

Sticks and Tissue No 27 – February 2009

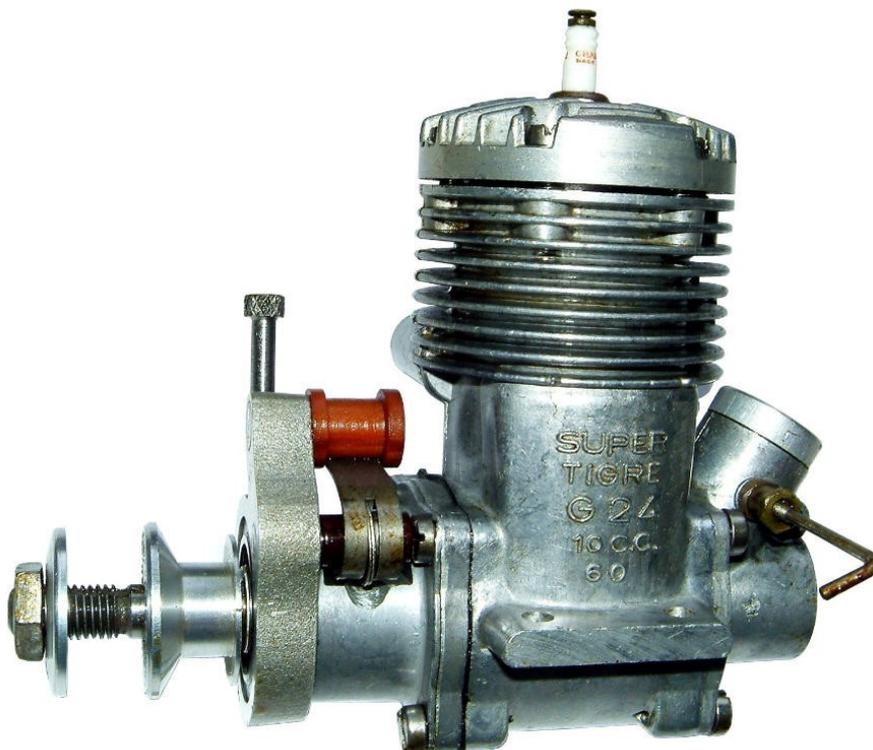
I'd like to thank the following contributors, without whom this newsletter would not be possible:
Alan Jupp for the magazines, David Kinsella, Dave Bishop, Mick Butler, Richard Bavin, Ray Ivey.

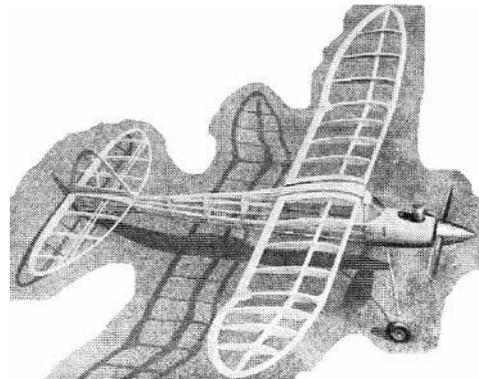
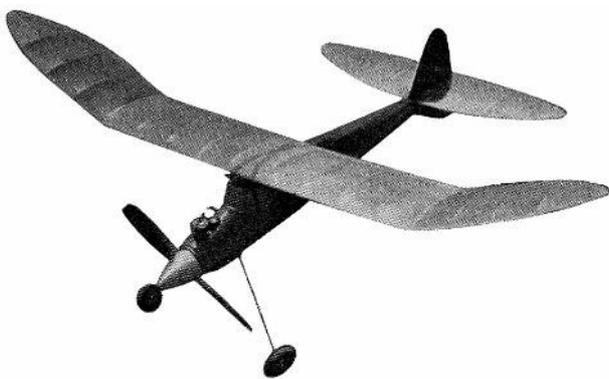
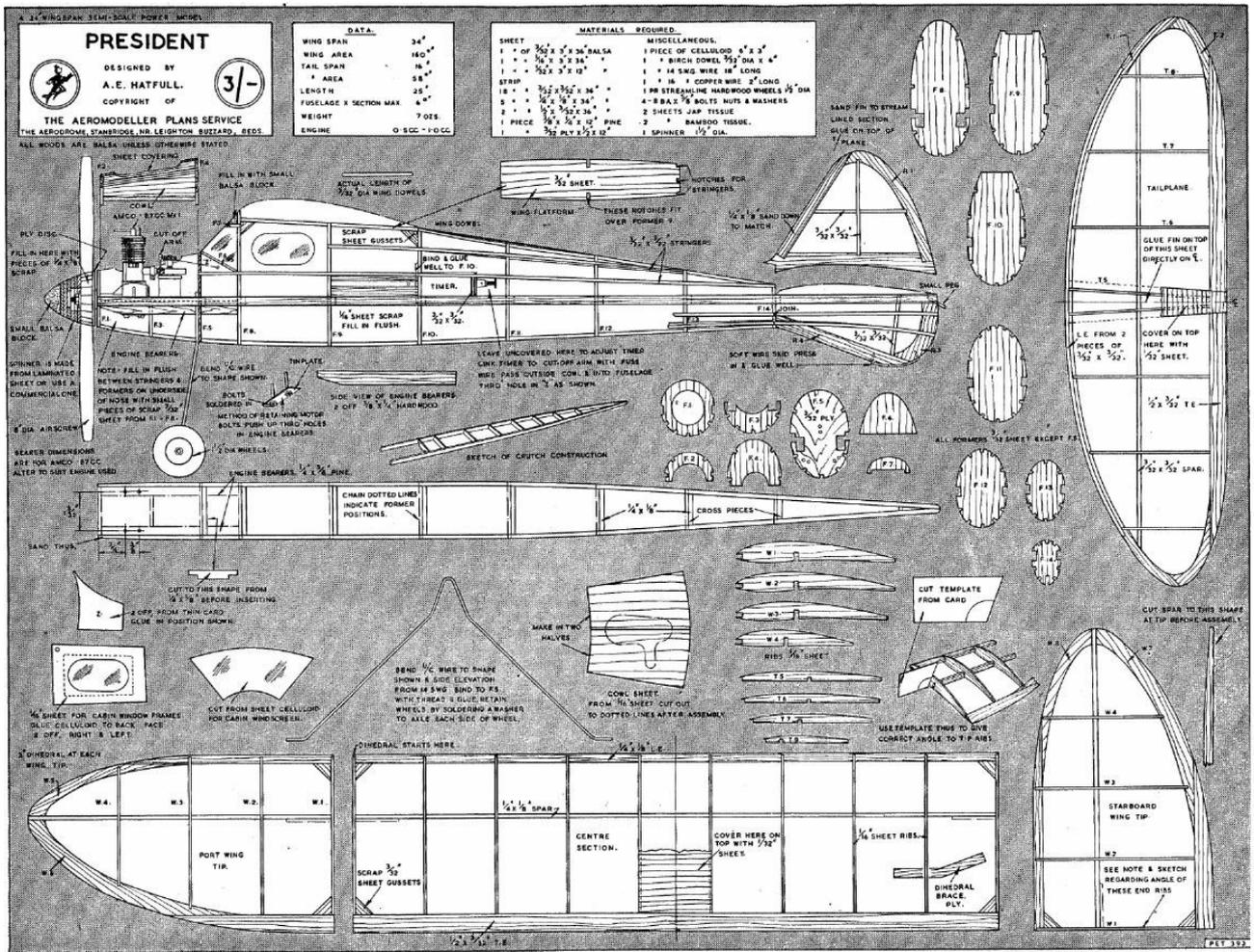
If you can contribute any articles, wish to make your point of view known etc please send to or
phone 01202 625825 james.i-parry@tiscali.co.uk

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>

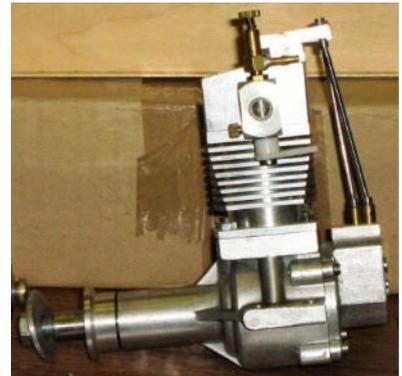
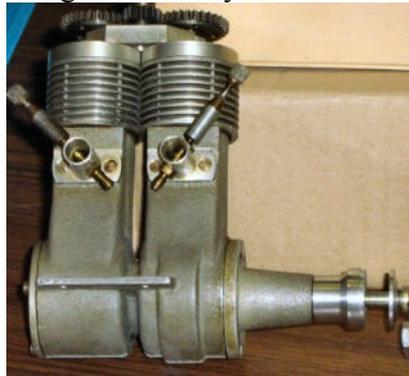
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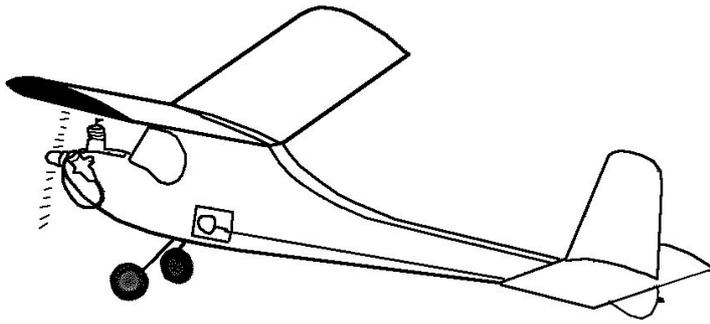




Albert Hatfull's President from October 1950 Aeromodeller

Below are engines recently seen and a bit different

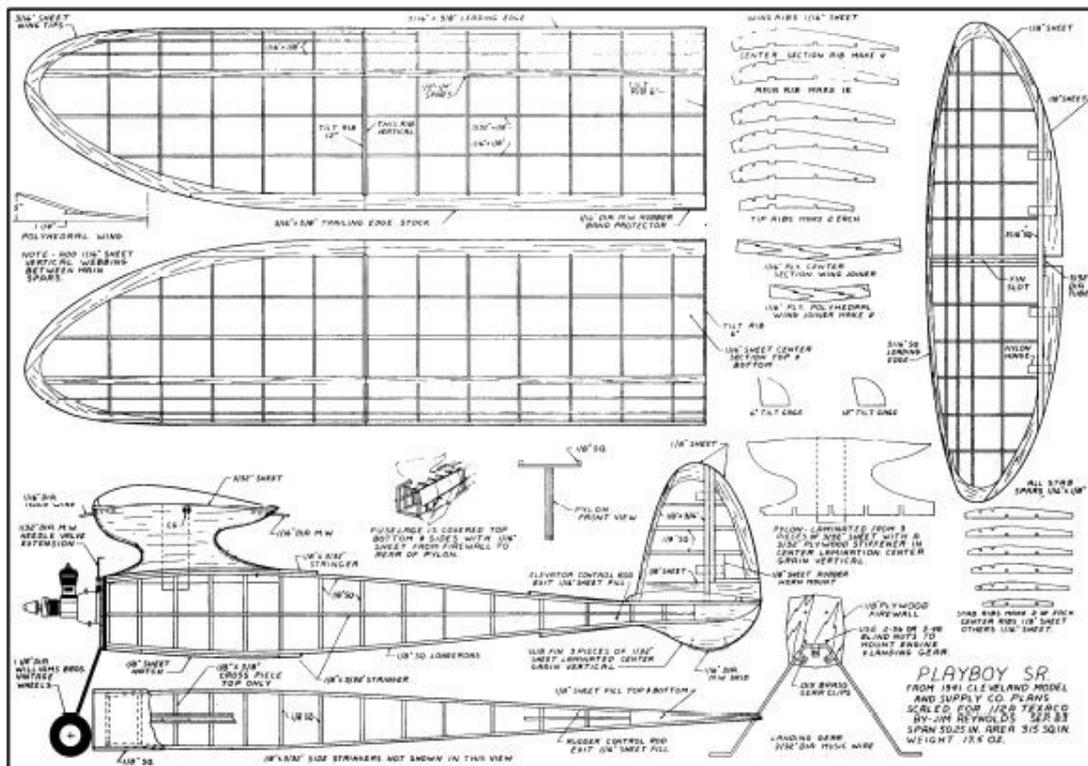




From Mick Butler

I've just finished building this Ben Buckle Playboy Senior. I am quite pleased how well it's turned out. Some beefing up where the wing pylon fits in the fuselage with some extra sheeting. The only problem is the amount of lead in the front to get the C/G. Covered in solartex, OS 40 Four Stroke up front. Not flown yet. Any help or comments about this model will be appreciated.

mikedaph@tiscali.co.uk Mick Butler.



Another one of those plans sent to me but origins unknown. If it is yours let me know and I'll be pleased to acknowledge.

Crawley Indoor meeting 1 February 2009 from Dave Bishop

It was very well organised by the Crawley club and it is a very large flying area with many disciplines be able to fly in timed sessions. Everyone was so helpful and the whole day was extremely enjoyable with a couple of good traders being present as well.



BMFA Pussycat and son with another BMFA model



Bucker on judging stand



Cosmic Wind



Richard Crossley and Dennis Bryant





1/2 size Jaguar



A banker and modeller visitor who flies (back at home) all sorts of models including jets. A very nice gentleman

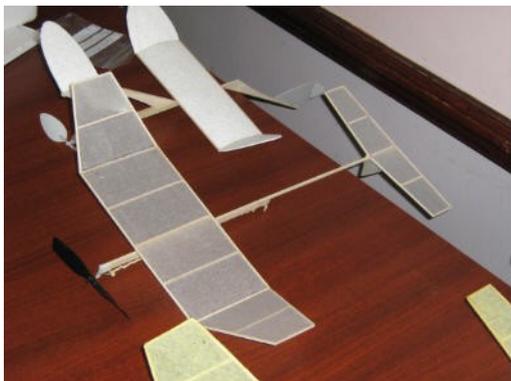


R/C Spitfire and owner on 800 MHz. (Home built radio by the way I'm told, I couldn't see it properly, must go to Spec savers).>>>>>>>>



Allendale 24 February 2009

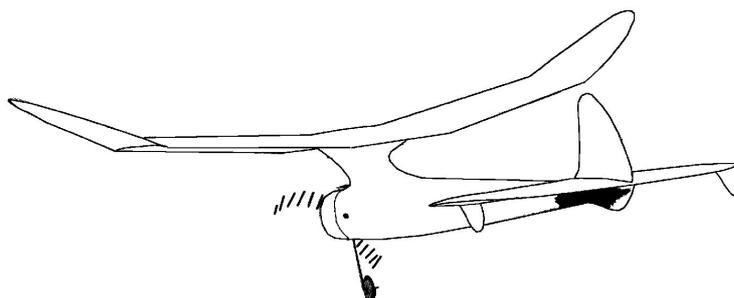
As always a good attendance. A few comps are run the newest being tried for the first time being a "Gymminie Cricket" one model comp. Straight into a fly off and last one in the air wins. Six models took part and next meeting in April it is possible that more will join in. The models are available from BMFA and cost around £2.05 inc P+P but this depend on number purchased ten were bought hence the above price per model. John Hook won with a time of 1 minute 43 seconds most of which was spent clattering around the ceiling. Standard props in future?



Gymminie Cricket



Ready for the GC mass launch





David Kinsella's column

Essential Kit

With fading memories of attempting to gift-wrap a tricycle (very good in A .E these days) it's time to stoke up desires for the flying season now close at hand. Away in the model room/den a spot of oiling could be tried, fuel in the red Valve spout just as well. Personally, for long-term storage I've always used vegi Castrol R with great success. Just in case the new model has yet to be started (!) Mr Foxwell's short kit Tomboy is a gem! Beautifully cut out and ready, all you need is the strip. This Wallington enthusiast may be contacted on 0208 647 1033. For you it could be the move of the year. Good plan too.

Biggles Again

In 1992 Red Fox published a number of our Biggies yarns. Along with them came a super hardback from Veloce on the Johns/Biggies mix. If there's a better jacked design around I've yet to see it! What a corker!! Sadly the artist is not known.



Morgans Massed

Many of the land planes at Rolvenden near Ashford, Kent. Powered by Anzani, JAP, Matchless, MG and others, a blast in one of these three-wheelers is memorable. The museum is on A28 (01580 241234). Much to see there.

Gable's Best

With a member of the de Havilland family playing a lead, Selznick's mighty achievement (1939 - 222 mins) kicked off before Scarlett was cast. Risky but it worked. The loss of Leslie Howard's aeroplane left questions and over the years books have appeared on the movie, arguably old Hollywood at its most ambitious. Gone With the Wind has made mighty fortunes since its first Atlanta screening seventy years ago.



Massive

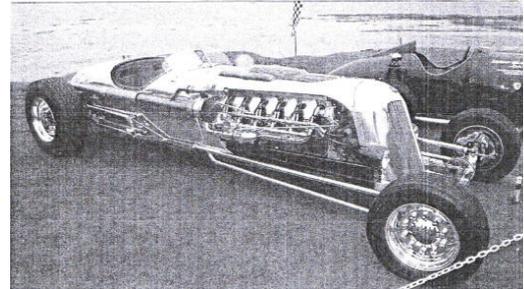
As you waft along in your 16-cylinder Garth-Supreme or steam cooled GTX Boris Special, hills rendered flat by the surging power at your right foot, take a peep at the fellow in front, particularly his exhaust pipe. Most are of normal size, but a growing number are truly massive. One carefully measured at rest was a full **six** inches across! What's going on? Ages ago in the classic front engine days Ferrari favoured the exhaust trim from Snap. Suction efficient at 100 plus as the strada was taken by storm, what does the current dustbin offer? I have doubts.

Wimbledon's Airfield

Budding pilots with their Frog Interceptors and others of the range could by appointment (telephone Lib 1041) receive instruction at the Frog Aerodrome in Merton. The Lines Bros Ltd factory was just south of South Wimbledon station, Boy's Own of 1936 detailing the Interceptor at 5 shillings (25p) and the larger Silver Arrow airliner at 2/6 (12.5 p). Pre-formed construction kits for the Hawker Demon and the DH Hornet Moth and Leopard Moth averaged out at 3/6 each. Charged in the special geared winder-box the Interceptor could fly beyond 300 ft whereas the Silver Arrow managed just a third of that distance. Dept 6 in Morden Road offered an Air Force Pilot badge and Frog Flying Club membership. The luxury book from New Cavendish is the one to read on matters Frog.

Garden of Rest

The Allard Register's magazine detailed Jay Leno's mighty twin turbo V12 Chrysler roadster, seen here at Pebble Beach, California. In the tradition of Parry Thomas, Eldridge, the Count's Chittys and the rest, Jay's big corker develops 1600 bhp with furious noise to boot. The Laguna Seca/ Pebble Beach junket soaks up all accommodation in the area, once forcing me to climb into a garden for the night. The amazed owner was placated in the morning when I told him I came from Wimbledon.



Another World

These quick-build kits are all very well, but what can compare with the joy and wood smells as the stout cardboard lid is raised for the first time. It's all there: lengths of wood, wire, various special bits and the plans, possibly three or four sheets, even a booklet too. Ahead are weeks and weeks of work, but as you crouch at the bench you are with the greats of our hobby, stretching back to Biggles in the Great War and beyond, to Paveley and his models for Gamages and Harrods and further still. I knew Robert Paveley very well, and my account of the Paveleys may be found in the SAM Yearbook' No 3. Paveley's Replingham Road runs from Southfields station close to Wimbledon.

Keep Going

Off the Isle of Arran was a favoured testing area for great ships like Hood and Queen Mary. Here we have the latter in April 1936 churning along at 33mph, a press Tiger Moth off the stern taking pictures. In service as troop carriers during the war, one flat out liner cut a frigate in half!

All on the bridge looked at the captain.... Nothing was said and the ship with, its precious charges carried on. The right decision was made.



Moths Ready

Here we have the training aeroplanes of the air arm of the Legion of Frontiersmen. Mentioned in January, the RFC founder of the Legion Air Command also set up the ATO. The Legion issued magnificent leather bound handbooks, the early editions now rare and highly collectable. Roger Pocock has two books in print on the Legion and its founder.



Weathermen For Men

This year there's a class for 10cc motors! It's what your right arm's for, but a Charles Atlas warm up may be advisable here. They do say that when your neck measurement exceeds that of your head enough has been done. Be that as it may, SAM's Dick Roberts has the regulations. Brian Lever is an active sponsor here.

Big Stock

John and Paul Goodall at Barton Model Products hold a magnificent inventory of model aero engines. The list often runs to five pages or more which means at least 550 items! Diesel, glow, spark plus aircraft and boat kits. So a call to 01283 713 715 could put you on the home straight. If so a neat package will soon arrive containing that mini ED Racer (the BB .78cc is best), Anderson Spitfire or Bugl Mk 3. The service is excellent and they know their subject. Nobody does it better.

Moving It

A while back a holiday firm requested advice on moving their 10ft elephant from a camp in Scotland to a site at Filey in Yorkshire. 3500 suggestions included flying the six tonner by balloon, fitting a breather so that it could walk across wide rivers, etc. Keen to demonstrate a repro Greek war at Henley, one idea was to fly it up the Thames from its freighter using tandem helicopters! (gasps along the way as riverside quaffers questioned the strength of their tipple). And that gold in the Italian Job? Never made, the sequel would have employed a helicopter lifting the rear of the coach to a safe position.

Garfield Wood

Thanks to Arthur Benjamins here we have Gar Wood and his heart-in-mouth mechanic hanging on as the Commodore extends 48-cylinder Miss America X. Boys from the Snow Owl Squadron join in the fun, their Curtis engines drowned out by the big thunder of the Packards below- (S&T: No 25 refers).

refers). Run on rivers and lakes, built like expensive furniture and sometimes filled with ping-pong balls for buoyancy, these golden age racers survive here and there and have generated gripping yarns by Kevin Desmond and-others.



Worth Waiting For

A friend who cooks told me of his chum who waits. Even now big tips are not rare, but of super staggering impact must be the gift of a brand new Mini Cooper: Credit crunch?

Hi Boys!

Read around the world these days, this month we salute the lads at Eidos. Their latest Lara Croft/Tomb Raider is agreed to be the best ever. A good story takes all of two years to get to the shops from the seed idea. No substitute for hard work, you see. Excellent stuff!



Shelf Stuff

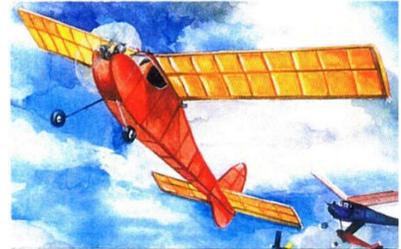
David Bancroft (01983 759069), John Lewis (01420 562811) and Spitfire Books (01829 751308) can supply aviation books, signed if you wish. For example, signed Full Circle by Johnnie Johnson £50. Lists are available.

The Henshaw Trophy

Good to see Alex Henshaw on TV recently. He was one of the great pilots, famous for his white Mew Gull with the Castrol logo, in later years testing hundreds of Spitfires before they entered battle. The Alex Henshaw Trophy - a racing aeroplane in silver - was won in 2008 by Roger Middlebrook for an Imperial Airways scene in India. A fine picture.

It's Home

Tomboys for Christmas as drawn by Raynes Park's anchor man Mike Cummings reminded me of the Dart-powered version I flew ages ago. Red with yellow flying surfaces as pictured, Vic's so popular design coupled with that ideal name will surely fly forever. Also thanks to Mike members of Raynes Park MAC have the best of clubrooms. Warm in winter, cool in summer, hung about with Vintage models, boasting ample reading material too, a screen and keyboard at the ready, stirring music of choice is just a button-tap away. I belong to several clubs but only one other has its very own home.



Cheers, Mike! Thanks to you RPMAC is strong in the Vintage movement!

Good Stick

Across the traditional scene - aeroplanes, boats, railways, motorcars, for example - deeds by good sticks abound (it's called enthusiasm) but from time to time go unrecognised. Things are changing! Via the great spread of Sticks & Tissue I will be sponsoring two Good Stick awards each year. Each 'Good Stick' award will comprise an inscribed book for the shelf and a mounted and inscribed stick to stand on it. Watch this space.



Stuttgart Stunner

Motown's Detroit Motor Show saw the launch of the McLaren SLR Stirling Moss. What a sports super car Costing £740,000, just 75 will be built - and almost all have been sold. The new Daimler-Benz Museum maps the story of the firm that invented the car, raced the Silver Arrows and built countless aero engines (and several of our buses) and is a must when in Germany. No doubt one of the new cars will be saved for the museum.

Our Henry - Part 1

H J Nicholls Ltd started in 1946, at first concentrating on items for the emerging control line scene. The first kit - the Magnette - was soon followed in 1948 by Mercury Model Aircraft Supplies. In the same year Model Fuels and Finishes was set up in Croydon. Ford vans bearing the soon famous Mercury logo whizzed about delivering to Gamages, Harrods and the like, sales of the Adjustalyne cracking 20,000 in two years.

'Henry J' (B Sc, metallurgist, engineer, Army Major, SMAE PRO) was on his way.

Mills Replica Engines from Peter Rose and Boddo

My knowledge of engines is no more than the average Sunday flier and extends, with small diesels, to no more than the cuts and bruises on my pingies. My personally assessment is not based on metallurgy or whether the induction port induces a 37° 4 seconds orifice response latency but will it fly the model. Technical information will and has no doubt been reproduced elsewhere. As you will recall I did a few lines regarding the Boddo 75 Mills a while back, I remember very well as I received a handful of emails contradicting my findings. Slapped hand to me. My findings being that

the engine would be OK for FF with short engine runs but useless for prolonged running, 2 – 3 minutes, at say 7,000 rpm. Whilst receiving quite a bit of written flack I did also hear from others who said they could not run the engine in. Theories developed regarding overheating etc with the most plausible to my unknowledgeable mind being that the materials were incompatible and as the temperature rose the piston expanded faster than the liner? True or false? The debate hopefully is now over my ears have stopped burning and many FF'ers are flicking their engines and backed off are getting good results and at £52 were therefore a good buy for them.

Peter Rose's engines

On to the scene appeared Peter Rose who managed to import a range of Aurora Indian Mills' the 75, 1cc with RC carb, 1.3 and 1.5 with RC carb. I was very grateful in that one of the 75's NIB was leant to me to fly in a Tomboy so see if it cuts the mustard. Having found the settings after a minute or two the engine started up. Three tanks were run through it and then proceedings stopped for the day. The opportunity to run the motor again did not present itself until Tuesday 24 February when a few of us assembled at the Cashmoor flying site, again mounted on a test bench the engine had several tanks of fuel run through it and when all appeared satisfactory I installed in my Tomboy. Starting was very easy although I did find that I had to open up the needle valve half a turn to get an instant start and immediately lean out half a turn. I had three flights and all went well with the engine providing constant power throughout. I didn't record engine run times, as being a new engine, the thought of coming up and lean out did not appeal. I can't see any reason why it won't perform. The engine is a typical Indian Mills with a few minor blemishes to the finish none of which will affect the running. The tank supplied is about 2cc so if to be used in a Tomboy comp you'd need to get hold of a 3cc one although Peter did mention that future engines should have a larger capacity tank. That can be checked with him. My overall impression being it is a fine engine for free flight and with the bigger tank will allow the owner to compete in Tomboy 3 competitions whether it will out perform other



Mills/replica engines waits to be seen but it certainly won't be an embarrassment by not starting, stopping half way through a tank etc (If set up correctly). If you want an engine of this size to just fly with and not stare at it's a safe bet. Being new you wouldn't have to worry about the quality of a second hand Mills 75. Given the prices achieved for similar engines on ebay I would certainly prefer one of these any time. Not sure of the price but recall £85 was mentioned but again such details and those of his other engines can be obtained from Peter.

For more information Peter can be emailed at g4yqv@tiscali.co.uk

I ran the engine on a 7x5 grey Graupner using Southern Modelcraft Sport diesel fuel.

Boddo's engines

Following on from the original batches of Mills 75's I was reluctant to purchase the Mills 1.3 that Boddo had made by CS and with the thought of coughing up more money didn't immediately buy one. Tony Tomlin however did and from his initial impressions I decided to open up the wallet last Friday week and on Monday on returning from work there it was waiting for me. With a prop balanced I took said engine up to Cashmoor and Chris Hague's bench and stand.

Started first flick and under compressed and rich a couple of tanks were run through it. No stopping half way through (a big relief) the 6cc and constant engine speed was maintained. Next step as I hadn't needed to adjust the comp screw was to gingerly proceed in small steps allowing the engine to run a little more finely. Here is where the trouble began. Unwinding the comp screw had no reassuring click from the contra piston just a flapping about comp screw. The only way to get the comp to back off was repeatedly put pingy over venturi, this did eventually work but I was not too

happy about it. Oh well I thought a new engine, will take time. Thought I'd run it some more and bless my soul trying to move the comp screw meant resorting to indentations in thumb and forefinger, then putting rag around pingies and trying again. This worked a bit but was hard work and with engine running that sharp whirring thing at the front was getting all too near. Had a few more goes and just could not move beyond burbling speed until I applied a pair of pliers. (you should see my technique for mending a tele) At that point I had in mind a club hammer. Do you ever get to the stage when you think s*d the engine I don't care if I mangle it. Think John Cleese, Austin 1100 and tree branch. With a locked solid contra piston and a heavy heart I started to make plans of a bloodthirsty type. This of course did not last long and I was lucky that Ray Ivey gave some sensible advice. I mention sensible, as often flying sites are not necessarily associated with sense in this context.

With that business of work getting in the way it wasn't until Thursday that I could think of a kill or cure for the engine. Ray very very kindly offered to put his lathe to work and with India stone remove a teeny weeny bit of the contra piston. Of course it first had to be removed from the liner and then Ray quickly turned up a rod of correct size to hold said contra piston. At this stage I'd mention that the contra piston is threaded. Anyway after reassembling the engine I gave it another run and whilst a very slight improvement was noted pliers were required to do the final adjustment although on winding back contra piston level that reassuring click was easier to obtain. Back to Ray's house and more trimming. What he found was curious in that the contra piston if inserted from the bottom of the liner would drop down the bore until it became stuck towards the top end. Tapering I hear you say at this stage but don't be too clever as doing the same the other end i.e. dropping in contra piston from the top did the same the contra piston dropped down under it's own weight into the liner, not far just to a point where the head of the contra piston was just below the rim of the liner by 1/32" at a guess. All you who moments again thought tapered bore explain that? Well one thinks of an hourglass or if memory is extremely good and vivid woman's waist! Reach for the medication.



Anyway back to test bench and I'm pleased, no relieved, no overjoyed that whilst still a little hesitant in turning, the comp screw and contra piston all worked perfectly. In fact the engine is running far better than I hoped for absolutely brilliant. I must point out at this stage that of a couple of people I've spoken to no one else has had this problem and I feel certain if I'd contacted DB he would have exchanged. I ran the engine with a 9x4 Graupner on same fuel as above. The engine now running perfectly and for long periods with no stress and with the excellent finish I am more than pleased and yes despite the contra piston problems would not hesitate in buying another one and probably will later in the year. Cost well I paid £75 inc P+P.

Boddo Mills 75

With the 1.3 there was a photo of a new version of his 75 and very different it looks to. Not sure what it will perform like but certainly if looks equated to performance well it looks right. By the time you read this the engine will be available (writing 24 February pm engines due in end of week). Personally I'm not sure if I'll buy one at present not because I think they'll repeat my experience with the original Boddo 75 but I have a couple of original Mills 75's and an Irvine 75 for the Tomboy comps and two original Boddo 75's for





From Richard Bavin

Few photos for you and photocopy of Bowden Autogyro and a beautiful flying wing 18' 10" on 2cc power! Also Bowden design.



'Modern' Autogyro DAG 1 and DAG 2 for OS 52FS motors, and 'RPG' on electric., needing about 400W to fly. The pilot Little Nellie is very brave, flying the



experimental aeroplane being severely injured and having both feet amputated!

These are a progressive learning aid to the art of Autogyro flying in preparation for the Bowden Gyro, which will have a Brown junior, using fixed rotor on either a Teetering head or flexiplate mount, using rudder/elevator for main controls on RC.

Quick photo of my Eidekker over Sleaf, not vintage model but certainly a vintage aeroplane, (electric powered).

Back to real models have just completed a lovely 36" miniature SCRAM a wonderful Falcon kit, using ultra cheap GWS geared motor for power. Only weighs 8oz including radio and battery so another one on the way for the .25 Schlosser diesel.

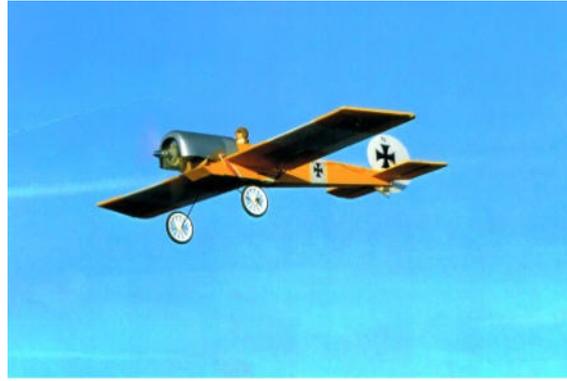
Wish the weather would pick up, plagued with high winds at present. Been doing some indoor flying and will be converting some Keil Kraft Scale Series models to micro radio.



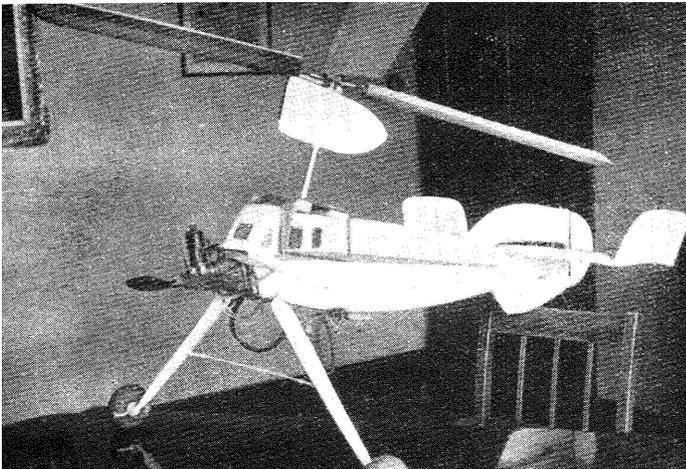
DAG 2



Little Nellie at controls

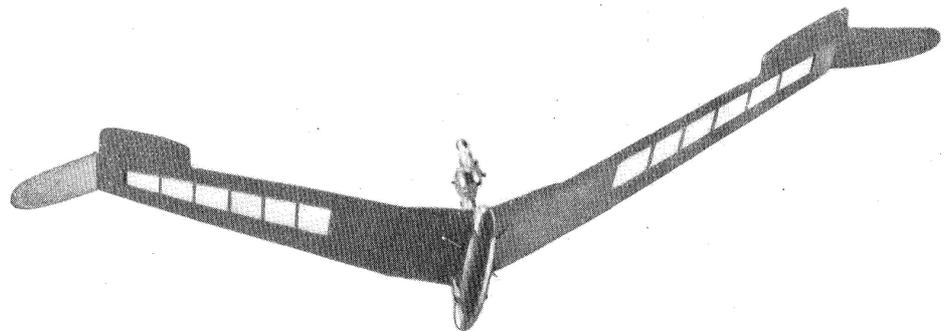


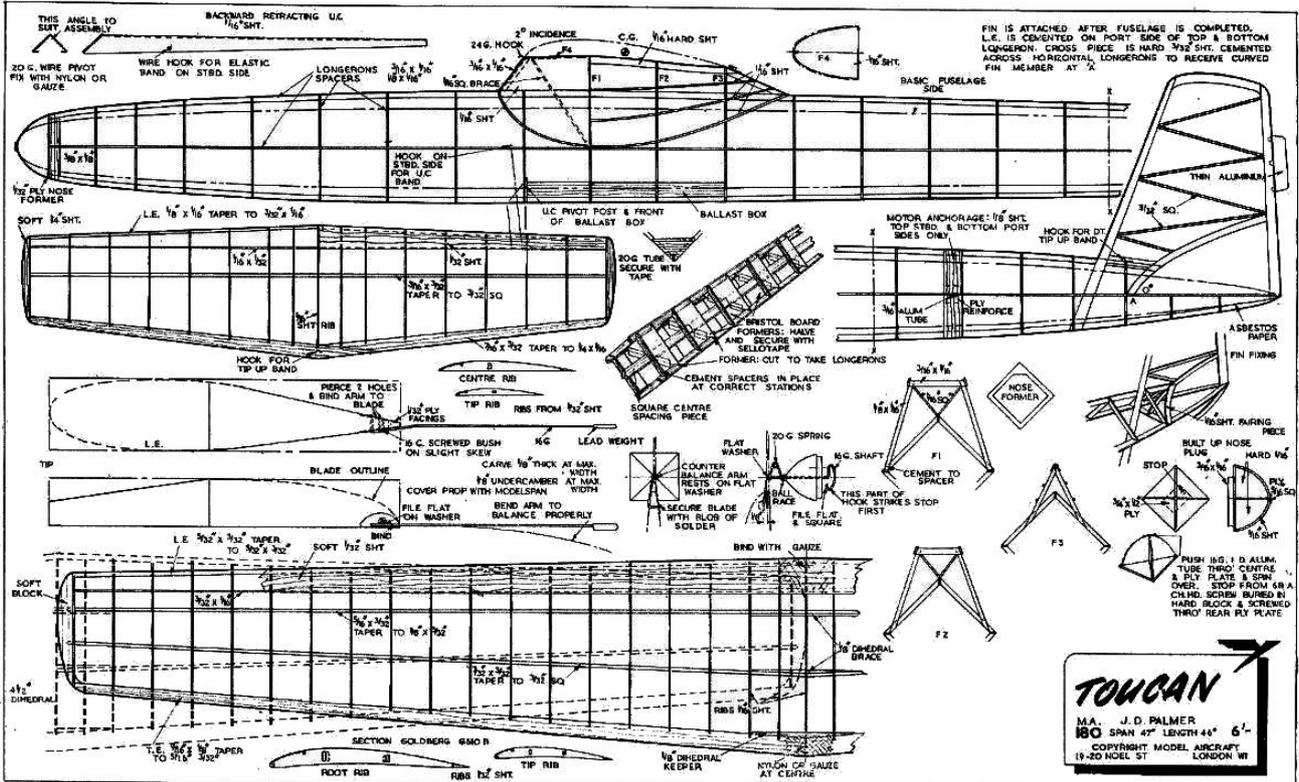
Falcon Kits Scram 36" span



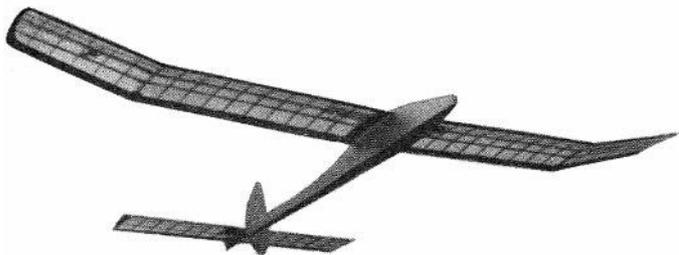
“Bowden’s second petrol autogiro, which met with partial success. The rotor was mounted on a ball bearing hub, and a fin below rotor head was found to be necessary for lateral stability. The rotors were flexible at the hub, which is a necessity for successful stable flights”

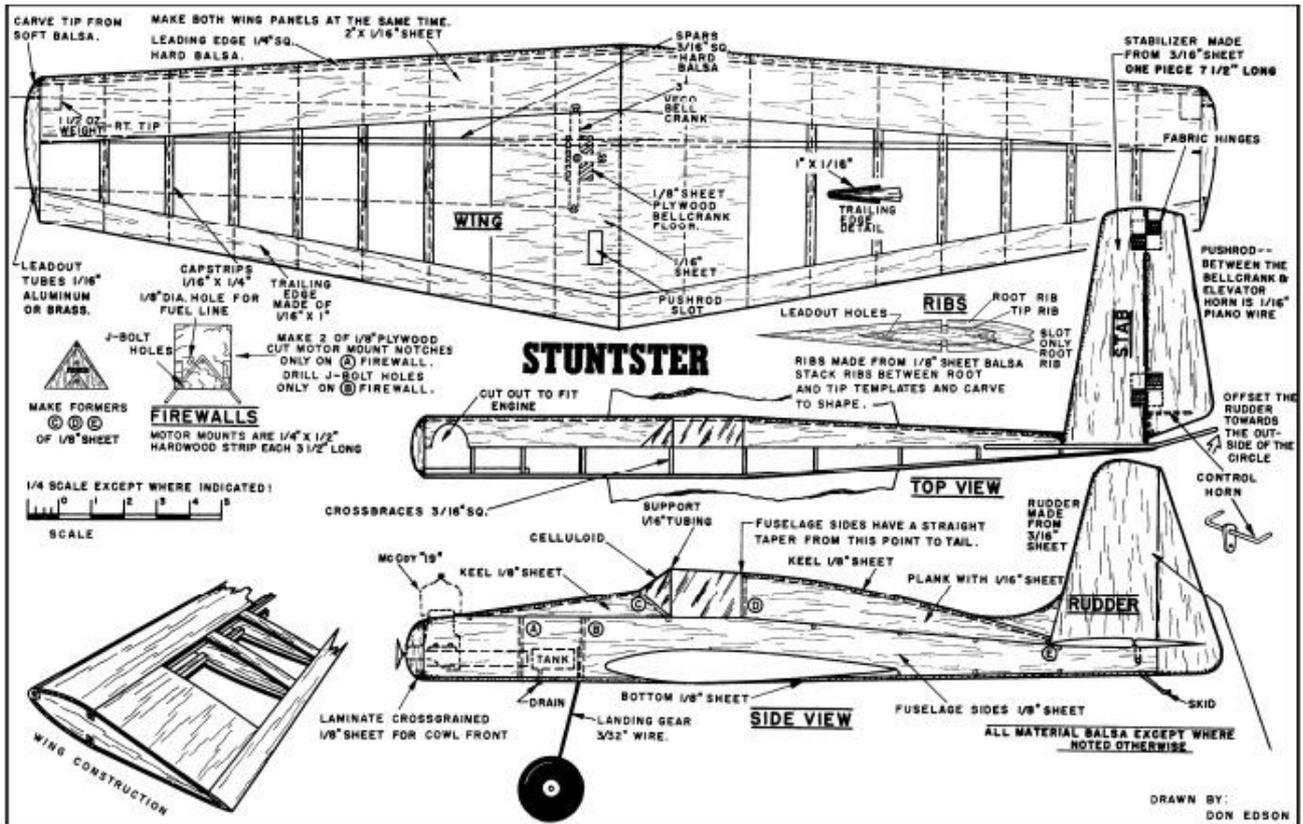
“Experimental tail-less model 8ft 10” span is here seen flying and powered by a 2cc “Majesco” diesel. This model has slots and elevons with slots. Lipish down turned wing tips assist in lateral stability and act as rudders. The model is stable”





John Palmer with his Toucan from April 1954 Model Aircraft





No idea where this plan came from no doubt the full size version is available somewhere?

Events coming up

15 March Sunday Middle Wallop various events and sport flying. Veron Junior comp will be run.

28 March Saturday Wessex Tomboy league at Cashmoor, Wimborne MAC (Rules differ slightly from the David Boddington league)

Middle Wallop RC and CL April 12, May 10 and August 30

Whilst there will of course be the normal free flight for the whole of each weekend, for the first time, RC vintage (models with a cut off date of December 1969 but 3 channels max, no ailerons) and control line will be flown on the Sunday only of these three meetings. Dates as above. Free flight will of course be allowed all days. The RC and CL for those who have not ever attended there is a large distance between FF and the RC/CL area. Tony Tomlin (02086413505 pjt2.alt2@btinternet.com) will be running the Tomboy 3 and Tomboy Senior competitions I will, with help, be running the control line and also the power duration competition as outlined by John Wingate in SAM speaks. From feedback so far there are a couple of points that questions are being asked about therefore you may wish to contact myself for clarification or of course John Wingate? I do not intend running any actual CL comps this year although if response is good this year I'd like to run a Vintage and or classic event next year.

More FF details on the SAM 1066 website.

<http://www.sam1066.org/>

General note regarding Tomboy competitions

The event is now attracting an excellent level of support therefore the problem of frequency clashes can occur. To try and prevent this from happening please contact Tony Tomlin and give him details, in good time, of your frequency so he can log and ensure no clashes. Also could you let him know if there are any Tomboy meetings you will not be attending so that your frequency if necessary can be released to someone else. This is in respect of the Tomboy competitions to David Boddington rules and held around the country.

More details regarding any of the above can be obtained from me James Parry

WIMBORNE MODEL AERO CLUB

VINTAGE AEROMODELLING EVENT FOR WIRELESS OPERATED MODELS



SUNDAY 17 MAY 2009 09.30 – 17.00

LOCATION

The flying site is at Cashmoor, between Blandford Forum and Salisbury, off of the A354 approx. 300 metres East of the Inn on the Chase pub. This is just East of Chettle, West of Gussage St. Andrew. The Southside of the A354 there is a gate leading off of at an angle of 20 degrees. Proceed up the track .4 mile to the parking area

A map will be emailed on request contact details below.

For those of you with sat nav use N50°55'27.28 W02°01'49.63

The flying site covers about 3 acres and is within an active farm.

MODELS

Models to be of up to 3 channel vintage design although post vintage but sympathetic to the era will be acceptable. I.C or electric.

EVENTS

1. Tomboy 3 to the David Boddington rules. Both 36" and enlarged 48".
2. Spot landing.
3. Other events to be decided on. Contact nearer the date.

REQUIREMENTS

All those flying **must** have BMFA insurance. Regrettably frequency restraints mean only 35 MHz, UHF, 2.4 GHz. **NO 27mhz.**

PARKING

There is ample on site parking

FACILITIES

There will be a WC for ladies use only.

There are many local B+B's and camp sites.

BBQ

There will be a BBQ

CONTACT

James Parry

01202625825

james.i-parry@tiscali.co.uk