

Sticks and Tissue No 26 – January 2009

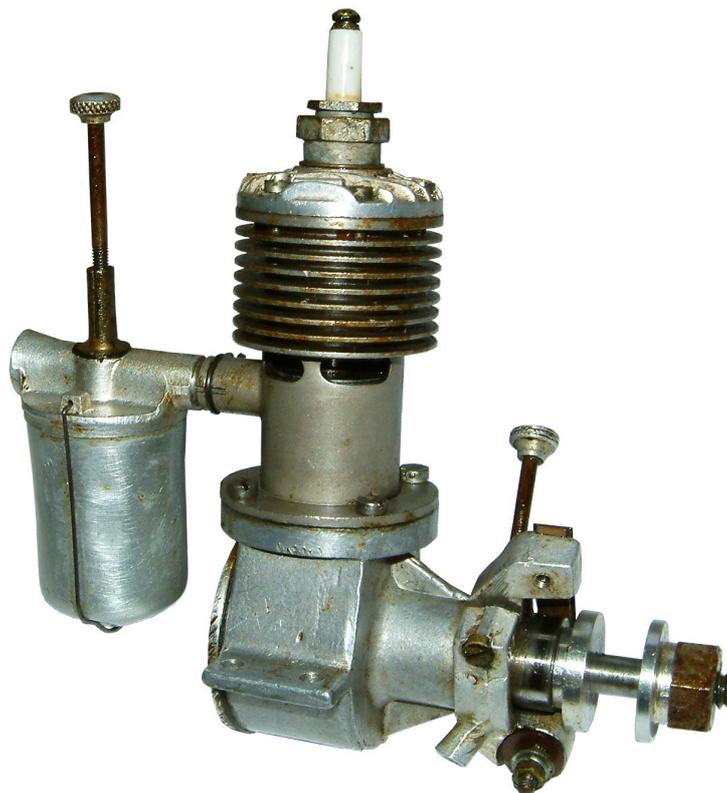
I'd like to thank the following contributors, without whom this newsletter would not be possible: Alan Jupp for several of the plans, David Kinsella, Jennings Holt, Peter Scott, Peter Michel, Geoff Wolfe, Graham Main, Tony Tomlin.

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

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

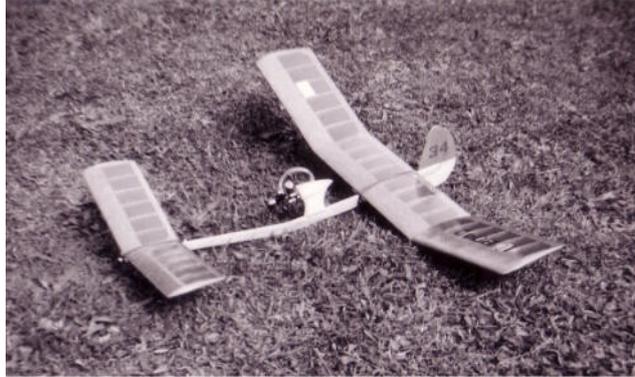
Thanks to Mark Venter back issues are available for download from <http://www.cmac.net.nz>

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



From Peter Scott

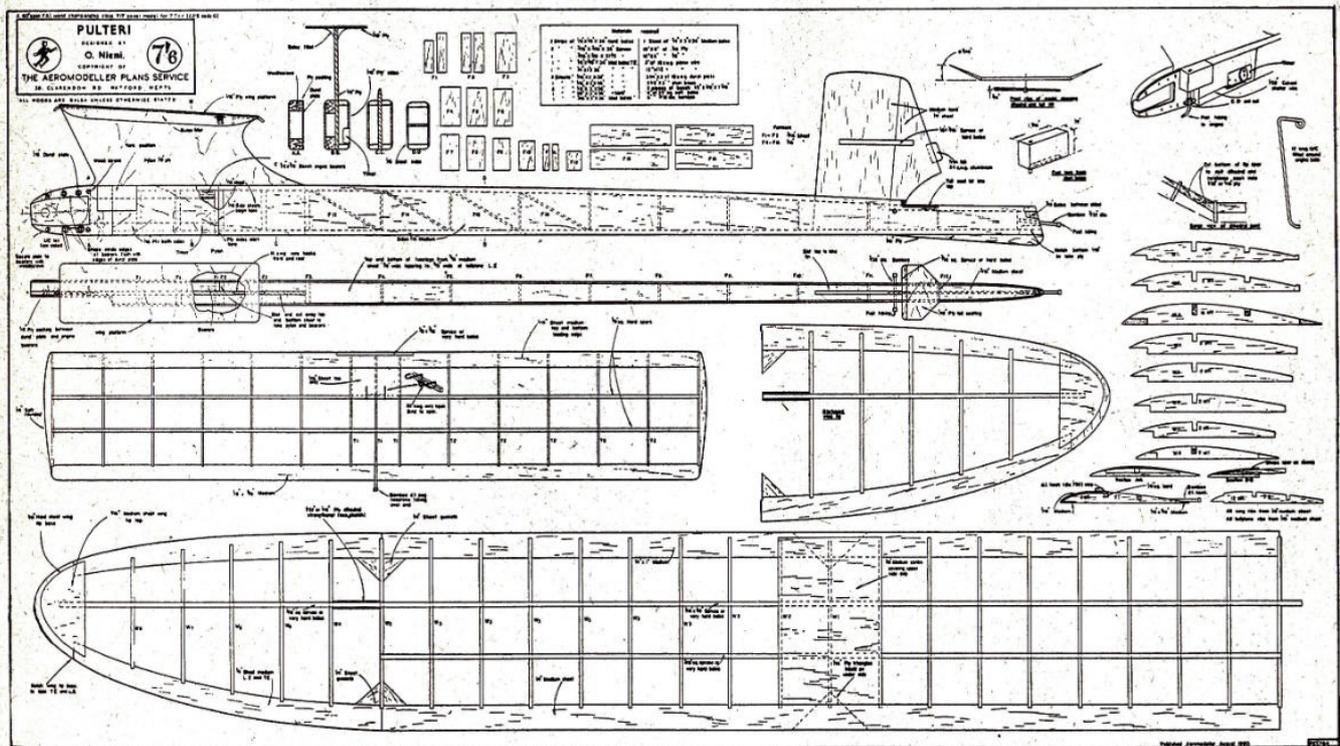
Here's a pic of me with my F/F "Aeronca Sedan". I bought it part-finished from a local chap (in Ashley, Hants) complete with a nice E.D. Racer. Very light-weight with silk covering, cream/red colour scheme. The pic was taken at the 1968 Nats as I recall (yes I was selling stuff even in those days), just before I left home to go to University. Those were good times - no restriction on flying, no silencers, no mortgage, etc etc.



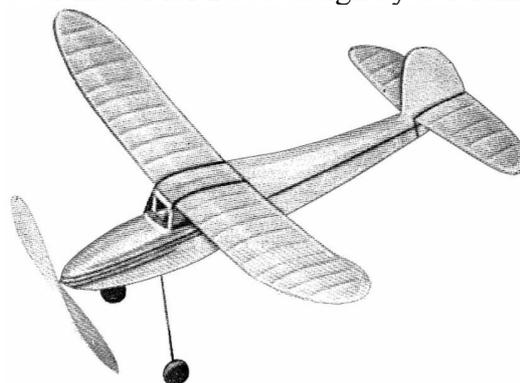
Also a pic of my TD .010 "McCann-ard 27" which I built the previous year, brilliant little model, lost OOS.

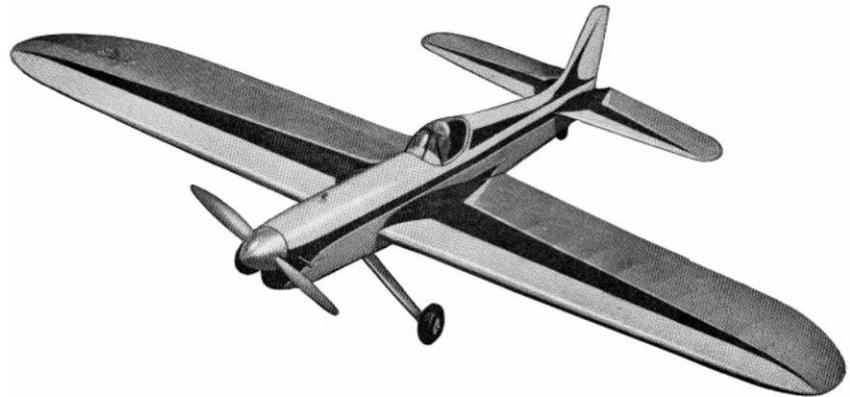


I have retained that SAME number (18040) ever since.



This is an FAI power model for 2.5cc design by O Niemi of Finland C1960





John Hook at 1974 Nationals

Epsom Downs and Flamingo photos from Peter Michel

Herewith some pix that Tim Westcott sent me yesterday following a splendid wintry Bangers & Mash fly-in at Epsom on Wednesday. The elegant model is R F Gosling's original Flamingo, a front geared low-winger from the early 1930s. Restored by Tim, the model held us enthralled on a frosty afternoon of flat calm. Flying at first dead straight into light mist, and then veering to the right as the torque eased off, the Flamingo was a reminder that competition flying is not all that is to be had from aeromodelling. It was a privilege to see (and hear!) this model in flight, and those who saw it will never forget it.

Ps: The pictures were taken at Pinkneys Green, near Tim's home. But the moment I describe was earlier in the day on Epsom Downs. (No-one had a camera on the Downs!)





Hi James, From Geoff Northmore

I have had a query from a Belgium contact Ronald Steenacker whose email address follows:: stenald@gmail.com Ronald has bought a PB 0.33 R/C and he would like to hear from anyone who has operated this engine as he is yet to run his. Perhaps you could put his request in the next S & T. I've sent him a copy of the Tomboy plan which he plans to scale down for this engine. Ronald was a regular attendee at O.W. Vintage weekends where we first met.

David Kinsella's Column

Happy New Year!

It's 2009 and tempus fugit means that soon scarves and bedsocks will be set aside as we don shorts and address crisp salads in the shade of Old Warden's cafe. Again the Free Raffle will be a feature of the SAM weekend (Team Race -Ted III appearing) but don't listen to weather forecasts! For some strange reason this vintage airfield runs its own weather programme. Be of stout resolve! I'll see you there. Spot the hat and shirt!



Goon Time

Playing the rotter and advising that RIP stood for Rusty Iron Piping, I thought of Bentine and The Goons. Born in Peru, an Old Etonian and steam railway enthusiast (the 15 inch RHDR on the Kent coast, for example) Michael Bentine told me that his engineer father had invented a device to measure the tension on aeroplane rigging wires. It was a great success. Walking with a stick, I last spoke to Michael At the Imperial War Museum.

XMasBug

With a card from the USA a Bugatti T35 and chums snap in a festive setting. With a stunning exhaust note and whirring of blower and gears - not to mention Castrol R and fuel pongs - this pointed tail terror roared through the woods near Ian Fleming's old estate before going by Jumbo to join another in North America. There is nothing like a Grand Prix Bugatti!



Still Treasure

Never out of print and the spark that launched the Pirate movies recently and down the ages to Newton and beyond, the broad smiles of the New York money men may have registered in the UK. Whatever, Treasure Island is now playing a storm to packed houses in the Haymarket. Pirate types turn up in full fig to watch it! And it passed the old grey whistle test, yours truly humming a show tune as he headed for the Tube. Hit ahoy!

Books Too

With castles in the family Goering had no need to impress when it came to motor yachts. No static gin palace for him! Good for sea or river, 100ft and with three engines, here we have Hermann's Carin II in green, white and varnished teak. And there was a library. Modelling info later.



From SW19

Before heading the rocket team at the US Army's Redstone Arsenal in Alabama (like the Russians, flying improved V2s) von Braun and a few seniors attended meetings at the Shell-Mex building in the Strand, later returning to their Wimbledon home. Eventually the team produced the 2,725 ton Saturn 5, as tall as St Paul's Cathedral, burning 900 tons of fuel a minute as it streaked to 6,000mph. There's one in Houston, all 354ft of it. There's an engine or two in the Smithsonian. If you are more familiar with Nelson's Column, the Saturn 5 is twice as high - and a bit more on top of that!

Again, Please

The Old Warden weekend in late September was really good, all concerned - modellers, traders, enthusiasts and the general public - turning up in force to enjoy themselves. Vintage, scale, radio, modern stuff too, Boddo and Ron and Vic were there to advise and soak up the atmosphere. Receipts must have been very good indeed, so let's hope the events manager has fixed the slot for this year. Not to be missed!

Boats Beautiful

A number of readers operate model boats. I do myself - sail, clockwork, petrol, steam, electric, even rubber - when time permits! The world of straining canvas concerns us here, and what better than our 78ft Mariella built on the Clyde in 1938 to remind us of sunny days with spray over the weather rail and the constant sound of displaced water as she crunches along. All sail is set and the big fisherman up high between the masts is pulling well.



UK Olivers?

News on the vine suggests that pukka Tigers made not far from Brum will appear this year! John has given his blessing so all seems set for this famous racing motor to be received in a box marked 'made in England'. No doubt most of us have the Oliver history written and published by John Goodall in 2004. A copy was won at the Free Raffle last year.

Get Them At...

Motor Books (0207 836 5376). A huge stock - aviation, military, railways - awaits you at 13 Cecil Court, Leicester Square round the corner. Nothing in the UK can match it.

Classical RAF

Charles William Anderson Scott joined the RAF in 1922 after Westminster school. Air mail activities saw him in Queensland, instructing, working for QANTAS, setting distance records and sailing boats. With T C Black aboard G-ACSS Grosvenor House, Scott won the McRobertson Trophy Race to Melbourne - 'the greatest single sporting event in the history of flying' - and shared £15,000 (more than £4M today). He wrote Scott's Book, a signed copy with Mirror front page and Player's card on my shelf. Despite the great success in 1934 he later died by his own hand. The famous BH88 red racer may be seen at Old Warden. King George V inspected the racers at Mildenhall.

Laguna Seca

Bugatti buffs by the thousand will celebrate Ettore's genius at Laguna Seca, California, in 2010. The family painted, sculpted and left amazing furniture for Elton John and others, but it's the exquisite little racers we remember whenever Ettore Bugatti's name is mentioned. He dabbled with railways and aeroplanes, it's true, but at Luga and later at Monterey for the concours by the blue sea gleaming horseshoe radiators will be seen for miles and miles. I'll be there!

Top Dog

Students of this column may remember my reference to Moritz, the Red Baron's hound kept at the airfield. Fellow pilots had them too, hunting a tradition of the officer class at that time. In fact Goering's father-in-law killed a great bear single handed with a spear ('in the Nordic manner' he said) and stood it by the splendid stairs in his castle. Re dogs of baronial quality here's one that certainly fits the bill: he's 290lbs, close to 7ft on his hind legs, powerfully built - and should be addressed as 'Sir'.



Auction Without Equal

Within sight of Milani's hotel a full five years ago now, Christie's held a huge auction of model aero engines and associated items. Collected by the late Miguel de Rancoungne over several years and at considerable expense, enthusiasts arrived from around the world to enjoy the viewing days and then

squeeze in to the day-long auction conducted at a fair clip but without a break (ever since I've carried Mars bars, just in case). The catalogue was one of the best I have ever seen, and no wonder it sold out on the day. Rarities abounded: a Trident car engine by Zip Grandeli, championship Speed models by Jack Frye, 200mph tethered cars and much, much more. In fact there was such a surplus - magazines, albums, boxes, other models - that a further sale took place months later near Reading.

Even Nobler

Robby Fasteners of Santa Ana, California 92705, produced a quality kit of the famous '57 Nobler, the big stunt champ and often the experts choice. It's all there and much slots together as smooth as silk. Value!

What Beauty

Mervyn Tilbury's magnificent machine was perfect for the November cover. And as the great Milani urged long ago, it's good and big! Wonderful livery too. Edward VIII had a biplane finished in Guards colours. Airspeed employed Neville Shute before the books came (Town Like Alice etc) and on a wall I have a wooden prop from an Airspeed Oxford. Cheers, Mervyn!

Spiffing Roots

Thanks to Alec Knowles-Fitton the Legion of Frontiersmen (see No 21) had an air arm, the Legion Air Command. Training aeroplanes included nine or more DH Moths. Ex RFC and fond of powerful bikes, he also established the Air Defence Cadet Corps, later more famous as the ATC. Good stuff in the pipeline, chaps. Stay tuned to S&T, ever the choice of vintage types and all good sticks. Here's a recent do in the mess.



It's 1941

Grandad in his pyjamas examines the shattered greenhouse. High above a pilot slaps a greenhouse decal on the side of his Ju88: 'No more tomatoes for you, Tommy'!

Night Shift Snifter

Fellows working on the early V2 rockets soon realised that aboard was a considerable quantity of alcohol. In fact fully loaded it was estimated that there was enough for 66,130 martinis! Something had to be done! Die in the liquid did not work and so a powerful laxative was tried. Within days the test rockets were flying perfectly. And hangovers were greatly reduced. The 13 ton V2 had a range of 230 miles and flew at 3,600mph. It was 46ft long.

Great Stuff

Yet again Raynes Park MAC treated its members to a magnificent Christmas card. Cheers!! Regular meetings in a super clubroom where chums of ages chat to midnight and beyond keeps the show on the road, boosts endeavour and fortifies the traditions we believe in. We are all different yet we are all the same, our love of this great hobby seldom from our thoughts. I was busy as usual in late December, in early November delighted by the arcing rockets as Guy Fawkes was roundly remembered. Jolly good too!

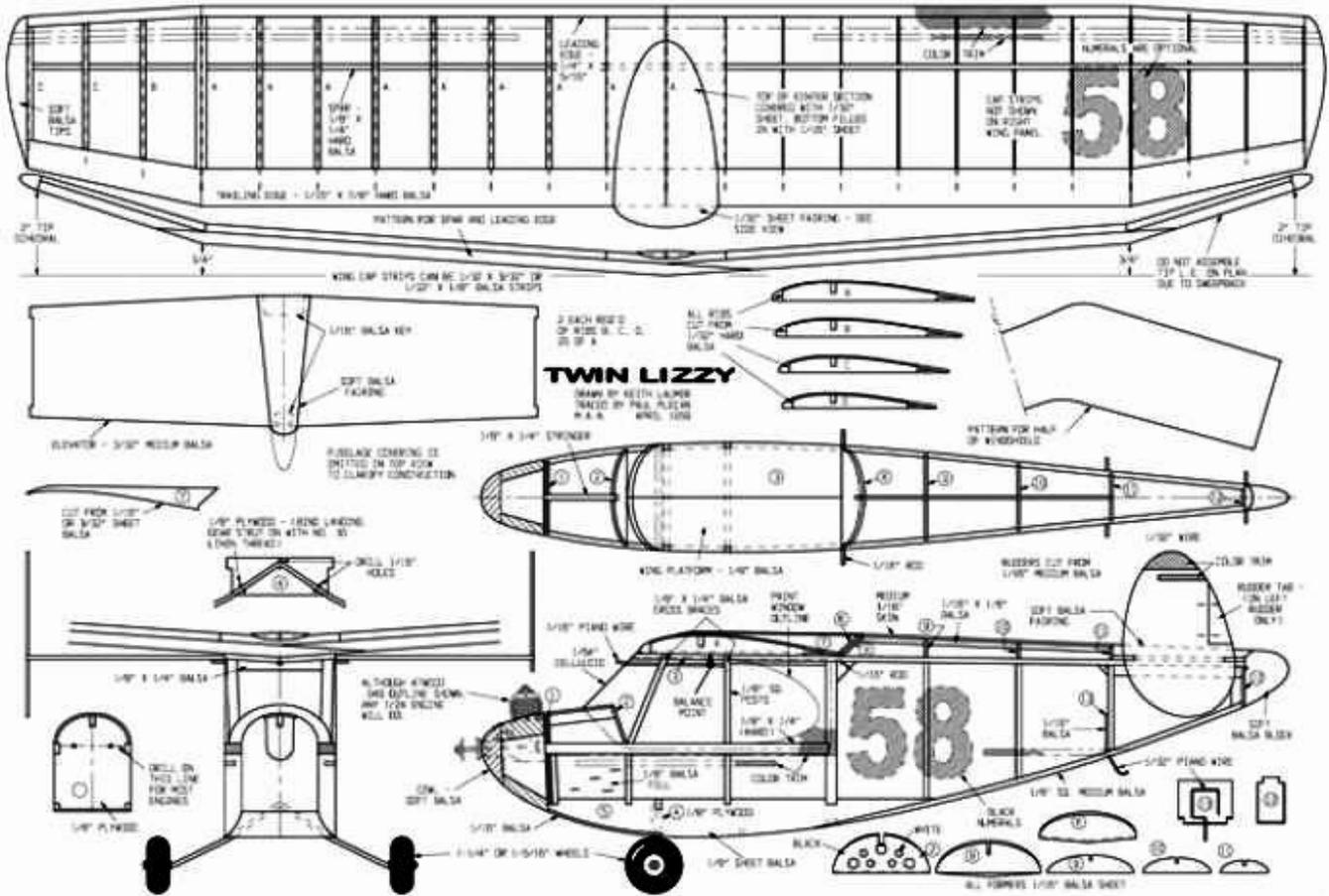


Joining up

Classical RAF has been going for a while now (thanks for ok feedback chaps) and slipping into gear next month will be Hero's Choice, this regular dealing with the great gas models of our hobby. Golden age stuff for sure: Valkyrie of 1938, Hornet of 1940, Vector Director of 1960, etc. Some eighty super ships will be covered. Brace yourselves!

Thanks Cinebook!

The crunch means that these days only pigeons and the like can put a deposit on a Ferrari. No matter, lads, there's always Biggles to fall back on as we take cover and economise. Cinebook of Canterbury offer 56 large format pages fully illustrated on our hero. And - how about this!! - a page is written by fighter ace Pierre (Big Show) Clostermann. Blower not given but the post code is CT4 7TA. Biggles in Spitfire Parade costs £7.50. Chocks away!



You may recall mention of Twin Lizzie well here is a copy of the plan sent by Peter Scott

From Geoff Wolfe

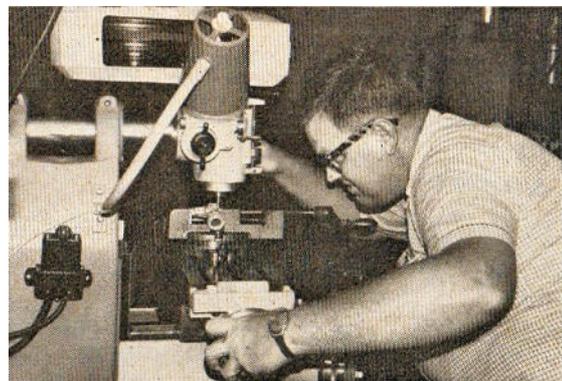
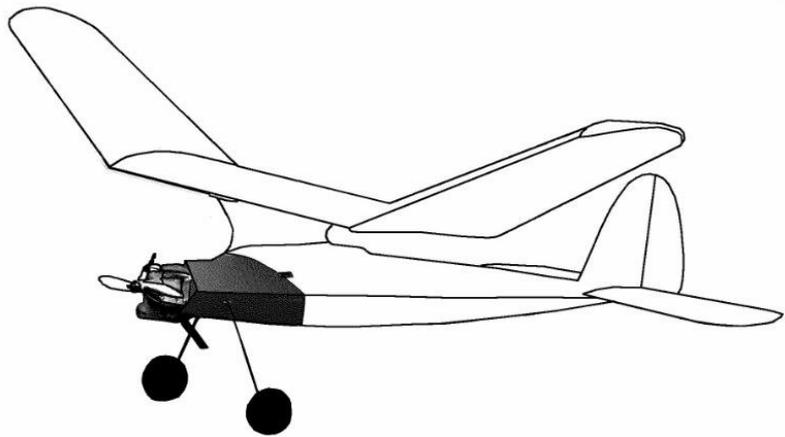
Very Sad to hear of David Baker's passing early this year, I first met him as a member of the Sevenoaks MAC, at that time 1988-90, I was working at Skyleader RC at Croydon, housed in the old Terminus building at Croydon Airport, now preserved as a class 2 historical site. It was a reminder of those early RC days seeing your excellent copy of Uproar. Chris Olsen (*In photo with his Uproar. JP*) came by us at Skyleader from time to time, he was a close partner to Stuart Uwins who owned Skyleader. They worked together both in the 1950's when they both competed in the RC champs and later when Stuart was testing his first full house proportional RC outfits for sale to all at affordable



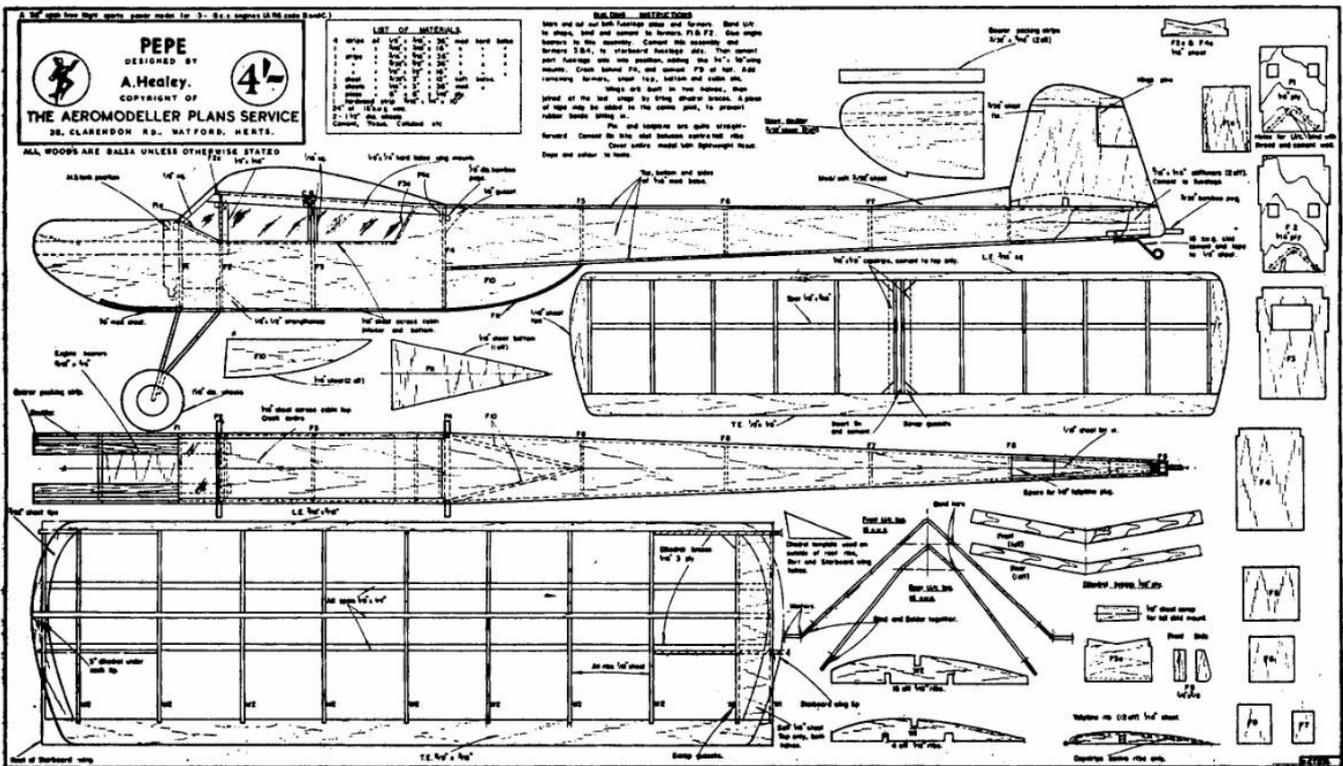
prices. I bought my first Skyleader Clubman outfit in 1969 four channels expandable to 8 all for £90. It still works on 27 megs, so do all the servos and it is still used in my boats and cars.

Bandit was my first diesel powered FF model and I flew it at Epsom Downs, P. E. Norman. was there every weekend, well almost, and I rode up there twice before I caught him when he had promised to help trim it. I had told him earlier that I was building it and would put an ED Hornet into it and he mused and said, "It will be a handful at first with that in it"! "Bring it here and I may be able to help you avoid an avoidable disappointment". His first comment was praise as I had made a fair job of it, I was maybe 12 at the time (1956) and we had an educative and well led aeromodelling group at school; PE knew how to keep kids interest too, then he said "Don't fly it like that please".

"I've got lots of tools here in the car", He went on; "take the engine out and I'll show you something". He put two washers under the rear engine bolts and said, "that will be OK with a bit of luck". He told me exactly what to do at each stage of increased power and more fuel and on the fourth flight it was away and climbed as I had dreamed it might and DT'd as expected. What a Gent he was, my family moved back to the south coast soon after that and I never met him again, that initial help at school and at Epsom Downs was vital and long lasting in it's effects on me.



Two photos of George Aldrich working in his garage C1969.



Pepe a 36" FF model C1963 for .3 - .8cc by A Healey

From Jennings Holt



This Gilbert .11 Thunderhead is one of my diesel conversions I made about 15 years ago...used the old burnt out glow head and machined it to accept a contra-piston and compression screw...pressed out the glow plug element and tapped out the hole with a suitable thread tap...found a pan-head screw and milled the top off flat...put the flat head of screw inside against the contra piston and put an acorn nut on the threaded end that went out the top of the glow head...machined a press fit bushing on to the front of engine where the starter spring assembly went and turned the prop drive plate down from the housing on back that went back over the old starter spring assembly...engine ran on a 9X4...but seems to run on a 8X5 best...it ran in either direction, but ran right-hand best...the smallest fuel line that will fit the nipple on the needle valve tube seems to work the best...made two other Gilbert .074s into diesels, but the .11 has turned out the best of the three so far..

You probably know who this person is...he showed from over there at the Little Rock SMALL Steps in the '90s ...the person is Derek Wood, I think that's



right...anyway, he came over here from England and I met him at Little Rock...he knew another person that came over here from

England and lives about 100 miles from me...Eric Clutton...think Derek did some model articles in the magazines from England...and may have done some books also...he said he was living in DC at the time I saw him...Eric Clutton did 'SharkFace' model for AeroModeller in the '50s or '60s...and several other model building articles...he is from Chell (if I spelt it right, Stoke-on-Trent, Yorkshire...if I got all that right)...don't know where Derek was from over there...I've been scannin a lot of pictures that I have taken over the years at the model meets over here that were within a hundred miles...LittleRock is about three times that far, but I only got to go to it four times...most of the models I like are Oldtimer, Vintage, GoldenAge F/F types that are converted to R/C...money is tight right now so I have to scrounge at swapmeets to keep the 'habit'...(the wife thinks it's 'addiction', you see...and since I'm going to be 58 in a couple of weeks, 'I'm too old for such childish things'...but what do they know?)...I'll send some more photos along, and try to keep the 'history' that goes with them short and not so boring...sometimes I get a little carried away...use to be Teletype Op in Army in the late '60s and early '70s, and I practice typing on PC).....



...this Corbin Ace 1/2A Texaco came to Tullahoma AEDC in the late '80s or early '90s...



Subject: Vintage Models from Graham Main

I was interested to see the Flamingo in the December S&T. I have a Flamingo that Allan Knox made enquiries about last year. and I sent him this note and pictures.

"Hi Allan, The Flamingo was built nearly 20 years ago when there were few rules or comps for Vintage so was built strong and has many coats of enamel on it. It originally flew with a 61 FS and was more "show than go". If I stripped it down and recovered it would be a nice competitive model, there have been one or two built around the country I understand.



I exaggerated the loading did the calcs and it is 17 oz/sqf Here are a couple of pics from Levin of it. Flies nice but needs very bouyant air to hold up for 4 minutes I have a 70FS in it now and it climbs near vertical. It could take a . 91FS within the NZ rules and would probably go to a better height, scary though as the wings ripple the covering on the climb even now."



The pics show the Flamingo on the glide ready to land on the 10 metre radius spot at Levin some 2 years ago, I'm in the red shirt while Neil McDougall another Vintage enthusiast here in NZ is timing. The weather was fine and warm in February.

In 2009 it is planned to hold 10 + competitions. Meetings are already arranged at Cocklebarrow Farm on 14th June, 16th August and 11th October, Wimborne Dorset on the 17th May and also at the SAM1066 Eurochamps on the 30th August. Others will be announced in the modeling press as soon as they are known.

Detailed below are a few facts and figures for the year.

Maximum number of models in a fly off Tomboy 3: 14 [Middle Wallop]
Tomboy Senior : 7 [Middle Wallop]

Minimum number of models in a fly off Tomboy 3: 5 [Wimborne]
Tomboy Senior : 3 [Wellingborough]

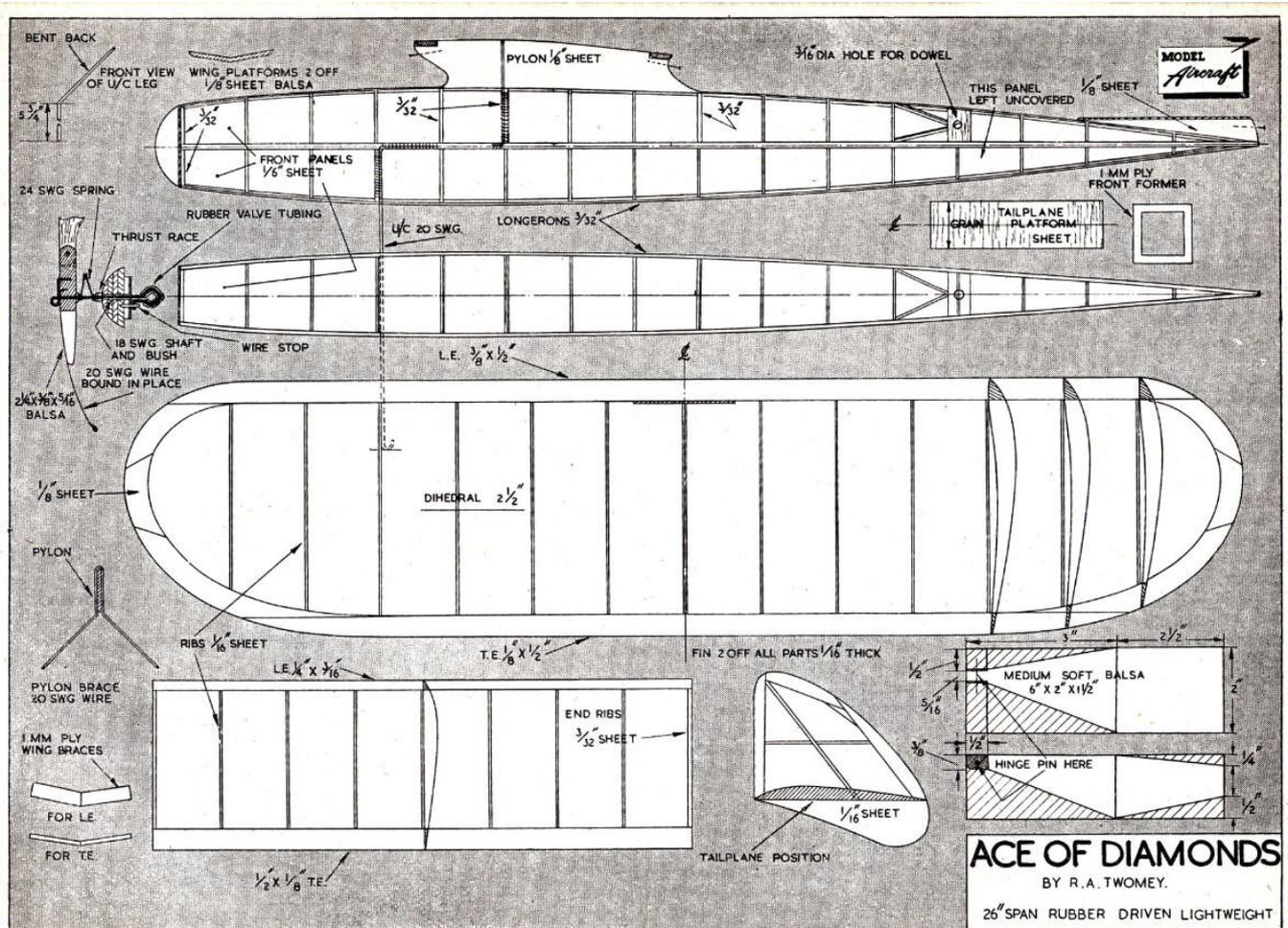
Longest flight Tomboy 3: 16mins 1sec [Wimborne] Tom Airey.
Tomboy Senior 12mins 30secs [St Albans] Tom Airey

Total number of contestants in Tomboy3 flyoffs : = 63

Model Weights Tomboy3 11.5-16oz. [Winning model 12.5ozs]
Tomboy Senior average weight 2 lbs

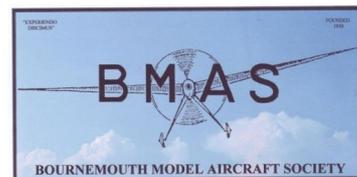
Engines used in the Tomboy 3 events seem to be evenly split between the original Mills.75 and the Indian and Irvine replica. Tom Airey, the Tomboy 3 winner, used an Irvine [ball race] with runner up Tony Tomlin using an MkII Mills .75 that looks like its seen better days but turns a 7x6 APC at 8200 rpm! The favoured engine in the Senior Tomboy class appears to be the Irvine Mills 1.3 [Single Ballrace], although, a good Indian Mills is not far short in performance. The MK1 Mills seems to be economical but is down on power.

Contact Tony Tomlin 02086413505 email pjt2.alt2@btinternet.com for details.



BOURNEMOUTH MODEL AIRCRAFT SOCIETY

MIDDLE WALLOP COMPETITIONS FOR 12th APRIL 2009
BMFA Free Flight Contest Rules Jan 2007 Apply except where stated.



BOURNEMOUTH CLUB CLASSIC RUBBER

3 FLIGHTS, MAX SET ON DAY
Bournemouth Club Classic Rubber Rules Dated December 2007

P.30

3 FLIGHTS, 2 MINUTE MAX

LIGHTWEIGHT RUBBER

3 FLIGHTS, MAX SET ON DAY, MAX WING SPAN 34"
SAM 35 Rulebook Jan 2001 page 7/8

VERY SMALL RUBBER

3 FLIGHTS ,1 ½ MINUTE MAX, MAX WING SPAN 25"
SAM 35 Rulebook Jan 2001 page 7/8

A FRAME MASS LAUNCH

VINTAGE MODELS, LONGEST FLIGHT WINS

CABIN POWER (PRECISION)

**FREE FLIGHT POWER MODELS WITH A CABIN WITH CLEAR GLAZING OR A COCKPIT WITH A SUITABLE SIZE APERTURE AND A CLEAR WINDSCREEN.
THE TYPE OF POWER MAY BE I.C. ENGINE, CO2, COMPRESSED AIR, ELECTRIC, JETEX/RAPIER OR OTHER LEGAL/PERMITTED FORM OF POWER BUT NOT RUBBER POWER.**

3 FLIGHTS, WHICH MAY BE HAND LAUNCHED OR R.O.G.

THE TARGET FLIGHT TIME IS 45 SECONDS

THE ACTUAL TIME FOR EACH FLIGHT TO BE RECORDED TOGETHER WITH THE ERROR FROM 45 SECONDS.

THE LOWEST TOTAL ERROR FROM THE 3 FLIGHTS SHALL WIN.

VINTAGE OPEN GLIDER

3 FLIGHTS, MAX SET ON DAY

Vintage Open Glider Rules as Published for Rod Audley's Glider Day

COMBINED CLASSIC OPEN GLIDER

3 FLIGHTS, MAX SET ON DAY

Combined Classic Open Glider Open Glides Rules as Published for Rod Audley's Glider Day

COMBINED VINTAGE/CLASSIC HLG & CLG

7 FLIGHTS, 1 MINUTE MAX, BEST 5 FLIGHTS TO COUNT

The rules referred to above may be seen on the SAM 1066 Website.

If you have any questions on the above competitions please contact BMAS Competition Secretary John Taylor 01202 511502. or Roy Tiller e-mail roy.tiller@ntlworld.com

Queries on the competition day should be directed to the BMAS appointed C.D.

Old School Model Aeroplane Factory
 6 Clarice Way, Wallington, Surrey, SM6 9LD
 E-Mail: derekfoxwell@btinternet.com
 Tel: 0208 647 1033



**Laser Cut
 Vintage Model Aeroplane Kits**

Tomboy 48" Short Kit	£37.50
Tomboy 36" Short Kit	£27.50
Madcap Short Kit	£29.99
Tomboy 48" Wing/Tail Kit	£17.50
Tomboy 36" Wing /Tail Kit	£13.50
Madcap Wing/Tail Rib Kit	£15.50

Plus Post and Packing: Short Kits £3.00 Wing/Tail Kits £2.50

New Items shortly to be available

Bi Bi (Free flight) 30" Bi plane £44.50
 (Available early February. Subject to weather two will be flying at Middle Wallop 8 February)

Southerner Wing/Tail Rib Kit tba

Debutante Wing/Tail Rib Kit tba



New
 – **Bi Bi (Free Flight) 30" Bi plane**

Despite being short kits (apart from Bi Bi which is a full kit apart from engine and covering) they do contain a lot of components including items such as pre bent undercarriage, tips etc so if interested phone Derek to discuss and check on kit contents and what you get for your money. Postage rates are for UK only. JP

R/C VINTAGE MEETINGS 2009 From Tony Tomlin

MEETINGS	DATE	NOTES
Wellingborough	TBA	
Middle Wallop	11-12.04.09	NB. R/C and C/L only on 12.04.09
Middle Wallop	9-10.05.09	NB. R/C and C/L only on 10.05.09
Wimborne, Dorset	17.05.09	
St. Albans	06.06.09	NB A Saturday!
Eastbourne	07.06.09	
Cocklebarrow Farm	14.06.09	
Old Warden [SAM35}	27-28.06.09	
Cocklebarrow Farm	16.08.09	
Middle Wallop	29-30.08.09	NB. R/C only on 30.08.09
Eastbourne	20.09.09	
Cocklebarrow Farm	11.10.09	

Engine photos

As for 2008 there will be quite a few engine photos, non will be named, you'll have to work that out for yourself! However at beginning of 2010 there will be another special with all 2009 photos added with names.

ARE THEY STILL AEROMODELLING?

Here is a try at a new feature. Are the following still active Aeromodellers? April 1972 Aero Modeller. If you know any of them or you are in a photo please send in an email and let us know what you are doing now.



Sam Banerjee – India

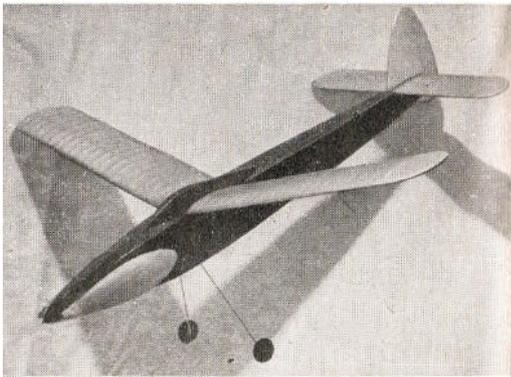
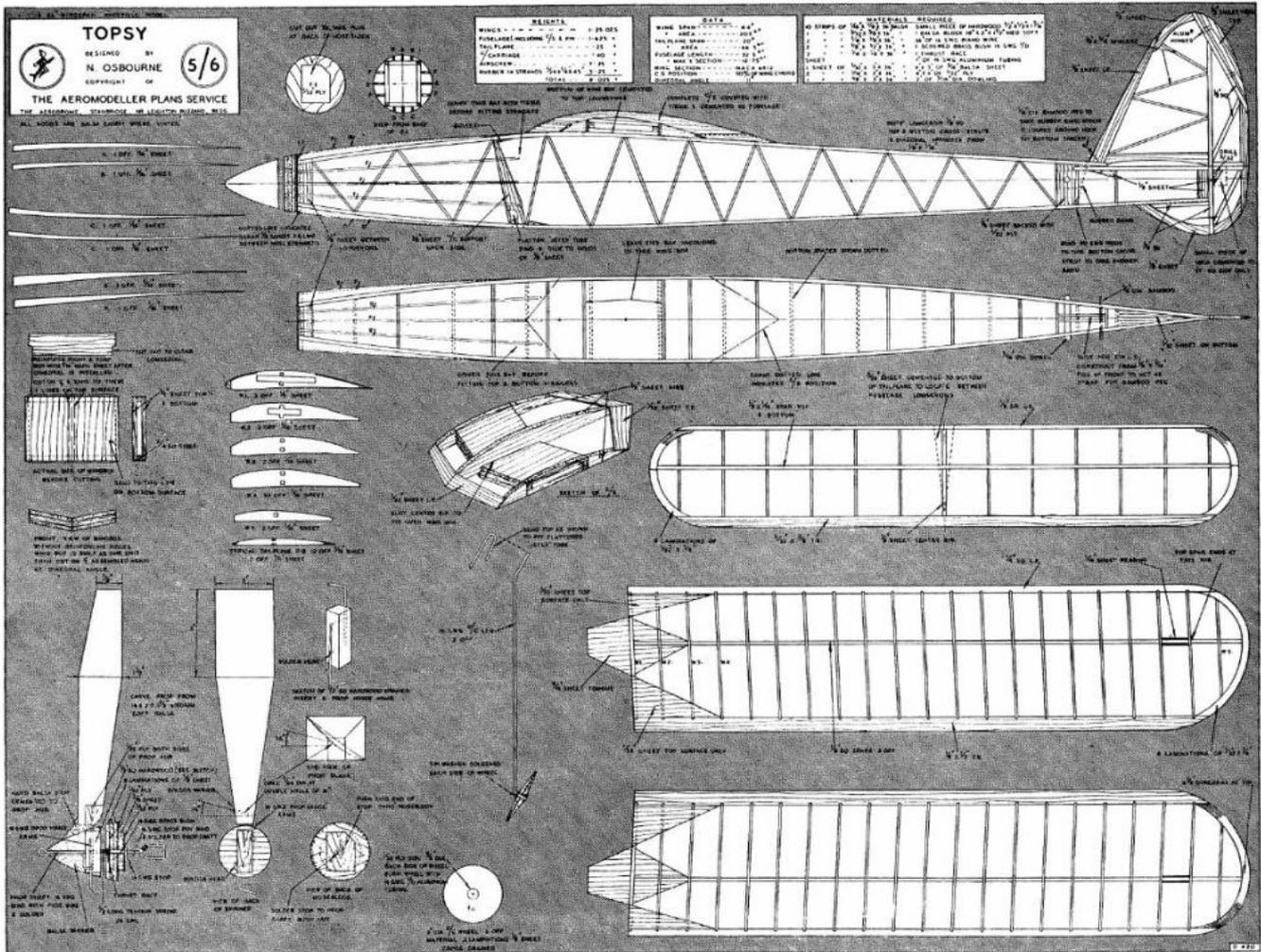


Tony Hill – Auckland, NZ



Joe Johnson – NZ

Two Rubber models from Aero Modellers



I saw this whilst looking through old Aero Modellers donated by Alan Jupp, it looks a nice model, as it's not too clear from the plan I've also included the photo that appeared with it. 44" span and from March 1951 Aeromodeller.

The following two photos and plan are again from an Aero Modeller, May 1952, and show J D McHard with his 25" span tandem wing rubber model. Who's going to make one and send photos in for all to see?

