

## Sticks and Tissue No 12 November 2007

I'd like to thank the following contributors, without whom this newsletter would not be possible, Martin Dilly, Tim Westcott, David Kinsella, Andrew Longhurst, Peter Michel, Ron Moulton, Geoff Northmore, Ray Millard and Dave Day.

If you can contribute any articles, wish to make your point of view known etc please send to [james.i-parry@tiscali.co.uk](mailto: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".



Ted Horne with Fillon at Epsom Downs last Winter (Photo Peter Michel)

## Reply to information requested in issue 10 from Martin Dilly

I'm sure you're already knee-deep in replies to Mary O'Neil's query about the meaning of PMAL. It was, of course, Park Model Air League, a club which I recall flying at Epsom Downs in the late 1940s to early '50s. I have somewhere still got a PMAL transfer deep in the box labelled Transfers and Stickers. Not sure quite which 'Park' they hailed from, though, presumably not Regent's, as there was already a club of that name at the same time. The Croydon club, which I joined around that time (not the Croydon Airport one to which Dave Bishop keeps referring in error!) used to compete against both PMAL and the Regent's Park club in the LDICCC events at Epsom and Fairlop, and the LDICCC cup is still flown for today during Croydon Wakefield Day at Middle Wallop.

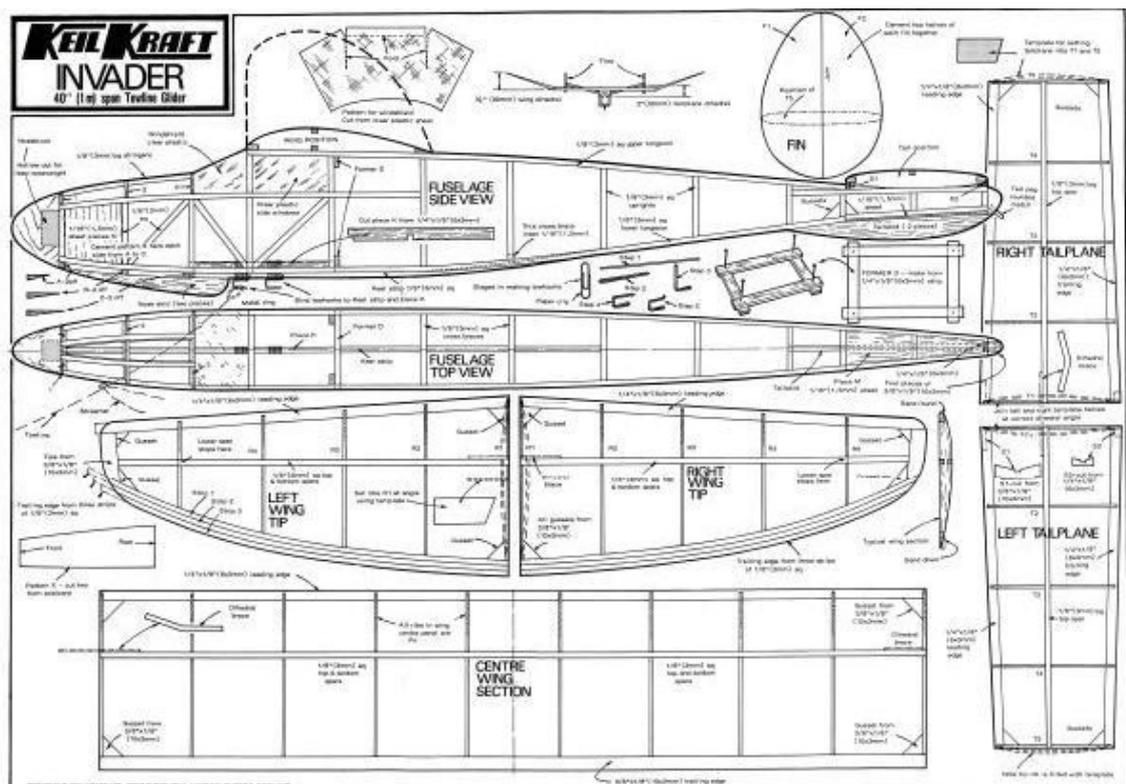
Regarding the Did They Do It item in David Kinsella's column referring to Migs being pushed home by other aircraft during the Korean conflict' I'd not heard of this, but there was certainly a case of an F-4D Phantom being helped in this way during the lunacy of Vietnam. Have a look at:

<http://www.boeing.com/defense-space/military/f4/pardopush.htm> or put "Pardo+push" into Google.

(Martin very kindly sent this reply immediately after issue 10, it was my mistake, for which I apologise, that it was not included in issue 11, but rather late than never JP).

## Another plan – KK Invader

Yet another Replikit kit. Was built by Alan Jupp A year or two ago.

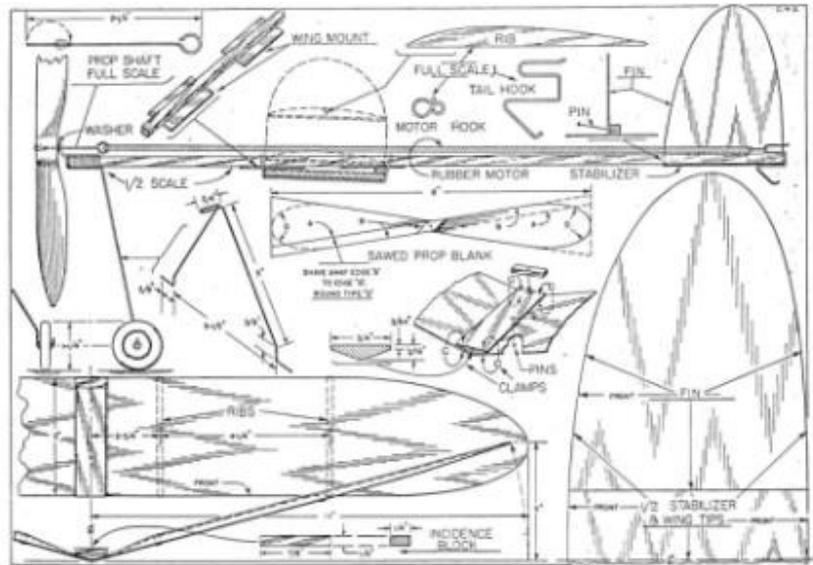


## Middle Wallop Dec 2 2007 Coupe Europa International

F1G, Vintage Coupe d'Hiver. Middle Wallop, Nr Andover, SO20 8DY. Contact David Beales on 0208 858 2714 or [addickab@aol.com](mailto:addickab@aol.com) or Martin Dilly on 0208 777 5533 or [martindilly@compuserve.com](mailto:martindilly@compuserve.com)

## Another plan – Cloud Tramp

As used for the mass launch at Epsom Downs, and elsewhere. Easy to build so perhaps more mass launches around the country for the postal comp. next year?



## Wimborne MAC Control line meeting Sunday 4 November 2007

In an extremely welcome change from the normal R/C activity at Cashmoor site, a step into the unknown was taken and a control line meeting organised for the day. It turned out to be a very relaxed affair with two circles operating. The day was almost split into two shifts, those who came in the morning and left mid day and those who came for the afternoon. This meant a constant supply of those wanting to fly. Stepping back 50 years was one comment.



Terry Baker with his recently “landed” model. Spot the structural mishap. He wasn't in the least upset took it all in good jest and got out another model.

Here is my very hurriedly or should that be horridly prepared Hallam Super Lynx trainer. Too hurried as line broke, my stupidity rose to the fore. Model not damaged but I took a further step down the ladder of respectability and credibility, again.



a



A Line up of a few models. The Islander being electric and although down on power, for some unknown reason, John did fly aerobatics with it.



Here is another of John Coombes' electric models again flew extremely well.



Terry Bakers Mustang ish. Had a bad day due to poor engine runs but lived to tell the tale.

This wing by Stan Robinson is enormous. Must be at least 60". Power is a RCV 58 four stroke. The structure is incredibly light.



Chris dug out this Mini Warlord powered by PAW 1.5 after being "stored" for 20+ years. He flew it several times but the lines he had were very short at best 30' but probably nearer 28'. It appeared to go very fast. Yes having not flown in all that time he did succumb to gravity at the end of the first flight!



Richard Plaice starting up his wing.



This model by Stan Robinson is his own design from 1952. Called Kentish Wind, it was flown and most impressive was it's ability to do squares, would easily give some of the modern F2B models a run for their money. This

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must have been quite a radical design in 1952? Notice the gloved hand this was for protection following severe cuts at the Woburn meeting in August, he ended up in hospital, think he said 29 stitches from cuts made by a three bladed prop!

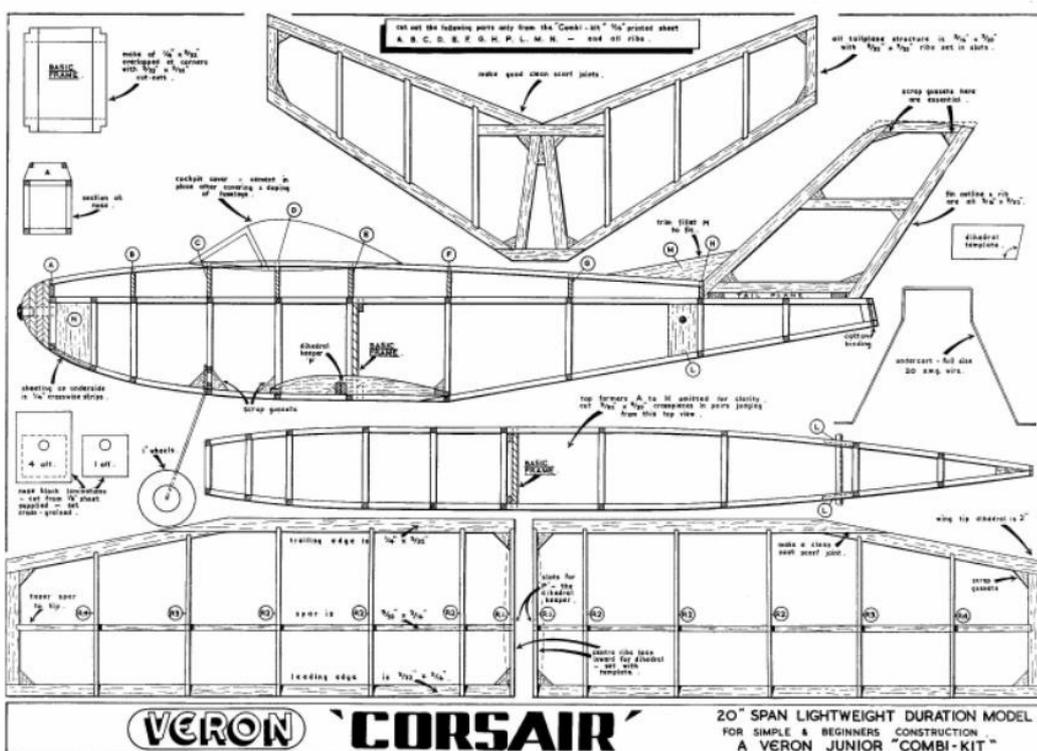
Another of John's models and own design. Covered in Profilm with a Saito 40. This model not only looked fantastic but John went through all the manoeuvres with it. John from Southampton tends to fly it at the Bournemouth site at Northbourne.



Baldie about to tweak engine on Devil Bat.  
(That's me so I can say that)

The day did make a really nice change and all enjoyed including the spectators I was particularly pleased as I hadn't flown my Devil Bat for absolutely ages/years, so I got it ready changed the OS20FP for an OS2FP, hoped to run it on a 10x4 but had to settle for a 9x5 due to ground clearance over the grass, and put a very small amount of lead on the tale. It flew extremely well and I consider it to be one of those flukes that occasionally happen. Lets hope the event can be run again next year in the same perfect weather.

### Another plan – Another of Phil Smith's combi kits



There has been some interest in having a comp at Middle Wallop next year for the Veron Consul and include the other three models in the range. Well three so far. Really it needs half a dozen to commit themselves to build and fly and I'll do my best to organise. So have a go and let me know JP.

## David Kinsella's column

### Pressure king

October's S&T included a page on Douglas Pavely of compressed air fame. Long ago I'd eat regularly with his brother Robert and learn of snappy compressed air jobs, Sopwith and Whitehead and World War one. Much of this appeared in an early SAM 35 Yearbook, even a shot of the ride-in toy car alongside a London bus. With massive poundage held in stell-bound cylinders, Pavely motors and big props put models aloft faster than the best Otis!

### Just 100 rpm

And Optis reminds me of Uncle Sam. At this time in 1980 I was on a tiny ship bound for New Jersey, diesel pong and big waves (decks closed off) putting me on my back for days. But I did manage an engine room trip, surprised to see the open shaft turning at 100 to the chung-chung-chung of the 4-cylinder Fiat. Sail was better.

### Hendon

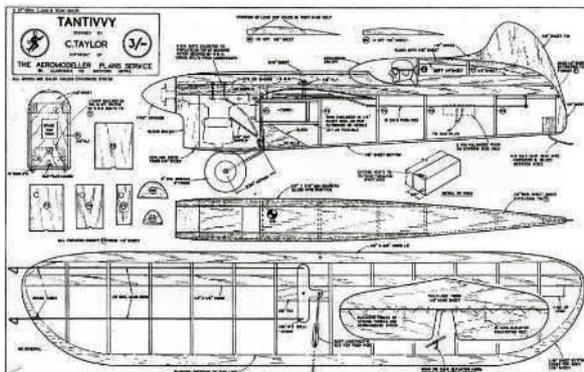
Again the LMA put on a fine display of their huge models at the RAF Museum. Proper jet motors have caused an increase in F15's and such but there were 20ft Lancasters and a divine Camel by Tim Maslin, possibly from a Mick Charles kit. Of massive potential was the Southampton hull by Brian Cartwright, yet another great Mitchell design. To get Reginald Mitchell arms giant Vickers bought Supermarine – but it was a smart move. Good to see Ron at Hendon, active with a super camera.

### Bader Bulldog

Brickhill's book – always in print – generated the movie. In

the movie as a static was the Bristol Bulldog K2227, now restored at Hendon. Sir

Douglas told me he liked the film. My walker-built Class C VTR (McCoy 60 Tantivy) is named after the legless ace.



### Classical RAF

Squadron Leader Brackley DSO DSC flew in the RFC, attempted a London-Cape Town record and was the chief pilot at Handley Page. Later came a job with the Japanese services and executive work with Imperial Airways at Croydon. Known as 'Brackles', there are at least two books on his life of adventure. With homes in London and Norfolk, 'Brackles' was brave to the end and died while attempting to avert a swimming accident. Christmas cards are exchanged with the family.

### No Toppers

Uprated Ascot was perfect for the huge model show in September. Opened by Pete Waterman and held to celebrate one hundred years of The Model Engineer (when toppers and frock coats were worn on the ME stand in 1907) there was a vast quantity to enjoy: Boats, aeroplanes, cars, steam engines and much more. Bigger than HMS Vanguard but cancelled by Washington Agreement, the huge G3 battleships exist only as models and HMS Anson was a fine example by Alex McFadyen.

## Made It!

Hard to believe now, but during the war a heavily overloaded seaplane required five miles of water for the take-off process! Wave-making speedboats helped out Schneider Trophy racers unstuck.

## Of the Senate

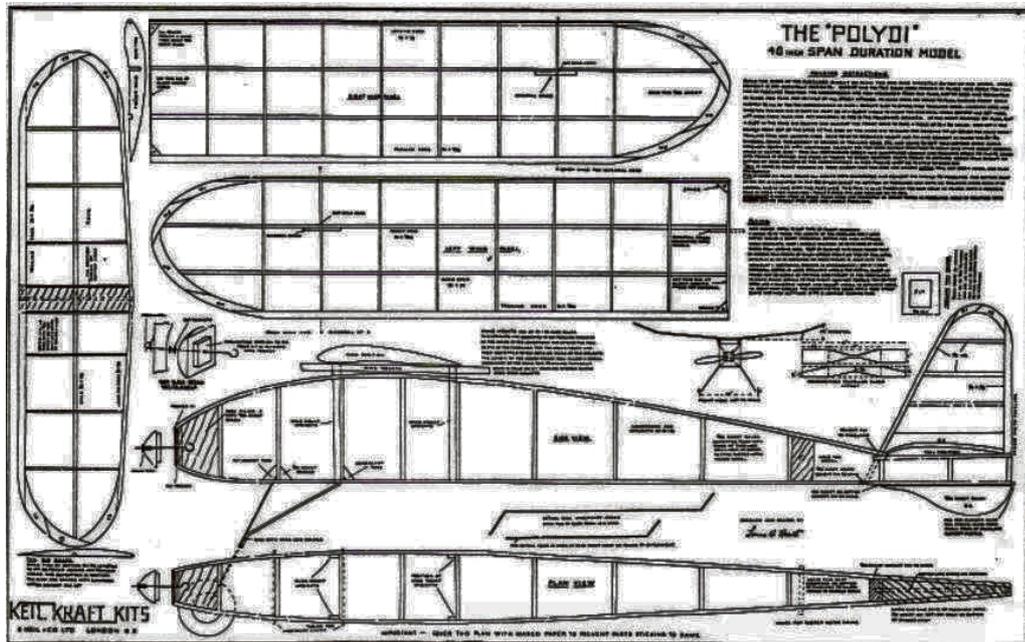
Whirring gearboxes and bulging rubber charged with power fascinate me yet long ago I knew none of this when taking hold of my KK Senator kit at the model shop in Southend Arcade. It looked a bit funny to me but Mac said all would be well. What a stunner! Long after the fuz broke up I used the rest on an ED Baby power model, Mercury 8 and summer days clear to me even now. Great to see the plan in S&T.

## **Dave Bishop and the Polydi**

It was in the late 1940's when I was in the West Sussex M F C when I constructed it and covered it with lightweight rag tissue with the fuz and rudder being black and the wings and tail in a lovely bright orange. I cant remember how many strands of lubricated rubber went into it but I can still see it climbing away from its first hand launch at our flying field (now a huge place which has an enormous building on it going by the name of "Body Shop").

Well it was only a test flight wasn't it and I hadn't bothered to write my name and address on the top of the fuselage behind the wing fixing.

And of course it flew beautifully up into the sky and slowly disappeared into the blue yonder never to be seen again.



So being thrilled and sad at the same time I sent a letter, cheekily addressed to Mr Eddie Kiel and told him about the good (and bad) luck I had just experienced.

Within a week I had a parcel; arrive on the second post of the day with (yup you've guessed) a brand new kit of Polydi.

The second one was built in no time at all flew so well that I really want to re-ignite a memory of a real beauty and fly it again.

Note: - Peter Michel was able to supply a copy of the plan, I've also got one or two extras should anyone want. JP.

## Polydi write up from Peter Michel

I built my Polydi in May 2006 at the behest many years previously of the late Arthur Rodaway whose favourite model this was. I thought I owed it to the memory of a good flying-field friend and I am certainly glad that I did get round to building it because it has proved to be a fine flyer in every respect, recording 8min-plus on DT at Little Rissington last year, for instance.

I understand that this much-neglected KK design had only a short production run and can offer a possible explanation. As will be seen from a comparison of the photograph with the plan I had to shift the wing mount a full 1.5in. back from its shown position, and then decrease the wing incidence considerably, to get rid of a built-in mega-stall. This, with a 50g motor. (12 strands of 3/16in. Tan Supersport.) It seems obvious, just by looking at the plan, that the wing was positioned far too far forward, and that this might have resulted in complaints to KK that it was a poor flyer, and hence the short production run. Either that, or KK provided a prop block of enormous weight to bring the CG to a sensible position in relation to the wing.

The model benefits from a good 14in. broad-bladed prop and excellent proportions with the exception, as mentioned above, of the given wing position. It is in every way a challenger to the best in the "Middleweight" class, Warring's Percy, and entirely justifies good old Arthur's faith in it.

My Polydi weights are as follows:

Wing: 30g (1.05oz). Fuselage: 33g (1.16oz). Stab plus fin: 8g (0.28oz). Undercarriage: 8g (0.28oz). Prop assembly: 17g (0.59oz). Total: 94g (3.32oz).

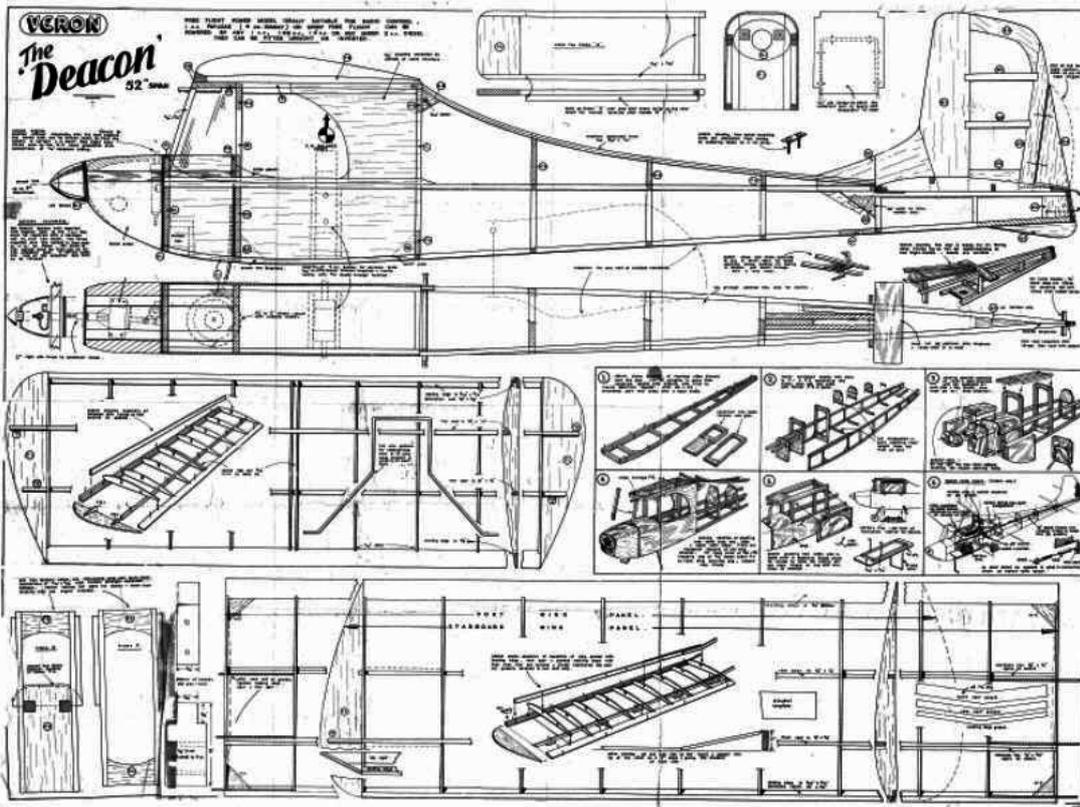


## Polydi by Andrew Longhurst

Take a close look - do you spot the resemblance to the Mk 1 "Achilles"? In many ways it is just a scaled up version of the famous little flier, with the same wing section (Grant X-8?), similar wing, T.P. and fin shapes, and a small prop. Pioneering is the position of the rear motor fixing, well forward, which perhaps explains why the instructions call for a C.G. at 75-100% of wing chord. However, with that standard sized T.P. I think replica builders would be advised to place it at 65%, and to make it light if a good performance is wanted. The small 14 ins. Prop (16ins. On a Bell and 15ins. On a "Percy") can only handle a small cross section of rubber to give a reasonable prop run and this will only produce a satisfactory climb if lightness is all! The pay-off should come in the glide, where Mr. Heath obviously hoped that the rearward C.G., small U.C. and prop, would make it a real floater. The only trouble is that if the C.G. were to be far back stalls would be inevitable, sooner or later, especially with no top spar to turbulate airflow. Nevertheless, this is certainly one for my build list and I think it could be a cracking flier on a nice day. I wonder why the kit was only produced for two years? Incidentally the plan I have scales off at exactly 190 sq. ins. So I think it eligible for the intermediate class in SAM comps.

Please note that this first appeared in SAM speaks April 1995. Andrew gave permission for this to be reproduced for S&T.

## Another plan – Veron Deacon

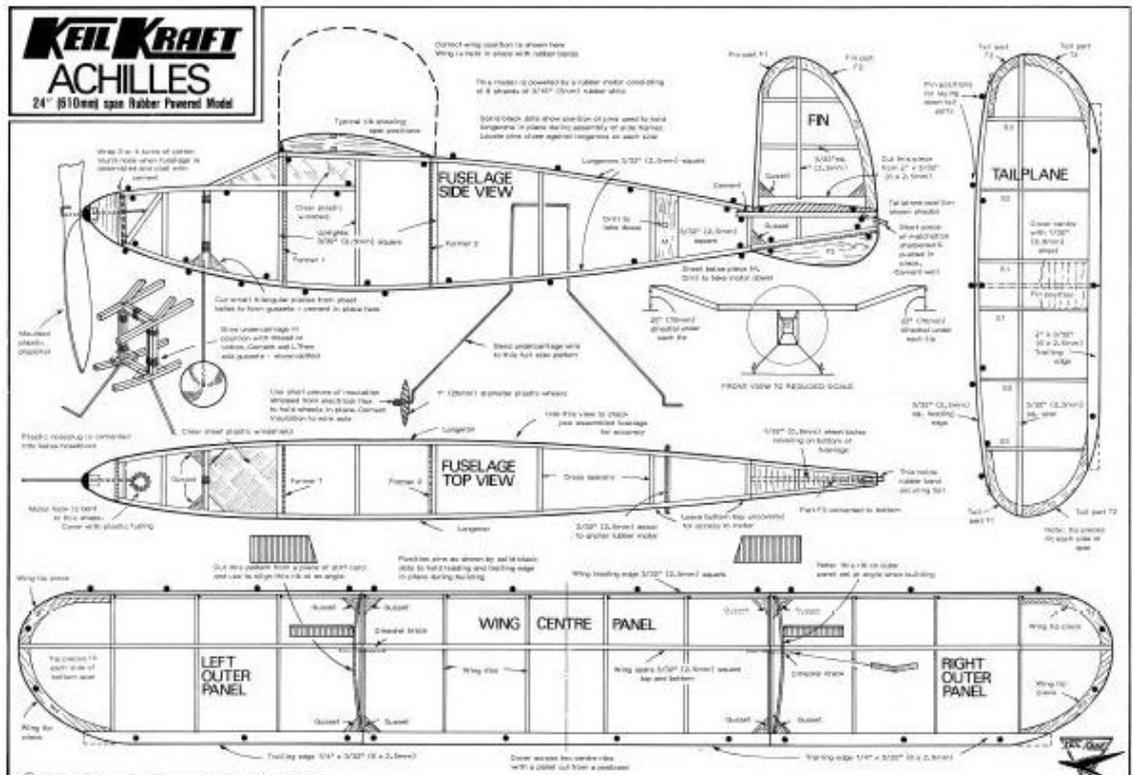


The plan is available from Phil Smith 01202 433431

Phil told me this was designed for the then popular PAA class. He is about to build another but this time for R/C electric power.

**Another plan – Achilles** (not that you can't read or see it! It's a bit like going to view a house with an estate agent or vendor and you enter a room with a bath, shower, WC and they say "This is the bathroom" blimey there's me thinking it was the kitchen).

Following on from the couple of photos of Robin Willes model in last S&T, well here is a copy of the plan. Again taken from a Replikit kit.



## Photos and notes from Tim Westcott

Having seen Mr. Dartnell's article on D A Pavely I thought the attached pictures might be of interest.



Ayesha is D A Pavely's (original) 1938 Compressed Air machine



Fairy Queen is D A Pavely's (original) 1920 Compressed Air machine



The Canard is Pavely's 1935 model to Wakefield rules. Original but recovered by Lieut. Cmdr. Alwyn Greenhalgh



Pavely's first (?) 1914 single cylinder motor

Two of his beautiful 'winders'





Plans so far digitalised full size - As I get more plans done I'll add to the list. They'll also appear in S&T in reduced form over the next issue or two.

### **Control line models**

Pedro  
Ambassador  
Lucky Lady (Ken Day design)

### **Free flight**

Tomboy  
Vultan  
Cherpa  
Javelan  
Veron Deacon      Obtainable as a hard copy plan from Phil Smith 01202 433431  
Veron Cardinal      As above  
Zeyphyr (Frog)  
Goblin (Frog)  
Nimrod (Frog)  
Courtesan (Vic Smeed)  
Frankenstein

### **Radio control**

Electra (Vic Smeed)  
Flying Lab

### **Another small did you know for S&T (Ron Moulton)**

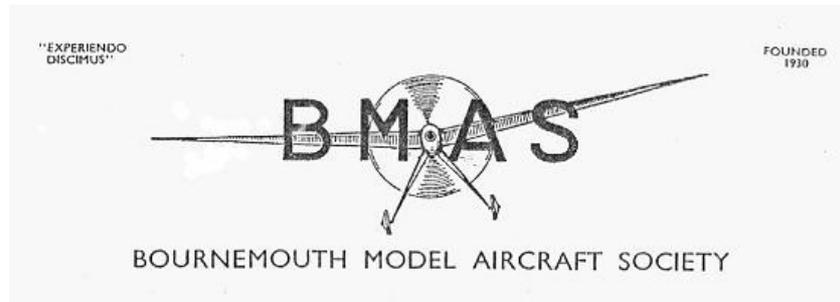
Norman Mailer, recently Lauded for his literary and playwrighting craft in long obits was less known for his Bachelor of Science degree in Aeronautical Engineering, gained after being an avid Aeromodeller since school days. - Just shows how our hobby broadens the mind !

### **Couple of events**

Hi James,

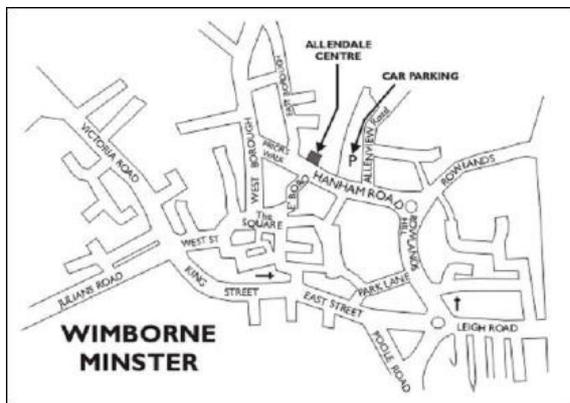
Maybe a mention please. Natter Night at British Aerospace Social Club at Hamble. For SAM 35, SAM 1066 plus all other Aeromodellers. Mainly vintage chat, but all very welcome. First Wednesday of every month. About 8-00pm. Just come, or for more details phone John Harvey on 02380 552517 or email [johnharvey1@onetel.com](mailto:johnharvey1@onetel.com)

Happy Landings, John.



## INDOOR FLYING

TUESDAY 22nd JANUARY 2008  
TUESDAY 26th FEBRUARY 2008  
7pm to 10pm



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### **Laurie Ellis (with thanks to Ron Moulton, Peter Renggli, Roy Tiller and Alan Jupp)**

I sort of knew the name, rang a bell, Squadron Leader Laurie Ellis but until a couple of months ago would have been hard put to say why. I do not have the phenomenal memory on aeromodelling that say Alan Jupp has. One only has to mention the briefest of description about something aeromodelling to him and he can immediately come out with facts, which aeromodeller, what the model flies like so on and so forth, absolutely uncanny, but useful. He was able to reel off loads of Laurie Ellis's plan names and next time I called in produced several of them. The one thing I was lacking was anything about the man himself, unusual I thought in the world of aeromodelling until I emailed Ron Moulton and this is what he had to say: -

Knew Laurie well, as a S/Ldr at RAF Debden. Was a Canadian Bush Pilot and went back to live in N. Ontario intending to go back to civil flying.

I can vouch for the performance of Laurie's Vultan deltas having watched them perform so well in adverse conditions with what we would nowadays consider minimal power. Laurie impressed Doug

McHard with the pusher concept at the RAFMAA Champs, hence Doug's Canards. As Squadron Leader at Debden Laurie was instrumental in setting up that Station as the site for the annual Champs. He was always a forward thinking independent character with many reminiscences of Bush Flying in his native Canada. After leaving the R.A.F. he returned to join Academy Hobby Supply (Still going after over 50 yrs with a change of name to Academy Hobby) and built a motor cruiser to enjoy the Ontario lakes. Unfortunately there was a major fire aboard and the boat was destroyed and Laurie injured. Though he wrote to say that would not deter him from aeromodelling there was no further news of his activities.

I contacted Rick McKinley of Academy Products and although he has owned since 1979 knew nothing about Laurie Ellis apart from the name ringing a bell. Unfortunately to date I've had no response from SAM54. So anyone who can add to the story please send in to me (JP).

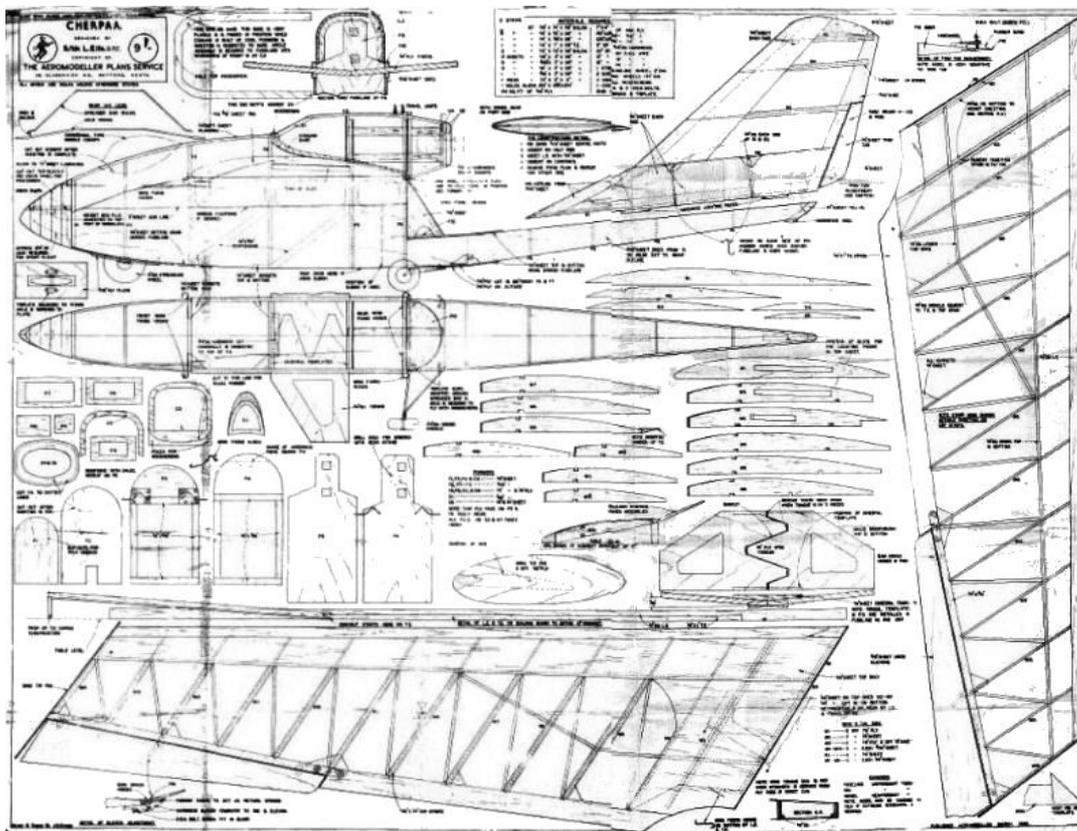
Photo and some of his plans below



With his Vee-Dette from Model Aircraft September 1955. By the time this appeared he had returned to Canada.

### S/Ldr. L. E. ELLIS, D.F.C.

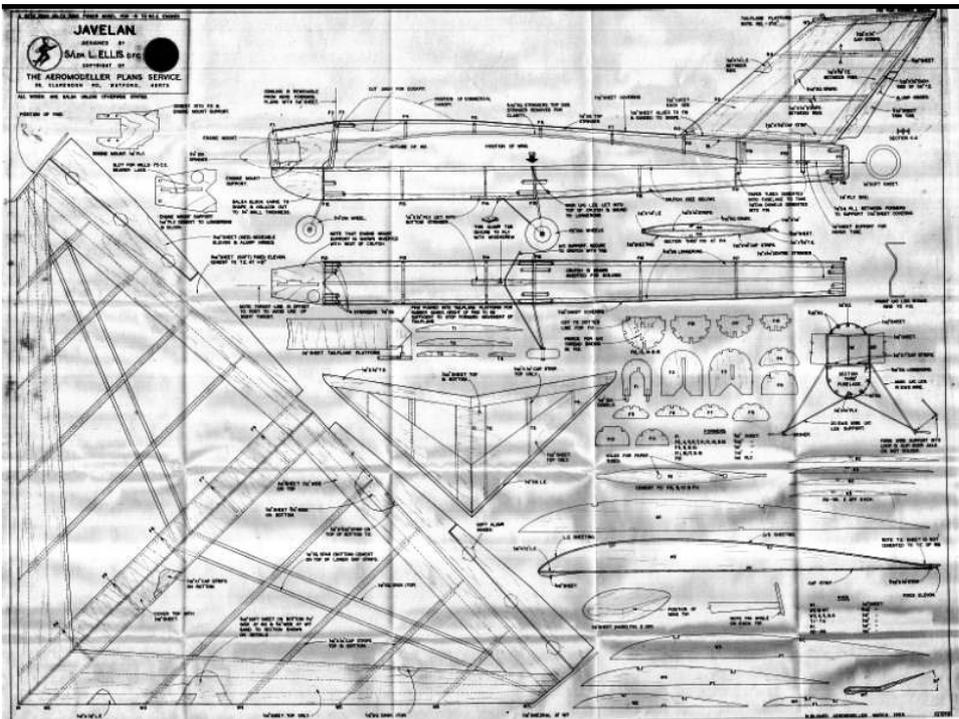
Canadian . . . rumour hath it that he rejoined the R.A.F. after a spell as civilian to get back into British modelling . . . very active in R.A.F. M.A.A., Debden . . . married, with one boy, a keen modeller of 10½ years . . . most interested in unorthodox types.



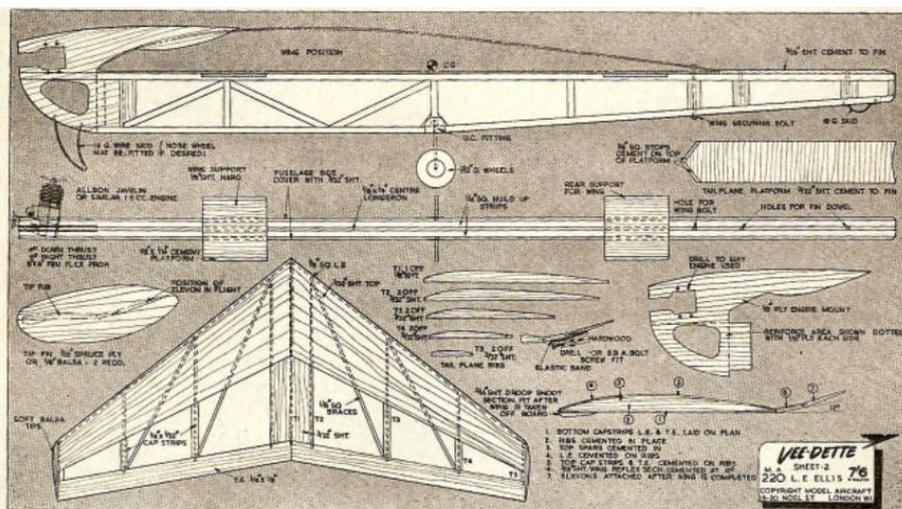
Cherpaa, this is a big plan two A0 sizes joined, the join more than visible. I did try!



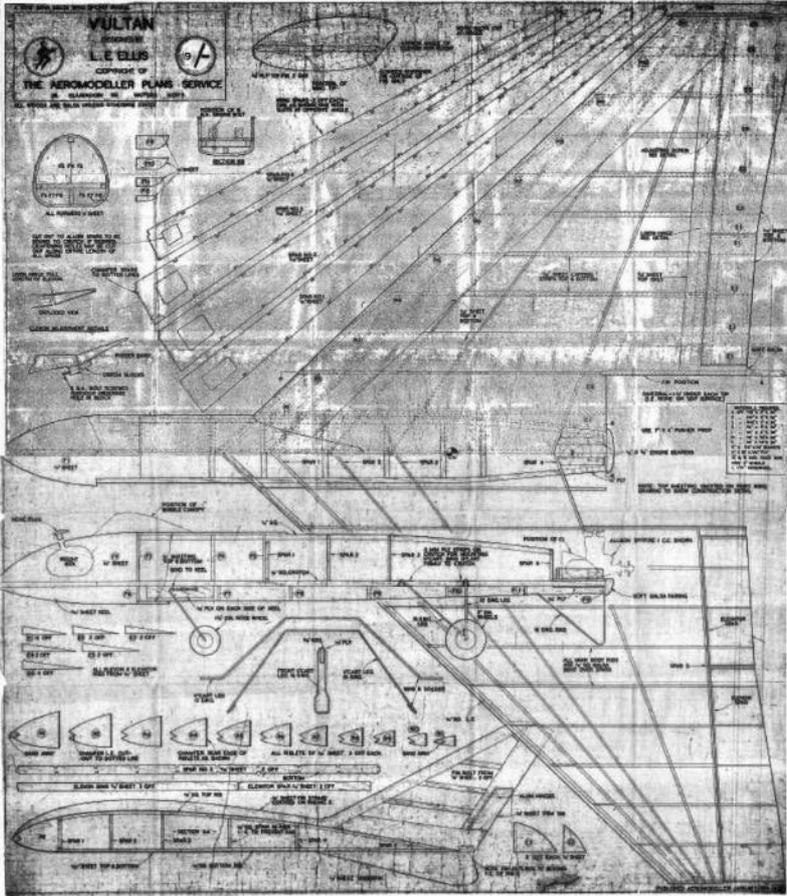
Peter Rengli and his Cherpaa



Javelan, sorry about creases. PC threw a wobbly when I tried to eliminate







Vultan. Again a large plan two A0's joined. Unfortunately these large plans which are a copy of a copy don't reproduce to well when shrunk to this size. When reproduced at full size however they are fine.

### Alan Jupp's latest masterpiece

Alan's current model, at the time of writing 15.11.2007, is complete all bar the rigging. It is a 1919 Camm plan powered by a 1929 Hoolios Whirlwind 3 cylinder compressed air motor, the copper tank is original. He pumped it up to 60 sq in pressure, by which time the tank was rock hard, and produced significant power. Construction is wire, bamboo and wood (longerons). Joints are bound and glued, how else do you join two pieces of 1/8<sup>th</sup> (?) diameter bamboo ribs to same size Leading and



trailing edge? He persisted the tailplane covering three times and then totally rebuilding, as he wasn't happy with the results. The *Count the P*



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*Norman models on the wall behind* model although simple looking is quite complicated and I doubt that most could achieve the fantastic aged looking finish that Alan has. To look at you'd think it had been sitting in a museum for 70 years after a hectic flying life! Unfortunately the photos I took were by necessity, dark outside, taken inside his house so do not fully, or anywhere near, show the model as it actually is. Hopefully if the weather plays ball he'll take and fly at Middle Wallop on December 7<sup>th</sup>.

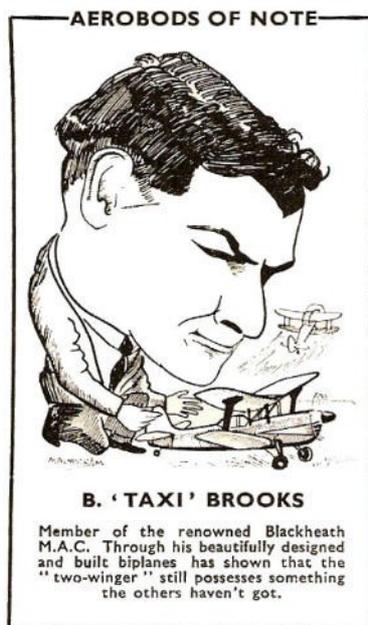


Photos do not do the model justice.



## Model Aircraft September 1955

Caught my eye whilst looking for details of a Laurie Ellis model.



### Why Taxi?

This fuel advert I found quite amusing and a sign of the times e.g. nuclear power stations being built, V-bombers in the news etc. The caption, under J-B diesel fuel, reads "All engines will benefit from this atomic fuel".

I supposed you'd end up with a glow engine! Anyone know if it was any good and what was so special about it? Mind you it was produced in Croydon so if it was truly atomic it could explain a lot.



## K.K. Orion by Geoff Northmore

I had always retained a hazy memory of this pretty rubber powered model kitted by Keil Kraft in the 40's - way beyond my means to buy and ability to build at that time.

However attending Old Warden about 8 years ago and wandering around the free flight area on the Vintage Weekend I took some video of a very nice yellow coloured example flying and I remembered what a lovely little model it was. Building urges started!

Eventually I obtained an original plan and decided to enlarge it for i.c power. I settled on a 40-inch wingspan and scaled it up accordingly. Apart from some normal sensible structural strengthening for prolonged R/C flight and adapting the fin to have a rudder and using an all moving dihedralled tail plane the only significant change was doing away with the long fuselage slot that the wing passed through. This slot allowed the wing to be moved fore or aft as required for C of G reasons, but it would also let copious engine exhaust drool in too if it was retained - not a good idea for the inboard radio gear.

Having to decide where to put the wing it seemed prudent to settle for the position shown on the plan. So I used plug in halves through fuselage tubes - a bad mistake Hoskins as when finally managing a dummy run on the C of G position Orion was catastrophically nose heavy.

I did discover that if the radio battery was positioned under the fin it was in balance,



*Diesel Orion Mk1*

but this was a no no as I could imagine the havoc the battery would cause moving forward at a rate of knots in the event of an abrupt cessation of forward model motion i.e. a collision with terra firma!

Major surgery removed and then repositioned the fuselage tubes over one inch further forward. No problems now with the C of G. When completed and with an MP Jet .061 diesel for power the model was flown and proved a delight to fly and capable of simple aerobatics. However with age starting to cause



*Glow Orion Mk2*

problems with cataracts developing in both eyes it was prudent to ground the model in New Zealand. At that time I was living half the year in N.Z. and the remainder in the U.K. So I built another Orion to the same plan in the U.K. using an MP Jet .061 glow this time. This time a one piece wing, complete with an attached built up fairing, was retained by two small dowels forward and a nylon bolt at the rear. This model performed well until my eyesight finally let me down and the model vanished rather abruptly. A rising engine note and a crunch told the story.

Back in N.Z. I did the same thing again - enough being enough I decided to cough up the money and get my eyeballs reamed out - the difference was amazing and I recommend paying for the operation to anyone suffering the same problem - you'll die of old age awaiting the national health system in both countries to do something about it otherwise. I next built a slightly larger version (42 ins) for electric power using a Speed 480 and an





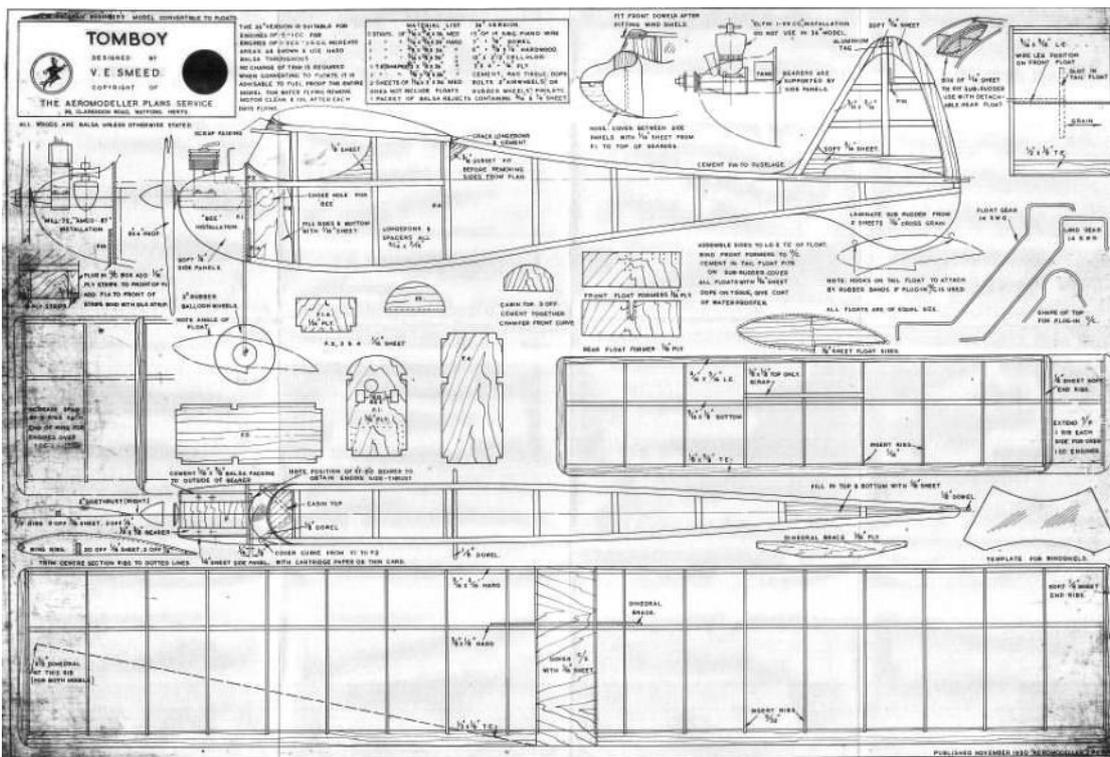
8 cell 1100 NiMH battery pack. This time the one piece wing, using dowels and nylon bolt, had a separate fairing held in place by small magnets. This Orion flew well, but finally had a bit of a barney when being flown in a strong gusty wind. A tree stepped out and caught it in its embrace as it flew past. The damage is fairly easily repaired, but it will have to await its turn with my other disasters. All 3 Orions being mainly tissue covered.

### Electric Orion Mk3

Just for interest I sent my original version plan to Alan Wright, a dedicated free flight friend, so he could build it for free flight. Using diesel power it flew well at O.W. and still exists I believe amongst his fleet.

*(If anyone has a copy of the plan can they send to me for inclusion next month and I'll return within a couple of days. JP)*

### Tomboy plan (why did I include? Just because I could. Showing off?)

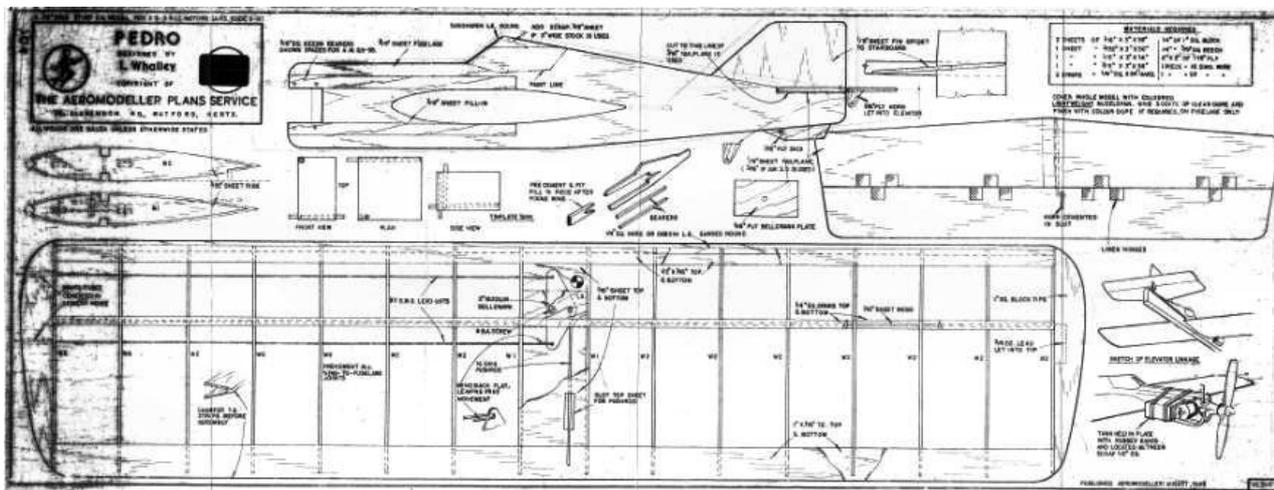


While on the subject of Tomboys here is a photo from Tony Tomlin showing model refurbished by his keen hand. This is the model I lost in May and turned up in September when David Ward was looking for his lost model. It looks good and re-named Lucky Boy. You know when the dark nights draw in all photos are of models on carpet not grass or in the air.



## Another plan – Pedro

I had one of these until I moved last year and what did I do scrap it all because it had a few knocks and bumps and there was nowhere to store it on the move etc. A shame because this was a really



good model to fly with a PAW 2.5 and even I could do the vintage schedule with it! No doubt, this is on my to build list for 2008 or before if I've got about three evenings of casual cutting and gluing, which is about what it would take. I've got a couple of copies of the plan if anyone wants. JP.

## Haynes manuals

I was in my local bookshop the other day when I noticed the following book, ideal as a Christmas present for those hoping to own or already have any mark of Spitfire in their garage or spare room. I had a quick peep at the contents and of course it was really interesting so when I got home I took a look at the Haynes website and low and behold they do quite a few books on aviation so here are just a few of them taken from said website, without permission, but it is a form of free advertising?

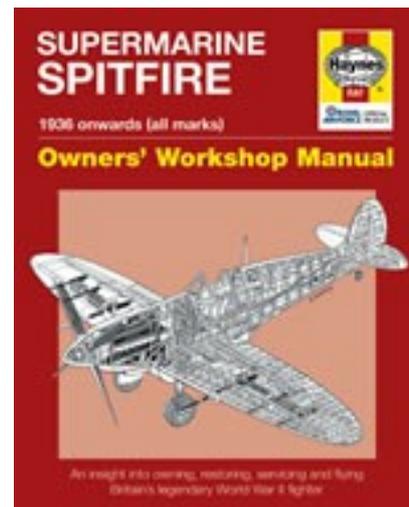
### Spitfire Manual 1936 onwards (all marks)

An insight into owning, restoring, servicing and flying Britain's legendary World War 2 fighter  
By: [Alfred Price & Paul Blackah](#)

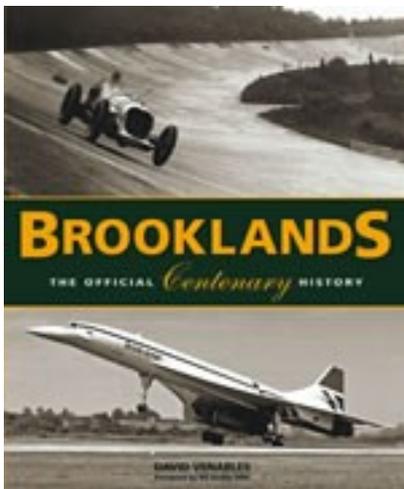
The legendary Supermarine Spitfire receives the famous Haynes manual treatment with the full co-operation and authorisation of the Royal Air Force. Here is a unique perspective on what it takes to own, restore and operate a Spitfire, as well as a wonderful insight into the engineering and construction of this remarkable aeroplane. Presented mainly in colour, this highly detailed and attractively designed book is based around the restoration of the Spitfire Mk XVI at RAF Coningsby.

Hardback, 270 x 210mm, 160 pages, 150 colour & 30 b&w illustrations

ISBN: 9781844254620 Book No: H4462 Web price: £17.99



### Brooklands The Official Centenary History



By: [David Venables](#) Foreword: Bill Boddy MBE

Brooklands, in its centenary year, is celebrated as a British institution of great importance to the history of car racing and aviation. But, as David Venables reveals in this glorious commemorative volume, the famous Surrey landmark, with its banked race circuit and aircraft manufacturing, hosted many other activities too, from motorcycle and bicycle racing to land speed records, not to mention stunts, wagers and even the odd scandal.

**"...a wonderfully evocative book... worth it for the photographs alone."**

*The Daily Mail*

**"A deeply impressive work, with hundreds of wonderful sepia photographs, this is both a reference book and a visual treat"**

*Motor Sport*

**"Wonderfully Evocative"**

*The Daily Mail*

Hardback, 280 x 230mm, 256 pages, 100 colour & 200 b&w illustrations

ISBN: 9781844253296 Book No: H4329 Web price: £30.00 Availability: In Stock

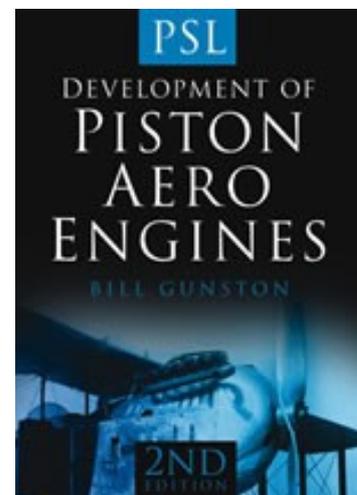
### Development of Piston Aero Engines (2nd Edition)

By: [Bill Gunston](#)

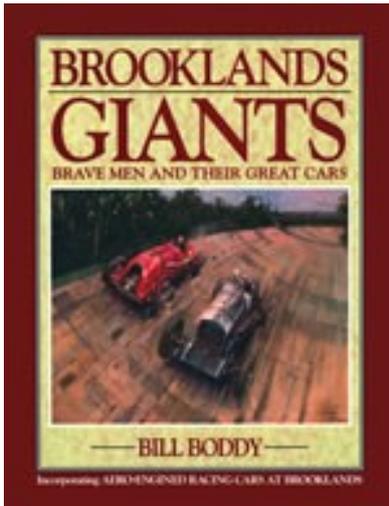
Bill Gunston takes a thorough look at the theory, history, development and application of piston aero engines, from those used by the Wright Brothers for their pioneering flights right up to the small engines fitted to microlights today. Illustrated throughout, this classic aviation title is available in paperback for the first time. BILL GUNSTON is the author of World Encyclopedia of Aircraft Manufacturers. He lives in Surrey.

paperback, 238 x 169mm, 244 pages, 200 b&w illustrations

SBN: 978 1 85260 619 0 Book No: R619 Web price: £12.99



## **Brooklands Giants Brave men and their great cars**



By: [Bill Boddy MBE](#)

Woven together into one feast of nostalgia, Bill Boddy's classic books Brooklands Giants and Aero-Engined Racing Cars at Brooklands have been re-issued in a single combined volume to meet popular interest in the extraordinary machines that roared round the famous banked racing circuit from its inception in 1907 to its demise upon the outbreak of war in 1939. With an enthusiast's delight, the revered author, the long-term Editor of Motor Sport magazine, describes those adventurous times, the monster cars and their intrepid drivers. Hardback, 270 x 210mm, 320 pages, 300 b&w illustrations

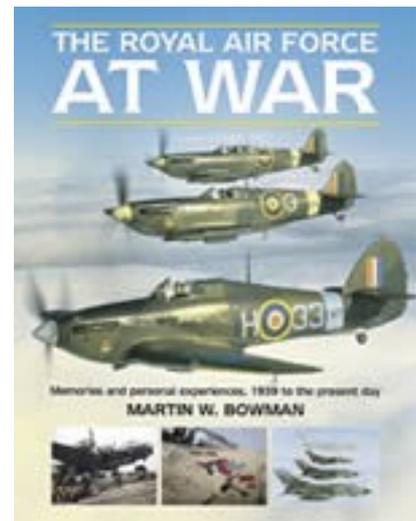
ISBN: 9781844253159 Book No: H4315 Web price: £35.00

## **The Royal Air Force at War Memories and Personal Experiences, 1939 to the Present Day**

By: [Martin W Bowman](#)

A fascinating anthology of recollections from RAF personnel, including training, World War 2 fighter and bomber missions, prisoners of war, post-war mercy flights, and active service in various conflicts including the Suez Crisis, the Falklands, the Gulf War and Bosnia. Prose, verse, photographs and cartoons provide a rare insight into service life. Hardback, 246 x 189mm, 184 pages, 188 illustrations

ISBN: 9781852605407 Book No: R540 Web price: £19.99



## **FOR SALE -- FROG TOMTIT X4**



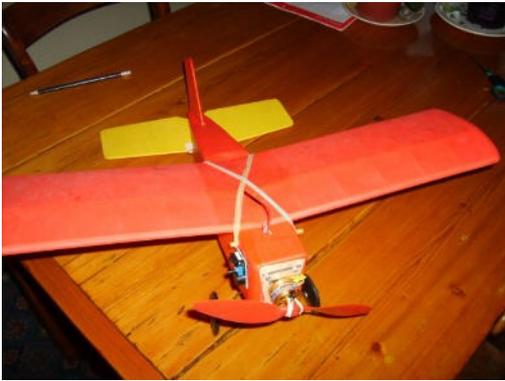
Frog Tomtit scaled at four times the original. 80% of the construction is complete. The model is at the moment constructed for Free Flight. Would make an interesting R/C model with very little



modification. It is complete with full size plans but would need to collect from Sutton, Surrey due to its size. £25.00 o.n.o Tony Tomlin 020 8641 3505 email. [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com)

## Electric flight from Ray Millard

You might remember my ramblings for last month's S&T where I mentioned our little fleet of KP01 powered models, and the Simplex 40 brushless freeflight conversion.



I really like the Simplex, because the Flitepro Lite (<http://www.omegaco.demon.co.uk/mechome.htm>) controller lets me programme the brushless controller and have easy and reliable control over either a brushed or brushless motor. All this without the noise, oil, and smell!

I think I mentioned that I was playing with a Mitey conversion and it was flying quite nicely under power, but the glide was, er, well, a spiral dive. The problem with Mitey was that it was, as a glow powered model, beefily built and covered in Solartex. It weighed in at 11 oz, which for a 24" span was pushing it a bit. It would climb ok with

the Wenmac screaming, but the glide was bordering on dangerous.

So for the electric conversion we had to lose some weight. Once the thick, oily bulkhead was out and some of the stiffening was carved away from inside the fuselage, things got lighter and with the covering now Litespan, the weight dropped to 9 oz. We still had the spiral glide, but the Mitey was now somehow bouncier and less dangerous. A bit more surgery gave us some left thrust on the motor (!) and less left rudder, and suddenly we had a nice climb and a quite gentle left glide. Success! Since then we've lost another half an ounce by replacing



the 600mah li-ion with a 450 mah lipo, and we still get best part of an afternoon of flying before it wants recharging. The power setting on the Flitepro is 15 seconds at about 75% power, so the maths work out quite nicely.

I'm not sure how the photos will print, but hopefully you should see the setup. Starting at the front and working back, we have the little Micro 5 3d; then the 8 amp brushless controller (visible from underneath), then on the side, the programmable controller, and inside the fuselage the lipo.

Having written this, though, I'm not sure that Mitey qualifies as a stick and tissue model: it's a balsa box

fuselage, sheet fin and tail, and the wing has 6 ribs in each half.

The big difference between it and the Simplex is that a 30 second flight takes up so little space.

Next I'd like to try a smaller and lighter motor, so if you're not too bored yet I'll let you know how we get on. Incidentally, my 16 year old son doesn't approve. "It was better with the noise and smell. And you never knew where it would finish up." Point taken. Regards, Ray Millard

### The joke that is C/L Vintage/OTS Stunt

The C/L Vintage Stunt event started in the UK in the mid-1980's and was first flown at the Nationals in 1986. The concept was based on the American Old Time Stunt (OTS) event and was intended for models that were published or kitted before 31st December 1951.

In the UK, things were made more complicated by the addition of bonus points for model age (a sliding scale from 1948 - 1951, with more points for older models) and engine size (a sliding scale from 1.5 - 5cc, with

more points for smaller engines. There was also a bonus for not having flaps and a bonus for the model being a biplane. Originally, there was a bonus for using an appropriate engine. At a later date(s), another (large) bonus was added for using a spark ignition engine.

Thus we had an event which was already becoming more than many potential judges could cope with, while in the US they had a contest for pre-1952 stunt models (they do have a no-flap bonus).

The relative simplicity of the US event led to many models being accepted which were of questionable eligibility. They now accept models which were never kitted or published at all. One in particular (Humongous) being based on an undimensioned sketch on the back of an envelope. Can anyone tell us whether the word 'Humongous' (the spelling varies) even existed in 1951?

The rule of thumb for UK events now seems to be that if it is acceptable in the US, it is acceptable in the UK. Fine, but what about the age bonus. They don't need to establish the exact date.

All went along fairly smoothly (some events simply dropped the bonus marks - unfortunately, they rarely told you in advance) until two things happened:

- 1, The dreaded CLAPA organisation entered the picture. They were only interested in F2B and considered all else beneath them. However, in order to be recognised as a Special Interest Group by the BMFA they had to accept responsibility for Vintage and Classic events too.

2. SAM 35 decided to drop the bonus points and move their cut-off date to 1957.

CLAPA rejected the SAM 35 changes out of hand and proceeded to 'up-date' the BMFA rules. They did this by asking the CLAPA membership (who considered Vintage beneath them, remember) what changes they wanted. Established Vintage flyers who were not CLAPA members (just about all of them) were not asked. The result was an even more complicated scale of bonus points (now going back to 1947) and no clarification on just how this was to be decided. For the record there is just ONE authenticated 1947 design that fits within the written rules.

So, anything that was even just a gleam in the designers eye in 1947 is now claimed as a 1947 design. This has thrown up some strange results:

1. One of the most successful Vintage designs - the 'Trixter Barnstormer' - which really was designed in 1947, but not kitted until 1950 is only accepted as a 1950 design.

2. The 'Jamison Special', which was mentioned in a 1951 book as being flown in the 1947 US Nats (does that count as published?) is accepted as a 1947 design.

CLAPA's involvement as a Special Interest Group has led to them running the Nationals for a number of years. Their treatment of the Vintage event has led to more and more regular competitors avoiding the event. One regular issue being the amount of time available for the event and the facilities available. Vintage flyers pay the same entry fee as everyone else and deserve equal treatment. The F2B event gets three days flying, while Vintage gets two or less. When the Nats were held at Oakington in 2003, the Vintage event was flown on a very rough stretch of grass in the lee of a hangar when there were acres of clear tarmac available. In 2005 the event was held on just about the worst piece of tarmac on the whole of Barkston Heath in an unfenced circle. Two competitors walked away from that event on safety grounds and have not returned. We should all have gone with them.

In 2006, now with just five competitors, I too walked away in disgust. Unfortunately, the weather prevented any further flying and the effort was wasted.

2007 saw just three flyers (there was a fourth but he crashed in the first round) who were forced to fly two rounds on Sunday in the space of one hour and in just about the worst flying conditions I have ever experienced.

I hope there will be a Vintage Stunt event at next years Nats. I won't be there.