

## Sticks and Tissue No 13 December 2007

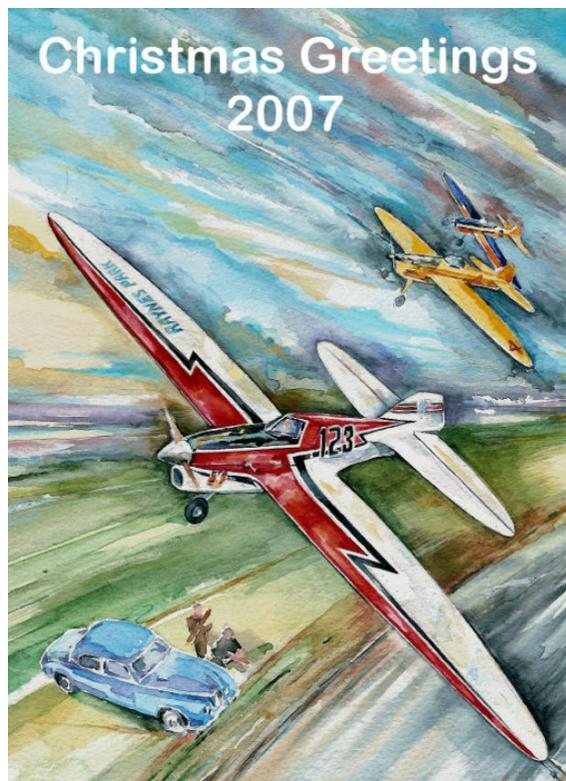
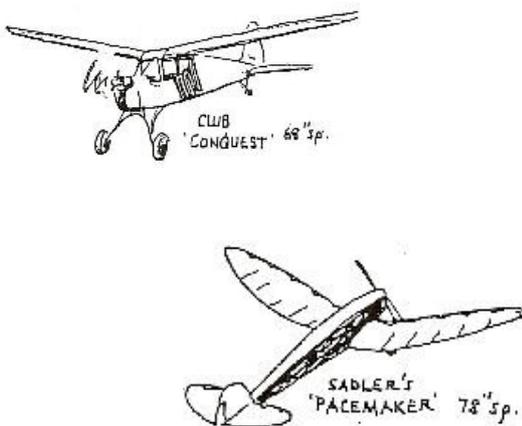
I'd like to thank the following contributors, without whom this newsletter would not be possible, Roy Tiller (some plans), Martin Dilly, Geoff Northmore, Tony Penhall, Tony Tomlin, Peter Renggli, Dave Day, Tim Westcott, Raymond Bird, Mike Cummings, Mike Spencer and David Kinsella.

If you can contribute any articles, wish to make your point of view known etc please send to [james.i-parry@tiscali.co.uk](mailto:james.i-parry@tiscali.co.uk) or phone 01202 625825. Should you email me an article please don't use "Reply all" as it may be circulated to all recipients of the newsletter.

If you are using Microsoft Word or Open Office the top and bottom margins are set at 2.3cm and left and right margins 1.9cm

The content does not follow any logical order or set out, it's "as I put it in and receive".

### The Raynes Park MAC Christmas card

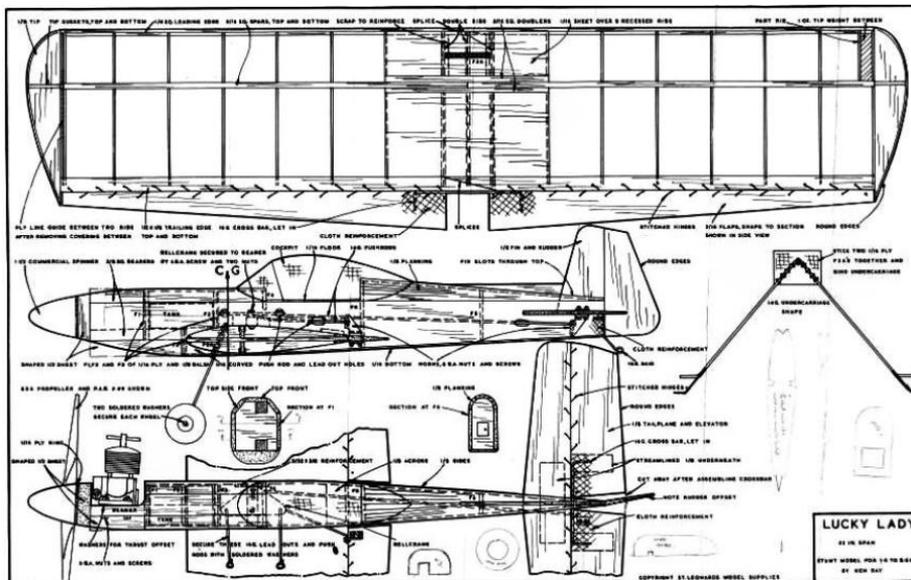
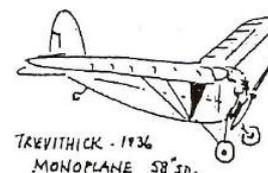


Writings and opinions expressed are the opinion of the writer but not necessarily the compiler/publisher of Sticks and Tissue.

First thing that you probably noticed was the disclaimer on the front page. Now this is something I've avoided however a few readers with a better understanding of such things have strongly advised to include. Since there were several such similar pieces of advice I felt I could not ignore.

## Lucky Lady Plan by Ken Day - C1956

I've built two of these both powered by PAW 2.5's. The first I demolished at Croydon over the tarmac whilst trying to be too clever. Poor engine run and



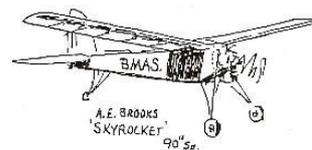
goodness knows why I tried a vertical eight. To this day I don't know what on earth I was trying to prove. Luckily it was a summer evening I was on my own using a stooze to launch so no one else ever knew or will know what I did! The second fell foul of my move along with the Pedro! Ken very sadly passed away in April 2006, if I recall from SAM speaks. He was a regular visitor to Croydon always with some

aeromodelling story to tell. I'll have to build another, I seem to recall they were quite heavy but providing you gave them airspace they were precise and a pleasure to fly. Perhaps I should consider building lighter. The plan came from a St Leonards kit (anyone know their history?) that I was given by a foreman on a building site by the name of Herbie Jones who belonged to the Elmbridge club, always wondered what happened to him? The vague looking bits on the plan were pencil drawn around the original parts.

## David Kinsella's column

### Slippery B

My VTR Super Saint (Eta 29, West Essex drawn in 1952) is under way! It promises to be a great model, a crisp and shaved motor and other bits making it so. Chas Taylor's was rocket fast at Old Warden, and it was there that I realised I just had to have one. Born in the boom days of aeromodelling, all VTRs look great to me.



### Jack Built Winners

A US Nationals champ in 1969 and subsequent Aeromodeller visitor, Jack Frye built his watch-like Speed motors from solid stock and devised a twin jet system to feed them. At around 120mph centrifugal force acting on a bob-weight opened a main jet, taking the model up to 197mph and beyond. The end of the bob extended a full 2 ins behind the motor but, of course, hidden inside the model of hardwood and alloy. Pictures and detail later. Length-adjustable expansion pipes were another feature.

### Spit Salute

Low over the RAF church of St Clement Danes on 11 October flew the lone Supermarine Spitfire, the life of Neville Duke being celebrated there that morning. An OBE, DSO, triple DFC, AFC and MC speak for themselves. Aeromodelling set him on the path like many more of his time.

### All Elements

Like Lipton and others Tom Sopwith chased the America's Cup with his blue J-Class yachts, lofty giants part-developed at the aeroplane works north of Kingston. It took a Brit in Australia to do it, fifty years later it's true, but the Sopwith colour and the name lived on for a while at the Endeavour Garage in Brighton. Car enthusiast Tommy Sopwith, son of the great industrialist, launched an Armstrong-Siddeley powered sports car based on the JR Allard and known as the Sphinx (AS was part of the Sopwith empire). No match for the Yank V8 power, the blue car still resides in France.

### Good for Miles

Pictured is one of my medium Dan Leigh Deltas. Excellent in light winds and thermals, slippery 100 lb fishing line lets the kite rise vertically to a mile or two with ease. Workmanship in pink and blue Ripstop is the best there is. Cody man-lifters, Ron Moulton's kite books, giants requiring huge kite teams to launch them, these silent flyers are worthy of study and operation.



### Chat Matter

Asked to give a talk a while back I decided to go on sans notes to see what happened! With a motoring and modelling bent it went well, items enjoyed by the sixty or so being a Dooling 61, ED Racer and a Nordec topped off with my Class C 'Sir Stirling Moss'. Coming forward afterwards was Tom who had pitted for Dick Edmunds, Ollie enthusiasts and cast model collectors. I managed 75 minutes. Great fun! I gave RPMAC, S&T and SAM 35 copious plugs.

### SAC Helped



Trenchard's writings influenced the USAF. In turn a chance meeting at Elkhart Lake between Fred Wacker of Chicago and General Curtis LeMay forged a link between the USAF and the Allard Motor Co, Fred being a keen Allard racer. In the UK General Griswold welcomed Allard testing on his USAF patch, engines were flown in and Yank mechanics backed the 1953 Le Mans attempt, the cars fitted with Pye r/t radios for pit contact. These

days the ex-LeMay car with SAC badge is seen at Goodwood and the like, even as pictured here in Australia!



### Captain Fantastic

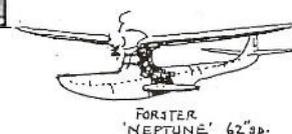
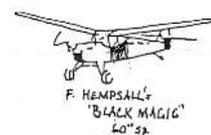
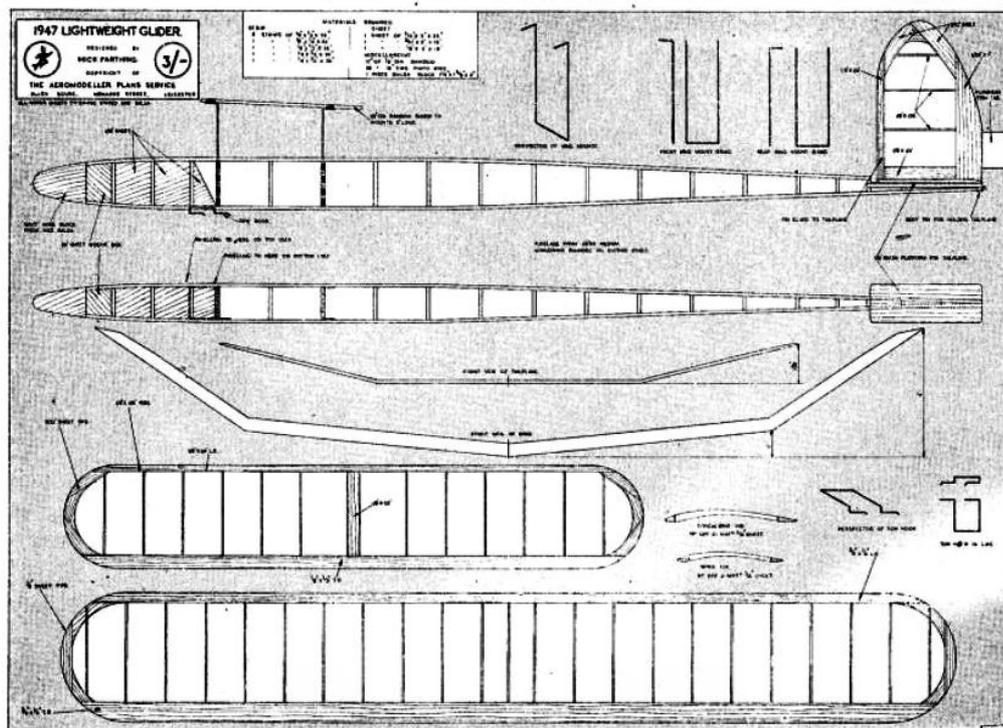
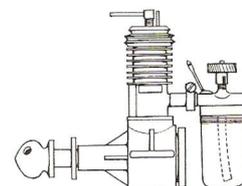
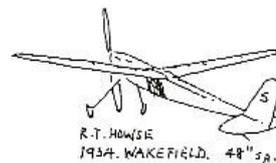
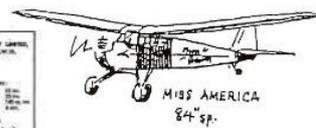
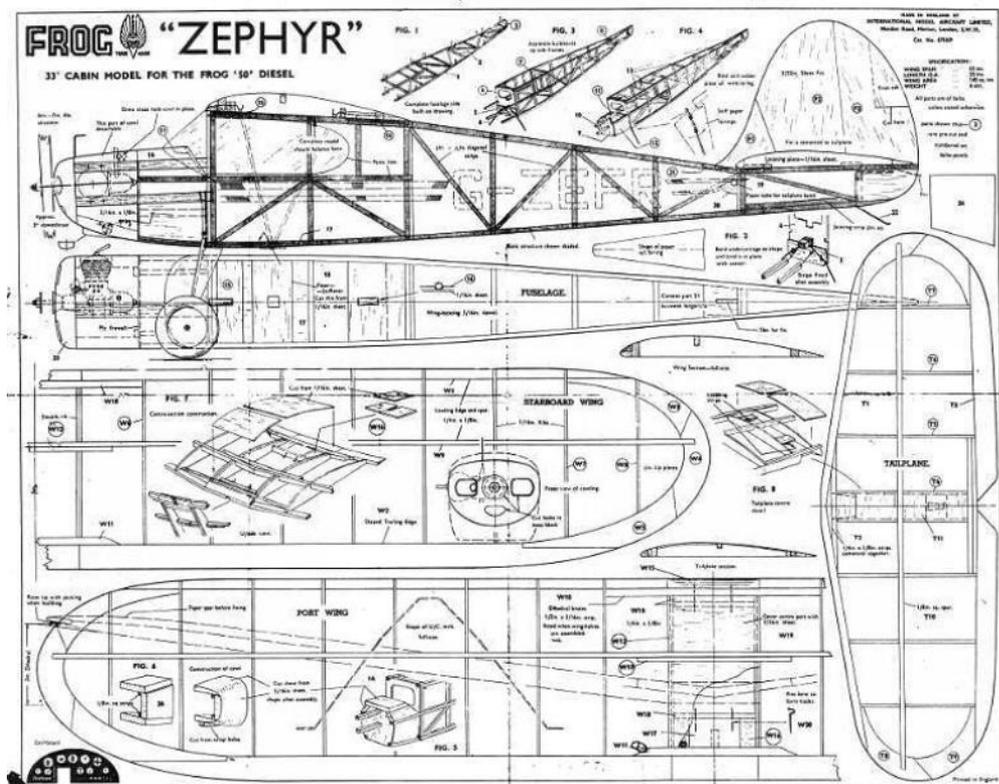
Writing on Glendower Hotel paper Cesare Milani urged me to build big models, he doing so when big stuff was a rarity. Today the LMA field quarter and third scale as a matter of course, as enjoyed at Hendon in October. If there's space there's benefits: smoother flying, a wealth of detail, hinged hatches and other bits that work, generally a mighty presence. In the old days hatches full size were known to carry pet dogs as well as more mundane items. Captain Milani's models may be seen at Hendon and the Imperial War Museum.

### Mini-Tiger

My salute to Arne neglected to mention his exquisite 1/2cc model of the mighty Tiger. Really tiny and a mere 1.25ozs, it's a true TBR and will rev to 20,600 on a 5x2. The test by Dick Roberts glows for this 200 quid beauty – but where do you find one now? Time moves on rather quickly. Perfect for the Ollie would be an Alan Walker Monitor.



# More plans



## Reply from Martin Dilly

A couple of thoughts occur. As far as I recall, 'Taxi' Brooks was called 'Taxi' because that's what he drove for a living. Whenever Croydon & District flew at Fairlop we tended to get ready to duck if he was in the vicinity as his biplanes had a habit of staggering about at little more than head height and looked pretty heavily loaded.

Finally an unashamed plug. (Are these allowed?). I'm down to the final 20 copies of Flying North, which details the life in model and full size aviation of Jack North, and includes drawings of around 30 of Jack's models, most of them never before published and dating back to 1938. David Beales and I had access to all of Jack's copious notes and drawings when we compiled it, and the book also touches on Jack's vital role in post-War research into supersonic aerodynamics at NPL. Copies are available from me at £17, and all proceeds go to fund the free-flight teams that represent the UK at World and European Championships. Cheques payable to BMFA FF Team Support Fund. E-mail: [martindilly@compuserve.com](mailto:martindilly@compuserve.com) or call 020 9777 5533; the address is 20, Links Road, West Wickham, BR4 0QW. It's a perfect-bound book, so we can't run off any more copies so when they're gone, they're gone.

Regards,  
Martin



**The following was gratefully received from Tony Penhall in response to the mention in issue 10 of R.J. O'Neil and Cloud Models.**

**Cloud Model Aircraft**

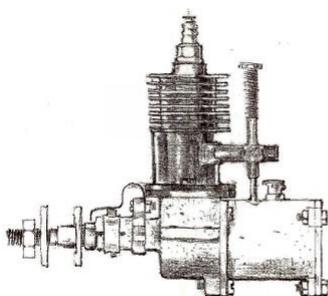
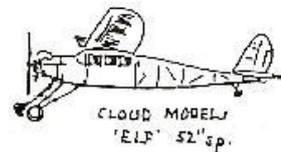
*The following is a slightly abbreviated reproduction of a letter that Tony sent to R.J. O'Neil's daughter, Mary.*

At the outset of the Vintage modelling movement here in the UK, which began about 1978 I had been a modeller in the broad sense of the word, following in my late Fathers footsteps when he flew large power models to distinction just before the outset of hostilities in WW2. This would have been in parallel with R.J. O'Neil's input at a time when the petrol model was very much to the forefront of modelling both in the USA and here in England. But for myself I joined the Society of Antique Modellers when our chapter was formed as SAM 35 part of the American movement. During the early years enthusiasm ran full pelt and many members including my self researched Old Timer designs and built them and flew at various venues.



Tony's father with Comet 18cc, Skyrocket and Southern Counties Trophy

One such model which was the source of inquiry and for which original plans had never surfaced was the Cloud Elf. We knew of a modeller named Stan Ford who had built a Cloud Elf and on inquiry found the model had survived! Peter Fisher of Performance Kits who flew with me and another friend on Biggleswade Common near Sandy in Bedfordshire borrowed the model and subsequently drew up the plans for the Elf and at that time in 1979 we built a model each powering them with Mills 1.3cc diesel engines. The Cloud Elf was such a successful design we built further models



powered by various engines which were more appropriate from a range of petrol engines, Megow .19, Chunn Chum 2.5cc and just recently I was able to research the Cloud 3 engine with which the test model built by John Klee one of the Aeromodeller staff powered his example built from the Cloud Elf kit in 1939.

Derek Collin an ex Rolls Royce engineer living in the Bristol area put together several Cloud 3 engines and I have one, which I fly very well in my Cloud Elf, which I built in 2005. The Cloud engines were designed for Mr O'Neil by

Jack Snelling Collier who lived at Skinners Hill, Wadhurst in Kent at the time. Mr Collier designed and produced the Cloud 3 the Cloud 9 and later Majesco 4.5cc petrol engines which were also very well made. A replica of the Cloud 9 was recently made by Mr Collin. The picture of your Father holding a model describes what appears to be a prototype design which I think may be the seven feet span Airmaster. This design has been seen on several occasions built and fielded by Mario Gandolphi in particular with diesel power. But the original model had a petrol engine produced by Irwin Ohlsson known as the Ohlsson Gold Seal a 10cc side port motor. An original kit built Airmaster was bought by Mr Alex Imrie who wrote Vintage column in Aeromodeller monthly for more than 20 years! Alex restored the model, which he still owns and takes pride of place in his fleet of machines from the pre war era.



His model again was flown with the reliable Mills 1.3cc diesel they were more reliable and stable and forgiving that the Elf and many fine flights ensued, even with skis fitted at one time for snow born operations. Two years ago a friend built a second Airmaster for a small petrol engine made by John Maddaford who hails from Belton in Rutland. He is a very skilled engineer and turns out beautiful work for the members of the Oundle Club here in Northamptonshire.

The uncovered model, which has a detachable nose and engine mount is almost certainly a design by Charles Luttmann who ran a model shop in Newcastle. The rounded turtle decking to the top of the fuselage and the shape of the fin and cabin window arrangements indicate the design as the 54" wingspan Privateer from 1938.



*(I included the two photos previously in S&T because if you are like me you'll not recall which photos and not look back at past issue, which you won't be able to find anyway! JP).*

Middle Wallop 2008

The following are on the SAM1066 website, but subject to gaining a license.

February 10<sup>th</sup>

March 22 – 24<sup>th</sup>

April 27<sup>th</sup>

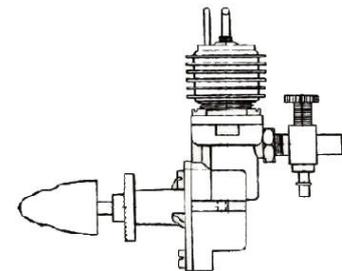
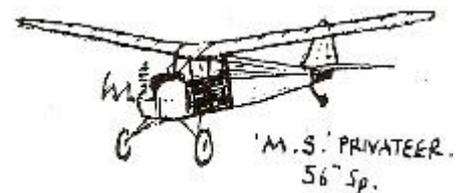
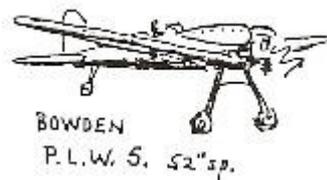
June 2<sup>nd</sup>

August 23 – 25<sup>th</sup>

September 21<sup>st</sup>

October 12<sup>th</sup>

November 30th



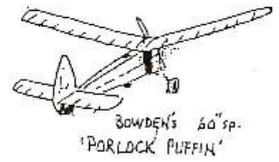
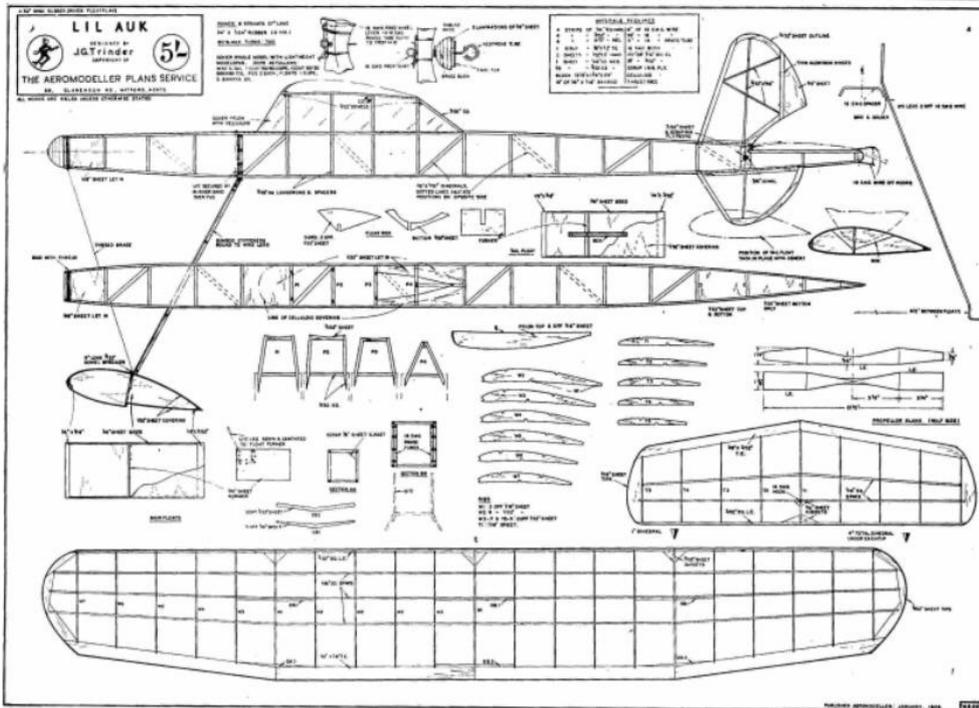
## Rustler engines

Ian Russell now has the following Mk. III Tiger Cub repro engines for sale. Std. £100. Tuned (chromed liner, shaft timing) £135 ABC £135 Schneurle £135 All + £3 post (GB) £6 elsewhere.

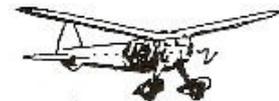
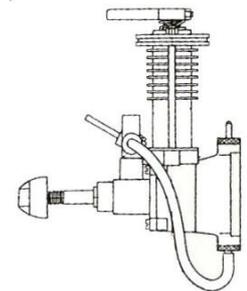
[rustler@aero.fslife.co.uk](mailto:rustler@aero.fslife.co.uk)

# Yes yet another plan (Loads more to follow)

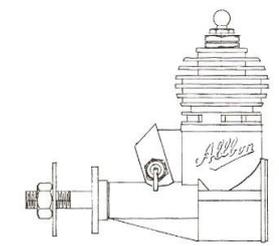
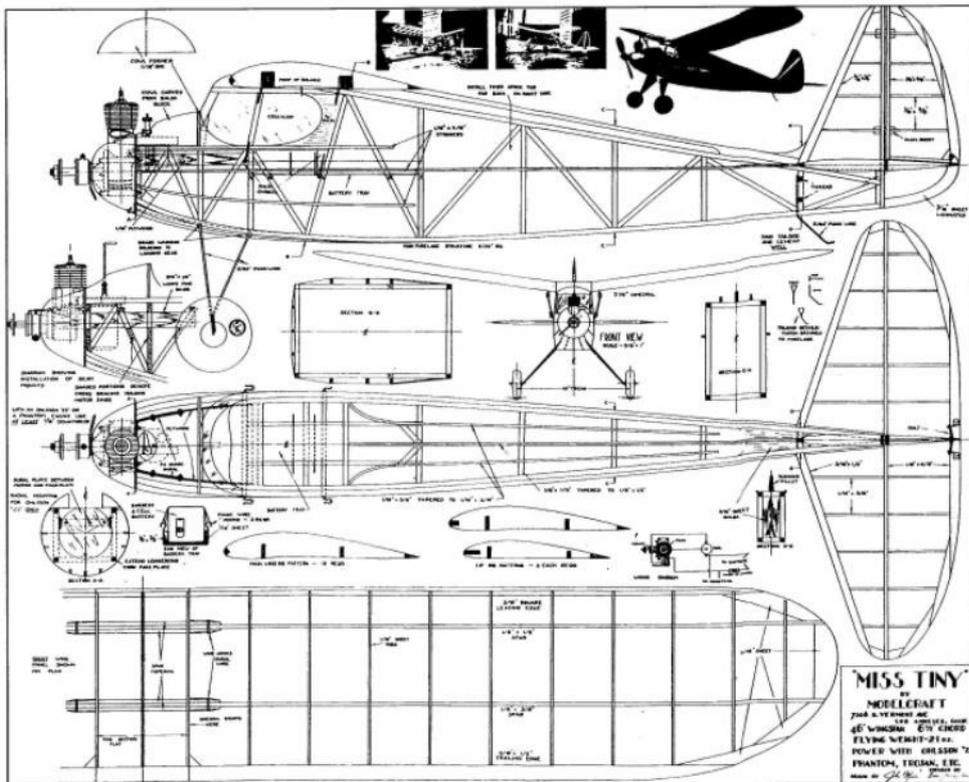
I know plans are very annoying. Virtually every one I see I think yes I'd like to build one of those, all it does is confuse me!



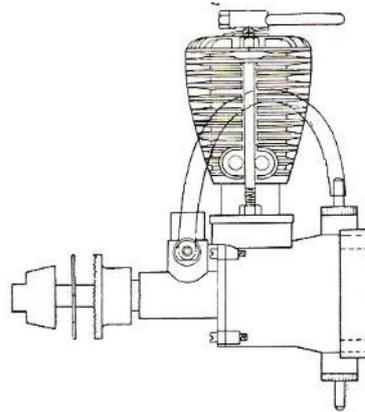
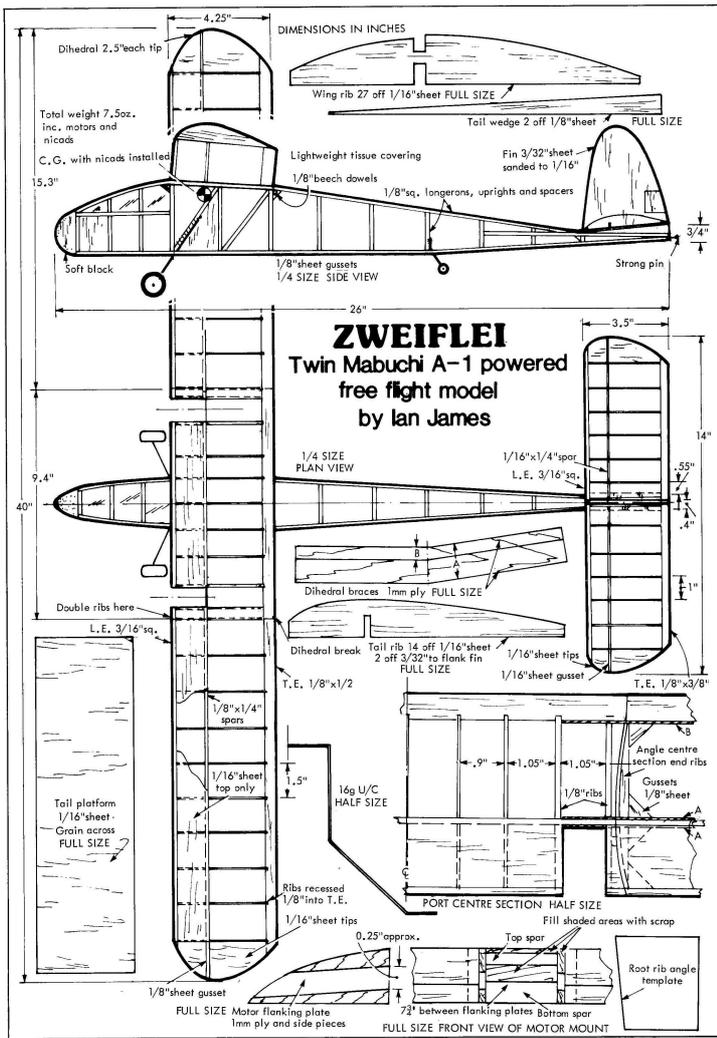
'PORLOCK PUFFIN'



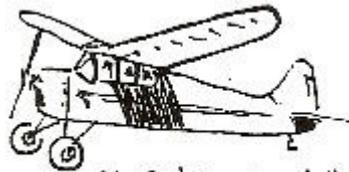
'SWALLOW' 53" sp.



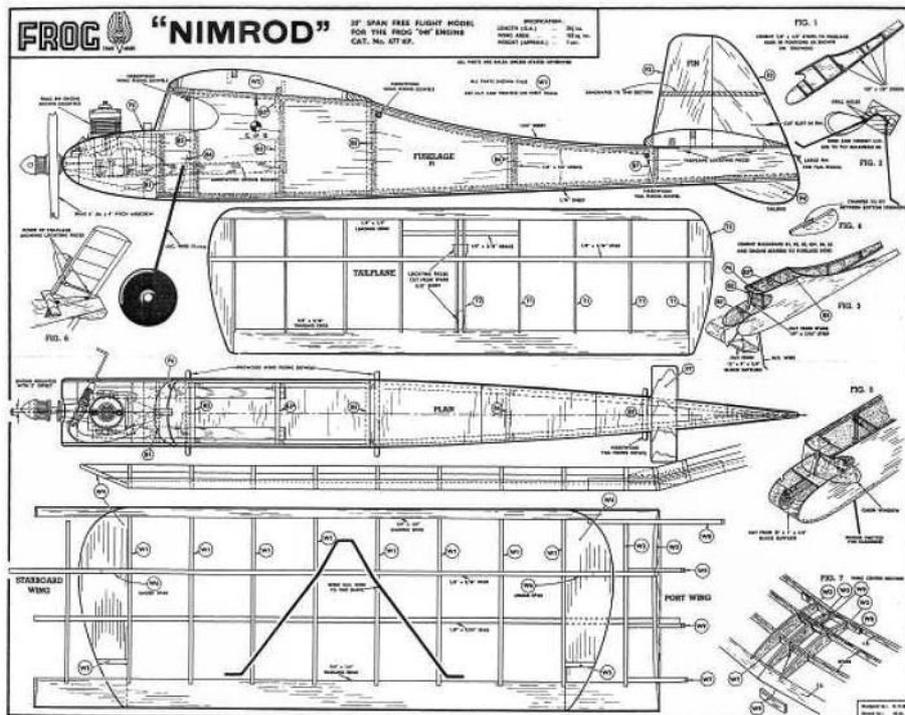




HARRY MOYER'S 72" sp.  
'CLOUD CRUISER'



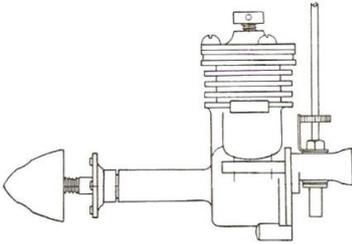
M. S. 'BEE' 47 1/2" sp.



BOWDEN  
'SWALLOW'  
53" sp.

## A winter's tale by Raymond Bird

It was one of those strange winter days, very calm and quite mild in the watery sunshine. All the usual Christmas preparations had been put in place with a day or two to spare. I had just finished putting together the latest all singing all dancing model, a fully aerobatic stunt job. It even had a seven cylinder radial engine up front. With all the mixing possibilities, I needed all eight channels of the latest 2.4 GHz set.



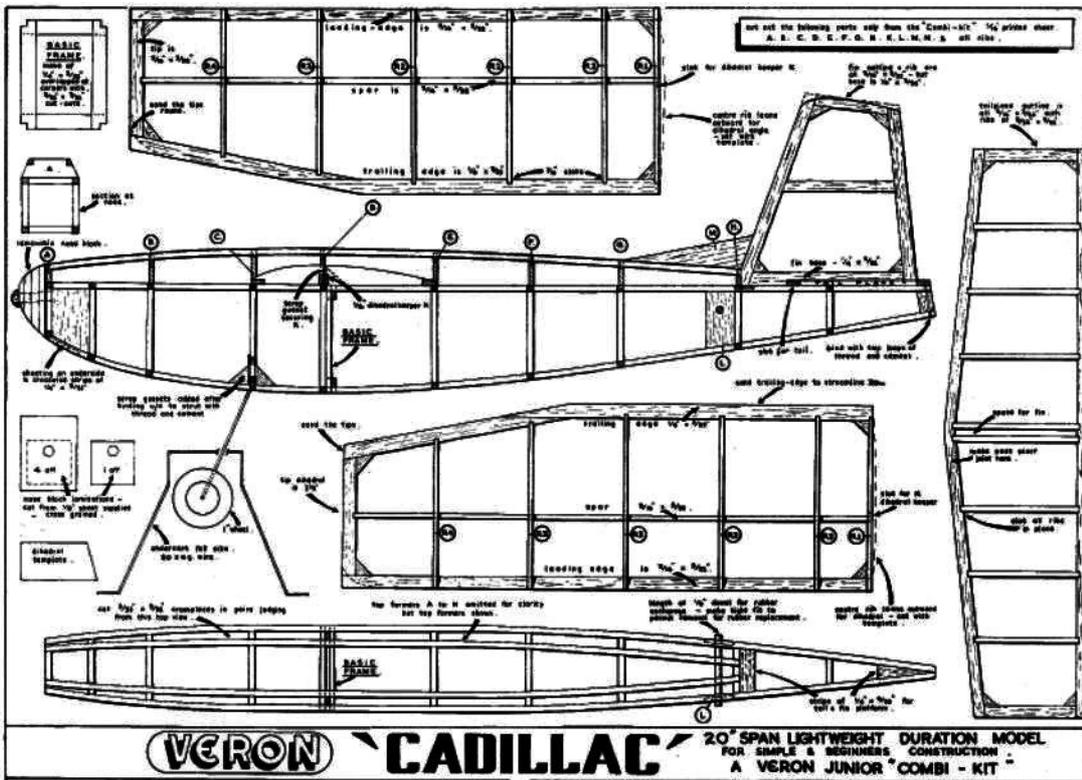
Seizing the opportunity, I packed it all in the car and set off down to the strip. It was quite pleasant and after a gentle flight, I landed and taxied into the pits. Needing a change of prop' I popped into the caravan. It took a few minutes to find a prop' I thought might suit. Stepping out of the caravan, I was amazed to see that a thick fog had descended and you could barely see your hand in front of your face. I

walked, carefully, to where my model had been standing. It had gone!

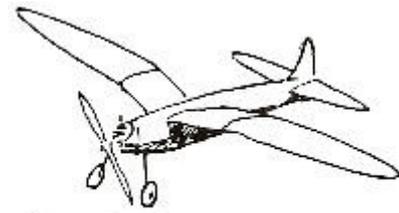
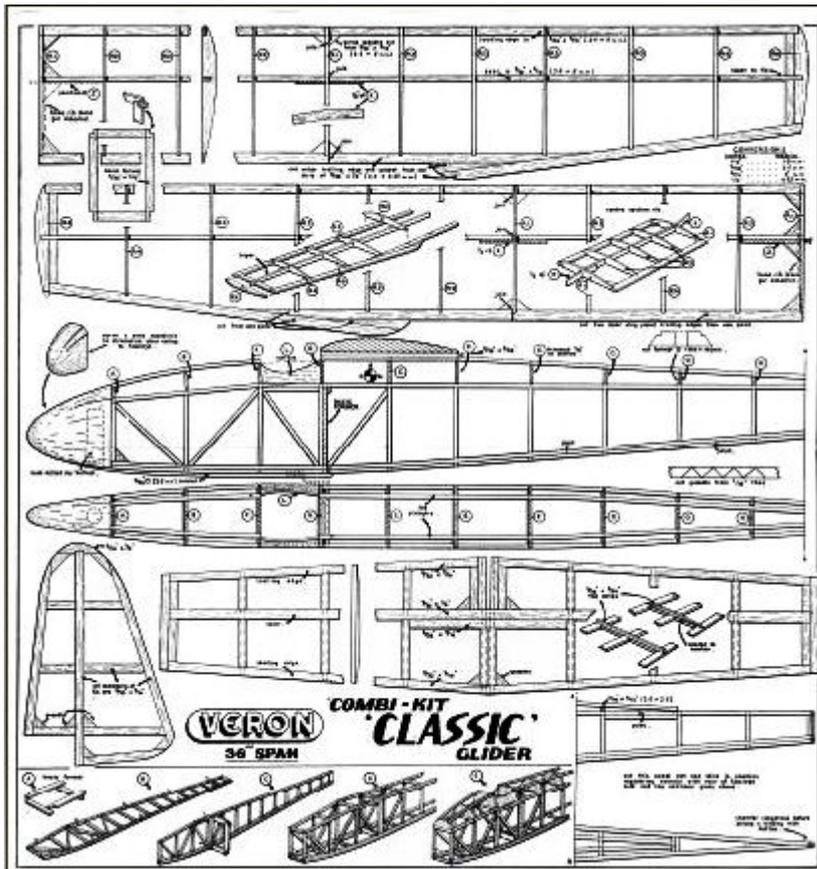
There was a model where mine had been. It was a high wing monoplane, about ten feet span and a tail dragger. It was covered in what appeared to be red silk. There was some white lettering on it but I can't quite remember what it said. The cabin was glazed and I thought I could see what looked like two or three strange little bulbs glowing dully inside the model. Up front was what looked like a shrunken old type lawn mower engine, with wires all over the place.

I'd left my mobile in the caravan and thinking that I should at least tell one of the committee I went to fetch it. When I came out, everything was as it had been when I went for that prop'. The sun was shining again and there was my model, where I had parked it.

Oh! I remember now the words that were on that big red model "Galloping GHOST"



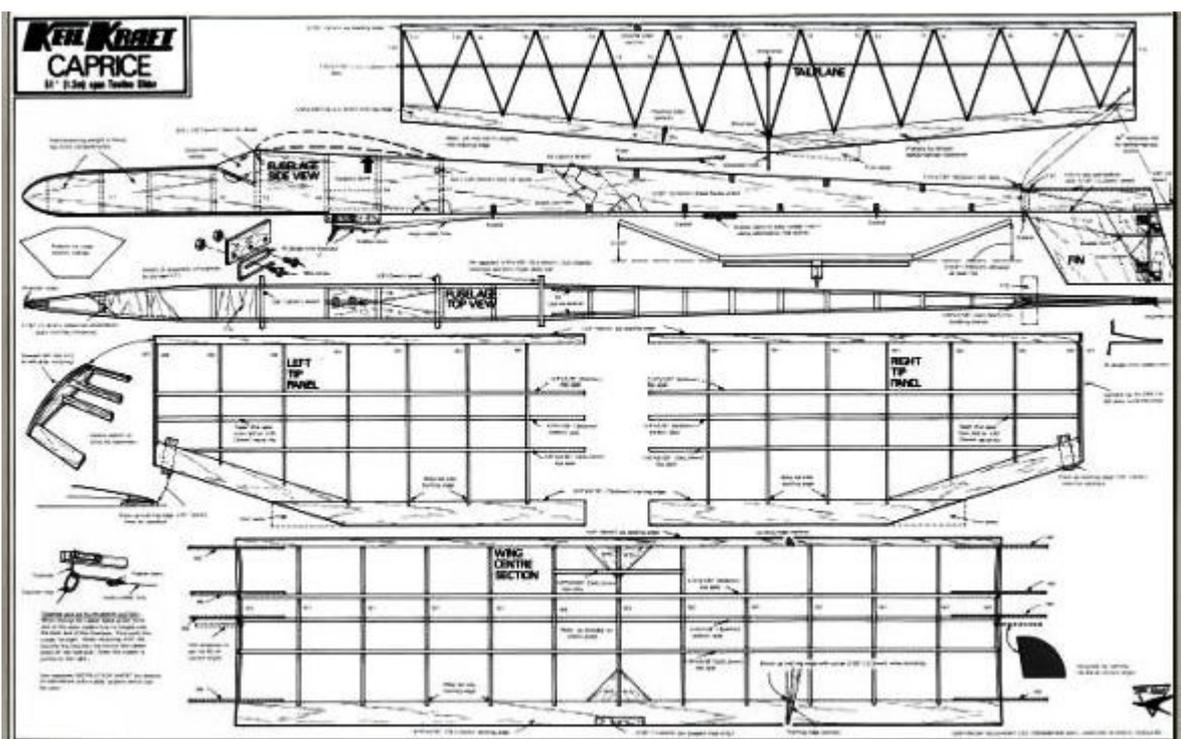
Another of the Veron combi kits. A few competitions will be held in 2008 for these models, hopefully at Middle Wallop (awaiting permission) so if you fancy having a go get started soon.



GARAMIS SKYLARK.  
51" sp.

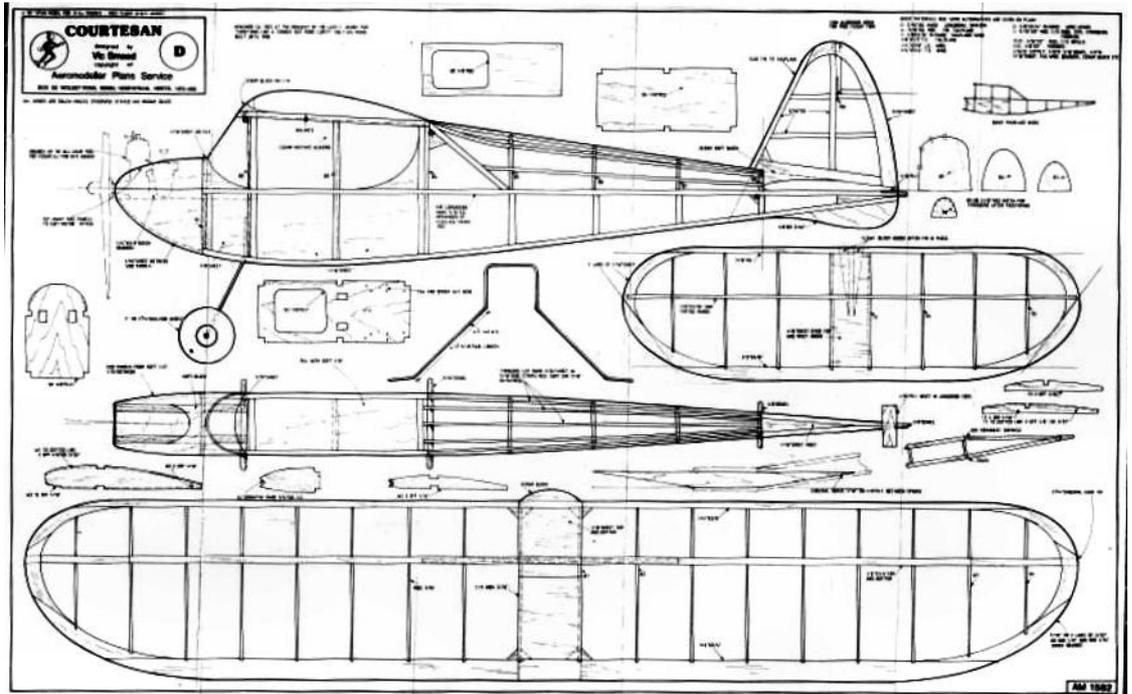


MILTON SPECIAL  
1935 'wakefield'  
42" sp.

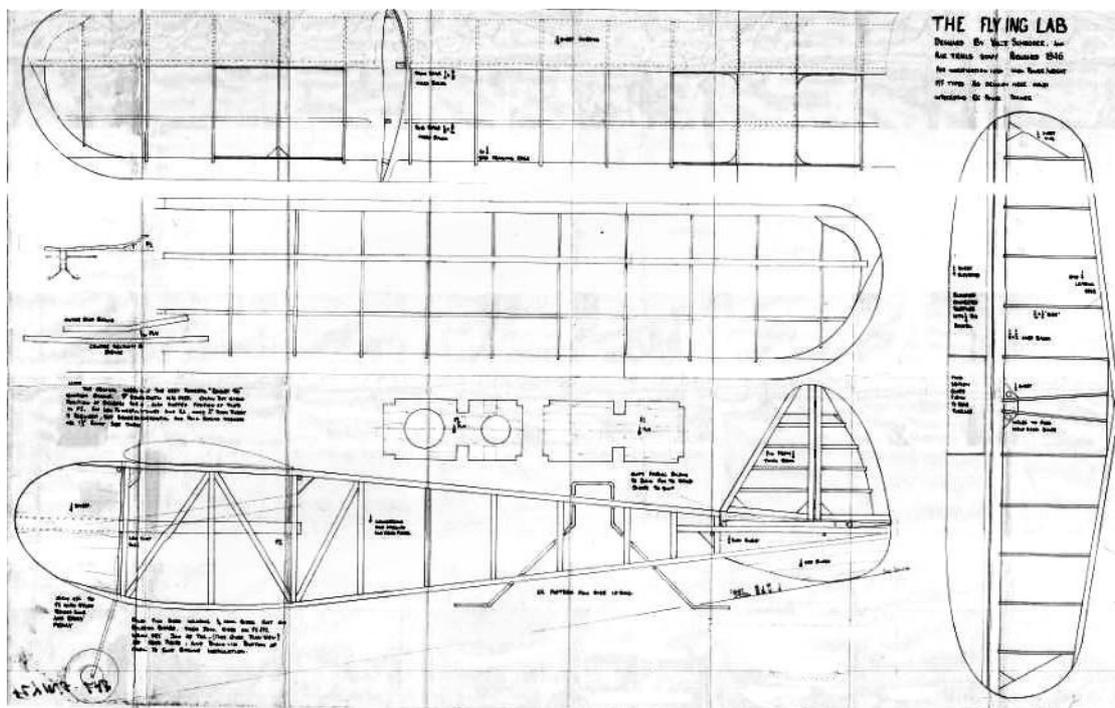


## Courtesan

I seem to recall reading that Vic Smeed designed it on request that could he produce a "Rounded off" Tomboy. Mine is powered by a MP Jet 040 .6cc classic. Flies on rails every time.



## The Flying Lab



I bought this plan from a swapmeet, think it was a Ben Buckle drawing? Anyway do I hear anyone saying Simplex?

Plans so far digitised full size - As I get more plans done I'll add to the list.

**Control line models**

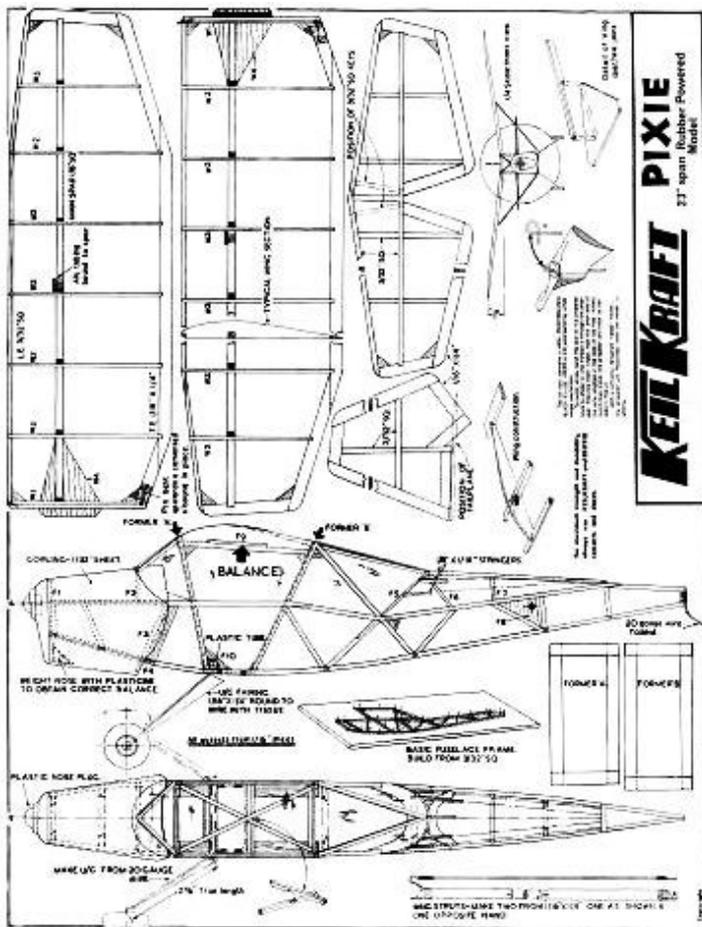
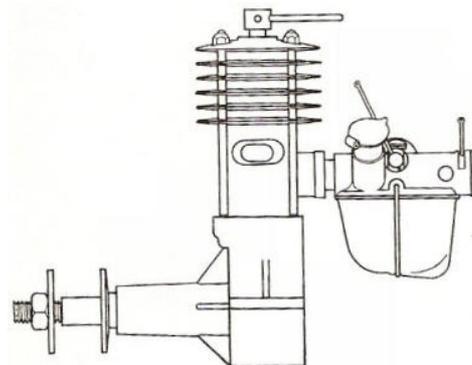
- Pedro
- Ambassador
- Lucky Lady (Ken Day design)

**Free flight**

- Tomboy
- Vultan
- Cherpaa
- 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

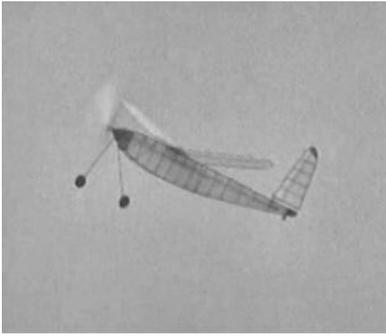
**Radio control**

- Electra      (Vic Smeed)
- Flying Lab

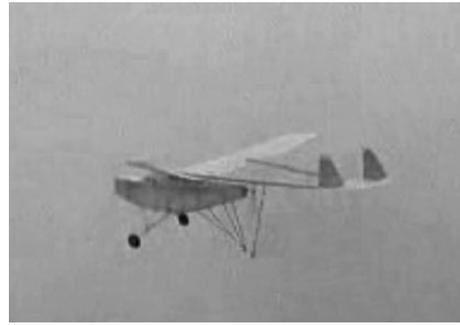


You can't imagine the indecision on which way to present this plan.

## Photo gallery – What is the model



Fairey Aviation field 1936 Wakefield trials what is the model?



C1937 Heathrow! What is the model?



C1937 Heathrow again. What is the model?



C1937 Heathrow again. What is the model?



C1937 Hexham, Northumberland. Model and engine go together. What is model and engine?



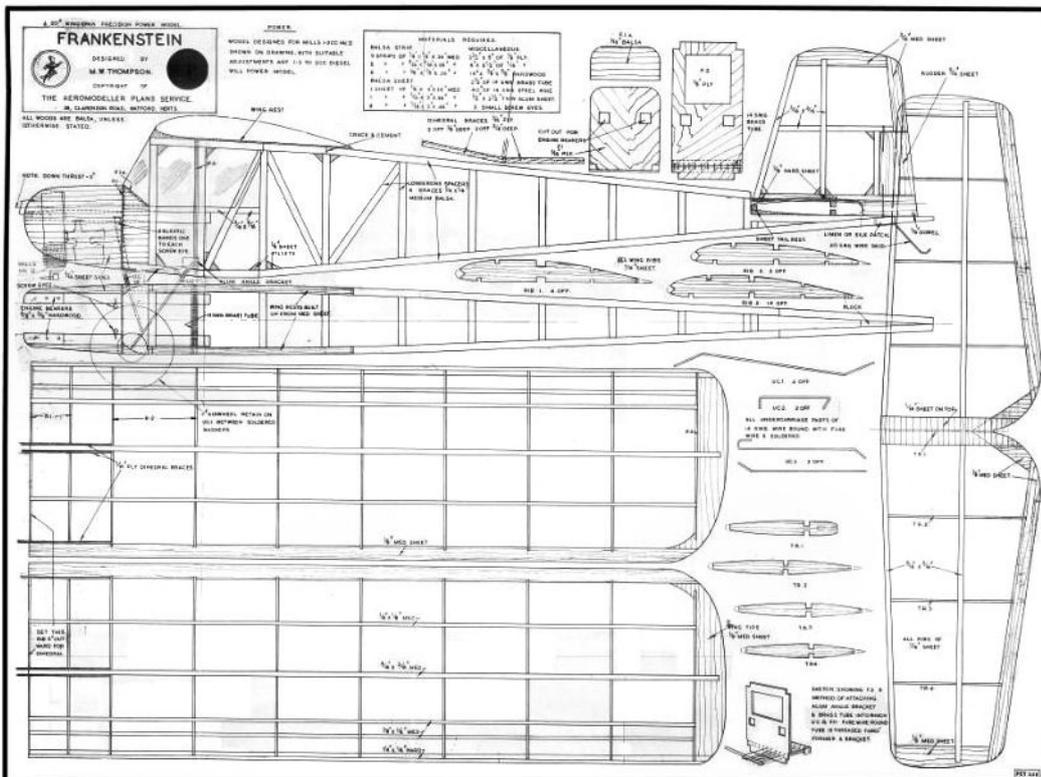
## A few P E Norman photos



P E Norman on Epsom Downs C1954



Why has PEN got a shirt on? Never usually bothered!



## I wanna tell ya a story! By Tony Penhall

It was one of those days in April, the spring had sprung and the grass had riz! I looked out of the window at blue skies patched with those early white fluffy clouds, it was a day for flying to be sure no two ways about it. The model den housed two fairly new petrol engined machines. John Maddaford had engineered both of the motors, one a Brown Junior about .23 cu in reduced in capacity from the famous Brown Junior .60 side port of 1938. The model I chose for the little replica was a seldom seen Alpha Corsair designed by Joe Beshar in the USA just prior to the war. It was a six footer and I had seen Club members David Hill fly his full size model well. Reducing the size of the Corsair to 55" span at 80% was ideal for the small engine, and so it proved.



Test flights nearly always call for adjustments and I found that flying on reduced power with a model which had a wing loading of 6 ozs to the sq foot of area produced little torque and the off set to the

engine had to be reduced, with a tad of down thrust the flight pattern was perfect and a nice left power and glide. This day saw so little drift I put the Corsair up for many good flights it was so well behaved. I got progressively bolder and lengthened the engine runs to 45 seconds with the model reaching a ceiling of perhaps 200 ft or more. Several club members made comments about the design and its slow flying characteristics and about 3.30 pm on this pleasant afternoon we watched as the timer cut the electrics and the model settled into another pretty glide. We watched and watched and looked some more as the Corsair drifted in lazy circles across the field towards the edge of the site someone said "that's not coming down" Now I knew the feeling as I trotted past the club caravan to the car, took my binoculars out and with several other members following the model which had obviously hooked a thermal we watched as the little ship soared up and up. If I had tried to create a fly away or a duration feat I could not have done it any better. Drifting slowly with the lightest breeze we estimated the model to have reached a height of perhaps 2,000 plus feet altitude where it disappeared into the cloud base!

It was a wonderful flight, the best performance of any model I had built in more than 30 years of modelling. The sadness was that we did not see the model down and it was considered a loss out in the fields of cereal and rapeseed crops. I could always build another, but the engine was irreplaceable. Such a sad event.

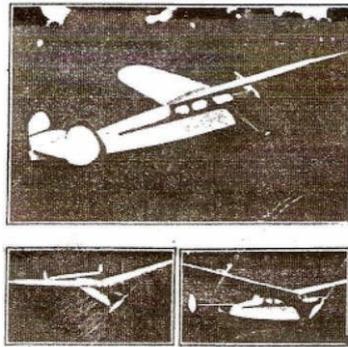
But determined to put out post cards with details of the loss. After all my name and address was on board so there was some hope that it might come home. Seventy five cards were either put through boxes or given to farmers and small holders in an area stretching from Winwick at the club site, West to Catworth and east to Sawtry with all stops between and as far as Abbots Ripton beyond the A1 motorway. It took me about two weeks or more to deliver the information talking to many very sympathetic people who promised to keep an eye open on their walks or in the case of those farmers I saw whilst cropping in the summer months. Meanwhile my son and I continued to search with packed lunches up hill and down dale. In the end enthusiasm waned, the sandwiches waned and the flasks of coffee waned too. And we waned as well!! The Corsair was a.w.o.l. and that was that! May, June, July passed and I looked at photographs and talked of the magical flights the Corsair produced memories lingered on. Then in August after the Middle wallop meet a phone call came! Ah, it's you! I've found your model!! I was speechless for a moment. I think I said

"bless your heart" or some thing. We chatted and I was eager to know if the Corsair was in reasonable shape. "Well we nearly shredded it in the combine but managed to stop the machine before it was completely destroyed. I went over next day with some bottle of wine and collected the remains. Not a pretty sight, the engine had been chopped a bit and the nose had parted company with the fuselage, held together only by the

ignition wiring! The expensive coil and Austincraft timer were intact. I needed to build a completely new wing and repair the tailplane and make one of the fins which was missing too. It's nearly rebuilt now and the story of a happy retrieval. Bit like losing one of the family at the time!

The moral is; Fit a dethermaliser to everything! Got one handy?

## Announcing... THE Alpha "CORSAIR"



A rugged gas model, giving phenomenal performance, in two sizes, a Senior Model of 5'8" wing span, and a Junior Model for small 5/8" bore motors of 3'6" wing span. These models will make flying history. Designed with all the full knowledge of Beshar engineers and incorporating the new construction for ruggedness and lightness, and Twin Rudders for super stability. Models climb 600 ft. on 30 Sec. motor run and are handsome, stable, easy to construct, and absolutely complete.

### Senior Model

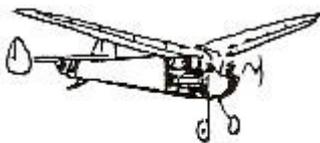
5'8" wing span, weight 2 1/2 lbs. complete with motor. Rugged and Super Stressed Construction. Built to N. A. A. rules. Suitable for any 1/5 h. p. motor. Kit has wheels, completely finished prop, 3 view plans, Landing gear wire, all wood and spare wood, cement, clear dope, and 2 large cans colored dope, wire parts and ignition supplies. Really Complete Kit.

### Junior Model

3'6" span, weight 16 oz. with any 5/8 bore motor. Has detachable wing and tail construction, and is a contest winner in every way. Kit has finished prop, wheels and all necessary parts. Climbs spectacularly and glides like a scarer. A model for those who want compactness and easy handling.

\$475 R.P.

\$300 R.P.

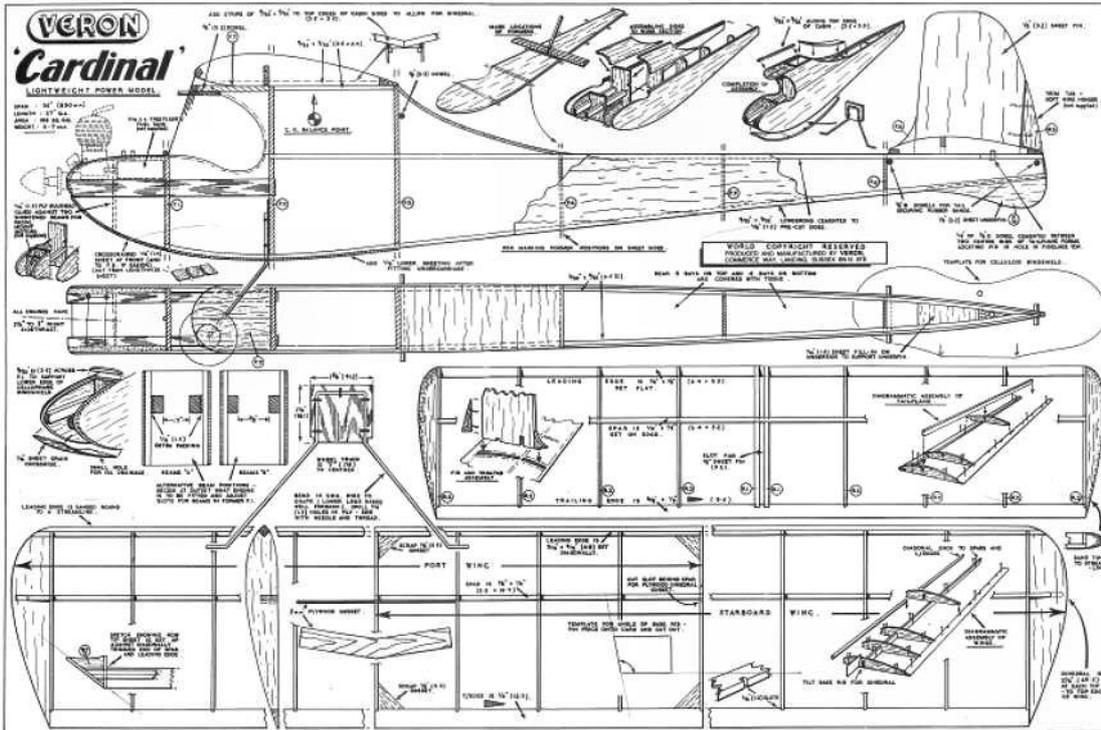


ALPHA CORSAIR  
MINOR 55" sp.





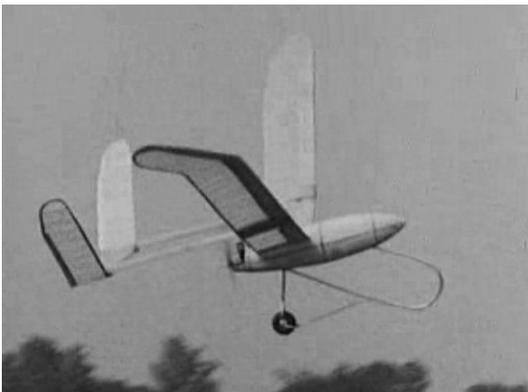




Veron Cardinal. Not much I can say apart from Phil Smith mentioned that by the time he retired 176,000 kits had been manufactured. Plan is available from him on 01202 433431

### Who knows?

These photos are dated C1937 of an event in USA, can anyone identify the model please? Who will attempt a reproduction? Are there any plans around? This would make a really interesting project.

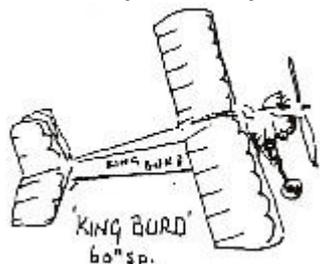


## King Burd crosses M3 by Mike Cummings

Chobham Common 13 December 2007: Malcolm Jagger of Raynes Park MAC launched his King Burd at Chobham Common having adjusted the previous settings on his Rawlings engine which resulted in an overrun.

The model climbed to a great height and proceeded towards Sunningdale (near the A30). It was eventually found by Gerry Parker at the monument

where Queen Victoria reviewed her troops in the 1880s. The model had travelled a distance of over one mile. Lucky Malcolm.



## Explanation

Now you may have noticed the hand drawn miniatures of various models throughout S&T. Furthermore you may have wondered why? Well they were all drawn by Tony Penhall to illustrate the plans he has for sale. I thought it would be nicer to spread them than appear in a bunch? Here is his complete list. You may also wonder why the engines. I intended to include more plans, copies of those kindly lent by Alan Jupp but on calling into the printers last Friday he was closed until the New Year. Hopefully I'll have more for next issue.

## TONY PENHALL VINTAGE & ANTIQUE MODEL AEROPLANE PLANS

Design	Span	Price	Sheets
1933 BLUE DRAGON C.E. Bowden cabin petrol	96"	12.95	2
1934 R.T. HOWSE Wakefield	48"	8.95	1
1934 R.T. HOWSE Fuselage petrol	84"	12.95	1
1935 KING BURD Cabin high wing petrol	60"	8.95	1
1935 MISS AMERIACA Frank Zaic USA high wing cabin	84"	12.95	1
1935 MILTON SPECIAL Wakefield	42"	7.95	1
1935 CALKIN HONEY – USA high wing fuselage petrol	36"	7.95	1
1936 SKYROCKET A.E. Brooks fuselage petrol	90"	12.95	2
1936 PETIT DRAGON ROUGE Bowden cabin high wing petrol	72"	10.50	2
1936 PORLOCK PUFFIN C.E. Bowden high wing petrol	59"	8.95	1
1936 P.L.W. 5 C.E. Bowden low wing petrol	54"	8.95	1
1936 CLOUD CRUISER Harry Mower USA High wing open cockpit	72"	12.95	1
1936 TREVITHICK MONOPLANE fuselage petrol	58"	12.95	2
1937 R.T. HOWSE Wakefield	31"	8.95	1
1938 EAGLET Ben Shereshaw USA Cabin high wing	44"	8.95	1
1938 CLUB CONQUEST High wing cabin petrol	65"	12.95	2
1938 ALPHA CORSAIR Minor twin fin cabin high wing	55"	8.95	1
1938 M.S. BEE High wing cabin petrol	47.5"	8.95	1
1938 M.S. WASP open cockpit biplane	42"	8.95	1

<b>1939 CLOUD ELF</b> R.J. O'Neil cabin high wing petrol	52"	8.95	1
<b>1940 PACEMAKER</b> J.L. Sadler USA stable low wing	78"	12.95	1
<b>1940 SKYLARK</b> Garami shoulder gull wing petrol	51"	8.95	1
<b>1946 SWALLOW</b> C.E. Bowden monocoque cabin high wing petrol	53.5"	8.95	1
<b>1946 MIDGET</b> C.E. Bowden cabin high wing diesel	36"	5.00	1
<b>1946 KANGETTE SENIOR</b> Bowden monocoque biplane petrol	44"	10.50	2
<b>1946 NEPTUNE</b> Flying boat by J.F.P. Forster petrol	62"	15.00	3
<b>1946 BLACK MAGIC</b> F. Hemsall cabin high wing petrol	60"	8.95	1

Please make cheques payable to A.E Penhall

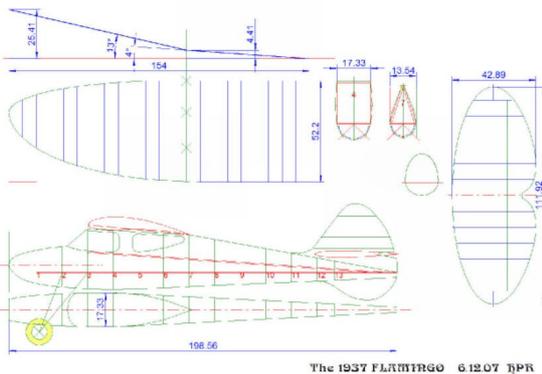
Brigadoon  
62 Gordon Road  
Little Paxton  
Cambs  
PE19 6NB

Phone callers always welcome 01480 472658

Price includes postage & packaging. Thank you.

### Peter Renggli's latest news from Berne, Switzerland.

My Galahad (Henry Nichols Holloway Road) Mercury Kit flies much more slowly than the 1.8 kg heavy Cherpaa, with the same engine OS-FS 20 and a span width of 1.35 metre and less weight. I have, after Ben Buckle has re-kitted the Galahad, ordered 10 Kits. A right Galahad fever had broken out here in Berne. Some built even ailerons to the small bird.



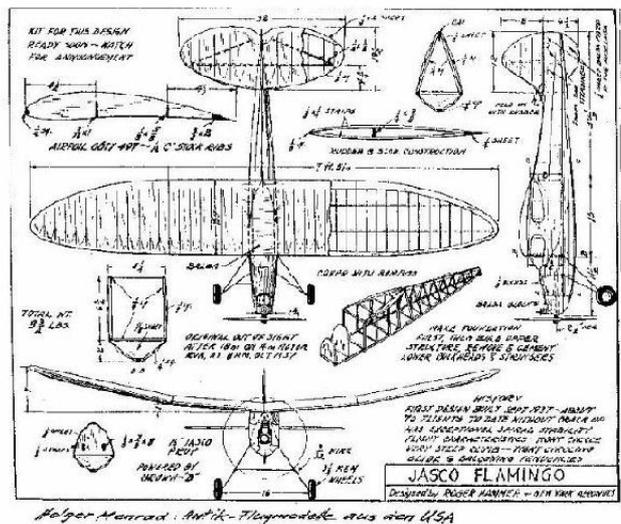
I have fallen in love with Sparkys. So I have further searched and found Mr. Roger Hammer's Jasco Flamingo from 1937. I have scanned in the drawing from a Plan Collection Book and drawn with CAD. (Still in Work). Besides this enough Wing area to carry my new project to carry. It is a Sparky! I have searched for a long time: Result: I hold a first-class made Crankcase of aluminium cast in my hand. Then a new ignition coil, a new spark plug, electronic parts for a Hall Sensor controlled ignition System, bronze for the bearings and steel rods for the

cylinder, a Perry carburettor (I like to fly slowly over the tarmac) etc.etc. It is a German Kratsch 10 engine of 1937 10 cc. Heavy and with a little performance. But exactly correctly for me. It needs a large, slow model around to catch good results there.



I am now engaged in planning the construction of the engine. There will be much work until he runs smoothly. I calculate a year for the making and the test runs.

These are my dreams at the moment.



## Tomboy Talk 2007 by Tony Tomlin

The Tomboy 3s competitions for 2007 finished with a very successful meeting held at Cocklebarrow Farm on the 7<sup>th</sup> of October. The meetings were for Vic Smeed 36" Tomboys fitted with 2 channel radio and a Mills.75 engine [any type], with the standard 3cc fuel tank. All competitors had to achieve a number of flights [decided on the day] with a flight time of over 4 minutes to qualify for the fly off, when all the models were launched simultaneously, with the longest flight winning. There was also a league running over the year when the competitors finishing position, in their best four events, gave an overall winner. This was the culmination of a year of seven meetings held at Wimborne, Dorset, Old Warden (2), St Albans, Warminster and Cocklebarrow Farm (2) It was hoped to have held ten meetings but 3 were lost due to a combination of the weather and the foot and mouth outbreak in August. Detailed below are a few facts and figures for the year.

Maximum number of models in a fly off: 12 [Old Warden].

Minimum number of models in a fly off: 4 [Wimborne]

Longest fly off time; 34minutes 46 seconds!!, Tom Airey @ Wimborne.

Shortest fly off time; 4 minutes 47 seconds, Stephen Powell @St. Albans.

No of crashes = 1: Stephen Powell in a qualifying flight [totally wrecked and broken crankshaft] @ Cocklebarrow Farm.

Models lost in lift = 1: returned after 21 weeks sheltering under a hedge, now repaired and ready to fly [renamed Lucky Boy!!].

Total of competitors overall in fly off = 53. Competitors who failed to get away in the fly off = None.

Mid airs = None.

Strangest problem. A Tomboy that dived into the ground on every launch. [Cured by ensuring the engine wasn't running backwards!!].

Engines used seem to be evenly spread between the original Mills.75 and the Irvine and Indian replicas. The overall winner of the league was Stephen Powell who was using an Indian Mills. Tom Airey was second using both Indian and original Mills. Props used seem to be the APC 7x5, on the faster revving Irvine Mills, up to the Master 8X4 seen on some original Mills.

Most engines were running for around 2minutes on their 3cc tanks.

Generally all models seemed to weigh between 12ounces upwards. The lighter models do seem to achieve the best results.

One competitor said to me that the competition is 1/3<sup>rd</sup> the model, 1/3<sup>rd</sup> skill and 1/3<sup>rd</sup> luck. It does seem that there is no magic formula to become a winner but the models that climb steadily, without any sudden changes of direction, seem to perform consistently better.

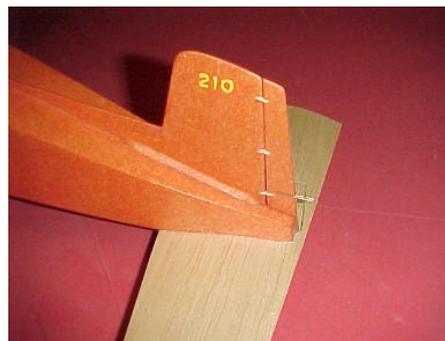
It is planned that there will be around 10 meetings in 2008. Locations will be announced in the modelling press as soon as they are known. Meetings are already planned at Wellingborough on 30<sup>th</sup> March and at Old Warden, 11<sup>th</sup> May and 28<sup>th</sup> September. There will be a small entry fee at some events to cover costs.

Contact Tony Tomlin 02086413505 or email [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com) for details.

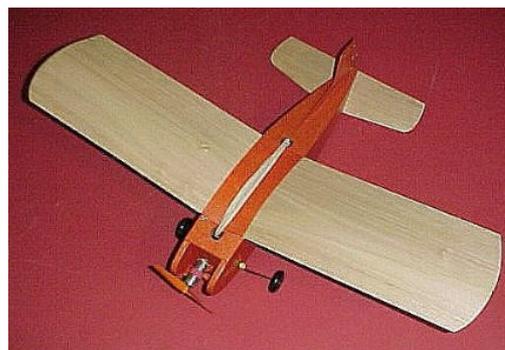
## Guided Mite by Dave Day

Attached plans of the Guided Mite from Vic Smeed's 'Favourites of the Fifties' plus a picture of the tail feathers. Mine has a GWS EDP 50 unit with a GWS 5 x 3 prop (A Union U-80 prop is better still), A GWS Pico Rx and Pico servo with a GWS 2A ESC. Power can be just about any 2S Lipo pack you have around.

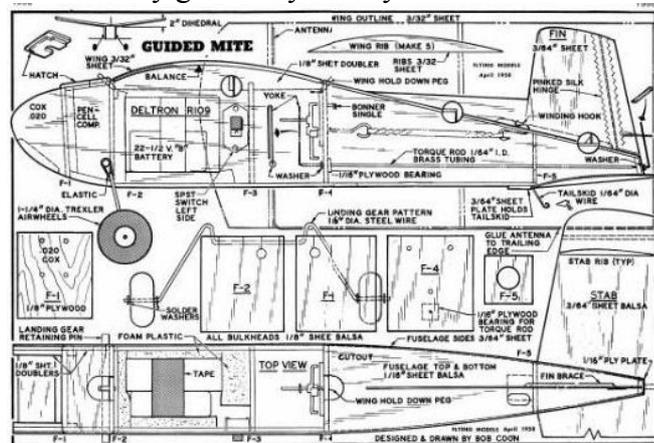
*(The following appears on Dave's website)*



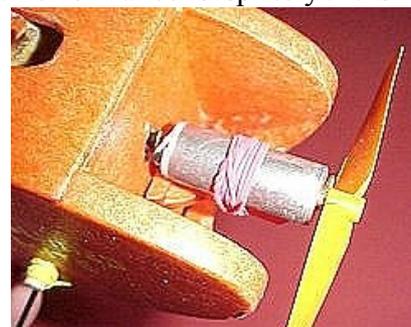
This design dates back to the 50's and was designed by Tom Coon as a single channel model for a Cox 'Pewee' glow motor and single channel radio. With a valve receiver, various batteries and an escapement it weighed around 7.5 ounces. Construction is all sheet balsa. I used a mini servo driving the original size rudder via the original wire torque rod. With a GWS 'EDP 50' unit, plus 2 amp ESC, a 'Pico' receiver and 2S 1P 340 mAh li-poly, it weighed 4.25 ounces. Performance is 'spritely'. It is



great fun trying to fly with just rudder and throttle but, inevitably, it eventually gets away from you. At around half of the design



weight it is virtually indestructible. However, those props break very easily. It really needs an elevator, but that would make it too easy.



The motor is simply bound to a motor stick with rubber bands, the stick being inserted in a hole in the front bulkhead. The model is very sensitive to thrustline offset and this makes it

easy to adjust.

## Old Warden SAM Gala 23/24 June - radio control

Anyone flying R/C will have to have an 'A' certificate. On the Friday before there will be examiners at OW for anyone who wishes to take the test. Personally if you can fly reasonably well and have read and remember the BMFA codes of practice, not that many, then you will have no difficulty in passing. Alternatively if you don't know anyone where you live who can test you contact BMFA for such information.

## Pinocchio from Geoff Northmore



Thought this might interest a few readers since I wrote earlier of my doubled sized Pinocchio. This time a 33% increase gives a 33" wingspan and still remains fairly faithful to the original construction. The major changes I've made this time are the cabane wire shapes - still with a three point upper wing



fastening however - and a bit of cowling to try and keep diesel exhaust "goo" from running down the fuselage sides. The tail plane, fin and rudder are now flat plate and



I've reduced the engine down thrust since I've also decreased the wing incidence. On the original every thing seems to be acting against the other - well we'll see! My Mills 1.3 Mk 1

(purchased in 1947/8) should provide enough urge I hope. For a throttle I'm using an HP21VT unit which fits to an adapter. I've used this method before with some success. A couple of photographs show this particular carb fitted to the Mills 1.3 and an Indian Mills 2.5



Lastly may I wish you and all your readers a Merry Christmas and a Prosperous 2008. Geoff.

### Twining's models from Tim Westcott

I don't know if the following is of any interest to you but if so - use it as you wish for the 'magazine'.

I have not researched too deeply so there may be experts who choose to disagree!

Further information on Twining's other activities



can be found using Wikipedia

E W Twining, who was born in 1875 and died in 1956 is largely credited with winning the first "Wakefield" type contest in 1908 with the 'T' Frame pusher shown in the pictures. This is purported to be his original model that was renovated by Alwyn Greenhalgh many years ago.

He is also thought to have been the first person in England to produce 'Kits' The pictures show one of his kits from 1910 and



demonstrates the rather crude packaging employed! I have only unwrapped the 'Kit' once so that the pictures could be taken and I deliberately made no attempt to smooth out the plans. Although I am a firm believer in old kits being turned into models I think that I will leave this one as it is.



## Peter Renggli's photos of Swiss Vintage meeting 2007

As you've probably guessed by now I really enjoy photos and plans. Now that there are not many meetings outside, the weather not too good and the dreariness of winter I thought I'd include Peter's photos, which are bright, cheerful, colourful and uplifting. If these pictures don't get you in the mood to build and fly perhaps nothing will. I hope you enjoy them as much as I have they certainly cheered me up! Next step is obtaining a couple of passports.



Peter Maurer's Falcon 56



Rudolf Schenker's Red Zephyr



Karl Meier's Slicker



Rudolf Hadorn's Amateur



Walter Wolf's Kapitan



Robert Munger's Dyno



Karl Studer's Riedstern



Karl Petz's Simplex



Kurt Glanz's Bulldozer



Christian Tanner's Riedstern



Thomas Ghisler's Hummel



Urs Kaufmann's Bulldozer



Andreas Tschanz's Fifi



Hans Greising's Adler





## Tony Penhall to the rescue

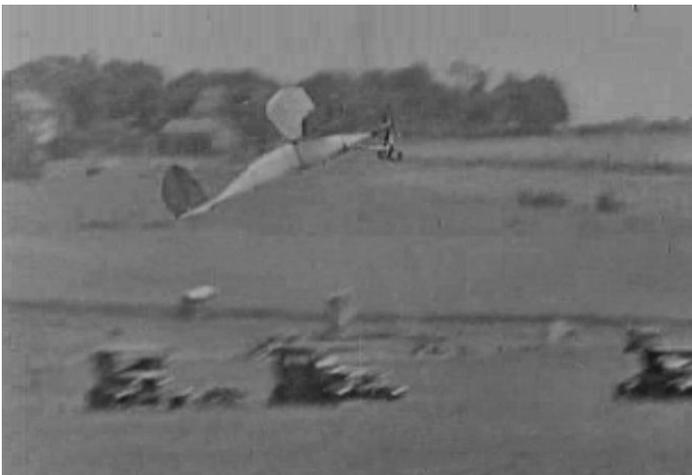
Notes on the two photos by Tony and extracted from a letter to me.



“I noticed a number of Americans I also knew. Joe Kovel with his KG! Which hit a car on Hadley Field at the Eastern States contest in 1935 when he established a world duration record with his other model, the 10’ span KG2 at the same meeting! Joe and I had some correspondence to over the years.”



*(I messed about with the film, after receiving the letter from Tony, and the fin of the model in the photo seems to show KG2 unfortunately I couldn't reproduce any clearer than as shown. JP)*



*(Now I hope that this picture is of the model that Tony was referring to, if not I'll amend next issue. JP)*

Maxwell Bassetts polyhedral winged model is seen at Camden airport in 1934 when he established a fine flight to Middletown, Delaware a flight of more than two and a half hours! Landed in a field of cattle that didn't even notice it, according to Jack Burne who followed the flight in a civil aircraft!

## Printing plans by Dave day

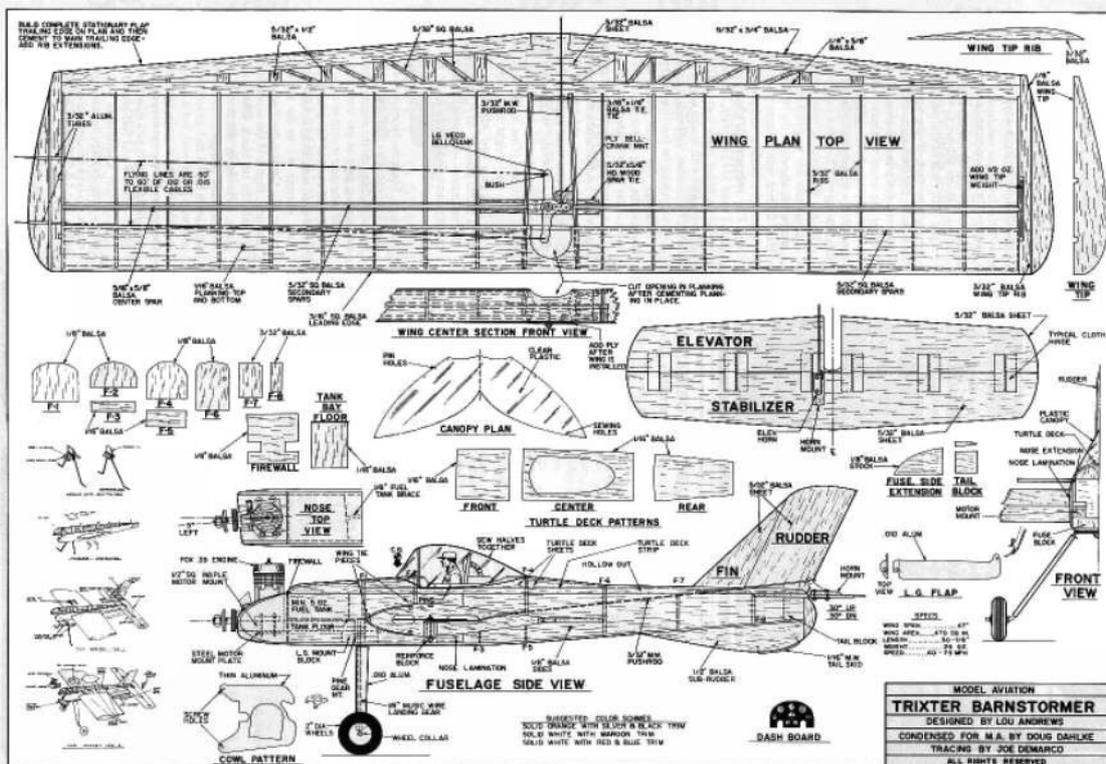
Editor James has a collection of plans that he is willing to dispense via email (see S&T No. 12). He says that a printer will print them out for you at a reasonable charge - OK if you can find such a printer

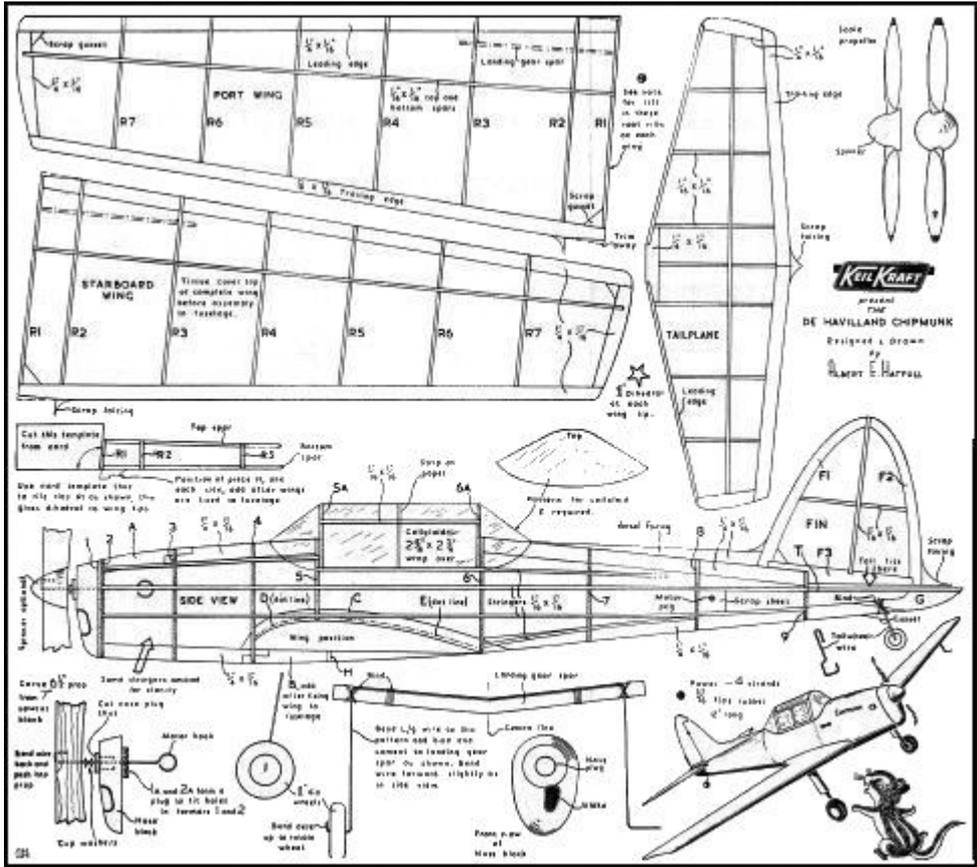
I used to do this process myself by cropping a JPEG into A4 size chunks and print out that way. The problem here is in cropping to the right size. I used to print out one corner of the plan and crop to the size of the resulting print, then find out what size that was in pixels and proceed to divide things up that way. Any missing bit could then be cropped separately and printed out, making a patchwork quilt of varying overlap.

I mentioned this to Geoff Stevenson one day and he pointed out that there was a graphics program that would do this automatically - 'iPhoto Plus'. I then realised that I had version 4 bundled with my scanner and I had never used it. It works very well and will handle both TIFF and JPEG format. If you select 'Print Preview' you are given 3 options - Normal, Tile and Poster. If you select 'Poster' you are given a view of the plan with dotted lines indicating the resulting pages in your selected paper size and two boxes which let you set the horizontal and vertical overlap. As you change the overlap, the pagination changes to suit (I normally use 0.5" each way) so you can see what you are getting. You can rotate the image and switch the printer between portrait and landscape to find the best layout, A bonus is that you can then select which of the pages you want to print - very convenient for printing out full-size parts separately or checking the size if there is a scale rule on the drawing.

The only problem appears to be in finding 'iPhoto Plus 4'. It is a Ulead program but does not appear on their website, though they do have later programs which might do the same job. You can try a free version of their latest program but it times out after 30 days. None of the software websites seem to have 'iPhoto' but it is still bundled with some scanners.

If you need a copy and can't find one, contact me via the editor and I'm sure we can arrange something. If you know of a similar program, please let us all know.





I included this KK plan, as along with the Dolphin and Gannet is the model I've most built albeit when I was still at junior school. Must have built at least half a dozen. It was one of these that I discovered how to dry dope quickly. I must have been about 8 and holding the doped model over the gas ring of the cooker dried the model out perfectly with no warps. First time I tried it fantastic second time well..... woof (not a dog either). It went up in flames very quickly,

I don't even remember it burning me. My brother, 7 years older, then demonstrated how lighter fuel sprayed on ones hand then lit could cause a lot of flame and no burns. I shudder to think about it. This plan came from Replikit.

**Don't forget**

For those of you in Dorset don't forget the BMAS indoor sessions at Allendale Centre, Wimborne. If you've lost details email me and I'll send.

Nearly forgot a Happy Christmas and prosperous New Year to all