

Sticks and Tissue No 28 – March 2009

I'd like to thank the following contributors, without whom this newsletter would not be possible: Alan Jupp for the magazines, David Kinsella, Bryan Targett, Richard Bavin, Tony Tomlin, Graham Main, Chris Hague, Peter Michel, Ken Croft and Tony Penhall.

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

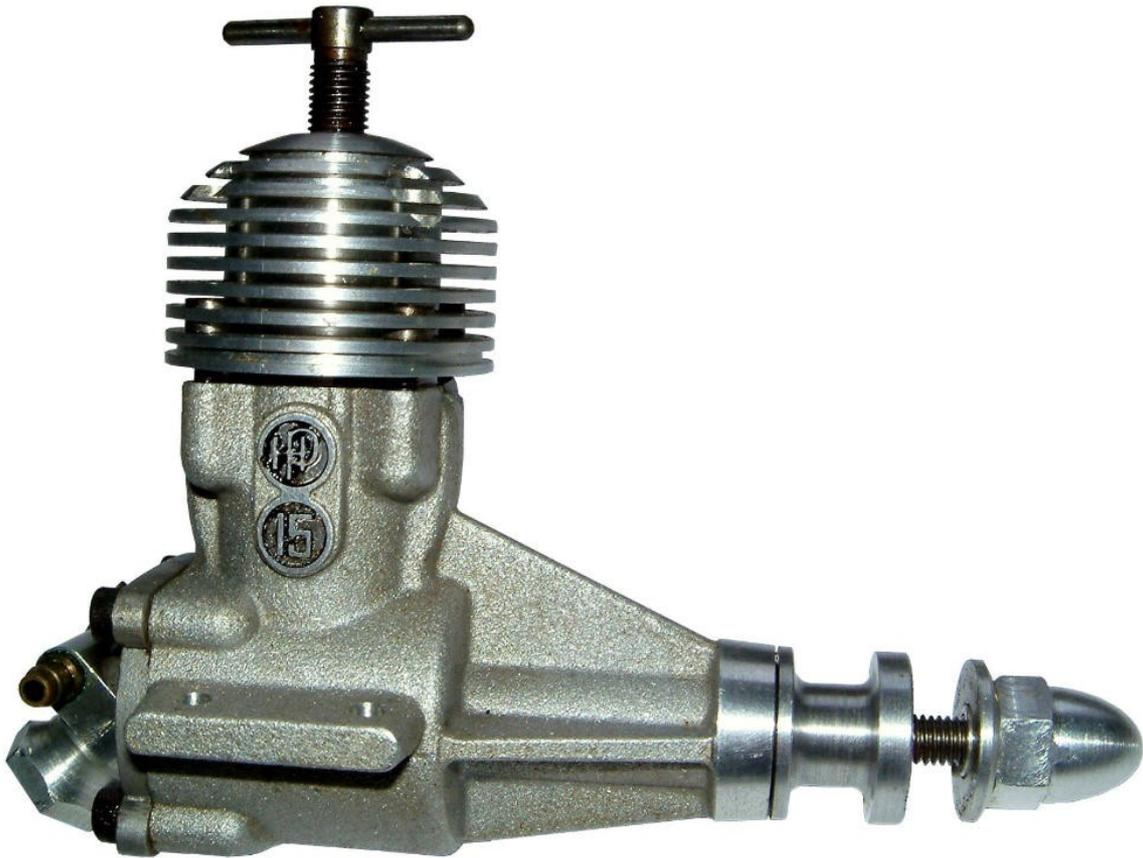
The content does not follow any logical order or set out, it's "as I put it in and receive".

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

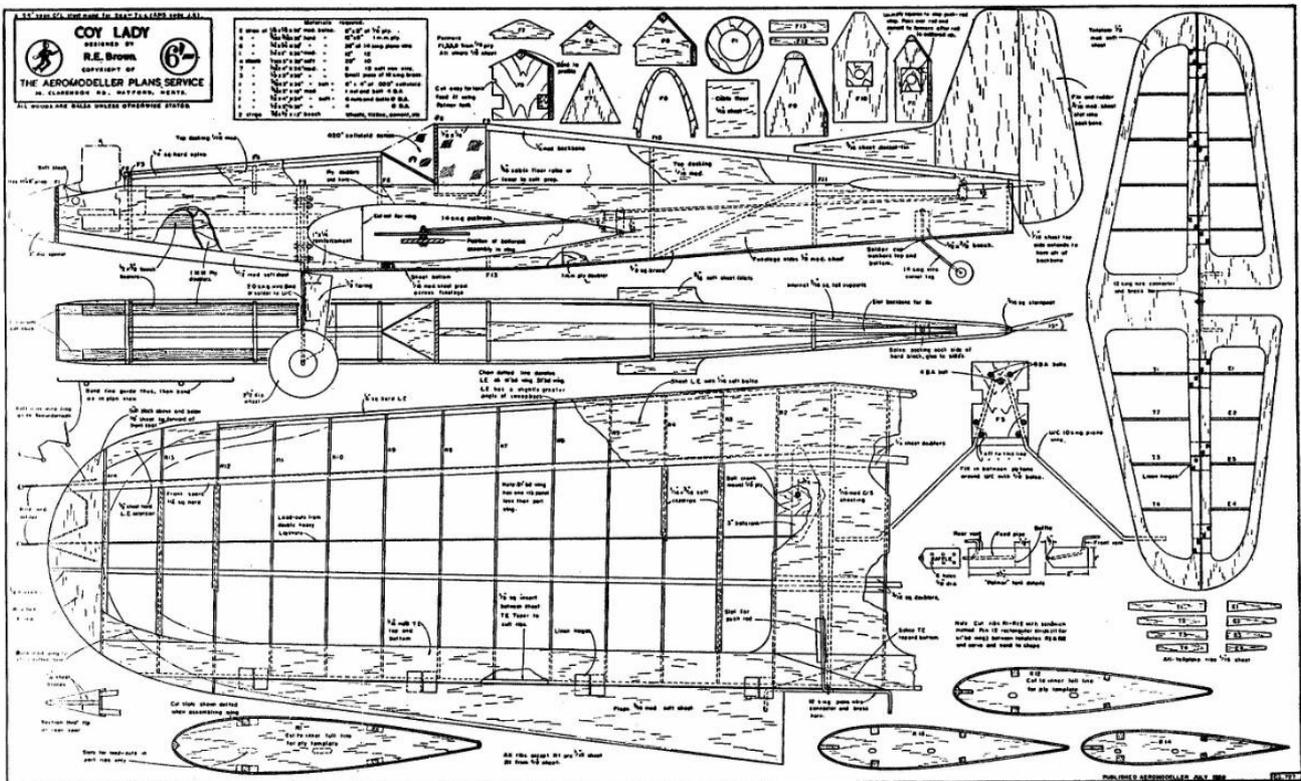
Writings and opinions expressed are the opinion of the writer but not necessarily the compiler/publisher of Sticks and Tissue.



Peter Michel's Senator just after launching at Middle Wallop 15 March 2009



As you realise I don't usual put in large photos of engines but leave that to the "Special". This engine is special so here it is large as life or larger.



Coy Lady by R E Brown 1959. 35 size engine required.

Sending of S&T

Each month there is always a handful of S&T's that are returned with a "delivery status notification (failure)" some are the same names every month. If you have not received S&T but still wish to then please contact me or again if you change your email address. Most times S&T is sent out on last Tuesday of the month by 21.00 GMT although last month was a rare exception. I know this is an illogical note as theoretically if you haven't received S&T you won't have read this but there is a chance you will read from one of the websites it is posted.

Engines

Straight in at the deep end and controversy here then.

Aeromodellers can in certain areas be illogical when it comes to model aeroplanes, perhaps I should say me and not generalise.... To this end I have an original Mills 75 given to me along with an unidentified small diesel where the votes differ from it being a K .239, Kemp or own design. This must have been around 1961 which would have made me 7. I used to fly with brother on a local area of grass (Woodcote Green) a hundred yards from where we lived models such as a Dart powered KK Snipe, hit tree and broke crankshaft, KK Champ and of course a short lived Joker amongst other models. Not just us but others would appear to. One branch with catapult launched chuckie type small balsa models that evolved into what could only be described as arrows, that's another story. When I drive past this "Green" I can't believe how small it actually is but I never recall a problem from locals, probably because all were known to each other and interest and encouragement was there although not acknowledged as such at the time. Now my patheticness is due to the afore mentioned Mills being a part of that now gone period along with many of the participants. Nostalgic is what it would be called. So I decided to "retire" the little used engine, might end up in my coffin though, and having Peter Rose's Indian Mills decided as it ran well to buy it and so now it is there awaiting a model. Will also be my reserve Tomboy engine and if I ever make a reserve model it will be installed in it.

Anyway out of the blue what should appear in the post just a day or two after release was.... Well here is the reply email I sent, should be self explanatory:

David

Following on from my less than perhaps complimentary remarks concerning the 75 replica Mk I and minor problem with the 1.3 replica contra piston I was surprised to receive in the post one of your very new Mills 75 replica Mk II engines.

First of all I have to say it looks good and the colour is a perfect match for my new Tomboy, how did you know?

Today was the first opportunity to go to the flying site in order to run the engine, my neighbours will put up with some engine noise but not for hours on end, unless the noise comes from a lawn mower or chain saw etc so with some worry to the test stand it was secured. With a balanced yellow Kavan 8x4 prop and Southern Modelcraft sport fuel I primed and flicked. The engine started after three flicks. I ran about 12 tanks with the engine burbling away and apart from the first tank full all others the spent castor oil was a natural colour no darkening or worse still black. I then very slightly over another dozen tanks full of which most were topped up a couple of times gradually increased the compression and leaned out. Still natural colour castor, engine certainly not getting hot or stressed. The only variation in revs was as the head of fuel dropped so did the revs by a couple of hundred. To be expected I suppose?

Contra piston response was excellent and immediate as was needle valve.

When satisfied I changed the prop to a Graupner 7 x 5, this being the size we use for the Wessex league Tomboy competition. The engine ran out another couple of dozen tanks of fuel with no

overheating or stress. The last run on the test stand I was getting 2 minutes 28 seconds run at 8,500 dropping to 8, 200 rpm. There was scope to lean out more and "comp up" but I couldn't bring myself to do it!

I then put in my Tomboy (actually Lucky Boy having been built by Tony Tomlin and lost for 21 weeks by me) and with the fuel supply slightly richened had some air time. I can say the engine is excellent when in the air and despite still deliberately running slightly rich the model and with a headwind and consequentially short engine run managed to get high enough to squint!

As you know with a thin propeller an extra prop washer is required, a minor point and the only item I could find wrong.

From today's messing around I, as an aeromodeller with no engine technical knowledge, can honestly say that the engine is first class in both performance and looks. An added bonus is the price and at present £65.00 inc P+P in UK makes the engine ideal for both FF and Tomboy comps.

There was no point writing anything new as this says it all. Mind you after re-reading it makes me sound like a creep with "may I kiss your feet" attitude but that's how it was.

I'm really over the moon now with two good Mills replicas. Since writing this I've flown my Tomboy with the Boddo Mills and it don't half go up quickly, got to work on a longer engine run so I'll back off the comp very slightly next time and generally diddle with it.

The following may be of interest from Boddo

CS Model Diesel Engines and Spares.

CS BODDO MILLS 0.5cc	£68.00	CS BODDO MILLS 0.75cc Mk.2	£62.00
CS BODDO MILLS 1.3 cc	£72.00	CS OLIVER CUB 1.5cc	£68.00
CS OLIVER TIGER 2.5cc			78.00
CS AMCO 3.5cc P.B.			£70.00
CS ED HUNTER 3.46 cc			£98.00

SPARES

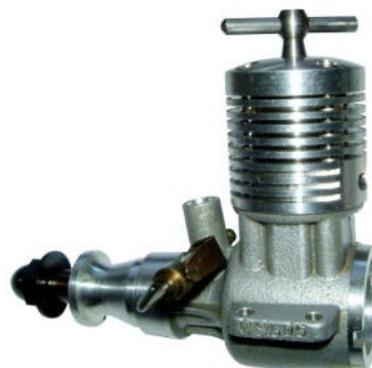
MILLS 0.75

Fuel tank only £6.00
 Carb. Including fuel tank £16.00

MILLS 1.3

Fuel tank only £7.00 Carb. Including fuel tank £20.00
 Piston, liner con rod, contra piston £30.00
 Cylinder head and comp. Screw. £18.00

Engines and spares plus £3.00 postage (£5.00) overseas. *Above is not a Boddo replica it's actual*
 Available from: David Boddington, Ivycrest, 26 The Avenue, Wellingborough, Northants,
 NN8 4ET.U.K. boddohome@uwclub.net



Peter Rose can be contacted on 01980 623541 or g4yqv@tiscali.co.uk



As for that small diesel here's two photos. Has H239 on the crankcase. Yes the condition is not good and I never recall there having ever been a tank on it or able to get it to run!



David Kinsella's Column

Dogfight!

Michael Turner needs no introduction, but his all action study over the lines in the Great War certainly does - it's great: German ace Voss is having the fight of his life against the SE5a boys of 56 Squadron. Reefing round behind him is Major J T B McCudden VC DS0 MC MM CdG flying Captain H J Burden's machine. In the distance others of 56 are closing in... For a Studio 88 catalogue call 01296 338504. McCudden's book Flying Fury is Biggles-for-real stuff, his bag of 57 confirming impressive research!



Bill's Place

In the 1980s Nevada was famous for sand, gambling 24/7 and Harrah's. For years Bill Harrah had collected motor cars in their hundreds. He liked aeroplanes too and so had a couple of dozen and several boats. With the collection guide as thick as a paperback, there were at least a thousand restored machines there. The streets of Reno hosted 16-cylinder sedans from the days of Capone and Gatsby, Bill often at the helm, and catching a ride was easy. Great hangars held these marvels in mint condition while elsewhere Ford Tri-Motors could be seen in the blue above The Silver State.

Moat Stuff

De Havilland Wisely chose Salisbury Hall for the birth of their first Mosquito. Away from the Hatfield works reduced the risk of bomb damage and the wide moat was an additional hurdle for any spy. Double (or triple) agent Zig Zag was active in the area, once sending Berlin spoof news of an explosion at the works. A travelling job has always been a good front for an agent or spy (007 was in exports) but in our Civil War the lone and harmless fisherman was well placed to record troop movements (sometimes known as the fellowship of the angle).

Proper Pictures

Boats, planes and trains, the action stuff we love, is perfect for that oil on canvas treatment, cars too of course. February's Fly Past magazine showcased Michael Turner's work (see Dogfight above) and exhibitions of his skill are held at RAF Halton. In 2005 his painting of Moss on his way to that record Mille Miglia victory in 1955 was the one chosen by Motor Sport for its special on Stirling's race of races. Moving to centre stage since he launched in 1988, Barry Freeman's railway art is now in luxury book form, which was picked by Railway Book Club as their Christmas choice. Model rooms look good with this stuff around.

Good Sounds

These days Scale demands attention to detail. There's no easy way out as once was the case: u/carts always down, doubtful paintwork, cockpits sans pilots, incorrect exhaust positions. Destined for a fabulous Focke Wulf 190 here we have an exhaust system worthy of the wind section in a front rank orchestra! When the time comes the cooling fan equipped OS 160 will exhaust correctly - and impressively. Clearly a Butcher Bird with beef.



Solent Sky

This museum in Albert Road, Southampton, has much on Mitchell and Super Marine (023 8063 5830). Spits and racers to behold.

Quick

Mentioned earlier the model Vincent, Norton and Brough Superior are in stock again (0870 460 3456). But hurry. At 7 inches or so these super detailed jobs sell like hot cakes. Perfect paint and metal. Act now.

That Raffle

Kits and bits are gathering for the Great Sticks & Tissue Free Raffle. One item alone has been valued at £130. It will be drawn at Old Warden so make sure you get a ticket on the day. More news later.

Snuffed Out

A new runway here, a larger airport there. What's new? As far back as 1942 there were plans for a Sea Aerodrome and Land Aerodrome in Southampton, one terminal serving both. Fold-out maps exist with updates in red ink. But nothing happened. Further back in time and nearer our patch, had the money not run out passengers would have been trained through Waterloo station and on to a grand terminus by the Thames. From there just a simple stride over a bridge and into the City. Two models of terminus Southwark Bridge exist.

More Rare Stuff

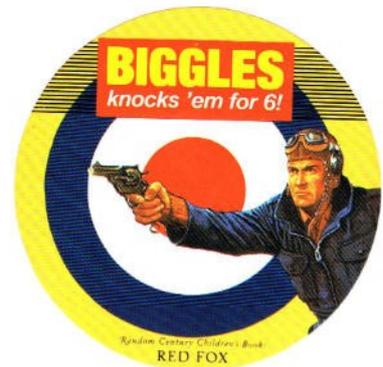
John Lewis offers aviation books of quality. A catalogue of 44 packed pages can be yours by calling 01420 562811.

That Flying Effect

Leo Fender made 'em, good and solid too, but it took pilot Don Randall to dream up the famous names: Telecaster and Stratocaster. Campaigned around the world by Hendrix, Clapton, Valens and the big bands, a Fender was/is the must have item, the guitar with that standout factor worthy of 13 million dollars when CBS bought the business over forty years ago. From another age comes Flying Home, Air Mail Special and Sky Liner, essential vinyl in those glorious sleeves. Basie, Ellington, Hampton, Miller. Great!

Classical RAF

At a stretch we can say that Robert Leith-Macgregor was in all three services, almost. Maths for three years at Pangbourne turned the lad away from the Royal Navy and Sandhurst followed. A Lt Col at the close of 1939, Robert transferred to enjoy air fighting in the RAF. Surviving a furious battle with four 109s in which he hit them all and downed one, he was later caught by flak and crashed in flames trapped in his Hurricane. Despite exploding ammo and intense heat nearby Germans rushed forward and with an axe cut him loose. Army life again in 1945, Robert later won an MC for service in Korea. With Stalag Luft III and Great Escape experience to boot, not to mention a DFC, this son of an admiral was clearly a Biggles and Bader type.



Our Henry- Part II

Just as Sopwith had Sigrist and Smith to help him along, Henry J wisely surrounded himself with men of enthusiasm and proven ability: Allan, Morley, Moulton, Young and Nunn over the years. Under licence from Harold de Bolt the Speedwagon and Super Bipe ceilinged the sales graph, Henry

quick to seize Yank appeal. The Monitor and Musketeer, by Henry and in Junior form too, were solid hits on the control line scene (a lime green BB Amco Monitor impressing me in Essex) and sans lines there was the power Mallard and glider Gilli Chopper and Norseman. An engine repair service was not worth the space, and soon the enterprise was forging ahead in the export market. Surprising the trade, Henry scored hits with the expensive Monocoupe (66/-) and Shaw's Midge, the latter soon cracking 7,000 units.

Hero's Choice I

As mentioned last month, here we have the first of the series - the super Valkyrie by Carl Goldberg. Blessed with a magisterial glide, its circular section fuz over 7ft in length, the late Jack Humphreys wowed us with one on the cover of Aeromodeller. At the Detroit Nats in 1937 the mighty model was timed for 53 minutes before crossing the river and going deep into Canada! With Bunch and Brown it was sensational and appeared in Air Trails in 1938. Truly a ripsnorter of the first water.

How They Paid

Rather than cash Bugatti paid his drivers with chassis, Bacon settled a cafe account with a painting, while in California a star of the silver screen - who seldom gave autographs - always paid by cheque. Big savings all round!

Some Fighter

Great War experience on horse and foot left its mark on Kurt Tank, in later years head of the 12 man team that created the Focke-Wulf 190. Its BMW engine soaked up punishment, sometimes running with a couple of pots shot away, and the great design itself was factory ready in record time, Tank often sleeping in the office on a camp bed. Turning to kits, salted away is a Veron FW190, mint with that stunning box illustration, sold to me by Harry at his model shop in Luton's Gordon Street (long before this George Fuller and Ron Hinks ran a similar establishment in nearby Waldeck Road, established in 1938). Chums with the Butcher Bird kit as long ago as 1951 were Phil's Fury, Mustang, Spitfire and Wyverne. And while we're at it let's not forget that Phil Smith's Philibuster won VTR2000. Cheers, Phil!

Take Note

As you join A3 heading West after a RPMAC meeting, glance to your left and note the huge area of supermarket activity. From 1920 until 1986 it was the site of Bradbury & Wilkinson (founded in 1856), purveyors of bank notes to fifty countries around the world. Close by the aviation interest comes from an office producing control systems for fighters and passenger craft.

Robin Says

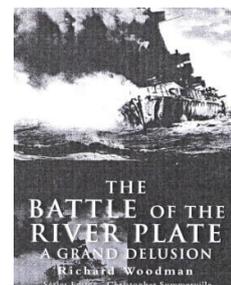
Before the hands of Mr Joyboy and his like get to work on us (don't worry, we won't feel a thing) let's remember the advice urged by Robin Williams as the teacher in Dead Poet's Society: 'Carpe diem - Seize the day'. A great actor in a great movie giving good advice. So in '09 let's attack that model, support our flying club - and turn up at Old Warden for our meets this summer. It runs its own weather programme.

Shelf Stuff

Pen & Sword publish a great range of books - aviation, regiments, World Wars I and II, ancient history, twenty areas in all - and a call to 01226 734555 will secure a catalogue packed with info.

With Dan Dare

At Christmas in 1968 Walter Cronkite of CBS staggered the world with news that an American crew had seen the dark side of the Moon and were on the way back! It was amazing, held by several to be a fake because it seemed quite impossible. Yet Apollo 8 had done it.



The landing was just months away as Jack Kennedy had intended. Remember BBC's Journey Into Space?

Wattie Time?

Flt Lt Watson designed a beautiful lightweight rubber job when serving as a fighter pilot. Published in Aero Modeller in 1942 as Wattie and a fraction under 34 in span, it's clear that 87 Squadron's Spits and Hurricanes found expression in the model. Best seller Arise to Conquer by Ian Gleed DFC refers to Wattie and his models, and it's a good bet that his Wattie is our Wattie designer. Forward to 1985 and we find Peter Michel flying a red and yellow Wattie at Old Warden complete with sliding weight dt and a delight to the eye.

Duck!

Italian trains had to run, Mille Miglia or not. Storming along in their 550 Porsche in 1954 Hans Herrmann and Herbert Linge saw the barrier down but no sign of a train. Crouching low they went for it, in the last seconds seeing the mighty loco charging down, thick bushes having hidden its approach. Both felt the beat as they made it with inches to spare.

Epsom Downs 11 March 2009

Knowing I'd have an hour or two spare around mid day whilst working in Croydon I decided to give my Bi Bi its first outing only having just finished it. More on model later. I phoned Derek Foxwell who brought along his prototype and Dave Bishop for the commentary and official photographer. I also spoke to Tony Tomlin who came along with his Tomboy. Derek also brought his Tomboy 48 with a fantastic Irvine Mills 1.3 in it. Here are the photos taken by Dave.



Derek's Bi Bi with grandstand in the background



My Bi Bi



Tomboy 48 after hairy take off, another story! (egg on face there)

The Bi Bi designed by Derek is one of those models whereby aeromodellers will say it looks like a.... or a..... etc etc but it is a new design. I called at Derek's house late December and he had just

literally lazer cut two sets of ribs, fuselage formers and fin for the model. He was going to make a trial model up so I scrounged the second set and promised to make up over Christmas. (I didn't say which Christmas). Finished it a week or two before Middle Wallop.

The kits is novel. Firstly it is a semi profile fuselage comprising of two sides of 1/8 balsa held apart by 1/4 x 1/8 balsa. One side is lazer etched with where all the bits fit and alignment is obtained by use of wing and tail dowels. I used PVA glue and literally the fuselage including the front former assembly which keys in took a few minutes to put together and left to sit as it happens for a week before next stage. Glue on ply cheeks. The wings well if you have a right angle then you need nothing else. Pin trailing edge to board followed by tips, spar and then ribs, glue on LE. Same for tailplane. Join main wings with dihedral brace let glue dry and sand/plane LE and TE to shape.

Before installing the second former and bearers make certain you put UC in place if not you'll kick yourself later, I should know. Glue in bearers, I used epoxy having drilled them to take an MP Jet or Mills 75. Glue in two pegs and caps to hold UC. Glue together fin and sand. Glue ply wing/tailplane supports in place and 1/16 x 1/16 top wing support. Put in dowels to align tailplane. Sand it all down and cover. I used tissue and dope on fuselage and the wings/tailplane as follows:-

Tissue over mylar I thought. On with mylar using balsaloc, taught and wrinkle free except for blemish at tips. Was what I thought very taught so decided to apply tissue wet. Absolutely fantastic I thought. The damp tissue adheres to the mylar extremely well and allows you to move it around until all wrinkles are out and all is very very taught. After drying having secured tissue using UHU universal I saw there were wrinkles in the mylar. Went over with iron and they disappeared, put iron down and they were back! Ironed again and immediately doped but wrinkles came back. Doped again and put iron over wet dope this got rid of wrinkles (warned fire brigade and checked house insurance) and all was taught and I was relieved. Ten minutes later tissue and mylar slack. Stripped off and tried again thinking I'd messed up mylar. After third covering gave up and due to lack of time covered in litespan. I've got no idea why this happened each time I used different temperatures on the iron ranging from lowest, medium to hottest. Obviously it is to do with fixing the tissue with dope and not putting on wet, as when I've done that in the past there has been no problem.

I'd not used Litespan before and a similar problem has happened in that after having shrunk the covering you leave a day or less and it looks fine but can be shrunk again. Not as slack as when you first put on but definitely shrinks. Tried the two wings and tailplane as before with three different temperatures and same happened to all three. Is this normal? Perhaps my iron is bustikated?

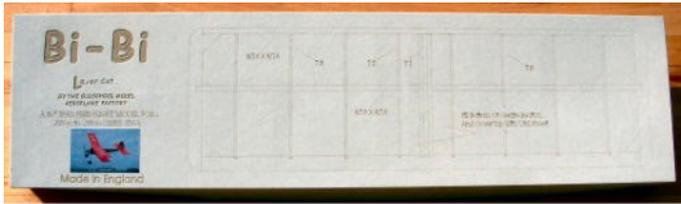
Anyway sprayed front of model blue (only colour I had) and decided as grass outside was likely to be wet I'd fuel proof the fuselage with flexicote. Anyway with weather and works being out of sync it was Wednesday at Epsom that I first had a chance of flying. Bit windy though although flew well considering. Back home a few minor bits of packing etc and in car for Middle Wallop. Had quite a few flights trying to work out optimum that I liked. Found best setting to be medium engine run, MP jet 040 classic not running flat out but with a fair amount of blurping but not revving as slow as it could. The model would then circle to the right and after 10 – 15 seconds the engine stop and it would go into a very flat left hand glide. As it happens too blooming good as three times I walked the best part across MW. There was thermal activity but not certain that this explained it all. I'll try again when time and site coincide probably at Beaulieu?

The second novelty with the Bi Bi is that whilst a plan isn't really necessary it is actually printed on the box so to build you just flatten off the box and you have a plan. The kits contains all wood, UC and wheels. (Wheels from Flitehook). There will be an electric RC version soon.

Having put model away I remembered with horror that a few weeks before I'd covered my Tomboy as per above with wet tissue but had put away on shelf and not checked since, waiting to turn my attention to it when the Bi Bi was finished. Of course the mylar was totally wrinkled so now stripped off and Litespanned.

Derek can be contacted on 020 86471033 or

del@oldschoolmaf.com



Since writing the above Derek has finished short kitting George Fuller's Zoot Suit with George's blessing on the project. It is in two versions, free flight or radio. He also has other kits so email him for list

Bi Bi box incorporating plan on all surfaces.

Middle Wallop 15 March 2009

Following from the cancelled meet in February and inclement weather last December it was a surprise to find a good forecast for this gathering. With bright shies, relatively warm and gentle breeze there was a sense of happiness pervading the Wallops. Relief as well that so many had made it through another winter! On that controversial note in bad taste here are the photos. (I put in as several people said the same thing).





John Maddaford won spot landing





Martin Dilly won biggest smile of the day





Bob Baker holding Senator with brother Ken in background

Terry Baker doing something



Barbara Tiller's Veron Junior Combi Coupe', nearly in focus



Tony Hansell with American Coupe (and above right)



and Italian design AM20



John Thompson with his Frog 500 powered 1950 and I can't remember its name!



See below after photos





Junior 60 about to ROG



I stood a bit near this one



This electric Tiger Moth is fantastic





Dunne Tailless



Malcolm Jagger's King Burd



Roy Tiller's Consul



Malcolm Jagger and his Flying Aces Stick 1936



Boddo collecting model



Boddo again with two models (I didn't deliberately black out his face but it works well)





Boddo's model again with CS Mills 75 replica MkII



D A Russel? No



Line up of five of the six in the Combi fly off





I wish I could build well enough to show off the construction. Perhaps that's why my last two models are of black litespan?



At this meeting the Veron Junior Combi competition was held with six making the fly off under the eye of Phil Smith. At launch a couple failed to make height and others shot up but none to the extent of Roy Tiller's Consul, it must have been on steroids. The final positions being

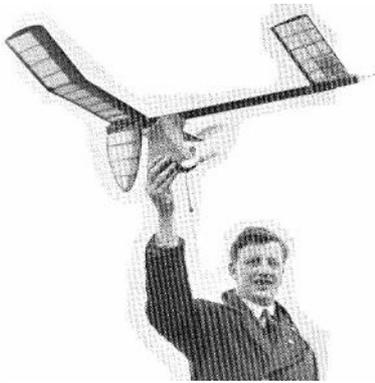
1st	Roy Tiller	5 minutes 30 seconds (very long walk to collect)
2 nd	Peter Jackson	2 minutes 15 seconds
3 rd	Dennis Rolls	1 minute 49.5 seconds
4 th	Babara Tiller	1 minute 49 seconds (Coupé)
5 th	Tony Thorne	44 seconds
6 th	Ken Baker	41 seconds

This event will be run again at September, October and December meetings.

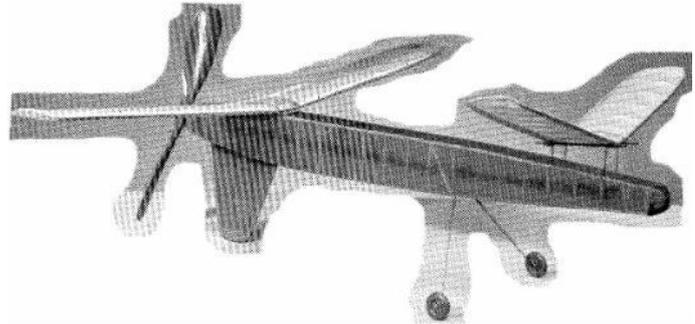


These two pictures taken at Middle Wallop were sent in by Geoff Goldsmith showing the Surrey Club on their day out.

Looking at the photo Canard above I vaguely recalled having seen a couple of interesting designs in a book. Luckily I found them fairly quickly in the 1953 Design for Aeromodellers 5/- MAP book and here they are. Trouble is once I started looking at the photos I couldn't put the bloomin book down so there are six reproductions.



P Snodin's Canard. To trim the underhung ED Bee
Could be moved forwards or backwards



Pegasus by George Harrison



Basil Brooks chucking off his Biplane



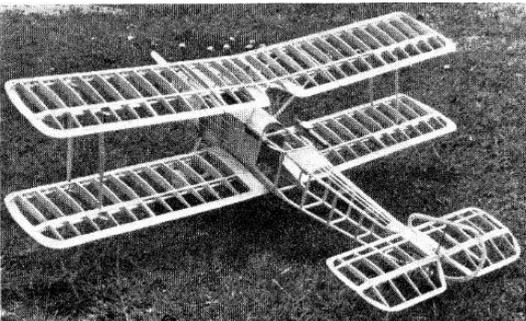
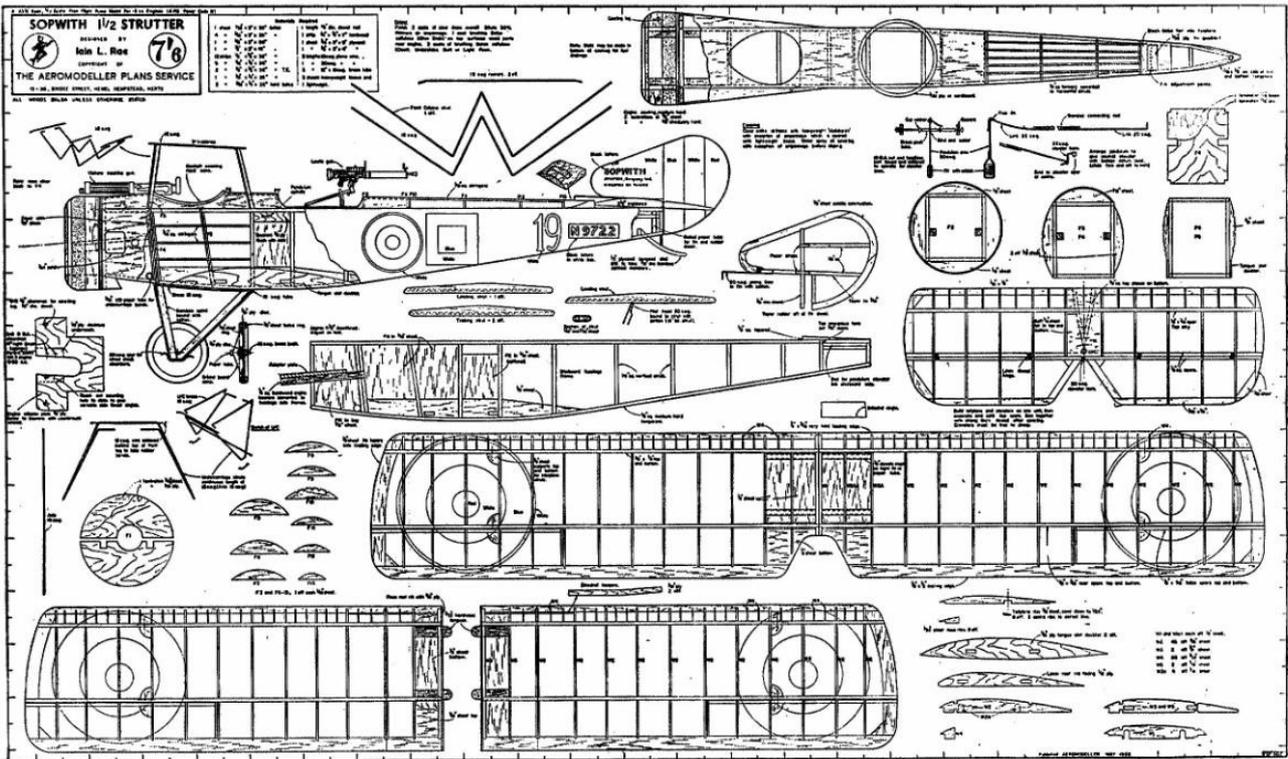
Interesting USA model by Claud McCulloch



P H Gilder from Luton



Bernard of France

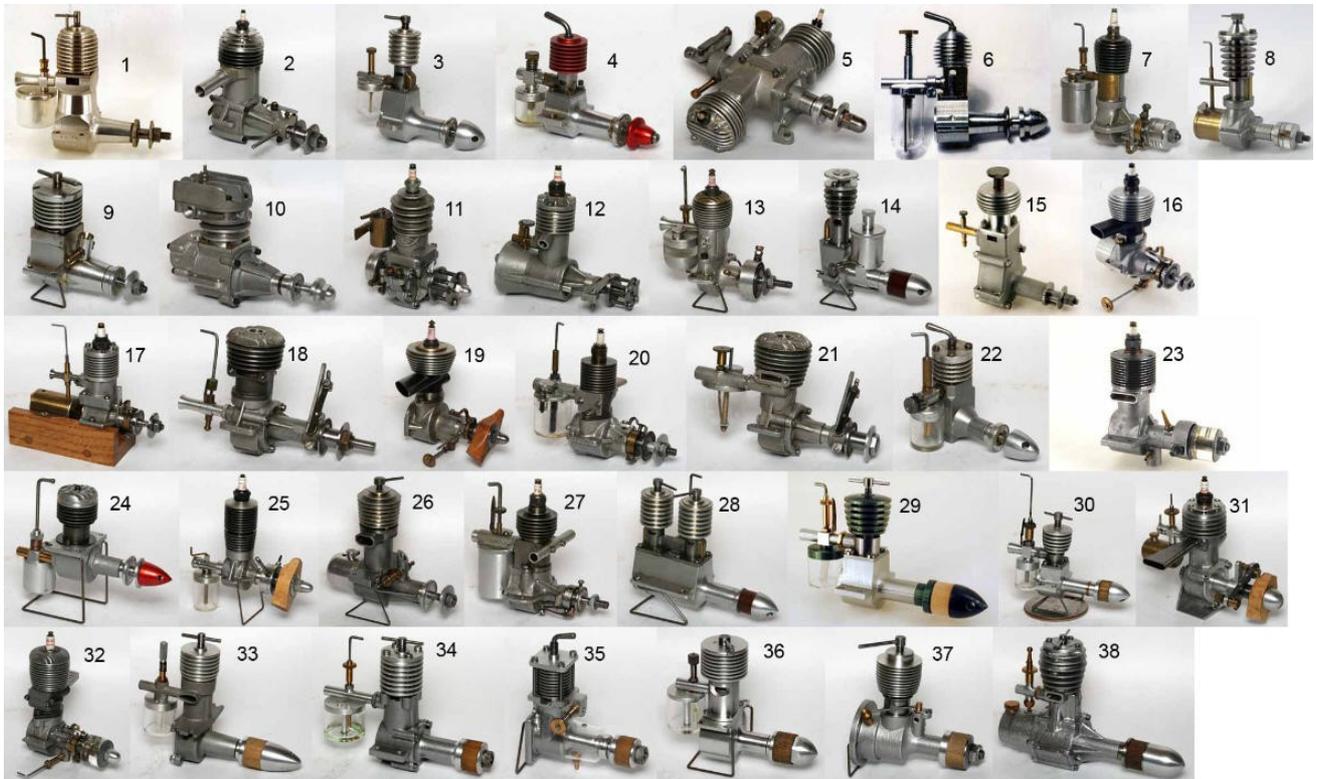


Sopwith 1 1/2 strutter by Iain Rae
May 1966 Aero Modeller 1/12th scale



In response to the picture of the Oliver Cub in Ray Ivey's Phantom and after a couple of emails Ken Croft sent this photo of some of his engines.

"They are all vintage engines built over about 20 years by myself, and most have been flown in models. A few of my home built engines are still in models, so they are not in the picture."



KEY TO MYSTERY ENGINES.

- 1 Own design 3.5cc diesel based on Mills 1.3
- 2 Westbury Atom Minor Mk III
- 3 Sparey 0.8 [actually as designed it is only 0.64cc]
- 4 Own design 0.15cc diesel
- 5 Craftsman Twin [10cc spark ignition]
- 6 K 0.2 built from ill-fated Attachport project parts
- 7 Lindberg Hornet "A" from own castings. Published design for home construction
- 8 Nova. [Dutch, 4cc designed in 1943] from own castings. Published design for home construction

- 9 "Mate" designed by Australian David Owen, 2cc. Published design for home construction.
- 10 Chenery 40 Sidevalve. Published design for home construction
- 11 Elf "Corncob" 2.3cc ignition
- 12 Hallam "Little Briton" from own castings. 1.6cc ignition.
- 13 Bantam 19.
- 14 Suzor "Etheromaine". Published design for home construction.
- 15 Thaler T39. 2.5cc German [built for MEW series]
- 16 Rogers and Geary "Hornet" from own castings
- 17 Chun "Chum".
- 18 Hastings 5cc "Hawk".
- 19 Rogers and Geary "Wasp" [own castings]
- 20 Dallaire "Piwi"
- 21 Hastings "Falcon"
- 22 Lubbock "Midge" published design for home construction.
- 23 Little Dynamite [own castings]
- 24 Vivell 09 [Motor Boys collaborative project]
- 25 M&M 29 [own castings]
- 26 Delong Diesel [Own die castings] Researched by Motor Boys group. Never went into production.
- 27 Belmont "Gnat" [from original case]. Makes hen's teeth common-place!
- 28 Own design twin based on 2 x Sparey 0.8 [1.28cc]
- 29 Weaver 1cc published design for home construction.
- 30 Own design Weavil .[Weaver with all dimensions halved, 0.125cc]
- 31 Grayson "Gnome"
- 32 Baby Cyclone [own castings]
- 33 AHC. Researched by motor Boys. Never went into production.
- 34 Battiwallah. Published design for home construction.
- 35 MS 1.2 [own castings]. Another hen's tooth.
- 36 Speed Demon scaled down to 2.0 cc
- 37 Pepperell "7/16"
- 38 Kemp 4.4



Chris Hague sent in a photo or two of his and Adrian Sharp's Mercury Vipers, control line. Lovely weather.

Follow up from Mike Butler

With some helpful information from Mr Bavin from Shropshire I moved the C/G back about 3/8" and the Playboy flies beautifully. Take off on half throttle, climb away on full throttle, poodle around

on little or no throttle, and glide forever. It's lovely. Problem is keeping it in sight, and bringing it down.



TOMBOY CORNER

Tomboy International Postal Competition

Chatting to Tony Tomlin the other day (Don't mention Dixielander and Middle Wallop RC guided power duration comp) and inevitably Tomboys entered the discussion. Now why the postal entries from around the planet are so low, well exceedingly low, I'm sure we don't know. However see below for news of the comp from NZ. Doesn't matter where you are on the planet (Can't wait for someone to send in a flight time from an aircraft carrier) if you have a compliant Tomboy send in your flight times and you could become an international sporting star ignored by the multitude. For the Tomboy 3 and Tomboy Senior events to be held around the UK please inform Tony Tomlin of your frequencies on 35 MHz and also if you are using 2.4 GHz. He will then know how many can be expected at each meeting and sort out the 35MHz frequencies before hand so hopefully there are no clashes. It would also be helpful when you register, or if you already have, if there is an event you are NOT attending let him know so the frequency can be made available to someone else.

Further details from TT

pjt2.alt2@btinternet.com

02086413505

From Graham Main in New Zealand to Tony Tomlin

Hello Tony, At last here are some times for the Tomboy Postal.

We have been very fortunate to have what might be called an "Indian Summer" through March.

Unfortunately it also a time for lots of Model meetings each weekend.

This last weekend was free at the home patch, and fortunately we had good conditions and one other Club member brought his Tomboy out as well.

We had a few mediocre flights, until some lift came through and it was all on. My motor ran for around 2mins 20 sec and got my Tomboy up to speck height, eyesight straining. My Clubmate only got a 45 sec run and not a lot of height However he managed to locate a thermal and was soon up at my height. So we set the models for free flight glide in lazy circles and waited. As both models were red and yellow we kept some separation and unfortunately my patch of air faded first. I landed around 15 minutes with John my clubmate 2 minutes later.

Last Night I had a phone call from another Tomboy flier from another part of the country with his time so I have added his to the list.

Tomboy Postal Results.

29th March 2009

John Danks Whangarei NZ 17 mins 17 secs
Graham Main Whangarei NZ 15 mins 02 secs
John Butcher Tuakau NZ 8 mins 56 secs

There seem to be quite a few Tomboys being flown in NZ now so I hope you get some more times in. The Christchurch Club in the South Island have Tomboy 36R class they are running so we may expect some long times from them.

Wessex Tomboy League Saturday 28.3.2009

The first of the Wessex league competition nearly took place at Cashmoor. Nearly well very nearly, and would have if the weather hadn't decided otherwise. Strong winds prevailed all day. So no competition although Paul Netton and Peter Rose did have a few flights each. (They'll fly in any weather conditions, nothing stops them).



Paul Netton's MP jet 040 .6cc classic Powered Tomboy 36 going up



coming down



Peter Rose's enlarged Wee Snifter with TT15



Paul with his PAW 1.5 powered Bumble Bee



On the way back home I called into Bill Longley's work unit for an engine and caught a glimpse/photo of his secret Tomboys.

Indoor 28 April Allendale in Wimborne Minster

7 – 10. Several comps including Gymminie Cricket. Flitehook in attendance.

MSP PLANS PRESENTS FOR 2008

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Vintage, Classic, Sport and Duration Designs

MSP PLANS drawn by Martyn Pressnell, offers a collection of model aircraft designs selected for their aesthetic qualities or unique origins. All drawings are A0 size, some as twin plans. Historic Notes, generally as published in model press articles, are available by request with SAE

VINTAGE MODELS PRE 1951

MICK FARTHING 1942 The 40 in span *Lightweight Contest* rubber model with a diamond fuselage. Redrawn from an early source drawing, now as a fully developed plan showing all details. A model to the older FAI specifications, about Wakefield size.

MICK FARTHING'S 'THE PAPER BAG' This is the unique plan of the late Mick Farthing's last lightweight rubber model. The very light machine had a near vertical climb and extended duration in fairly calm conditions. Produced from the designer's working drawing. Meets SAM Small Rubber class rules. Twin plan with the **RAFF V**.

RAFF V 1947 Designed by Norman Marcus who was National Champion in 1946. His very successful RAFF V was typical of the lightweight type of rubber model, now suiting the BMFA Rubber class rules and SAM small rubber rules. Better proportioned than many, it proved a thoroughbred with its single-bladed folding propeller. Twin plan with the **PAPER BAG**.

FRANK LOATES' 1949 WAKEFIELD The Canadian Wakefield which placed 5th in the Championships staged at Cranfield, England, in 1949. A distinguished model of attractive appearance, and with a double bladed folding prop.

BORJE BORJESSON'S 1949 WAKEFIELD The Swedish Wakefield which placed 6th in the Championships staged at Cranfield, England, in 1949. A semi-streamlined, triple finned, shoulder winged model with a free-wheel prop. The most visually attractive in the top group.

ODENMAN'S 1950 NORDIC A2 Swedish Championship glider, placed second in the first world International in 1950. Acknowledged trend setter, probably the best vintage Nordic A2 glider before the Classic era of 1951. Published in Sweden.

SENATOR 1950 RUBBER Designed by Albert Hatfull and kitted by Keil Kraft in 1950. Probably the most successful kitted rubber model of all time. Renowned for its stability and contest performance, with 30 in projected span (32 in true span) and tip dihedral. Twin plan with the **ACE**.

ACE 1950 RUBBER Designed by Bill Dean and kitted by Keil Kraft in 1950. Reliable and attractive beginner's model of 30 in span and vee-dihedral wing. Drawn with traditional balsawood free-wheeling propeller. Twin plan with **SENATOR**.

CLASSIC MODELS 1951 TO 1961

GHOST WAKEFIELD 1951 John Gorham's 1951 Wakefield, produced from photographs and in accordance with the original working drawings. One of the most successful rubber models from the early 1950's. Suitable for 75 gram motor restriction in 2007 and subsequently.

CONTEST KITS 1954 INCHWORM Designed by Mick King and later kitted by his company. Probably the most successful A2 glider design of its era in the UK. With countless contest wins to its credit. Many innovative features.

FRED BOXALL'S 1956 OPEN RUBBER MODEL One of the most successful open rubber models of its time, designed by this highly respected British team member. Winner of the Model Aircraft Trophy at the 1958 British Nations and other successes. Potentially as capable today with 75 gram rubber as a BMFA Rubber class model. Approved by the Bournemouth MAS for Club Classic Rubber events. Twin plan with Boxall's **SEAPLANE**.

LAST RESORT 1956 CLASSIC RUBBER The remarkable small Open Rubber Model designed by Jim Baguley, a model resembling a small stretched Wakefield of 1953. Dependable and easily trimmed, climbs in a steep and rapid spiral climb. Has proven to be the most popular model approved for Bournemouth MAS Club Classic Rubber events. Twin plan with **FIRST RESORT**.

NEW PLAN

WINDING BOY II 1956 design by Urlan Wannop from Scotland with many successes north of the border, a 38 in. span, V dihedral wing of geodetic construction and with a diamond box fuselage. This is a potentially high performance rubber model to suit the BMFA Rubber class, while being an approved Bournemouth MAS Club Classic rubber model. Twin plan with **McGILLIVRAY'S LIGHTWEIGHT**.

CALYPSO MAJOR 1957 The Contest Kits classic power duration model originally for FAI or Open events, now very suitable for Slow Open Power, and Classic events. At 64 in span it will suit 2.5 cc engines or larger. One of the trio of Calypso kits very successful in their day, simple and straightforward design.

NEW PLAN

JACK McGILLIVRAY'S LIGHTWEIGHT 1958 The ultimate Canadian lightweight rubber model of 36 in. span, V-dihedral wing, with jig-built diamond box fuselage. Two piece wing to avoid damage and for easy transport. Approved Bournemouth MAS Club Classic design. A challenge to the discerning builder, or with simplified construction for the BMFA Rubber class. Twin plan with **WINDING BOY II**.

CAPRICE 1959 GLIDER The renowned lightweight glider of 51 in span, designed for Keil Kraft in 1959 by Neville Willis. The most successful competition glider ever kitted, with innumerable wins to its credit. A favourite with aeromodellers world wide. Twin plan with **GAUCHO**.

GAUCHO 1960 POWER DURATION A first class model for 1.5 cc engines. Designed for Keil Kraft in 1959 by Neville Willis, it has proved an ideal introduction to free flight power duration. A classic model suited to British Power events today. Twin plan with **CAPRICE**.

NIGHT TRAIN Mk II 1960 George French's Night Train which pioneered the use of VIT systems in the UK, to control the power-on trim of FAI models. Coming at the end of the Classic era it was

to prove immensely successful in future international events. A most attractive model with elliptical surfaces, it will perform well in Classic and SLOP events today.

SPORT AND OTHER DURATION MODELS

JUDGE 1945 WAKEFIELD Designed retrospectively to the 1945 rules, a logical development of the 1936 winner.

FIRST RESORT 2006 BMFA Rubber class development of the **LAST RESORT**, using 50 gram of rubber, 36 in span, tip dihedral. Designed by Martyn Pressnell, twin plan drawing for both.

HERMES MAJOR A 150% enlargement of the **1959 Halifax Hermes**, for R/C assist, designed by MSP.

RON WARRING'S 1952 WAKEFIELD His ultimate Wakefield design with geodetic structure and return gears for twin rubber motor power.

CONTEST KITS CRESTA A 38 in wingspan low-wing design for small diesels with option for electric power, original drawn by MSP and kitted by Contest Kits in 1955.

EMPRESS 1957 A2 Contest Kits design by Mick King, with option for R/C.

FRED BOXALL'S SEAPLANE Twin plan with the **1956 OPEN RUBBER MODEL**.

TO ORDER:

Each A0 plan or twin plan is supplied at £6.00 sterling in the UK, including postage. To order plans please write with cheque made payable to Martyn Pressnell at: 1 Vitre Gardens, Lymington, Hants, SO41 3NA.

For overseas orders send bank notes equivalent to £10 sterling. Plans are folded for posting. Enquiries: telephone 01590 677146 or email martyn.pressnell@btinternet.com

Comment from Richard (Old Bill) Bavin

Usually I try to be a 'peaceful' sort of chap but here's a "cat amongst the pigeons".

I write being somewhat disturbed by SAM bringing models up to **1970** under their remit!! Which would include the full house aerobatic era including Taurus, Superstar, Marabu etc. Hardly in keeping with the vintage movement surely??

At present, or up to recently, VINTAGE was up to the end of 1950, and NOSTALGIA to 1960ish is fine. As many models in the VINTAGE spirit were still being designed – but beyond that date surely S.A.M. should not become involved.

Classic though the 1960 – 1970 models may be, they should not be involved with the VINTAGE ERA under any "BANNER". For example a Veteran car is up to 1917, Vintage up to 1930.

A classic Morris Minor will **NEVER** become vintage, even in one hundred years. So I feel that if dates are rolled forwards continuously the purpose of the SAM movement to protect and remember the ORIGINS of our hobby, i.e. VINTAGE model aeroplanes, will eventually be lost.

Bit political this but it would be interested to hear general feeling (in a friendly way please) about this. The other question was, who has the authority to keep rolling dates forward, without the agreement of the WHOLE SAM movement, which is an INTER-NATIONAL body after all!! (If that question gets too political please ignore it).

I couldn't resist these photos and just had to include. If anyone has any more information Please share with us all



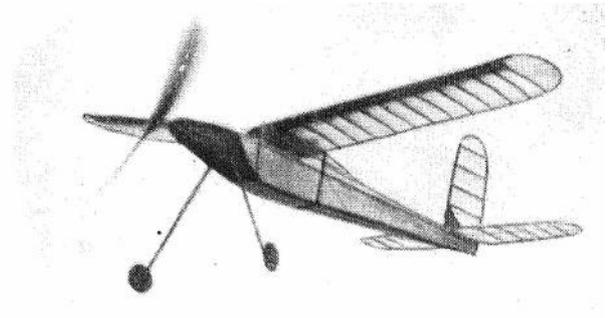
Pre war scene about 1938/39 at Hackney Down



Again pre war 38/39 photo of meeting in France. Who can identify the models and are plans still around?



Another pre war 1938/39 photo of a Wakefield



From Bryan Targett

James would you like to use some of these to help fill S&T. I know it's not Vintage, but it is of the 1960s and looks nice!

This is made from an AERONAUT 1/4 scale Kit of the Fournier RF4 Motor Glider.

I have converted it to Electric Power using an AXI 4130/20 motor 14x7 APC Prop, Jeti 77 Opto ESC, 6S Lipo.

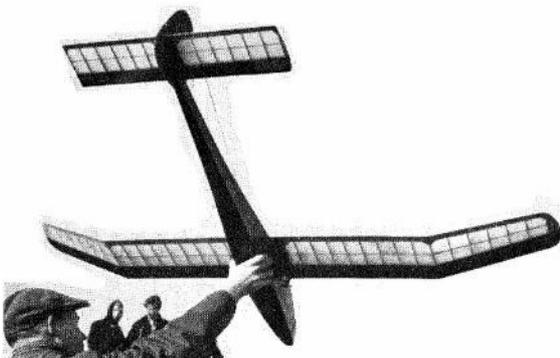
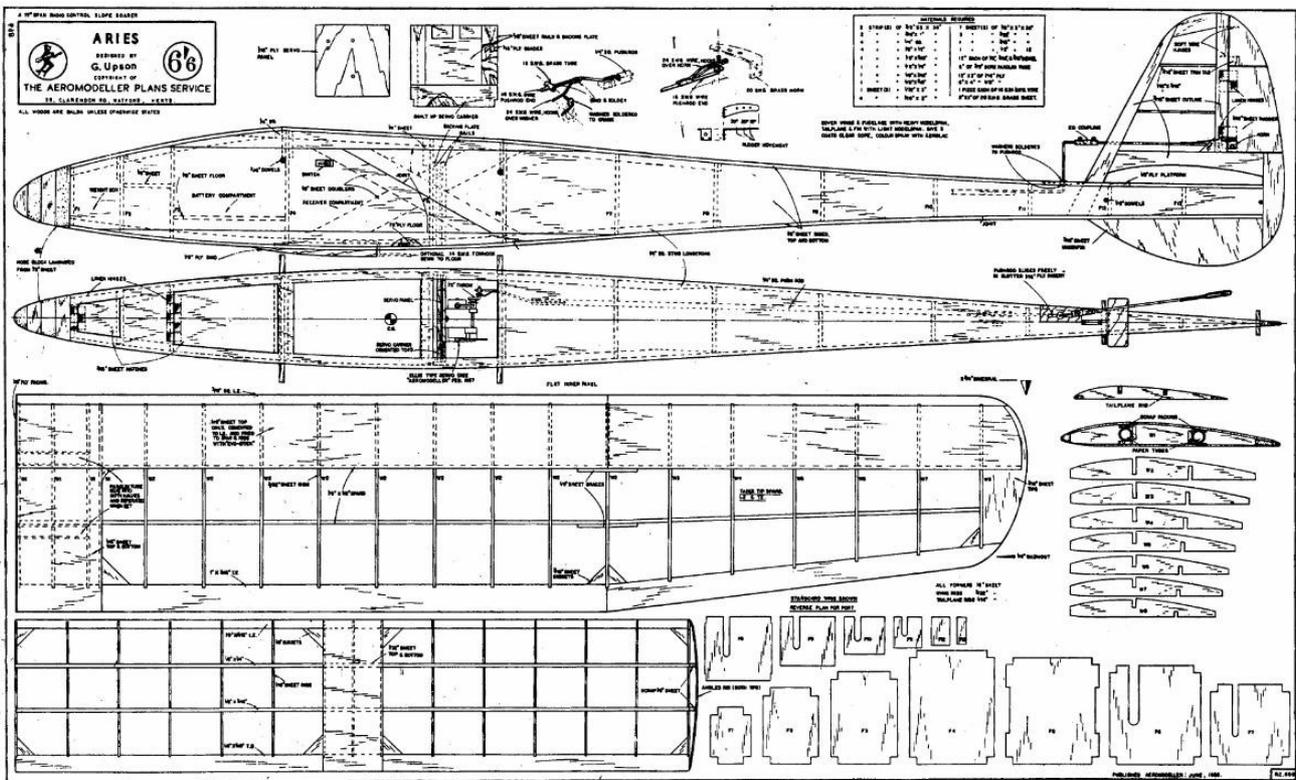
The main wheel is Pneumatic Retract Spring Down. and it has air-brakes on top of the wings.



These photos were taken during its maiden flight.

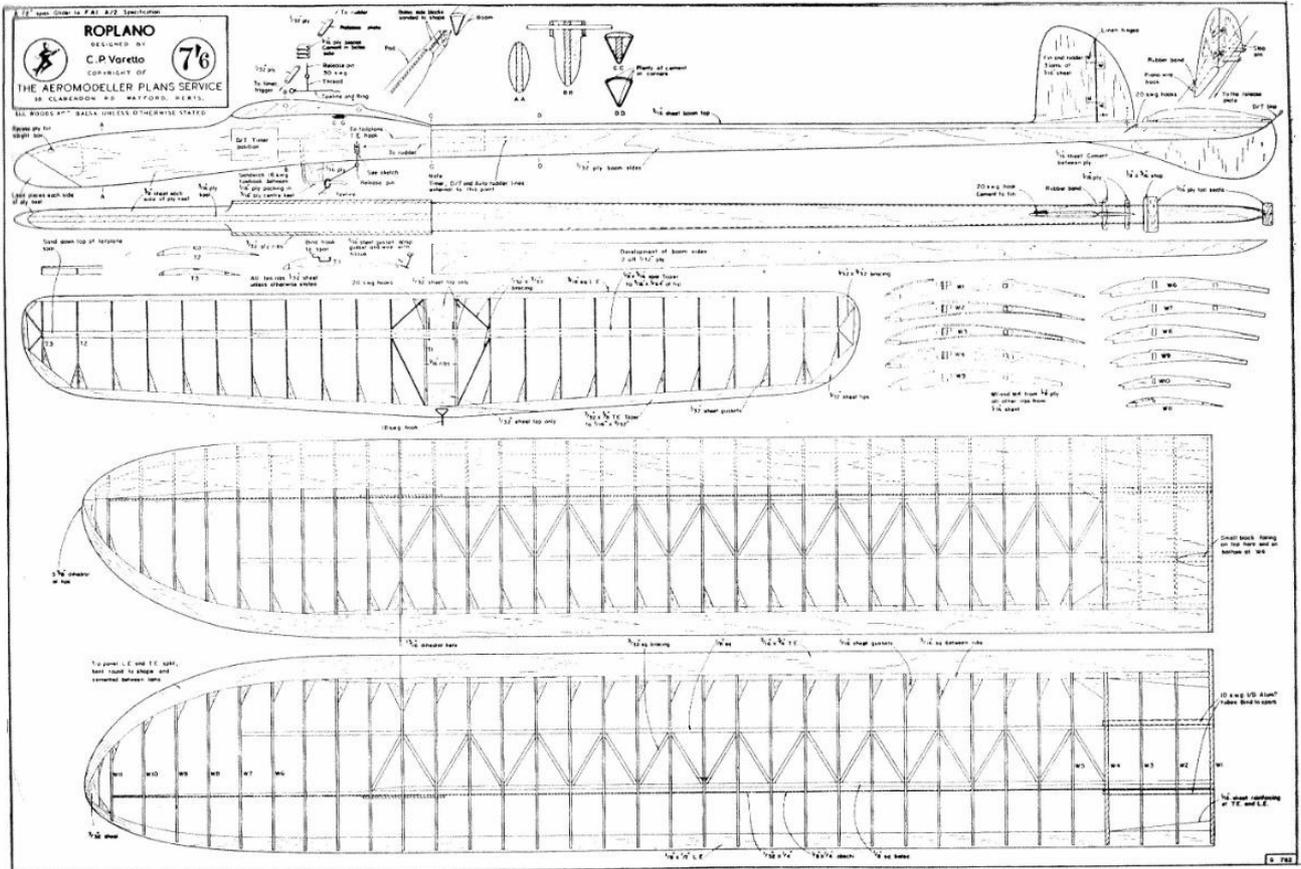
Take off is smooth and flight is gentle, but it does have a tendency to Tip stall in tight turns (Tested at good altitude) I will put in a little Up aileron to introduce some extra washout to reduce the stall, but with those long thin wings it is to be expected, it does need about 50% airbrakes to land in calm

winds. Early days yet, but assembly could be a problem in stronger winds, it is certainly a 2 person job in any conditions.



Aries single channel slope soarer by George Upson
Aero Modeller June 1958.

Personally I really like the look of this and if I ever find a plan and when there is some time to build will construct one but add a second channel for elevator. I can't wait to get it in the air from the National Trust site at Creech, the model with its classic lines and Kimmeridge and the sea in the background with Purbeck's all around. Utopia.

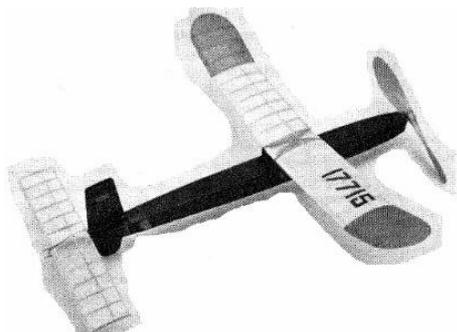
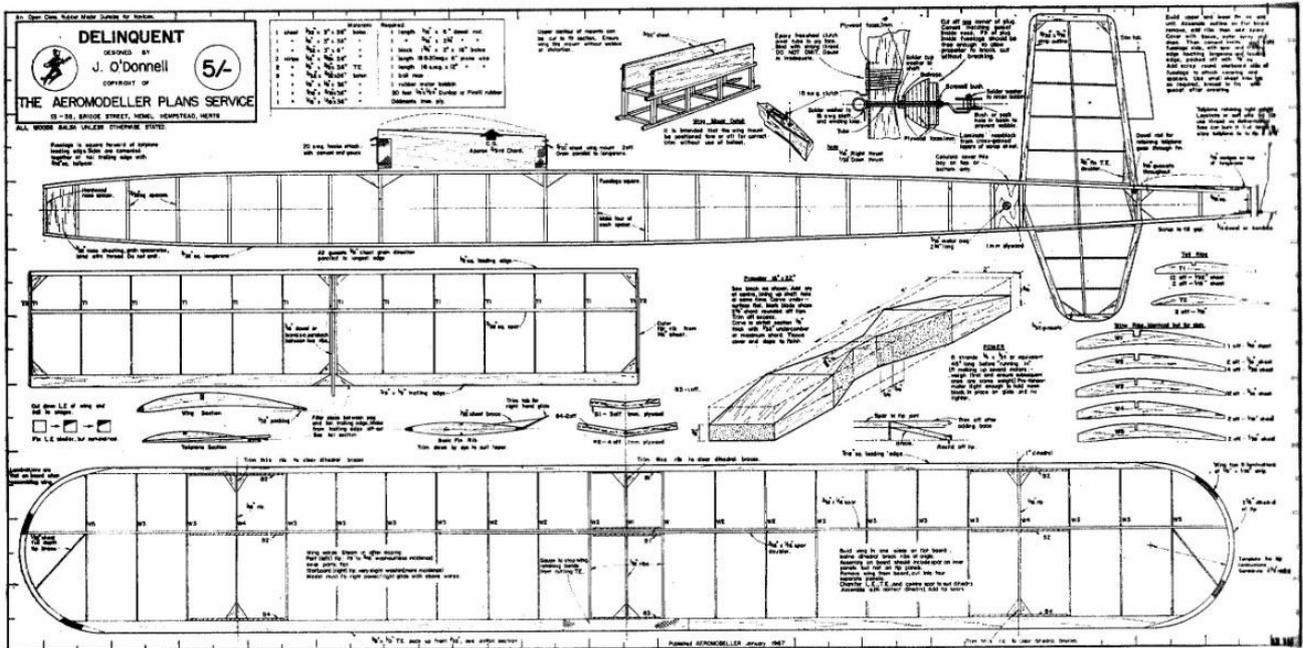


Roplano A/2 1960 Europa Cup winner by Carlo Paolo Varetto

A few photos sent in by Tony Penhall

These photos are all of FROG models. Unfortunately several of the photos I had difficulty in scanning and so have been omitted, sorry about that.





John O'Donnell's Delinquent open class 3ft rubber model.
January 1967 Aero Modeller

Middle Wallop

For anyone still awake just a reminder of Middle Wallop, Easter weekend. Three days of glorious weather no doubt.

Whilst all three days there will be free flight both competitions and sports flying there is in addition on the Sunday vintage RC, control line (Any model but combat wings). Of course there is also the Tomboy 3 and Senior competitions, first of the year to David Boddington rules and the Power Duration to rules as set out in SAM Speaks. The rules are as set out below. This event will also be run in May. There have been numerous comments regarding these rules and with the help of others am drawing up a new set, which hopefully will then be run at the August meeting alongside the SAM rules comp. Anyway with what ever is learnt this year it will set the basis for the competition to continue in 2010.

Rules for R/C Vintage Duration Events SAM 35 (as published in SAM Speaks January 2009)

- 1) Models must have been designed & published or kitted by the end of Dec 1955.
- 2) Designs may be scaled up or down, with appropriate changes to material sizes. Rib spacing may be changed, but aerofoil section to remain as the original.
- 3) Covering material. Modern adhesive or other film type material, including Solartex, will not be allowed. Litespan or Airspan is acceptable, along with tissue, silk, nylon Tissue over Mylar is acceptable also.
- 4) Maximum motor size .20 cu in (3.2 cc). Schnuerle ported glo motors not allowed, or high performance, ball bearing diesels of 2.5 cc or more. Please use your discretion on this matter, to make it easy for the C.D. Electric motors not permitted.
- 5) Max motor run 30 sec. This may be controlled either by radio or a clockwork timer, or even a limited amount of fuel. Only one "no flight" allowed per round, either as a result of an over-run, or a flight less than 30 sec.
- 6) Weather conditions permitting, there will be 3 rounds, each with a maximum depending on conditions, but probably around 4 mins. Aggregate score to count. If necessary a final fly-off round will be held.
- 7) Models may be hand launched or R.O.G.

Power duration, Control line and general questions to me James Parry

General questions regarding RC and Tomboy comps to Tony Tomlin 02086413505 or pjt2.alt2@btinternet.com

Remember to fly at Middle Wallop you must have BMFA insurance.