have been put onto the polished dining room table.

Now you must bear it in mind that this complete model has the whole works included in its big box which means that there is an aeroplane, electric motor, propeller, decals, transmitter, receiver, servos, charger, battery flight pack and a fully detailed "manual" to show how it

is assembled. I say assembled because that is all that one has to do is “click” it together and the whole blooming lot costs just over a hundred pounds! Just how can that be?

I can cast my mind back and remember just after the war when a chap with the name of Roy Chesterton went and won the Wakefield Trophy for England with a model named The Jaguar, which in those days had a standard requirement of four ounces of airframe and four ounces of rubber for power. There were other rules which meant that it had to have an overall cross sectional area for the fuselage and a total wing area as well. How thrilled I was to see the advanced E W Evans design with its pod and pregnant boom hanging down under its fuselage, which also made for a shortened undercarriage. The first sight I had of it was when it was published in the Aeromodeller which had some 62,000 copies each month in those days. It came complete with 4 plans included that lots of us enlarged using wall paper so that we could build whatever was on offer. It appeared on one Friday morning (I think it cost about one shilling?) and I went straight away that day to the local model hop at Littlehampton and bought all of the necessary wood to start building a Jag that evening. (It was only later that editors realised that us guys were doing this enlargement, that as a result they only published a part of the plan so that we were forced to buy the original full sized plan from the publisher.)

I have always put Mr Roy Chesterton on a pedestal for giving us modellers that wonderful warm accomplished feeling I felt when Johnny Wilkinson rubbed the noses of the Australians in it with his final boot at the Rugby World Cup.

That Jaguar model took a whole week of very late night building every evening right through until its completion the following Saturday morning at 5am. After a couple of hours kip, I went and test flew it at 10oclock that very morning and after just 500 turns on the sixteen strands of lubricated three sixteenth flat rubber, she flew as steady as the thorough breed it was, for well over two minutes. That was the first of four that I



built including one of “under than 150 square inches wing area” for a special competition and that one flew beautifully as well.

Now compare that to the up to date and ready to fly models that are available to buy straight over the counter so to speak. I can understand that anyone who loves to fly model aeroplanes and just hasn't got the time to spare t build one would do just go ahead and shell out some cash and get it up there!

Jaguar photo taken at Middle Wallop 8 April 2007

But I still really love that smell that is associated with real balsa bashing and gluing and so on. And, as well as that, what about “real aeromodellers! Those blokes who can point to a real scar, that was caused by a propeller when not taking that care needed when diesel starting on a cold day.

Have you got the modelling scar, ‘cos if you have then you are a real modeller.

Recognising an Aeromodeller

Last month you'll recall I mentioned a few things that rang bells with quite a few readers well Roger Cooper emailed with another and I have to say it is very true.

An aeromodeller can be recognised by always looking at fields, parks, open land etc as a potential flying site no matter how small.

Middle Wallop 26 August 2007

After the previous weekends awful weather at Woburn and indeed all Summer the Bank Holiday by some miracle was almost perfect for aeromodelling. I was jointly taking care of the R/C vintage side of things with Tony Tomlin, it being a few years since R/C has been flown at the August Bank Holiday meeting, well since Michael Barton passes away. Unless one can get to Middle Wallop for all three days there is always so much that will be missed for me I had about 30 minutes of looking at the F/F models when given the huge number attending 5 hours probably wouldn't have been long enough.

The R/C side of things went without hitch and seeing that this event was organised at short notice the turn out was very good about 24 flyers attending. Like me however there was the wish to fly vintage R/C and get involved with the F/F, which is what many actually ended up doing, torn between the two. As usual here are the few photos I took of both R/C and F/F.



Mercury 111 and KK Falcon



3x Ma'mselle and standard



Restored Coronet (See Raynes Park above)







Electric Black Magic R/C



Dave Ashenden's R/C Cardinal



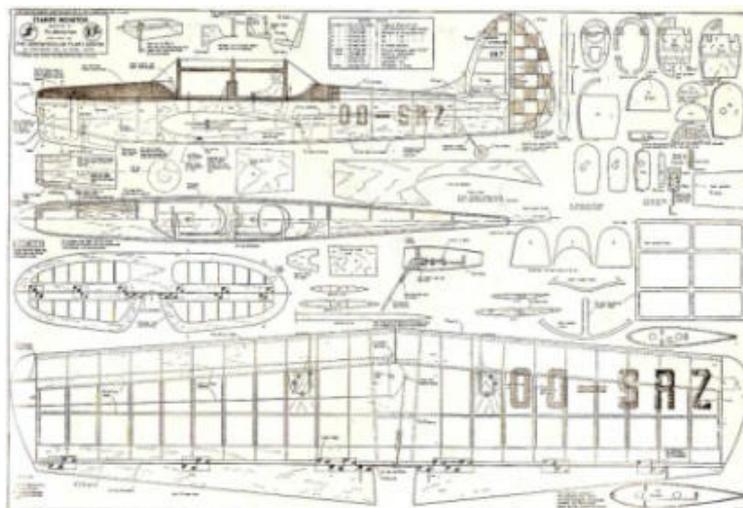
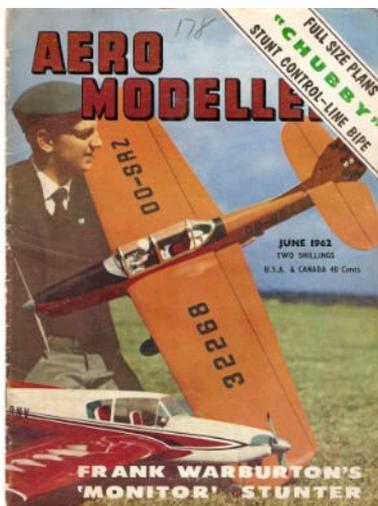
Scorpion R/C



Tom Airey and Tony Tomlin's Wee Sniffer's 30" span

The Stampe Monitor C/L Stunt

Plan and Aeromodeller cover of the F L Warburton design



(If anyone would like a clearer version of the plan 403kb let me know JP)

Eddie Riding Competition by Peter Branigan

I am afraid that I have no action photographs of this year's Eddie Riding event available for you but I am enclosing one or two photos of the models taken while the models were on static display.



Peter Iliffe's familiar electric Siemens-Schuckert D3 (6th place).



An Avro Avis by Billy Hanshaw of Leeds ((8th place), who was unfortunate to lose a fine F-W Stosser in the woods at Woodvale a few years ago.



Shaw's rubber powered Fairchild Argus, winner of the new Eddie Riding design competition held in conjunction with the Trophy event.

A line-up of Eddie Riding designs with, from foreground, Westland Widgeon, Fairchild Argus, ABC Robin and, in rear, two more Widgeons.



R
ger



For a change, is of an old-time control line stunt model (also pictured in the last Circle Talk). It shows Dave Sewell running a first tankful through the brand-new LA25 in his brand-new Fancy Pants at Barton. The startling colour scheme is the result of Dave using up various left-overs!

Results of Eddie Riding Free Flight Scale Events Woodvale Rally, RAF Woodvale, 4th August 2007

I.C. Power

Name	Plane	Total	ClassPos
Bill Dennis	Sopwith Triplane	1645	1
Mike Smith	Sopwith Dove	1568	2
Al Wood	Armstrong Whitworth FK3	1446	3
Billy Hanshaw	Avro Avis	1168.5	4
Andrew Hewitt	Fokker D8	800	5
Tim Milner	Bristol Scout D	763.5	6
Bryan Passey	Lavochnik 17	0	7
Geoff Truman	SE5A	0	8

Rubber Power

Name	Plane	Total	ClassPos
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Andrew Hewitt	Fokker EIII	1284.5	1
Lindsay Smith	FW 190 A8	1130.5	2
Jane Smith	Air Trainer	1013.5	3
James Campbell	Piper Cub J3	1001.5	4

Reaction

Name	Plane	Total	ClassPos
Mike Smith	Miles Student	1121.5	1
Lindsay Smith	Airacomet	421.5	2
Bryan Passey	Saunders Roe A1	0	3

Electric/CO2/Air

Name	Plane	Total	ClassPos
Alistair Duff	BE2C (Elec)	1484	1
John Godden	Miles Magister (Elec)	1468	2
Peter Iliffe	Siemens Schuckert D3 (Elec)	1402	3
James Campbell	Breda 15 (Elec)	1150.5	4
Paul Bingham	Bristol F2B (Elec)	1144.5	5
Mike Goldby	Bristol F2B (CO2)	0	6
Roy Pritchard	Piper Cub J3 (Elec)	0	7

Eddie Riding Memorial Trophy Overall Results

Name	Plane	Class	Total	O/all Pos
Bill Dennis	Sopwith Triplane	IC Power	1645	1
Mike Smith	Sopwith Dove	IC Power	1568	2
Alistair Duff	BE2C	Electric	1484	3
John Godden	Miles Magister	Electric	1468	4
Al Wood	Armstrong Whitworth FK3	IC Power	1446	5
Peter Iliffe	Siemens Schuckert D3	Electric	1402	6
Andrew Hewitt	Fokker EIII	Rubber Power	1284.5	7
Billy Hanshaw	Avro Avis	IC Power	1168.5	8
James Campbell	Breda 15	Electric	1150.5	9
Paul Bingham	Bristol F2B	Electric	1144.5	10
Lindsay Smith	FW 190 A8	Rubber Power	1130.5	11
Mike Smith	Miles Student	Reaction	1121.5	12
Jane Smith	Air Trainer	Rubber Power	1013.5	13
James Campbell	Piper Cub J3	Rubber Power	1001.5	14
Andrew Hewitt	Fokker D8	IC Power	800	15
Tim Milner	Bristol Scout D	IC Power	763.5	16
Lindsay Smith	Airacomet	Reaction	421.5	17

Eddie Riding Designs

Contestant's Name	Model Type	Total score	Class Position
Roger Shaw	Fairchild Argus	1602.5	1
Tony Pritchard	ABC Robin	1380	2
Jack Foster	Westland Widgeon	1377.5	3
Ray Hall	Chrislea Super Ace	1347.5	4
Paul Bingham	Fairchild Argus	1270	5
Steve Rickett	Chrislea Super Ace	760	6
John Watters	Westland Widgeon	727.5	7
Bill Dennis	Westland Widgeon	720	8
Lindsay Smith	Fairchild Argus	665	9
Barry Williams	Westland Widgeon	642.5	10
Richard Faulkner	Westland Widgeon	0	11
Derek Gilbert	ABC Robin	0	11
Eddie White	Bristol Type D	0	11

Apologies I had to remove some of the score columns so as to fit on the page JP

Bangers and Mash meeting at Epsom Downs on 1/8/07 by Alan Holmes

This was a rare thing this summer, a warm day with very light wind and on one of the regular informal meetings on the Downs. There was a good turnout of people enjoying the conditions including several of my Raynes Park club mates; Ted Horne, Mike Holloway, Derry Eggs, Dick Miles and Ray Page. I took a few pictures some of which are shown below.



Mike Holloway winding up and launching



Peter Michel getting ready



Rex's model off



Ted starts and Ted launches



Auction of Ken Swailes' Modelling Gear

Grand Model Aero Auction Sunday 2nd September 2007
Wellingborough Old Grammarians Sports Field, Sywell Road, Wellingborough Northamptonshire,
NN8 6BS

Due to the sad death of popular and prolific club member, Ken 'Impact' Swailes, we are organising an auction of his aeromodelling goods on Sunday 2nd September 2007, commencing at 11am. The amount of modelling equipment to be sold has to be seen to be believed. In addition to engines, radio equipment, tools, wood, covering materials, paints, dope and proofers, plans, fuel etc, there are about two dozen models for sale. Included in the models is the magnificent 'Super Southerner' (Laser 150) which won the best model of the day for Ken only two days before he died and the four engined 'Mighty Skyrocket', plus many models, which featured in model magazines.

Viewing will be possible on Saturday 1st September from 11am to 6pm and on the morning of the auction. An added attraction on both days is the British Freestyle Aerobatic Championships being held on the site. Refreshments and a bar will be available.

We hope that you will be able to attend the auction, there are bound to be some real bargains to be had, plus the opportunity to watch some of Britain's finest freestyle aerobatic flyers.

We gave Ken a good send off when his ashes were scattered over the flying site from a 'toffee

bomber' and he would be pleased to know that his worldly goods will be going to fellow modellers. For further details and location map take a look at the Wellingborough OG's website (www.ogeesmfc.co.uk), the British Freestyle Aerobatic Championships website (www.bfac.org.uk) or give me a call on 01933 226427.

David Boddington