

Sticks and Tissue No 30 – May 2009

I'd like to thank the following contributors, without whom this newsletter would not be possible:
Alan Jupp for the magazines, David Kinsella, Tim Westcott, Tony Tomlin, Chris Hague, Dave Day,
David Boddington, Barrie William, Dave Bishop, Brian Austin and Gray

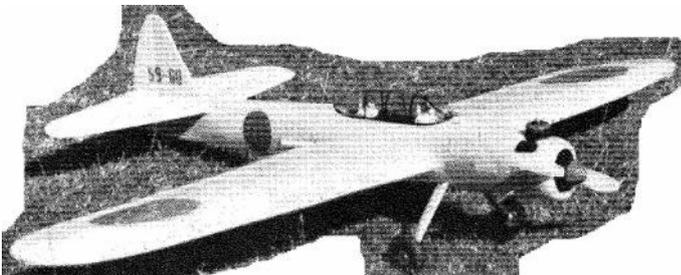
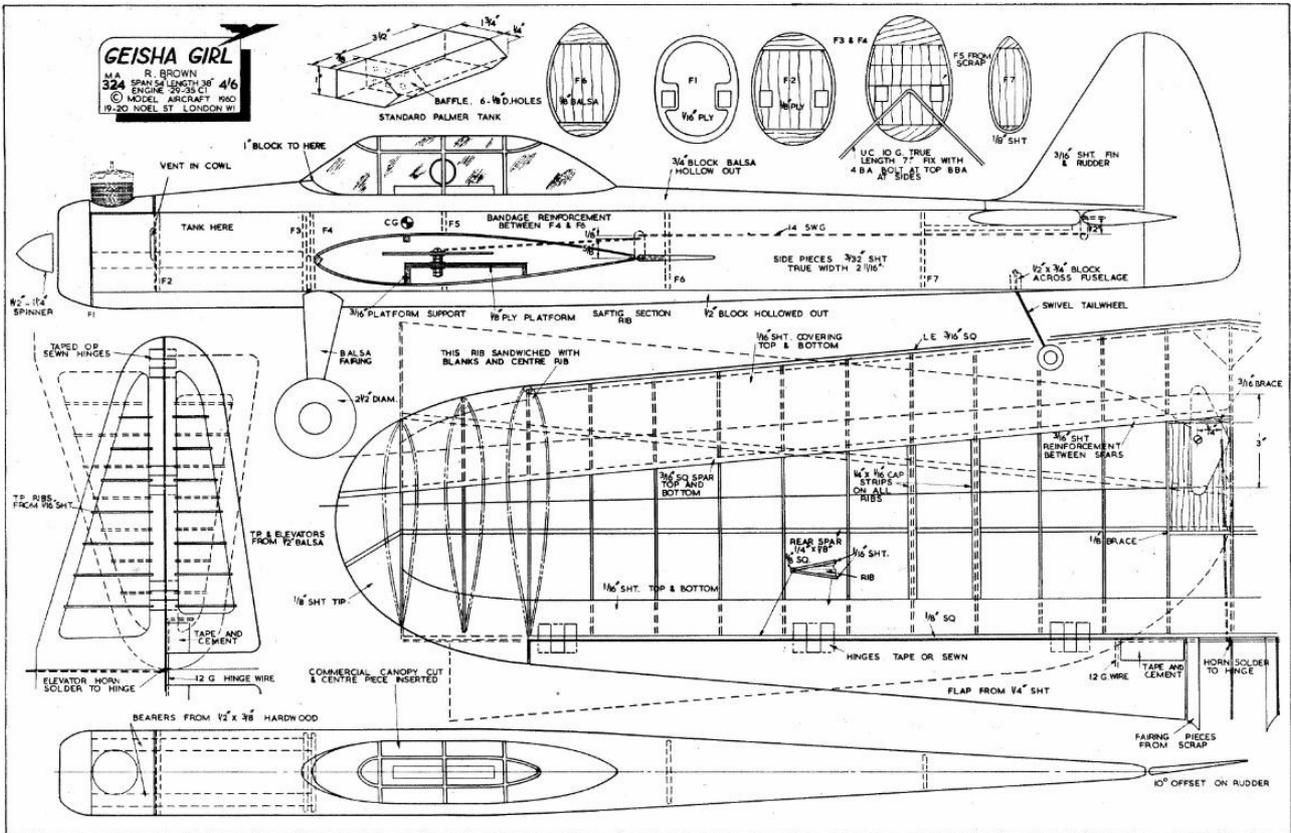
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The content does not follow any logical order or set out, it's "as I put it in and receive".

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.





Geisha Girl by Ray Brown for a 29. 1960. Ray won the 1960 Gold Cup at Scampton Nationals.

From Tim Westcott

The pictures attempt to show the pleasures (!) to be gained from building those elderly 'Streamliners' You probably know that Bob Copland - Having probably gained inspiration from Ralph Bullock - took the streamline just about as far as it would go. I am told he eventually suggested that the quest for streamlining was something of a red herring when trying to achieve maximum duration with model aircraft, but I still say they look better than any other 'Wakefield' formula designs. My model is a copy of R N Bullocks 1938 design (of which I have the original) and the pictures are probably self explanatory except for the close up showing how RNB insisted on 'fabricing' rails of $1/32 \times 1/16$ between each fuselage stringer at every former. Now THAT took some time! I have to thank Peter Michel for carving the prop, daughter Clare for taking the pictures and wife Elaine for hanging onto the beast while I wound the motor. Only about 350 turns so far but as this model has a dethermaliser (unlike Bullock's original) I hope to be able to give the Big Boys a run for their money when I get the aircraft trimmed out.



Two streamliners



In flight climbing



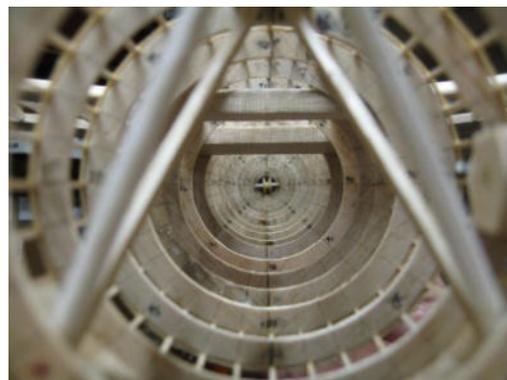
Descending



Launching



Fabricing close up



Internal



Streamliner stringered fuselage



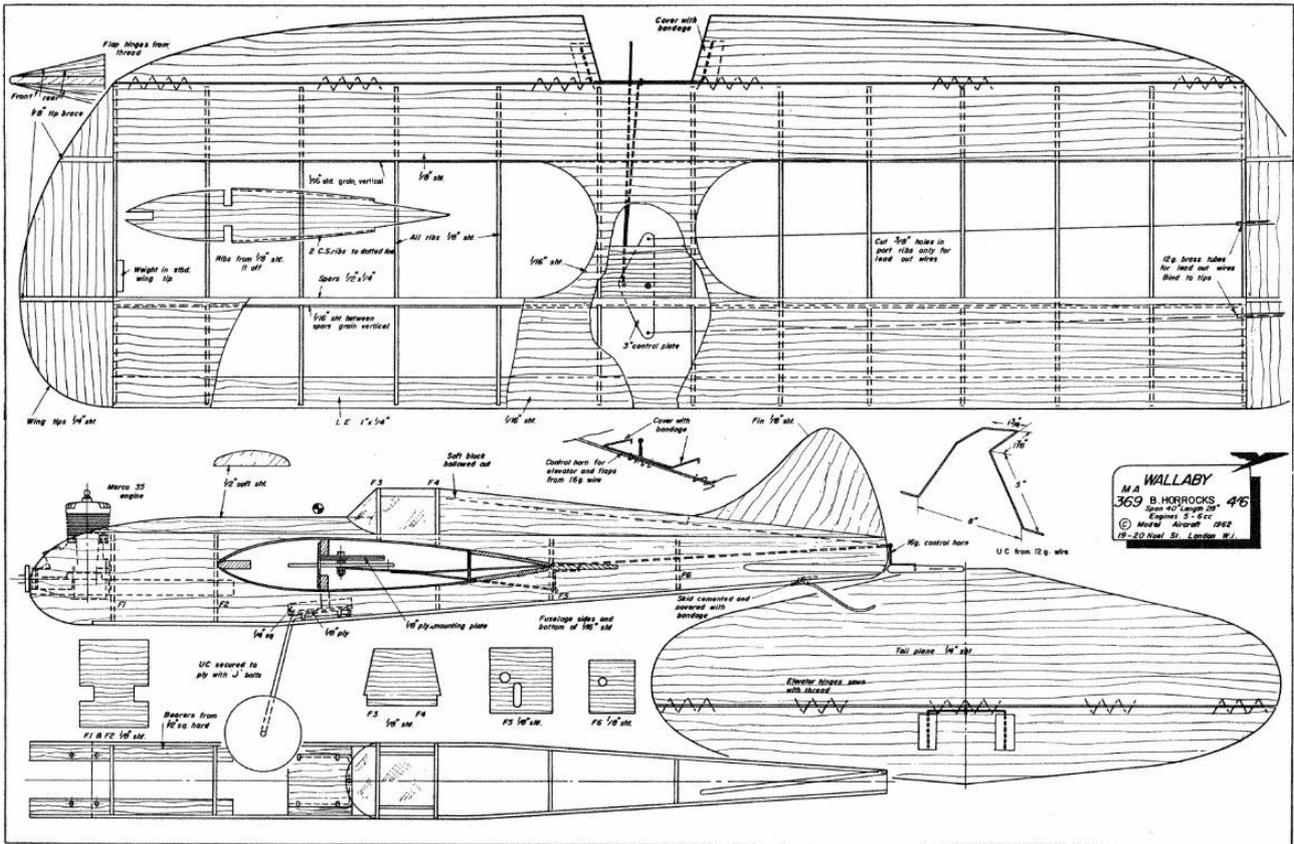
From Alan Holmes

On one of the flights with my electric Junior 60 at Middle Wallop I had the small video camera attached. The video came out well, to see it follow this link:-

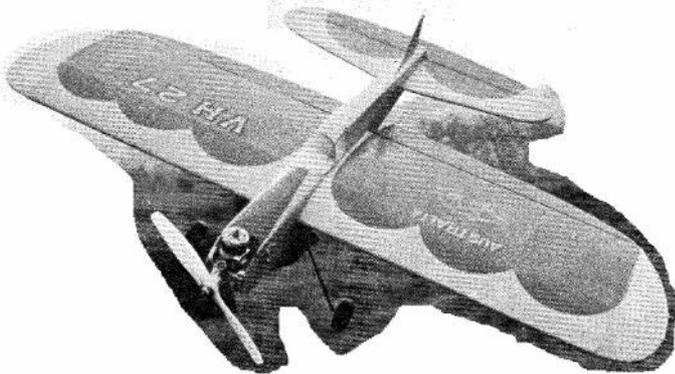
<http://www.vimeo.com/4588175>

(This film was taken late in the day and does not include free flight area which was located about $\frac{3}{4}$ mile away)





Brian Horrocks designed Wallaby. Has Merco 35. From Model Aircraft July 1962.



David Kinsella's column

Our Henry Part IV

Four floors at 308 Holloway Road dealt with everything from nuts and bolts to a complete radio system. A large sheet of almost 10 x 13 inches headed Sign of Service was crammed with a wealth of items, even boat, yacht and galleon kits (20 in number). Bottles of fuel, of course, and the prized Alton Valvespout for handy use in the field. Agent as well as manufacturer, Henry listed Frog, Keil Kraft, Veron and Halifax kits and engines from Eta, ED, Mills and Frog. Tethered cars were not neglected, top kit being the M&E Race Car at £22! Wheels, clutches and 1066 kits suggest strong support for this exciting hobby (see below). Mail, HP, technical and repair services were offered.

Be Ready

Thanks to the Legion of Frontiersmen Handbook I seldom leave home without a Union flag, folding mast and a goodly supply of forked sticks. Whisked away after breaking a tibia and fibula in my right leg due to ice as slick as oiled glass



on 3 February, I was still able to establish a recognisable base and send messages. Thanks for good wishes, chaps.

How It Was

Seeking to bring the big Empire flying boats closer to London, serious thought was given to cutting two water runways north of Heathrow. It didn't happen, of course, and so those ticketed to travel on Canopus, Champion (first of the longer range S30 variants), Castor and the rest could travel by Pullman from Waterloo, later Victoria, in the special Empire Service Imperial Airways cars (2 luxury Pullmans and a brake van, the clerk therein costing the luggage for the trip). At Birth 50, Southampton, the passengers transferred to launches and so out to the flying boats, boarding on the port side. India took 4 days and Australia 8. On pulling away great liners and battleships were seen, even J-class yachts and possibly a Supermarine racer. Those were the days!

How About It?

In need of an uplift but still useable - just - the tethered car track at Old Warden is all there is at the moment. Several have cars and would like to use them. Proper events would attract these enthusiasts, but a spot of cash needs to be spent on that surface. Come on Old Warden.

One Next Door?

Essential to their calling and the success of their work, secret agents and spies go about their lives and few are any the wiser. Leyland buses sink in the Thames off Gravesend, a broly is discovered that injects poison, a prisoner is sprung and vanishes, and so on. Travel was always the perfect cover, Ida from Lewisham using opera trips to Germany to bring back souls under threat. Her 110 novels for a famous publisher financed this activity. And the 42 Leylands, their freighter on the way to Cuba in the early 1960s before being struck by another ship in rather strange circumstances, may still be down there? True, one of the old code breaker team at Bletchley Park registered his car 007 IJG

Plane Inspiration

Strong, light and rigid. Designers of aeroplanes, racing boats and cars, bridges and even model railway layouts observe these requirements when at their work. Derek Buckler launched his spaceframe Buckler V sports car in the late 1940s, chassis tubes along the sides stiffening those lower down. One of his firms was the Barkus Aircraft & Motor Manufacturing Co of Reading (Miles were there too as was Woodleigh Aerodrome). Very light and fast when built with



Ford, Aquaplane and Wooler parts, the kit car avoided purchase tax and was a challenge to Lotus in the early days. Its radiator badge in red and chrome stated 'BUCKLER Reading, Multi Tube Frame.' In the 1950s Daimler-Benz launched their Gull Wing 300 SL and from Modena in the 1960s came the equally famous Maserati Birdcage, both of spaceframe design. American colours Maserati pictured.

Sensational Senator

Not too impressed when I opened the box and saw the plan all those years ago, I kept faith with Mac at the model shop and built it: fuselage in red, wings and tail in white. The prop was duly carved and those old Keil Kraft transfers applied. Knowing nothing at all my first Senator looked a bit odd to me, the fuselage itself like a wing rib! But at the flying field - now built over, of course - the first launch turned into a truly amazing flight. Albert knew his onions'. Hatfull was a hero, and his name on a plan meant a gold standard guarantee that all would be well. He kept a Senator kit and I have it now, old transfers an' all.

Beautiful Racers

Class C VTRs in the sun. Dooling 61s power the first two, the one at the top an OPS. Spinners and wheels came from Stuart Robinson, construction and paintwork by Alan Walker. Elsewhere is Sir Douglas Bader DSO DPC in silver with a Series 20 McCoy 60, Super looks and workmanship.



Freddie

Even well into the 1960s there were aircrew around with combat experience, if you knew where to go. Blond and down from Oxford young Freddie soon had his wings up, a DSO and DFC impressive on his battle dress. Even Lancaster pilots of 21 were not uncommon, held old and mature by a wireless operator/air gunner of 17 with three stripes on his arm. Flying in Bomber Command was tough stuff: up for 8 or 9 hours at a time, flak and fighters to deal with, freezing air screaming through torn fabric or shattered perspex, a Lancaster blowing up 200 yards ahead, bombs from above, vicious attacks from night Mosquitoes when bad luck on the last leg home mixed the battered Avros with Ju 88s bound for Coventry! Not so easy for Freddie to settle in after the war - famous names turned to furniture manufacture, became artists, writers, ran taxis - he returned to the RAF with his actress wife, held fantastic garden parties famed for miles around, then left again to run a cafe in Greece. I should have taken notes, but clear in my mind are his words describing the run up to the target area, tracer coming up and from the sides, shafts of white light from below, a lick of flame at the port outer...

Seaside Steaming

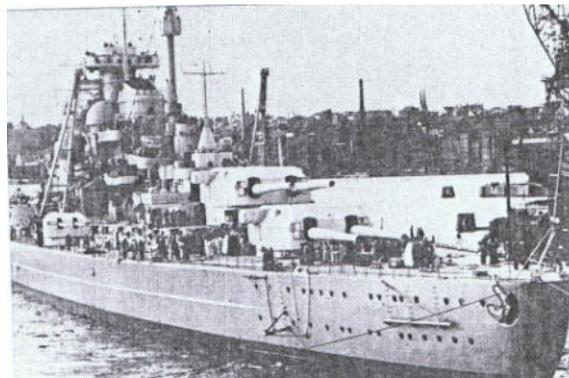
For a hundred years Brooklands Motor Course has been a hive of industry attracting followers of motor racing, aviation and even railways. Two who met there and became friends were Captain Howey and Count Zborowski, the latter a Russian/American of huge wealth with a great house in Kent where his team assembled the aero-engined Chitty cars. Howey's money came from land developments in Australia, a goodly supply of which let him buy 14 miles of the Kent coastline and build a railway there after the dashing Count had perished at a racing event in Italy. Henry Greenly, famed model engineer with Bassett Lowke as a client, masterminded the whole thing - engines, stock, stations, track, signals - and it runs today just as intended in 1927. Howey often drove, now and then in his Old Etonian braces. Assuming Howey had fallen on hard times since his days at school in Windsor, a passenger slipped a fiver into his pocket. Next to Folkestone, the RH&DR is well worth a visit.



Heroes Flew Them

A Christmas Aero Modeller of the early 1950s featured the Swordfish, on the cover a raiding party setting out across leaden seas, within a feature and plan for a scale model. Surprising that the Stringbag should be in the same war as the Me 262jet, it was this biplane that delivered 49,000 tons of Bismarck into the hands of the Royal Navy. Likewise it was the Swordfish that dared to take on the Hitler-inspired Channel Dash of the state of the art Prinz Eugen and almost as new Scharnhorst and Gneisenau. In the narrows by Dover broad daylight revealed the Kriegsmarine, E-boats

and destroyers too, overlapping fighter cover above, flak a constant flung up by guns moved from shore bases, the whole like an impregnable porcupine moving up the Channel at 30mph. As if lead by Cardigan himself the two flights of Swordfish struggled on through the barrage, struts and wings mere scrap in minutes. This was one of the most heroic acts of World War Two. The fall of Singapore 48 hours later caused headlines to shift and faces to be saved. Apart from the loss of an engine and mine damage the three capital ships escaped to Germany, Prinz Eugen - with the most advanced systems in the world - ending her days in atomic bomb tests.



Here Bismarck leaves port.

Mike's The Man

With sharp tools and great experience Mike Crisp is the man to get that old engine repaired and running as it should. There's enough frustration as it is these days without our hobby causing even more. Keil Kraft rubber wheels last and last but sometimes the hubs don't. Then there's that grim spinner on an otherwise tidy ED Racer. And what about that battered Oliver race car still in its box after the last Watford! Expert help awaits on 01473 737393. Set your mind at rest. Act now. Worth every penny.

Clubs Plentiful

Richard Bavin's observations (S&T 28) were appreciated. First, it's good that as much model flying as possible is undertaken when and wherever possible regardless of the design's age. So doing flies the flag and may inspire others to take up the hobby, especially as aeromodelling is no longer centre stage. A glance at the scores of car clubs in the UK will show that some are specific - Fiat 500 Club, MG Car Club - while others - 4x4 Club, Eights Club - are more general. The same situation prevails in model flying and a port of call or safe haven already exists to welcome all who follow our great hobby. Is change required? Many will say no! Good!

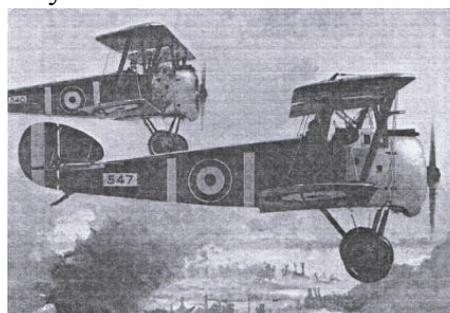
Team Effort

Somewhere in England a Vulcan is prepared for a sortie. Re-engined with Wren 70 turbines (previously OS 91s driving fan) wingspan is 10ft and weight is 50lbs. Elsewhere is another, but of 17ft span and 150lbs. One of 20ft may appear, plans already to hand. These fine models of Roy Chadwick's follow up to the Lancaster are big beasts and must conform to CAA requirements.



Above Hell

Camels over the lines in the Great War. Wet and freezing below, the threat of gas, heavy shelling, giant mines left at the end of long tunnels, it's obvious why so many transferred to the RFC. In the new service archie, combat without a parachute, flamers forcing pilots to jump free were new dangers, but on the credit side flights were brief, accommodation was far better, the gramophone could be enjoyed and the famous Chitty Chitty Bang Bang was a frequent reality. And because the great majority in the RFC had first hand experience of contact with the enemy there was hardly ever



a LMF (cowardice) charge. This was not the case for those who endured in the ghastly trenches or counted off the minutes before going over the top! Another fine picture from Roger Middlebrook. Much rubbish has been written about the Chitty thing, even that it referred to the whirring of drive chains and noise from an aero-engined roadster of the 1920s. Not so! Chitty was the leave pass to visit Paris or elsewhere, the rest to the fun you had when you got there.

SS100

Jaguar's beautiful sports car was launched in the mid 1930s. Low and sleek and powerful, its massive headlamps were made for midnight blasts along the Great West Road. The Green Hat by Michael Arlen featured the Hispano Suiza, a sound choice by the Armenian, but who would dare to suggest that the 55100 was in any way lacking. Trials-mad drivers (the big sport either side of WW2) didn't care for the poor ground clearance, said it was a bit of a poser, but Bill's baby did well in rallies. A few had later engines fitted. A noted owner of black BOT 862 was the late MP Alan Clark. Soon changed after WW2, SS stood for Swallow Sidecars. During his days at the helm of the Coventry firm Bill Lyons produced an impressive run of value for money sports cars, which put the classic races within the reach of enthusiasts worldwide. The Le Mans 24 Hours was Jaguar's forte.



Next Month

Part I of the Phil Smith/Veron Story.

Two pictures from Barrie Willams

I am informed this model is a Kavan Phoenix. It is vintage, powered by a brushed 400 geared motor, but I believe factory production line built. It was passed to me by a member of the Shropshire MFC about 3 years ago. Does a clue lie there, was not the now demised Shrewsbury Models the importer of Kavan products and some very nice though expensive ready built Vietnam scale models.

Would like to know more about the Phoenix. Is it the only one in the UK?

No doubt some S&T readers will be able to fill in the details, what powered the original, who designed it, what country. Be nice to know.

Got to say I was tickled pink by the Quackers. A case for Old Bill?

Young Bill





Dazy Bee from Dave Day

I finished the scaled down Lazy Bee. Its 19" span and weighs 2.9 ounces all up. I didn't get anywhere near my target of 2 ounces, partly because I used 1/16" square spruce for the longerons and all those spars. The real problem is that anything over half throttle turns it into a ravaging monster. It needs a computer Tx because



everything has to be toned right down and nothing is

symmetrical. Its great fun though and keeps me on my toes. I'm planning a new wing with a sensible section.



Control Line at Middle Wallop 10 May 2009

Numbers attending to fly control line were very few, in fact including myself only three. However the two stalwarts who flew all day being Lionel and Steve. There called hardly be a moment when one of them wasn't flying and a good selection of models they had to choose from there were. I particularly liked the Cougar in USA Navy? colours only because I have one and without a doubt they fly very well. The sewn cockpit of the Barnstormer always looks different.

I flew a KK Gazelle built by Richard Bavin and first flown at Cocklebarrow a year ago. Now with a PAW 1.5cc there was no lack of power but I should have used longer lines. The fun stopped when I broke the filler pipe off the tank, no I didn't prang the model.

Middle Wallop is about the best site I could think of in this country for model flying and the number of circles that could potentially be used for CL is numbered in the hundreds and all mown grass. At these events though whilst the most we have used is four it would be easy to go beyond that to have six all comfortably together. How about a CL national event like used to be run at Peterborough where all types of CL could be flown in one weekend but limit the circles to about 200 so there is not too much walking involved.

Next CL day at Middle Wallop will be Sunday August Bank holiday and again run alongside RC.



Cougar



Magician



Barnstormer



Radio Assist at Middle Wallop 10 May 2009

For once the weather was as good as could be wished for, the best event day this year. As I write this I look out my window at howling winds (Trees at various extreme angles and floral display all but flattened), grey sky and light drizzle and anticipating the Wimborne MAC vintage event tomorrow with the weather forecast being worse!

Anyway Middle Wallop suffered to an extent with a clash of events the other one being Old Warden thus reducing numbers at each, such clashes are inevitable but nevertheless a shame.

There was a good turn out of flier's faces changing all the time as quite few flitted between FF and radio, comings and goings were non stop.

The radio assist power duration comp had four entries with one being a proper model that being Bill Longley's Sandy Hogan however annoying gremlins struck and it did not fly. Tony drooped/knocked over his Ballerina at launch time so also didn't get away. Chris Hague with Brigadier (New proper model due for August) put in a flight but Stephen Powell's 44" span Tomboy with PAW 1cc was the surprise of the day. The 30 second power ascent was rapid and at a steep angle with model getting up high. He won the event that took the form of a fly off which is contradictory to the rules set out in SAM speaks. There are several reasons for this change and these will be aired in due course. I now pass over to Tony for his report on the day.

Middle Wallop Vintage Radio Assist and Control line by Tony Tomlin

The second of the 3 R/C and Control line meetings for 2009 took place at Middle Wallop on 10 May, [courtesy of the Army Air Corps MAC]. After the cloudy and chilly conditions of the last meeting in April, we were blessed with a very pleasant day with only the merest hint of a breeze and sun all day. The R/C control tent was again managed by Pam Tomlin with Jane Robinson whilst James Parry and Tony Tomlin organised flight line safety etc and James also set up the control line circles.

Radio Assist

35 fliers signed on for radio assist with around 56 models. Apart from the sport flying that was planned there were competitions for Power Duration, run by James Parry to SAM35 rules, and round 2 of the strongly contested Tomboy3 and Senior League. The turnout was thought to be good considering that a number of regular fliers were at Old Warden at another meeting.

As always there was an interesting collection of models to be seen with a number of models originally designed for IC power and now using the high tec. electric motors and batteries available to modellers. Brian Targett, with his Crown Imperial and Falcon, both electric powered, was joined by other electric fliers including John Perry flying a smart Black Magic and a Queen Bee. Alan Holmes was also flying electric with a Junior 60 with an onboard camera that has produced an excellent video. This can be seen by following the link; <http://www.vimeo.com/4588175>. Nick Skyrme flew his Laser diesel Majestic Major and Privateer. A model not seen too often was the Whiplash of Tim Mountain that flew well [fitted with 3 channel gear not single as the original!]. Another very well finished model was the Martin Presnell designed Cresta, scaled up 2:1 by Peter Rose. We were all pleased to have the company of Phil Smith the Veron Designer and, by chance, Tony Tomlin had his Veron Mini Concord that brought a few memories back for Phil. The model is around 35 years old and showing signs of its age but, like the original, flew as on rails.

Tomboy3s

Eleven fliers lined up for the 36" Tomboy3 mass launch fly off all having achieved the required two four minute maxes required in preliminary flights. Having their first attempt at the competition were Chris Shipway, John Taylor and Derek Colin. Stephen Powell was hoping to repeat his first place of the last event and Paul Netton and Chris Hague were in close contention. Tom Airey, last years league winner was also a strong contender.

Nick Skyrme was the starter and as the 10 second warning board fell all models, with the exception of John Wingate, who had an engine problem, climbed away simultaneously. As is often the case, the

models stayed close until 2 –300 ft. had been attained when the models then separated, each flier searching out the strongest lift [if any]. Chris Shipway was unlucky and descended quickly to be first down at 1min. 20secs after some excellent times in the earlier rounds. He was followed by Derek Colin at 2minutes just making it over the peri track, to the spectators obvious relief judging by the cheer that was heard! [This formed one side of the landing area and models that crossed it would be disqualified.] John Taylor was next to gently land 36 seconds later whilst Chris Hague and Tom Airey were highest as the engines cut at around 2+ minutes with Stephen Powell and David Stock slightly lower. It was soon to become obvious that Chris Hague had ‘got away’ and was in strong lift. Geoff Goldsmith was down at 4mins. 15secs. Then there was a short gap before Paul Netton landed at 5mins 28secs followed by Tony Tomlin 16 seconds later both having got into sink, descending rapidly. The remaining four continued to circle with Chris Hague still climbing in lift. David Stock was next to land at 7mins 4seconds, Stephen Powell hanging on for a landing 3 seconds later. Tom Airey claimed a good second place at 8mins 14 secs but a delighted Chris Hague was in a different class landing at 10minutes 25secs.

Tomboy Senior

This larger Tomboy class [48”] for the Mills 1.3cc seems to becoming more popular at every meeting. The larger size of the model does make it easier to see at height, which is a distinct advantage over its smaller brother! Again all the models entered made the fly off with eight fliers lined up for the count down and with the exception of Chris Shipman, all the others were seasoned Tomboyists. Tony Tomlin, winner of the last round, was hoping to make it two in a row with Colin Shepherd, Tom Airey, Stephen Powell, Paul Netton, Geoff Goldsmith and the second place man at the last event, Chris Hague all who returned good times in the earlier rounds looking very competitive.

When the 10 second warning board was lowered by Nick Skyrme there was a perfect launch with literally fractions of a second separating the models. As the engines used up their 6cc of fuel and stopped, a pattern developed as the fliers all searched for lift. Colin Shepherd was in lift and was already becoming a dot. Tom Airey, Stephen Powell and Chris Shipman were climbing steadily but Paul Netton, Tony Tomlin and Geoff Goldsmith were out of luck and seemed to be circling and descending. Chris Hague winner of the Tomboy3s earlier in the afternoon was in all sorts of trouble, a short engine run, then a poor glide had him landing 2mins. after launch. Geoff Goldsmith and Tony Tomlin were also out of the running, Geoff landing 6 seconds short of 5 minutes followed 3 seconds later by Tony Tomlin. Paul Netton had found bad air and landed at 5mins 14 seconds. All eyes then looked for the remaining four competitors. Chris Shipway flew well, achieving a solid fourth place, six seconds under 7 minutes. Stephen Powell and Tom Airey were close with Tom having a slight advantage, Stephen landing at 7mins.18secs followed by Tom a few seconds short of a minute later. Colin Shepherd was still a tiny dot, his model seeming to have a secret supply of skyhooks! Suggestions were made that if he stayed up very much longer he would miss the prizegiving! Eventually to a well earned ripple of applause the model landed at 25mins 7secs! Certainly a record for the Tomboy Senior and congratulations go to Colin for this exceptional performance. A short prize giving followed the event with the bubbly and certificates handed out by Sarah Andrews.

Power Duration

This new competition was having its second event. There were 4 entries, the most competitive model being a PAW powered, 1949 Sandy de Hogen designed by Dennis Davis and flown by local man Bill Longley. Stephen Powell was using a Tomboy with a PAW 100, Chris Hague had a PAW 19 powered Brigadeer and Tony Tomlin a Vic Smeed designed Ballerina with a PAW 80. This class allows non schnuerle engines up to 3.2 cc and has a 30 second engine run.

Sadly the fly off could have been likened to Fred Karno’s Army! Stephen Powell and Chris Hague got away well but Tony Tomlin, on the point of launch, managed to let his model slip out of his grasp and fall ignominiously to the ground! Unfortunately Bill Longley was unable to start his engine due to a fuel problem. The winner was Stephen Powell with 4minutes 52secs.

Control Line

The numbers attending the control line were very small, presumably because of the meeting being held at Old Warden. The sound of models circulating seem to continue most of the day, with the pleasant sound of two strokes changing from four stroking to two stroking as various aerobatic manoeuvres were made. There was a good selection of models flying including a Cougar, a Barnstormer with a sewn cockpit that looked different and a KK Gazelle flown by James Parry. Middle Wallop is an excellent site for control line. Four circles were available with an easy option to expand this to six + which would cater for all. There is to be more sport control line planned for the next meeting on 30th August.

For further details contact Tony Tomlin for R/C assist 020 8 641 3505.

James Parry for control line and power duration. 01202625825



John Perry with electric Queen Bee Tomboy senior winners Airey, Richards and Powell



Tomboy 36 winners Powell, Hague and Airey



Model requiring assembly for power duration



Paul Netton's model flew well all day



Stephen Powell with Tomboy



Bill Longley's Sandy Hogan





Phil Smith holding Tony Tomlin's Mini Concord



Radio assist power duration competitions

As mentioned before I really want there to be a realistic event that anyone with interest in can enter. Whilst a competition which means a winner and at other end a loser this is not the motivating force. To me the pleasure will be to see many different power models spiralling up, transition into glide and with little input coming back to within a few yards of launch point thus providing the visual and sound of a FF comp using late 40 and 50 designs but with to me the advantage of not having to walk miles to retrieve and not destroying a flight with a DT, my heart always sinks when a model is in a fantastic flight and enjoying itself (stupid thing to say but I feel sure some models enjoy flying) and then clonk off goes the very necessary DT. A mass launch of such models would I'm certain be spectacular. I know this attitude will horrify but equally I hope others will embrace. Whilst the

concept was thought of by John Wingate the feedback to date is that the SAM rules require attention. That's not to say they are wrong but to maximise participation changes are felt necessary. At the August Bank Holiday Sunday event trial rules will be adopted for the competition. These will be as an initial try on which to base formal rules for 2010. Basically and again I reiterate these are only a starting point and will be amended as seen fit by the majority interested in entering and are as follows:

Any design up until 31.12.1959

Any plain bearing non schnuerle engine up to .19 capacity

No folding prop

Any covering material.

Max 3 channels controlling rudder, elevator and engine control. A DT can be incorporated if wished and operated by RC.

Engine run will start at 30 seconds but it is almost certain this will eventually be reduced to about 20 seconds

A fuel cut off system can be used if preferred.

Models can be scaled up or down but must keep general proportions although allowance will be made to slightly increase fin size no more than 30% to allow better RC control.

Pure power models don't have to be used if say you wish to take Stephen Powell's route of a 1cc engine in a Tomboy that is acceptable.

Original construction to be adhered to although spars can be changed to incorporate carbon etc and balsa sizes scaled up or down if you alter model size. Bits to be as plan positions e.g. spars.

I daresay weaknesses and disagreement will be found in the above so please let me know, as at the end of the day a formula that will entice Aeromodellers to join in is the aim. If successful then consideration will be given to an open comp with engines over 20 size. JP

Zoot Suit by Chris Hague

It all started in the mid 1950's at the local chemist's shop! The owner must have been a model aeroplane enthusiast because one tiny corner of the window was devoted to small glider and rubber-powered kits from Veron, Keil Kraft and Frog. My pocket money was saved up and kits were purchased with superb illustrations on the box of what was inside. I don't think I ever made anything from the contents that looked as good as the illustration on the box! It took many failures before a model was built successfully and then many years before they flew at all. I persuaded my parents to exchange the Eagle as my comic for the monthly Model Aircraft magazine. There were pictures and reports of planes the performance of which I could only dream of achieving. As level flight had been hard enough to achieve with my own models I was particularly impressed with the vertical take-off of the duration power models of the 1950's. If only!

Wind the clock forward to the 2009 January edition of SAM35 Speaks. I had just re-joined Sam 35 and there was a contest formula suggested by John Wingate for a radio controlled version of power duration models. I didn't realise it before but that was just the type of model I wanted to build and fly having just enjoyed my first season flying in Tomboy events.

Models had to be designed before December 1955 and after looking at the engine options I decided on a plain bearing PAW 19 with an R/C carburettor which would enable me to cut the motor after the stipulated 30 seconds run time. Then I had to select a model that the PAW would take up to a decent height, vertically in the allotted time that would also have a big enough wing area to stand a chance of catching some lift and achieve a respectable flight time. I selected the Zoot Suit, a George Fuller design, having seen the plan in SAM35 Speaks and also in a magazine. I noted that the wing span was just under 5 feet and that it had a flat-bottomed wing section for ease of building and covering. Luckily for me, one or two others also thought this a suitable design and after discussion I discovered

that Derek Foxwell of the Old School Model Aeroplane Company had come to the same conclusion. Some of you may be aware that Derek produces a superb range of laser cut partial kits and having already built several of these, I was delighted to hear that not only was he going to produce a Zoot Suit partial kit, but that I was to be first on the list to receive one.

Whilst Derek was working away on his exotic machinery, I decided to build the fuselage. Having decided that I would use the PAW 19, the radial mounting option shown on the plan was used. This allowed me to retain the original cross section of the fuselage at the front, as the bearer option would have increased the height due to the bulk of the engine. I also wanted to avoid any external bits and pieces in order to keep the airframe as clean as possible. To this end I spent hours pondering over radio installation, fuel tank and control runs. The pressure-fed control-line-style tinsplate fuel tank was built in behind F1, immediately behind that the receiver battery was built in with the lead passing rearwards through F2. The pylon, due to its angle had just enough space to fit a four channel receiver in front of it and immediately behind former F2. Using three Hitec 55 servos, by careful arrangement I managed to fit them into the lower side of the pylon. That arrangement put all the equipment ahead of the C of G and with a short nose and very long tail I wanted to avoid having to add any ballast anywhere. However, it gave me the option of moving the receiver or battery rearwards if necessary at a later date. The snakes were also installed at an early stage to ensure smooth runs and fixings along their length. For this I have found a small drop of the expanding type of polyurethane glue to be both lightweight and to adhere well to the plastic snake outer. Fitting the servos into the side of the pylon necessitated a side hatch and so to retain strength in the pylon area I sheeted in the area from F1 to two bays beyond the rear of the pylon. I also used ply or liteply in a couple of areas to add further strength. This subsequently proved to be fine, but other weaknesses were to become obvious after final assembly.

Having finished and sanded the fuselage, it seemed very flimsy before covering and lacked torsional rigidity. I decided to add lightweight diagonal bracing to all four sides of the fuselage, using 3/16 x 1/16 balsa. This, as was to be expected, made a big difference with very little weight gain. However, it did take ages to do!

By now the partial kit had arrived from Derek Foxwell and in comparison to the time taken to build the fuselage, I quickly built up the wing and tail feathers. The plan shows a ½ inch square hard balsa leading edge to the wing and Derek has made up wing ribs to allow for a half thickness leading edge on the wing if desired. He had very thoughtfully put a line on the rib for those wishing to trim it to the original position. I elected to use a smaller leading edge and to let the ribs into both the leading and trailing edge by cutting the appropriate slots and so was able to trim the ribs in length to suit. I agreed that Derek's suggestion to replace the original four balsa 1/8 square spars with spruce would provide adequate strength. Care has to be taken when final sanding balsa ribs with spruce spars. How do I know? The first wing tip panel needed the spars reduced just a shade, but, I ended up with a triangular/Jedelsky type wing section instead. So I scrapped that wing outer section and reused the spars, next time taking more care with the spar depth in the wing rib. Is that a sensible economy or just plain mean? I noted that it was quite difficult to take apart, which was a good sign!

I made the wing panels individually, but with the adjacent wing panel in place at the correct dihedral angle over the plan, starting with the port wing panel and working a panel at a time towards starboard, in order to get the correct top and bottom spar lengths without further trimming. The individual wing panels are then easier to sand prior to joining up.

The tailplane was supplied with two elevator halves and ribs to suit. I prefer to have the elevator horn positioned centrally, so that the control snake comes directly out of the fuselage rear (less drag!). This modification was easily achieved by using a single length of balsa trailing edge and trimming off the excess length on the appropriate outer ribs so that the original chord of the tailplane was retained including the 1 inch wide elevator. This was also a single length of balsa with the homemade 1.5mm ply horn epoxied at the centre.

The fin and rudder was a work of art, or was it a puzzle reminiscent of a tangram? Having worked out which bit went where it was obvious that the grain direction had been carefully thought out so

that when assembled neither would be likely to warp, and after covering I can confirm that is indeed the case, both fin and rudder proving to be both lightweight and warp free. Another nice addition to the laser cut components are all the triangular gussets that are required, each one having the grain in the correct direction for maximum strength and from carefully selected balsa. In fact all the components were cut from suitable grades of balsa. I must find out where Derek gets it from.

After much debate I decided to cover the whole airframe in Litespan. I had been more than satisfied with its performance on my Tomboy 3 airframes. Provided that the iron temperature is kept to a minimum during the covering process I find it resists diesel fuel and hot car interiors satisfactorily. Around the engine bay and front of the fuselage I applied a satin finish water based varnish, which is both cheap and quick-drying. I have used this type of product many times before with no adverse long term effects.

After fitting the single leg nose wheel and final assembly two other weak points were rather obvious. The model when at rest stood on the nose-wheel and the two sub fins under the rather wide-span tailplane. This showed the small cross section fuselage immediately in front of the tailplane to be flexing alarmingly. The diagonal bracing had done its job further forward, but I expect to have to add a bit more strength in this area. The other problem that I have encountered is that whilst handling the plane I have inadvertently cracked the fuselage stringers in not one but three places. I have had to repair these by adding further short sections of 3/16 inch square balsa. At least each repair will help to move the C of G back!

The first two vintage meetings at Middle Wallop had come and gone. So having the PAW 19 available I decided to take the Oliver Tiger Cub out of my 25 year old Berkeley Brigadier and fit a small servo for the throttle and test fly the PAW at the April and May Middle Wallop meetings. Reports of these exploits can be seen in earlier editions of Sticks and Tissue. Overall weight of the Brigadier was 38 ounces. For the Zoot Suit I was aiming for an all up weight of no more than my Tomboy Senior, which at around 28 ounces has a steady climb-out with the regulation Mills 1.3. So the PAW 19 at 2.5 times the capacity should have a good performance.

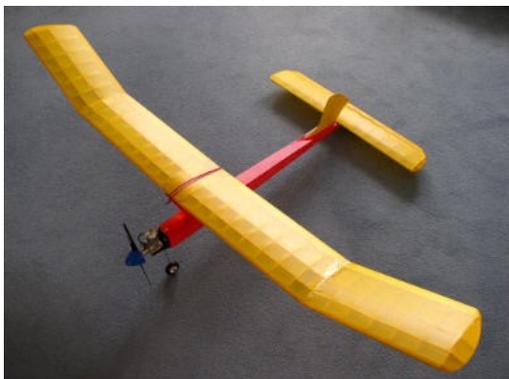
The power duration competition allowed a 30 second motor run time and the Brigadier's performance was very average, due to the relatively high all up weight. However, I had high hopes of a vertical climb out with the Zoot Suit - after all it was 55 years ago when I was so impressed with those power duration models of the 50's.

My first flights were to be on a windier day than I would have chosen, but a phone call from John Taylor suggesting a trip to Cashmoor, together with Phil Smith, to fly vintage meant I had both someone to launch the model and probably the most experienced and respected aeromodeller in the world to cast his expert eye over the proceedings.

Without any addition of the dreaded lead, the centre of gravity was at 50% of the wing chord. I was happy with this as it justified all my efforts during construction to get the gear neatly squeezed in up the front. I felt this was a reasonable place to start and the test glide over (not very long) grass proved this to be the case. Next came a launch with the motor on tick-over; the glide was fine so I gradually increased the power and climbed away. There was absolutely no problem. I switched back to tick-over to glide around and then gave a burst of full power from a safe height. Brilliant! It had vertical performance. That would do fine.

Brimming with confidence, we decided to try a 30 second power run for the second flight. As a precaution John launched the model straight and level with the motor at half throttle and started the stopwatch. No problem, so I quickly opened up to full throttle and stood back to enjoy the vertical climb. I cut the throttle after 30 seconds from launch at a very respectable height (at a guess somewhere around 150 metres) and managed to find some lift. Total flight time was 11 minutes. The Zoot Suit had dealt with the wind, responded to the controls as expected, circled in the lift and was a pleasure to fly. Using the partial kit of parts from the Old School Model Aeroplane Factory (Tel: 0208 647 1033) enabled me to build the model more quickly and more accurately than making my own wing ribs. There are many nice little time saving extras in the kit, which believe it or not, contains over 120 separate components. I feel it is well worth the money.

I look forward to competing this summer in this new power duration class against a whole range models and engines of differing sizes. As more pilots build or adapt models to compete, I expect a growing interest in this particular class over the next year or so. It has already been suggested that the Wessex League will incorporate this type of model alongside the Wessex Tomboy and Wessex Tomboy Senior events in 2010.



Chris Hague's finished Zoot Suit just prior to its first couple of successful flights.

John Ireland and Chris getting ZS ready



Photo taken at Cashmoor on 23 May 2009 immediately after launch and just as the nose was about to be lifted and model climb vertically.



Photos by John Ireland, Cashmoor 23 May 2009

Old Warden 9/10 May 2009

Whilst I lament the fact that there are event clashes and in this case Middle Wallop and Old Warden I'm pleased to say that a couple of readers have submitted some photos and words regarding OW. Here they are.

From Brian Austin

A couple of pictures from Old Warden last week, one shows Nigel Dell's < 3/4 Skyleader Husky that flew very well and Dave Mason's Linnet > that suffers from needing serial repair when flown.



Event

The North Cotswold MAC 60th Anniversary Event Fly in 2009 August 8th & 9th

Far Heath Farm, Moreton-in-Marsh, Gloucestershire. Signposted off the A44 Moreton to Chipping Norton road

2 days of RC sport, scale, aerobatics, gliders, electrics, control line. Sessions for FF and silent RC on Saturday evening. Insurance required. Campsite for tents and caravans etc etc

Contact 01608 642283 or 10386 840420

From Gray Email 1

I thought I would drop you both a quick few lines with a KK Nomad update. I was flying at Old Warden yesterday with Simon Rogers and we were having a small glider session in those glorious conditions. Simon took his KK Nomad, Wisp and Pioneer, I took my Wisp and old faithful Skyleada Jeep. We had a good trimming session and were amazed at how well the little kit designs we'd attempted in our teenage years could really be made to perform.

Simon's Nomad was trimmed to perfection and put up some spectacular flights during the afternoon- so spectacular that some people actually stopped flying to watch it! Towards the end of the afternoon, he decided to have 'one last flight' and got a perfect overhead release, straight into an O.W. boomer. I gave chase but it was O.O.S in about 5 minutes, heading towards Bedford (No, he didn't have a name and address label on it...).

No one would have believed that the little Nomad could be such a potent performer. I hop this will

give you some inspiration to get some built, I'm certainly going to have a crack at one and Simon's already planning his next one-even lighter and with a D/T!

Incidentally, I bumped into Dave Bishop at O.W. and he took some pics and details of my Skyleada Jeep and said that he would like to feature it in S&T. I actually bought the plan from Ben Buckle himself in the 80's, I guess my model is about 25 years old (having been renovated and re-covered several times) I showed the model to Colin Buckle in the 90's and he said it was the first one he'd seen and at the time he couldn't recall having sold another plan for it. I showed it to him again yesterday and he was amazed that it was the same model.

Email 2

If it's of any use to you, I'm sending a few pics taken at Old Warden. The shot of Simon Rogers' Nomad was taken just moments before its fateful flight!

I'm also including a pic of two examples of the KK Wisp, by myself and Simon, mine's in the foreground. Someone said that it's rare seeing one of these nowadays, never mind two on the same airfield! This little design is another one that seems to have hidden potential and with a small change to the towhook position, needs moving back about an inch for hand towing rather than pure catty launching, I reckon we'll be chasing these too.

I'm including two shots of the Ebenezer event, this time we had a world record entry of over 160 models. The event was won by the 'Thieving Magpie' a semi-scale bird which climbed with astounding stability at over 45 degrees, but then when the motor cut, it auto rotated down in flat spin! Pure entertainment.

In one of these shots, I'm standing just to the right, showing off my electric MinimoaNezer to someone.



(In one of those curious long stories of coincidence I was looking for a plan of the Nomad, supplied by Roy Tiller, however at Middle Wallop Roy noticed an empty Nomad box, belonging to Gray, and to cut a long story short I've now got plan and adequate copy of parts to build one. JP).

Tomboy Contest at Old Warden Mayfly 10th May 2009 David Boddington.

Unfortunately the Tomboy 3 and Tomboy Senior competitions held at Old Warden on the Sunday clashed with similar events held at Middle Wallop and this severely restricted the entries; most of the Tomboy 'regulars' opted for the MW meeting.

However, it was encouraging to see some new faces at the event, including the other DB [Dave Bishop] and long time modeller, even longer than me, Ken Marsh.

Weatherwise the conditions were very good, a modest breeze varying in direction, occasional areas of lift and good visibility.

Because of the other R/C activities taking place, including some excellent WW2 formation slots, the qualifying was limited to one four minute maximum to participate in the fly off this was achieved by all but one of the contestants. We now had a logistical problem because the new boys were mostly without stopwatches so the Tomboy 3 fly off with six entries, was decided on last one down is the winner basis.

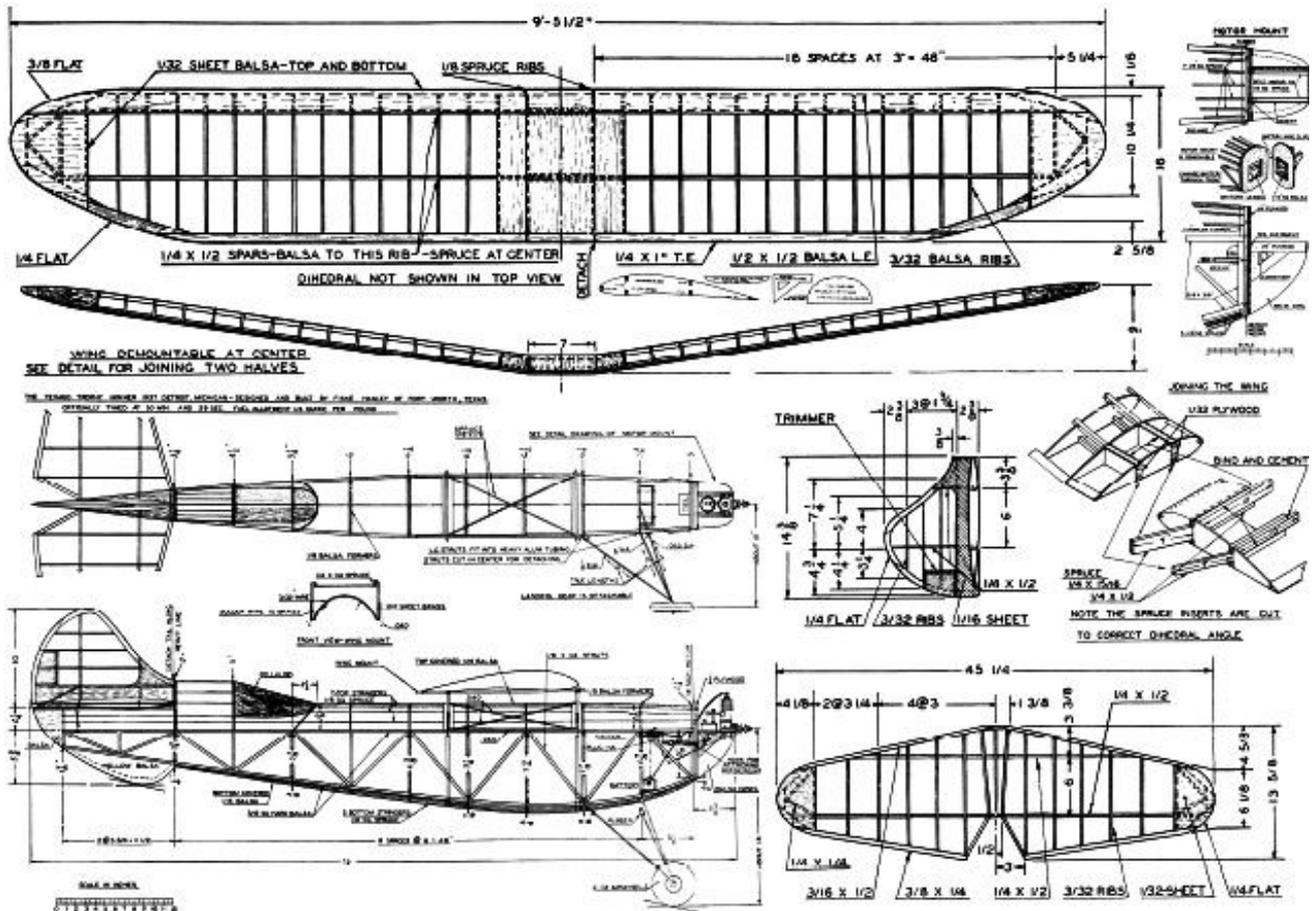
Second place went to John Strutt, he was timed at 5mins 56secs and the winner was Brian Austin with a time of 7mins 06 secs, it could have been longer but there were great demands for the radio frequency peg.

Only two contestants took part in the Senior fly off, Ken Marsh and Boddo, who suffered a premature engine cut due to dirty fuel [it also caused his downfall in the Tomboy 3 fly off]. Ken went on to record a time of 5mins 24 secs, it was great to see this well respected West Essex flyer participating in the competition.

All of the newcomers thoroughly enjoyed themselves and there has been some good feedback, there would have been a larger entry, but some of the Old Warden stalwarts had not seen the notification of the event!

Tomboy results to date 26 May 2009 from Tony Tomlin

	<u>Tomboy Senior</u>	<u>Tomboy 36</u>
1	Colin Shepherd 30	Joint first Chris Hague & Stephen Powell 48
2	Tom Airey 26	-----
3	Tony Tomlin 24	Tom Airey 44
4	Stephen Powell 18	Paul Netton 36
5	Chris Hague 16	Tony Tomlin 30
6	Chris Shipway 14	Joint 6 th Brian Austin & Geoff Goldsmith 28
7	Ken Marsh 12	-----
8	Paul Netton 10	Dave Stock 26
9	Geoff Goldsmith 8	John Strutt 24
10	Peter Rose 6	David Boddington 16
11	David Boddington 4	John Taylor 14
12	-----	Derek Collin 12
13	-----	Chris Shipway 10
14	-----	Tony Overton 6
15	----- Joint 15 on 2 points	John Wingate, Brian Brundell, Richard Preston, J Wheeler, Dave Bishop, J Crabtree



Another plan I have but not sure where it came from. Texaco winner from 1937?

Wimborne MAC RC vintage 17 May 2009

Local event at the Wimborne Club site at Cashmoor, looking forward to it since Christmas, several dozen saying they will attend BBQ ready (it is nearly summer) castor covered shorts in proper state of mess everything ready but oh the weather forecast. 100% cloud, heavy rain and wind 16mph expected to gust up to 35mph. Feeling downhearted I trusted that the forecast was wrong. I was correct in this assumption the weather turned out to be worse! I arrived at 08.10 but remained at the entrance gate in case anyone was going to turn up and I thought I was in a sailing dinghy going around the Horn! Water everywhere, car rocking in the wind leaden sky. Still it did calm down a bit (eye of the storm?) a patch of blue sky, wind down to nothing and some warmth. Didn't last. Anyway unexpectedly aeromodellers started to arrive. Peter Rose and Paul Netton were first followed by Dave Ashenden, David Ralph, Mervyns Tilbury, Paul Howkins, Rob, Ian Andrews Phil Smith, Bill Longley and Garth Pearce. (Given the conditions they deserve mention). The amazing thing was models were retrieved from boots and made ready to fly. Mervyn flew his Tomboy Senior, Rob his Scorpion and Acrobat (Ex CL), Ian his Privateer, Garth his PB2, Dave Ashenden a Tauri (OK not 3 channel vintage but anyone who was willing to fly had to be given the chance). Peter Rose produced another Tomboy variant this time with an MP Jet 1cc motor for the power duration. Paul Netton his standard Tomboy and Bumble Bee. These two like a challenge so didn't start to fly their Tomboys until the weather deteriorated! Deteriorate it did. How they managed to fly these small models in such wind and rain I just don't know mind you the banter had to be heard, great stuff. Here's a few photos at least they make it look like a calm pleasant day.



View from windscreen



Rob retrieving Scorpion



Ian with his Privateer just before realising he hadn't.....
Well call it a senior moment



Dave Ashenden's Tauri



Mervyn's Tomboy Senior keeping dry



Ian retrieving from adjacent field, call it a related Senior moment



Frog Aerobat now RC



Garth's PB2



Peter about to launch Paul's Tomboy.
Note the summer attire



Off it goes



Down it comes



Peter and his MP jet 1cc Tomboy



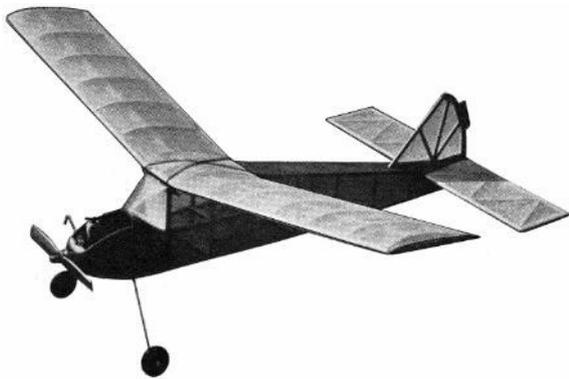
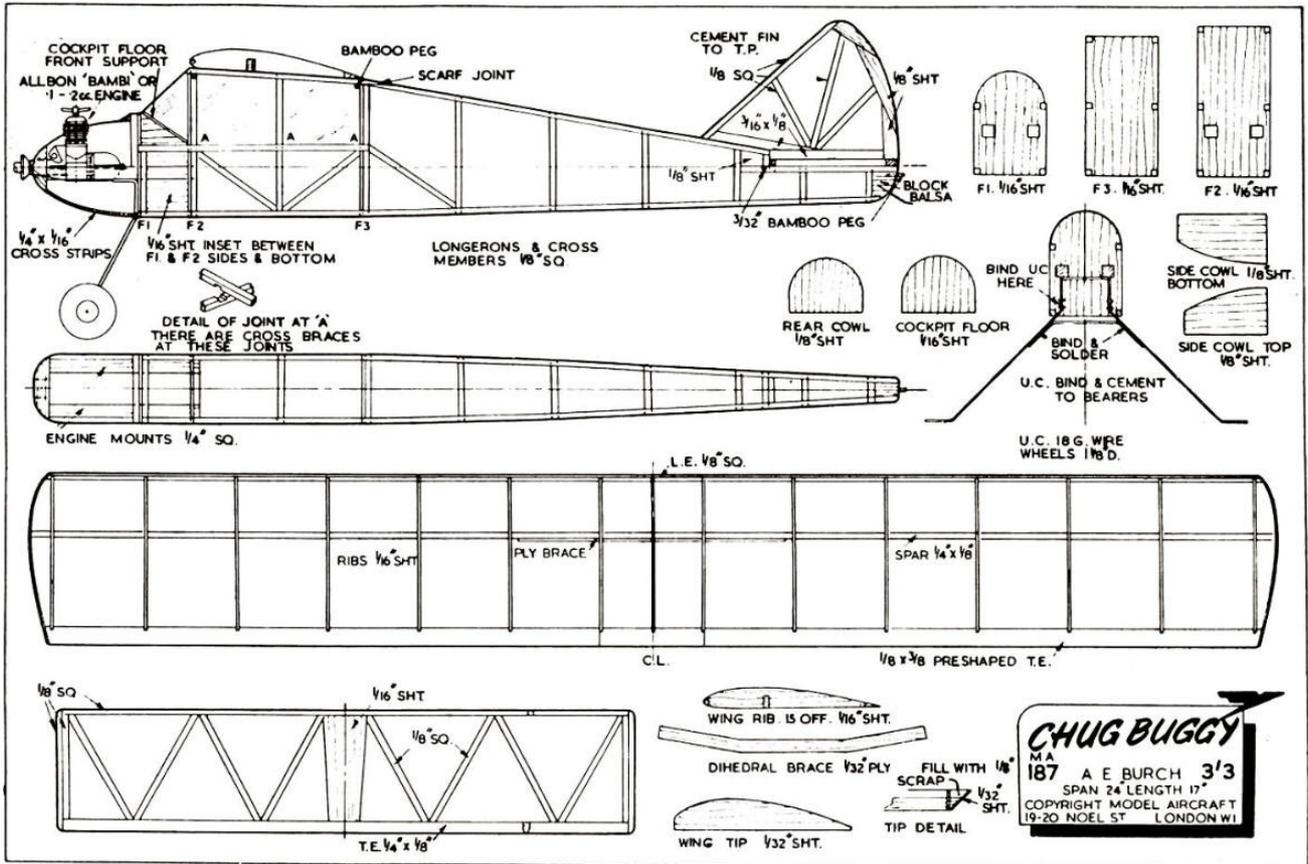
Hecklers corner



up it goes

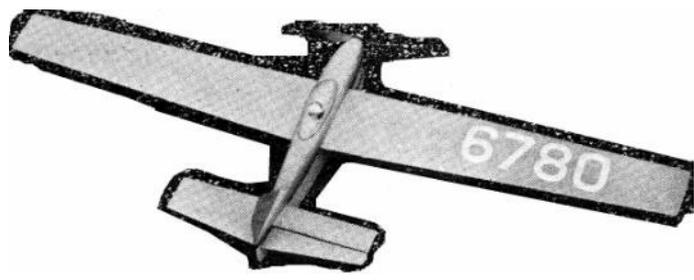
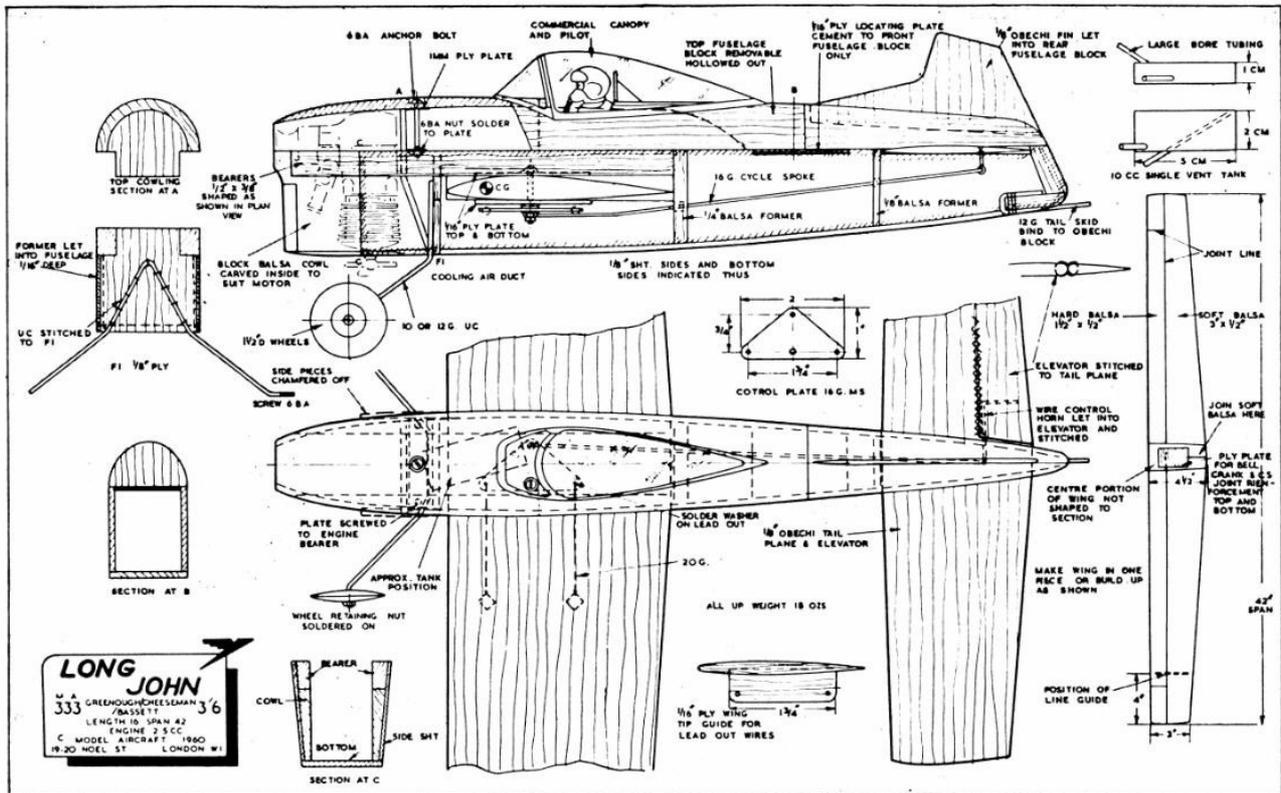


Down it comes

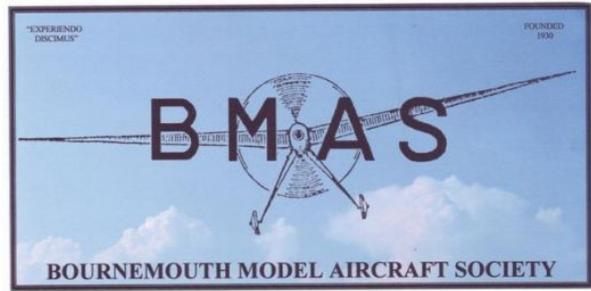


A nice looking 24" span FF model for Bambi .1cc by A E Burch from June 1954 Model Aircraft





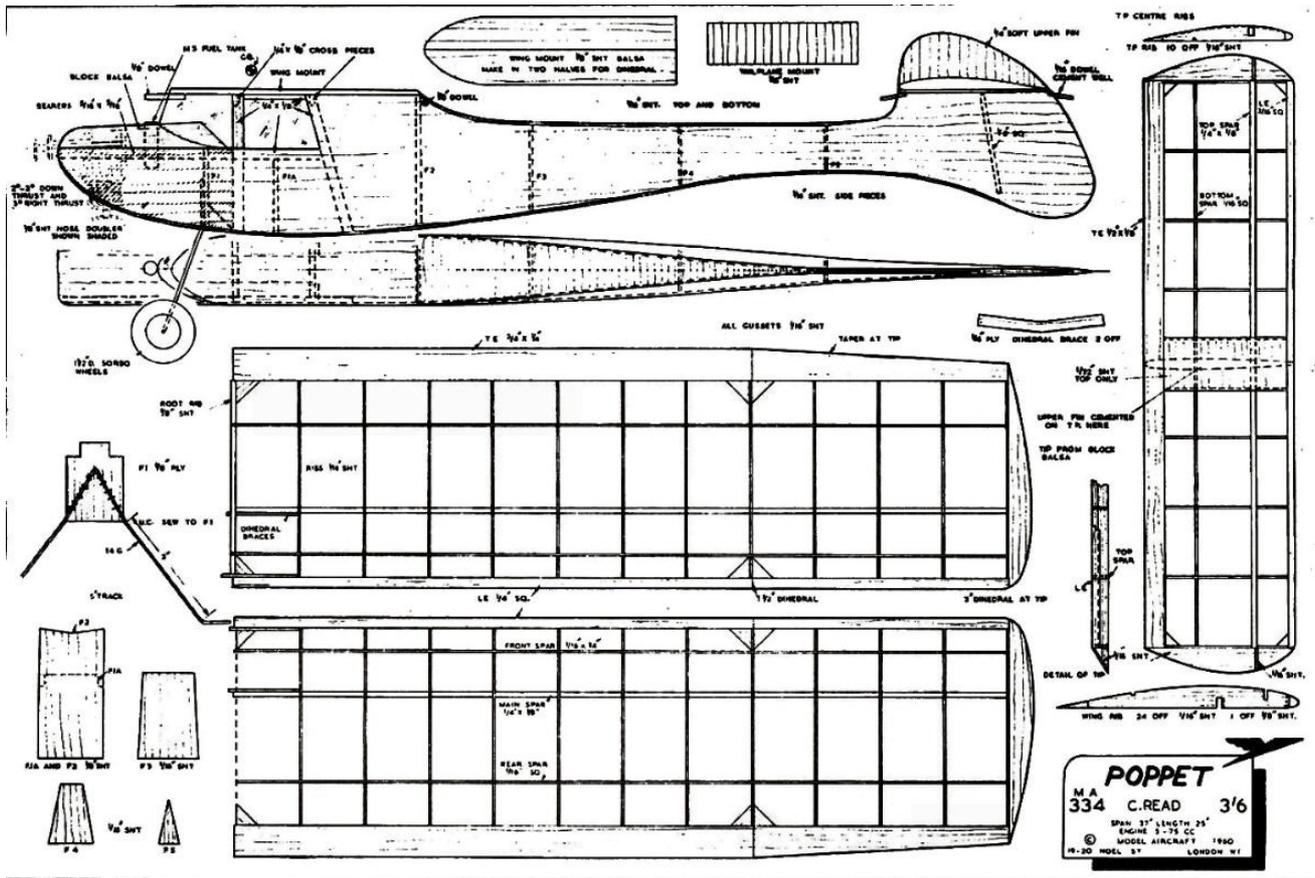
Long John 2.5cc team racer span 42" by M Bassett, M Greenough and E Cheesman 1960.



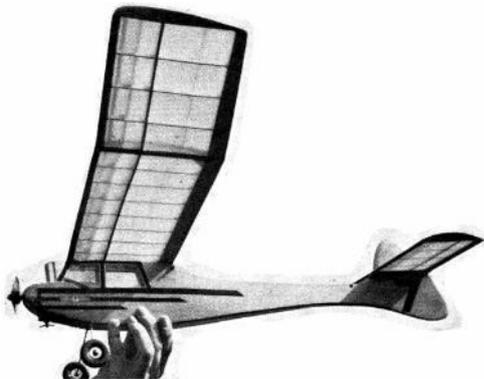
INDOOR FLYING FREE FLIGHT ONLY
7pm to 10pm £4 FLIERS ENTRANCE FEE
FLITEHOOK IN ATTENDANCE

TUESDAY 27th OCTOBER 2009
TUESDAY 17th NOVEMBER 2009
TUESDAY 22nd DECEMBER 2009
TUESDAY 26th JANUARY 2010
TUESDAY 23rd FEBRUARY 2010
TUESDAY 23rd MARCH 2010

ALLENDALE CENTRE, HANHAM RD, WIMBORNE BH21 1AS
FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD



Colin Read's Poppet at 37" span for diesels up to 1cc from Model Aircraft August 1960



Old Warden Mayfly Weekend by Dave Bishop

Judging by the amount of cars the team of R/C Model Flyer has grown in popularity that the Old Warden Mayfly weekend on May 9-10 is getting customers through the gates to exceed the totals of modellers "like what it was in the old days" as one Ebenezer modeller put it to me.

The weather was perfect (as usual?) on the Sunday when we arrived on the Sunday with a slight wind coming three quarters across the runway making take off on the radio flyers area elect to go fly left handed circuits when they could eventually get a peg from Tx control. There was a system in operation that meant that sometimes there was only one model in the air due to a "double peg" rule and as well as getting the "normal" frequency peg from the board, there was another Blue peg that had to be attached to your transmitter aerial as well. There were six of these coloured pegs in

operation which held up everything and although an idea of somebody's to make it fair for others to fly, it didn't work and people (and there were many) had to queue for some twenty minutes before being "double pegged". Such a waste of flying time was how a group of flyers said to me and "why weren't the Blue pegs allocated to the 2.4 Gig users only and the rest of us do a system that has worked fine for so many years past".

It was later explained to me by stalwart Ken Shepherd who said that the Blue peg idea was to stop those modellers who were on 2.4 Gigs "hogging" a peg which apparently happens now that this new system self selects its frequency. It seems that if a six or nine "Blue Peg system" is necessary then perhaps it could be limited to the 2.4 Gig users only and leave the other channels free for a single frequency numbered peg as has worked perfectly at Old Warden for so many years past.

Apart from that cock-up, the friendly team from the North London MFC of John Raines, Richard Thompson, Andrew Perkins (and others) at Tx control were kept busy and very helpful and different sorts of slots were arranged so that there was a fair distribution of disciplines in the air most of the time. Also there were some Trade modellers there with different models in action especially the Green team of excellent semi scale electric models at such fair prices that won't break the Bank. Some clubs flew in a team event and a WW2 display was exceptional with Mike Reynolds giving a good commentary, which finished off with a great round of applause from an appreciative crowd. Special thanks must go to the ladies who worked so hard as well including Sheila Shepherd and Joan Reynolds and others as well. There was quite a lot of fun when the competitions of Tomboy 36" and 48" wingspan models flew and it was great to see real old friends from way back enjoying the radio assist "old timers" getting up there and catching plenty of lift for good extended flight durations. Great fun!

To sum up James, this report has covered (just a bit) of the radio control part of that Old Warden Mayfly Weekend and there were lots of other free flight and control line activity including carrier deck control line workshop and best vintage in a field packed with hundreds of models. Once again the total of Ebenezer's entered exceeded last years record of over 160. It was the usual great Old Warden with a superb atmosphere as in the old days and long may it continue. Thanks to those who made it so good and that includes the restaurant with some superb food available and from what the Croydon Clubs single lads told me, there was a great "full English" breakfast to start the day at very reasonable prices. Now you can't beat that!



Gloucester Gladiator from Mark Webber at 66" >> wingspan and is a Phil Ramsey kit. It is in the colours of the one in the Shuttelworth Collection with an OS120 FS. Mark loves flying it and it was purely for fun and is a good floater!

<< Skyleader Jeep of 1946 by "Gray" (writer, musician, journalist) and is a Ben Buckle plan at 20" wingspan. The model is 25 years old and is a tow line glider.





<<<<Tomboy 36” of John Wheathcare from the Liverpool Club, who built his model in two stages of one hour each. Model was finished half an hour before the competition with an original Mills .75 fitted.

Little Rocket of Gerry Rathbond, quarter scale scratch built, with an FG20 motor and 16 X 6 propeller. The full size was seen by Gerry and the other DB in the USA and it’s history is that it was built in a small town where many of the inhabitants chipped in with their cash for this small local company Command Air2 was established. It finished up by flying in air racing competitions and beat everything at over 200 MPH It is very similar to the Moth 70 (says Boddo).



<<<<<Antonov 225 at 63” wingspan and is one twenty fourth scale, from the Green Air team of wonderful flyers. Cost £100 and flies on 6 cheap electric motors. Looked great in the air too!

Hurricane of James Gordon from the >>>>>>> Caterham club was made by his father and is some 300 years old being a Mick Reeves kit and has a geared Webra 61. It weighs in at 11 lbs.



<<Pou –du – Ceil (Flying Flea) of Dave Gardener from Watton RMC, has a 52” wingspan and was a Radio Modeller plan of 1970. Has an ASC 32 motor and 11 X 6 prop and it has had over 100 flights.



<<Flair Stearman prototype by Stuart Clifford. 89” wingspan with an OS 200 motor and weighs in at nine and a half Kilos. It has had 15 flights.

Waco >>>
Cabin 1935
by Ken
Marsh from
Chingford.



It was a pre-war Megow free flight kit from Don Scroll in the USA. There was a 3 channel version by Bill Winter of Aerolines and this one has a 48” wingspan and a OS15 motor and is 6 years old. Ken’s first model was in 1938 and was a Model Aeroplane kit called Astra which was built by him and “his Dad”. They had no modelling pins for the longerons and used gramophone needles to do the job!

Tomboy 36” Dave Bishop’s with pilot, engineer, Neil Tidy in >>> charge with assistant. (I’m holding the transmitter and camera!).



<<<<Veron
Cardinal by
Wesley
Denton from
“Up North” at
36 “ wingspan
and powered by a Czechoslovakian engine, MP
Jet Classic bought from Pauline of Flight hook
for some £45.



Superb Spitfire (owner unknown) did some perfect passes exactly like to full size aeroplane.

Depperdussin, quarter scale scratch-built of the one in the O.W Museum, belongs to Gary Berridge from the Biggleswade Club with RCV engine. He wants some spoked wheels to finish it off properly and says he is “not clever enough to make them”





<<<Tomboy 48” senior with the other DB senior in the competition with quite a few other modellers entered in the two slots of 36” and 48” wingspan jobs.

Meteor Monoplane of Richard Ginger >>> and is 96” wingspan is quarter scale and weighs in at 21 lbs. The original was built by the Great western Co of America who built 6 of them. This one is modelled on number tow of that batch.



<<<< Mike Clanford was trading and put the world’s smallest diesel engine at point something silly cc in the palm of his hand to show its size! They sell at something over £400 and it needs a special electric motor to start it up, apparently.

(I can hear the comments now, so what is the smallest ever diesel that ran? JP)

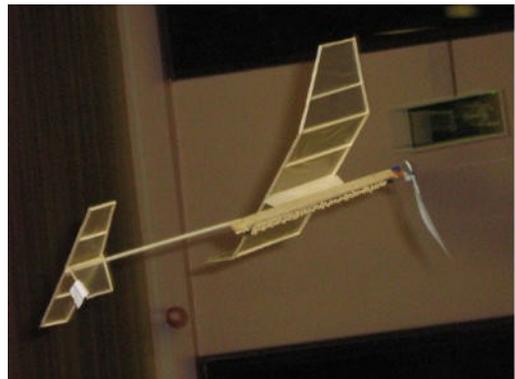
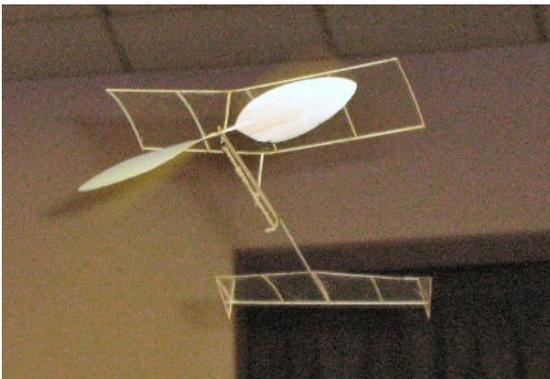
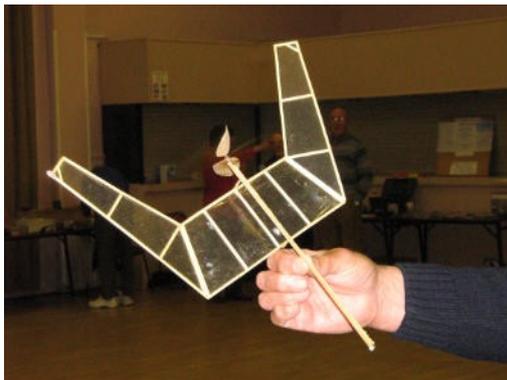
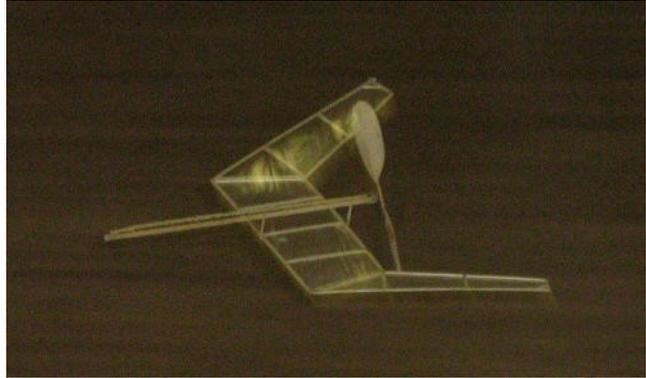
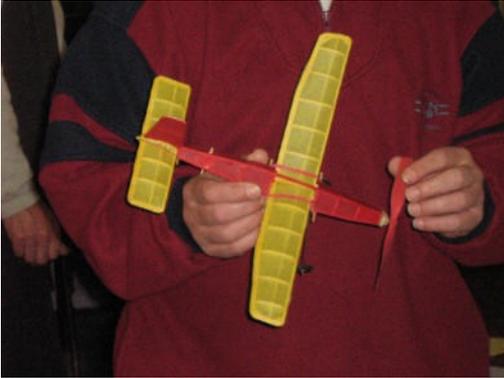
Trentham Terror from Roger Godley (chairman the Croydon DMFC). It was built from a Ben Buckle plan with an OS46 LA engine with a 11 X propeller and weighs in at 5 lbs. It has had over 50 flights and is covered in Solartex.

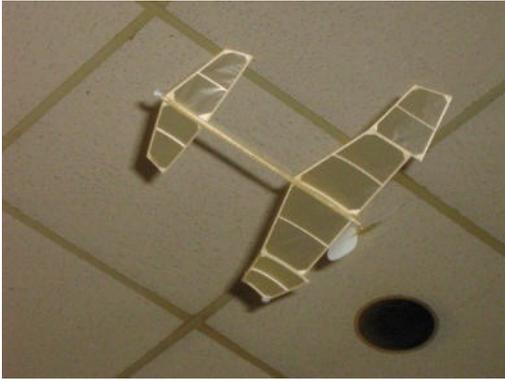


of
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Indoor at Allendale 28 April 2009

Just missed out in going into last months S&T this being Bournemouth MAS last indoor meeting until the autumn. Loads of sports flying with a large turnout of both participants and spectators. Looking at the photos you'll think that electricity has yet to find its way to Dorset, not true and the candles at the sports centre have given way to proper lights, it's just my camera that makes it look like the middle of the night, which it was.





This fascinating model is a Seahorse. It flies very well indeed and in the air certainly lives up to its name.



Line up of the Gyminnie Cricket contestants. This time won by Roy Tiller on the far right. The contest will be run again with more entrants.

Well that's it for this month. Loads of events scheduled so fingers crossed for the weather. Don't forget any photos and a few words if possible etc please send to me so all can enjoy.

It's at this point I start to panic as to what I've forgotten to include!

Every month a few S&T's are returned for various reasons relating to non delivery. If you are on the list but don't receive please let me know and confirm your email address. JP