

## Sticks and Tissue No 19 - June 2008

I'd like to thank the following contributors, without whom this newsletter would not be possible Allan Knox, Alan Jupp (Some of the plans), David Kinsella, Richard Bavin, Tony Penhall, Alan Holmes, Peter Branigan, Phil Smith, Tony Tomlin.

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.

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 complier/publisher of Sticks and Tissue.



Photo taken 24.6.2008 pm of Phil Smith with his Eazy trainer – more in newsletter

The following article was received from Allan Knox who is a member of the Christchurch Club in New Zealand. The article first appeared in that Club's newsletter and has been updated and now reproduced.

## Introduction

ARFs have their place of course but I'm afraid I'm a fan of the do it yourself, the only exception being my competition sailplanes where I've finally weakened and bought a new modern moulded model (Pike Perfect) and I have to concede it is better than I can build. When it comes to workshop time I really enjoy the skills learnt as lad in the 50s and 60s.

Vintage is something I got into 3 years ago. My Cumulus was the first of 3 vintage models built since then. We are allowed to use modern materials here as long as appearance is as original. All moments, areas, sections and angles must be maintained per original. That allowed me to do a lost foam glass fuselage for my A Texaco Lancer and front pod for my 1/2A Tex Skipper. The Cumulus is strictly stick and silk with some sticky trim.

I attach some shots of the Lancer. It is my favourite and very capable of maxing every Tex A flight when the Pilot gets his act together. Yes, we can use ailerons on Vintage competition models here. It is a Lancer 45 scaled up to 60 inches. The original was New Cyclone Company, New York, design from 1938. It is film covered and uses an OS20 FS.



## The Fun of Vintage R/C Power by Allan Knox.

With the approach of the first Vintage R/C contest, I've been working to repower my Cumulus with a new but ex-Burrows Saito 65 in place of the low performance, but consistent OS61FS. I've had no end of grief getting the Saito to run at full song but that is another story, which now has a happy ending thanks to Uncle Buck.

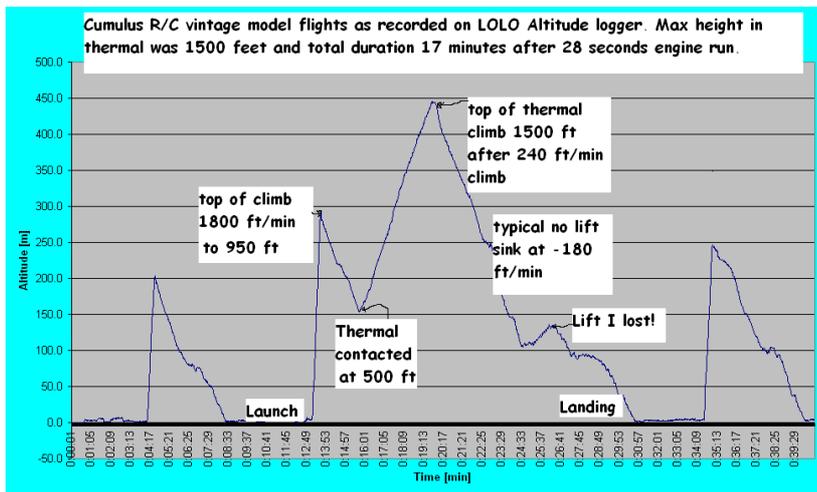


Anyway... I thought I would share some of the fun of these models with you.

My Cumulus was designed way back in 1937 by one Ben Shereshaw, a prolific designer of the time who went on to design the Bantam engines then aerial gunnery flying targets during WW2. These were the forerunners of the UAVs of today: again, another story. The Cumulus is big and heavy with a fair bit of extra structure and hardwood so it can stand up to 1.1 BHP from the

Saito in place of the 0.25 BHP sparkie it was designed for. It weighs in at a hefty 85 ozs and its 900 sq in wing gives it a solid wing loading of about 13.5 oz/sq ft; well above the minimum 8 oz/sq ft per the rules. Despite this it now easily makes the 4 minute max needed for Vintage Duration events, that is provided the motor peaks up and I stay away from sink. The thing that really surprises me is just

how well it thermals. Even with the drag of propeller, landing gear and semiscale details it thermals very well and feels almost as capable as my 2 meter glider so you really can go thermal hunting with these big vintage machines. The LOLO graph below shows three flights during a recent engine tuning session on an ordinary grey southerly afternoon. Nothing special in terms of summer lift. The middle flight is a beaut. A big climb with the Saito finally on full song, 10,200 RPM on a 13 x 6, all the way up to 950 feet in just 28 seconds. This was followed by normal glide on a wide search until lift was found. Soon the model was climbing solidly even when trimmed up and left to its own devices, it was designed as a free flight model after all.



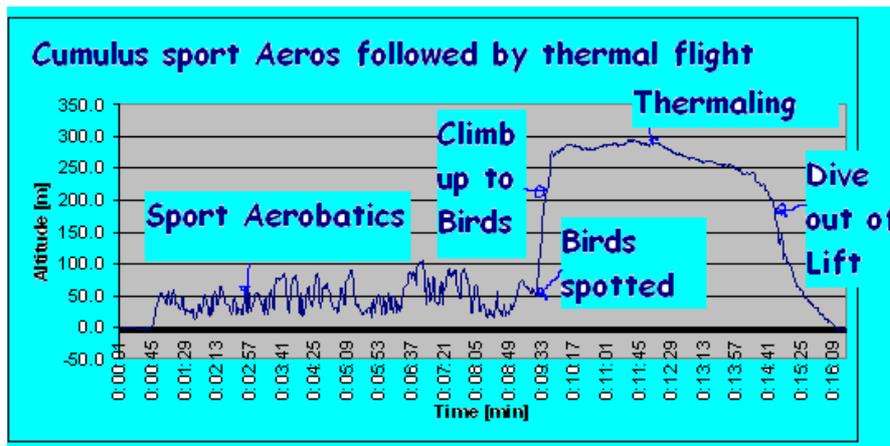
After 7 minutes it was way way down wind and very high. The wide 12 inch chord wing is great for visibility but it was time to come home. This is where the high wing loading helps. Cumulus will trade height for distance very well. The old Goettengen 497 section doesn't get too draggy when you speed up, unlike some vintage under cambered sections. Soon the model was back overhead and still up at about 400 feet. The graph then shows some lift was contacted but I failed to centre and lost it, so

it was gently down to a stately landing on the strip after this 17-minute flight. It all goes to show that these big vintage machines are very useful soarers.

An added bonus is that Cumulus is a good sport R/C model so I often just cut the motor right back and string together a series of loops, rolls, wing overs, Immelmans and things just like the old barnstormers would have done. The 4 stroke runs for 20 minutes at these low throttle settings so playtime can be extended. If you happen to see some gulls thermalling by you can just open up, climb up and join them then shut down the motor and thermal away. This happened on the flight after the ones recorded above.

This is what the chart looked like.

So to the summary... Big vintage machines can be all things to all fliers and are way more versatile than many people think. Why not try one and come and join the fun.

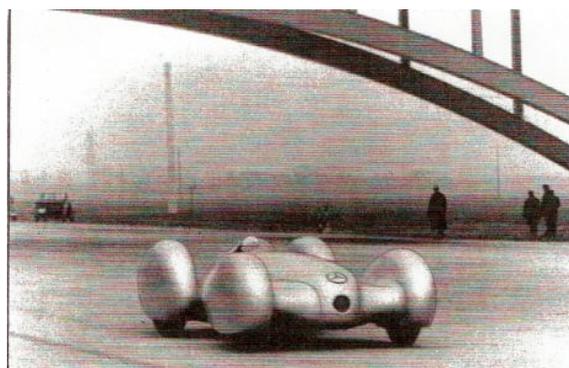


PS John Ensoll's lovely old New Ruler is again back to its former glory after its Nats crash and is another ideal machine for Vintage competition, thermal flying and general sport fun.

## David Kinsella's Column

### Land Planes 1938

To demonstrate the excellence of their cars and roads, Record Weeks were held on the autobahn between Frankfurt and Darmstadt. Streamlined GP cars from Mercedes and Auto Union streaked down the concrete at more than 270 mph, shockwaves causing sonic booms as they emerged from bridges and underpasses! At the time a Hawker Hurricane was just 60 mph faster.



### Boxed

In the great days of Keil Kraft of London E2, even such simple items as spinners were offered in stout cardboard boxes, made up with four staples and wrapped in paper printed in green, black and white. This dainty cube wouldn't stand a chance today in the cut-and-thrust of business, a crummy plastic bag being quite enough – if that! Good boxes are very much a part of our wonderful Vintage scene.

### Good Stuff

That great mag Best of British went to town in May with three pages on Dambusters and two more on famous test pilots like Duke and Beamont. A further page was devoted to signed covers, even those by Barnes Wallis. Paul Brickhill wrote on the epic dams raid, and had an amazing escape when his parachute dragged him right across a mine field – but to final captivity! Fifty years on Brickhill is still in print.

### Prop Stuff

Plastic's ok but for classical static only wood will do. Well shaped and well aged, this pre credit crunch timber is worthy of both chase and cost. Are they made in volume these days! I'm not sure.

### Zom!

Good to see Mike Parker in print re the Spanish 2.5cc TBR Zom. How well it did in serious competition is not clear because it hardly appeared in the magazines. Mike Clanford's book shows three, I have three boxed but a note from the experts would be appreciated here.

### Colour!

With the arrival of summer a great burst of colour in our magazine. In the April edition several fine models by Lindsey Smith, he the great standout expert on rubber powered scale which look super and fly well. Full marks, Lindsey! Elsewhere wonderful control liners from Bryan Passey, his Veron Wyvern and Sea Fury plus ducted fan action evidence of great skill and enthusiasm. And, of course, lots of action from the lads of Raynes park MAC, the shot of the blue Junior 60 landing quite delightful. It's all looking good.

### Sunglasses Please

The storming finish on my new Class B is evidence of Alan Walker's sure approach to aeromodelling. Bengal Lancers (Chas Taylor's Cardinal Puff, McCoy 29) awaits decals on the port wing, the blue and yellow inspired by the impressive tunics worn by these famous horsemen.



### Flyers Depart

Within days two great pilots died. Paddy Barthropp flew Spitfires in action while Diana Barnato walker delivered them to the squadrons. Their books – Paddy (1987) and Spreading My Wings (1994) – tell of the heady adventures they enjoyed, both being top notch at their craft. Paddy wrote in green ink and Diana never missed a Christmas. ‘Classical RAF’ will cover both in more detail.

### Plane Skills

With its engine based on the single pot Norton, Chapman’s chassis and Costin’s bodywork produced a Grand Prix winner when driven by Moss. Backed by Tony Vandervell, the racer was tall and you climbed aboard by placing one foot on the rear wheel! But Gostin came from the aviation industry and knew his onions. Michael Turner’s fine print of Moss in action was just one of the prizes at Old warden.

### Lovely East Coast

As Vintage types we know what LNER means. Worked on by Roger Daltry and others over some years, a mighty model railway layout shows the famous company in the age of Gresley. It’s all there in massive detail. Sir Nigel Gresley lived at Salisbury Hall, its wide moat security for the first DH Mosquito. Called ‘The Gresley Beat’, this 35ft marvel is worth chasing.

### Still Around

Spotted a fine tethered car at Reading railway show in May. The cast pan and top came from Marshall, 1066 Products made the fwd axle and clutch, and the large rear induction motor carried the ED stamp. Priced at £795, it would have cleaned up nicely. Circa ’52, I’d say.

### Risky said Roland

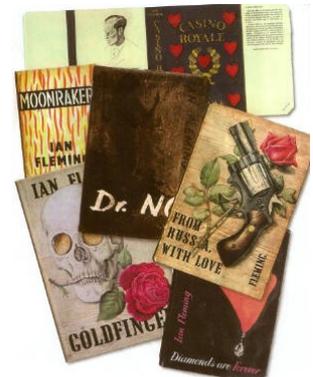
Ace exponent of the Hairy Tempest and Typhoon, Roland Beamont told me that tipping over the V1 doodle-bug at 420mph was risky and not at all the cakewalk suggested by ‘experts’ writing in libraries! After all, you were just a few feet away from a large bomb. But Roly got it right, going on to fly the TSR2 on 27 September 1964, its maiden flight. Cost cancelled this machine in favour of the F-111 which in turn was cancelled on cost for the Phantom and Buccaneer.

### At The Club

A recent addition to the Walls of the Raynes Park’s clubhouse are Albert Hatfull’s drawing instruments, two in number and well used. Elsewhere a two picture reminder of Sir Stirling’s great victory in the 1955 Mille Miglia, signed to the club by Stirling.

### Classical Bond

The plan was to fly a repaired German bomber into the sea off of the French coast. Basic lingo would fool the Nazi rescue boat long enough for the vital Enigma code to be captured. 007 or what? Much more – movie clips, Fleming’s chair from Goldeneye, a Colt Python, an Enigma machine, a wall of books to remind that 200 million have been sold – is on show at the Imperial War Museum. Early Bond movies such as Dr No are screened.



### Big Bucks Now

Before F1 became the big business you could amble around northern Italy and get close. Ferrari was not linked to Fiat, the test track across the road did not exist, and if you were there at the right moment a whooping V12 would hook right out of the famous gates and smoke away up the road to the old track at Modena. Memorable stuff! With the pungent haze dispersed, a tour of the red-tiled fact-

ory was always a good idea. The black horse of Baracca, Italian fighter ace of WW1, dates from Alfa times and is carried to this day. The Spad pilot bagged 34 but was shot down in June 1918.

### Excessive Bull

Stones in 303 magazines, chains with gaiters, buttons attached with string. Common really, but how about the starched windsock! An overseas CO mad on bull demanded a 'sock always parallel to the ground...Now, who was the CO and where did it happen?

### **From Ian Russell**

C/L. All unopened kits (I misjudged folks interest!). :-

Tutor 2 ARTF. Profile for 46-51 engines. Now no longer produced.

Was £90, now £75.

Nobler ARTF. Was £90 now £75.

Brodak ARTF Oriental. Was £110. Now £90.

Kits -

RSM have suffered a price increase lately. If I order any more of these the new price will be £110. Unopened, still in original shrink wrap:-

RSM Laser cut Thunderbird Mk.2. £75.

RSM Laser cut Nobler £75.

RTF - Pink Panther. For ST G20 or similar. Old. Fuel soaked. Exciting, now flies like a pig. Sharpen up your reactions for combat? £5.

F/F - Built by Jim Woodside for Banks 0.4 - Small Tomboy. Had some wonderful flights with this but it's covered with Airspan. I've decided I don't like airspan. I paid £20, available for £10.

Ian Russell. 020 8932 6783. rustler@aero.fslife.co.uk



From Geoff Goldsmith  
Hope you like my old Falcon at Deanland on Sunday.  
1946 Anderson  
Spifire,





## Branching out!

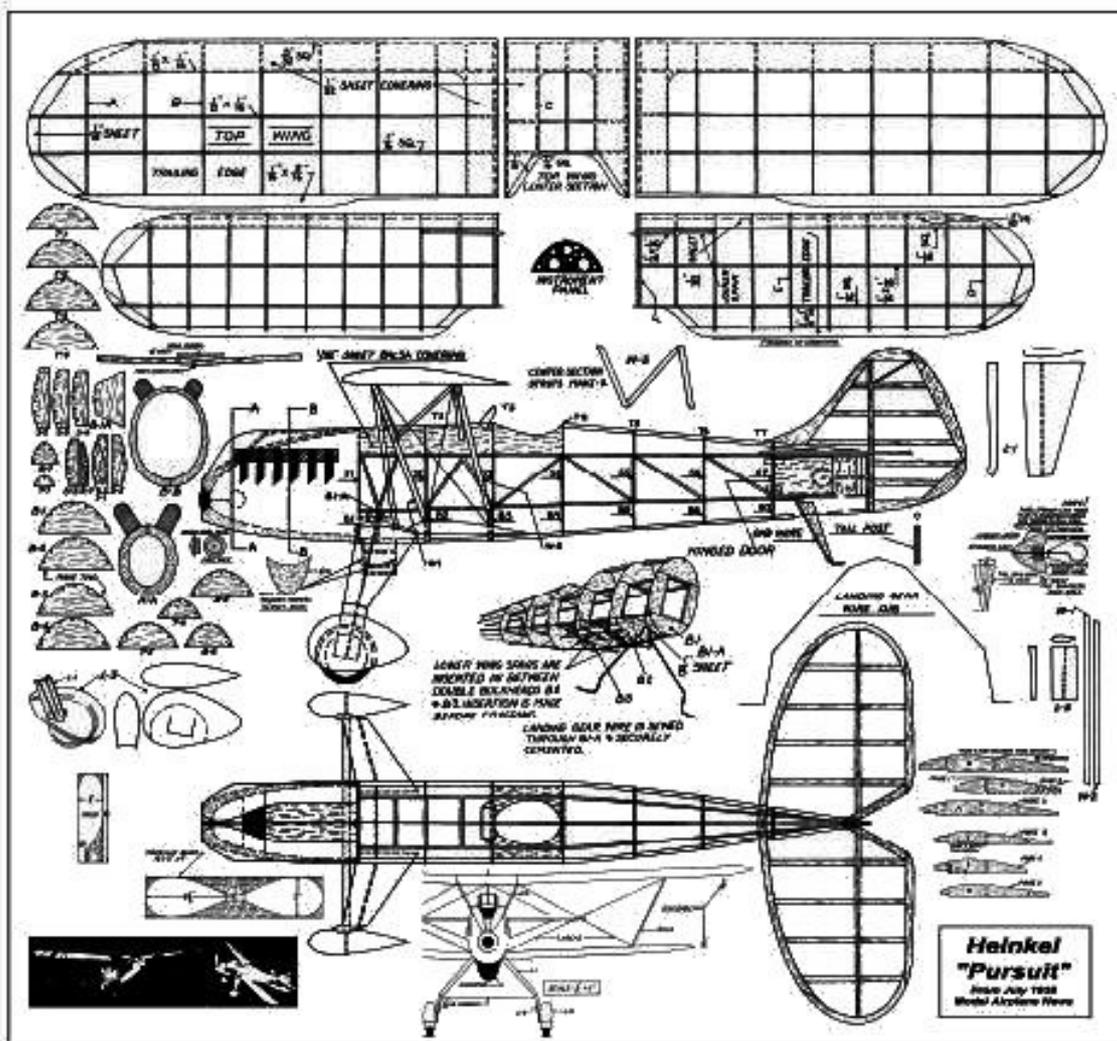


No this isn't a photo of a balsa tree giving birth. I was loaned this photo, taken by Ron Moulton, by the owner of the model that was grabbed by a tree in mid flight. To save embarrassment it is best if he remains anonymous. Normally this would not be worthy of comment however there is a history of this model and particular growth of trees. Not the first time that Skyscooter or Stentorian have been assaulted by the vegetation.

It is rumoured that so awkward it was to get back that the model was removed by a twelve bore shotgun and after 16 shots it came down without damage. The tree however was shaken but did not stir and the rescuer took a bow (bough). Trees seem to be coming an acceptable area to land as not only did this happen to ..... but on Sunday at Cocklebarrow another well known personality did the same thing, he too will remain anonymous and referred to only as DB. (Not Dave Bishop). I suppose it's a case of a model plane looking for any arbour..etum in a storm.

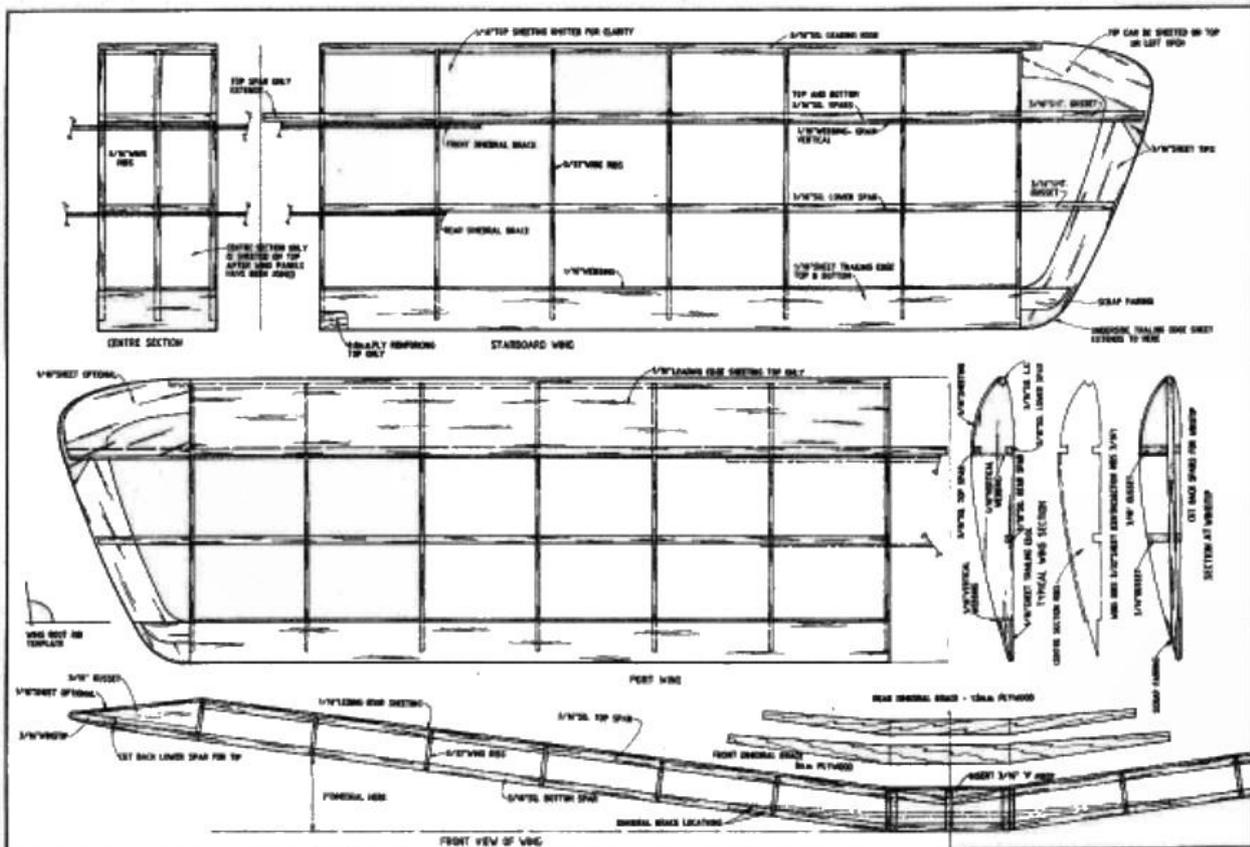
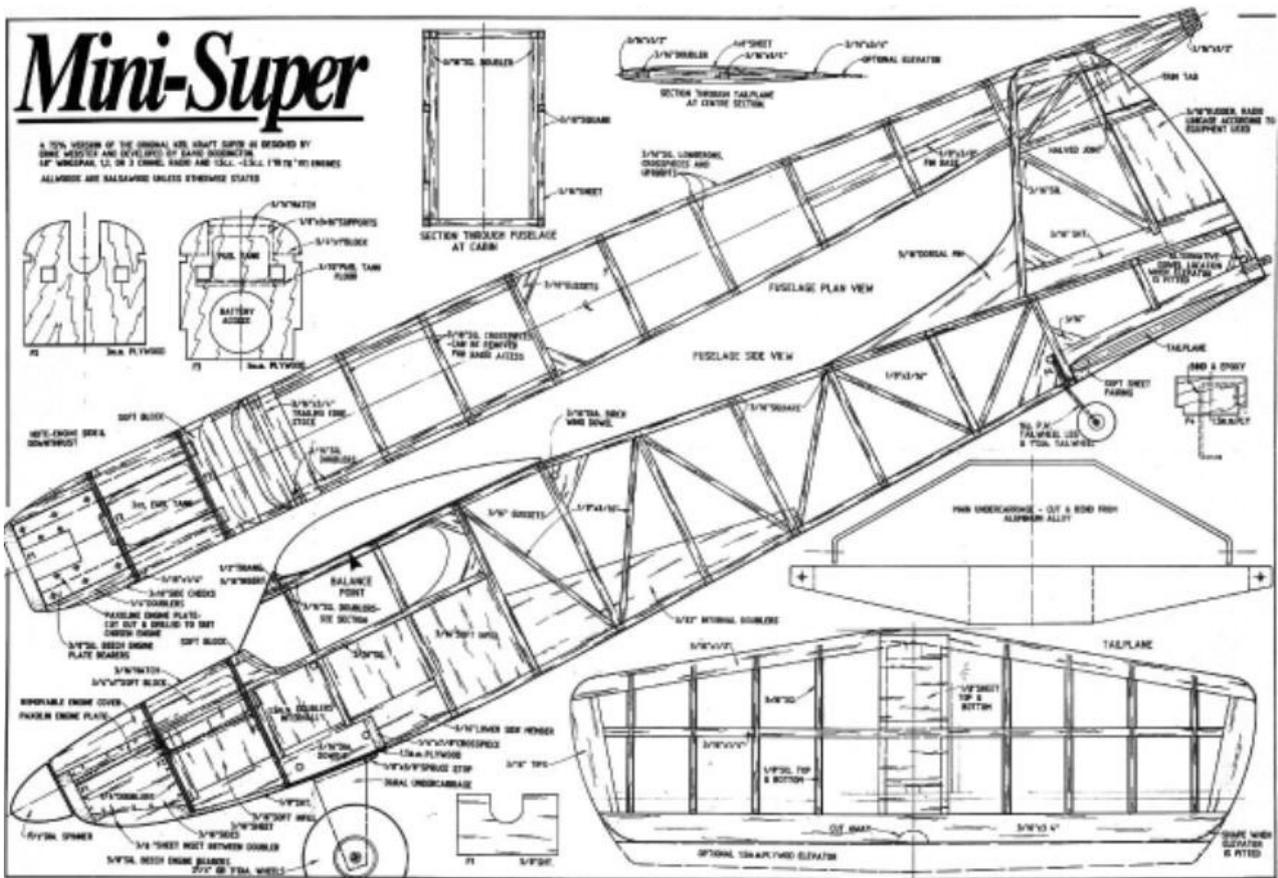
I wonder if the long claim held by aeromodellers that the tree moved and grabbed the model or it wasn't there when I took off has some credence.

You realise that in writing this I will take my most prized model to the flying site and either get it stuck in a tree or fly through the barbed wire fence. Or both!



# Mini-Super

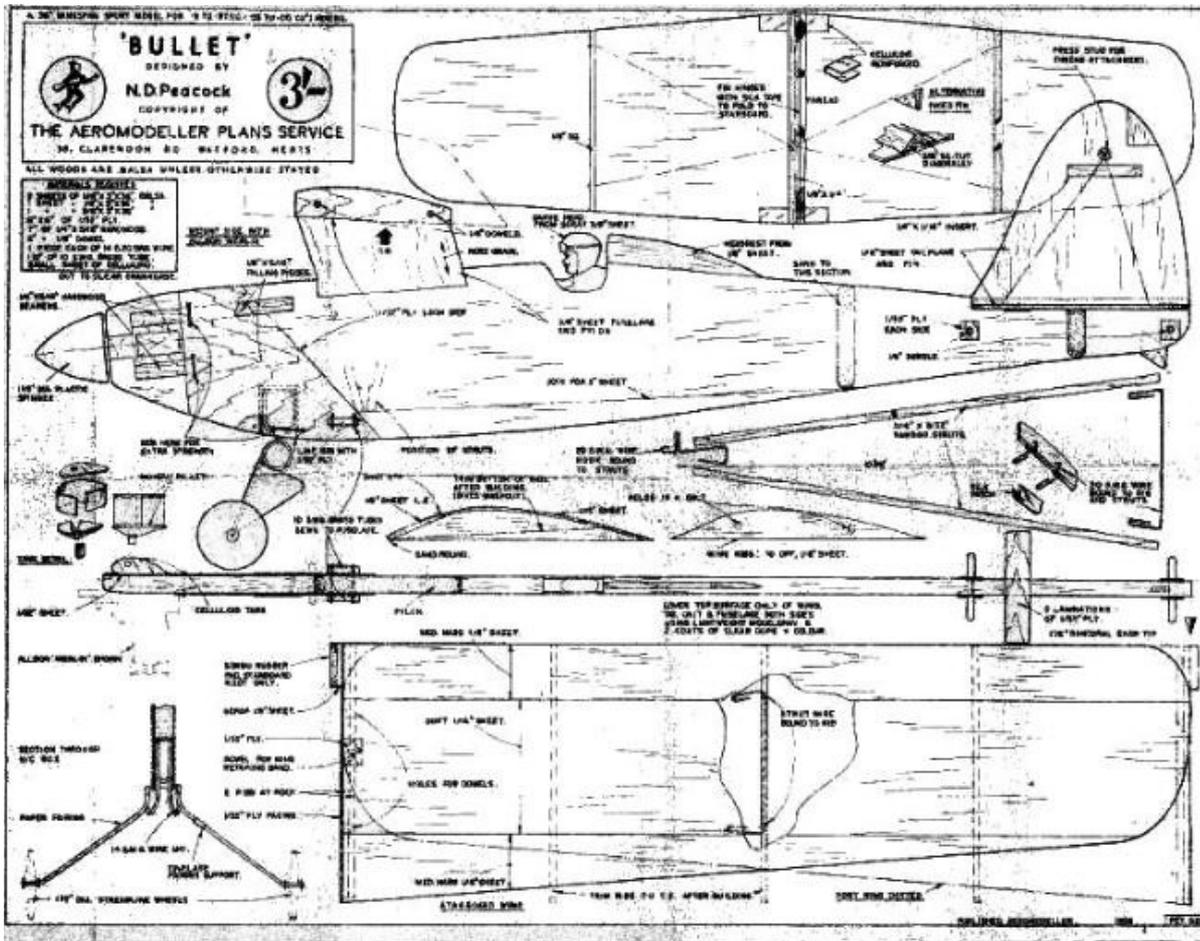
A 10% VERSION OF THE ORIGINAL 80% LIGHT SPORT IS DESIGNED BY  
 JOHN WOODRUFF AND DEVELOPED BY DAVID ROSSIGNOL  
 1/2" WINGSPAN, 12 IN 3" CHORD, 8000 GRAMS AND 12.5L - 13.5L 1" WING REINFORCEMENT  
 ALLOWANCE ARE BALANCEWEG UNLESS OTHERWISE STATED



Mini Super. I just had to include eventually. I built one in 1999 to take on holiday, powered by an OS15FP with three HS81MG servos. I took the wing centre section out but kept the overall span and made the wing two piece instead of three. The leading edge was made a D box. I didn't bother to make a symmetrical tailplane and just left it flat section. Took the rudder up to the top of the fin.



Undercarriage is of wire and held on with saddle clamps. Covered in red and yellow Solartex. It has been, and still is, a great little model. Fits easily into a car, 48" span, very stable in flight but will loop, invert, roll and can be flown slowly or fast. The model also flies very well in a strong wind. The OS eventually wore out and whilst I considered a new piston/liner decided it was not worthwhile and bought a new Thunder Tiger GP15 from Sussex Models when I was in Worthing one day. Seem to recall it was only £3.00 more than the piston/liner with P&P. The GP15 seems almost identical to the OS, fits in the same mounting holes. I was dubious about the make of engine having heard poor reports but I must confess it has performed 100%. I've since bought a couple more of these engines.



Gentlemen,  
 Here is a real piece of R/C history on ebay. Ed Kazmirski's original Taurus up for sale on ebay. Look for item number 220247965082 should be in the AMA museum  
 Alan Holmes

**The auction ends on 26-Jun-08 01:47:15 BST**

The following was taken from Ebay.



It

## Kazmirski Own Built Top Flite R/C Model Airplane Taurus

Grab a piece of history. You won't find anything like this. This comes to you straight from the estate of Edward Kazmirski. This was built and flown by Mr Kazmirski!

From the estate of the late Edward J. Kazmirski, Modeler, Machinist and Professional Photographer, this Top Flite Model of his famous 1962 AMA Nationals Taurus is in very good to excellent condition, sans motor and prop.

The same model plane featured with Ed on the January 1963 cover of Model Airplane News. Note the Playboy sticker on the tail.

Length 54

Wingspan 68

Tail height 9

### Edward J. Kazmirski

Modeler since the late 1920's

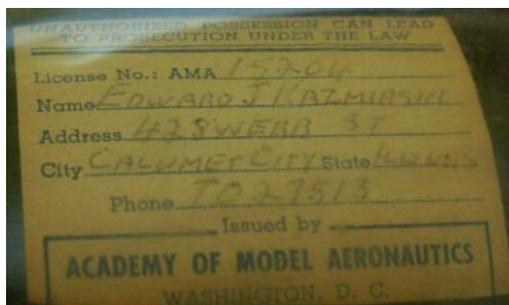
AMA Number: 690746

Won the 1960 International with his Orion plane, an RC model. Won the 1961 Nationals with a variation on his Orion plane.

Three of Ed's RC planes were kitted by Top Flite Models in Chicago. The first was the Orion, then the Taurus, a trainer. All three were quite successful because they were designed for contest work, but were also smooth flyers.

Throughout his years in modelling, including a break for work obligations, Ed has designed approximately 10 models.

Ed was featured on the cover of the January 1963 issue of Model Airplane News magazine with one of his planes. He is unsure how many kits were sold, but said they dominated the market for quite some time.





### From Peter Branigan

In a bit of a rush as going away at the weekend for a week (and then got the builders in for several more weeks... nightmare!).



In the meanwhile, you might like this for "S&T".



Coincidentally with my sending out Circle Talk, Jim Dobson dropped off two photo prints of his latest 54" Sportwagon, built after he got the urge to do so following that little bit of correspondence last year. As of the 18th June, it had not been flown.

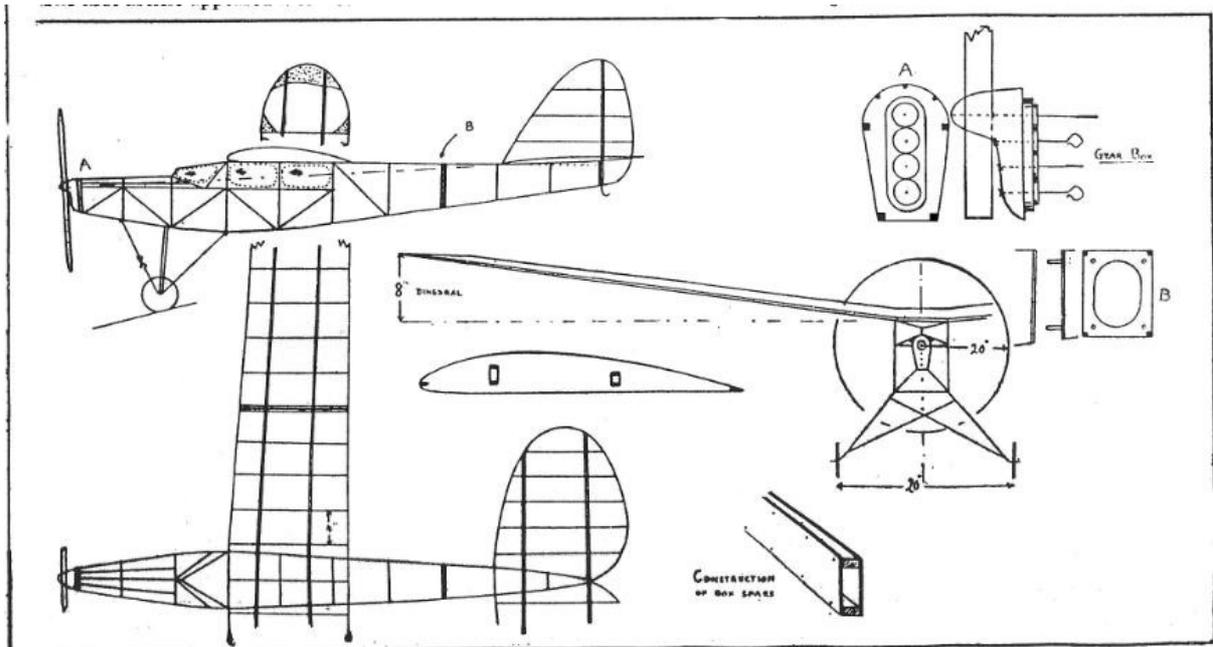
The plane is covered in orange Solarfilm and is powered by an Enya 19 BB (RC, of course). Both pix were taken at the Liverpool & DMAS field at Halsall (near Southport) and have been cropped both pix to exclude some of the background. Jim is Chairman of the Skelmersdale club.

Jim Dobson also wondered whether you might be interested in this for S&T.

He pushed it through my letterbox so I don't know more. (In any case, it's two months before I was born!). Jim is a wonderful mine of full size and model aviation lore, however.

### Veron Junior Combi Competition

Seems like ages since I last mentioned this competition so in fear that all have forgotten I confirm the second comp will take place at Middle Wallop on 21 September 2008. The first comp there were about 14 models although only 7 reached the fly off and two of those were lost OOS. So it's not too late to get building and trimming bit do put a name and address on the model. For more details contact me, James Parry 01202 625825, and plans are obtainable from Phil Smith. If you are not sure which one to build then I can email a reduced size copy of the plan.



The Total Weight of "Rosignol" is 54 ozs. The Wing Area is 12 sq. ft. and the Wing Loading  $4\frac{1}{2}$  oz./sq. ft. Span is 10 ft. ; Length 5 ft. ; Tailplane Span, 3 ft. ; Maximum Chord, 14 in. ; Minimum Chord, 10 in. ; Propeller Diameter, 20 in.

From English Mechanics April 12 1935 High wing cabin monoplane "Rosignol"

*(I do have the complete article and if anyone wants I'll email to them. I couldn't put in S&T as file was too large and reducing it made it unreadable. This model looks like a challenge, who is going to have a go? JP)*

### St Albans Vintage meet, Saturday 7 June 2008

Reasonable weather although a tad windy. Various Tomboy competitions were held and will be reported on by Tony Tomlin separately. I resort to photographs.







Can't get more vintage R/C than the contents of this Super 60, my very senior advisor (TT) says. On the subject explained that the glass tea urn looking thingy is not for the pilot's refreshment but is in fact a valve and there is no servo but power to move rudder is via an elastic band. I personally haven't heard of these new electric components.



The engine on the Super Sixty is a Kodak 35. I'll repeat that a Kodak 35.

(Details of where they can be bought will be by email)



## Ripe/Deanland, Eastbourne MAC Vintage Meet Sunday 6 June 2008

Another enjoyable event, of which there are two meetings this year, unfortunately the next one in September clashes with Middle Wallop. Many familiar models made an appearance so on to the photos.



A brace of Belair kit Astro Vikings. Mine is the black and white one powered by an OS20FS, too powerful. The model flies superbly and is very light which is I suppose why it was kitted for electric?



John Perry's electric Queen Bee



Full size (showing off, mines bigger than yours)



Mike Cumming's single channel Cardinal heading for the sun.



Ray Page's recently purchased a Derek Collin built Trevitihick sparky replica. 1.7cc? I took a few photos and all were awful!

### Engines For Sale from Old Bill

A list of engines for sale to good homes as a result of a life long enthusiast of my acquaintance. All in new or as new condition.

#### Diesels

K Falcon, 2cc, beam/radial mount £65.00

K Kestrel, 2.5cc £65.00

#### Four strokes

OS60 open valve £150.00

OS 60T, horizontal twin, un used £350.00 (Definitely a 60T **NOT** 120T)

OS FS20 £70.00

#### Cheapie two strokes

OS30 RC £30.00

OS10 RC £30.00

Enya 15 £30.00

Norvel .061 £20.00

Very nice Veco 19, throttle carb connected to exhaust baffle. £50.00

Futaba35 mHz Tx 6EXA and Receiver £40.00



Please contact S. Everett on 01948 841349



## More from Old Bill



A beautiful Albert Hatfull "Scarab". Scaled up to 84" built by Paul Howkins from his plans – I rarely buy models, but have pestered young "Scarab" Howkins (with help from his wife Val!!) for this one for about seven years. Problem is that having acquired it I've so far "bottled out" from flying such a lovely creation. It also has a fabulous laminated wooden spinner, (not

shown in the photograph) which is a work of art in itself.

Barrie Finneran also has I believe the only other one, planning joint photo in the immediate future, when no doubt will encourage one another to fly, as long as Barrie flies his first!



Photo shows problems on the farm. My young mate Ken Frost went to take off to be confronted by an animal rights protest blocking the end of the runway. Photo shows protesters showing solidarity. Whilst Ken is patiently waiting for them to moo---ve so he can obtain take off clearance.

Finally photo of young chap, myself about 12 years old proudly displaying my first set of long trousers (*Lucky chap I'm still waiting*) and Keil Kraft Minimoa, happy days. Just a quick thanks to Paul and Val Howkins for a brilliant Cocklebarrow Farm fly in.



(He was known as Richard Bavin then but now has a pseudonym Old Bill – there is a reason)

Last minute news he has for sale a full kit of a Lanzo Swayback. It has been built and flown but as of yesterday 20.6.2008. pm been re-kitted and wrapped up in a nice colourful bag made of Solartex. Offers.





## Cocklebarrow Sunday 15 June 2008

Well of course I got totally lost in the days proceedings and forgot to take any photos. The day was as usual for these events, usually, and that was excellent. Slight breeze but not too bad. I counted 53 different names on the roll of flyers so turn out was great. Barrier tape had been put up so as to segregate cars and people from active areas and with someone on "Line" duty proceeding were under supervision. This did not affect the pleasure of the event in the slightest. Flying was as you wanted subject to peg being free if on 34mHz.

Fun flying was the name of the day although there were three Tomboy comps, standard Mills 75, enlarged and MP jet. I entered the standard Mills and had a poor flight. Engine problems prevented further participation. The engine was absolutely fine the failing was with me, don't ask. If I explained and if all readers read at same time it could set off an earthquake!

At least Tony the T and long suffering wife Pamela were on the ball and here are his photos



David Boddington with his enlarged Tomboys.



Yours truly just before disaster (Read stupidity) struck.

In centre is Chris Hague with Peter Huntley on the right and Steve Powell on left.

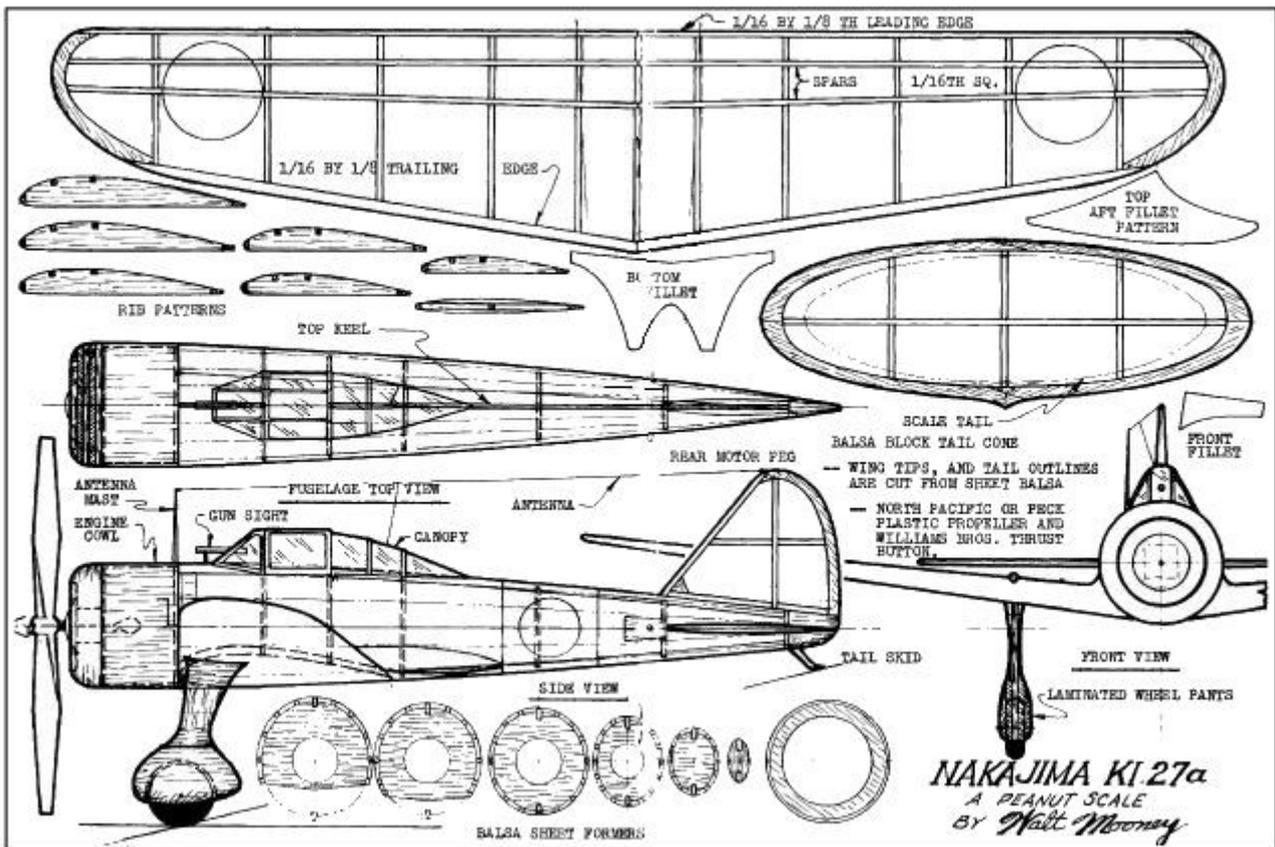


Steve Powell's Matador and Tomboy with John Laird's large Mam'selle.

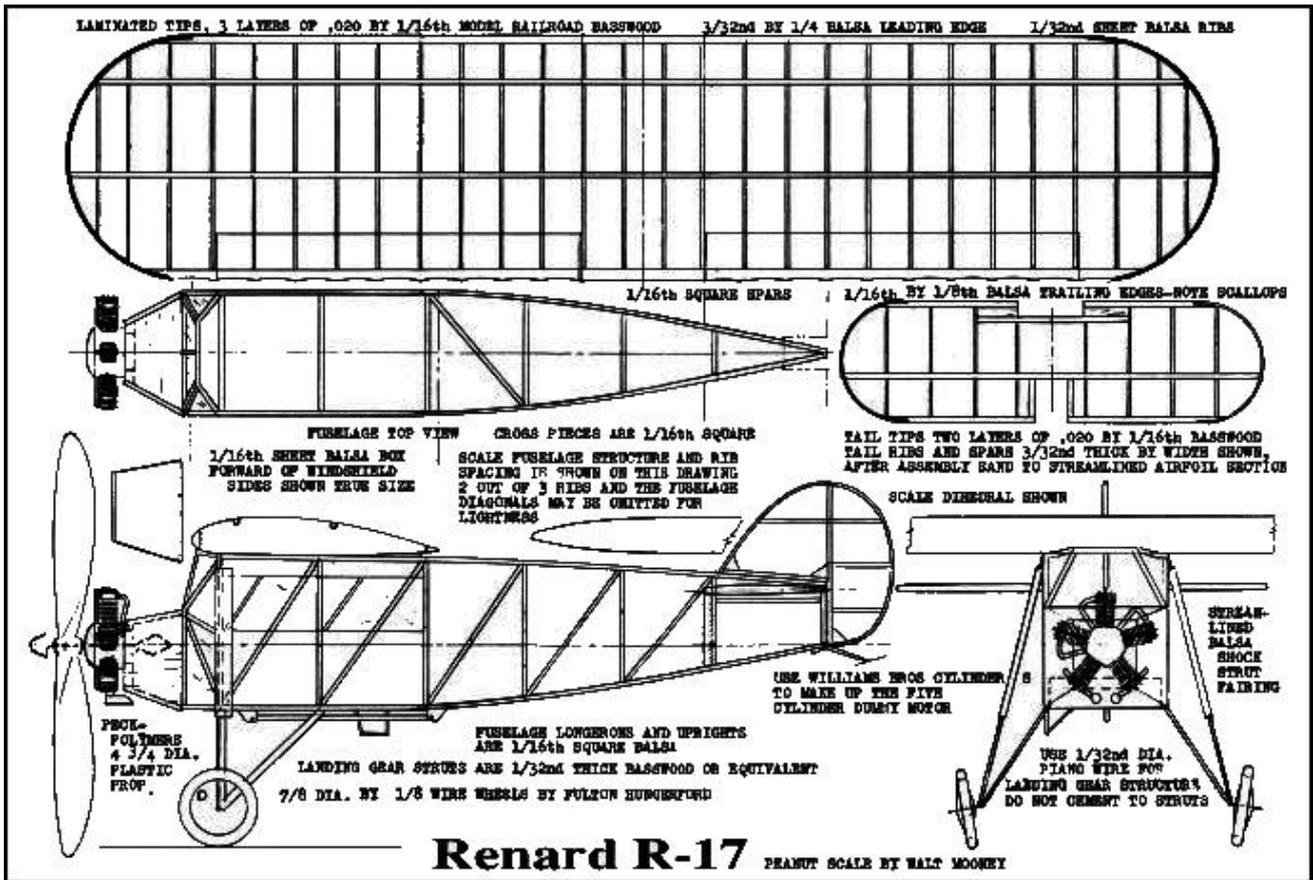




Group photo of Tomboy fly off line up. I would suggest that there are submissions as to what such a group could be named but fear the replies could effect my delicate mind.



**Alan Jupp** has the following engines for sale 020 8401 2691  
 Webra Winner 2.5cc with throttle, extended needle valve virtually new crisp and light.  
 Frog 2.49BB Red Head  
 ED Racer good runner. Needs spinner.



## Engine mounts

If you have a complete collection of engines or you want to display just the odd one or two here is an interesting stand available from Peter Scott. The photos are self explanatory and yes that engine is a Dave Banks replica .4cc Micro. The stands are available in quite a few sizes.



Peter can be contacted at:- [pns@scottcott.fsbusiness.co.uk](mailto:pns@scottcott.fsbusiness.co.uk)

## Plans so far digitalised in tif format but easily converted to cal for emailing

More details on request of any particular model. They have all appeared in various issues of S&T. Those plans that are currently supplied by others I won't send in full printable format e.g. Supplied by Phil Smith, Martyn Pressnel, Tony Penhall etc. They are, in a reduced version, useful on deciding if you want to buy or not. Others I'll email to whoever.

Albatross	Electra	Duration	The Magna
Ambassador	Elf Axe	Madcap	Tomboy ( various versions)
Binkie	Endeavour	Mercury Mamba	Tonto
Blue Pants	Envoy	Mini Concord	Utility
Boom	Ethereal Lady	Mini Super	Valtan
Bullet	Fawn	Minotaur	Vampie
Bumble Bug	Flying Lab	Miranda	Vindaloo
Cadillac	Fokker Triplane	Miss 38	Wee Snifter
Cardinal	Frankenstein	Nimrod	Wren
Cherpaa	Frog Cirrus	Toka	Zephyr
Cloud Elf	Goblin	Paageboy	Zephyr Frog
Club Challenge	Gossamer	Pander EG100	
Comet	Grasshopper	Peacemaker	
Consul	Helicante	Pedro	
Coquette	Hermes Major	Poppet	
Corsair	Invicta	Proton Mk 2	
Coupe	Ion Mk 20	Mini Robot	
Courtesan	Isotope	Rebel	
Cream Puff	Ivory Gull	So Hi!	
Cresta	Javelan	Spitfire VB	
Deacon	Kapitan	Sycamore & Hoverfly	
Debutante	Kolibrik	Terrier	
Doohicky	Lucky Lady		

## Old Warden Sunday 22 June 2008

Dam you global warming is all I can think of to say. Not sure what the wind speed was but gale force would just about cover it.

Apart from the C/L team racers who notched up a handful of flights not much else flew all day. I saw one R/C model temporarily take to the air. One other start disappearing downwind and another looking uncomfortable! Apparently one FF under 25" rubber model flew. As far as I'm aware that was it.

The traders were surrounded by modellers chin waging rather than buying and if I heard a sentence starting along the lines of "I remember back in..... there were some beautiful meetings" once I heard it 1,000 times.

Anyway talking was about the level of it for the day. At least the museum had a few more visitors and I went on a tour of the Swiss Gardens and really it is interesting. In the middle partially hidden is the fernery/grotto with its cross lay out and central glazed dome, fantastic to me as building are my second interest. David Kinsella was on a tour of the area handing out free raffle tickets. He was raffling books, Castrol oil, posters, Savoy Hotel plates a Rivers 2.5cc and Rivers 3.5cc. Of course the raffle meant that most stayed until 16.00 and when the numbers were called for the two Rivers engines all became deadly serious. More about this no doubt in a later issue and by the man himself.

The Fireball competition was won by Alan Jupp with his DH4, congratulations to him.  
Now for the photos all team racers apart from the one of David Kinsella and another full size.



Would make an easy scale project, paint wise



David Kinsella, who would have known?

## Events of interest

- 28/29 June Wings and Wheels. Good to see what's what and buy those things you didn't know you wanted.
- 29 June Chiltern Cup, Control line, Slip End, Luton.
- 6 July Oxford MFC Dreaming Spires F/F
- 27 July Mainly F2B etc control line, Milton Keynes
- 10 August Cocklebarrow
- 23/24/25 August, Middle Wallop (24th only will be R/C vintage organised by myself and Tony Tomlin there will still be FF on that day of course)

## Laser cut kits

It is almost expected that if you purchase a kit these days that it has been cut using a laser or cnc system. Gone are the days of crushed components, things have moved forward. The main UK suppliers of these modern kits, that we are interested in, being Belair and Replikit. They have been mentioned many times in these pages.

However with the growth of the Tomboy competitions Derek Foxwell, a very long and esteemed history in aeromodelling winning European Scale event back in the late 60's early 70's and all but ignored by BMFA as his models exceeded the 7Kg limit (I hope he will write an article?) and much much more since decided to make a Tomboy himself. Plan in hand he transferred the components to his lap top and when happy with what the machine had stored got some decent balsa loaded it into his other machine and produced a Tomboy kit. The other machine of course being a laser cutter. Now also being involved in raising money for charity The Brain Injury Centre, Queen Elizabeth's Foundation "A specialist centre offering intensive neuro-rehabilitation and integrated learning programmes for young adults" he cut out a few extra "Kits". The photo below shows what to expect and they are good. The package also includes a trailing edge that is joined using thick cyano on the ingenious scarf joint. The result is a very strong TE. Photos below. The part kit package costs £15.00 of which £5.00 goes to the charity. Wood selection is good quality and he currently purchases from the local model shop, Mick Charles Models. When I say local that is used loosely as it means a time consuming drive. How many of us now have a local model shop e.g. one we could walk to or less than say 3 miles away? Derek can be contacted on 020 8647 1033. I have a couple of the kits so can supply, I intend to take to vintage/Tomboy events and can send to anyone on receipt of a cheque/cash cheque made payable to Derek. *(Amendments to the plan to reflect R/C as used by Derek contact me JP)*



This what you get.



Not all of the parts, all I could fit in.

## Boddington's Mills 75 replica

Well they arrived at DB's yesterday 23 June 2008. If you want one be quick. They are £52.00+P&P. He will of course send overseas. David can be contacted on 01933226427

## Eazy trainer

Phil's workroom, in the attic, is full of models many prototypes of his and fantastic artwork. A book could be written on his artwork and not just while he was at Veron. Perhaps another time?



In particular interest to me, every time I see it hanging from the ceiling, is a trainer he designed and first flew in 1961 called Eazy Trainer. I personally love the early 60's designs, mainly aerobatic, although never built one. Dave Day gave me a plan of his Millibar and I did get started but other things got in the way, but it is a model I will turn my attention to again in the near future.

Anyway the Eazy Trainer as its names suggests was designed to be a first model however a rep

visiting the Veron works at the time killed the whole venture off by insisting that a low wing trainer would not do!

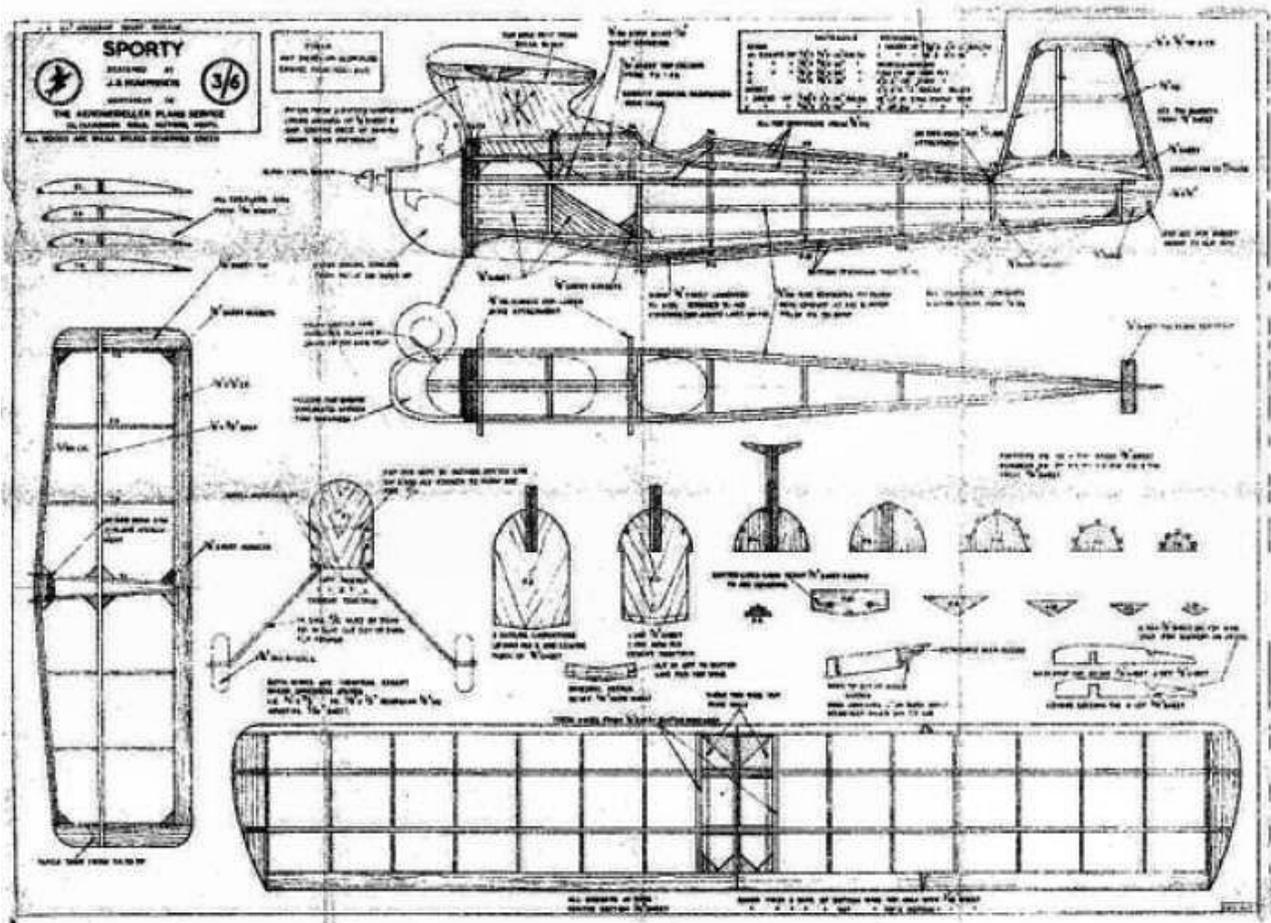
So literally back to the drawing board and the result was the successful Robot Trainer of 1962.

Here are some photos of the Veco 19 powered machine. The yellowish sides were originally white but have faded after 47 years! How does it fly well very well indeed and would make an excellent trainer. Shame it is the only one.



# Tomboy League to date 24 June 2008

Tony Tomlin	60 points
Stephen Powell	48 points
Tom Airey	44 points
James Parry	32 points
David Boddington	30 points
Chris Hague	20 points
John Bourne	20 points
Tony Overton	20 points
Geoff Stubbs	18 points
Tony Coulsdon	14 points
Dave Stock	12 points
Paul Netton	10 points
George Ford	8 points
John Wingate	6 points
Colin Shepherd	4 points
Toby Collis	4 points
Bill Roe	2 points



Sorry not too good reproduction of this Sporty. I'll get around to sorting out when I have a few dozen hours. The full size plan though is good enough to build from.



