

Sticks and Tissue No 15 February 2008

I'd like to thank the following contributors, without whom this newsletter would not be possible David Kinsella, Tony Penhall, Ian Finlayson, Ron Moulton, Mark Moran, Mike Cummings, Dave Day, Phil Smith, Dave Bishop, Ian Finlayson, Alan Jupp (Many of the plans), Geoff Northmore.

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

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

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

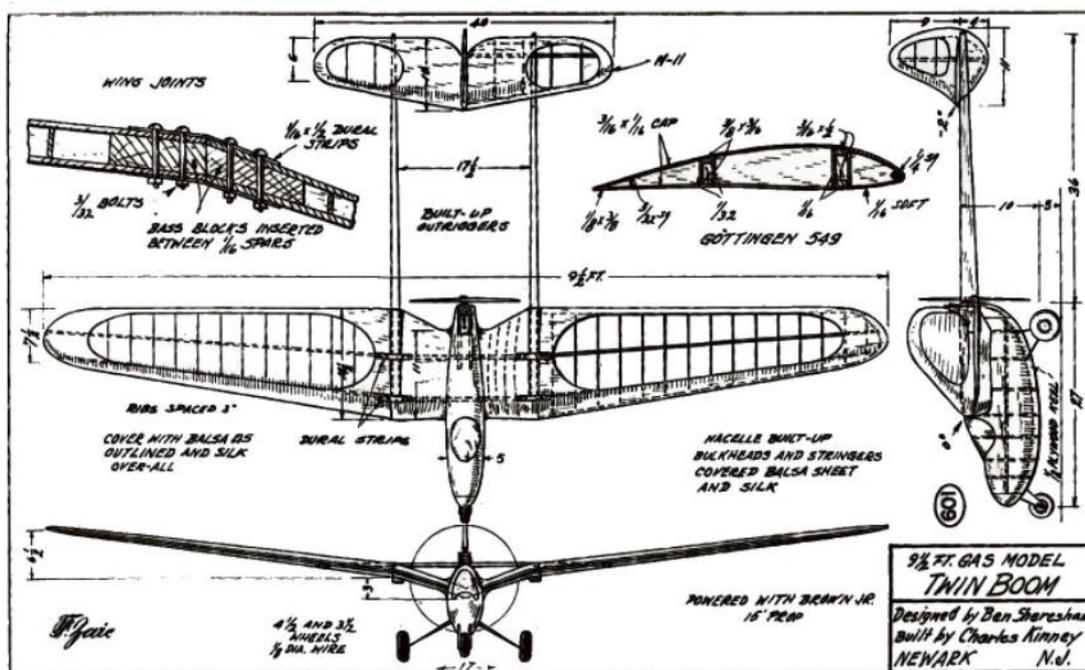


Lindsey Smith's Veron Junior Combi Corsair at Middle Wallop

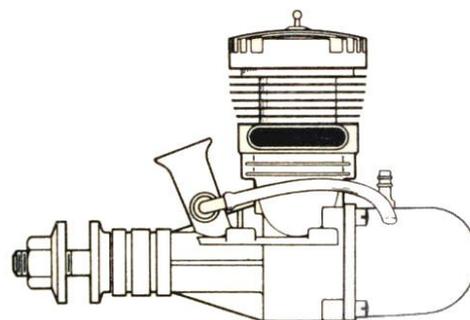
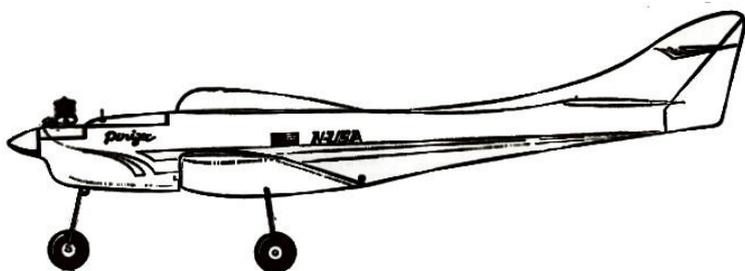
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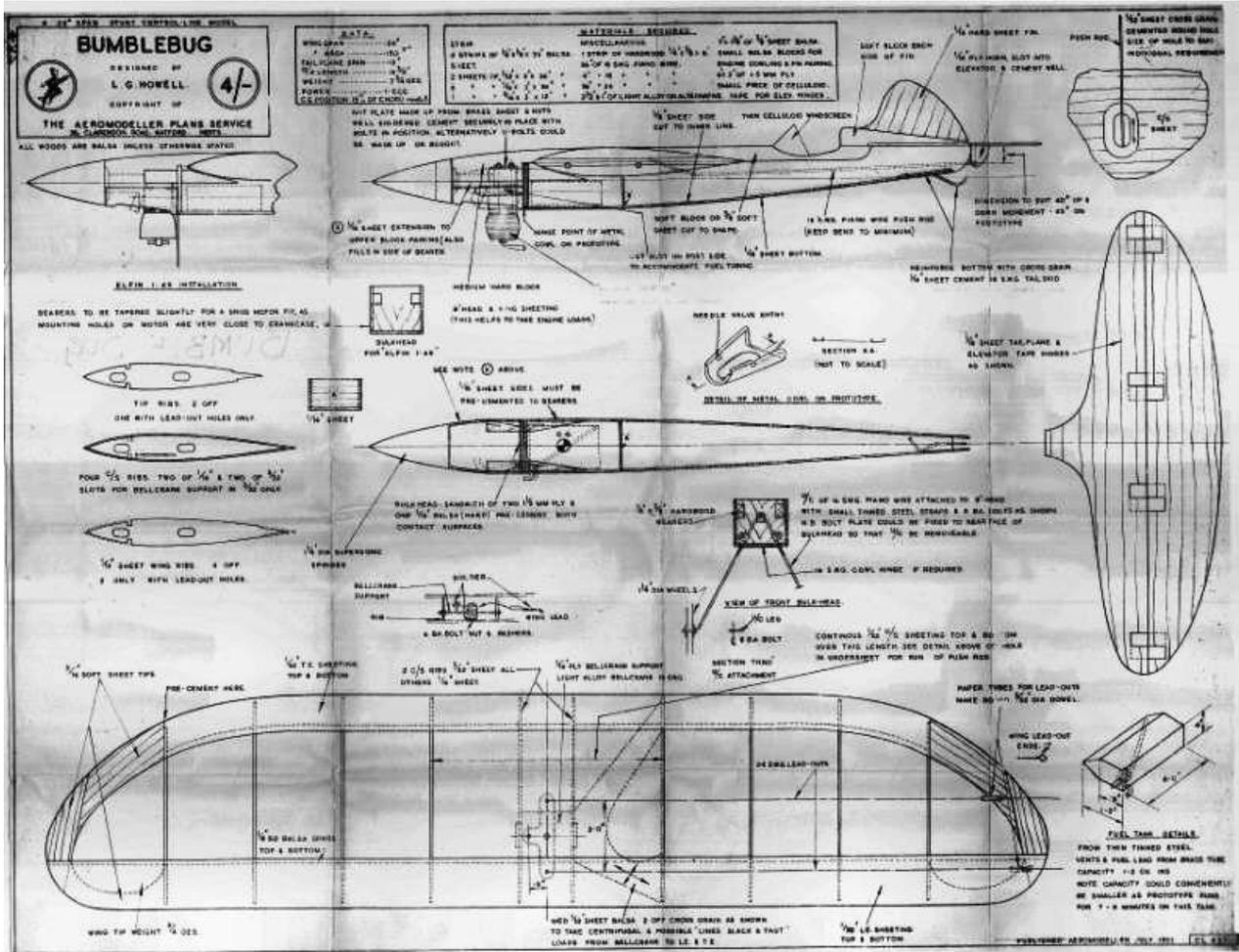
Identification of photos from Phil Smith

I was pleased to receive the following from Phil regarding request in issue 14 for identifications and here are his abbreviated comments: - "Have had a good look at the pictures on Page 11 Second down (left) is a scale flying model of an American limited home-built by the name of Corban Super Ace. In the film it flies exceptionally well considering the virtual scale dihedral – or lack of it. I did build a model of this for free-flight rubber in the days before the war – from a Lindberg plan from an American magazine. Flew well too. Second down (right) is a twin boom design by Ben Shereshaw (of Cumulous and Cavalier fame). This one was built by his pal called Kinney and is featured in Frank Zaic's Year Book 1937 on page 109. I believe that the chap holding the nose is Shereshaw himself (as from other photos that have cropped up from time to time).



Who will be the first one to draw up the plan and make?





From Mark Moran

Just before Christmas I was lucky enough to find some twenty odd Meccano Magazines from the early to mid fifties being offered on Freecycle. I managed to get these and as one who played with Meccano have enjoyed browsing through them very much indeed.

It would be very easy to ridicule some of the models then made but what astonishes me is the ingenuity that so many people had in using what is not more than a handful of basic shapes and pieces. For example there are several versions of working car gear boxes, differential gears etc. factory machines and of course lots of cranes! How different people were in their outlook then.

In amongst the articles, themselves very wide ranging - there is one about the Duck Billed Platypus for example - there are lots of advertisements, a few, not many, for model aircraft and a high proportion of these are ready to fly, though generally the more simple models. Quite a few adverts are for FROG models and include one or two I have not heard of, The Tarquin for example a 36" swept-back wing f/f power model.

Having just bought my first scanner and anxious to try it out I have scanned the model aircraft ads. I attach the one, which includes the Tarquin and will happily send on the others, another seven I think, if you would be interested to use them in S&T, for fillers perhaps if you ever need such things.

THE MECCANO MAGAZINE

FROG
Rubber Powered
SPORTS MODELS

A fine series of "easy to build and a pleasure to fly" FROG models - all about 18 in. wing span and featuring FROG ready cut parts and plastic accessories. The models shown here will soon be joined by more super designs - so call at your local FROG stockist today and start your flying circus!

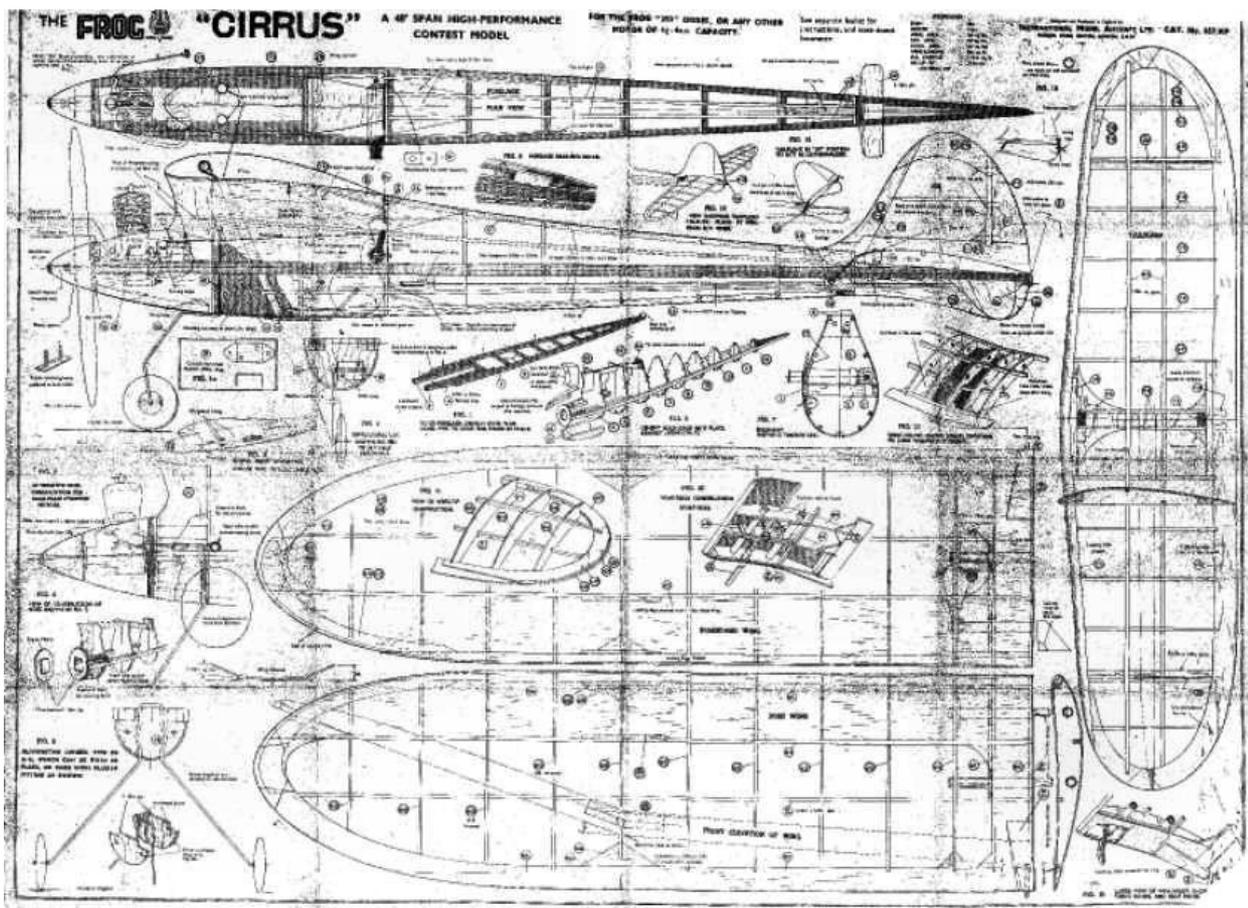
and a fine power model for the **FROG "50"**

FROG TARDIS
A 36 in. span power model of a superb design for the FROG "50" group. The FROG "50" is a thoroughly complete kit with all wood parts cut to shape and plastic accessories, etc. The "Tardis" may also be flown as a glider.

FROG "30"
The best of all the small models! The FROG "30" weighs only 4 lbs., is easy to start, runs at 15,000 r.p.m. and is the ideal choice for your first engine.

International Model Aircraft Ltd., Marston, London S.W.19, England

Out of interest I "Googled" for the Tarquin plan and found that it is listed, only once, in Airborne Magazine in Australia www.airborne-magazine.com.au I have not made enquiries so don't know if the magazine still thrives or not, a full list of their plans is available as a PDF download. *(This next bit is a later email)*. I have not heard anything from Airborne magazine yet but remembered that Peter Williams (used to be Pete's Plans) had a whole collection of FROG, KK, Skyleda, Comet, etc etc plans and have contacted him about the Tarquin. Sure enough he has it on file for £3.50 plus 75p for p&p. He told me that his plan is a copy of the original FROG one whereas the Airborne magazine one has been redrawn. Perhaps you would like to update my earlier contribution to reflect this. Peter can be contacted at peter.awilliams@virgin.net Peter Williams, 13 Southminster Road, Cardiff, CF23 5AT



Crawley Indoor by Dave Bishop

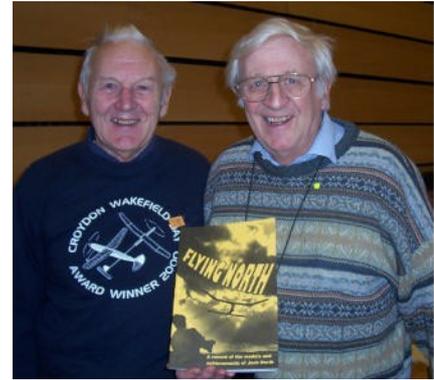


The pics as follows taken at the super indoor flying event organised by the BMFA at Crawley on Sunday February 5 are SE5a by Divs Masters from Walton on Thames and his wife's Cessna at 13 inches wingspan complete with full rigging!

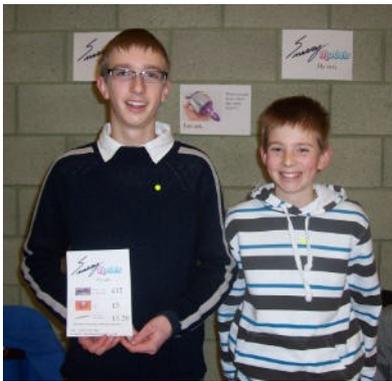


His wife (name?) was also there with a beautifully built (by her) Cessna.

Also Martin Dilly with David Beales and co author of the book Flying North "wot they wrote" at £17.50 and worth every penny.

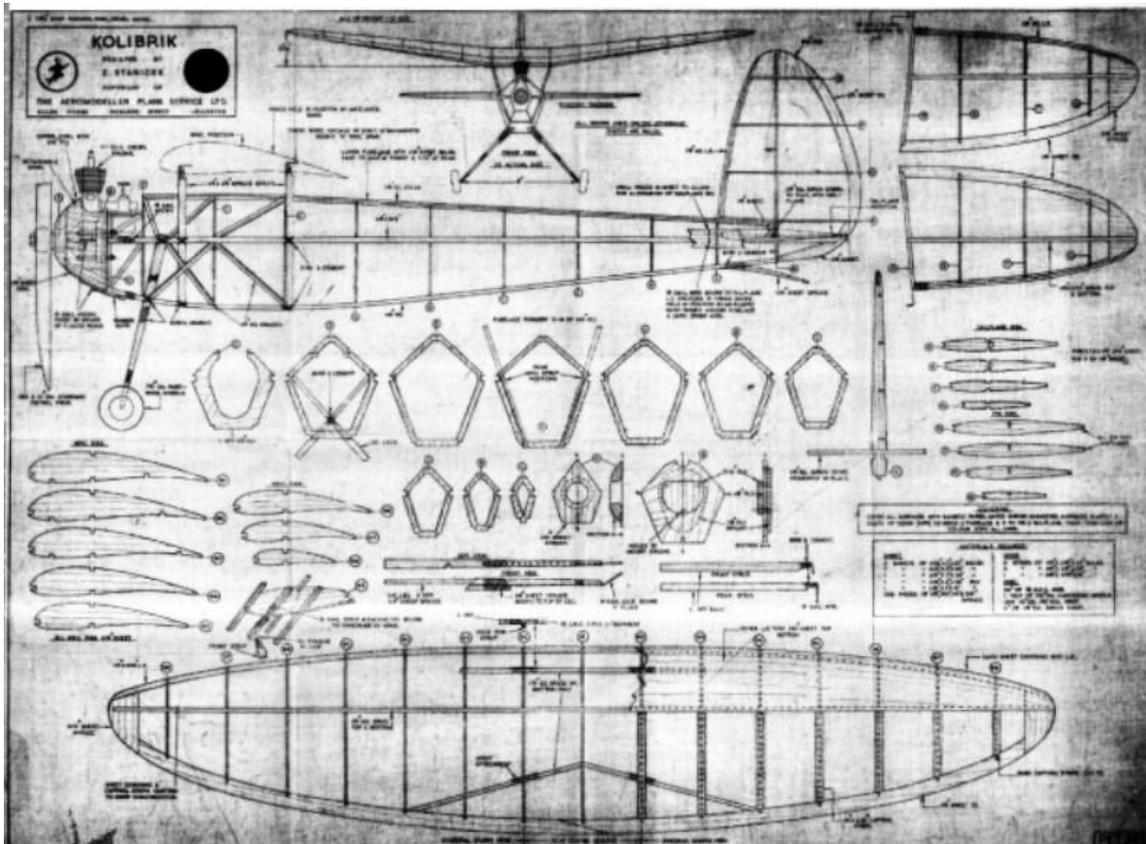


A young man who is definitely "going places" with his friendly quiet and efficient manner is 16 year old Sam French who has a



shop called "Snazzy Models" and he sells the tiniest radio and servos I have ever seen. They were selling tiny Bell 1000kv motors plus an 18-amp speed controller for £12.00. 5 grams servos for £3.00 and 9X6 APC style electric propellers at £1.20 and they are available on 01293-531564. His business goes under the e-mail name of samShop@tiscali.co.uk and they come from Crawley in Sussex and belong to the Crawley and Three Bridges Clubs. He has a brother James age 12 who is not into flying but he does come along to the indoor meetings and is also a great helper on his stall. Sam makes and flies electric models plus he is learning to fly helicopters. He is also keen on rubber powered free

flight aeroplanes. He told me that Snazzy Models sell all things electric connected to flying and nearly anything you want he guarantees to sell at a lower price.



Vintage Photos



RAF Wendover 1927 (What is the shield, does it still exist)

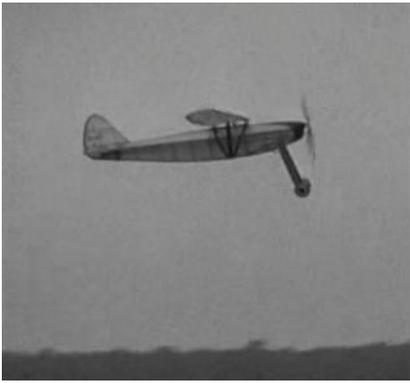


Wimbledon Common 1930



French ornithopter 1936

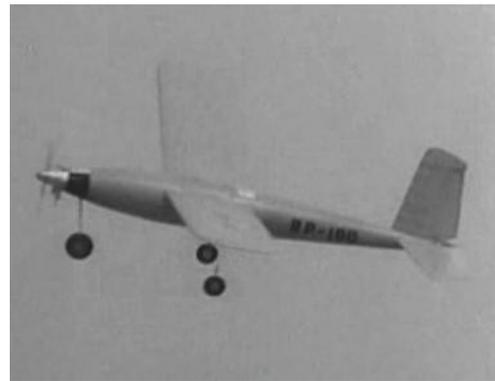




All above photos from a meeting held Paris in 1936



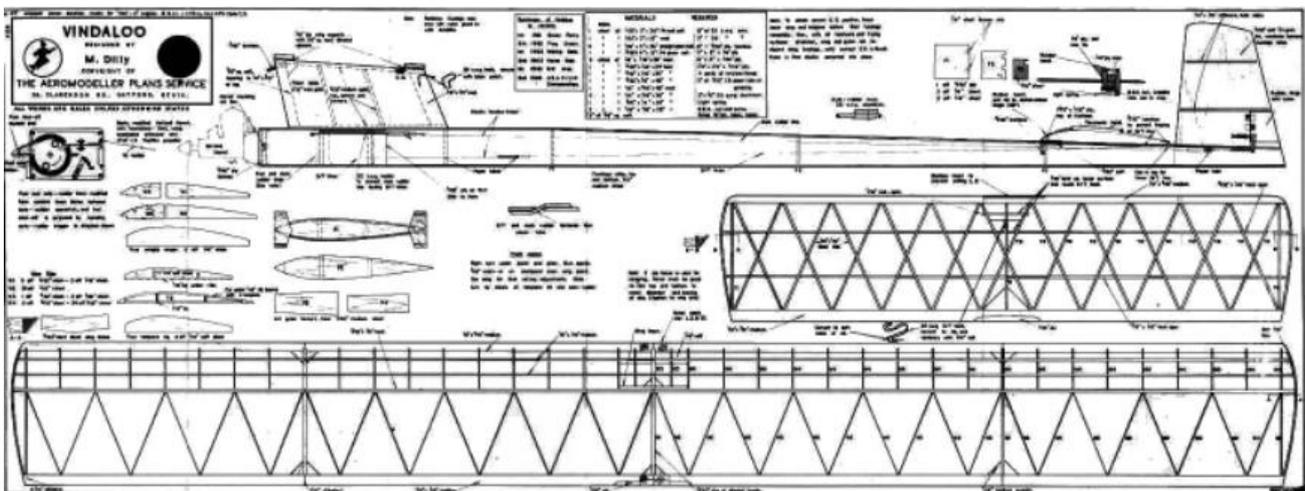
C/L from Kenley meeting 1956

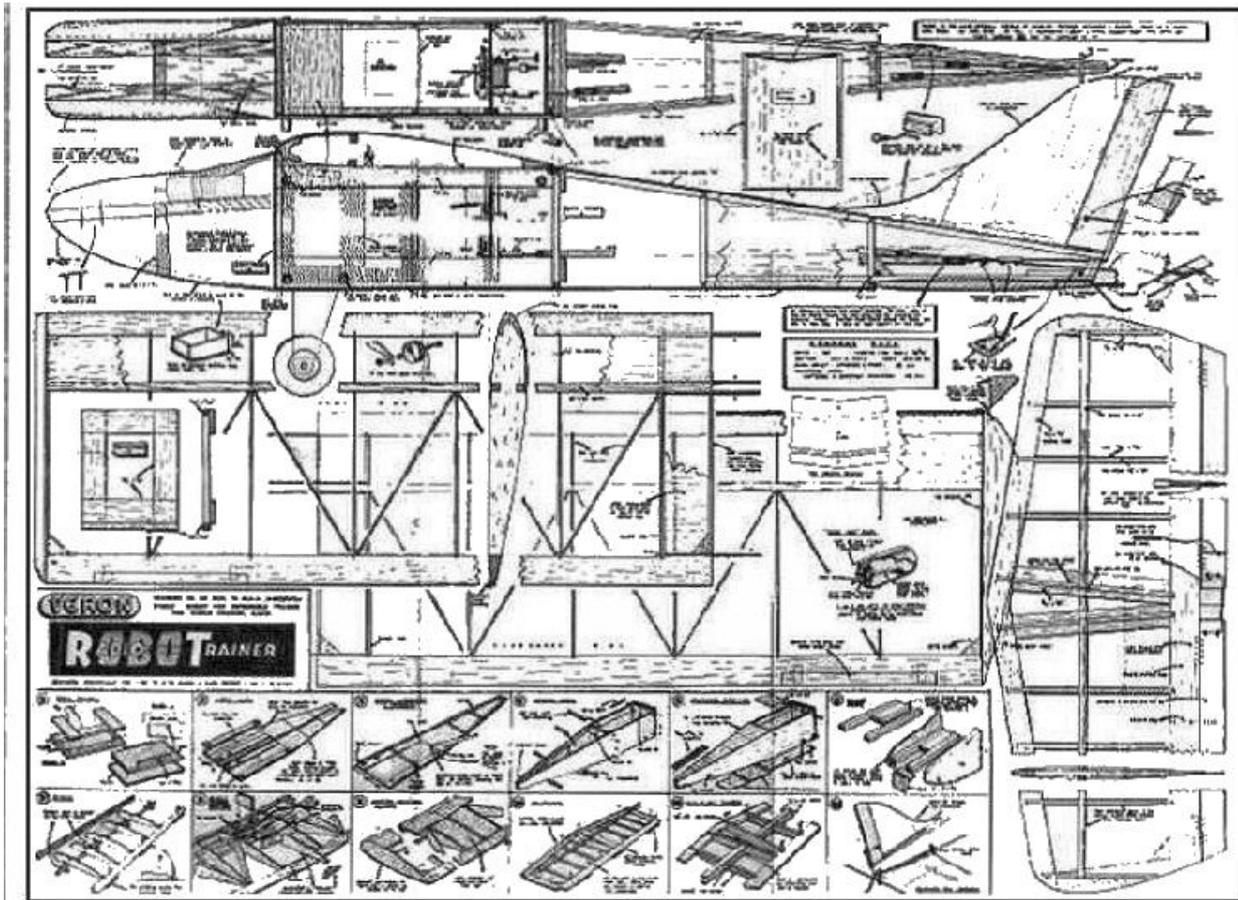


An R/C model from Germany C1962



Two from Kenley world champs 1962





Another of Phil Smith's designs.

David Kinsella's column

Four-strokes

A US feeney four-stroke was buzzing in the late 1930's. The collectable Morton M5 five cylinder (Later the Burgess M5) followed while in the UK J & G Jensen offered the Channel Island Special 10cc. Now four-strokes are all over the place, big and powerful and reliable thanks to quality radio control. A vintage shot of my model launch indicates that its four-stroke Gannet could deliver the goods in 1960, but the explosion in four-stroke interest was still years away in the 1980's. Mighty and magnificent is the rarely seen 9 cylinder Techpower of 50cc.



Off Ruxley Lane

Like the Gannett and Mike Beach's ohv Sharvell, big singles of 30cc and more were made by ED's basil Miles, and out there somewhere is his blown twin for boat use. His engines powered models across the Channel and he did special work for Custard magnate Bird, Campbell and Taplin. Visits to his large garden workshop in Ewell were a treat, to one side a motorbike with a 250cc ohv Miles in the frame. Early ED decals were circular.

Gee Bee

The USA favoured the radial. A few were huge devices of great power and complexity, even with three rows of cylinders. Pictured is my Gee Bee racer, a fine model of the racing side of American radials. Spanning 50 inches, power comes from a 10cc Fox. Fine work by Alan Walker.



Golden Eagle

The great colour comic burst upon the scene in April 1950. Thanks to Dan Dare, Harris Tweed, PC49, captain Pugwash and pages of factual stuff of interest to boys, the Liverpool presses were soon churning out a million copies a week as a fleet of Humbers with roof-mounted golden eagles were in towns and cities. A strong team of skilled enthusiasts, a good 17 in number working from Shoe Lane EC4, drove eagle. Frank Hampson made Dan dare and heading the famous centre spread team was L Ashwell Wood, an engineer and draughtsman from the aviation industry. Supporting the Eagle Club were Neville Duke, Stirling Moss, Stanley Matthews and Denis Compton. Nothing like it before – or since. My class a KK VTR (ED Racer) is called ‘Dan Dare’.

300SLR

Rarely does a model of an aeroplane, boat or car appear in the National press. One of 800 starters in the furious dash around Italy in 1955, the silver Mercedes-Benz 300SLR driven by Stirling Moss won in record time and is now celebrated by CMC with an exceptional model of the car. The Mille Miglia stands alone as the Everest of the sport. Nothing comes close. The Telegraph and others gave Sir Stirling Moss and the car good coverage.

It's Super

Pictured is my new Super Saint awaiting its port wing transfers. Oscar style thanks to Terry McDonald (plan), Stuart Robinson (wheels and spinner), John Goodall (Eta 29), Alan Walker (construction and paint), Ken Marsh (design) and West Essex boys Muscat, Taylor and Marsh for the speedy Super saint demonstration during VTR2000. Impressive stuff.



Albert's Own

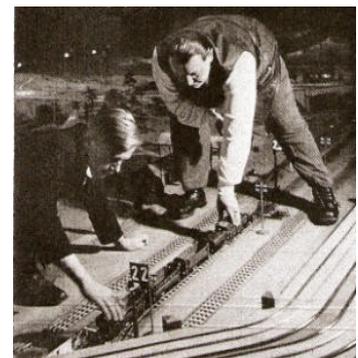
Life's a funny old thing. More than fifty years ago I enjoyed the super 32 inch Senator, as reported. Just weeks ago I was zipping along A12 with Albert Hatful's own Senator kit on the back seat. It's complete and in great shape, the box lid in green, red and white as I remember it all those years ago. It is beautiful! It is nostalgia! It's vintage!! And re Albert's Junior 60 I see that one plan features a K6 petrol motor while another shows the ED 246 Racer.

Some Ace!

Gunther Bell flew ME109's. Shot down eight times, he had 275 victories, headed the Luftwaffe, worked at NATO, lectured widely and wrote of his life. A signed copy came from David Bancroft (01983 759069).

Happy Hermann

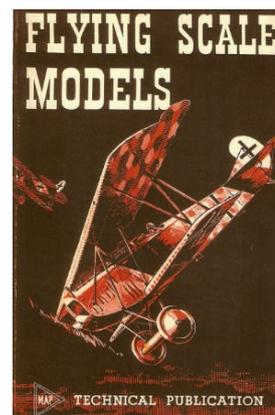
As mentioned a while ago here we have Goering with his huge gauge 0 model railway. Assisting is his nephew Friedrich. In the distance are tunnels, buildings, lights, and trees, the whole very advanced for its



time. On the lake nearby was a rowing boat to assist with Hermann's model yachts and galleons. The model railway had two thousand feet of track

Three of the Best

Carrick's stooping DV11, possibly on a doomed DH9 or unsuspecting Camel, is perfect for Ron's discussion, first published in 1956 (128 pages). At its side should stand two more, one on control line operation, the other a detailed work on model aero engines. These classics by Ron Moulton employ stout board, linen, quality paper and are properly built – to last! My set is in perfect condition, properly signed up (Flying Scale Models by Hatful and Moulton) and much loved. Hollen Street press Ltd may have gone but their fine workmanship remains.



Memorable

In 1988 good weather let Mike Hetherington extend his Earl Stahl Spitfire at Old warden. Enlarged to a span of 54 inches, geared rubber of 32 strands, light blue as K5054, a Tomy timer tripped the u/cart to the raised position 8 seconds after launch. What a sight! And at the end of that year we had nine days of MEE!

Movie Times

Chaps are so restricted these days. Far easier times let me drive around armed to the teeth, as here with a 25 pounder and Garand rifle in central London. One night in a supercharged 540K we, in full kit as German officers, picked up a RAF hither near Sandhurst. Apart from 'ja' not a word was said. Route 66 was on a loop and the big Mercedes flew. I wonder if they believed him at RAF Uxbridge.

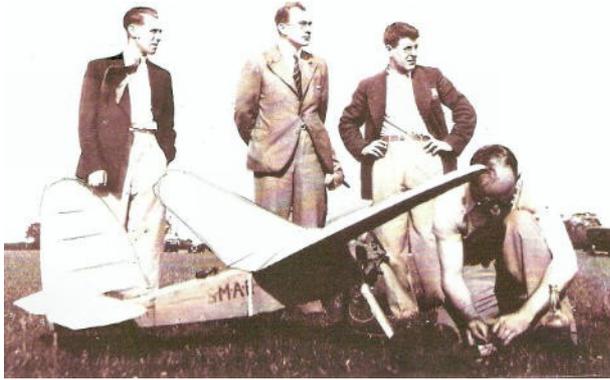


Vintage odds and ends from Tony Penhall

The models (January S&T), which pose a question as mentioned are, I suspect: Left to right; A Miss Philadelphia 1V with seven foot span wing and the upright fin instead of the one with which we are more familiar with the rounded profile. (Referring to a DVD I gave Tony) Could be Maxwell Bassett seen to chase the machine in the DVD you gave me with a modeller catching the ship by hand.

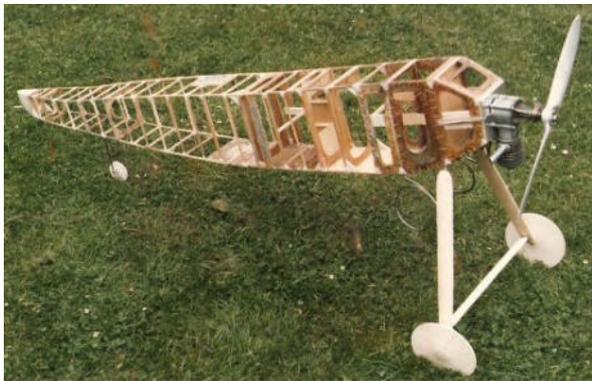
The semi-scale job looks like a Rearwin Speedster to me, but no idea who built it. Then the picture opposite with the twin boom model in the foreground may well be the work of pioneer Ben Shereshaw. If I am correct it could be XP3 the fellow holding is probably Charles Kinney who built the machine. But I may be wrong, not much to see in the photograph, except the model in the background with the deep belly and a Brown Junior engine, which I suspect is Walt Good's Guff. Nationals R/C winner about 1940 I think. I have a picture in my Edition of it landing at Detroit. I was impressed by the flying "Down under" with the left bottom model unknown to me but it's certainly an attractive design. Why launch a model from a motorbike I wonder! Just to show it can be done I suppose!!

Here are two historic photographs from my albums, Blue Dragon built in 1933 by our then, Captain C.E. Bowden.



From the left – unknown, JC Smith, RJ Trevithick, CE Bowden. Faireys Great West Aerodrome Summer 1934. Captain Bowden prepares the Blue Dragon for a record flight O.O.S. of 12 minutes 48 seconds.

Flights eclipsed the flights made by Max Bassett in the USA with the far more advanced Brown



The original Blue Dragon as found by Phil Smith in CEB's loft

eventually restored by the late Alwyn Greenhalgh complete with the original Atom engine used to create the British petrol engined duration record at Faireys in 1934.



The original Blue Dragon

some down elevator to prevent the steep climbing attitude the model would usually describe! There was no response. The Dragon commenced a turn to the left with the torque of the engine and continued to climb steadily! No response to the controls and that feeling of trepidation as the machine flew off on a free flight sortie! I had overlooked to switch on the receiver. The free flight of the Dragon that day proved beyond doubt that the model was capable of grand performance echoing the flight of the original purely by accident! The climb was well maintained and the only reliable piece of equipment worked as I had hoped and the timer cut the electrics as expected. The model slipped into a nice glide about 50ft above the oak tree covered escarpment about a quarter of a mile away atop rising ground.

The model was first flown at Renfrew aerodrome when C.E.B. was stationed near by. The model climbed away on its first flight with a duration of more than 17 minutes but the flight was never ratified as a record for a petrol engined machine, which he then held with his BEE monoplane flying from Faireys Great West Aerodrome the same year. Both these models were powered with the Edgar T. Westbury designed Atom Minor two stroke engine of 14.2cc. These early

junior engine produced by Bill Brown. The Atom Minor had a mixing valve carburetion system, which was always tricky to adjust, while the Brown Junior was fitted with a simple needle valve and tank mounted in line with the engine. An arrangement universally popular today.

But way back in the mists of time I built a Blue Dragon following research and using comments and help from Colonel Bowden himself assisted in the long term by Phil Smith, who, in C.E.B's passing during the 80's found the original model which was

My first essay in the Blue Dragon habit was really a look alike despite all the help I had been able to drum up. The model was powered by a model D Brown Junior which I still own and with a dash pot timer I could get about four minutes engine run for a nice climb to about 400ft altitude. But I have to admit that as a dyed in the wood free flyer, the lure of radio assist made good sense and rudder and elevator controls gave me peace of mind in the rather confined spaces of my private field.

On one occasion I started the Brown junior picked up and rather casually launched the machine. I put in

I followed the model in my car watching anxiously and stopped in the road within walking distance as the Dragon hit the trees. I really imagined the worst, broken wing and a hard climb to the tree tops to get the beast down safely. But to my amazement the machine was sitting pretty on the ground completely unscathed! It had fallen through a friendly canopy of leafy branches to sit there waiting for me. It was a fortunate moment I shall remember fondly!



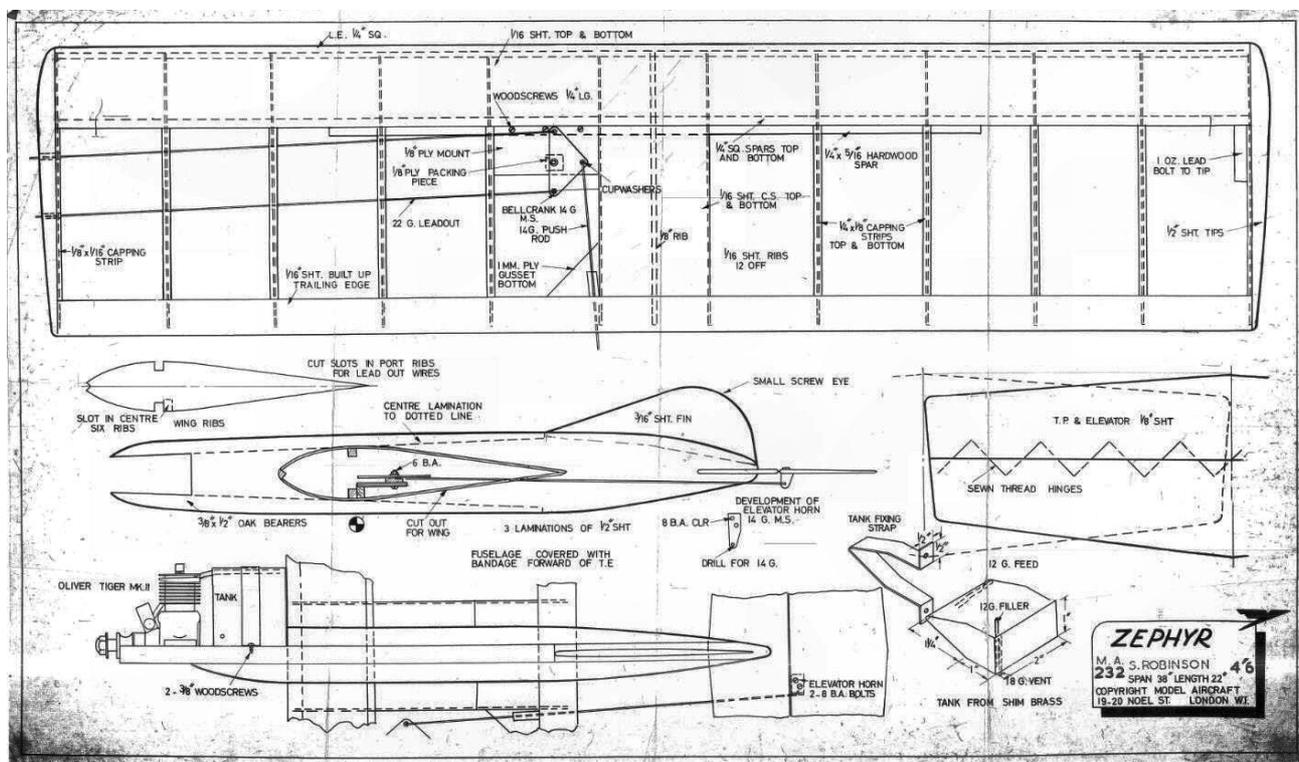
Nose shot of the Atom Minor powered replica 'Blue Dragon' for free flight

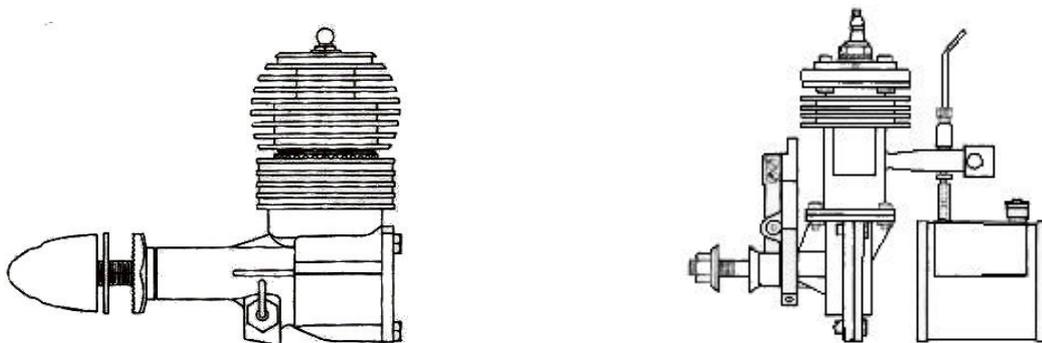
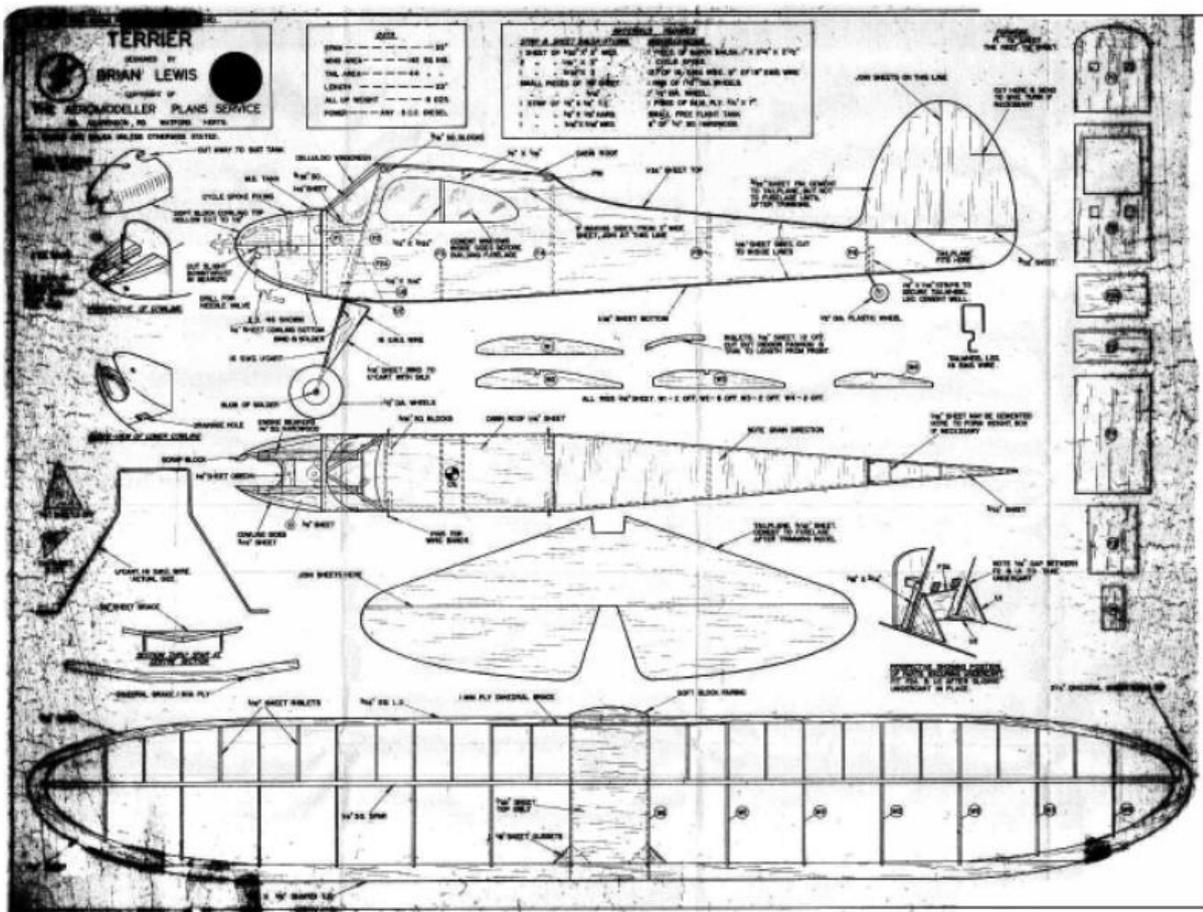
We had lots of flying subsequently, dropped a parachute on occasion and in total probably four years flying including a day at Cocklebarrow farm where to my complete surprise the judges awarded the Blue Dragon Model of the Day in the Summer of 1987. By then the machine was getting on a bit and the Brown Junior was beginning to complain too, so I retired the old thing and hung it up under the lean to over the patio outside. Old models do have their uses though even if in retirement and a pair of squirrels decided they would make their home in the fuselage! Happy endings to a super flyer.



My replica free flight model

Don't forget that plans for blue Dragon are available, along with others, from Tony 01480472658





The Gnat from Mark Moran



I see that the Gnat was originally published in *Aeromodeller*, August 1938. (Also appeared in SAM speaks). I have made two of these, the first died spectacularly in a mid-air collision - amid great cheers as usual! - Both are really nice fliers indoors and little trouble to trim. I use a 4.75" Peck Polymer prop which helps keep some weight forward, the plan suggests aluminium foil hinges for elevator and rudder. I tried it but they work hardened and broke very quickly. I now use thin copper wire buried into the thickness of the sheet in a knife cut and a smear of glue over to hold in place.

Middle Wallop 10 February 2008

What a glorious day, weatherwise, it was. Bright blue skies and from leaving home temperatures dropped to -1 till arriving at MW just before 10.00 when 9 degrees showed on the car thermometer. The peak for the day I saw was 12 degrees. This combined with very little wind made conditions most pleasurable. (see photos).

A good turn out with three rows of cars centring on Flitehook's van.

By the time I arrived many were out flying with a group of power modellers already congregating under their pole and streamer.

I soon met up with Ted Horne and Alan Jupp and set up camp with them.

Ted and Alan started flying, Alan with his Seamew, Noctyl, Taube Ted with his power models and Fillons. Me well here's the joke I decided to give the Stomper an airing a mess about with my KK Dolphin. I was quite pleased with the Dolphin not because of any real performance but on a short line it towed straight, I managed to run (ish) a few yards and the glide was reasonable. All as I recall from 45 or so years ago. The Stomper well PAW 1.5 powered with a cut down Kavan 7x4 yellow prop. Gummed up, so in with diesel fuel, no difference. Over to Ray Page to use some of his unleaded petrol sparky fuel. Good soaking still gummed up. Back to camp and here is the crux of risk over benefit Alan Jupp lit up cigarette lighter under soaked PAW cylinder head for a few seconds, no flames but ungummed engine. A bit of twiddling and engine ran and flying commenced. The rest of the day was peaceful flying and chatting, so much so that I nearly didn't take any photos, when this dawned on me I shot off and a few clicks, here is the result.



Alan and Ted – ready steady go (Alan was just playing his last bowl on the green)



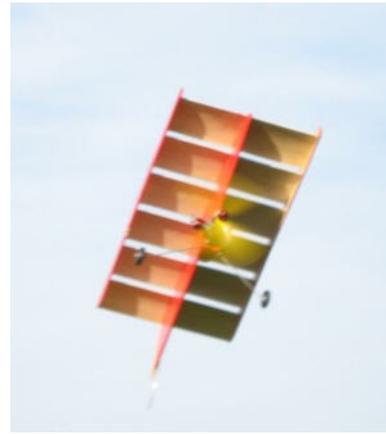


Transition





Cut the grass well but glide was poor



Well?



Lindsey Smith preparing his Corsair for flight. It did 48 seconds using 1/8th rubber of four strands.

Autogiro addendum by Dave Day

Last month we left our hero waiting for better weather so that he could progress to the second flight of the Monotwirl autogiro, a published design. Now, read on...

After a weeks wait for another weather window, the second flight resulted in a low level circuit with the model refusing to climb, which I put down to low temperature and an old Li-Poly battery.

Unfortunately, the landing broke the fuselage at the cockpit opening. It stayed in one piece because the wood dowel reinforcing one side of the fuselage didn't break. The third flight - the next day - was very puzzling. I hand-launched, as on the second flight, and the model climbed away, rolled inverted and went straight in. Damage: it knocked the pylon off and pushed the motor sideways.

After more repairs it is clear that the fuselage needs another dowel along the other side to make it stronger/stiffer. The other point concerns the mounting of the lateral tilt servo. The loads in any

impact detach it from the depron fuselage. My misgivings about the construction methods seem justified.

Much more of a mystery is the roll inverted. It rolled right - AGAINST the rotor rotation. And just what sort of control force is needed to lift the fuselage and battery (92% of the model weight) above the rotor?

With some decent weather at last, I managed 5 flights in one day, although it needed minor repairs to the rotor after the first. The model is very reluctant to climb, with lots of up elevator needed, and flies quite fast. With no coning angle on the rotor there is no self-righting action and it needs to be flown all the time. It will only climb with the rotor parallel to the ground. Any degree of bank and it loses height. It's either underpowered or nose heavy. Its balanced on the rotor axis, as per instructions, which seems right, and it has enough power to pull the model vertically out of my hands.

The problem here is that all landings are made in fast forward flight, which results in a nose-over (long grass at this time of year) and some damage to the rotor. The fuselage will only stand a certain amount of this before cracking again. A near vertical descent would be the answer if only I could attain some height.

Another days flying gave some positive input. Having gained some height and done a steep descent, opening the throttle to flair revealed that the model flies quite well on reduced power. Closing the throttle further produced a floating glide. Then the penny dropped. There is too much down thrust. All that stuff in the magazine article about carefully working out the angles, etc. means nothing. I already had my doubts about whether the model had actually flown! I also repeated the right roll, the cause of which remains a mystery.

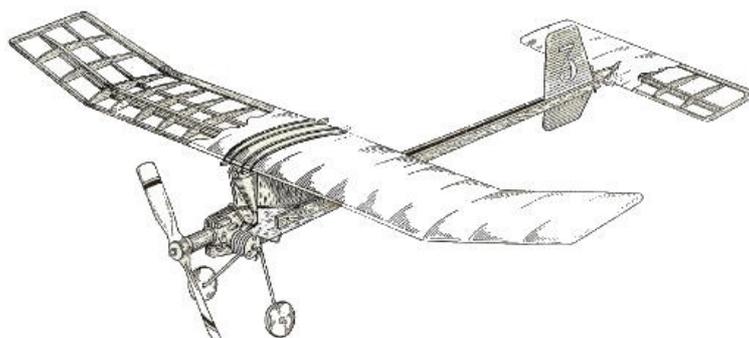
This is not meant to be any kind of review or criticism of a published design but when I saw the original article, the thoughts that went through my head were:

- 1 The rotor is too small
- 2 The elevator is too small, and
- 3 It needs some coning angle on the rotor.

So, far, I can't see any reason to change my views, and there are clearly other problems.

But it does fly and is more or less controllable. I'm now adding a dowel on the other side of the fuselage to stiffen it and reducing the down thrust. Barring some startling new development, this chronicle can be considered to be complete.

On the basis that a landing means that you can fly again immediately, the current flight to crash ratio is 11 to 6



WIMBLEDON CLASSIC by Mike Cummings



This eye-catching Class 'A' Team Racer was scratch designed and built to a high standard in 1954 or 1955 by Chris Hallaway, elder brother of Raynes Park MAC member, Kevin. Although the years in storage have taken their toll, it is undoubtedly one of the best looking of the old 'A' Class Racers of the time. It has a two-piece fuselage construction with an Oliver Tiger Mark 3 for power (the sides of the cylinder head have been machined flat for close cowling) and a blue/black 'Belco' cellulose finish add up to a good looker.

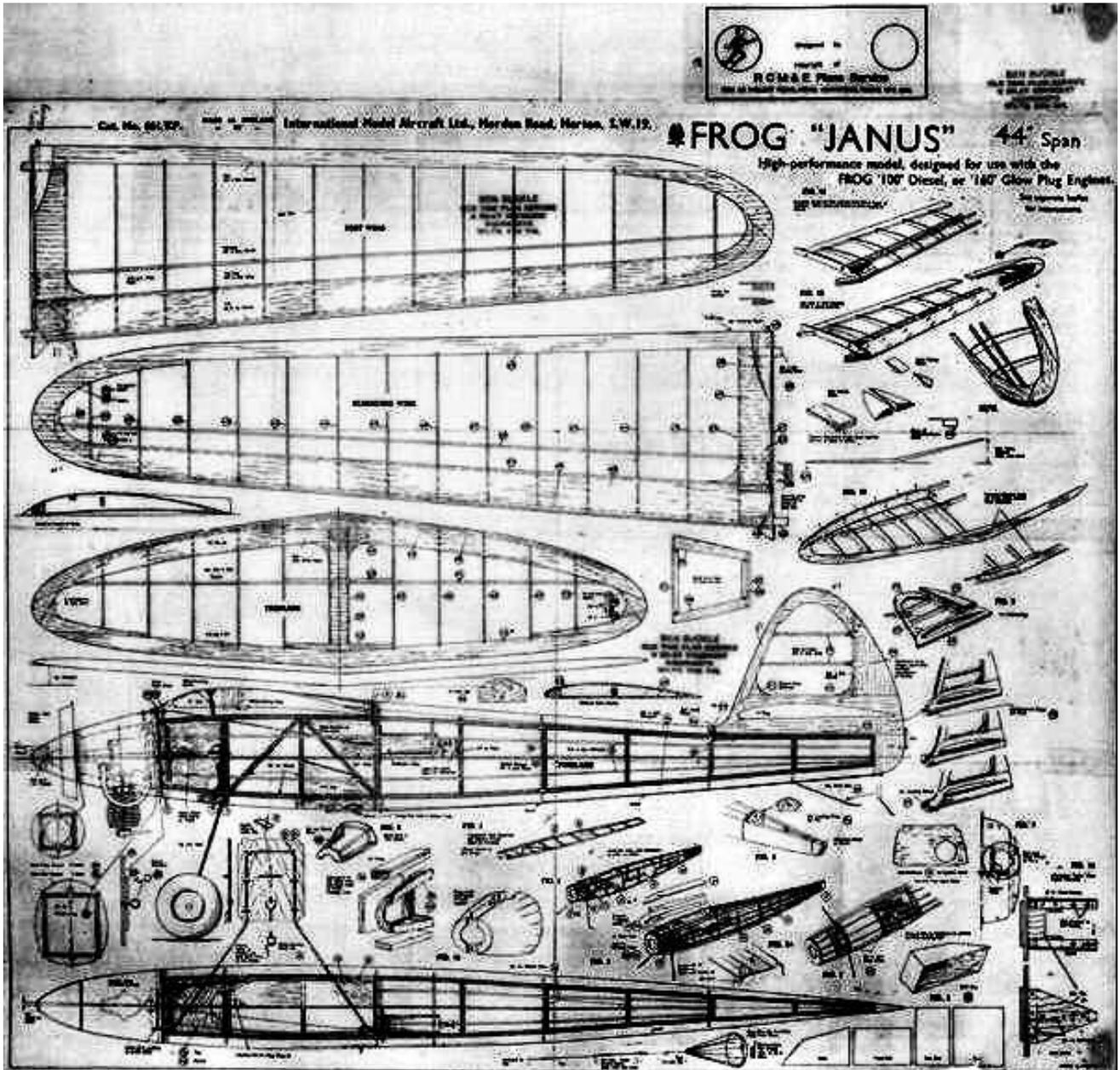
The vintage photo below is probably another of Chris's racers, again typical of the 1950s period, it displays on its wing the 'Wimbledon Power' badge; the South London Club was in its heyday in the mid-1950s. Formed soon after WWII by Model Shop proprietor and designer of the 'Lazybones' 10cc speed models Norman G Taylor.

**Wimbledon
POWER**

SPECIAL ANNOUNCEMENT
ALL DISTRICTS
Aeromodellers can obtain all supplies—from a Cup Washer to a Petrol Engine—at one of our Branches. Send 3d. for our comprehensive Catalogue, or better still, come along and see us. We deal in model aircraft only, and are specialists in Rubber and Petrol Models.
PROMPT ATTENTION TO POST ORDERS
Aeromodels. Skybirds. Homebuild Kits
NORMAN'S
145 KINGSTON ROAD, WIMBLEDON, LONDON, S.W.19
and at
176 UPPER RICHMOND ROAD, PUTNEY, LONDON, S.W.
Aeromodeller - January 1938

Although predominantly a control-line club, it survived until about 1961 regularly flying in Morden Park on Sunday mornings until membership dwindled and the Raynes Park MAC was formed by Michael Cummings, Kevin Hallaway, Richard Miles and, others who have since disappeared. Derek Bird and Ken Gardiner later became members of the Three Kings Club.

If any former members of the Wimbledon Power Club read this article please contact us at Raynes Park when we should be delighted to hear from you.



S & T Survivors by Ron Moulton

Still around the modelling scene from Eaton Bray 1950

Obituaries give credit to personalities who have made their mark on modelling history and provide interesting background information on characters for those who may not have had any connection with the departed individual. So they make interesting reading which is in many cases far too late for the reader to get more info on his "Hero".

Discovery of a long forgotten results sheet from the Aeromodeller Rally at Eaton Bray in 1950 opened up a different thought, - what about the survivors who are still with us from those wonderful days? The 4th International week sponsored by Aeromodeller was probably the best attended and had the broadest appeal to all forms of competitive model aircraft out of the short lived series. It was well

reported over four pages of November 1950 issue of the magazine and while the text incorporated the individual winners of the seven main events, no actual listing was ever published.

D.A. Russell often expressed a view that an overall winner should be honoured whenever a range of events was programmed so that a *Victor Ludorum* could be announced and the end of the weekend (and he could be seen making the presentation with an appropriate speech). Alas it seems the champion was neither announced nor publicised, but we have the “Aeromodeller Trophy” listing, and all of 47 years later can give due credit to the winner who was Roy Yeabsley, then of Croydon, and now active with electric powered gliders in Australia.

Points were allocated according to position in the results for the individual events, which were FAI Glider, C/L Stunt, Scale C/L Stunt, Speed C/L, F/F Power, A/2 Glider, and Rubber duration. Dicki Dickson worked out who earned what among the sixty individuals who qualified and it was his list that was recently discovered. Looking through the many well known names, a first impression was of how many have since passed away to the angels. Far better to find which of them have survived and are still as active as age permits. Running through the names there are just NINE out of SIXTY who are still with us and involved in aeromodelling today and five of these are current members of the SAM movement thank goodness, healthy living and all that.

Of course the Eaton Bray International Week Survivors list cannot be definitive for the simple reason that not all of the other 51 names could be recognised as being part of the 2008 scene, and in any case there were many on the field who did not participate in more than one event. They were all heroes anyway in those stringent days of rationing to find their way to the Sportsdrome with very limited means of transport. So here’s the Honours List of 1950 – 2008 Survivors. If YOU know of others, please tell us.

Roy Yeabsley 1st; Dan Bateman 6th; Norman Marcus 17th; Laurie Barr =17th; John O’Donnell =17th; Peter Russell 24th; John Wingate 30th; Norman Butcher 39th; Ken Muscutt 49th.. Don’t they all deserve a Long Service Medal !!

R.G.M.

Veron Junior Combi Competition

I’m pleased to be able to say that interest is growing in this simple competition. Still plenty of time to compete in the first event at Middle Wallop at the April 27th meeting. Plans available from Phil Smith. Should you require more details please contact me JP.

Photo from Ray Page of Cloud Premises now and then

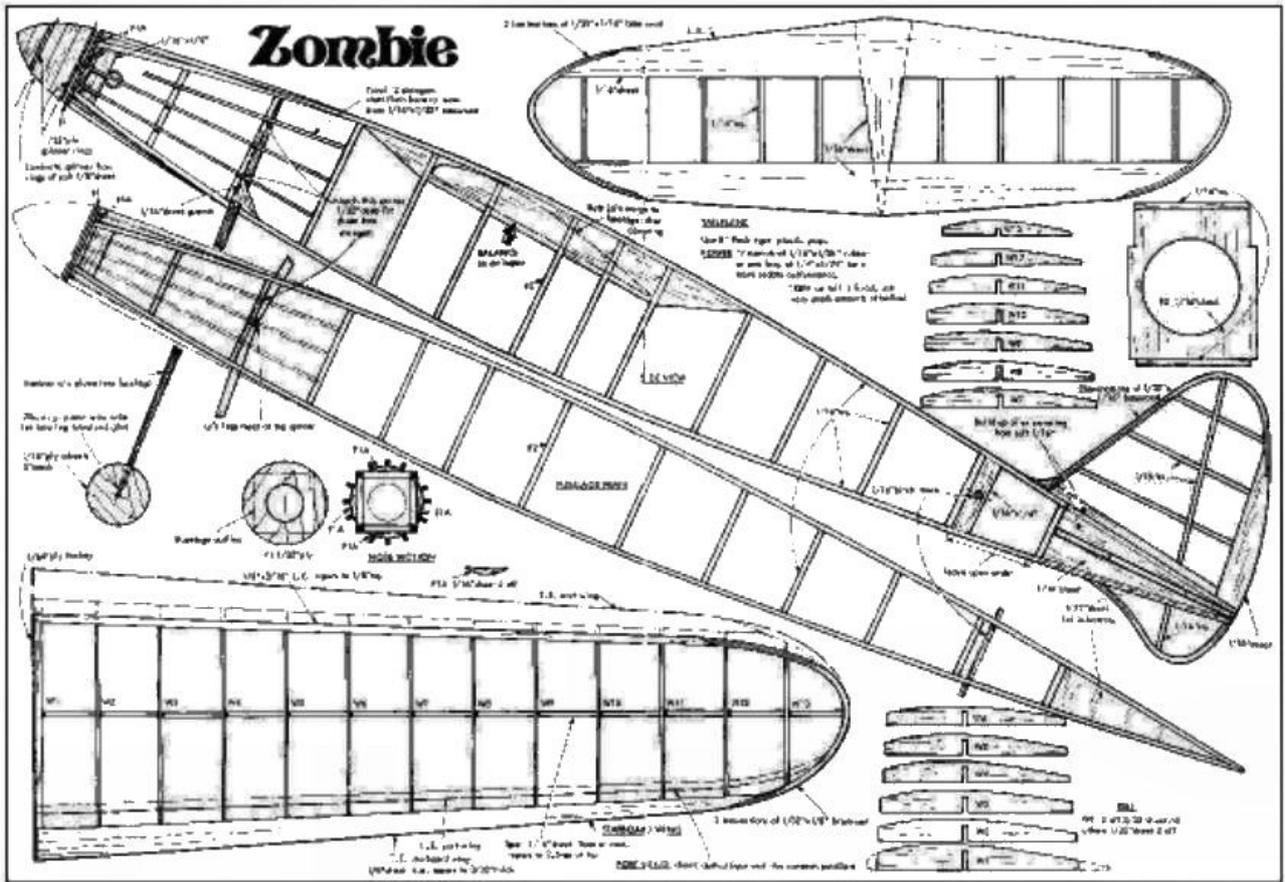


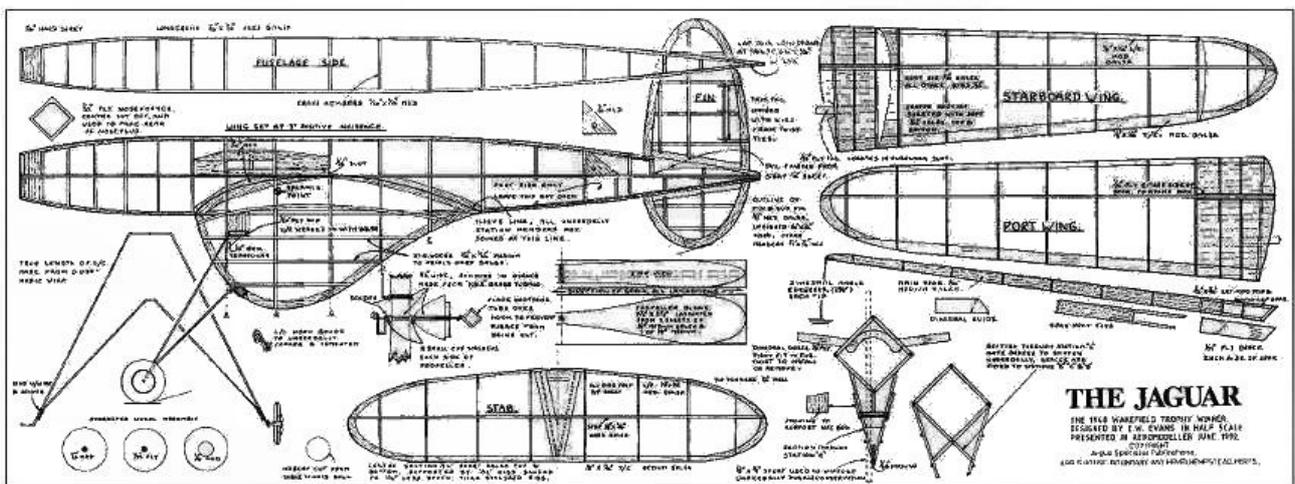
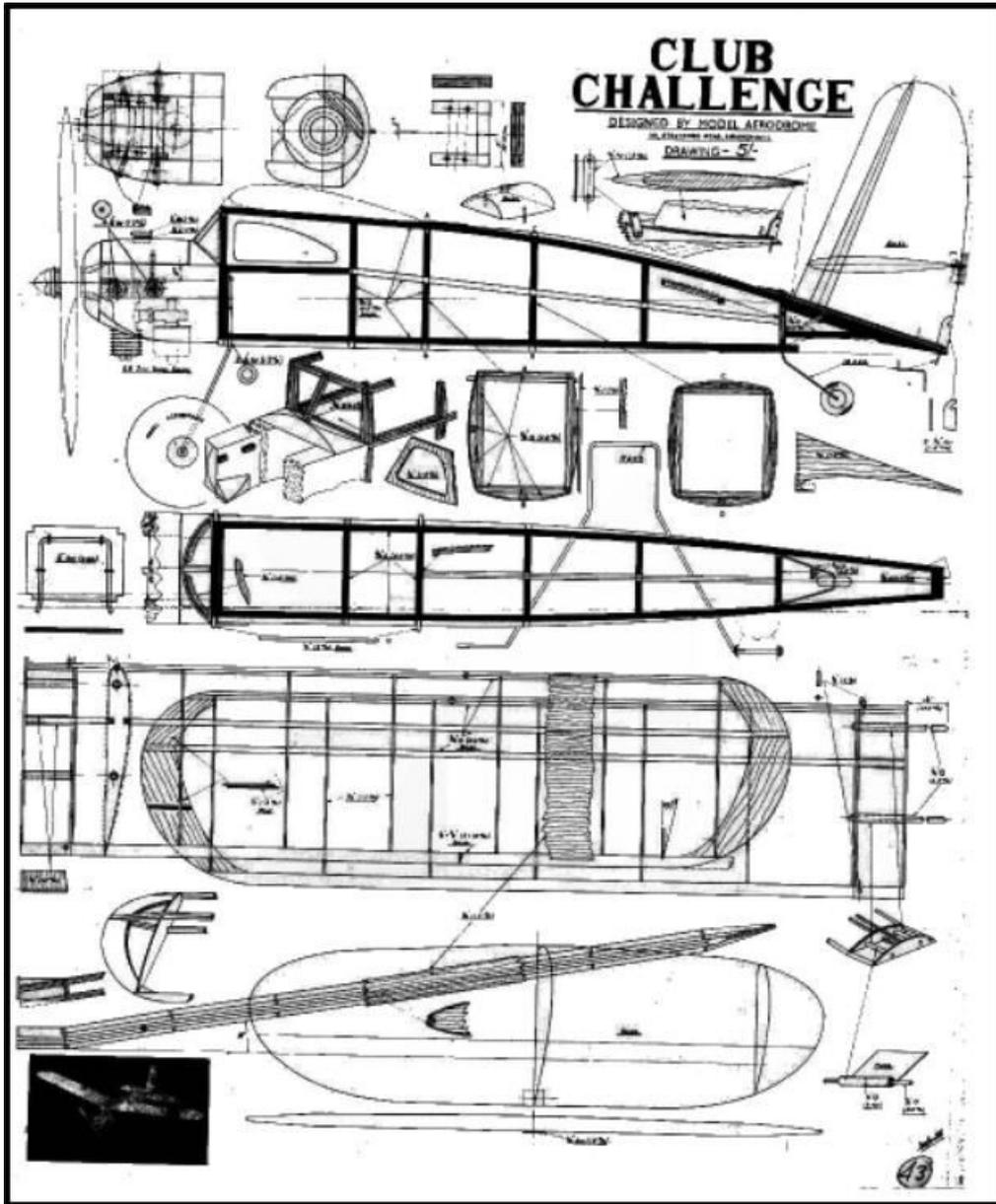
This picture shows Cloud Models shop in August 1938. The event was in respect of a fireman’s funeral.

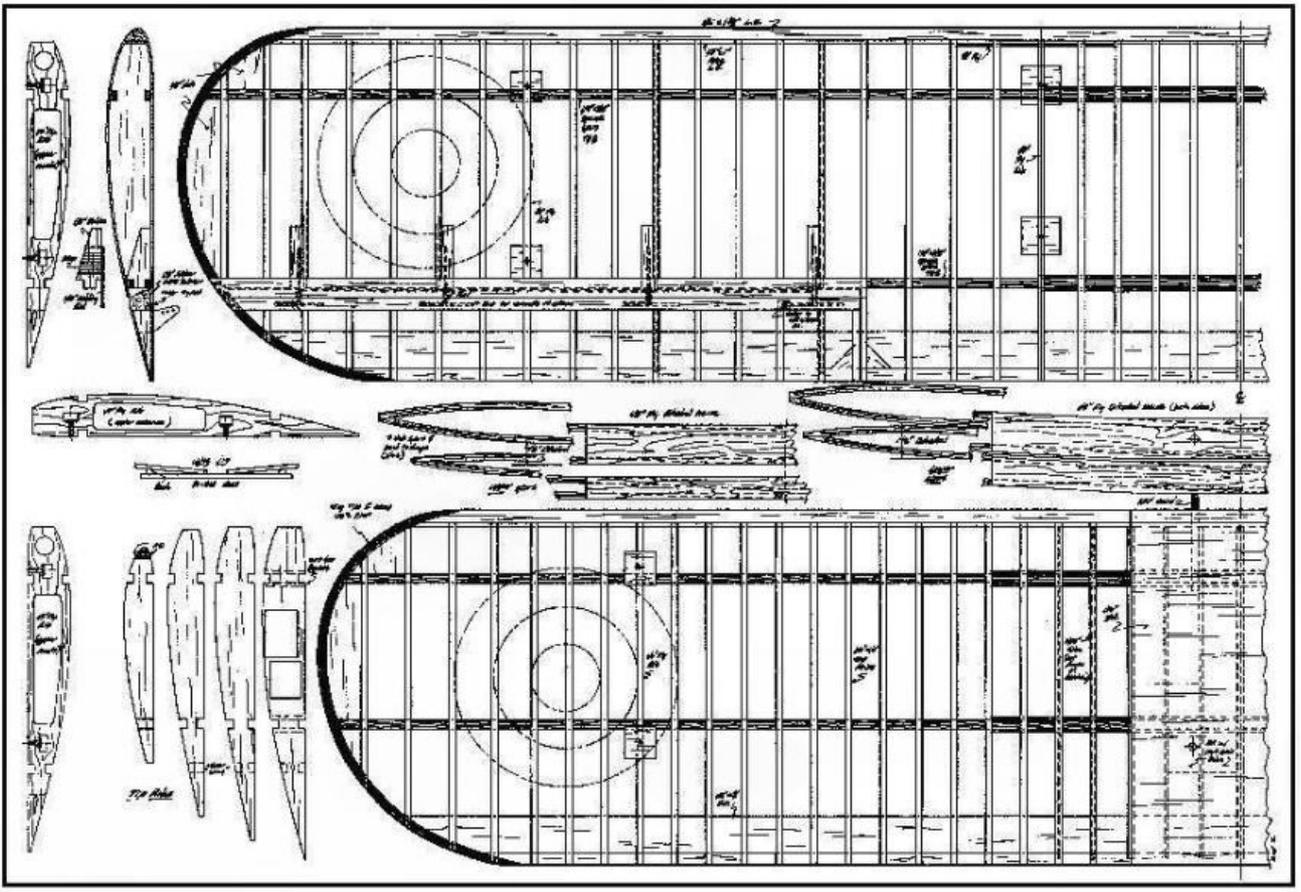
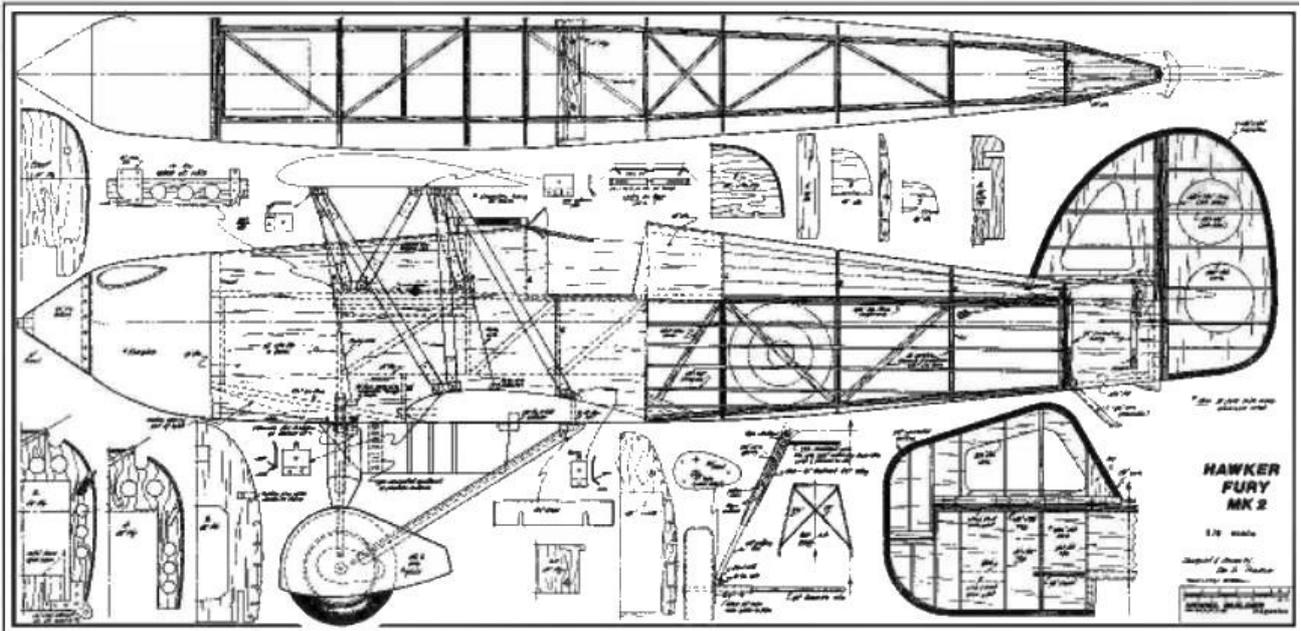
Photo via Geoff Goldsmith via Dorking Museum.



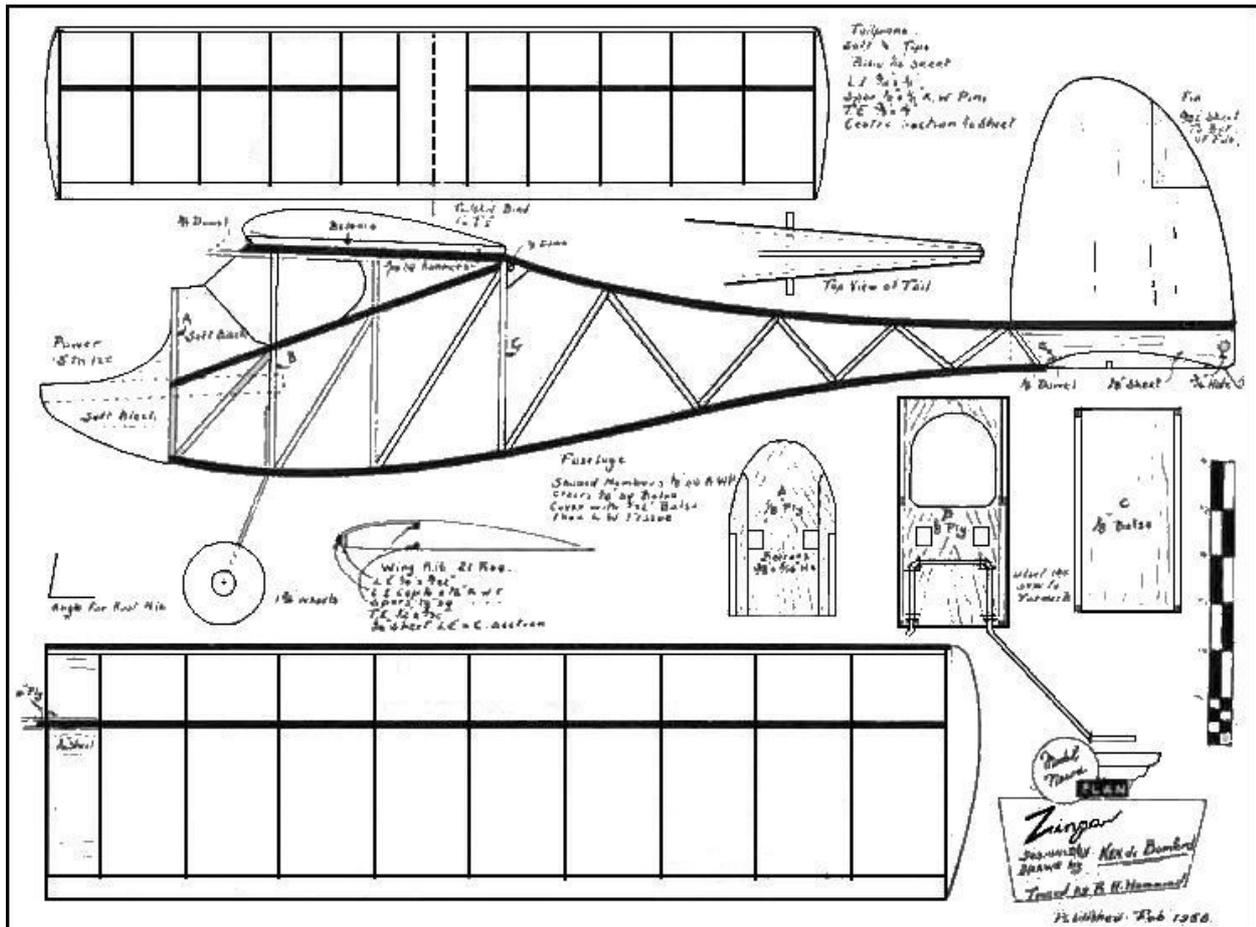
These photos were taken by Ray very recently and to the left show the office and store? No 290, located behind the high street. The Domino's Pizza outlet is assumed as a shop. The other shop now Thai Angel is further along the road. Cloud had three premises in Dorking High Street.







I've had this rubber model plan on my PC for a while now along with some others and cannot recall where on earth it came from. It must have been off the internet so apologies if its appearance upsets someone.



SAM 35 Cornbury Fly-in (Revised)

By kind permission of Lord and Lady Rotherwick

Vintage R/C and C/L meeting Saturday May 3rd – Sunday 4th 2008

Cornbury Park, Charlbury, Witney, Oxford.OX7 3EH See Google map Cornbury Estate – location

Entry Fees £ 5.00 per Day Camping £ 3.00 per night Boot Sale £5.00 per pitch per day.

BMFA members only, proof of insurance required. No proof No Fly. All pilots R/C and C/L to sign in at control on arrival.

Trade Stands & Boot Sale

Site open from noon Friday 2nd until noon Monday 5th Camping on site available.

No flying on Friday or Monday. Dogs permitted but must be on a lead at all times

Be aware of free roaming deer and game.

Note. Available water supply is not drinking quality. (Should be boiled or bring your own)

Radio Control

Model cut off date Dec 1960 Fly for Fun. Silent Flight anytime. I.C. 10.00am-5.00pm.

Pilot's briefing 9.30 a.m.

In the interest of safety the following will apply.

“A” certificate preferred for R.E.& Motor pilots (Non holders to be accompanied by cert: holder)

Other models “B” required. Flying 10-minute slots. Maximum pre-booking 2 slots.

No adjacent frequencies. Motors not to be run in camping area or car park.

All transmitters to be handed in to control when not in use.

Competitions may be organised on the day

Control Line

Cut Off Dates as per relevant rules

Phantom Speed, 1.5 & 2.5cc to SAM 35 Rules. Weatherman Speed, all classes, to SAM 35 Rules

Vintage Speed, class 2 only, to SAM 35 Rules. Vintage Combat.

Vintage, Classic & Peacemaker Stunt to SAM 35 Schedule. Carrier Deck. & Voetsek Racing.

(Practice only) Phantom Pursuit & Speed, to Peterborough Rules, Practice only.

Sport Flying for all Vintage type C/L models.

Note : **No running of engines or flying of I.C. models outside the period 10.00am to 5.00pm.**

Motors to be run in pits area only

Further detail. John Bowring 01993 773 446

johnbowring@btinternet.com

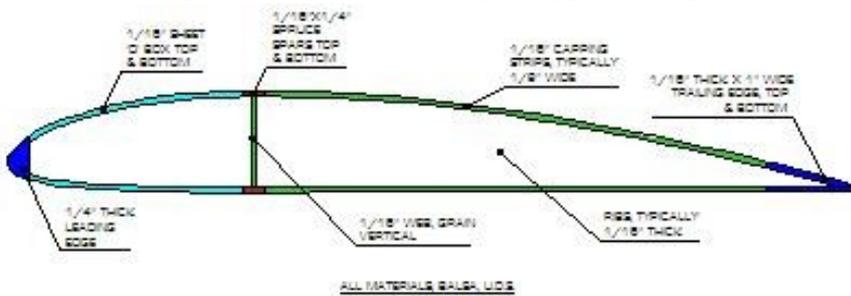
Dick Roberts 01858 466419

rwandmroberts@btopenworld.com

A SIMPLE TO BUILD WING by Ian Finlayson

I'd like to share with you a simple method I have evolved over the past few years, for building a light weight, torsionally stiff wing or tailplane. Model aircraft designed in the 30's and 40's and onwards relied heavily on the strength and stiffness provided by either doped tissue or nylon so the structural strength of the wing was of less importance. Also many designs of the period often had curved leading and trailing edges, which are difficult and wasteful of balsa wood to make when cut from sheet.

Below is a diagram of a section through a typical wing, this one has a Clark Y profile. As you can

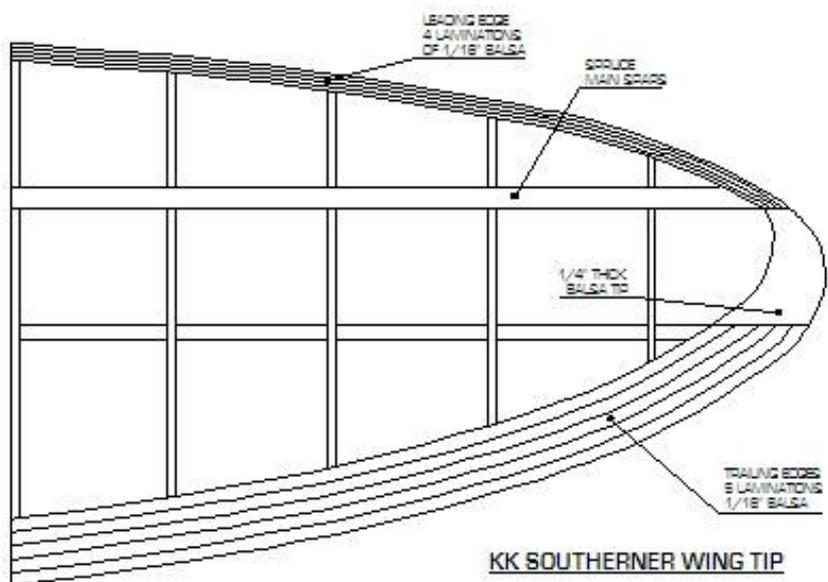


TYPICAL RIB SECTION

see the main spar, the 'D' box sheeting, the capping strips and the trailing edges are all made from 1/16 in thick material so the wing rib is a simple to cut shape. This method also works well with "dare I say it" a foam wing, just cut the blank, and stick on, the spars, leading edge sheeting, trailing edges and

false capping strips. So far the biggest wing produced by this method is around 72 in span with no failure so far, although I don't fly aggressive aerobatics with my vintage models.

As you know, the building of elliptical/curved wings can be made easier by laminating a 1/4 in thick leading edge from 4 – 1/16 in pieces of balsa. Trailing edges can be made in a similar manner by cutting 5 – 5mm (1/5 in) pieces of 1/16 in balsa, wetting them (I have never used ammonia solution, I spent most of my working life messing with toxic chemicals so I stay away from them now) and gluing with PVA, pinning down, and allowing to dry. The diagram



KK SOUTHERNER WING TIP

shows typical method of construction of a Keil Kraft Southerner wing tip.



Here's a photo of the part finished wing. Bit difficult to see the laminations but they are definitely there.

I would recommend to anyone who uses a computer to use CAD for drawing plans, the product I use is Turbocad and it is readily available from Amazon or Fleabay for less than £20. The main advantage of this package is, that A4 sheets can be 'tiled' to produce a finished drawing area of approximately 11 ½ ins high x as long as you like, so things like wing halves and fuselage sides are no problem, and can be drawn more accurately than using pencil and paper. It's also great at drawing all the slightly

different size ribs for an elliptical wing. Like all computer programs though it's a long hard and frustrating road to learn how to do it right.

Lastly here's a scan of a sticker I found on an elderly piece of balsa at the bottom of my scrap box.



Belair Kits

I noticed that vintage models have appeared on the Belair website again as copied and pasted below. If interested check to see exactly what the kit contains. If you do contact mention Sticks and Tissue and they'll say – Who, never heard of it! No you can't have 10% off.

<http://www.belairkits.com/CategoryListing.asp?Id=50>

Kerswap

Originally designed in 1941 by G Morris - Suitable for 1/2A TEXACO RC ASSIST MODEL Wing Area: 288 sq in, Weight: 16 oz.

The partial kits include...

Price: **£23.50**



Lanzo Record Breaker 96 inch

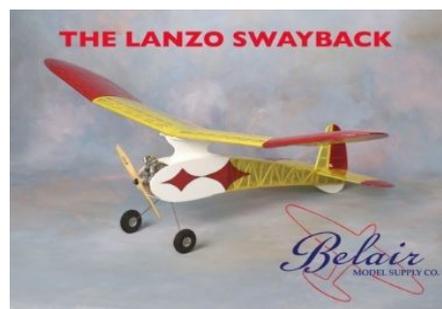
A parts kit for the original Lanzo Record Breaker. 96 inch model suits 3 channel RC Assist and a 60 size 4 stroke.

Kit includes a full size plan, ... Price: **£45.00**



Lanzo Swayback Partial Kit

A Partial Kit for the competitive Lanzo Swayback. 60 inch span for 2.5cc FF or .30 cu in RC Assist. A plan is included which shows RC Assist modificat.... Price: **£29.95**



Miss America 84 inch with plan

The Miss America is a pretty 84 inch cabin model, based on the original plan with RC Assist modifications.

The Parts kit includes formers, bulkhead,... Price: **£49.50**



Playboy 80 inch with plan

High performing pylon model that can be built as a cabin model. The partial kit includes formers, pylon parts, wing ribs with tip outlines, fin and ... Price: **£42.00**



Pushy Cat by Vic Smeed Partial Kit

A partial kit for the attractive Pushycat designed by Vic Smeed. Plan is included and shows RC assist conversion. Suits 400 electric or 075 i/c. Price: **£29.95**



Simplex 40 inch FF or RC

A reduced version of the easy to build Simplex. Can be flown free flight with a Mills 75 or RC Assist with similar engine or electric (we used an AXI... Price: **£27.95**



Simplex 60 inch with Plan by Paul Plecan

Originally designed by Paul Plecan, this simple to build model flies well as either RC assist or Free Flight. Ample room for radio or spark ignition s... Price: **£32.00**



Tomboy Partial Kit

All the shaped parts for the Smeed Tomboy are in this kit, including Wing ribs, cowl cheeks, formers, tip shapes, stab parts, float components, just u... Price:£9.95



Eliminator FF Power by B Wheeler

45.25 inch span FF Power job for 1.5cc engines by Barry Wheeler.

The Belair Parts kit includes fuselage side, formers, pylon parts, wing ribs, stab ... Price:£16.95

Korda Gas Job power model with plan

1939 Power model by Dick Korda, suits radio assist or free flight (ours is powered by an Ohlsson 19.

WING SPAN 55.38" (53.74" PROJECTED) WING AREA Price:£37.50



Original Dixielander Power model

A kit of parts for the George Fuller Dixielander power model. The pack includes fuselage sides, former, tail/fin, sub fin, wing ribs, stab ribs. Price: £19.75

Ramrod 600 Free Flight Power

All the shaped parts required to build the Ramrod 600 power model.

Includes fuselage sides, formers, pylon, wing ribs, stab parts, fin, plus smaller... Price: £19.75

1936 Moffet Winner by Bob Jeffery

1936 Moffet Winner by Bob Jeffery. All the parts to build including fuselage sheet, motor peg, wing ribs, stab ribs, tip outlines, plus smaller parts,... Price: £15.50

1939 Korda Wakefield

A parts kit for the famous 1939 Wakefield Winner.

The Belair kit includes wing ribs, fin outline, stab ribs, motor mount, ply wheels, fuselage sheet... Price: £13.50

California Champ

All the shaped parts to build the California Champ. Parts designed for the plan available from Mike Woodhouse. Price: £16.95

Clodhopper II - 1938 Wakefield Cup Winner

A comprehensive parts kit for the Clodhopper II - 1938 Wakefield Cup Winner.

Kit includes all the formers, stab ribs, fins ribs, all tip outlines,... Price: £24.00

Kansas Wakefield

Designed by Ernie Linn's "Kansas Wakefield," is an 8 oz Wakefield from around 1938/39.

The kit includes all the parts required to build the model,... Price: £17.95

Keil Kraft Contestor Partial Kit

The Partial Kit includes all the shaped parts for this fine performing, including fuselage outlines, formers, wing ribs, tip outlines, stab ribs, fin ... Price: **£19.50**

KK Gypsy Parts Kit

All the tedium is taken out of building the Gypsy with this Parts Kit. Ribs, formers with stringers notches, tip shapes, sub fins, nose former, wing r... Price: **£12.95**

KK Senator Parts

The Senator is a popular model and is very competitive in mini-vintage.

Parts include wing ribs, stabiliser ribs, all tip outlines, motor mount, fus... Price: **£7.50**



Lanzo National Stick Winner 1940

Designed by Chester Lanzo and published in Dec 1940 Air Trails. Span - 56" - Area: 300 sq in and weighs approx 9 oz. The partial kits includes laser... Price: **£19.75**



Scram by L Barr

Laser cut parts including ribs, anti-spin fins, templates for laminated tips (wing & stab), wing mount and fuse sheet. Parts are only designed for the... Price: **£7.00**

KK Phantom CL parts

A set of parts for the popular KK Phantom, includes fuselage sides, formers, l/g former, stabiliser and fin, wing and dihedral joiners, lead outs, bell... Price: **£18.95**



Lulu Glider 60 inch

Get going as soon as you roll your plan out with this parts kit for the Lulu. Plan and Lulu Postal Comp information available from Mike Howick. Kit ... Price: **£9.50**

**SUNDAY 23rd MARCH 2008 SAM 1066 FREE FLIGHT RALLY at Middle Wallop,
will include the following competitions run by BOURNEMOUTH MAS**

Bournemouth Club Classic Rubber, P30, Lightweight Rubber (max wing span 34").

Very Small Rubber (max wing span 25"),

A Frame (Mass Launch)

Cabin Power (Precision), Vintage Open Glider,

Combined Classic Open Glider,

Combined Vintage/Classic HLG & CLG.

Rules may be seen on the SAM1066 Website or available by e-mail from roy.tiller@ntlworld.com or for a printed set send an A4 envelope with your address with a 48p stamp attached and 2 loose second class stamps, to Roy Tiller, 41 Delisle Road, Bournemouth BH3 7NG.

Telephone enquiries to – John Taylor Tel No. 01202 511502

**Chobham Common, Surrey, Sunday 17th February 2008 by
Michael Cummings**



Calm sunny weather on Sunday brought out the Free-Flight regulars at Chobham, both sport and competition models being flown. Whatever opinion you hold as to the suitability of Chobham Common as a flying site, it certainly represents a challenging and usually eventful excursion (Sunday was no exception).

Ron Hicks, Dave Eade, John Everleigh, Malcolm Jagger and I flew from the ridge, braving waist-high grass, bogs, mud etc. to retrieve the models. Many trees have recently been cut down which is beginning to improve the flying area.

Malcolm flew a 1952 Skyleada Point Five, a Frog Sprite and a 1937 NORMAC Curlew all of which performed well. The Curlew, unfortunately, landed in a pine tree, which was eventually retrieved by John up the tree with a large fishing rod.

Although Chobham is not ideal for towlines, we flew a Mercury Marauder Glider (built by Ted Horne), which performed, extremely well from a short tow.



Ron Hicks – Matador



Malcolm Jagger – Mercury Marauder



Malcolm Jagger – Skyleada Point Five



Frog Sprite



Malcolm Jagger – Winding Curlew



Retrieving Curlew



John Eversleigh & Malcolm Jagger



Skyleada Point Five

The party broke up at about 4.30pm returning to the Car Park overlooking the M3 motorway.

Request for help from Dave Bishop

I remember reading a table of the number of turns that could be wound safely with whatever quantity strands of most sorts of available rubber, after it had been treated with rubber lubricant. Can't seem to get that stuff from my model shops either. I remember green washing up liquid plus what was it for goodness sake? Glycerine maybe?

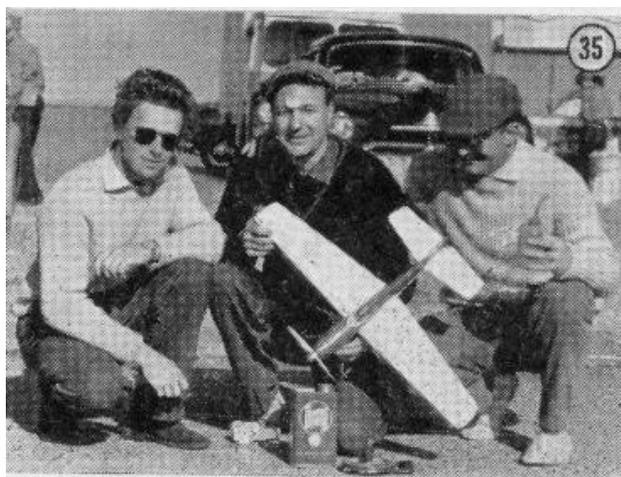
The table was even calculated for those modellers who used to wind with their rubber platted into a skein as well and even the recommended stretched length was shown as one was winding?

So say I had 4 strands of rubber 20 inches overall length (80 inches of folded rubber in other words) with some sort of lubricant, how many turns can I safely wind on without having to build another Polydi fuselage. I remember a lot of the serious flyers took their rubber motors out from tins to seal them from the air!

Anyone out there in S & T land who knows the answer or better still remember (or even wrote!) that article?

Just had a thought. Perhaps I dreamt it!

Last months obituary of Syd McGoun by Ron Moulton



Roy Tiller of Bournemouth MAS kindly sent the following photo taken from Aeromodeller.

The caption reads: -

“ Winning “B” team Picton, McNess and McGoud West Essex with 48 lap special.”

Pinocchio update from Geoff Northmore



Just a follow up to the lack of power on my 130% Pinocchio as provided by a Mills 1.3. The G Mark Twin is 0.12c.u. so some major mucking about has had to take place as it is not a beam mounted motor.

As yet it is unflown mostly due to awful weather, strong winds and flying site hours. There will be ample power, but I'll fit a cowling when it has flown - I hope. Just as I had finished

sawing off the original Mills bearers I remembered my MVVS 1.5 R/C diesel sitting in its box - curses - a much better proposition. That's life I guess. Geoff.



Tomboy 3 events in 2008

It is intended to hold around 10 Tomboy 3 R/C competitions at various vintage events during 2008. As before there is to be a league with a competitors best 4 results leading to an overall winner who will be declared at the last event of the 2008 season. There will also be awards at each meeting.

The rules will be as before using the 36" Vic Smeed Tomboy fitted with a Mills.75 diesel [any type] and a 3cc tank. There has been some confusion with suggestions that the MP Jet 0.6 could be used, this is incorrect and these events are open to the .75 Mills only. There may be a small entry fee at some competitions to cover the cost of awards etc.

The dates below for the competitions are provisional and you are advised to contact Tony Tomlin on 02086413505 or pjt2.alt2@btinternet.com before travelling.

<u>Date</u>	<u>Event</u>
30.03.08	Wellingborough Vintage Northants
04.05.08	Cornbury Vintage Fly-in Oxford
11.05.08	Old Warden Mayfly
18.05.08	Wimborne Vintage
15.06.08	Cocklebarrow Farm
22.06.08	Old Warden Sam 35 Gala
10.08.08	Cocklebarrow Farm
24.08.08	Middle Wallop
28.09.08	Old Warden Festival of flight.
05.10.08	Cocklebarrow Farm League winner will be declared