

Sticks and Tissue No 10 September 2007

I'd like to thank the following contributors, without whom this newsletter would not be possible, Dave day, Martin Dilly, Martyn Pressnell, Tony Tomlin, Peter Michel, Geoff Northmore, Dave Bishop, David Kinsella.

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".

Could there be a picture more evocative of sticks and tissue than this? It's a shot by Alex Cameron launched by Robin Willes of my Warring Contest Glider at Epsom Downs last Wednesday. (Don't tell a soul, but seconds after this picture was taken, the wings folded! My 14swg (?) sheet aluminium wing joiner was not up to it. Now replaced by 12swg piano wire.)

Peter Michel.



Bournemouth Club Classic Rubber - Middle Wallop 27 August 2007. Report by Martyn Pressnell

Once again this proved a marvellous weekend at Middle Wallop, the Metcheck weather forecast for Monday estimated winds at 7/8 mph from the north, with a little cloud and a good deal of sunshine, temperatures climbing to 20 deg. C by mid-afternoon. Indeed this is how it was, giving rise to spectacular thermals with many models climbing away to be lost, including my two Last Resorts.

Certain flyers asked me if the event could be staged next year on the Sunday, because Monday flying finished at 3.30 pm and they felt the Club Classic event merited a full day's effort. Of course this may mean moving something else, but it is up to anyone to make this proposal to the organising committee via Mike Parker please.

As CD my job was again very straightforward, having chosen a 2min 30 sec maximum, it resulted in eight being eligible for the fly-off, in a field of eighteen contestants. No streamers were permitted for any event and having made this clear none were seen in use. Thanks to everyone for a good clean fight.

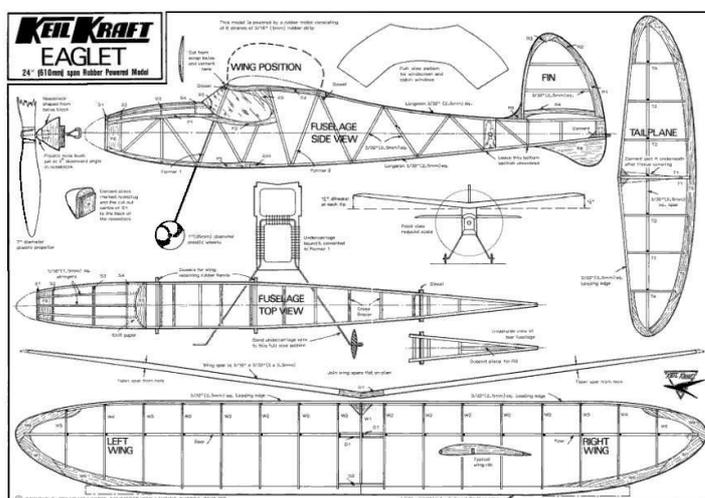
Club Classic Rubber proved to be a well-supported event with seven types of model represented. Jim Baguley's Last Resort was the most popular model with five entries, followed by three Marcus', three Tripsticks, two each Boxall and Yardstick, one Mentor, Winding Boy and Urchin. There was a very clear winner in Jack Foster (photo) taking the honours a second time in this event. Congratulations, and many thanks to all for supporting Club Classic Rubber.



The results for those managing three maximums:

1	Jack Foster	Tripstick	+9.09
2	Mike Turner	Last Resort	+4.18
3	Andrew Longhurst	Marcus	+2.23
4	Geoff Kent	Tripstick	+2.20
5	John Taylor	Last Resort	+2.12
6	Ted Tyson	Last Resort	+2.09
7	Chris Chapman	Last Resort	+1.56
8	Jim Arnott	Winding Boy	+0.00
8	Martyn Pressnell	Last Resort	+0.00

Another plan



A couple of notes for S&T by Dave Day

As far as I am aware, the motor for the Palmer T'Bird resides with Ian Russell. Ian told me himself that Palmer had given it to him. I must say that 14 years to repair the wing and cover it with Solarfilm (getting the colour scheme wrong) is something of an underkill even by Ian's standards. To present the model to Woburn in this state - and incomplete - is disgraceful. Of course, the model and the motor actually belong to Ron Moulton who wasn't consulted.

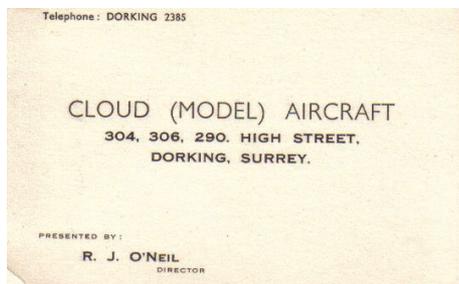
David Kinsella's reference to Dick Barton on the radio raises something that I have been attempting to discover more about for years. Dick was played by Noel Johnson. Sometime around 1949 he was sacked by the BBC because he was also playing Dan Dare on Radio Luxembourg. None of the usual sources have any info on this because they all believe the published history that Dan Dare began in the 'Eagle' comic in 1950.

A daily serial ran on Radio Luxembourg from at least 1947 and possibly 1946. It ran for 15 minutes from 6.15 pm. Dick Barton was on the Light Programme from 6.45 pm and also ran for 15 minutes. I can remember that Prof. Peabody was played by Ann Cullen and the Mekon by Carlton Hobbs. Can anyone shed any more light on this serial. The recordings would have been on disc and I wonder what became of them.

Appeal for information from Canada

My name is Mary O'Neil and I am doing a genealogy search on my father, Richard John O'Neil.

In my fathers papers I have a number of pieces of letterhead for Cloud Model Aircraft, Offices 304-6 High Street, Wholesale & Factory 290 High Street, Dorking, Surrey, England. Telephone



Dorking 2385. On the letterhead it lists directors - John Dunn, J. M. Dunn and R. J. O'Neil (my father).

I also have a business card of his from Cloud Model Aircraft and pictures of him with model airplanes.

This appears to be the same company that you are talking about in your Sticks and Tissues No. 7 of June 2007. Do you have any history you can tell me about the company? He immigrated to Canada in 1947 so it would have been before that. I



know it has been a very long time but you can imagine my surprise when I "googled" the company and your article came up.

I am trying to find members of my father's family in England - London specifically (he died in 1985) but have not had much luck.

My father did not do any aeromodelling that I know of but I did have toy airplanes when I was a child.

When he immigrated to Canada in 1947 he settled in Port Hope and worked in a foundry there and I believe he was a pattern maker.

In the 1950's he and my mother went to work for A. V. Rowe in Malton, Ontario and they both worked on the AVRO ARROW until the project was scrapped by the Progressive Conservative government under John Diefenbaker in February of 1959. I believe he worked on instruments and she worked in photography. He thought about going to the United States -



the NASA Space program in California inherited a lot of A. V. Rowe employees but he was 53 by that time and decided not to go

My parents went into the restaurant business after that and they did that until they retired in 1967. They were blessed with many years of camping and travelling around Canada and the United States. My father maintained a life long interest in airplanes and owned a Piper Cub and an Aeronca Champ. I spent my teenage years at Hamilton Civic Airport flying.

He was also very interested in gliding and that is how he learned to fly. I will send, under my next e-mail a picture of him in a glider, his membership card to the gliding club and a picture of him on a motorcycle. He was also very interested in motorcycles and I believe at one time he was a test driver

for Vincent H. R. D. (a may not have the name of the bike company quite right).

On the back of the motorcycle picture it says Scramble 350 OHV AERIAL

Do you know what P M A L stands for? I have a medal that says P M A L on the top with wings on either side and then below on a shield shaped disk is says:

SHANLY TROPHY WINNER 1939

I also have a pin with P M A L in gold letters on a red background with wings on either side.



In postwar period located at Redhill?



Grasshopper glider

If anyone can add further to the above or info on the photos please send to me and I'll forward on to Mary O'Neil. Phil Smith was able to supply some information,



which was of help to Mary, Phil actually having known R J.

Thanks James Parry

Note from Martin Dilly

I'd certainly agree with Dave Day's praise for Kevin Lindsey's sterling service with the SMAE newsletter; it was he who taught me the rudiments of Roneo operation and newsletter production when I took over the PRO job from him. Kevin was also one of the earliest users of the tuned pipe in the UK, and wrote several articles on their design, power increase and muffling potential in the magazines. Around the same time Bill Wisniewski won the World F2A Championships at Swinderby with his Pink Lady, powered by a piped 2.5 largely built from bar stock, and gave us a fascinating talk on the finer points of resonant exhaust systems. I was doing the commentary at the Championships and had been mugging up my Russian pronunciation in advance; unfortunately I referred to the Russian aerobatic team in the results and shortly afterwards had a visit from a distinctly miffed team manager, pointing out that it was a Soviet team, with members from other republics as well as Russia.

The item on the Frog factory also triggered a memory cell. A fellow Croydon club member, Ken Smith, used to work there in the 1960s. (Incidentally, I should make a slight correction to Dave Bishop's mention of a talk by Ken Sheppard. It would have been to the Croydon Airport R/C club, probably formed sometime in the 1970s or '80s, rather than Croydon. Croydon & DMAC started before the War and now flies free-flight exclusively). But I digress.

One day Ken was walking through the Lines Brothers part of the works where dolls were produced and noticed a group of ladies wrapping spare dolls' eyes in tissue paper; on closer inspection what was being used turned out to be pre-War superfine red Jap, slightly faded at the edges. A very large pile soon found its way to Croydon members and I still have some myself. It was presumably left over from some earlier kit production.

2007 VINTAGE WAKEFIELD LEAGUE by Peter Michel

The league this year was well supported with 32 point scorers in 8 Ounce and 23 in 4 Ounce. There were six scoring events in all; points were awarded for the first ten places, plus bonus points for every other flyer you beat. Consistency paid off, a good placing at a well-supported event helping more than a win or a second at, for example, Sculthorpe, where sadly only two flew. Particularly pleasing was that 8 Ounce winner Johnny Knight's model was the same own design he flew as a member of the British Wakefield team over half a century ago.

The winners' handsome trophies were presented by Jane Howick at the 1066 Middle Wallop extravaganza, probably the best three days flying that most of us have experienced.

VINTAGE WAKEFIELD LEAGUE - 4 OUNCE CLASS

1.- Bob Taylor, 91 pts; 2.- Chris Strachan, 59; 3.- John Minshull 52; 4.- Chris Chapman, 49; 5.- John Wingate, 43; 6.- Andrew Longhurst, 37; 7.- Peter Jackson, 35; 8.- Jack Foster, 33; 9= Spencer Willis, 26. 9= John Knight, 26; 11= Roy Tiller, 24. 11= Mike Hollanby, 24. 11= Gordon Beal; 24. 14.- Mike Marshall ,22; 15= Mike Turner, 21; 15= Robin Willes, 21; 17.- John Ellison, 18; 18.- Robin Kimber, 17; 19.- Bill Cox, 9; 20.- Ted Challis, 4; 21= Nick Farley, 2. 21= David Wright 2; 23.- Mike Sanderson, 1

VINTAGE WAKEFIELD LEAGUE - 8 OUNCE

1.- John Knight, 100; 2.- Peter Michel, 70; 3.- Mike Turner, 67; 4.- Adam Beales, 63; 5.- John O'Donnell, 55; 6.- Mick Howick, 54; 7.- Peter Jackson, 49; 8.- Mike Kemp, 47; 9.- Laurie Barr, 46; 10.- Jerry Ferer, 43; 11.- Roy Biddlecombe, 39; 12= William Beales, 36; 12= Spencer Willis, 36; 14= Bob Hope, 34. 14= John Andrews,34. 14= John Minshull, 34; 17.- Tony Thorne,33; 18.- David Beales,31; 19.- Chris Strachan, 30; 20= Chris Chapman, 27; 20= Andrew Longhurst, 27; 22.- Ron Marking, 22; 23.- John Lancaster,21; 24= Ray Alban, 15. 24= Brian Stout, 15; 26.- Ted Tyson, 12; 27.- Tony Rushby, 9; 28.- John Down, 8; 29.- Mike Sanderson, 6; 30.- Jim Andrews, 4; 31= Dave Taylor, 1. 31= Peter Brown,1.

The Mills .75 from Russia By Tony Tomlin

The ever popular Mills .75 is becoming more difficult to find as they are being snapped up on the second hand engine market and on Ebay [sometimes for quite ridiculous prices.] Having used original Mills and replicas from Irvine and India since being involved in the popular Tomboy 3s R/C comps, I was interested to hear that replicas were available from the USA after manufacture in Russia.

I recently received an engine bought from Carlson Engine Imports in the USA and can report I was pleasantly surprised with the engine. Some of the early Indian Mills that I have tried seem to have been produced on a Friday afternoon!

The Russian engines externally seem to be based on the sought after Series II Doonside Mills .75 produced by Gordon Burford in Australia in the seventies. The only external change from the Doonside appears to be a natural aluminium finish to the cylinder head as opposed to an anodised head on the Australian engine. The propeller is retained by a length of 3mm studding screwing into the crankshaft with a deep aluminium spinner nut. Internally I was pleased to see the cylinder liner is pegged to the crankcase by a locking pin mating with a slit in the liner, this has put an end to damaged connecting rods caused by the liner rotating. The crankshaft web is a disc and is not counterbalanced as per the Irvine Mills. The cylinder/piston fit was tight and felt a little pinchy at TDC.



The connecting rod is circular in section and appeared to be manufactured from a hard material. The crankcase/liner fit was excellent.

I ran the engine on Model Techniques D1000 fuel and was pleased as it started 3rd flick. I used a APC 7X4 prop for the initial runs and although the engine was running very rich it maintained a steady 7400rpm without any signs of tightening up. To date the engine has had around 2 hours running and although still a little tight is improving on each run. The vibration levels are very low and could easily be reduced by careful off balancing of the prop. [I use this technique with all my Mills with great success].

The only disappointment I could find was that the clear fuel tank is a little over 2cc capacity and would need to be replaced with the larger 3cc tank for the Tomboy 3s competitions. Incidentally the engine cost [including postal and customs charges] was a very reasonable £44.44.

Supplier info: Carlson Engine Imports
814 East Marconi Avenue
Phoenix , AZ 85022 USA
001 602 863 1684

<http://www.carlsonengineimports.net/products/russian.shtm>

The Mills 75 replica above has been found to be a good one. However whilst there is no reason to doubt that all are the same until several have been tested/used and a pattern develops giving way to a reputation like all such things the above write up is just for that actual engine.

Photo from Switzerland

British Camouflages over Switzerland !!

The Cherpaa from Laurie Ellis /Aeromodeller March 1956 in the blue Sky over Lucerne/ August 1956
With my best wishes Peter Renggli



Errant Tomboy (Otherwise known as stupid James)

One of the first Tomboy competitions of 2007 was at my home club Wimborne MAC back in May. There were four of us competing in spectacular weather if thermals are what you want. Well as you



may recall having read I managed to lose the Tomboy I was flying. The only good news was that it belonged to Tony Tomlin and was his "C" model. I don't know how many Tomboys he's got, lost count. Anyway into the big white cloud it went after 32 minutes and that was that. Eagerly awaited phone calls saying we found your model up a tree, on my



car or as it went through the greenhouse, bounced off granddads bald head etc never materialised. As the competitive year passed with ever more jibes on how impossible it is to lose a Tomboy with 2 channel R/C my street cred got lower and lower. Now September and I was despairing never again to hold my head high, well not high more horizontal but definitely not down when getting ready for work the next day, Wednesday, I switched on the PC at 22.50 to see if there was anything I was missing in the way of emails and immediately my attention was drawn to Dave Ashenden's message. Low and behold the Tomboy had been found by David Ward. Apparently he'd lost his Acrowat and clambered over fences and fields looking when at the corner of the second field by a hedge and near a tree he saw a straight line in the grass, being very near to it he had a look and there it was overgrown with grass. A pure fluke to have seen it, so returned to the pits it was and taken in care by Dave A from whom I collected it Wednesday afternoon. Tony who I phoned at 23.00 was over the moon to hear the news, to be reunited.

Sadly Dave W's Acrowat was a write off and took 1 ½ hours to find so commiserations to him. Still a pint awaits him at the next club meeting!

P.S. Putting on the kitchen table for a couple of photos as Mrs came in from work was a very bad move!

SAM Natter night

Would it be possible for you to give a plug to the SAM Natter Night I run at British Aerospace Social Club at Hamble on the first Wednesday evening of every month. No formal organised events, but we do try to speak fluent model. All are welcome whatever their interest. If anyone wants further info. or details of venue I am on 02380 552517, evenings are often best.

Thanks again,

Happy Landings, John Harvey.

Woburn Anecdote from Roger Cooper (following last months S&T)

Dear Roger

Many thanks for sight of the Woburn Model flying and of course of some of the full size ones there, including both Valery's and my Leopard Moths. The writer was correct there was a medium wind blowing for some of the time.....the good news was that for the first time that I could recall it was close to down the north / south runway' which was a bonus we didn't normally get.....the bad news was the rain and very poor viz which precluded a lot of aircraft from making it!

My thanks again!

Ron Gammons

Farm Show by Dave Bishop

Well what a super weekend the Croydon Club has just enjoyed at the Hop Farm, Paddock Wood near Sevenoaks in Kent. Excellent weather and so many flyers entered for the 2 days that it meant a 0930 start with no less than 6 for the first slot and that let me tell you is a record. So many "flying stars" attended that it was wonderful to have such a varied programme, which kept most of the estimated 10,000 spectators glued to the flight line. A goodly mixture of full size aeroplanes plus the most amazing Sweitzer helicopter demonstration each day by twice world champion Dennis Kenyon left everyone gasping at how on earth it stayed up in the air.

Some show, and it brings to mind a set of photo graphs recently given to my wife Jan by a visitor who goes by the name of John A Jones from Dudley who kindly left his card as well as the pictures.

Apparently they were taken at Sywell in 1976 and one shows one of the six varied vans that I have used to stand on the specially made folding box to commentate from for over 40 years now. It is a Morris 1000 that cost some £25.00 and it was when I was loading it up for the journey to Sywell that I noticed that I could see my feet through the floor due to a rather large rusty hole making this possible.

I went up to my local garage and asked him if it would keep me going enough to get me up to Sywell (which he had never heard of) and he told me that it wouldn't even go round the block let alone go up North! It meant a lot of late night welding on his part and I was so grateful for his efforts as he had already started work very early that morning.

I recognised that one was a picture of a very successful Lancaster bomber that was owned by Jim Davis Models from Birmingham and young Dave Wright who was the pilot assisted by a couple of Brummies always flew it. Dave nowadays can be seen flying a beautifully built Evans Jaguar Wakefield regularly at free-flight rubber duration competitions. As you can see from the size of the Lancaster that it was considered huge in those days and if I remember right it had two inboard 100cc petrol engines and two outer props, wind milling. It was a different aeroplane altogether from the Roy Lever model of the Tylsley modellers that stopped the show at Woodvale in the early days of some 34 shows that will never be beaten for attendance. That club of which I am proud to be an honorary member has given thousands of pounds given to charities all over, not to say the hundreds of bed and breakfast places and pubs and hotels that have flourished as a result of many thousands of attendees being given hospitality as a result of the driving force of those hard to beat Scousers.



Also pictured is a ME 109 and a large Spitfire and a small version of the Lancaster as well. There is another shot of the Lancaster and it shows how the grass was yellow due to 1976 being one of the hottest summers for many a year yet I don't seem to remember there being a hose-pipe ban. The grass didn't grow much that year anywhere.

A final shot shows a "star" those days of Dave Neiman's helicopter, hovering above my head with me eventually catching it, holding it for a few moments until I had a nod from Dave to release it. It was a total crowd pleaser and they used to roar their approval (with a little help from me of course). What people didn't know was that the exhaust from that helicopter motor was pointing straight down at me and after Dave had flown away I was left, smelly and very sticky with the hot lubricating oil. I shall never forget too, the time when I was "working" to a packed house at Olympia over the Christmas period one year at the annual Engineering Exhibition (oh what days they were!) and having a few minutes spare went to some of the shoulder to shoulder crowded trade stalls including Dave Neiman's. He and I chatted for a while and then he was approached by an Arabic looking gentleman accompanied by some other men who I was told later were is " heavies" and "looked" after him. The chap was obviously very wealthy and said that he wanted the two helicopters that were being statically displayed on his stall. "No mate they are not for sale" said he. The man persisted and said how much money he wanted for both of them. Still Dave said "they" (and louder this time "are not for sale!") The bloke went away not at all pleased and I gathered that he was a person that was always used to having his own way, a bit sharpish like.



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I said to Dave "what on earth made you say no to the guy as he was offering loadsa money for both models" and he surprised me with his answer. He said "blokes like that thought they could get everything they ever wanted by just offering cash but" he said "the following day, had he sold them to him, he would have tried to fly them and end up by smashing them to bits in a few minutes. He would then try cars and boats and do the same sort of thing to whatever he wanted with no apparent interest in anything in particular". He told me that his two helpers could certainly have (and would

have) stayed up all that Saturday night to build two new helicopters if he asked them, but why should he. He went on “I can tell the bloke is not a real modeller and never will be and I’m not wasting my bloke’s time by have a” (he said something like planker I think) “like him coming along thinking he owns the place”. That was Dave Neiman who made a big name for himself when he flew another of three helicopters to be exploded in one of the James Bond movies when the Mr Nasty Blofeld was stroking his White puss cat.

Must tell you finally about when I returned to our village and heard a shout from the local garage man. “How did the van go up North” said he. “Marvellous” I replied “and thanks for your time”. I was very pleased because it went some hundreds of miles without breaking down, there and back and I was especially pleased with my local garage man for working some eighteen hours on the trot to get it welded and in running order or the following weekend. I also added that “he was a very strong resilient chap”.

“Yeah” shouted he “and I still went home at six in the morning and got my leg over!” Over what, I thought but then I was quite an innocent young-ish BBC engineer.

David Kinsella Column

Classical RAF

An occasional series starts with Major James Broome Lucas Hope Cordes, TFC and RAF. James joined the Gloucester Regiment after school (Cheltenham) then attached to the RFC. After combat over France and service in India and Singapore, he moved on to Handley Page, in time flying their famous Croydon-based HP42 and Heyford bomber as chief test pilot. The lofty cloth Heyford – open cockpit, dustbin lower turret, huge wheel spats, last of the biplane heavyweights – was demonstrated at Hendon, even looped (!) and carried increasing loads until the airframe protested. Loss of an eye brought a patch worthy of any premier league pirate, and his home at 19 Thurloe Place SW7 displayed memorabilia which included a joystick that had come adrift – in flight! Time machines have been discussed in the Telegraph, so one day you may be able to chat to Jim on Kensington 5586.

Did they do it?

Taking just 89 minutes Gagarin posted the first Earth orbit in 1961. Yet eight years elapsed before the Apollo programme set Armstrong on the moon. Were the Russians first but with an attempt, which failed because they could not get their man back? This was suggested on Radio 4 recently. Korean MIGs with engine trouble could still be saved by others pushing them home! Hot pilots made good astronauts and both sides used them regularly.

Big floater

Pictured is my Mercury 1V. It’s a fine machine, steady under power, majestic as the big ship floats in for a rolling landing. The Class A VTR illustrates size! Les Duffy built the 1V several years ago. Not too well at the moment, we wish Les all the best at his home in glorious Devon. The VTR is the little squirt by the Mercury’s tail.



Racing on

News from Barton MFC via their Circle Talk is always a joy. Peter Branigan does a great job as editor, giving us masses of full colour pictures and lots of written info. Despite the dodgy weather ten events were run at the Barton Bash in May, and with the approach of autumn weekly club nights will be held at The Brown Cow in Eccles. Whatever a club may need to function, what it must have is a strong membership with additional support at events. Barton has that. Well done! PR matters are effectively handled by David Goddard on 01614990554.

Biggles again

First to use an Ollie in a F/F job; Gavin Perkins sent me Biggles story in picture form. Mode of transport in blue is a V8 P1 Allard!

Winner of the Monte Carlo Rally in 1952 (Stirling was second in a Sunbeam) pictured is a P1 in short grille form. Almost 600 were built at the New Kings Road, Putney site.



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Ebay – oh boy!

Given as a basket case more or less, the Gauge O loco turned out to be by Beeson, held by many to be the greatest modeller ever! Thirty years ago a Flying Scotsman from Beeson cost £4,000 or so, at a time when sixty quid a week was good money. Do the maths and it's easy to see why several reside in vaults these days. Published in 1999, lavish 'James Stanley Beeson 1906 – 1990' takes you into his workshops, showcases his models and describes his dedicated life. Ferrari importer Colonel Ronnie Hoare ran several Beesons on his memorable Bromford & High Peak layout.

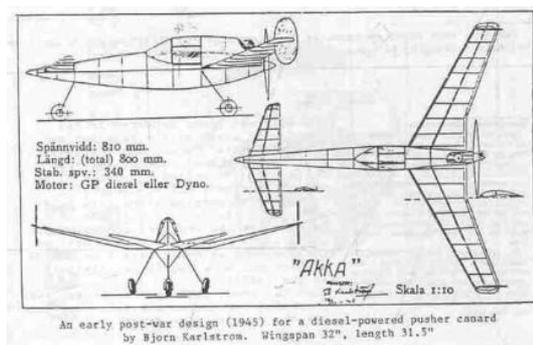
Happy Hermann

Back to aviation but not leaving model railways, Kaiser was ace Hermann Goering's model railway was both huge and impressive. It was advanced in that it was scened with trees and buildings, aeroplanes could fly above and a high control desk gave a perfect view of the proceedings. Large model boats were another feature of the estate. His medals are at Hendon.

Vintage with a difference by Geoff Northmore

About 15 or so years ago with Old Warden Vintage Weekend looming on the horizon I was looking for something to build with a difference.

Looking at a SAM 35 Speaks magazine I discovered a small three view plan of the AKKA a diesel powered Swedish canard design of 1945. This 3 view was 4.5" by 2.5" in size!



It looked a fairly straight forward model to build so after scaling up the plan by hand to around 32 inches span it was built for 3 channel micro radio and a P.A.W. 80 R/C diesel. Akka was tissue covered and had dihedral forward elevators and rudders on the wing as per original. I guessed that the C of G was about an inch or so in front of the wing. Came the day and with the engine fired up it was launched and self destructed before I could form any opinion as to its potential as it went straight in to the ground. The front end was completely demolished and

seemed to be very vulnerable to any whoopsy! Plus I'd discovered installing the radio installed and hooking servos to the rudders and elevators was not the simplest task!

So back to the drawing board and a doubled up version of 64 inches W/S was designed, but again sticking very closely to the original 3 view as a true blue vintage builder. This time my proposed power was an O.S.40 FS turning a 9 by 6 pusher prop - I couldn't find a larger diameter of lesser pitch unfortunately - plus 3 channel radio.

Construction was generally straight forward, but by trying to faithfully follow the limited information on the 3 view plan the main wing spar position was in a very awkward position which led to constructional difficulties. I also had to draw up all the ribs by hand. This time I used an all moving dihedral tail plane plus throttle and



rudders. The completed model was covered in Solatex the C of G being located about 2-3 inches in front of the wing L/E as far as I can recollect. As the wing was in one piece it proved convenient to have the receiver within the wing and its aerial exiting at the tip.

At the patch one lovely week day morning and with no audience present I fired up the engine, tested the controls and commenced take off. Akka tracked true and got airborne without any problem. Pitch control was positive, but roll was a very different matter. Akka lurched from side to side in a

continuous Dutch roll. After completing a couple of circuits with no improvement I landed Akka. Next flight I decreased the rudder movement and tried flying again - just as bad. The model wasn't really safe enough to fly and certainly not with potential accident victims around so I gave Akka up as a bad job.

I took it to display, but not to be flown at O.W. and was most interested by a couple of peoples comments that it looked as wash in was present at the wing tips.

Looking at the model more closely I had to agree and this would certainly explain the apparent Dutch roll as being possible tip stalling. I'm now certain the



unusual wing spar position was the real culprit for this built in design error on my part.

I couldn't really correct this problem without a major rebuild and Akka being an awkward model to transport it was retired and eventually reduced to produce as they say. I still get the odd urge to have another go and would certainly alter the main spar position to ensure no accidental built in warping in the structure and b*gg*r sticking so faithfully to the 3 view. The photos show the large version as the smaller didn't survive long enough to be photographed. Geoff Northmore.



Request for aeromodelling advice

Since being on the circulation of S&T I have rekindled my youth by constructing a couple of smallish models (Tomboy, Ballerina, Roaring 20). Although small diesel power is alright I would

like to explore the electric option.

With your experience do you know what the equivalent electric motor size (output) is to a .75cc and 1cc diesel?

Also do you know what the modern equivalent is to lightweight modelspan, the tissue I have been using seems to be much more prone to ripping during covering, or it maybe I am now more heavy handed.

Hope you don't mind me asking.

Best Regards

Gerry Williamson

Please as my knowledge of electric flight is nil can anyone help Gerry with some advice. Also perhaps do an article for S&T about electric flight for small F/F models. If you can send a reply to me I'll forward to Gerry. (JP)

Tomboy 3s at Old Warden 09.09.2007 by Tony Tomlin

The Old Warden Model Air, September meeting was a welcome change after the very poor weather at these years Mayfly and Vintage Meeting, although a little gusty later in the day we had warm conditions and a fair amount of activity on the R/C flight line, ably managed by Dave Morris.

The Tomboy3s competition [round 6] unfortunately had only four competing. This was disappointing after the last 3 rounds when the average number of entries was 11.

The requirements to get into the mass fly off was one 4 minute max with 3 attempts allowed. The entrants were Tom Airey, David Boddington, Tony Tomlin and, for the first time in 2007, John Bourne from Milton Keynes.

As before the competitors had 1min 30 secs to start their engines, then a further 10 second count down leading to the mass launch. For the first time this year the countdown was stopped in the final seconds which was fortuitous for David Boddington as he launched and then promptly crashed!! On the second attempt all got away cleanly but again David Boddington crashed out due to a programming problem with his TX . Tom Airey was uncharacteristically in trouble, not gaining height due to an over rich mixture.

Both Tony Tomlin and John Bourne climbed away steadily to eye straining height. John Bourne seemed to have the edge, Tony paying the penalty for not pushing forward into the lift earlier in the flight. After what seemed ages to those watching, but was actually around 2minutes 30secs., the Mills diesels became silent as both models used the little lift available. John Bourne was demonstrating his great experience of flying in the Flying Five competitions and appeared to be descending very slowly. He finally landed at 6mins 26seconds to a ripple of applause from the enthusiastic watchers just short of a minute longer than Tony Tomlin.

Results:

<u>Name</u>	<u>Time</u>	<u>Position</u>
John Bourne	6 mins 26 secs.	1 st
Tony Tomlin	5 mins 30secs	2 nd
Tom Airey	2 mins 26secs	3 rd
David Boddington	0 mins 7secs	4 th .

It is hoped that the next and last round of the Tomboy3s for 2007 will be held on Oct 7th at Cocklebarrow Farm. Unfortunately due to the ongoing Foot and Mouth situation there is a possibility that this meeting will be cancelled. Please contact Tony Tomlin [02086413505] or Paul Howkins [02476405126] before travelling.

Great Magazine

Peter Branigan very kindly sent me a copy of Rapide magazine. I found it to be most interesting and whilst concentrating on full size does also include aeromodelling items. It is exclusively a record of aviation in the North West not that that makes any difference to such a fine read in fact it is quite refreshing. All being run voluntary it is therefore from the heart as it were. The finished product is of exceptionally high standard. Thoroughly recommended.

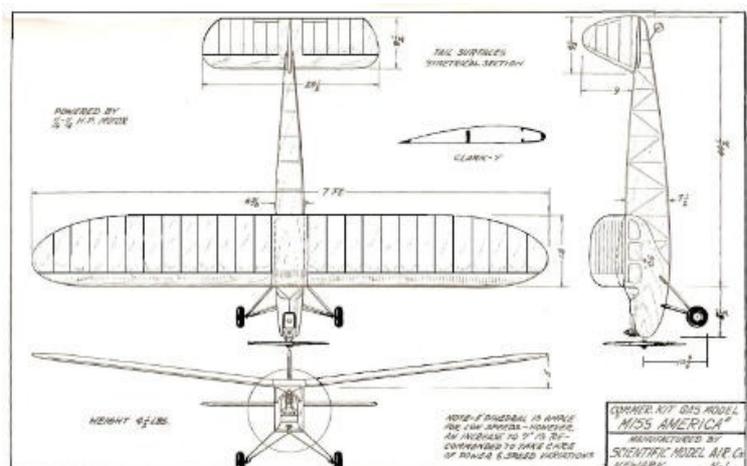


“Naturally, we are grateful for any mention that Rapide gets, even (or especially) outside home territory. However, be aware that the content is almost exclusively aimed at those interested in NW aviation, of which there is so much more yet to be written about. Regards... Peter”.

If you would like to get a copy and can't find contact details on the net then email me and I'll forward to Peter.

Miss America

Garth Pearce of Warminster Club has been flying one of these for some years now and very nice it looks too. So I couldn't help including this drawing taken from a Frank Zaic Yearbook.



Special day out 15.9.2007

Mike Cummings was down at his flat in Bournemouth for a few days and had with him a couple of model aeroplanes, those being a F/F Tomboy and single channel Cardinal. He hoped to fly the Tomboy off the water at Poole Harbour as per Col Bowden. However a combination of wind and cold water decided he may put off to next year. This left the Cardinal so for an afternoons modelling activity he collected Phil Smith and we all met down at Poole Park boating area.



After Phil and Mike had sailed their Veronica yachts it was over to Mike with his launch. An interesting snippet from Phil being that Veronica was named after Mr Rickard the founder of Veron's wife and Veron was an abbreviation of her name! Phil's Veronica was the original prototype dating back to the mid fifties.

After the water session it was a couple of hundred metres drive to Whitecliffe Park and out with the Cardinal. Single channel and Mills 75 power it was soon in the air much to the amusement and interest of those present, walking dogs etc. After a couple of minutes engine run into wind the

model glided back with some control to execute a perfect landing on the short grass. Fantastic.



Phil with Mike's cardinal



The two lads with Brownsea Island in the rear left background

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Deadline will be Tuesday 30 October, so please get writing, dig out those old photos and email or post to me.