

Sticks and Tissue No 29 – April 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, Martyn Pressnell, Tony Tomlin, Ian Finlayson, Peter Scott and Andy Housden.

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

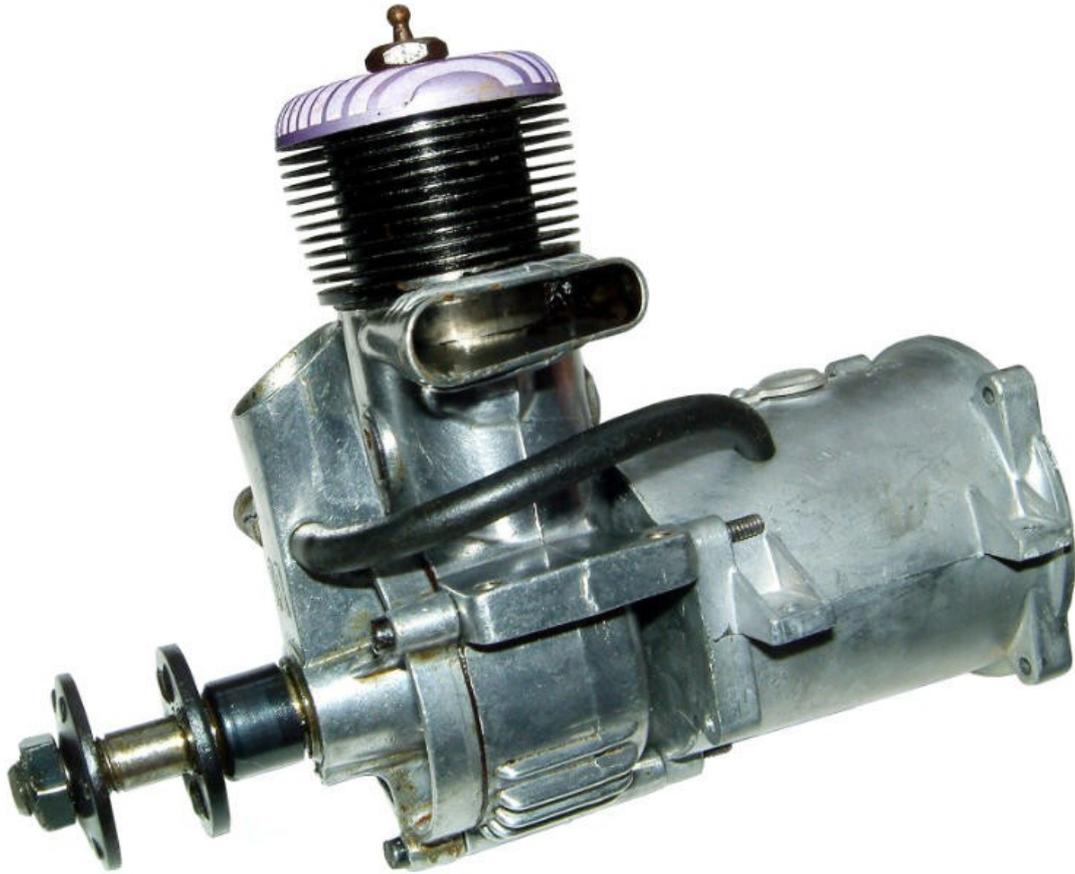
The content does not follow any logical order or set out, it's "as I put it in and receive".

Thanks to Mark Venter back issues are available for download from www.cmac.net.nz

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



Martyn Pressnell photo of Andrew Longhurst launching at Middle Wallop 12 April 2009



Take a close look, more information in the “Special” scheduled to be sent in January 2010

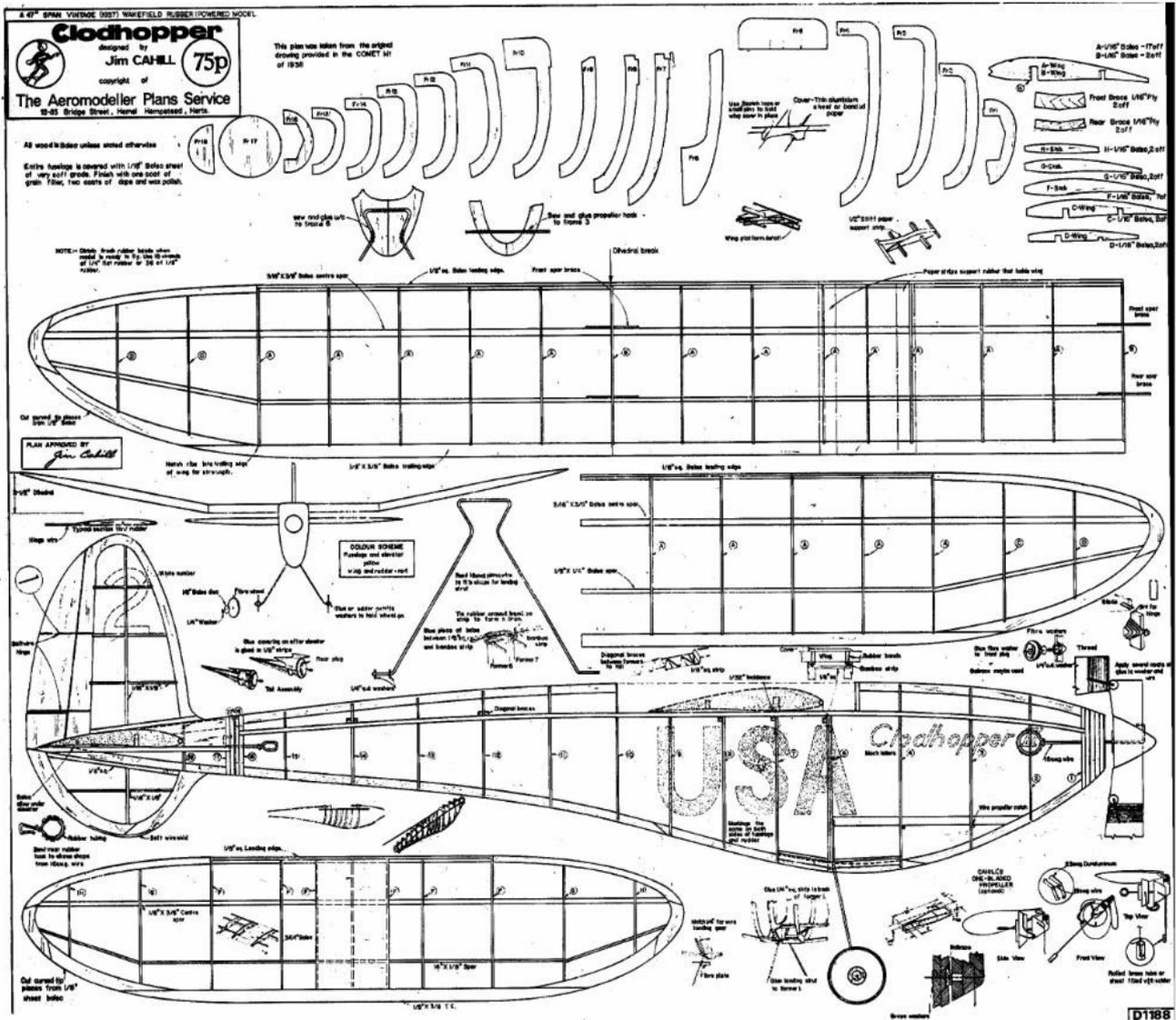
“Old Bill” AKA Richard Bavin remarks last month prompted several verbal comments plus the following, all in the same vein

Hi James, perhaps to late to echo "old bill" in the next issue. Good on ya "old bill"
Somebody needs to bring these points up, keep shouting old lad. There are a lot of us out here who would echo every word you wrote. Vintage to 1950 classic to 1963 ish, model designs after the mid 60s enter a new era with hands on full proportional control, a giant stride from the bang bang system of the old Junior 60 of the vintage era. Keep SAM as it is now.
Young Bill

Events not to be missed

9/10 May Saturday and Sunday Free flight both days RC and control line on Sunday. Tomboy and power duration RC events to be held

17 May Sunday Wimborne MAC open vintage meeting at Cashmoor & BBQ details contact me JP



Jim Cahill's 1938 Clodhopper from April 1973 Aeromodeler

CLUB CLASSIC RUBBER Bournemouth MAS Rally, Sunday 12 April 2009, Middle Wallop By Martyn Pressnell

The Bournemouth Club, once again, were hosts to this popular class at the Easter Weekend. This was the year of the Boxall rubber model, winner of the Flight Cup at the Nationals in 1958. There were two examples amongst the ten entries, and John Minshull was the very worthy winner, the first occasion that John and a Boxall had won the event. John flew with the Boxall brothers back in the good old days with the Brighton Club and this was a very fitting combination for success. There were just two Urchins and two Mentors amongst the usual spread of types, so I cannot declare any serious trend in model popularity this year.

Notwithstanding a more encouraging forecast, the day proved cold and overcast with some light rain in the morning and a fresh wind from the northwest. Later in the afternoon and in time for the fly-off, the wind had dropped away and it felt slightly warmer. The apparent absence of thermal activity could be regarded as ideal for the conclusion of the event. As I drove south on the way home, the sky cleared and the sun was shining, heralding a much better day to follow.

Unfortunately the restrictions placed on model flyers by full-size activity, obliged models to cross the road or the southern boundary at times during the day. At fly-off the direction available was good

after the incessant circuits and bumps by a Cessna during the day, what a boring form of flying that must be!

Prizes were presented by Phil Smith who at the age of 93 is going strong and the administration was handled throughout the day with great aplomb by John Taylor (Chairman) and Roger Newman. Our thanks to everyone for taking part and continuing to support Club Classic Rubber, the next event is at the August SAM Champs. See YOU there!



Results:

1	J Minshull	Boxall	Max + 3.25
2	V Wilsom	Urchin	Max + 2.55
3	A Longhurst	Bim Bam	Max
4	J Oulds	Boxall	7.18
5	P Jackson	Marcus	7.10
6	R Taylor	Mentor	6.43
7	J Lancaster	Urchin	5.55
8	J White	Last Resort	5.47
9	D Norman	Mentor	2.51
10	L Barr	Tripstick	2.30



Boxall climbs away in the fly-off



Urchin of Vic Wilson challenges



John Hook and John Taylor



A frame entrants



Phil Smith handing award to Ken Taylor



Award to Roy Tiller



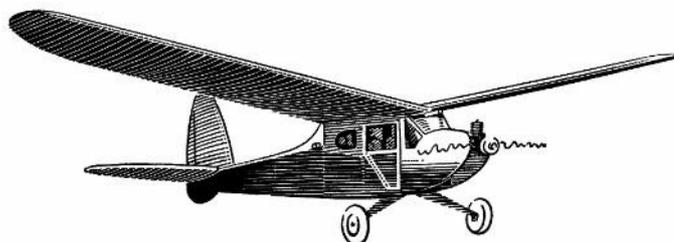
Award to Bob Taylor



A frame mass launch



The amassed pot collection



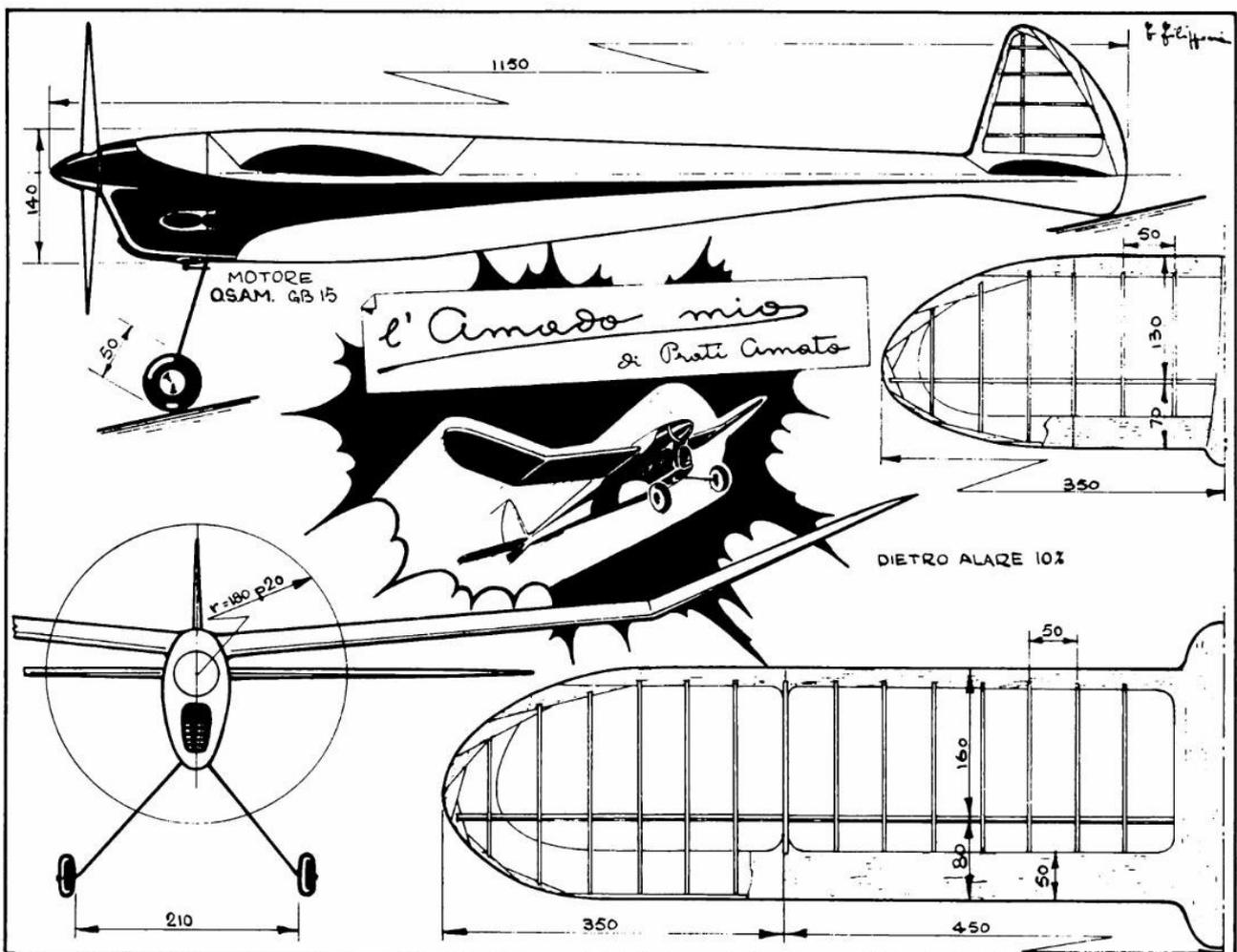
Something Different



A friend of mine gave me his old bruised, abused and battered Kyosho Cessna 210 Minium, so I stripped out the motor and electronic bits and made a vintage *style* model from 2mm thick Depron with a crude Jedelsky type wing to give it some stiffness. Wingspan was slightly larger than the Minium and the weight came out at 18gms exactly the same as the Minium. Surprisingly it flies extremely well in our indoor (2 tennis court size) hall. 10 to 12 min flights at about 1/4 throttle.

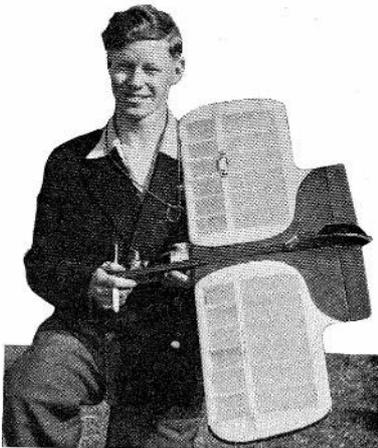
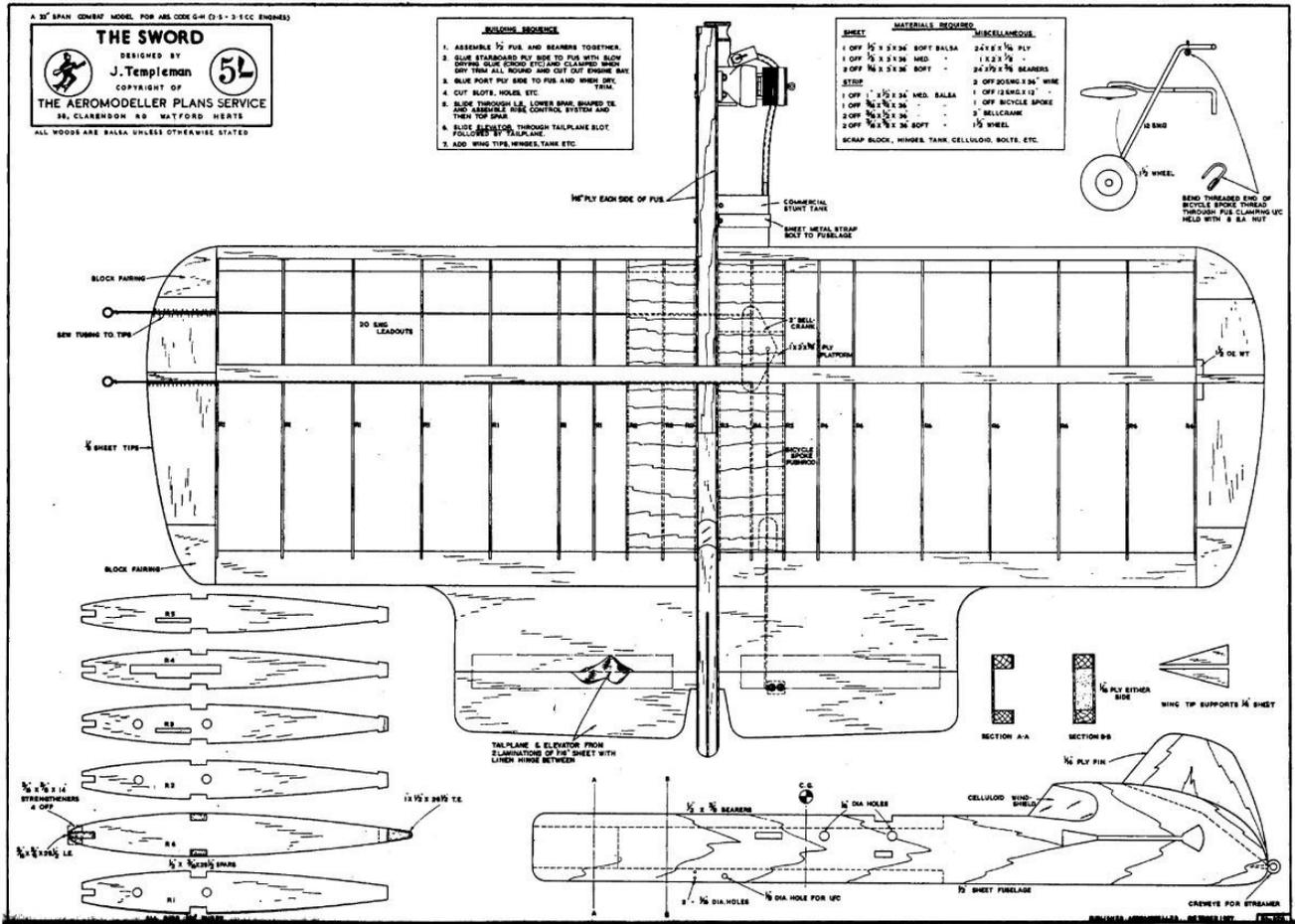
Next step will be to improve my airbrushing skills and make a copy of an actual vintage design and finish it with painted ribs stringers etc.

Hi James, feel free to change any of this which you think may be vulgar defamatory or libellous.



I thank Gian-Paolo Capitani for the above plan, taken from his fantastic website <http://www.riviste-di-aeromodellismo.it/>

There are some notes on the model written in Italian unfortunately I didn't have a chance to get translated.



J Templeman and Sword combat model powered by Ollie Tiger

October 1957



David Kinsella's Column

Our Henry Part III

Kit production at Mercury began with working drawings from Ron Young, he building the first model with mods to the drawings as he went. Final drawings would follow extensive flight tests and further mods. After final approval by Henry J and Ron and sometimes another expert, the sheets would go for printing.



Capacity was easily 1,000 kits a day, but runs in small batches to meet demand was the way they did it, Ken Wainwright in charge of dispatch. Quality wood and fittings made Mercury the equal of the de Bolt offerings, held in the USA as among the best. In 2009 a kit with that famous winged logo is a joy to behold. Essential stuff for the den or clubroom. Some kits and plans were made by Keil Kraft.



Empire's Reach

Sorry for the dash of flash bounce, but here we have a RAF Short Mayo at low altitude and far from home. Famous for her goodwill voyages which some say interrupted essential refits, HMS Hood rides at anchor with her escort. Hood, third from left, had great speed and firepower, but when Arthur Gouge drafted the tri-engine flying boat in Rochester the pride of the Royal Navy was dangerously old. Another fine picture from Roger Middlebrook.



Gorilla Course

Built in the 1920s to soak up unemployment (the autobahn programme too) the Nurburgring was/is a king of racing circuits. Amid the greenery of the Eiffel Mountains the Nordschleife (14.2 miles of a 17.6 miles total) is the part that matters. Misty if it rains, the gloom and 'impending doom' of the place is memorable, more so if you can passenger in a quick BMW driven with passion! Wheels clear of the ground, close to trees and rocks, it's said that Fangio was never quite the same after his epic victory there in 1957 breaking the lap record ten times as he chased Hawthorn, Collins and Musso..The place was in uproar.

Unusual Diversion

Empire flying boat Corsair, on her way from Lake Victoria to Juba in the Sudan with Short's Hugh Gordon aboard, hit fog and landed on a river scattered with rocks. There ensued a mighty task to repair 26ft of hull damage, as they existed on snake sandwiches and local fruits. Travelling by sedan chair a Belgian health official passed by, his naked mistress following with a tin kettle and a natty trilby hat. Low water caused further damage on take-off attempts and only the damming of the whole, river finally got Corsair G-ADVB away and back into Imperial Airways service. Well done, chaps! In the Persian Gulf the weekly Empire carried vital cargo - ice for gin and tonics. They had their standards.

Sub Attack

Coming through St George's Channel and on to the Irish Sea and Liverpool, young George Henderson on his vantage point at Kinsale had seen them all, the great liners from New York with gleaming hulls and red or buff funnels. Like Titanic, Lusitania was clear before him. Suddenly a great column of white water rose up forward of the bridge. Within minutes the ship was down by the head and on her way to the bottom. George, six at the time, never forgot it. Read on to see how this pivotal event is linked with Wimbledon Common.

UK Olivers

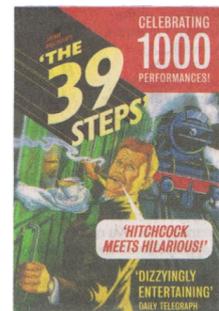
Thanks to Terry McDonald we have more news on this great project blessed by John Oliver. Steeped in quality engineering - think Jaguar, Triumph, Alvis - Coventry will produce these little gems, Cubs, Tigers and Majors when at full stretch. Spares will support Olivers already in the field. No prices as yet, but current prices of Olivers made in the old days suggest that Coventry Olivers will be a very good deal. Positive feedback encourages and saves time and money. So Clint Hill Engineering, Newton Road, Harrowbrook Industrial Estate, Hinckley LE10 3DS would like to hear from you soon. Updates will appear from time to time. Good luck, Clint Hill Engineering!

Pep's Parents

Dick Roberts always swings in with good stuff in his column 'The Engine Ear' (SAM35). He raises an interesting point when referring to the ED Pep .8cc diesel - who made it? Basil's Racer is like the Fury, the Bee similar to the Hornet. Most were rear induction too. As Dick says, the front induction Pep is something of an oddball. Certainly not Basil's baby. What do we know?

Buchan's Choice

Six foot four and beefy young 'Tiny' Ironside played rugby for Scotland. He spoke seven languages and did secret work during the Boer War. Later as Field Marshall Edmund Ironside, 1st Baron Ironside, he was written into The Thirty-nine Steps as Richard Hannay. In 1939 he became Chief of the Imperial General Staff.



On Shallow Waters

Ten minutes from me is the Rush mere, the largest of the ponds on Wimbledon Common. Perfect for model boats, in 1915 the sinking of the Luisitania off the coast of Ireland was filmed on the pond, a lifeboat with Luisitania on the side put there with souls in it or hanging on. Hundreds of prints were sent out by the Government. A short movie and at first convincing, careful inspection reveals a coastline too near and one or two from the great liner standing up! For many years the Common was an important model flying area of hundreds of acres. Dick Godden and the old Clapham Common Kite Club (founded pre 1914) flew big Cody's there, my 8ft Cody (light blue piped in red) was one of the last made in his front room. Mrs Godden said they got in the way. Scenes for The Bill, Robin Hood and Dick Barton have been shot on the Common, and the area was frequently used by the Allard Motor Company of Clapham. Pictured by Baden Powell's windmill is the first of the eleven Allard P2 V8 saloons of 1952.



Window X Two

To Jam enemy radar strips of black paper with aluminium foil stuck on one side were dropped in bundles of 2,000. The German Wurzburg and airborne Lichtenstein systems were swamped by so many false echoes, flak guns and fighters put off the mark. Fearing it would be copied our system

was put on ice for a while. Little did we realise that they had it too but held back for the very same reason! In the meantime Bomber Command had lost some 2,200 aeroplanes and were thus furious when they discovered the delay.

Lights Out But...

And danger was not restricted to just 'over there'. Fearing a lone 109 or 190 on the prowl landings were sometimes undertaken with lights out. If more than one bomber was in the area it was dangerous and mid air crashes occurred. High spirits released in airfield beat-ups and other stunts (Which infuriated Robert Shaw in the Battle of Britain movie) could end terribly. Pulling up after an on the deck blast across RAF Fulbeck a Lancaster's tail hit the roof of the transport shed, the bomber with five aboard landing on a parade in progress...

Strong Alternative

Long ago agent and spy John Bond worked for Elizabeth I and helped Sir Francis Drake in the Carribean. Bond's family motto was Non Sufficit Orbis - The World Is Not Enough. Young Fleming, noted for hoovering up facts, spent his prep days near the Bond estate in Dorset. Did he learn of the 16th century agent? Ornithologist James Bond is credited with providing a name for 007. Pictured is the ancient John Bond coat of arms, coming to us from the age of the rapier and Spanish galleon. Is that where 007 really comes from too? With the 1999 Bond movie in mind, I think so.



Tall Keels Beckon

Like killer heels the fin keels on racing yachts are taller or longer by the year. On model yachts there's little danger of loss, but full size and powering along on the ocean wave with massive loads to boot,... These days serious racing boats are very wide, carry mighty rigs and scream along like dinghies. Hidden from view, even moved to left or right by rams to gain every advantage, the poor old keel is going through hell. And when it snaps the yacht is on its side in seconds. Even the most expensive - carbon steel at £200,000 - sometimes flutter and have been known to break. Pictured doing her stuff in style is ICAP Leopard, record holder sponsored by Michael Spencer and helmed by Mike Slade. Note ICAP's width of hull and the boiling mass of disturbed water. She's moving!



Lake Activity

Forty miles north east of Berlin the Karin hall estate on the sandy Schorfheide plateau was secured inside miles of alarmed barbed wire. General Karl Bodenschatz and a picked force of 120 comprised Goering's personal army there, just as valet Robert Kropp laid out uniforms and selected gramophone records, Auber's Fra Diavolo or Arabella perhaps. Out on the great lake a fine galleon is being set on its course, Hermann fond of model boats as well as his splendid model railway.

Perfectly Parked

As the wooden Watts propeller slowed then stopped, Pilot Officer P G L Smith of 41 Squadron knew that disaster was only minutes away. It was December 1933, the young man was in thick fog, the tanks of the red-striped Bulldog were dry - and central London was below! With stick forward the fighter's altimeter unwound rapidly..... Suddenly, ahead, a great stretch of grass appeared as the Palmers touched down. Smith called to a muffled and astonished figure. 'It's Hyde Park, mate!' came

the reply. And it was. Church land before big Henry made his move four hundred years prior to the RAF's arrival, was there a direction from the infinite?

Not Always So

Amazing tales of banking fill the pages. At the time of Big Bang those tasked with hauling a village City into the league of worldwide finance would have thought such news impossible. Before October 1986 the City was a club, small and remote, held together by relationships made at school, university, in the services or at the altar, family too of course. Then it all changed. Out went brokers and jobbers, red and blue buttons, tiny firms and ancient names. In came the big boys from the US and elsewhere. British banks countered by hoovering up what brokers and jobbers they could. Millions were splurged on vast dealing floors with SEAQ and Bloomberg screens. Docklands expanded, Smith New Court gave up on the famous dealing floor in Throgmorton Street, the last silk topper vanished, meals at the desk and long hours became the norm. One outfit alone had four bases in Fleet Street and took the lion's share of the City's taxis! A giant was born twenty years ago. Urged on by the big shareholders and sections of the dress, murmurs of ultimate control were few.... Those who pay tax, draw pensions or sign on should remember the turning, point date 26 October 1986.

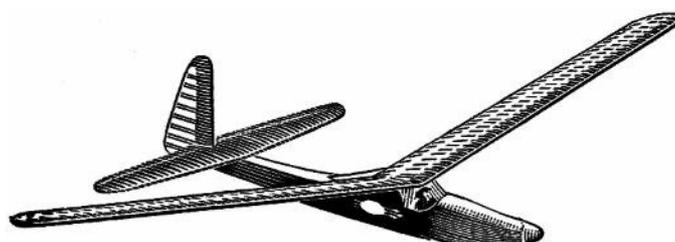
War Surplus

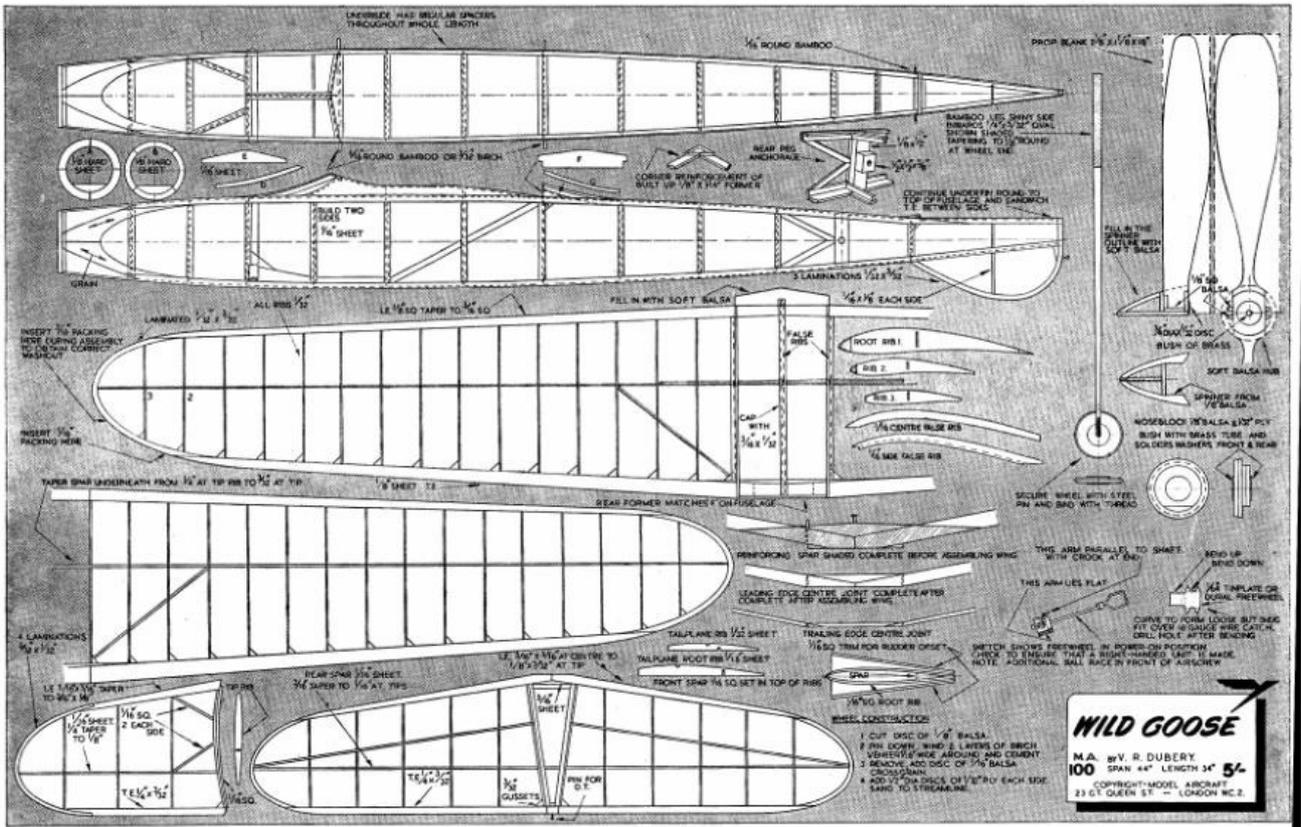
For several years after the 1939-45 conflict shops around the country sold items no longer required by the services: RAF great coats, knives that floated in water, leather tank tops, destroyer strength duffle coats ideal for Noel Coward, ropes, rubber dinghies with telescopic masts (perfect for RTP) and red sails, Wellingtons and thick woollen gloves. As Peter Michel reminded us in February also on offer were large rocket-powered target planes, all orange of 8 or 9ft span. Pretty heavy too, the vital motor to drive them across the skies was never sold (thankfully!) or so it's said. But there was so much stuff around that even I as a nipper pre Skyleada Typhoon (my very first kit) ended up with a 303 - loved the bolt action.



This photo from 1951 taken at Salisbury Plain shows a group watching Ernie Sturgess repairing model a Sportswagon. In the foreground is an Alpheratz (MA plan 72), which flies exceedingly well and requires a DT.

Is Ernie Sturgess still around and has anyone else built and flown an Alpheratz?



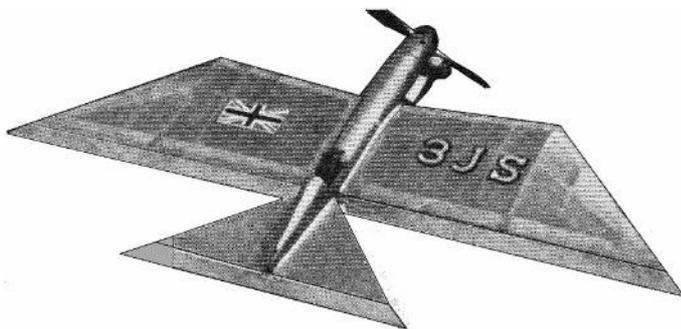
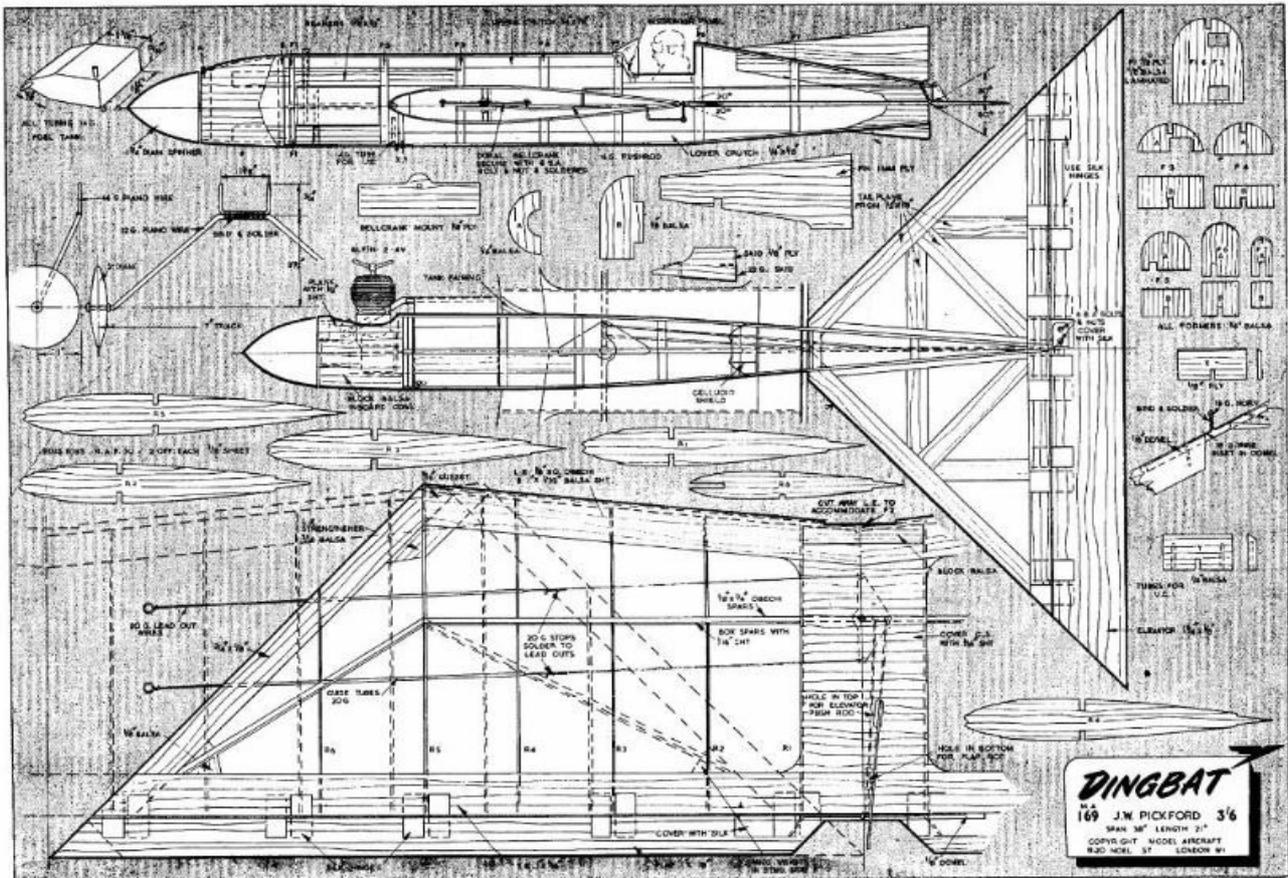


Vic Dubery with his new rule Wakefield model, Wild Goose, from April 1951 Model Aircraft

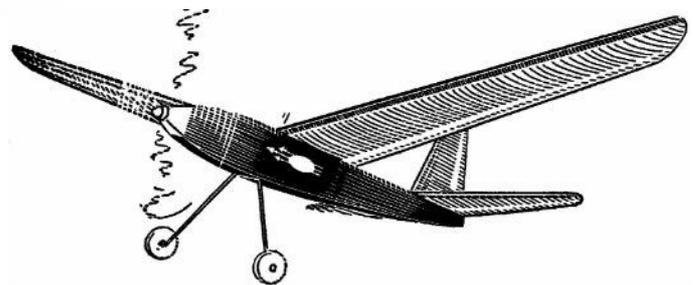


1954 photo of Mrs Sheppard of Queensland, Oz with hubby Theo's Jolly Jumbuck CL stunt model. Anyone know more about the model?





Dingbat by J W Pickford from January 1954
 Model Aircraft 38" span for Elfin 2.49.
 Different type of stunt model. Right then who
 has built and flown one?



Middle Wallop Sunday 13 April 2009

A glorious three day event running from Saturday until the Easter Monday. Free flight all days with RC and CL on the Sunday. Like quite a few the problem being obtaining a three day pass from her indoors especially as it is Easter etc. Mind you there's no way I'd last three days it is too tiring running (ambling) after models. Somebody, so I've heard, had a bike with milometer and at the end of an average days flying cycled 8 miles! I can believe it, imagine if he'd not used a DT. So with everything else to be attended to non aeromodelling I had to concede that Sunday would be the big

day for me. Mind you this was somewhat fixed as co running the RC with Tony Tomlin and sorting out the CL on me tod although there was help from others and my thanks to Chris Hague. CL really ran itself as there were no comps.

Didn't start of too well as setting up at 08.30 it was with heavy low grey/dark grey leaden skies 100% cloud with wet bits dropping down and a cold chill in the 10mph ish NW wind. I was glad to have my thicker material shorts on. The weather remained consistent until time to go home when the wind stopped dead and the cream bun (sun) came out although the wind did start to lessen mid afternoon.

Numbers built up quite quickly with two groups from Isle of Wight being welcome, The Caulkheads always game for some CL. TT will somewhere I hope write about the Tomboy comps which were great fun. As I say the CL was a typical sport meeting my only regret being I didn't have enough time to fly CL more than a couple of times. When I did it was terrific and I didn't want to stop, I can really recommend a Devil Bat. The new event was RC Power Duration to the SAM35 rules as published in SAM Speaks January 2009. A potentially brilliant event thought up by John Wingate. Unfortunately there was not enough time to knock up a model and that seemed to be the prevailing point. Chris Hague put a PAW19 in his Brigadier so he could have a go and Stephen Powell put a MVVS in his Tomboy Senior so at least the first comp could be run. It was a close run thing but Chris just won. There are appropriate models under construction, Bill Longley got hold of an original 1951 Sandy Hogan kit from USA and has nearly built, Chris is building his secret weapon and mine too is on the secret list for now. There are however others so hopefully by May there will be a better entry that will increase over this and next year. There is some contention in that whilst the SAM35 rules will prevail at SAM35 comps new rules will evolve based on what is learnt in next couple of months and I'll run and similar event. Changes under consideration being allowing the use of Solartex, keeping engines to plain bearing, non schneurle and max size .19and extending cut off date from 1955, reducing engine run time down from 30 seconds to name a few. May be room for a 20+ size comp in the future. Anyway nothing is in concrete yet and if you have any comments please let me know. I have to say I'm really looking forward to this comp, with model trimmed out and performing as near as is possible to the FF version and then being able to bring the model to land at ones feet had got to be good. The weight penalty of modern RC being negligible well less than 2 ounces or 55 grammes Enough of this jibber jabber and on to the photos although I didn't take that many with several models attending escaping my lens.



Stephen Powell's Tomboy Senior with MVVS



“A” frame Cook 45 Riser powered by 2 MP Jet 040 classics. Flew very well.



Alan Holmes with his electric Sparky No ailerons but performs great rolls.



Mike Cummings with ED Hunter powered Junior 60



A Voetsak CL model. Paul Netton who lived in South Africa for many years told us the meaning of Voetsak, we'll say no more.





Chris Hague's Brigadier



Fancy Pants



Skystreak



Colin Hutchinson's "T tray" with Cox 020



Jack the Ripper starting up



Den Saxcoburg's? Glo Bug



Another Caulkheads model



A Caulkheads Goodyear



Ian Andrews's



Garth Pearce's



Tomboy Senior fly off line up



Martyn Pressnell sent in the following two photos



Middle Wallop Vintage Radio Assist and Control Line 12 April by Tony Tomlin

The first of three R/C and Control Line events planned for 2009 [courtesy of the Army Air Corps MAC] took place on 12th April at this excellent site. James Parry and Tony Tomlin were the CDs at the increasingly popular event. Within a short time of arrival and with the help of several willing hands, the R/C control tent was set up with the necessary barrier tapes pegged out for flight line safety, car parking and the four control line circles. The R/C control tent was set up and then efficiently run for the rest of the day by Jane Robinson and Pam Tomlin [many thanks].

Radio Assist

The radio meetings are for all non aileron, vintage models pre.1969. This included a Power Duration Competition organised by James Parry and the first round of the Tomboy3 [36"] and Tomboy Senior [48"] league for 2009 run by Tony Tomlin. Unfortunately weather conditions were not ideal with low cloud and feeling fairly chilly, until the sun broke through for a few short periods. At least the wind was light!

Thirty four fliers signed on at the control tent, with 58 models ranging from a Vic Smeed Mamselle, scaled up to 108" span by John Laird, to a nicely finished Wee Snifter from Peter Rose at 30" span. Colin Hutchinson was flying his large Schiffermuller and a very interesting A Frame canard powered by a pair of .6 MP Jets. This model was a Cook 45 Riser and flew very smoothly. A large Sudanfalk flying wing was flown by Mike Burke, which has been refurbished since last year. It looked very smart with a fixed undercarriage, which proved a great success, after the earlier drop off dolly used. As always a large number of Tomboys were seen with the larger Tomboy Senior becoming more popular.

A good number of electric models were flown with John Perry flying a Black Magic and Queen Bee and a Harry Hundleby designed Sparky being flown by Alan Holmes. Ian Andrews had an electric Tomboy that flew very well. It was noted that around 1/3rd of the entries are now using 2.4GHz equipment. This does make frequency control so much easier and cuts out the waiting for the peg syndrome.

Tomboy3s

The Tomboy 3 competition was a little down on entries from last year but considering the low cloud this was understandable. As before the fliers had to achieve 2 four minute maxes in their preliminary flights. This called for some serious concentration as the models were vanishing into the cloud base and having to be quickly spiralled out but all 9 did make the fly off. The entrants were Tom Airey, last years league winner, with runner up Tony Tomlin and 2008 winner Stephen Powell, both strong contenders. Regulars Paul Netton, Chris Hague and Tony Overton had all qualified well. Brian Brundell was competing in his second meeting with Richard Preston and Geoff Goldsmith having their first event.

The starter was Nick Skyrme who allowed a 90 secs start up time, followed by a 10 second count down. This uses a visual system that has proved to work well.

As the start board fell seven models got away. First down was Tony Overton at around 2 seconds when, on looking at the video of the event, it appeared that either his engine had stopped or perhaps it was running backwards? Tony Tomlin, to his surprise was down 3 seconds later with a transmitter programming problem, the model "landing" softly with no airframe damage, but breaking the crankshaft on his Irvine Mills! Unfortunately Brian Brundell and Richard Preston were having starting problems and did not get away until 40secs+ after the others and were disqualified.

The others all climbed to a good height, all doing a fair bit of cloud busting. Geoff Goldsmith was down next at 5min 13 secs, followed by Tom Airey at 7min 50 secs. Chris Hague was 1 second later closely followed by a pleased Paul Netton at 7min 57, Stephen Powell then gently glided in at 10min 41 secs for a well deserved win.

Tomboy Senior

After the dismal start for four of the competitors in the Tomboys 3s, all hoped that this would not be repeated in the Tomboy Seniors. The stalwarts Tony Tomlin, Tom Airey, Chris Hague, Peter Rose,

Chris Shepherd, Tony Overton and Stephen Powell all made the fly off with Geoff Goldsmith joining them in his first event.

Seven models got cleanly away but Stephen Powell was left on the line with an Irvine Mills that refused to start. As always the fliers were all looking for any lift available as the engines consumed their 6cc of fuel. Tom Airey was in cloud and lost a lot of height in recovery. Tony Overton was having a bad day, landing first at 2min 52 seconds. Peter Rose was unable to find any worthwhile lift and was next down at 4min 46secs. Tom Airey, after his earlier problem, landing at 5min 19secs which, considering Tom was flying in some discomfort after recently breaking an arm and other injuries, was a good effort. Colin Shepherd landed smoothly at 5mins 22secs with Geoff Goldsmith holding off for 13 more seconds to claim an excellent 3rd place.

The two remaining models of Tony Tomlin and Chris Hague had both picked up a little lift and were circling slowly, at times fairly close. This turned out to be a minute or so of real cat and mouse flying each trying to find a little bump of lift. In this instance Tony came out the winner in the last turn winning at 7mins 36secs, eleven seconds longer than Chris. This does display how closely matched the Tomboy Senior class is and reflects its popularity.

The normal lighthearted Tomboy prize giving followed with the awards being presented by Brenda Pierce.

Power Duration

This was the first try out for this event to the rules set out in "Sams Speaks" by John Wingate Unfortunately it was poorly supported with only 2 entries. The Tomboy Senior of Stephen Powell fitted with an MVVS 1.5 and a Brigadier of Chris Hague powered by a PAW19. The recorded times were low with Chris coming out the winner. There was a fair amount of interest in this class and it is thought entries will improve.

Control Line

Around 10+ fliers turned up for this popular event. There was great deal of enthusiasm by the fliers present for this fly for fun event and models were seen to be flying most of the day. It is also a get together for control line fliers that all those present appreciated.

Middle Wallop Meetings for R/C and Control line are to be held on 10th May and 30th August 2009

Contact

James Parry 01202625825 for details on Control Line and Power duration.

Tony Tomlin 02086413505 email pjt2.alt2@btinternet.com for Tomboy information



Tony sent me a couple of photos of his latest model a Vic Smeed Ballerina powered by a throttled PAW 80. Whilst built from the plan I believe Derek Foxwell is on the verge of having a short lazer cut kit ready del@oldschoolmaf.com

A couple of photos from Peter Scott

Thank goodness for Middle Wallop, keeps me sane! Great day's flying on Saturday (a sequence of pics of me and my "City Slicker" / Super Cyke attached). Today I followed the old adage "when the crisps blow horizontally off the picnic plate, it's too windy to fly".



FOR RULE MAKERS - AN IMPORTANT PRINCIPLE By Martyn Pressnell (March 2009)

Rules are often constructed for the purpose of limiting model duration in some way, the maximum flight idea is one such idea. The most common further ways involve limiting motor run, rubber motor weight or towline length, all very familiar to us. Unfortunately this does not directly limit duration as we have come to realise over the years, because the physics of flight are sometimes improperly understood by rule makers.

One reason this is flawed is that we all strive to place models in thermals and, when we succeed, the thermals are fairly oblivious to motor run, rubber weight or towline length.

A further reason is that limiting motor run, rubber weight or towline length all directly affect the height at which our models initially achieve, not directly affecting the overall duration. Our models are essentially gliders and spend most of their flight time gliding into the distance.

The principle that needs to be appreciated is that the reason why models descend on the glide, and indeed the reason they need to be launched at height, is entirely due to the aerodynamic drag of the model. If one could launch a dragless model at say 10 ft altitude,

it would glide on and on for ever. It would not need thrust to sustain it, it would rise and fall in the thermals and downdrafts in equal measure. Well that's not possible, but is the principle becoming clearer?

We have had rules in the past that directly affect model drag, does anyone remember ($L^2 / 100$) defining the minimum permissible fuselage cross-section. This did not quite do it because the drag is more dependent on the wetted surface area than on the cross section. Clever designers minimised wetted area whilst meeting cross-section requirements with a bulge or sleek pylon. If we want to learn from experience, look at what happened to the Wakefield class. The cross section rule was dropped in favour of a fixed value (not related to length) in 1951, duration went through the roof. That rule lasted 3 years. Then the rot set in with a limit of 80g of rubber, the total weight was retained but there was no longer a priority to design light models. And so we progressed to remove undercarriages, to use 50g of rubber and then 35 g and now 30 g of rubber in F1B. At the same time designers introduced slim tubular fuselages and other methods of reducing drag. The result is that duration has hardly changed at all.

Now at last the BMFA F/F Tech Committee has seen the light, and removed the overall weight limit from their trial FAI-UK Rubber formula (see below). This could reintroduce the need for individuals to design something different, about 50 years too late it might be said. Now when this produces models that outfly the FAI classes, and another rule change is necessary, please do not tinker with motor weight or reinstate a total weight limit. Remember to address the drag of the model, then you will have a powerful tool which can be fine tuned to influence duration whether the model is in thermal lift or not.

Note:

In the UK the National body, the BMFA through their free flight technical committee FFTC, have introduced trial classes to be flown alongside the defined FAI events F1A, F1B, and F1C in their Stonehenge Cup.

These are named for example, FAI-UK Rubber where the following applies:

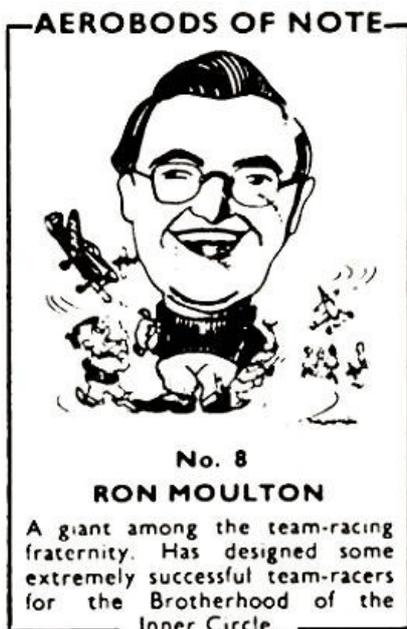
Surface area, 17 to 19 sq dm

Maximum weight of motor(s) lubricated, 40 gram

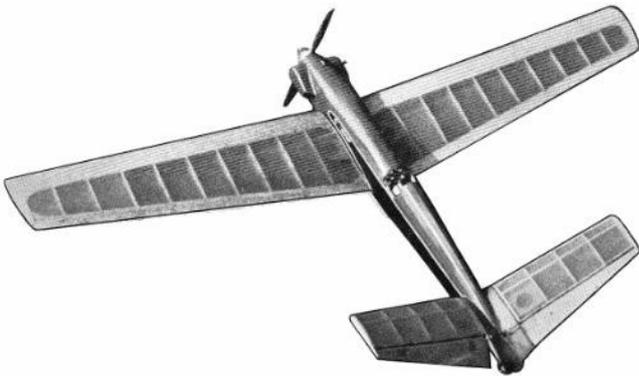
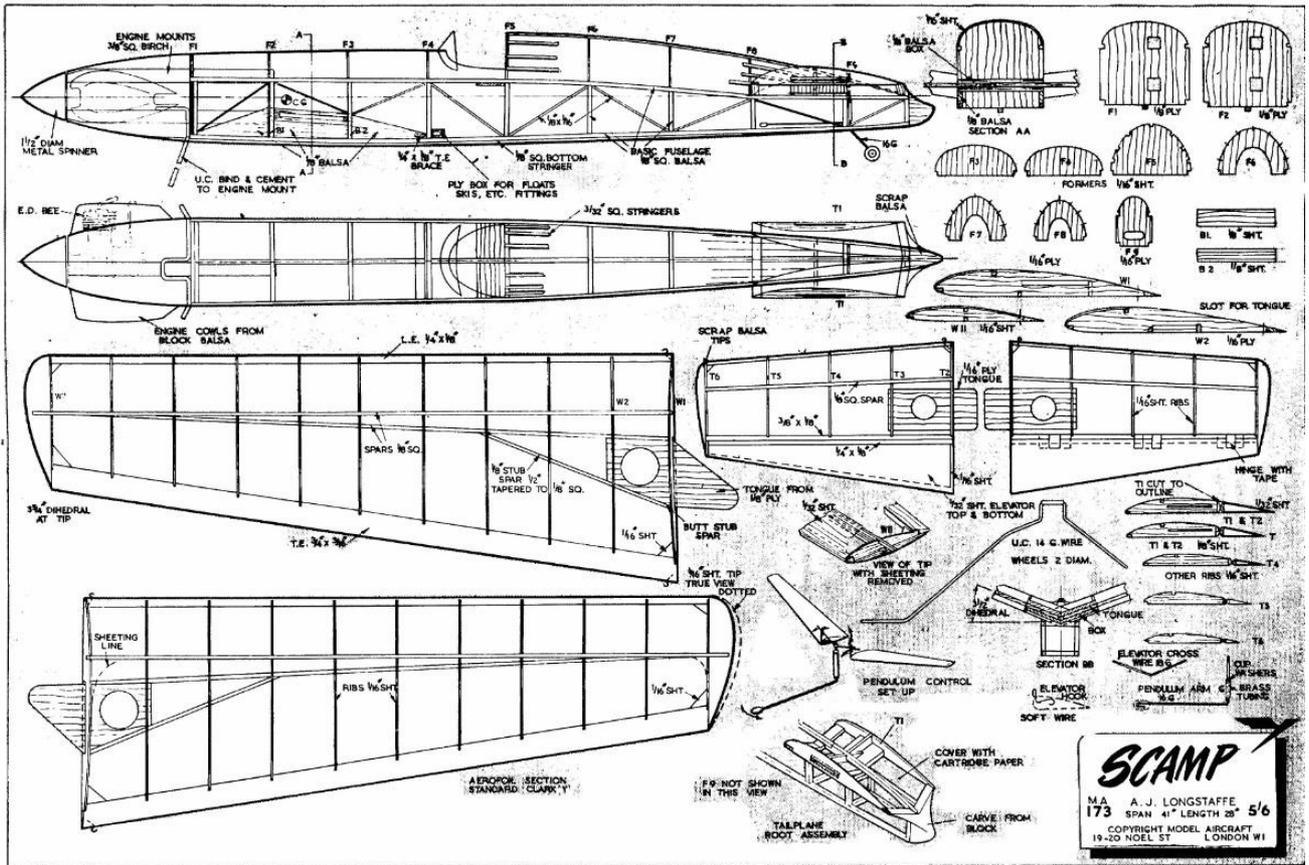
There is no minimum weight requirement.

Models are restricted to fixed surfaces and folding, free wheel or feathering propeller blades.

Auto-rudder, variable incidence tails and wings, variable pitch or diameter props, delayed or remote prop releases, or any other 'moving trim functions' are not permitted. Any form of DT is permitted.



Couldn't ignore this could I?
From Model Aircraft November 1952



41" span V tail design by A Longstaffe. Plan Number MA173 from January 1954 Model Aircraft. Plan shows an ED Bee. Apart from the V tail also has pendulum control. I would see this as a challenge. Come on somebody make one and fly it with some action photos for all to see.



Who are they, where are they, are they?

Carrying on from a couple of issues ago here are some shots taken at a meet in Massachusetts C1953 of the New England Wakefield Group based around Boston. The only question this month are any of those shown still aeromodelling?



Don Mackenzie from Canada



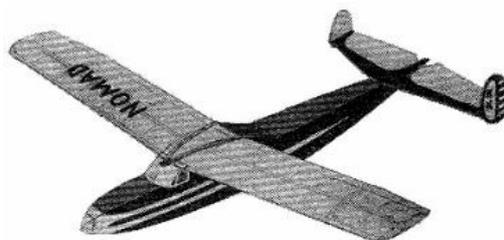
Mr and Mrs Bob Quermann of New York



Bill Fletcher of New York

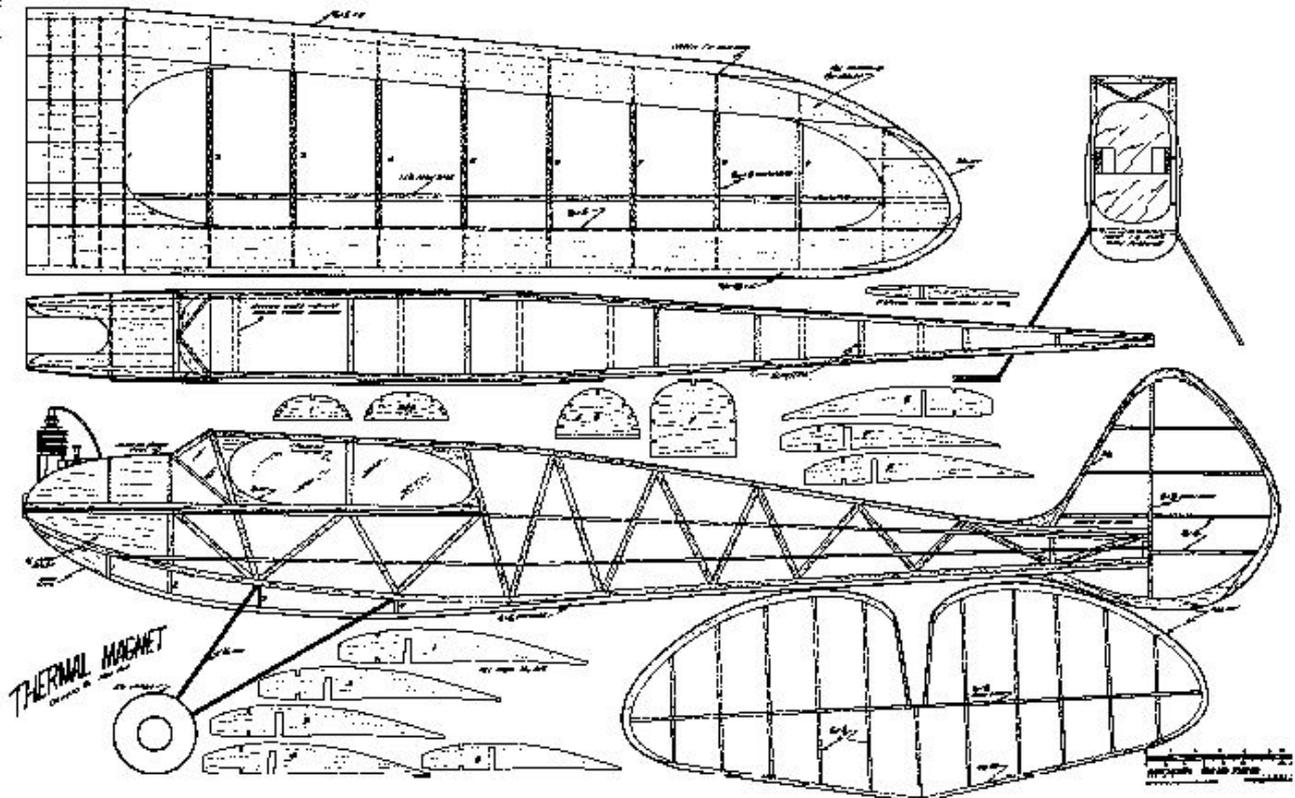
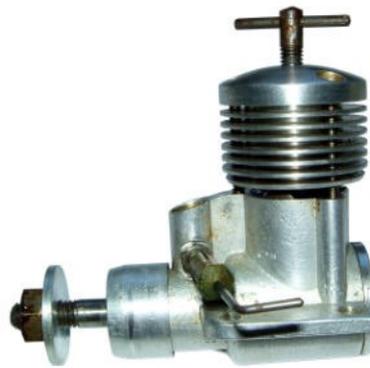


Ernest Currington from Canada

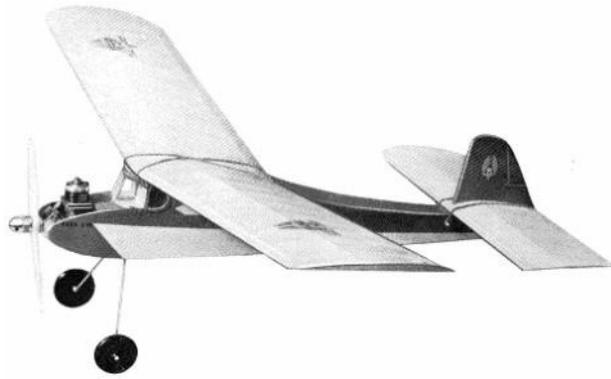


Couple of photos from Bryan Targett

This one isn't Vintage, but it has the look of the 1930s and it is pretty. SIG Rascal 110inch W/S Electric of course on maiden flight.



I included this plan to fill in a space. No idea where it came from. I'll be pleased to accredit it to whoever claims it as theirs. Presumably full size plan is available?



I'm not sure if I should be apologising or not. Since Alan Jupp passed on to me several boxes of Model Aircraft and Aeromodellers I have spent far too much time being amused and interested by the contents. Now the last thing I want to do is include all items retrieved from old mags however some of the plans and photos are, to me, of interest and may well be so to others. Also a chance at reading and seeing things that were missed first time around when we were all much younger and knew everything anyway. Also it is a lot cheaper and easier for me to scan a plan from the mag rather than getting copies digitised at a printers shop, although I still do and will continue to do so. With regard to some of the photos – why do I white out some areas. Simply because a scanned magazine photo is a large file and to save on the Kb's I white out irrelevant parts. One of the difficulties is keeping S&T down to 6Mb or less.

The following appeared in December 1956 Model Aircraft and whilst quite amusing was spooky in that it is written in a way that I could easily relate to. By the way I contacted Tony Dowdeswell of AMI which incorporates Aeromodeller which in turn absorbed Model Aircraft and he was happy for me to reproduce here.

Tyros can take heart after reading MICHAEL OXLEY'S tale of BEGINNER'S LUCK

Early one morning as I leapt out of the bedroom window to do my usual exercises in the shrubbery, I noticed a strange pile of wreckage lying, on the lawn. I went to investigate, and in the midst of a lot of splintered wood and torn paper, I discovered a small label. " If found," it said, " please return to: Eddie Smuggins, The Shambles, Portobello Road, East Action."

This was next door, and I recollected that some rather queer people had moved in recently, so I thought it would be a good opportunity to get to know them. Accordingly, I swept up as much of the mess as I could and took it round. A tall, bespectacled, absent-minded looking chap answered my knock.

"Ah," he said, glancing at the tangle, " so you've brought it back. Where did you find it?"

" Next door," I replied.

" Oh," he said, "I was hoping it would have got further. I set the fuse for half-an-hour." Then he added, brightening, " But perhaps it went up a long way."

" As a matter of interest," I said, what was it? "

"Just a little thing I dreamed up," he replied. "Actually it was a 48 in. duration model powered by exploding match heads. I make model aircraft for a hobby, you know. Would you care to come in and have a look round? "

We entered the hall and he threw open a door on the left. The room was bare except for a number of heaps of wreckage similar to the one I carried.

" You can throw it in there," said Eddie Smuggins. " That's where I keep the used ones."

The next room was piled to the ceiling with sheets of balsa wood, tubes of cement, bottles of dope and all kinds of paraphernalia. The door was labelled "Stores." The back room contained a drawing board, piles of magazines, and an enormous sheet of blockboard. The floor was littered with pins and little bits of wood.

" This is where I do the brainwork," said Eddie proudly. "I think out the designs here and then I make them on that building board. That's my small one; I've got a bigger one upstairs."

He certainly had. It extended from the front to the back of the house, the intervening wall having been demolished to make room for it.

"I'm building a glider with a 19 ft. span and 2 in. chord," he explained. "According to my calculations it should have an efficiency of 119 per cent. It's got 680 ribs."

"How many have you made? " I asked.

" Five," he said. "Then I got fed up and went on to a 14 in. Chipmunk."

As we waded through the debris, I noticed, in a corner, a chair, a saucepan, a bottle of milk and a half-empty tin of sardines. Eddie noticed my gaze. "That's where we live!" he ventured.

We had a long talk, and the result was that I decided to have a crack - at making model aircraft myself, right away.

Eddie strongly advised me to start with a kit; he emphasised that freelance stuff was for experts only, like himself. So next morning I visited the local model shop and purchased a mysterious box. On opening it I found it contained a large number of pieces of wood, which at first sight did not seem to bear the slightest resemblance to either a Tiger Moth or an Avro 504, which are the only two types with which I am familiar, although I understand there are others.

However, I began to hack the bits of wood out and stick them together more or less according to the instructions, and slowly the thing took shape. The left wing seemed to be made of mahogany, while the right one was walnut and the tailplane was sycamore, which struck me as being a little peculiar, but, I thought, who am I to question the experts? So I persevered until all the bits were used up. Then I sat back and looked at it. " Not bad," I thought. " Not at all bad for a first attempt. A bit lop-sided, perhaps ..."

Then I discovered a snag. The makers of the kit had neglected to supply any elastic. However, a rummage round my aunt's chest of drawers soon provided a very pretty pink bit, and I was about to attach it to the model when I made another discovery. There was nothing to hook it on at the back, and nothing for it to hook on to at the front. Resolving to write a stiff letter to the makers of the kit, I removed a hook from the kitchen dresser and cemented it firmly to the tail end.

The front attachment was more complicated, as obviously some form of propeller was desirable, if not absolutely necessary. So I obtained a block of wood approximately the right size and after many hours of patient whittling, I produced a beautiful blade something like Fig. 1. Turning my attention to the other end I soon reduced it to the shape shown in Fig. 2. This didn't seem to balance very well, so I hacked away until Fig. 3 was produced. Figs. 4, 5 and 6 followed in fairly rapid succession. I then threw it in the fire. After a few more abortive attempts I was getting somewhat despondent—I almost thought of going in for jet stuff—and then I came across a discarded electric fan. It was the work of a moment to whip off the blades and screw them on the front of the model.

Excitedly I phoned up Eddie Smuggins. I could hear him pounding downstairs next door to answer the phone.

" Eddie," I said, " The model is finished at last! How many turns should I give it?" Not more than two thousand to start with," he said. " Then gradually work up."

Full of hope, I returned to the workshop. In two minutes I was back on the phone.

" Something terrible has happened! " I gasped. "The fuselage has concertinaed and I can't get my thumb out! "

" Keep calm! " said Eddie. " I've often had the same thing happen to me. Put both feet on the wings and pull. How many turns had you given her when it happened? "

"Between seven and eight," I told him.

" You ought to have got more than that," he said. "I should double-plank the fuselage when you've got it expanded and try again."

This I did, using an odd piece of bird's-eye maple I found in the bottom of the kit box. Then I cautiously started winding again, and I had put on no less than nineteen turns before Auntie's garters exploded with a deafening crack.

" I'm not surprised," said Eddie when I told him. " That sort of stuff is useless, it was never meant to take such colossal strains."

"You don't know Auntie," I said. "But I see what you mean."

" Now I've got some lovely stuff," said Eddie. "I don't mind letting you have a yard or two. I got it out of a golf ball. I'll throw some over the garden wall tonight."

" There's some there already," I told him. " Your F.D.2 crashed on the lawn this morning."

" Help yourself then," said Eddie generously, and rang off.

Next morning I restrung the model with the new rubber, and it certainly looked more businesslike without the violets in petit-point. Once more I began to wind, and in no time at all I had put on a hundred turns. Encouraged by this I gave it another hundred, and then another. Still there was no sign of buckling, so I went on and on. A couple of days later I rang up Eddie.

" Success! " I cried. " I'm still winding the thing up - 4,900,000 turns up to now. It ought to smash every record in the book when I let it go."

" I'm coming round to see this! he replied, and in a few minutes he arrived. He looked closely at the model.

" Go on winding," he said. I did. "I thought as much," said Eddie. "The little hook at the back is turning round too. You should always bind little hooks with fine twine."

Some three weeks later, when they had taken my winding finger out of plaster, I did as he suggested, and then tried again. This time everything seemed to work perfectly, so I persuaded Eddie to come out with me for the flight trials. We packed the model in a coffin I happened to have by me and cycled with it to Bodmin Moor, as I did not wish to attract a large crowd first time out.

" Now," said Eddie, " don't wind her up yet in case she finds a thermal and we lose her. We must get the control surfaces trimmed first. Just grasp her firmly by the middle and chuck her into the wind." I did as he said, but my little finger got caught in the elastic, the model shot forward three or four feet then suddenly whipped back and knocked my cap over my eyes. I staggered backwards into Eddie, we both fell over our bikes, which were lying on the ground and we finished up wedged tightly together in the coffin. Eddie called to a passing shepherd to help us out. I have never seen a shepherd move so fast in all my life, in the opposite direction. After lunch we tried again. The model hit the ground about two yards in front of us.

It looks better with swept-forward wings," said Eddie, wrenching the nose out of the ground. Give her a little left rudder."

I hadn't brought a hammer with me so I bashed it round with a handy rock. It didn't make much difference.

"Try some power," suggested Eddie.

This didn't make much difference either, except that the model made a neater hole when it hit the ground. We messed about with it all the afternoon and we finally got it so that it would fly about a hundred yards—sideways—but it seemed decidedly sluggish. We got tired of this after a time so we packed it back in the coffin and cycled home. On the way Eddie was suddenly struck by a thought—you could tell by his eyebrows.

" Have you still got the box the kit was in ? " he asked.

" I think so," I said. " My aunt keeps her tacks in it."

" I should like to see that box," said Eddie.

When we got home I brought it out. Eddie emptied out Auntie's tacks and looked closely at the lid.

" Do you know what?" he said slowly. " They've sold you a marquetry kit by mistake. This should have made up into a picture of Shepherds Bush Market by Moonlight, in Seven Glorious Woods." He thought a minute.

" The best thing to do," he went on, " would be to have it flattened and hang it on the wall."
" But it flew! " I said. " Only a hundred yards-and sideways—but it flew. Your aeroplanes never fly, but I made a picture and it flew! "
" Oh, well," said Eddie. " I suppose it's just beginner's luck."

Middle Wallop Power Duration RC comps

Many of you will have read the January 2009 SAM Speaks regarding the competition along with rules as devised and put forward by John Wingate. At April and May Middle Wallops the power duration comps will be run to those rules. However the impression I got from those who have and others who would take part are such that the rules are putting people off.

The August meeting different rules will apply these being a starting place for a hopefully full blown comps in 2010. Basically the design period to be extended to 1959, this would allow the Dixielander for instance, engines to be max size of .19, plain bearing and NON schneurle. Any covering material can be used. Now the idea is to see how this works from now until the end of the year and then confirm the rules in time for next year and the winter build period. All the above are subject to alteration with possibly the most contentious being the cut off date of 1959.

Any comments will be gratefully received so that the rules can be adopted that will bring in the most number of competitors. Please note that there may well be a separate comp run alongside for larger motors, if there is interest?

Ideally the flights would be free flight with the elevator acting as a DT if required and rudder to bring model back to flyers feet so getting rid of the tiresome trudging retrieval which I'm sure takes its toll physically on a few?

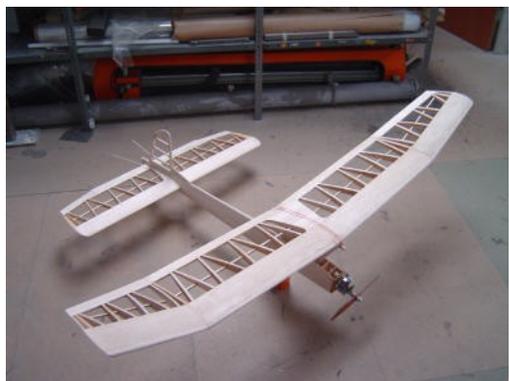
Here are a couple of models going ahead



Bill Longley's Ramrod 1000



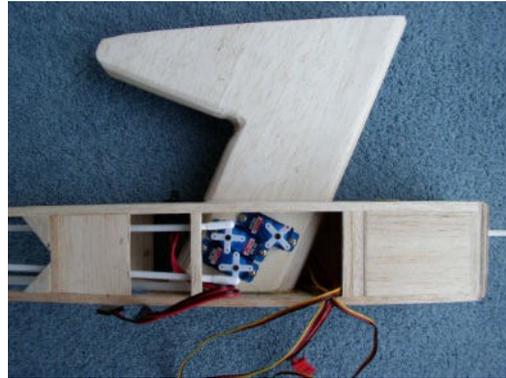
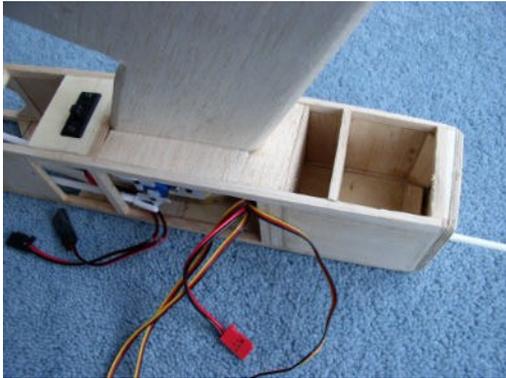
Bill's Sandy Hogan



1951 Sandy Hogan kit from which above was built



Tony Tomlin's Dixielander MkII pond version (That only has meaning if you were at Ripe a couple of years ago, in about 10 sq miles there is a pond with ducks on it that now suffer from trauma attacks, their doctor diagnosed they were going quackers and then gave them a bill.....) on right seen holding it with nose pointing straight up (he hopes). The MP jet 1cc has now given way to a PAW 1.5 so it may just do?



Chris Hague's Zoot Suit under way showing servo layout

Chris's Playboy Senior



So come on now start building and have a RC power model ready for August Middle Wallop





The deck HMS Incontinent



