

Sticks and Tissue No 17 - April 2008

I'd like to thank the following contributors, without whom this newsletter would not be possible Alan Jupp (Some of the plans), David Kinsella, Bryan Passey, Dave Bishop, Geoff Northmore, Tony Tomlin, Mike Cummings, Brian Cox, Richard Bavin, Bryan Targett.

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".

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



Bryan Passey's Veron Wyvern Control Line model, Ian Saunders photo

Wellingborough event 30 March 2008



This event was hosted by Wellingborough Club at their flying site located at Wellingborough Old Grammarians Sports Field. The day was the idea of and organised by David Boddington. The forecast up till virtually a few hours before was awful at one point 27mph winds and rain. However on the day there were plenty of blue skies, no rain and a wind of about 15mph declining to around 10mph by pm. The awful weather prior though left its mark on the site with the runway being waterlogged and surrounding area with free water, squelchy at best. Still the excess of water didn't

dampen spirits and flying got under way. Predominantly this was a Tomboy 3 and enlarged Tomboy event. Other models were there such as a lovely Commodore, Junior 60 my Utility but not much flying was done with these models in fact the only non Tomboy I recall flying was an electric



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The qualifying max time was set at 4 minutes for the prevailing conditions and varying flight times were recorded. Some flights were just under the max time and a few attempts were needed to qualify but on other flights the models were on the point of disappearing from view and



had to be brought down, if not for qualifying several flights were going so well that 20 minutes would I reckon have been easy. Several flights of over 15 minutes were recorded. When qualifying after the max has been achieved the competitor has to get down in a reasonable time. This year the rule of getting down in 2 minutes has been abolished because of the risk of wing clapping. Not uncommon.

All qualified for the fly off and whilst not all Tomboys there were flown the fly off was a line up of 7. Shortest flight was 6

seconds followed by mine of 10 seconds. We both turned to right on launch and ended up being pushed into the ground either that or plain stupidity, I'll let you decide. The winner was Tom Airey with a time of followed by Tony Tomlin and Steve Powell. These were not the



longest flights, that was by David Boddington however in view of the



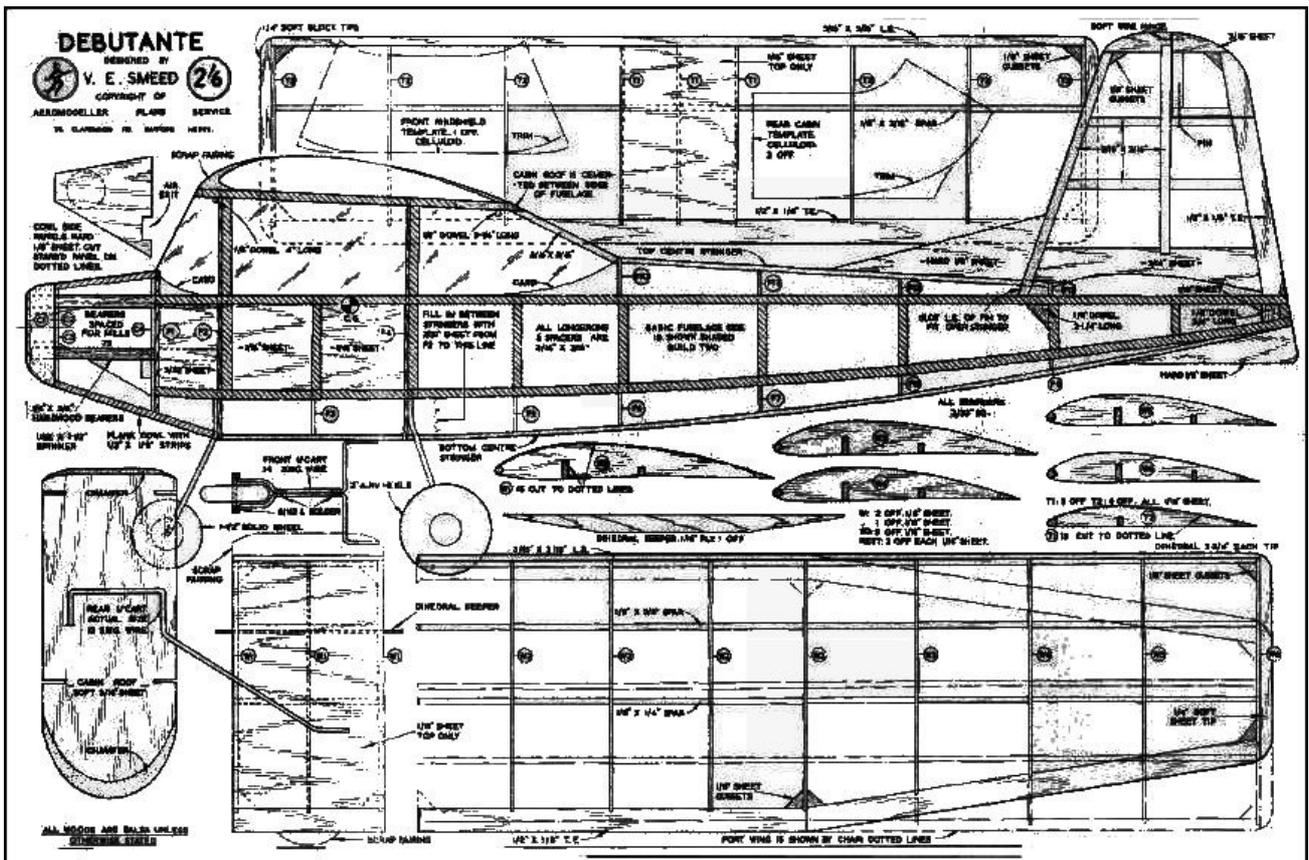
fact that he was unable to control his model and it flew ended up some way down wind in the top of a tree and despite his claims he was disqualified!

Several enlarged (48") Tomboys were brought along and three had a get together in a fly off and whilst really a

non-serious try the model out see what happens thing it did prove feasible. All three models flew identically in the conditions and landed in very close time.



Boddington, Tomlin, Airey and Powell

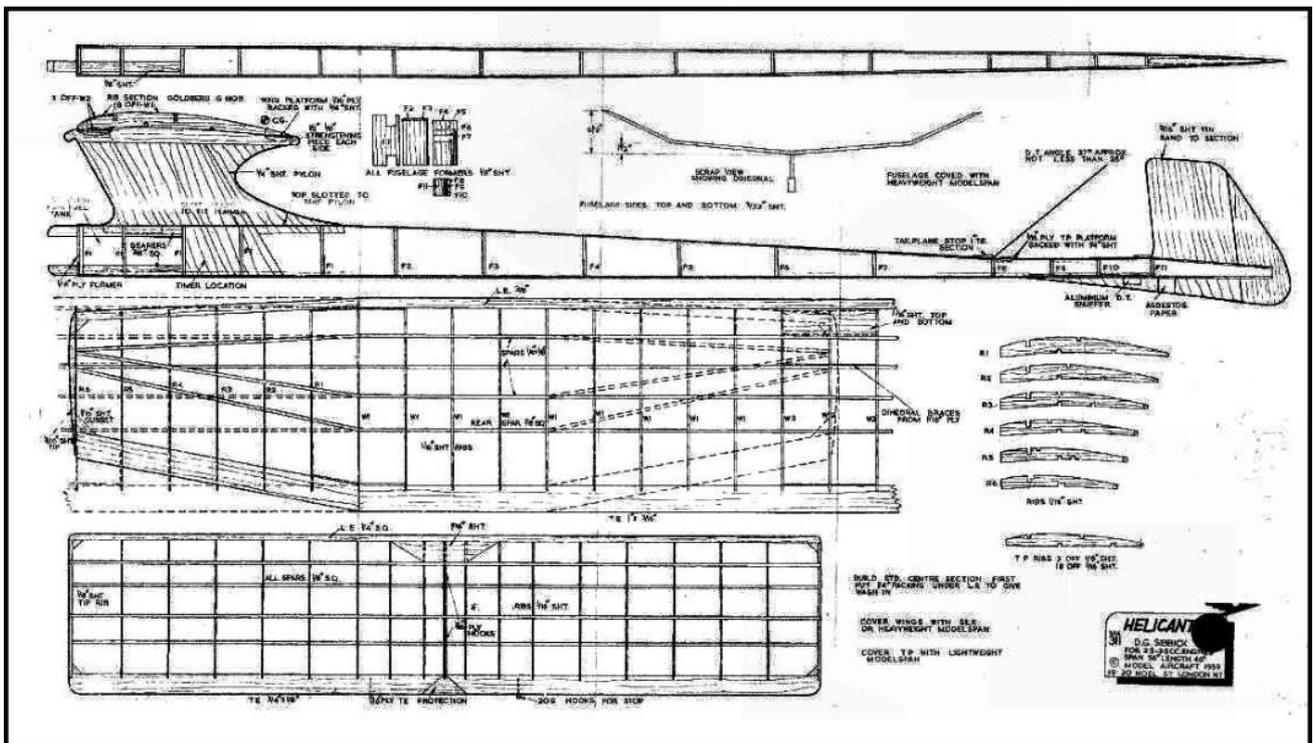


More photos from Bryan Targett of his Electric Falcon in flight



Some flying shots of the Electric Falcon, it is one of those little Flycam video cameras on the underside of the fuselage, they work

well and are easy to operate remotely using an SM services throttle cut switch connected to the remote release socket on the camera, a servo plug fits.



Vintage photos (any info on the following pictures would be of interest to all)



3 photos from Chicago meeting 1941, well caught Sir.

Who and 3 whats



Three from St Albans 1946. Who what where are they now?



Langley 1947



Radlett 1955



Radlett 1955

The next six are from the world champs held at Leutkirch, Germany 1961. Can you spot the photo of H J N?



From Peter Branigan

Jim has announced that the Barton World Cup web site is now up and running as follows:

<http://f2-world-cup.com>

Simply click on either of the above two links.

Regards... Peter Branigan

Amerang & Keil Kraft - Article by Michael Cummings

Whilst passing Lancing in West Sussex on 8th April Trevor and I called into the Sales Office of Amerang with a view to obtaining information regarding the re-introduction of Keil Kraft and Veron kits whose brand names are owned by the Company.



After an interesting conversation with a member of the sales team at Amerang it was confirmed by him that the Company would be introducing a small range of balsa flying model kits. These will be intended initially for the junior modeller and it is hoped to reintroduce some of the classic Keil Kraft and Veron designs at a later date.

The Company are fully aware of the potential market place for designs of flying models by the two well-known brand names that they own.

It was suggested by us that they should consult with the vintage aeromodelling fraternity as to what designs are currently popular. No doubt their decision to re-appraise flying models has been motivated by the introduction of independent entrepreneurs, e.g. Repli-kits.

Combi-Kit Created - Article by Michael Cummings

Raynes Park Member and prolific builder, Malcolm Jagger, in response to James Parry's competition, has completed a Veron Combi-Kit. This is one of four designs by Phil Smith named, "The Consul". A 20" rubber powered model covered in lightweight Starspan with original graphics.



Malcolm is currently working on a full-size man-carrying version with a VW 1600cc air-cooled engine, which he himself hopes to fly from Tooting Bec Common to Popham within easy reach of Middle Wallop.

MORDEN PARK 16 April 2008 by Michael Cummings

Raynes Park MAC flying locally at Morden Park on Wednesday 16th April, five members attended during a very cold afternoon due to an East wind. Two other members went flying at Epsom Downs.

Two R/C Junior 60s were flown by Trevor Perkins, Adrian Benardout, Gerry Parker, Michael Cummings whilst Malcolm Jagger flew a selection of vintage free-flight rubber including a Keil Kraft Achilles, which flew very well.



Adrian about to release Trevor's smart Saito-powered Junior60 in special Audi livery but unfortunately the model was damaged later in the day

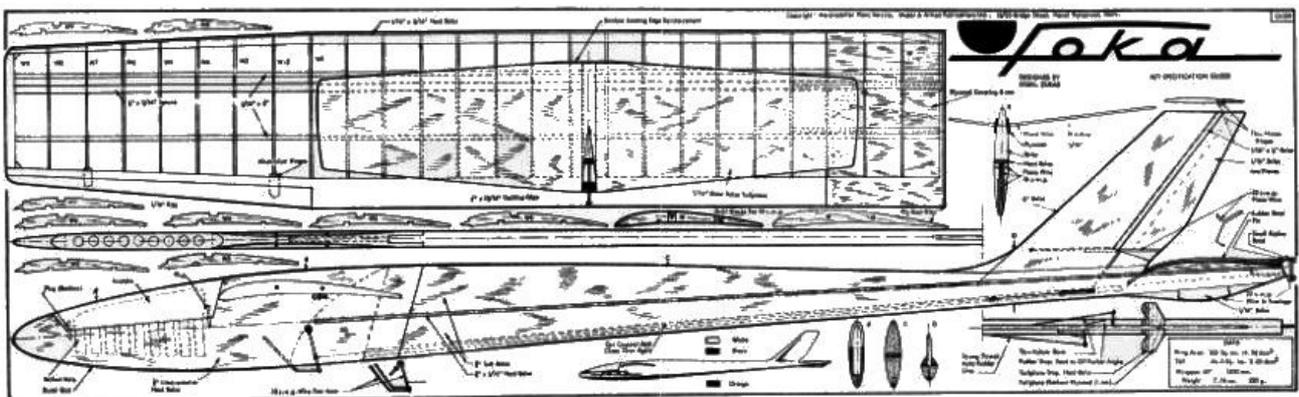
Adrian running up Saito 45s in "Audi" 60. The model climbs like a high-speed lift!



Malcolm winding the Keil Kraft Achilles



Families Need Fathers J60 landing



A Kind Invite by Dave Bishop of DB Sound

After visiting Epsom Racecourse one midweek afternoon I received a kind invite to go along and see some free flight model aeroplanes which were flown after a meeting of the “Bangers and Mash” team who had a regular get together at the Rubbing House pub at midday on the first Wednesday of each month.



Peter Jackson's Veron Consul

I was told that if I brought along with me a model then I would be expected to pay £5.00 a year membership for the privilege, cheap at half the price.

So a week back I went with my wife Jan in the early afternoon near to the new grandstand over the far side of the Racecourse where some modellers were assembled with a goodly assortment of different types of free-flight aeroplanes.

Way Back When.

It took me back in time to my youth in 1943 during the latter part of the war and just after at Littlehampton when I was an avid builder and flyer in the West Sussex MFC and the likes of stars like Mr Ron Warring and Captain Bowden were gods that I wouldn't dare to even approach with a question. Indeed I (and others) was very humble in their presence. I well remember the articles written by Mr Warring to a Mr Maxwell that had such vitriol that I wondered if ever these two met each other face to face, whether they would physically tear each other to pieces.



Alan Thompson Ajax



Alan Thompson's twin finner high tension and 1.5 volts AA size battery for the (soft) valves heater. It was much later on in life when as a young BBC engineer we were encouraged in our laboratories to use oscilloscopes/signal generators and spectrum analysers actually see what was happening to our radio signals. How we ever managed to “guide” our models back to the flying area after launching I'll never know because we found that the transmitted unmodulated carrier moved from its nominal frequency right away from its actual by many kilo hertz (cycles in those days). Crystal

We had a modeller by the name of John Ransom who, when model building, was so fast and organised that when my John Coasby Eros was finished he liked that way it flew so much that he built one in a weekend and flew it on the Monday evening at Ford Aerodrome. My Eros took a bit longer to finish to my satisfaction and it finally flew like a dream. It was eventually converted to a single channel radio control version with a SCC 5,000 ohm relay for switching a rubber powered actuator from the squegging receiver that had a single XFG1 gas filled thyatron hissing valve at the front end and a 22volts layer battery for the



Alan starting DC Dart powered 1.5x's Ajax

to

frequency control came many years later and I remember asking Stuart Uwins, the boss of Skyleader Radio Control what sort of stability he could guarantee with his equipment and what results did he experience with spectrum analysis? His reply was “we don’t have any of those things” quite surprised me.

“Real Aeroplanes”.



The monthly edition of Aeromodeller was to me a “must have” read and every word was digested as being totally true and not to be argued with. I used to love enlarging onto the back of wallpaper any of the four plans included instead of buying them from ASP. There was no television (well not in our house)



so it was the continuous smell of O-MY dope that permeated throughout with my elder sister complaining as to how on earth could she keep any boyfriends ever with that stink. I love it then and still do. Hooked I suppose but that’s drugs for you!

A Wakefield superb flyer that certainly needed a dethermaliser and flew almost vertically from launch. He told me that he had built the fuselage from doping one side of thin balsa wood covered with tissue and then soaking it in water and rolling it around a billiard cue and joining the slit seams. I didn’t get the gentleman’s name.

I did enjoy building and flying four ounce airframe and four ounce rubber Wakefield models and especially the shoulder winged EW Evans Jaguar, Warring’s slabsider and Mr Bob Copland’s beautifully rounded and streamlined fuselage design. Great aeroplanes that flew beautifully on the huge open fields where nowadays the M’s Anita Roddick’s company of Body Shop now covers many acres of our original flying site.

Back to Wednesday Afternoon.



So it was quite nostalgic for me to be with “real aeroplanes” once again this recent Wednesday and also to have some enjoyable chat with these (mostly) retired professional and pleasant people.

I happen to take a few pictures as well Mr Editor which you might chooses to use one or two if you wish in S&T and I also made a few notes as well.

Bob Taylor (a retired tree surgeon) and his KK Bandit with a Mills 1.3 engine nicely cowllled.



Alan Thompson and another Ajax. Alan modelled in the 1950's and uses about a teaspoonful of fuel on each flight. He was a technical person in a technical college.

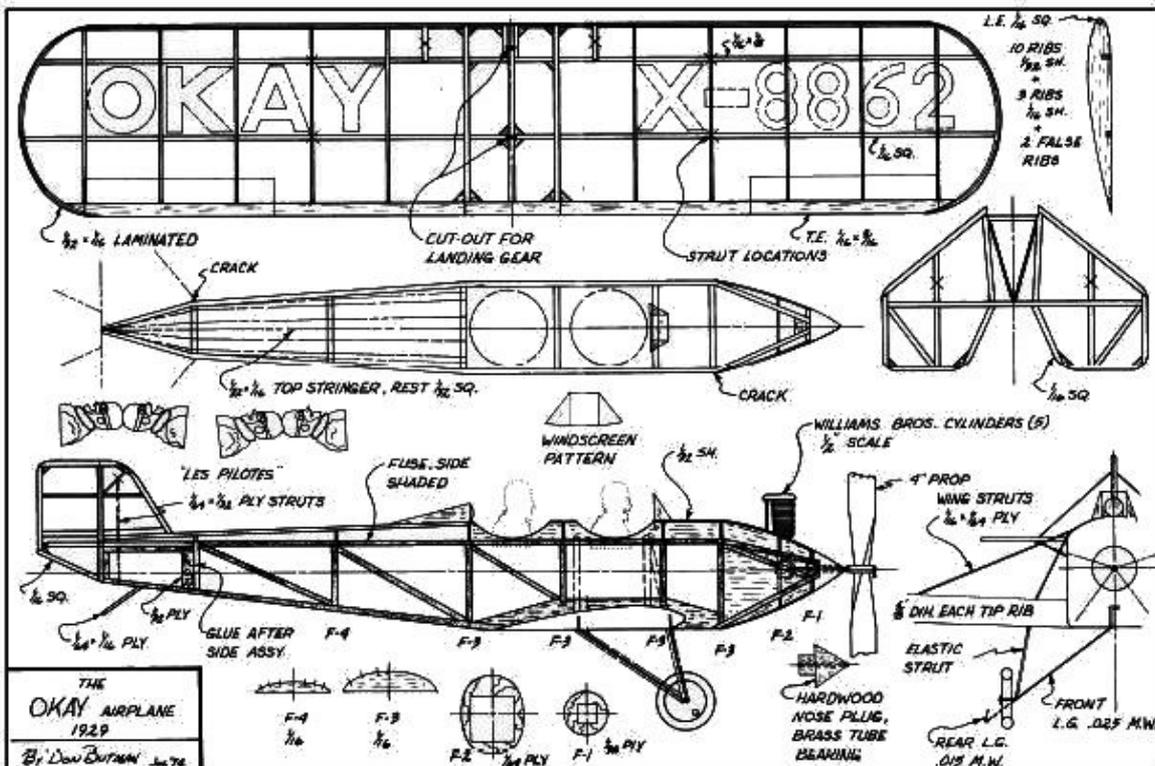


Well I certainly enjoyed the afternoon at Epsom and it was nice to meet such a nice bunch of friendly and helpful people and it cheered me up quite a bit as just before that I had been with my wife Jan down to Poole in Dorset to visit a aeromodelling pal of so many years Alex McDonald who is in the large hospital there. Instead of taking him some grapes, I took along my near finished Tomboy. He loved it.

We met the Editor of S&T wheeling Alex's wife just leaving so it was a quick hullo and "see you". Let's hope that is soon.



Ken Taylor (a retired fabricator in acrylics) and his 78" span San Segal glider. This is an APS design that needed a 30 second dethermiliser because it flew so well. Ken has a 19 year old son who won at the British national Championships in Open Glider. He has also flown in the European Championships as well. He was originally taught to fly by John Cuthbert of the Grantham Club



David Kinsella's column

Classical RAF

Chief test pilot at Gloster Aircraft, Captain Howard Saint joined the RNAS after Manchester University, later test flying at Farnborough. At great height Saint put a Gamecock on its nose and approached 300mph! The designed max was 155 or so. But Folland's bonny fighter held together, Bader loving it in the RAF Display Team at Hendon. He's on the left of his 23 Squadron machine.



More on the Eddie Keil Comp

£40 and a book with unique S&T certificate! Just 15 words on the KK kit you like best and 15 more on why you enjoy S&T so much. Postal entries to Pat Hulse, 1 Dalmeny Avenue, London, N7 0LD.

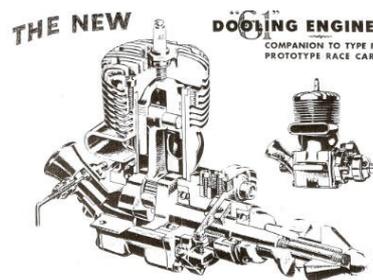
With Fighter Pilot

A fine shot of Douglas Bader alongside Southern Railway express engine Fighter Pilot appeared in the Telegraph recently. Taken at Victoria or Waterloo, the ace still wears his preferred fore-and-aft headgear long after the peak cap was introduced. But that was Douglas!

Dooling Plus

Tethered car and prop-rider hydroplane action hammered the original 61's crankcase. Bruce Underwood's beefier Yellow Jacket was a famous way out.

In the UK Ivor Roffey carried out further mods for Class 111 Speed: twin ball raced rotary disc, heavy duty front end and driver, shortened choke tube of 1/2 in bore, revised cylinder head, etc. On 40% nitro with twice the consumption of a McCoy 60, the Roffey motor would turn an 8x12 at 17,000 plus. In nearby Maidstone another Y-J special on spark was powering A W Bennet's tethered car at 146 mph. And that was in 1961.



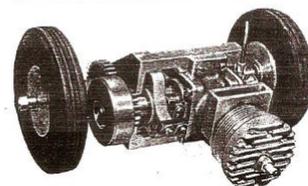
Fooled Them!

Chained to the dead officer on the beach were the Allied air and sea Invasion Plans. Martin was his name (code name mincemeat). Our spies in the area watched with glee as the spoof was taken as fact. Soon Lt Col Montague cabled Churchill (code name Col Warden): 'Mincemeat swallowed'. Mighty events turn on such moments. Ian Fleming was involved.

Peter's View

Peter Chinn told me that the 2 1/2cc Rivers was a very fine engine in Mk2 form. And the roller in 3 1/2cc form was mighty powerful – over .4 bhp when reworked. Coming in a stout box (red for the 2 1/2, blue for the 3 1/2) there was lots of printed info and an impressive Rivers transfer. Rivers, like Eta Instruments, took a keen interest in Class A racing, regularly there to see what happened. Some say Rivers pulled out when a large overseas order was not paid for. These days a boxed Rivers is mighty expensive, at Old warden last year £350! A boxed 2 1/2 was a VTR2000 prize.

**ROWELL SPUR
GEAR DRIVE**



Ready to go

The model car scene – tethered and rail – required reasonable workshop skills in the transmission department. A bolt-in blessing such as that

offered with the 10cc Rowell was the answer – at a price! As tethered speeds rose to 200mph the chassis/motor/transmission package demanded top-notch stuff and strength. Proper tracks exist in Germany and the USA but there is nothing of import here – more's the pity.

Jim's Judgment

The rare Amro 10, a Swiss lift of the Dooling 61, appeared in 1954. On offer at 150 Swiss francs and aimed at the car, boat and speed boys, Dooling tuner Jim Dean reported 1.75bhp at 18,000 in modified form with more in hand – before the big blow up!

Inspired Ira

Stepping back to the 10940's and Chula Vista, California, we find another great engine from Ira Has-sad, hot-rod enthusiast. Elegant in blue the 10cc Bluestreak delivered 1bhp at 14,000rpm and cost 25 bucks. Model or full size, American engineering was quite excellent at this time.

VTR Info

Prizes will be awarded this year for those toting VTR and Speed models at old warden on 21 and 22 June. Books last, and the books this time will be signed and carry a special certificate. Here are the winners (Philibuster frog 500) of VTR2000.

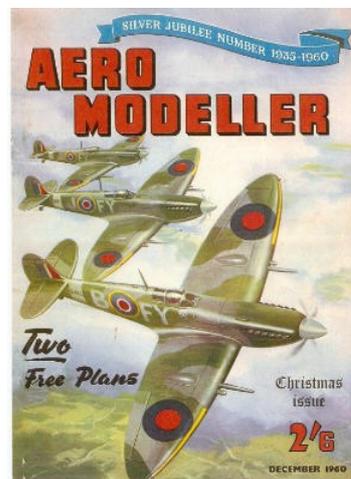


A Good Stick

Fame attracts. For the Red Baron one piece (or ein stuck) carved for him by craftsman Holzapfel was a magnificent walking stick. This was passed to Reinhart when Richthofen fell, then within weeks to Goering (Fokker DV11, 22 victories, Blue Max and other decorations). Certainly aware of the Teutonic Knights (founded in 1190) Goering chose their black and white for his fighters.

They Were Great!

There's no substitute for a good stock of Aero Modellers and Model Aircrafts from the great days of the 1950's and 60's. Old plans are all very well – and we're fortunate to have so many in circulation – but reading about the model's construction by referring to the mag in question augments the current process no end, at least I think so. Then there's the club reports, adverts, accounts of the many big meetings, uniformed Apprentices at Halton, Boy Entrants flying at Cosford, the magnificent covers by staffer Laurie Bagley in Clarendon road. A full set of Aero Modeller Yearbooks (like the SAM yearbooks) adds much to the experience. How lucky we are. How great they were.



It's Back

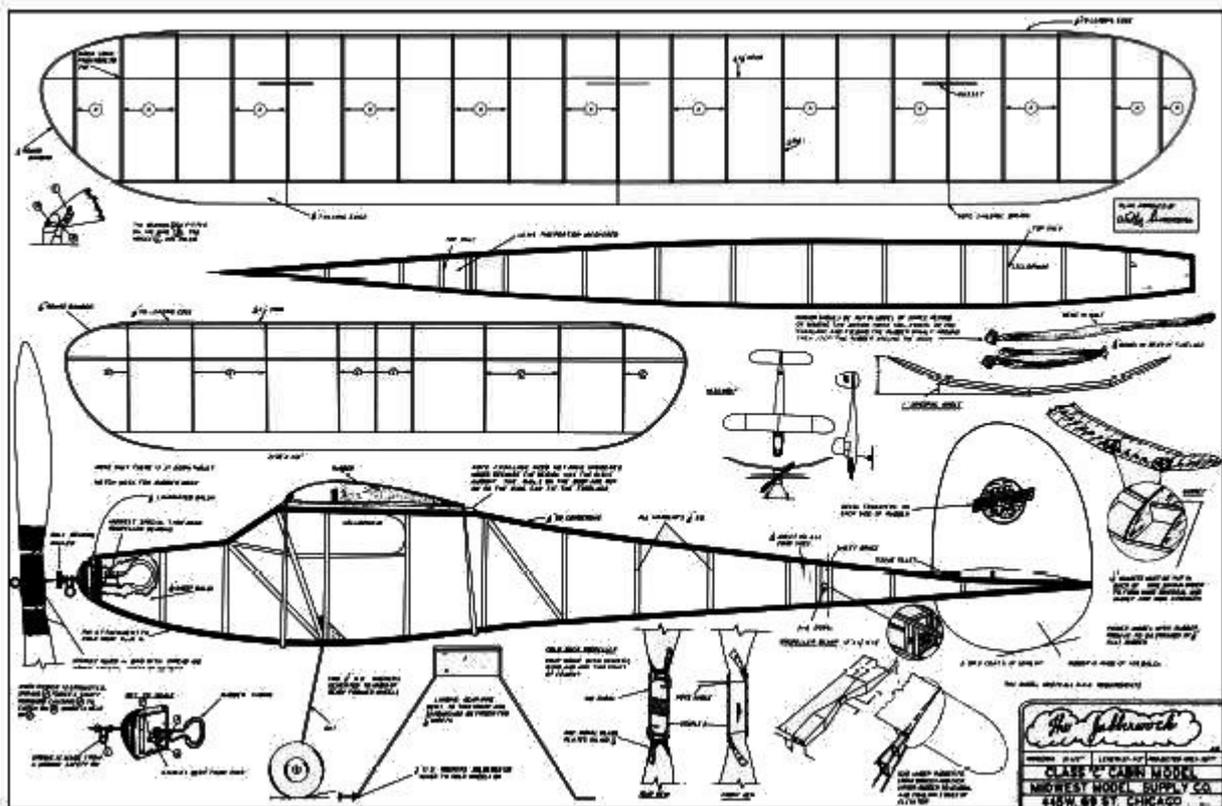
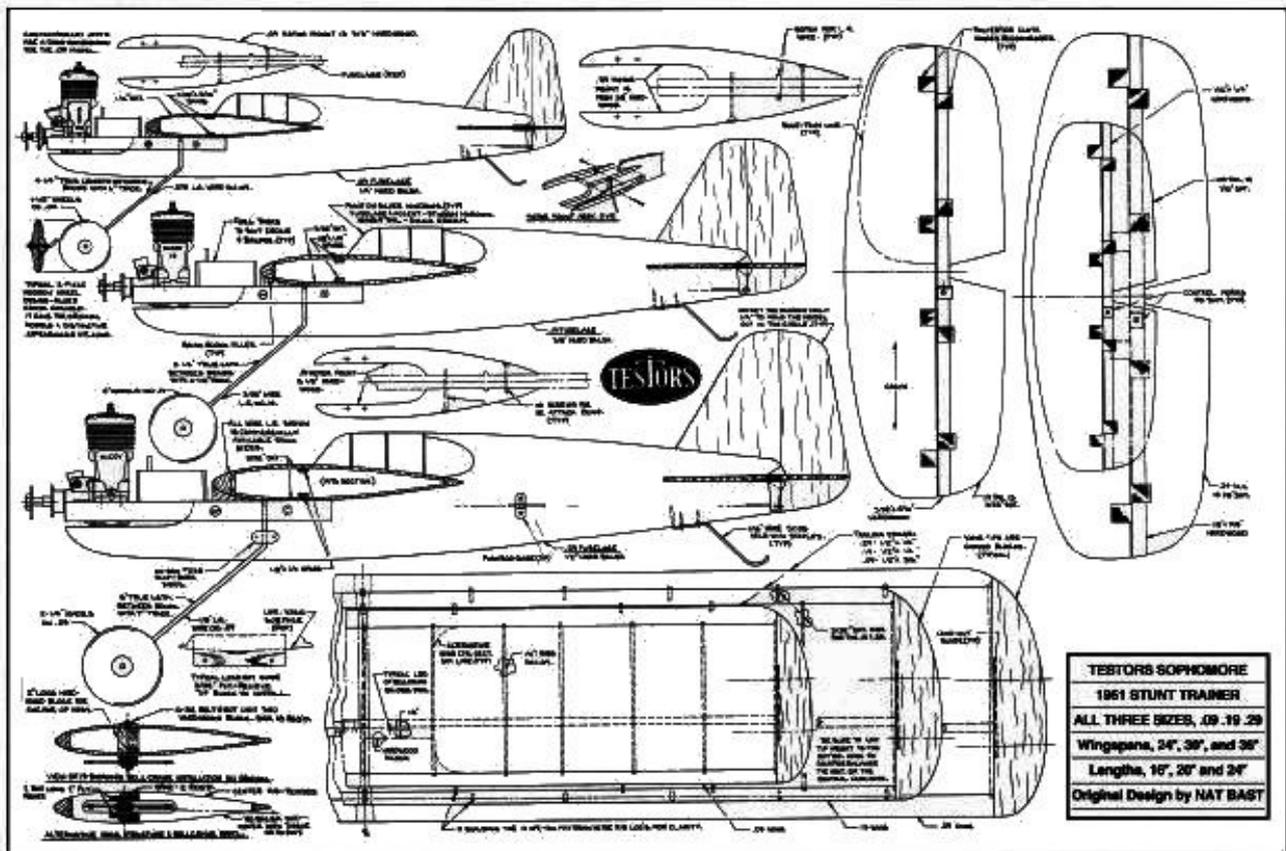
Coming to us from the age of high Empire when the world was so pink and the Earth's curvature precluded a full sighting of the Spithead review is a little tin just 2 inches across. It's Zam-Buk! All the way from the Boer War and first sold here in 1903, this herbal balm is truly Vintage and gives tone to the engine cabinet and is excellent for a host of other applications.

Big Brough

We know the music, we remember the sand. Now there's a stunning model of the SS100 Brough – the storming Vincent of its day – ridden by Lawrence of Arabia. In 12th scale, in metal, it's a gift at £65 (08704603456). Having one of these in the RAF (Lawrence had several)



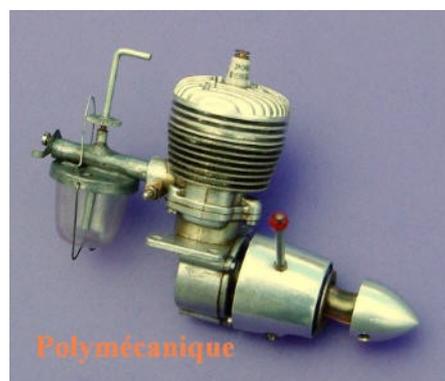
would be akin to a personal Gamecock. What did the CO think? A Vincent HRD is also available at 7 inches or so.



Photos of some of his engines from Brian Cox



Have a look at the attached selection of under 1cc: 2 Alloucheries, 2 Maragets and 4 Microns.

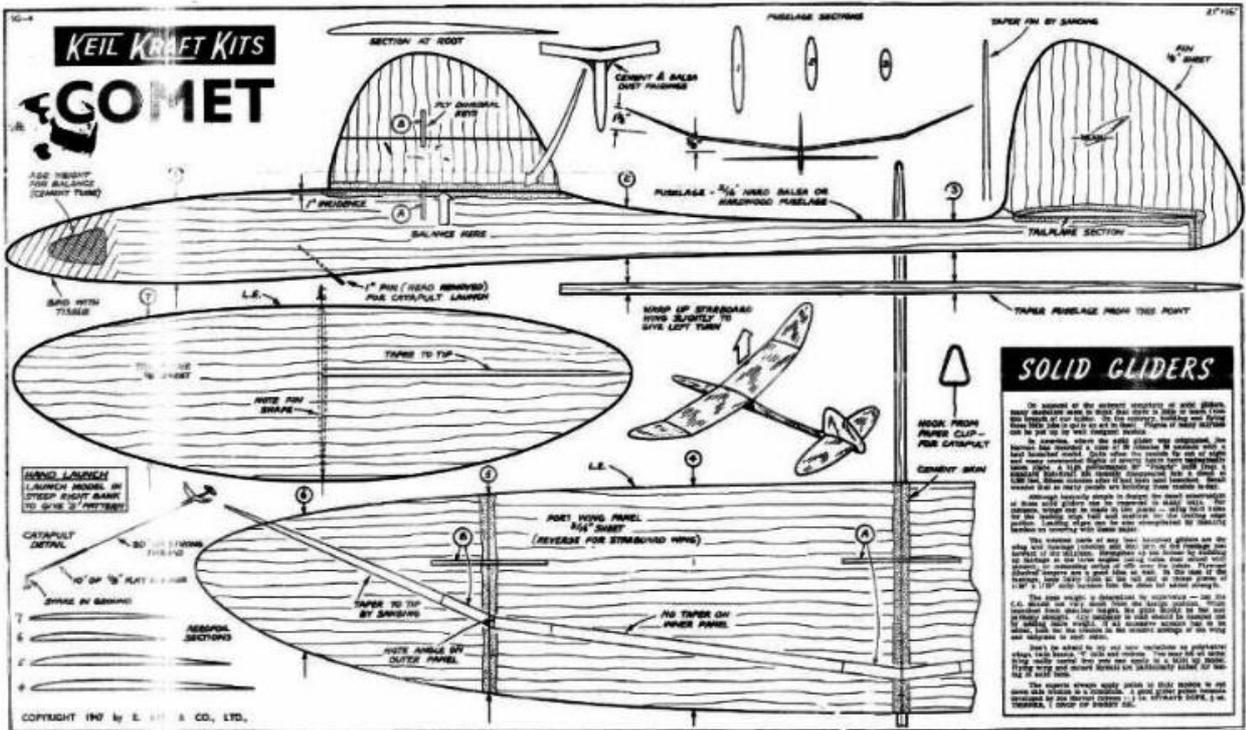


Wimborne MAC Vintage R/C event 18 May

Combi events at Middle Wallop 28 September, 19 October and 30 November.

Plans Listings

I've had a chance to look at the plans listing on DVD by Roy Tiller of BMAS and as mentioned last month and I would confirm that it is an excellent source of information and reminder of plans long forgotten. Well worth the money. Contact Roy on roy.tiller@ntlworld.com



Photos from Richard Bavin



Aces Stick with open valve Saito 30



Kan Doo with ED Comp special very very very slow



Jabberwocky Elfin 2.49 beam mount



Richard describes it as very very slow

PAW 35 powered Simplex



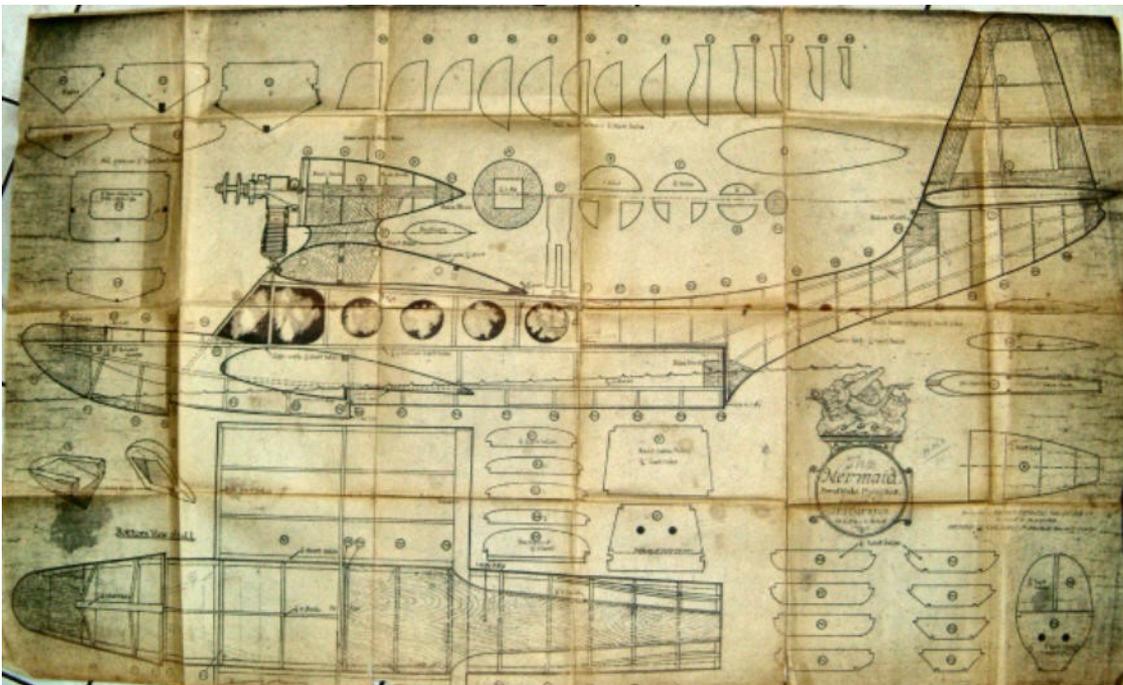
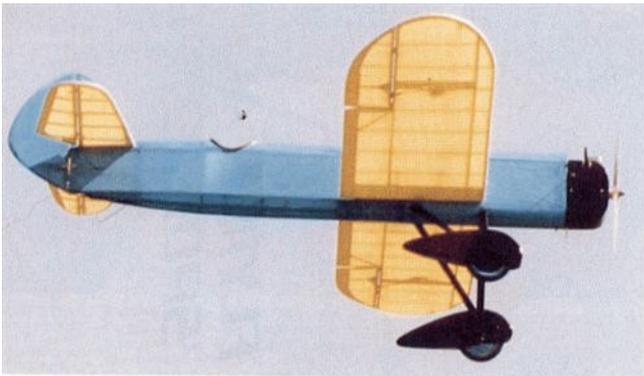
Flying Aces Sportster by Geoff Northmore

Since first discovering the Flying Aces Sportster - a small 14" rubber design of 1935 - I've built 3 versions for power. The first was around 32" wingspan with a Big Mig .061 glow up front and 3 channel micro radio. This performed so well with very slight dihedral that I enlarged it for an O.S. 20FS plus 4 channel radio. This was flown at an Old Warden Vintage Weekend and my design was published as a free pull out and quite a few seemed to have been built - very satisfying for my ego! Both models were passed on to fellow clubmates when I departed the U.K. and still exist. I decided to build another recently and this time I've gone electric for a 36" wingspan version. The result of its first flight on a very windy and turbulent day can be seen. The model flew o.k until it suddenly went berserk and spiralled in. I put this prang down to being impatient and plain stupid for not waiting for calmer conditions! After a rebuilt nose job a second flight in calmer weather ended as the first - curses - but this time it spiralled down and seemed to level off and was undamaged. On both occasions the model was well within range so I tried another Rx and since then there have been no problems.

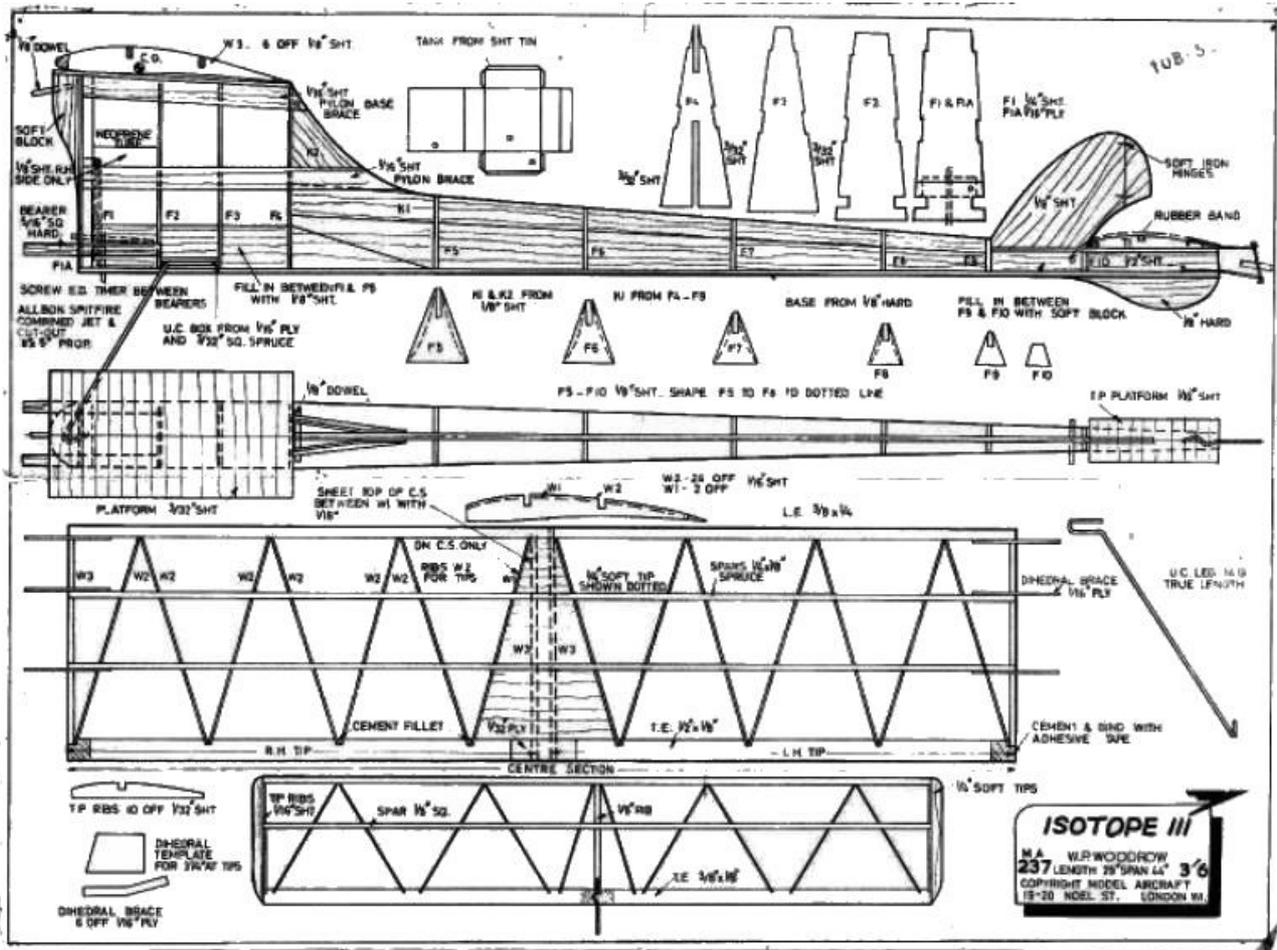
The blue model is the 4-stroke version whilst the yellow peril is the latest. It really is a delightful little model and I can recommend it to anyone for a fun flyer as it will perform basic aerobatics and looks good in the air.

My Pinocchio fitted with the G Mark twin glow was O.K., but as the fuel tank was small only a few minutes duration was possible. The model has now been re-engined, for the third time, with an MVVS 1.5 diesel R/C and has a good performance and improved flight time. However even more side thrust will have to be built in sometime in the future as an off set rudder plus full trim has proved necessary. Geoff.





Mermaid plan from Brian Cox



Slicker Major by Bryan Passey

At last the Slicker Major is just about finished. I am surprised that I haven't built it long ago as the plan was given to me by an old friend in the Glevum (Gloucester) MAC in the late 80's. I think I was prompted by the fact that I had a brand new, in the box, unrun Webra 61 that I had for at least 20 odd years.

The model is balsa and ply as one would expect for a model of this vintage, but covered in a very lightweight silk that was discovered in a "Hobby Stores" outlet. A friend of mine, John Ralph down there in Cornwall, used this material to cover the fuselage of his West Wings Spitfire with great success.

I have added radio on rudder, elevator and throttle just to keep the model local, and all will be proved one way or another at the next fun fly to be held by the Kintyre Model Radio club on the



31st May--1st June at Machrihanish on the Mull of Kintyre (here's where I burst into song)and if any Stick and Tissue readers are in the area at that time, please feel free to come along and join in the fun especially if you have a flying machine in the boot of the car, but I will require your vehicle reg number to enable you to get pass security (01546-602918).

We fly just about anything, from indoor, to control line through to free flight,

radio (Piston, turbine and pulse jets) We have few neighbours to upset with noise other than our friends in northern Ireland !

You may wish to use some or all of this in the next issue of the much awaited "Stick and Tissue, please feel free to do so but as soon as I have tied up a few loose ends I'll get going on some news and events North of the border.

A bit more from Bryan a sort of PS a couple of days later

I intended to send this fine photo of my control line Veron Wyvern, designed by every ones friend, Phil Smith. I have built a number of his designs, including the Hawker Sea Fury also for control line, two of his ducted fan free flight models, the Lavochkin and Sabre with his Fairy Delta on the stocks, not to forget his 16inch span rubber powered scale models, great fun indoors. -----Pressed the wrong button ! -----Bryan Passey



Photos by Ian Saunders

Middle Wallop 27 April 2008

The weather is a fickle but finely tuned presence in our lives with the power to give pleasure or disappointment. According to radio 4 the other day it was part of the basis of the development of the chaos theory, butterflies, and all that. Well I believed it. My theory is in the following analogy – The weather is like Big Ben (In this case the actual clock not the tower). The huge mechanism of cogs, shafts and ding dongs all working in harmony, with Victorian precision, with a frame work of iron immediately above comprising of many straps 1 ½ inches wide on which is balanced a 12 inch long 2 ½ inch wide hardened steel open ended spanner. Need I elaborate further?

Such was the weather on 27th. The journey there was OK but soon after arrival clouds gathered some way away and thunder could be heard. Rain followed after the car was emptied and things in place. When this eventually died out the weather improved as the day wore on with the sun showing itself, yet another sunburnt noggin. The only constant was a breeze.

This was the day of the first of the planned four Veron Junior Combi competition events. There is a fifth to be run in June at MW by BMAS.

These models started appearing from go in the end 14 were counted, predominantly the Consul but also a 3 Cadillacs and Lindsey Smith's Corsair. No Coupe.

Many of the models had not been flown before so a lot of fiddling, diddling, winding, cursing marked initial flights and attempts at a 1 minute max. The trend was for early flights to be between 35 and 55 seconds but with tweaking most were able to break the 1 minute or not far off.

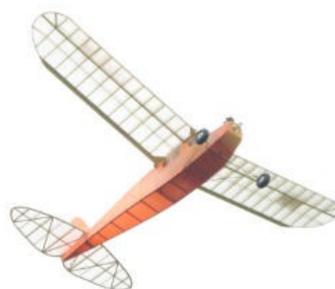
Of the 14+ models only 7 made it or wanted to join in the fly off. What a fly off it was all 7 in the air at the same time, Malcolm Jagger down first in 10 seconds (always something goes wrong in a fly off) next Mick Parker at 20 seconds then Keith Miller at 33. It then became serious Simon Rogers 1 minute 2 seconds, Alan Jupp 1 minute 21 seconds and then disaster Tony Thorn OOS at 1 Minute 44 seconds and Peter Jackson at OOS at 6 minutes 13 seconds.

The whole event in the presence of Phil Smith made it special. I feel that this first outing of the comp was the start of an event that hopefully will grow through the year, we'll have to wait and see and of course not forget the chaos theory.

Simon Rogers down from Stratford on Avon kindly donated some of his kits as prizes. Many thanks to him.



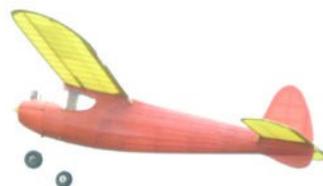
Tony Tomlin and OD "Richmond Park flyer"



Derek Collin's model



Ray Page looking proud.



It flies as well.



Roy's Comet







Winding up a Consul

Lindsey Smith's Cadillac with widened fuz for Co2



Another Lindsey Smith model



Another Consul



Another Lindsey Smith model



Consul



Frog 45



Utility

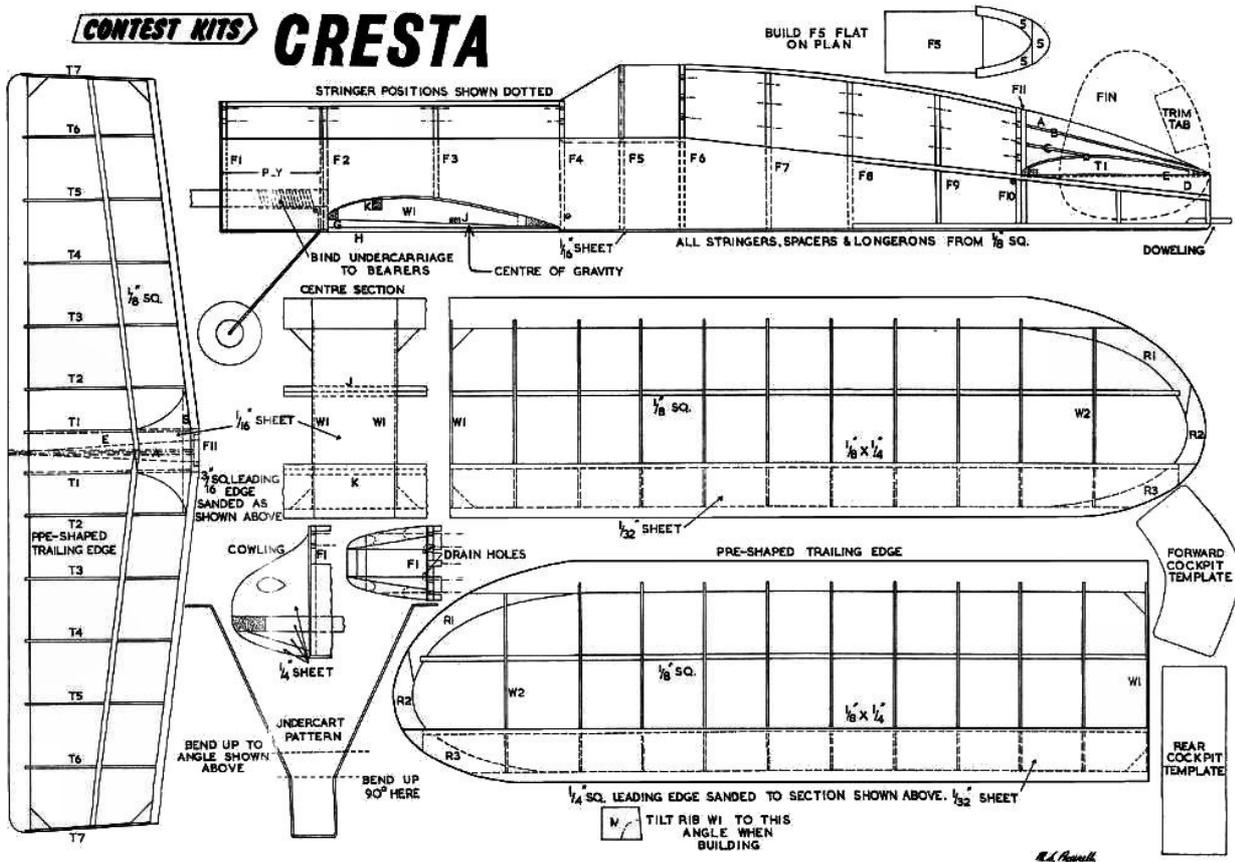


Ray Page's Utility with Derek Collin built Elf Cobb replica



Phil Smith's Cardinal No1 and Bowden

Tony Thorne, Phil Smith, Peter Jackson, me, Alan Jupp



Tomboy Senior Fuel Tanks.

Tony Tomlin

The new Tomboy Senior class for Vic Smeed Tomboys, scaled up by 1/3,rd devised by David Boddington, requires a Mills 1.3 either original mk2 Mills, Indian Mills or Irvine replica. The Mk 2 Mills 1.3 and the Indian version have, as standard, a fuel tank of 6cc capacity. Unfortunately the Irvine Mills has a tank of close on 9cc, which is not acceptable for the competition.

To overcome this problem with my Irvine Mills [fitted with a throttle and the standard Irvine tank] I have made up an insert from 19mm diameter aluminium rod. This is cut to a length of 7mm and is drilled to allow the fuel pipe to reach the base of the tank.

