

## Sticks and Tissue No 23 - October 2008

I'd like to thank the following contributors, without whom this newsletter would not be possible: Alan Jupp for several of the plans, David Kinsella, Geoff Northmore, Mike Cummings, Peter Scott, Dave Bishop, Ray Millard, Jim Anderson, Brian Austin, Alan Holmes, Peter Renggli, Gian-Paolo Capitani, Tony Tomlin, Richard Bavin, Tony Penhall and Adam Chambers.

If you can contribute any articles, wish to make your point of view known etc please send to or phone 01202 625825 [james.i-parry@tiscali.co.uk](mailto:james.i-parry@tiscali.co.uk)

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

Thanks to Mark Venter back issues will soon be available for download from <http://groups.msn.com/cmac/vintagestuff.msnw>

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



Now owned by Tom Thompson this model was built by Fred Longbon with a Peter Michel single bladed prop. Middle Wallop 12 October 2008.

## Reply from Geoff Northmore regarding Issue 22

I believe I can answer the query regarding the unknown red and white model featured on page 28. It is most probably a BM1/2, which was published in the November 1997 RCME. The original BM1 is an Italian design of 1941, which I discovered lurking as a small 3 view in the SAM Speaks of May 1992. It really appealed to me, but as a full sized version would have meant a change of dwelling it was only scaled for a half sized version of 105 cm wingspan to fly at O.W.Vintage in 1997.

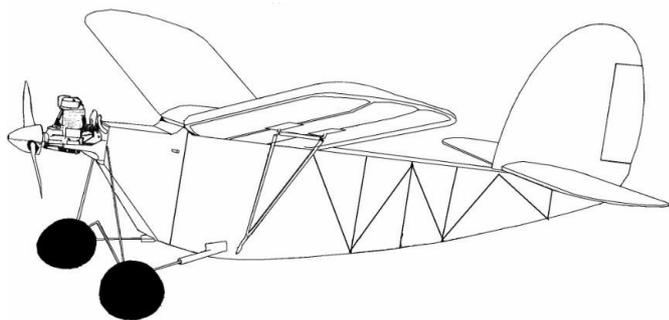


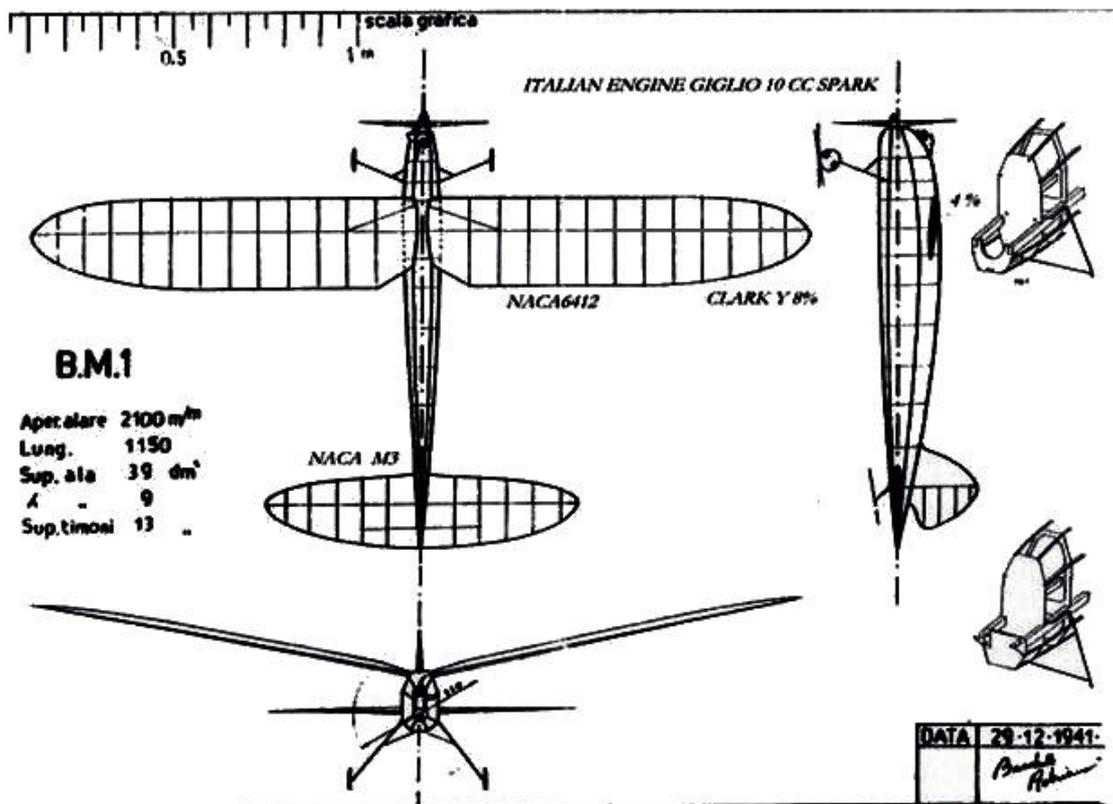
The model was powered by a Russian Big Mig .049 R/C and had 3 channel Fleet micro radio and was of conventional balsa and tissue construction. It proved a delight to fly as it was quite aerobatic and had a fast spin plus a good glide. The model finally died due to my trying to hand launch and fly with the elevator servo reversed - curses!

I built a 60" version here in New Zealand 3 or 4 years ago. Powered by an old OS20 FS and again 3 channel radio. This version was as nice to fly as my original, but one high "G" pull out too many produced a nasty cracking sound and a plummet to a crunching end. I still have the u/c, tail plane and rudder whilst the wings halves were shortened and joined



with a new centre section and are now used for a hybrid 3 channel model of roughly the same size based on a Frog Linnet.





I sent a copy of the above plan to Gian-Paolo Capitani in Italy and this is part of his kind reply:-  
 “The design is a real design from 1941 Italy: it is a no balsa design! Standard wing sections and fuselage formers are made with 1 mm poplar veneer. Where necessary 2 and 3 mm poplar plywood was also used. Two different engines are suggested, so two different engine mounting are in the plan. It was supposed that either engines could provide around 1/5 H.P. It is really a poor power with nowadays eyes; the model was by sure quite light, but no figure is given in the article but the generic recommendation to build well and light! On the plan you have, somebody added some more information about profiles; they are correct as from original article.”

## Tomboys 3s & Tomboy Seniors at Old Warden Festival of Flight Tony Tomlin

Sunday 28<sup>th</sup> of September was the ninth and penultimate round of the popular and keenly contested Tomboy3 series for 2008 hosted by David Boddington. It was also the first time the Tomboy Senior class had been flown at Old Warden. After the wet and windy weather of the preceding weeks we were lucky to have sun all day with virtual flat calm.

As before the Tomboy3 competition was for the standard [36"], Vick Smeed designed, Tomboy fitted with a Mills .75 engine and 2 channel radio. The competitors had to achieve 2 flights of 4 minutes or more duration using the standard 3cc fuel tank to qualify for the mass launch fly off, with the last down being the winner. The Senior class was flown to the same rules with the models scaled up by 1/3<sup>rd</sup> to 48" span and fitted with the Mills 1.3cc diesel and a 6cc fuel tank.

### Tomboy 3s

Six competitors lined up for the Tomboy 3 fly off with, for the first time, Andy Sephton joining the experienced Tomboyists of David Boddington, Tom Airey, Stephen Powell, John Strutt and Tony Tomlin.

As the start marshal gave the 10 seconds before launch signal, last years overall winner Stephen Powell was in trouble with his engine overheating and stopping. The others all got away simultaneously with Tony Tomlin's first time out, new lightweight model climbing away quickly followed by Tom Airey and John Strutt.

As the engines cut around 2 minutes, Tom Airey was highest with careful engine setting up giving him a slightly longer run than the rest. Andy Sephton and David Boddington were lowest, Andy recording a good time for his first event and landing at 4mins 36secs. David Boddington was down 21 secs later with the remaining three all fairly close, John Strutt being the lowest finishing 3rd at 3secs over 6mins. The remaining 2 were now out of the lift and descending with Tony down a second over seven minutes and pleased with the performance of his model. Tom landed smoothly at 7mins 48secs to a ripple of well earned applause.

### Tomboy Seniors

There was much interest in the “larger” Tomboy class by the watching aeromodellers as due to the larger size these models are certainly very much easier to see at height! There were six competitors in this event, these were five fliers from the earlier Tomboy3 event with Colin Shepherd from Birmingham replacing Andy Sephton in the fly off line up.

This time there were no flight line dramas and all models climbed smoothly away as the start signal was given. Tony Tomlin’s attempt came to a premature end when his engine stopped with the tank still half full and landing a little over 2minutes after launch. Due to the larger size the highest models had climbed to a height of an estimated 800ft before their fuel tanks were dry, all remained easily in view. Way out in front were Stephen Powell and Tom Airey in a class of their own with the others circling below out of luck due to the small amount of lift around.

David Boddington landed at 4mins 29secs, followed by John Strutt 5secs short of five minutes. Colin Shepherd managed to ‘stretch’ his glide to land at 5mins 14secs. The remaining two circled close both descending slowly. After what seemed like an age, but was in fact a little under 3 minutes, Stephen gently landed, Tom floating in 39 seconds later to win at 8mins 49secs, completing a clean sweep for the day. David Boddington presented the prizes to the winners after what had been a very successful meeting.

It is planned to have a number of Tomboy meetings at different locations for both classes and a league in 2009. Please contact Tony Tomlin for information.

Tel : 02086413505 or Email: [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com)

### Eastbourne R/C Vintage 21 September 2008 by Michael Cummings

Blue skies and lighter winds were at the Golden Cross on Sunday. Seen at the meeting was Brian Hewitt with his original Stunt King the 1949 Gold Trophy winner. This model was kitted by Keil Kraft in that year and appeared in the December issue. The model has been repaired since 1949 but is largely original and retains its Yulon 30 engine.



Control-line celebrity Brian Hewitt





Huddled activity at Eastbourne around the Queen Bee with Derek Foxwell, Tony Tomlin & John Perry.



### From Peter Scott

I did make it to MW for the Sept bash, brilliant day if a bit breezy, and got to fly my DC-350 "Buck's Duck" (which I built about 5 years ago but never previously flown!).



Re "Cherub", I built one circa 1978, it was v.lightweight even with spats added, and was overpowered with a DC Dart. Built light, it was a



delightful little model, and yes it flew away and was lost OOS on the 4th or 5th flight despite the (dodgy) Elmic timer fitted. Must build another one!

### From Dave Bishop

Went to Old Warden last Saturday (27 September 2008) at the invitation of Mike Reynolds and Ken Shepherd in the most perfect weather ever. There were so many beautifully built and flown model aeroplanes of all sorts and such a wonderful atmosphere of warmth and friendliness.



Tomboy had 8 flights with the team DB as follows in the attached picture;

Left-right; Neil Tidy- Scientist and engineer, Roger Godley- Pilot, James Gordon- 2nd pilot, Mike Williams- 3rd pilot.

Tomboy on the 1st of 8 flights





A "Connie" of Philip Noel absolutely beautiful scratch built with balsa wood, light as a feather, wonderfully detailed finish and powered by 4 electric motors. No noise, no smell, no mess and flown at a proper scale speed. A total show stopper!



## David Kinsella's column

### Down Tools

Time again to crack open the ginger beer and delve into the column that covers everything yet concentrates on nothing – as a famous fellow Irishman long ago advised. And from long ago comes Jabberwocky, and old Class A job with attitude and windage built in that demands more than an ED Racer up front. Bill Hume in tropical shorts designed it, his plan appearing in Aeromodeller for June 1953. And in the same edition came Norman Butcher's Sorcerers Apprentice, to me far more durable and certainly faster. Plans are available for both and either would be an ideal winter project. Cheers! Pictured is a Jabberwocky – with those risky fins!

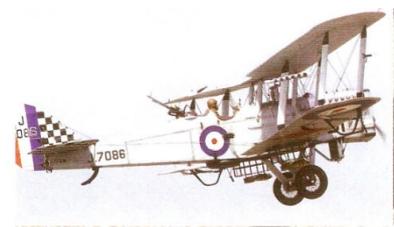


### The Big One

Like Everest among molehills, the Mille Miglia was the arbiter of the motor racing world. To win the one thousand mile race was virtually impossible yet admittance to the pantheon demanded it! What a predicament! Backed by Daimler-Benz the great Stirling Moss sliced the Gordian knot and so won his place. Today there's at least seven books in print on his amazing life. Ideal for the enthusiast at Christmas, hundreds took part with Moss in the furious Italian charge.

### Stunning Scale

The DH9a in Flying Scale Models for September was quite exceptional. At 33 lbs and spanning 128 ins there's room enough for all the detail you're prepared to pour in. Peter McDermott's cracking rendition – spoked wheels, tropical rad, copiously vented cowling, guns, struts, wires galore, you name it – is a world class without doubt. By chance this very aeroplane was the subject of a picture by Barry Barnes, hung at the Guild show in London 2007.



It is seen flying low in the land of the Pharaohs. Decked about with a spare wheel and occasionally a handy prop too, Hatfield's reach across the sands was a feature of Empire policing. As we have seen, Arthur Conningham's DH9a was bright red from prop to rudder during his Basra days.

### Noble Konk

Note the shine on my new VTR. It's a cardinal Puf from the good old days when thousands attended the big model meetings. A Robinson spinner and wheels are well worth the money, and for static purposes a nice wooded prop also helps. The engine within is a shaved McCoy 29, and the VTR's overall finish – just look at that shine – is a credit to Alan Walker's skill. One of the greats by Chas Taylor.



### Who Pays The Piper

A DFC winner who flew his share on Lancasters expressed a tinge of doubt concerning the approach of the Dambusters remake. Apart from the China-built static Lancs, which may well be very good indeed, no fresh info is to hand. Just as More was Bader, Todd was certainly Gibson. Tough – even impossible – acts to follow. We must wait and see. Money counts.

### We Loved Them

Time for another great cover from the centre stage days of our hobby. Ron is in the editor's chair and elsewhere staffer Laurie Bagley has been busy with his brushes. Within, as always, there's much good stuff: Ken Bradford's Eta 15 and 29 motors heading the attack in A and B, lots of shots of action in all disciplines, several book reviews, 47 model shops listed, Harleyford's Lancaster history on the way at £3, Solarbo and all the big kit manufacturers showing well for Christmas, Ron Warring with his K&B 19 report, full detail on the pictured Boeing fighters, and so much more.



### Forget It!

Old Warden was good fun regardless. For reasons beyond me, what the weather forecasts say and what happens at the airfield we love often differs to a marked extent. So next year – just eight months to go – be of stout heart and make the trip! Forget that forecast! Time for all of us is limited..... Seize the day! Now the September meeting was fantastic! News next time.

### Theo's Pride

More for the scale buff. It's 25 July 1943 and fighter ace Theo of JG5 indicates impressive rudder art on his Me109. Willy's big hitter was selected by Ernst Udet (62 victories in WW1) and the uniform seen here was designed by Hermann Goering (another WW1 ace who took over from the Red Baron). Both sported the Blue Max during World war Two.



### From Beyond

Per ardua as astra. Given to the RFC by King George V on 15 March 1913, this famous motto was inherited by the Royal Air Force on 1 April 1918. But where did it come from? Author of King Solomon's Mines, She and other gripping yarns, Sir Henry Rider Haggard's days in Africa and Egypt when few other than soldiers and explorers went there inspired him to collect and dream of the ancients. So we find in The People of the Mist the following: 'To his right were two stately gates..... griffins of black marble ..... banners inscribed with the device 'per ardua ad astra'. Much later Colonel J S Yule read Haggard's book and suggested the motto to senior officers in the Royal Flying Corps, then seeking words to inspire. But the Irish family of Ulvany had used it for hundreds of years. Did haggard know?

### Well Remembered

Hendon put on a good show to mark Battle of Britain weekend. The Bader movie, of course, plus Battle of Britain from the boys who delivered the early Bond epics. Outside in perfect weather ran a Merlin on a test stand, elsewhere lots of equipment and fellows in uniform and the nose and cockpit section of a Spit in restoration. Hendon continues to fly the flag. Good show! And the Post Office stamps were great.

### Clearly hands On

The man who gave us Biggles saw the angry end of DV11s. Open cockpit stuff day after day, the great sweep of the lines, mighty guns and gas attacks far below. Always in print, a Biggles or two around the house is ideal for a winter evening. The Great War stories have the ring of truth.



### Best at Boats RIP

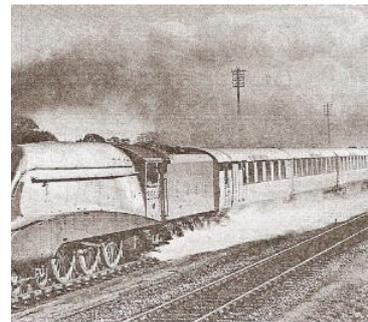
Olin Stephens designed more than two thousand yachts, worked for the US Navy, gave Ted Heath a winner, worked on the mighty J Class Ranger and drew six America's Cup winners. Sporting a bow tie in NYYC colours as he helmed his Porsche, the master of the sailboat later taught maths and took up modern art. Yank yachting will miss him. The NYYC's model room in Manhattan is how a model room should be. Mighty impressive!

### It's Hot

To hand a 2.5cc Taipan glo, a compact TBR job giving .52 bhp at 22,000rpm. Reckoned to be one of the best produced by Gordon Burford it first appeared at the Australian Nats in 1972 and ran on to 1976. A screamer on lots of Nitro, Peter Chinn was impressed and others referred to it as the poor man's Rossi. Complete with papers in a bright red box, fine casting and construction is complimented by a shiny gold head.

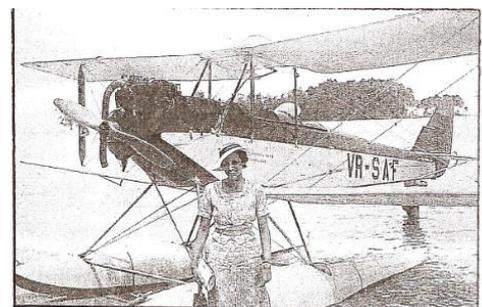
### Full Steam Ahead In 1935

Appearing before Mallard – which set the world speed record for steam traction – here we have the LNER's Silver Link picking up water as she races north. Silver and grey with articulated carriages to save weight on wheels and axles, there's Chapelon and Bugatti influences here. On some lines raised windows were suggested to avoid spray – or a lapful of newts and frogs. Preserved 3-cylinder Mallard took the record seventy years ago, its designer living where the first DH Mosquito was built. Because of the furious pace of some engines bulbs filled with an evil smelling liquid were fitted to crucial bearings, heat causing them to crack and so produce a warning pong in the cab.



### Of Spats And Carnations

Fun days at the Royal Singapore Flying Club included the slap-up annual dinner at Raffles Hotel, plenty of flying and yachting, dances and swish cocktail parties, possibly with new officers over from the China Station. Chaps of Imperial Airways were members, the wife of one seen here with a club DH Moth in floatplane form.

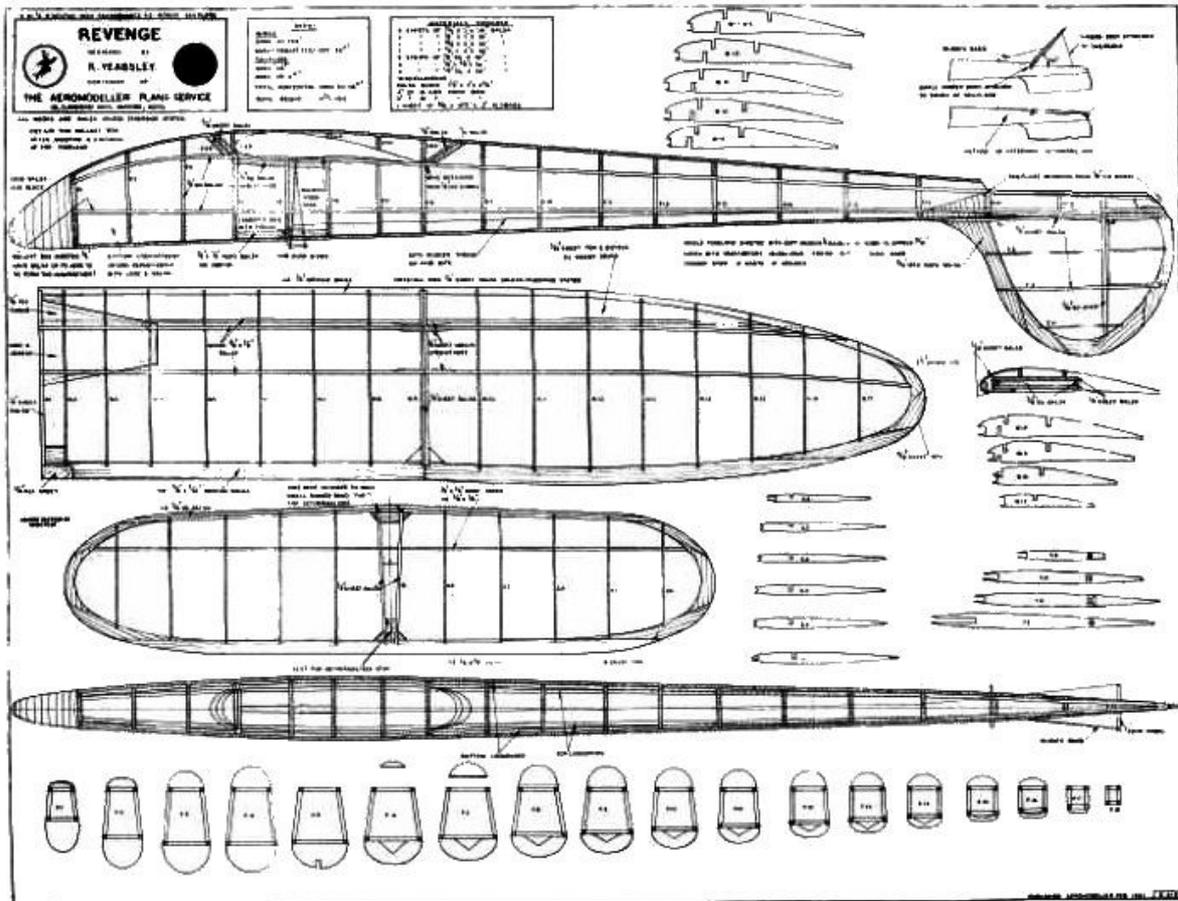


### Careful Planning

Winters on the way! Time for gloves and scarves and soups and puddings – and, of course, plans! Chris Hughes (024 76 463363) and Paul Howkins (024 76 405126) offer great designs at modest cost, spiffing jobs such as 90in Shrimpo, 88in Powavan and 75in Old Trusty perfect for impressing chums at Old warden next year. Colin Buckle (01793 764017) sells a great range of quality kits with plans and wood to die for. And if you yearn for a control line machine, Terry McDonald of SAM 35 fame is the good stick to talk to (01332 510150).

## And Finally

In thirty feature films, here we have Kenneth More as Bader. In the RNVR and narrowly escaping the guns of Admiral Scheer, More always said that playing Bader was by far his best work. No argument there!



## Jimmie Allen Plan in Issue 22

The plan shown last month was that as produced by Easy Built Models who brought this to my attention. Part of their email is as follows and may be of interest to readers:

The plan shown for the plane in the article "Jimmie Allen Racer" is actually our kit FF68 the Jimmie Allen BA Parasol which we've had in production for over 20 years. We've been manufacturing model airplane kits since 1932 and hope to have many more ahead as we introduce many new high quality kit designs at great prices.

<http://www.easybuiltmodels.com/ff68.htm>

Thermals, Dave Niedzielski, Easy Built Models

## From Geoff Goldsmith

If you are putting pictures of my ED246 broken crankshaft in the next S&T can you put in I am in the market for a spare, or a clapped engine I can use for spares. Apart from broken engines it was a really good day on Sunday. ps my phone if you can put in the request is 01306 881000





## Transfers

Mike Cummings has a few of these peel off and stick on transfers left.

He can be contacted on 020 8542 3100. If there is enough interest he may well get more of these and others made up and as waterslide



## Tomboy 48 plan

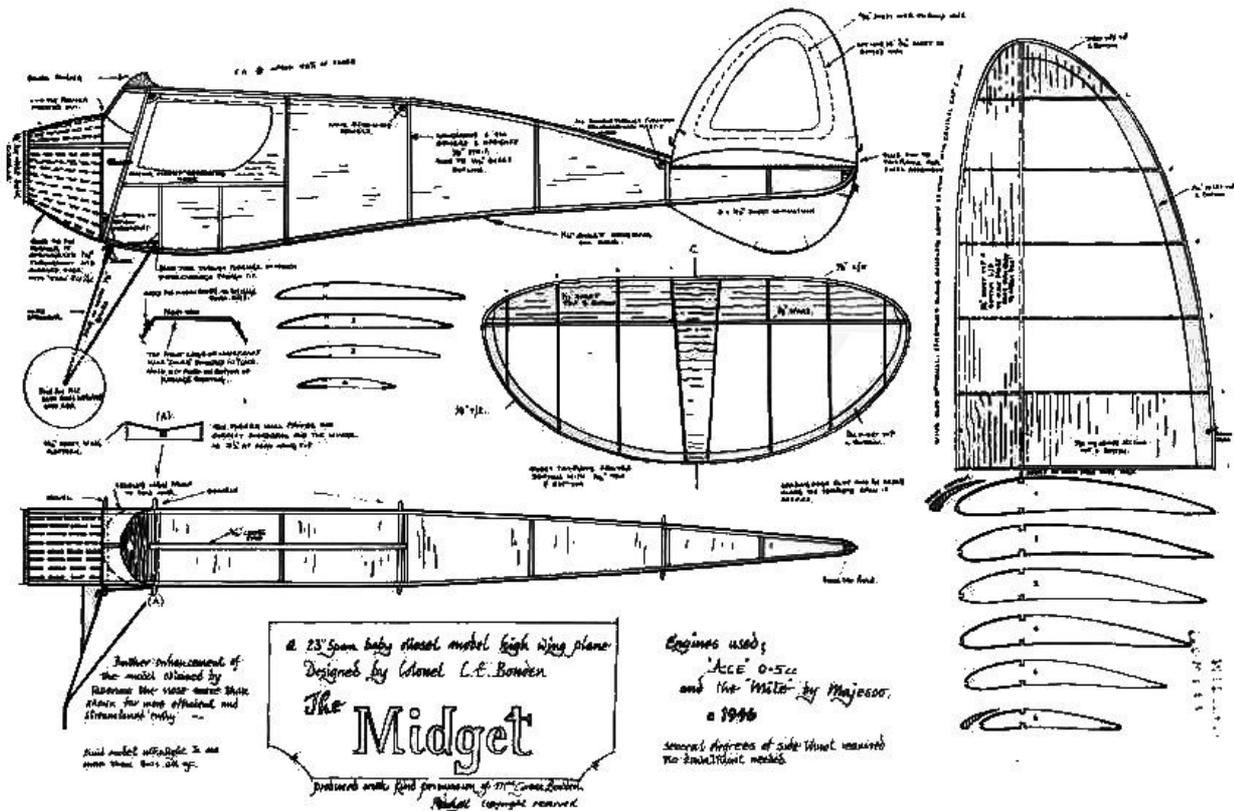
In addition to the normal plans that you expect Phil Smith to be able to supply he has now, due to demand, blown up the standard Tomboy plan so it is 48" span and a copy/copies can be purchased directly from him for £6.60 inc P+P. He can be contacted on 01202 433431

## From Tony Penhall

Current interest in Chas Marcy's "Old Reliable, a 7 ft span cabin design similar to my Miss America but with strut braced wing. Soon be building it for a Dennykite petrol engine or perhaps a Brown Junior.



Nice example of the Shereshaw Eaglet by John Kemp. Flown at Winwick, built from my plans.



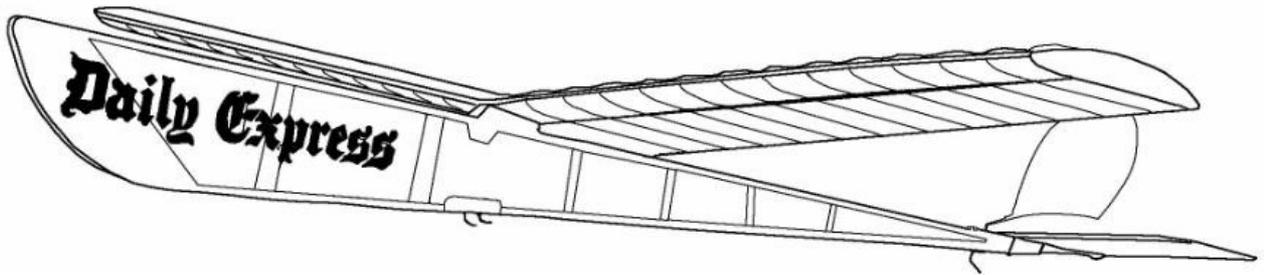
## Middle Wallop 12 October 2008

On arrival at 09.15 it was difficult to see more than 200 metres due to the fog. Hoping it would rapidly clear proved disappointing, as it was not until 12.30 that flying started by the masses in earnest. The afternoon weather was fine, blue skies, warm and a breeze.

My main interest of the day was the Junior Combi comp but with a few not attending due to holidays and injury the numbers were low. Last months winner Simon Rogers didn't make the fly off. 3rd place went to Lindsey Smith, 2<sup>nd</sup> to Ken Taylor and the winner was Keith Miller.

What of the free flight well again I take the easy route and say look at the photos.





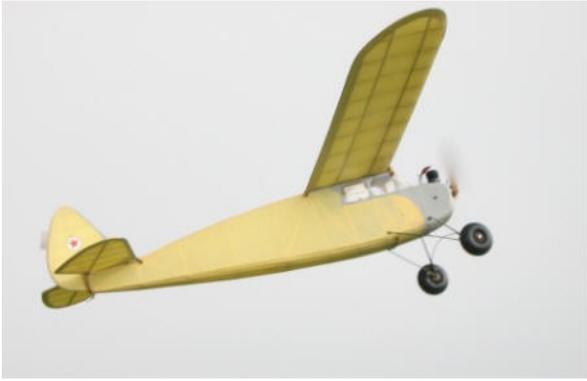
Peter Michel and his Hereward 11. An Oz design of 1936? With retracting undercart

Increased size Cherub





Utility



Reduced size Quaker with Banks Mills .5cc



Raynes Park Models. Alan Holmes' and Jerry Parker's Madcap



Ray Page and Brigadier



Reduced size Bantam



David Boddington's Mam'selle



A Vic Smeed Golden Wings



This picture seems to say it all



Buzzard Bombshell with EDRacer



Roy Woolstom's Banks .5cc Mills





Jellebelle 2







David Collin's Cloud Elf with Elf engine he made



Junior 60 and the Raynes Park Halifax Spartan



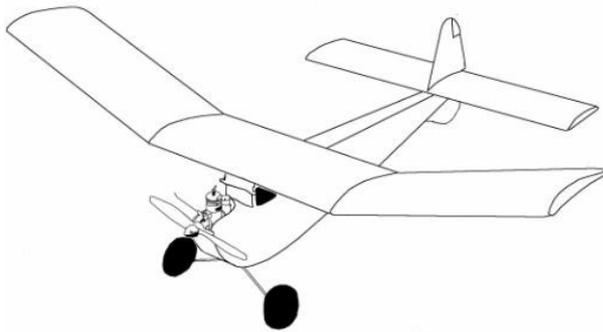
### **Dallaire Sportster 1936 108" span by Richard Bavin**

The build was inspired by Tony Penhall who sent me the plan to peruse. Straightforward but lengthy build being completed at last after other builds interrupted progress.



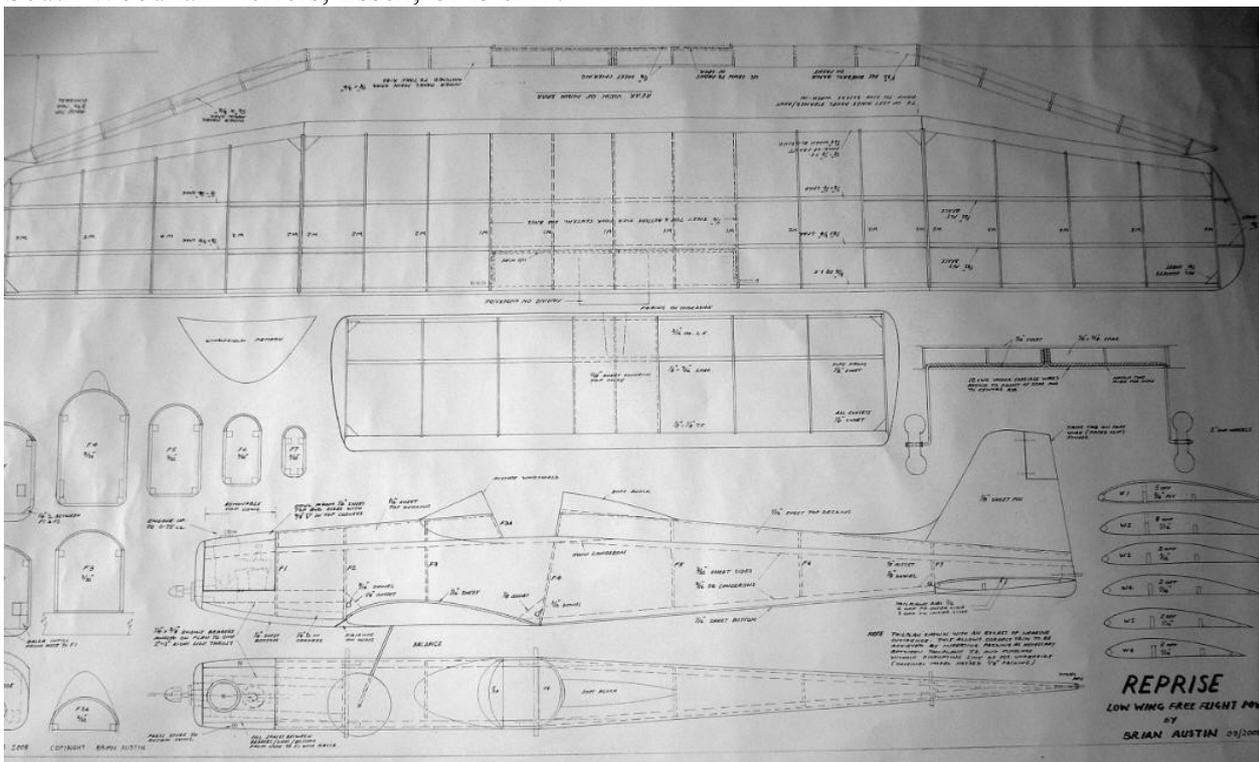
As construction progressed my interest increased, main consumer of time was making it "multi purpose" for radio and free flight, using OS60 open valve, Super Cyclone and Brown Junior hopefully at some stage. First flight a sight to behold, so slow and graceful, no trimming needed, truly a beautiful aeroplane. Being an American design I have followed their ideas on covering using (Sorry purists, please forgive) transparent ORA-Cover. Couldn't see all the intricate framework hidden away!!

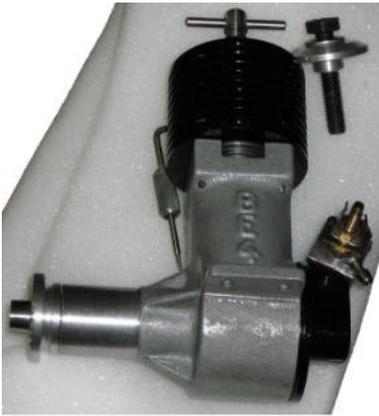
I understand Brian Martin has the other one, being free flight of course. If only I lived nearer Middle wallop I would follow suit.



## Reprise from Brian Austin

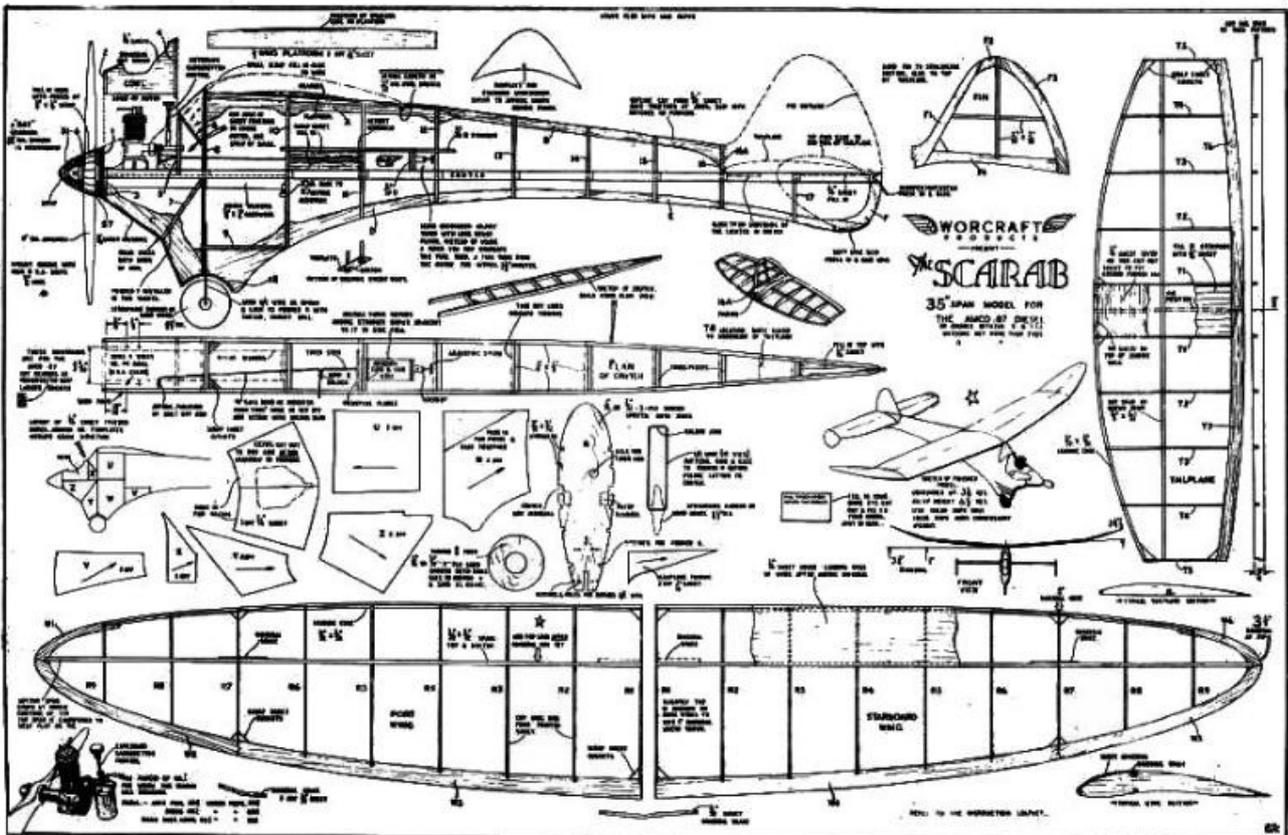
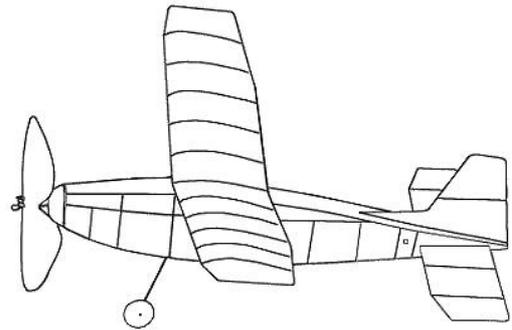
Please find attached picture of the plan of the Reprise, as promised. Detail not great in picture, but enough to show what it is like. Available for £6 Inc P&P from 10, Manor Road, South Woodham Ferrers, Essex, CM3 5PT.





### Limited production engine

This engine is one of only seven produced. An R/C Diesel of 5.3cc. Pauline at Flitehook has the seven and whilst some have been sold, £275.00, there are at time of writing, 14 October 2008, a couple left. If you want one or more details and confirm the above ring Pauline on 02380 86154



### "Sparky" vintage R/C electric project by Alan Holmes

I thought Sticks and Tissue readers might be interested in my latest project to be completed. "Sparky" is a Harry Hundleby design originally published in Sep 1951 Aeromodeller for single channel (ECC) R/C and powered by an Allbon 1.5 diesel engine. It was described as having a breathtaking performance and was intended for single channel aerobatics. I started this project a long time ago (would you believe 20 years!) for diesel power but when I got around to finishing it I decided to go for brushless electric. Construction is traditional as per the original and fuselage is covered with tissue over balsa sheet with wings and tail covered in nylon. Control is rudder, elevator

and throttle, motor is a Scorpion 2215-18 and battery is an 11.1V 2200mAh LiPo. Flying weight is just over two pounds, i.e. about 1 kg.

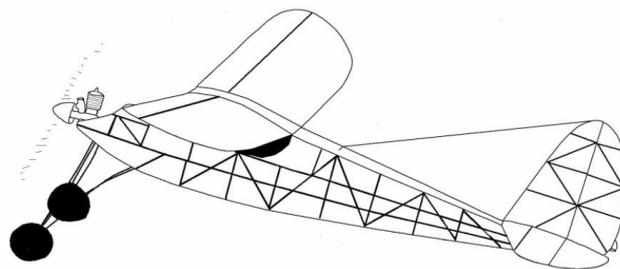
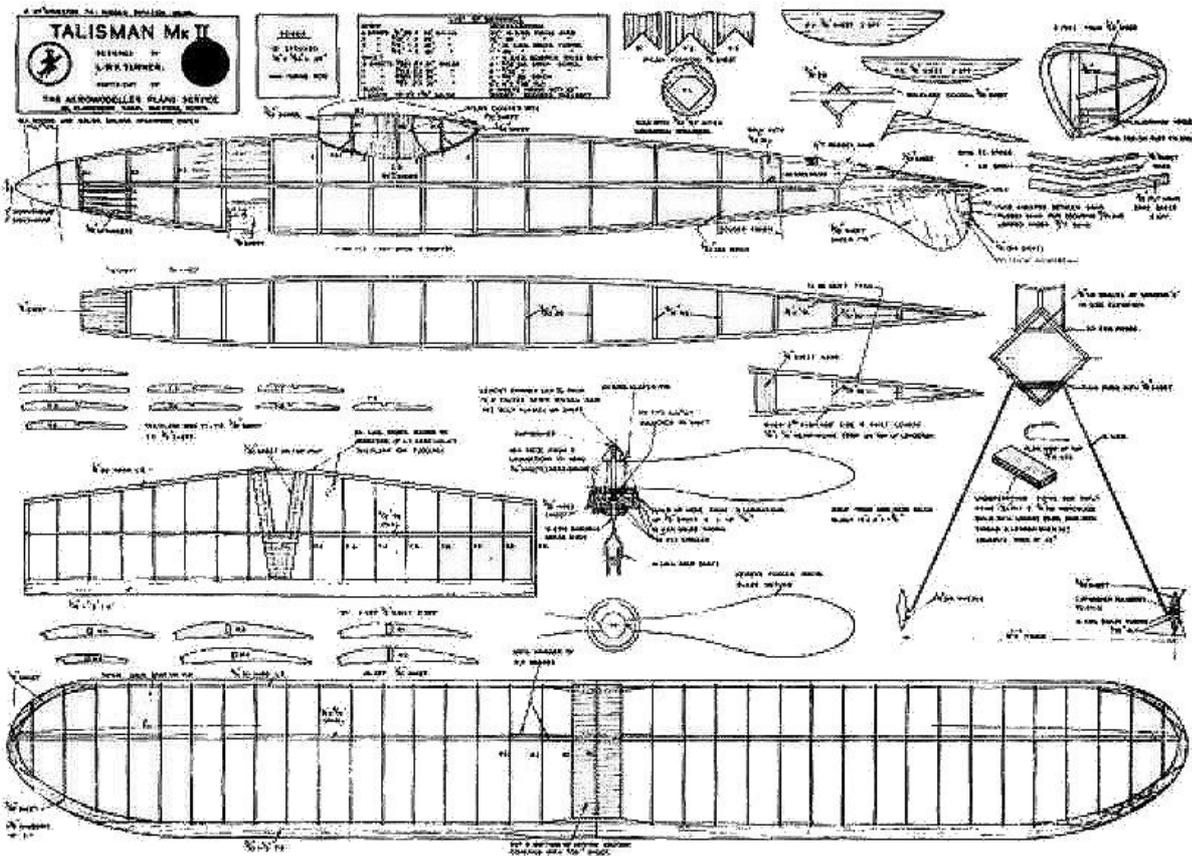
I recently carried out the test flight. Full power climb was rapid, very little power required to just cruise, more power and loops and rudder rolls were impressive. I landed after 14 mins and a recharge took 931mAh, battery is 2200mAh so it could have stayed up for a fair bit longer. A nice companion for my electric Junior 60 seen in an earlier S&T.

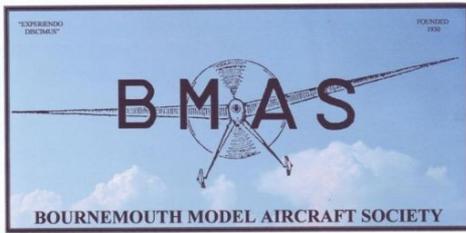


Sparky awaiting test flight



Sparky on a low pass





## INDOOR FLYING - 7pm to 10pm

TUESDAY 11<sup>th</sup> NOVEMBER 2008  
TUESDAY 9<sup>th</sup> DECEMBER 2008  
TUESDAY 24<sup>th</sup> FEBRUARY 2009  
TUESDAY 28<sup>th</sup> APRIL 2009

ALLENDALE CENTRE, HANHAM RD. WIMBORNE BH21 1AS  
FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD  
FREE FLIGHT ONLY. PRIZES FOR LONGEST FLIGHT & LONGEST SCALE FLIGHT

FLITEHOOK IN ATTENDANCE

Adult Flyers £3 Accompanied Juniors & Spectators £1

CONTACTS: JOHN TAYLOR TEL.No 01202 511502  
ROY TILLER e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)



### Tomboy 48 laser cut kit reviewed by Tony Tomlin.

As both an organiser and a competitor in Tomboy3s and, this season, Tomboy Senior events, I was pleased to have the opportunity to examine a new kit. This is a laser cut, short kit of the evergreen, Vic Smeed Tomboy enlarged by 1/3<sup>rd</sup> to 48" span. This kit from the Old School Model Aeroplane Factory would meet the specifications for the very popular Tomboy Senior competitions and after a successful year there are to be around 10 meetings for this class in 2009.

On opening the box, I was pleased to find a crisp, redrawn plan with laser cut ribs, ply and balsa formers, cowl cheeks/doublers, wing/tail tips, gussets, sub fin, elevators/rudder, dihedral brace, engine bearers, wing dowels, ready pre formed undercarriage, elevator torque bar and in fact, when counted there were actually 80 plus separate parts! The balsa and ply was all of a very good quality. The parts not in the kit and required to complete the model are strip wood for the longerons, wing and tailplane construction and a small amount of sheet balsa, plus a pair of 2.5" wheels and covering material.

The ply front formers are already slotted for undercarriage fixings, which incidentally are also supplied. A nice touch was that the tailplane and wing ribs have been drilled with a 5/10mm hole to stop ballooning when covering with Solartex.

Using strip wood from my own stock I carried out a dry run of the wing and fuselage construction and was impressed that everything went together absolutely square. I honestly do not think I could this accuracy with [my] traditional construction methods [and I *have* been to Specsavers!].

In my opinion this model would turn out as a very competitive Tomboy Senior contender or an excellent sport or free flight model.

The kit retails at a very reasonable £42.50+£2.50 P+P

Old School Model Aeroplane Factory can be contacted at: 02086471033 or 02033370226 voicemail only. Email: [del@oldschoolmaf.com](mailto:del@oldschoolmaf.com)



get

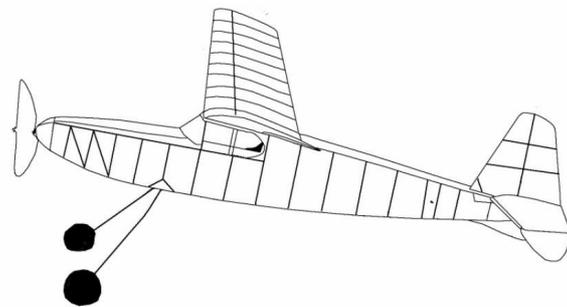


This picture of Tomboy 48 parts as supplied by Derek Foxwell

### Tomboy 36 by James Parry

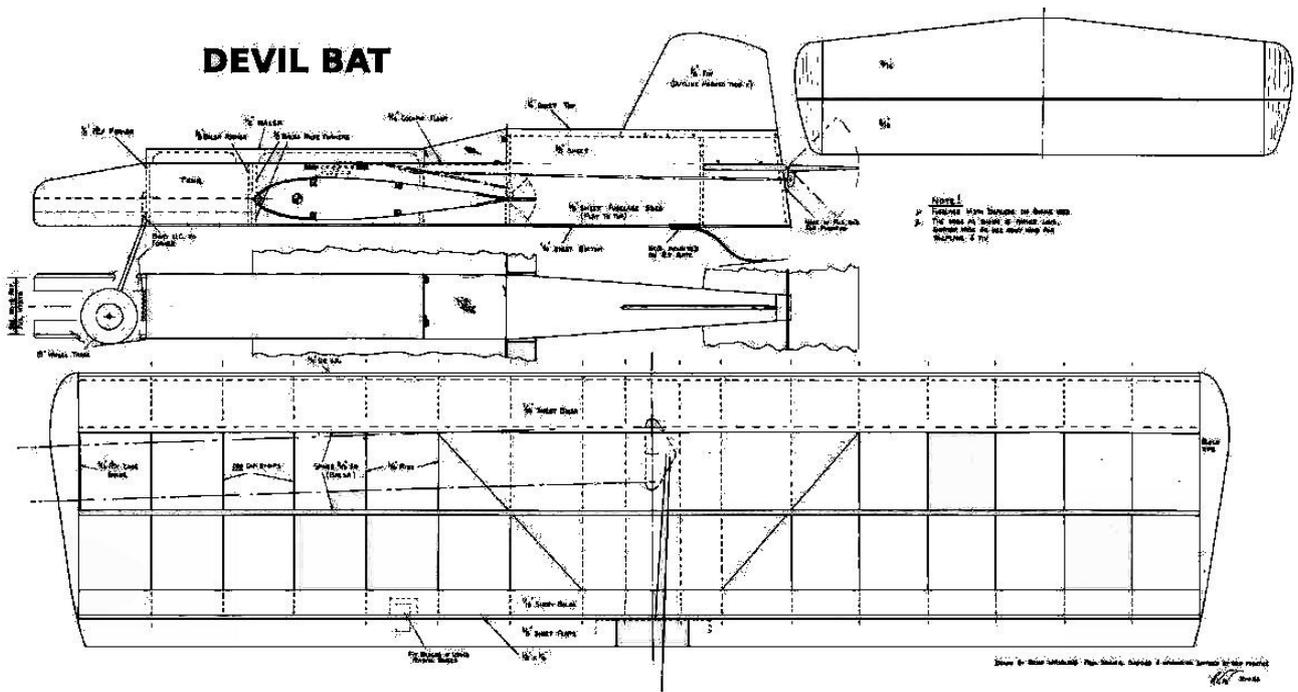
I would firstly mention that I know Derek Foxwell but would like to mention the following. I built one of the first Tomboy 36" span short kits that Derek manufactured and it too went together well. In subsequent runs he's added parts including wire bent undercarriage, engine bearers and other bits that are useful. He came up with a brilliant system for bending the wire undercarriage and now they are produced in about 15 seconds, so his degree in engineering has been put to use. Or was it those few years working on Robot Wars and building the likes of Sir Killalot?

My main concern was that the trailing edge is in two parts with a neat scarf joint at mid point. I arranged on the plan and when I sorted out which half of TE went with each other half decided I would scrap and make a continuous length TE for each wing. I thought again and well gave it a go and joined the TE using thick cyano. I was pleased I did as the joint is extremely strong and the TE is more rigid than otherwise would have been.



The Devil Bat plan below I included as I've recently been flying my own one. Powered by an OS25FP on a Graupner 9x4 prop it flies extremely well. Very positive and smooth an absolute delight on 60ft lines. I'm not sure of the exact history of this design, perhaps someone out there does and will write in. This plan was drawn by Brian Waterland.





## From Adam Chambers

A few pics for you to use. I've only been flying a few years and have found myself mostly fettling with vintage models simply because they fly so damn well! I'm no traditionalist as the models show. Parkzone transfers for the p51!!

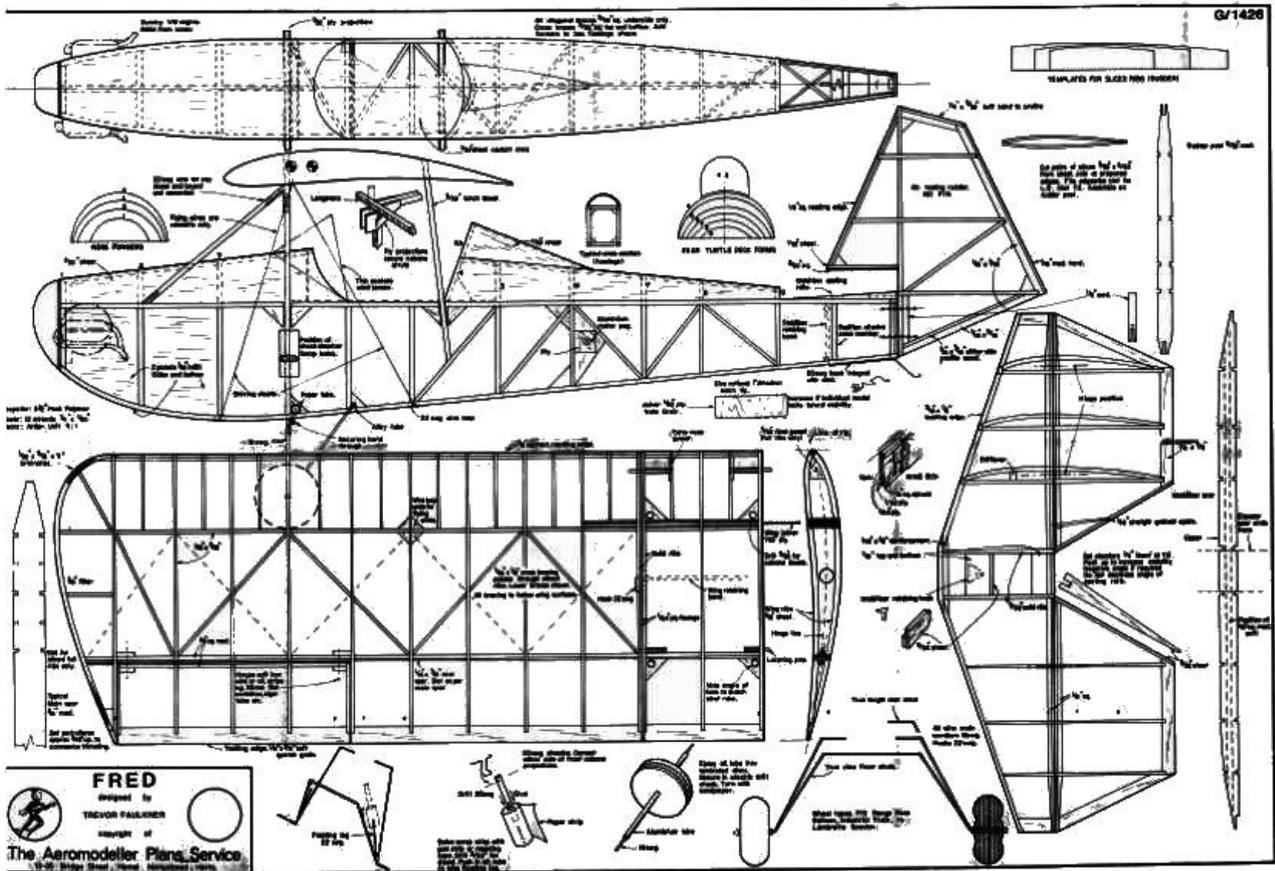


Galahad with sc30fs



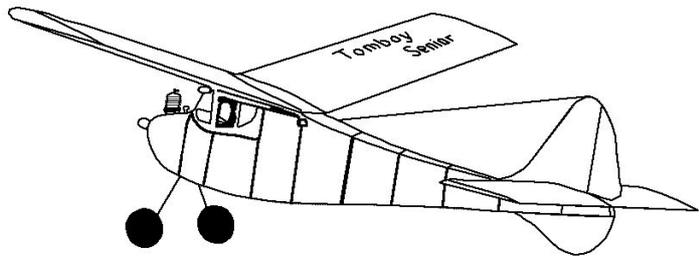
BB Great News sc52fs.





## Tomboy results for 2008

1 <sup>st</sup>	Tom Airey	66 pts
2 <sup>nd</sup>	Tony Tomlin	62pts
3 <sup>rd</sup>	David Boddington	56pts
4 <sup>th</sup>	Stephen Powell	48pts
5 <sup>th</sup>	Chris Hague	34pts
6 <sup>th</sup>	James Parry	32pts
	Paul Netton	32pts
	Dave Stock	32pts
9 <sup>th</sup>	Tony Overton	20pts
	John Bourne	20pts
11 <sup>th</sup>	Brian Brundell	18pts
	Peter Rose	18pts
	Geoff Stubbs	18pts
14 <sup>th</sup>	John Wingate	16pts
15 <sup>th</sup>	Tony Coulsdon	14pts
16 <sup>th</sup>	John Strutt	10pts
17 <sup>th</sup>	George Ford	8pts
18 <sup>th</sup>	Colin Shepherd	4pts
	Toby Collis	4pts
	Andy Sephton	4pts
21 <sup>st</sup>	Andrew Boddington	2pts
22 <sup>nd</sup>	Bill Roe	0pts



## Photos from Peter Renggli of this annual Swiss vintage meeting 6 September 2008

These are only a few of the total photos that Peter kindly sent to me on a CD.



Dyno 1943 Munger Robert



Dyno 1943 Karl Studer



Antares 1942 Petz Karl



Hummel 1937 Ghisler Thomas



Dyno 1943 Glanz Kurt



Riedstern 1941 Tanner Christian



Miss 38 1956 Renggli Peter



Corsair F4U 1943 Genther Alfred



G 41 1942 Schenker Ruedi



Sportmodell 1959 Ziegler Peter



Slicker 1948 Meier Karl



Pilot 4 1940 Gaeber Rudolf





## **Veron Junior Combi competition**

The last one for this year will be at Middle Wallop on Sunday 30 November 2008.