

## Sticks and Tissue No 31 – June 2009

I'd like to thank the following contributors, without whom this newsletter would not be possible:  
Alan Jupp for the magazines, David Kinsella, Jim Norfolk, Allan Laycock, Alan Holmes, Michael Hawkins, Jim Moseley, Geoff Northmore, Tony Tomlin, Richard Bavin.

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](mailto:james.i-parry@tiscali.co.uk)

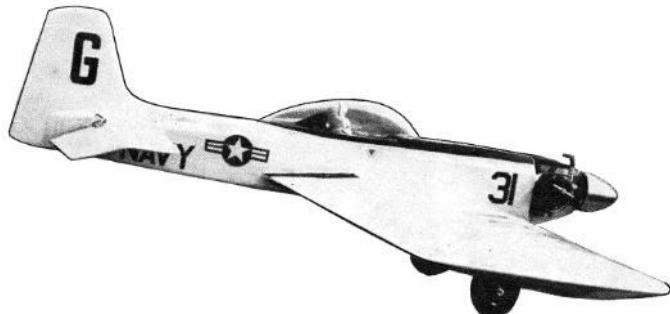
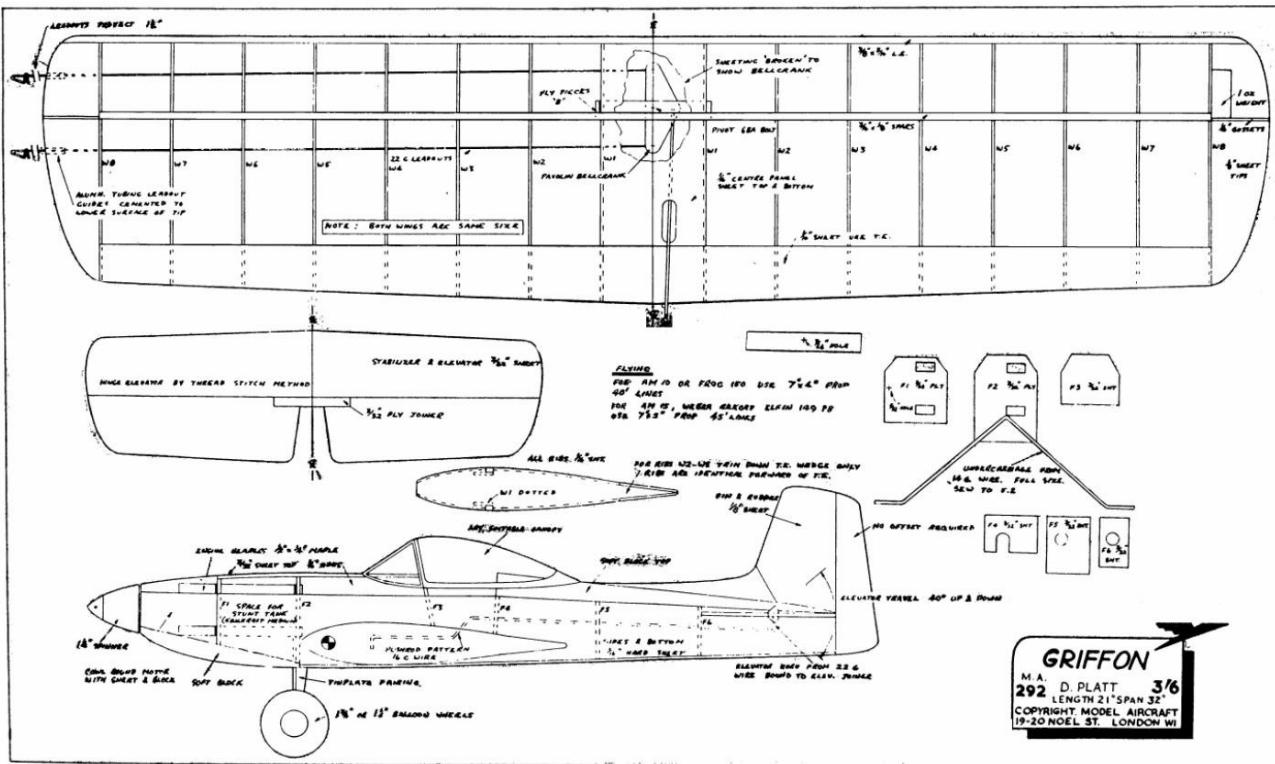
The content does not follow any logical order or set out, it's "as I put it in and receive".

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

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



Photo taken at St Albans 6 June 2009



Dave Platt's Griffon from October 1958 for 1.5 engines. 32" span.

**From Jim Norfolk**



The First two models  
are my P40 using  
McHard's design as per  
Flying scale Models  
Book of 1974. This  
looked like a  
challenging project  
given all the  
intermediate formers and  
curves in the center



section of the fuselage. Actually it was easy to build. It Flies nicely too! Weight is around 25 grms.

Miss Ashley is a modified Mustang, raced at Reno NV USA in the late 90's This design is Published in Radio Control Model Flyer Magazine in June and July 2001 and to my knowledge is still available.

## From Allan Laycock

I have attached a picture of my ill fated Speed 400 Wedgy at my local field in Canberra last year that I tried to fly with a raging cold and the radio sticks going the wrong way - I dented it at Muncie at the SAM Champs.

Another photo shows an Oriole (all 120") for Texaco - that is an OS .61 4stroke in the nose btw. Some of the Trenton Terror r/c models at Las Vegas 4 years ago. My speed 400 Comet 45" Robin that was enlarged from the 25" one - this will be my Comet model for the SAM Champs meet in Vegas 2009.

Regards from Oz,



## My cynicism is only exceeded by my disbelief

After little thought but short period of watching the news I've decided on this being the moral and guiding force of S&T for this month (possibly the rest of my life). Can anyone come up with something better for next issue if so email me, if you can be bothered. JP.

## St Albans RC Vintage Saturday 6 June 2009

My paranoia is wearing off, I thought it was just the Wessex League and Wimborne Club events that were subject to inclement weather. St Albans event can usually be relied on for reasonable weather but not this year. Rain and wind till about 12.00 then when the rain stopped the wind went from breezy to fairly strong. Well strong enough for a certain person who will remain nameless to lose his Tomboy down wind despite having one of his production Mills replicas. A very hardy few managed some flying the rest loads of chin wagging, still we put the world to rights!



Look at that lovely weather!



Couple of Tomboys sheltering



More Tomboys sheltering



Nick Skyrme's Falcon

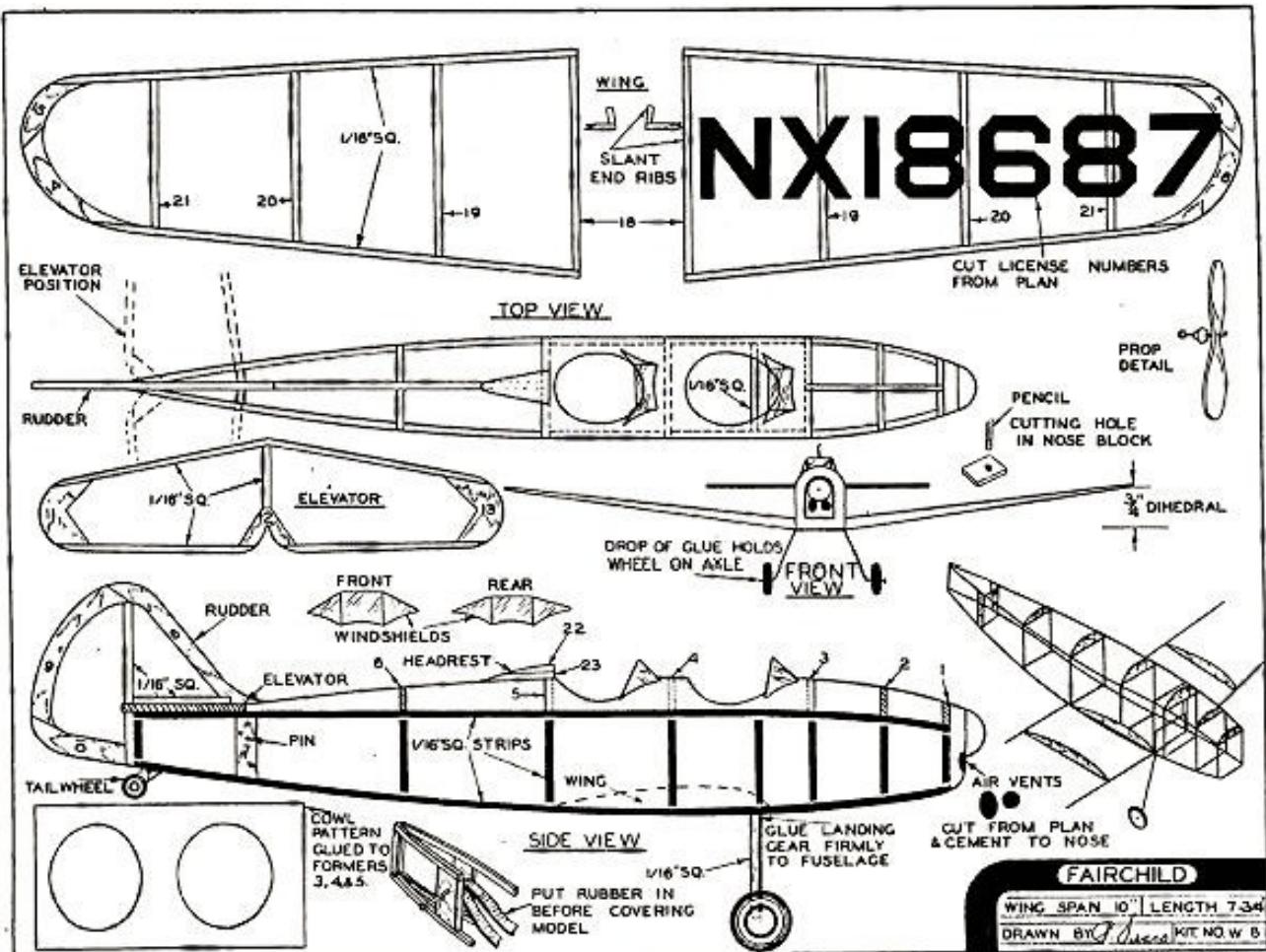




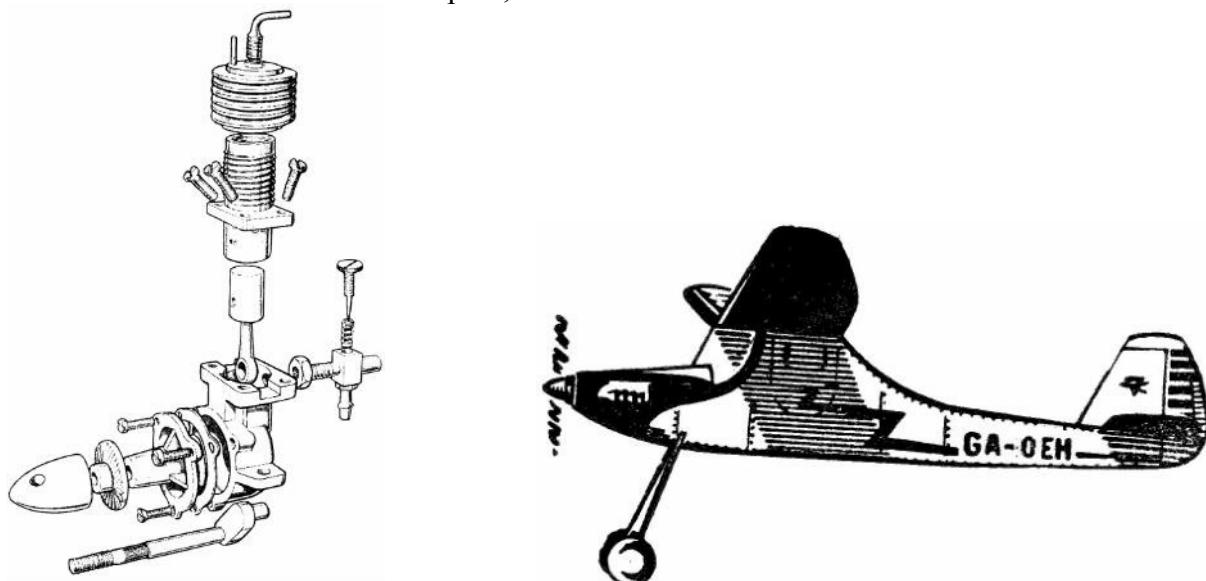
Privateer



Tomboy fly off



Another plan, where from it came I know not



### Battery advice from Alan Holmes

Resulting from a question received Alan Provided the following advice, which may be of interest to others, the batteries in question are an Rx pack of 2100 mAh.

I would advise against rapid charging of packs used for Tx and Rx use. The reason is that rapid chargers use peak detection and the peak with NiMh is much smaller than NiCad. Sometimes with

new batteries or ones that have not been used for a while charging stops early due to false peak detection. This means that a pack you think is fully charged may be hardly charged at all. Tx/Rx chargers for radios are available which charge at a higher rate for use with NiMh (around 150mA). Have a look at "Universal TX/RX NiCd/NiMH Charger" which is available at 150mA. This is available from Micron who I have always have good service from:-

<http://www.micronradiocontrol.co.uk/charger.html>

If you use your existing 50mA charger (and I often do), the first charge will need to be for about 48 hours. After that the usual overnight charge should be OK as you are only putting back what you used on the last flying session plus a bit for loss with time. Charge retention of normal NiMh is not as good as NiCad but a fully charged pack should be OK up to a week later. There is a different type of NiMh which is excellent for Tx and Rx use. These are ultra low self discharge and are made by Vapex (Vapex Instant) and Sanyo. They are available in made up packs from Modelpower (another reliable company):- Rx pack, low self discharge

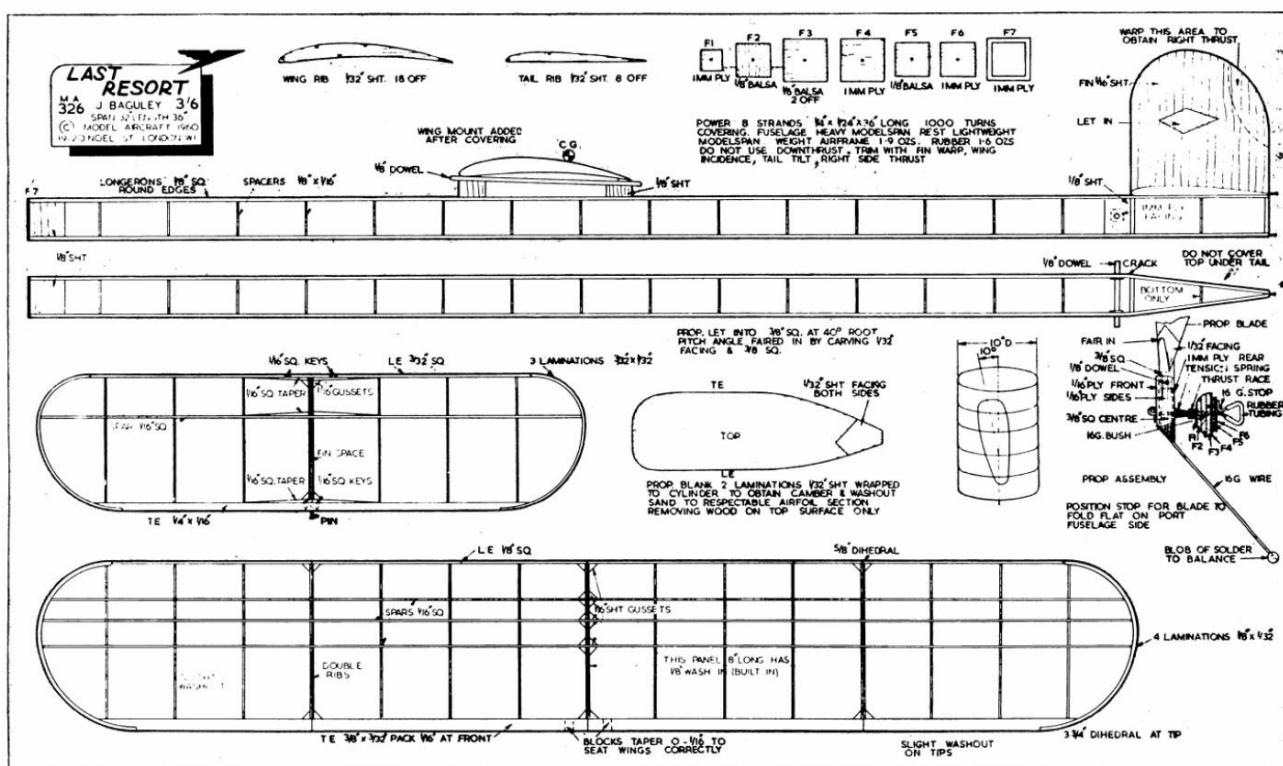
<http://store.modelpower.co.uk/48-volt-2100mah-nimh-flat-pack-f1x4-29-p.asp>

Tx pack, low self discharge, flat and square choices

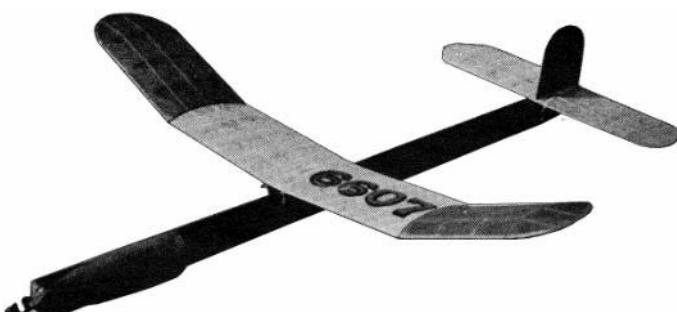
<http://store.modelpower.co.uk/96-volt-2100mah-nimh-flat-pack-f1x8-22-p.asp>

<http://store.modelpower.co.uk/96-volt-2100mah-nimh-square-pack-f2x2x2-23-p.asp>

I hope this is of some help, email me back if you have more questions.



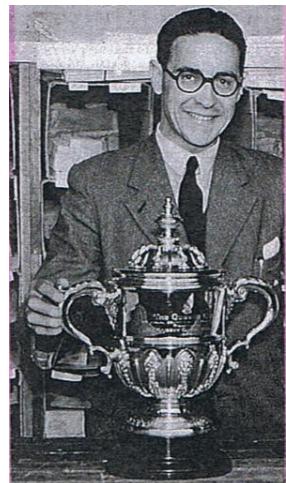
Last Resort by Jim Baguley May 1960 Model Aircraft. 32" span length 36". Open Rubber.



## David Kinsella's Column

### The Phil Smith Story- Part I

And now we begin the long and involving story of Phil Smith and Veron, both great names in aeromodelling, the former still very much with us today. And what could be more fitting than this splendid study of Phil Smith shortly after his great triumph on Hawker's Langley airfield in 1948. Flying to Dr A P Thurston's formula, Thurston then president of the exalted SMAE, Phil Smith's beautiful own-design triumphed in the blue skies west of London and secured the Queen's Gold Cup, on the day presented to our hero by Her Royal Highness Queen Elizabeth herself. The only time that British Royalty has presented such a trophy on a model flying field, the fates had decided that ere long the incumbent of the Peacock Throne would request our hero's presence in the land of the camel and palm tree. Settle in for a good read, chaps.

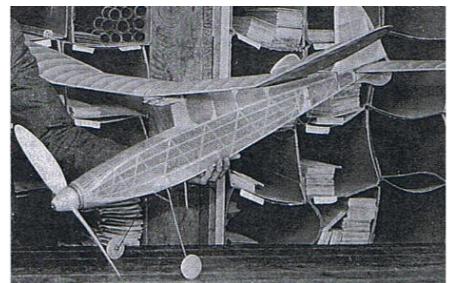


### Jack's Place

It was by far the best shop for all manner of aviation material in book or magazine form. Tucked away in Bath Street EC 1, Old Street station around the corner, it was a quiet part of London at the weekends. Shelves and shelves of books, in the basement stacks of magazines with all sorts of titles available. Worried by a High Court action at the time, Bath Street was a haven frequently enjoyed. In time Jack took the business to an address near Archway station, David and Simon gradually taking on more of the work. In time Jack began to sell his own collection, each volume with a Beaumont bookplate inside. I last saw Jack in 2000 or so. He'd lost an arm due to illness, but was jolly and puffed on his pipe as he signed a title page for me. A great aviation enthusiast since the 1950s, possibly the 1940's even, Bath Street dated back to 1964 and was essential stuff, plans being another service. These days Simon runs the Aviation Bookshop in North Kent (01892 539 284).

### Three Winners Noted

And here we have the magnificent model that secured the Queen's Gold Cup at Langley in 1948, in the Royal Party a young Princess Margaret (later to sponsor Group Captain Peter Townsend's Hurricane in racing events). Phil Smith's winning model was not kitted, but 3/6 was the price of a plan and an additional 6/6 would purchase 'ribs with all printed parts' for this 52 inch beauty. Success again in 1950 when Phil's Midget Mustang won the first Team Race in Britain, and we should mention here that his Philibuster lead the way home during VTR 2000 celebrations at Old Warden where chaps in braces and demob suits, big prizes and a splendid display of models marked a half-century of the sport in these lands.



### A Cool Head

Our Mike Cummings raised with me the interesting matter of Albert Ball's headgear - or lack of it! Fighter ace with 56 Squadron during the Great War, several pictures of Captain Ball VC DSO MC (44 victories) show him without a cap or flying helmet. A fine picture by Brian Knight depicting the mayor of Nottingham's son crossing to France with friends again has our hero hatless. An interesting observation reads as follows: 'Typically Ball is without flying helmet or goggles; he often preferred to fly without these aids.' A quick tally shows hatless 9, with hat 1. It must have been cold - and



noisy with the short exhausts! For extra mph Ball fitted thinner wheels and/or tyres, lowered the seat and removed the 'greenhouse' cockpit cover on his SE5. The over-wing gravity tank was taken down and a Lewis angled through the floor was tried. A Nieuport 17 enthusiast because of its agility, Ball was little more than 20 when he died.

### Buttoned. Up

Joining as boys of 15 years some 1,800 trained in HMS Ganges before transferring to the Royal Navy. Near Ipswich and on the river Orwell until 1905, Ganges became a shore establishment ('stone frigate') until 1976, its stunning feature being a mast of 143ft. During graduation parades and to the sound of the big drum boys would man the mast, one going to the button at the very top where he would stand to attention, saluting and steadied only by the 2ft lightning conductor. Herbert James Barratt said his size 9s kept him secure but it took nerve being as high as Nelson on his Column.

### Heading North

Much admired by Pete Waterman OBE, here we have the central part of a fine picture by Barry Freeman which depicts the old and the new as it was in the 1930s. The Concorde of their day and in red and gold too, thousands turned out to see the pride of the LMS in action. More detail below.

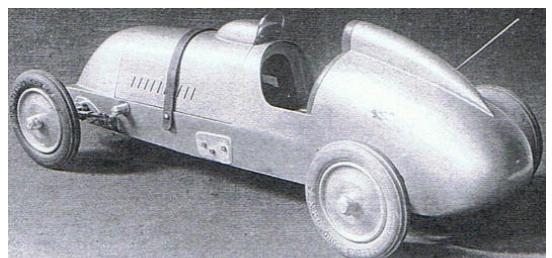


### After Ipcress

Len Deighton's Harry Palmer gave us a more realistic view of secret service doings during the white heat age of 007, Flint, UNCLE and the rest. But artist, cookery writer and columnist Deighton also gave us Bomber (after a while emerging as Memphis Belle based on Wyler's book because Puttnam could not get Lancasters) and Fighter. Both are packed with solid RAF info and are great reads. Now, silent for far too long, Len is working on a highly detailed history of the aero engine and, it's said, a similar tome on the fountain pen ('seen by others as a mere pen, Palmer was sure it was a bomb. Things were hotting up').

### Alton Special

Away from the main Phil Smith Story which embraces the history of Veron model aeroplanes and boats, here we have Phil's Alton Special, a tethered car powered by a 6cc Stentor. wording on the tyres says 'Replica Cord 4.2 x 7.5'. The chassis frames are of laminated spruce and ply nailed and glued. Secured by a leather strap - very Brooklands! - the engine cover is of ply and balsa with a high gloss finish is employed elsewhere. Leaf springs and a power cut-off wire complete a fine model of 18 inches. Firms such as 1066 offered flywheels, clutches, axles, wheels and tyres and even top quality kits with cast parts to make magnificent Maseratis and other racers of the age. A hard-back published in the late 1940s covers the subject in great detail and is worthy of search. The Alton is just one of the hundreds of Phil's designs.



### Super Skid

M1 is generally regarded as the first of our Motorways although the bypass at Preston pipped it roundly. Until beefy truckers choked on their Yorkies when passed by an AC Cobra from Thames Ditton, Le Mans entered and testing at 160mph, M1 was open and free. But the AC did for it and stiff restrictions were on the way....But not before factory-owner Les of the Allard OC had decided to set a record end-to-end average, his weapon of choice a J2X Allard with droop snoot and a Chrysler Fire Power V8 engine. Well over the ton and going well, faulty breathing of the differential caused a

steady loss of oil and increasing heat. On a damp surface the rear wheels finally locked up, swinging the car across all lanes, the centre section and the hard shoulder as sparks and black smoke trailed astern. The car survived and Les got his record - for the longest skid ever recorded on M1. The 70mph limit arrived in 1967.

### Pirate King

Not at all surprising that Long John Silver has appeared in the press. Created by R L Stevenson on a dreary afternoon in Scotland in 1881, Robert Newton was the perfect Disney choice for Treasure Island in 1950. In truth a serious actor (see him in Olivier's Henry V) Newton was the pirate chief to perfection - 'Ha-harr, Jim lad' remembered to this day -and he reprised John Silver twice in 1954 and took him to television for 26 episodes in 1955. Even Orson Welles strapped up his right leg for the part, but Newton with his rolling eyes is the king of pirates, for ever secure on his throne. Thanks to 24 frames per second we an enjoy him when ever we like.



### TV Regular

Early in 1944 Mosquitos at 25ft bombed the walls of Amiens prison to liberate members of the French Resistance. Commanded by Group Captain 'Pick' Pickard (famous for 1941's Target for Tonight) who supplied a scale model for the briefing, pilot Tom McPhee (later Squadron Leader, DFC DFM) with pinpoint skill blew the end off the main building, 258 escaping but with heavy losses. Forward now to 1968 and near Sandhurst the prison scenes for Mosquito Squadron were shot, actually at Minley Manor off A30. Army types in the area stared as Mercedes-Benz staff cars, German armour plus the Kradschutzen (motor cycle infantry) swept in. Long before CGI a bomb had to be dropped, it going wide and setting fire to a field of wheat. - clouds of smoke and a furious farmer! We didn't see David McCallum (UNCLE on tv) or Charles Gray (Diamonds Are Forever) but their's was studio work. I appeared on a BMW sidecar outfit and manned heavy machine guns. Stills later. The wonderful Mosquito, essential to the plot but I think there was only one, may well have come from nearby Blackbushe aerodrome where Doug and Tony Bianchi operated an aeroplane service for the movie industry.

### Ferrari Wars

When Ford failed to buy Ferrari - Enzo was still alive and dead against it - the way into road racing big time was for Henry's outfit to draw on Eric Broadley's Lola design and then press ahead with their own Ford GT 40 (40 inches high). Meanwhile at Modena beefier V12s with scarlet clothing were seen along the road, at the old town centre track and at Duce's Monza itself. Rear engined and of some 500bhp the Ferrari 330 P4, four in number, faced six GT 40s at Daytona in 1967. After the 24 hour race the press trumpeted a stunning victory: a three-abreast cruise for Ferrari, the only Ford 227 laps behind: The P4 also won the BOAC 500 at Brands. Fighter ace Baracca's black horse was on a roll.



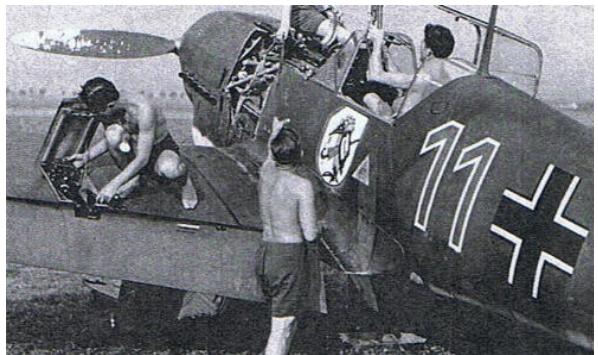
### Paul Temple's Tempo

Several readers love railways. Just published, a book on the LMS - with 250,000 employed in the 1930s - covers the Coronation streamliners in blue and silver or red and gold. Pull-out drawings, 176 pages and lots of shots. Published by Wild Swan (01235 816478), its five writers say the Crew/Derby giants with their 6ft 8in driving wheels were the best on British rails. Private eye

Temple on radio had the Coronation Scot as his intro, but Vivian Ellis told me his tune was inspired by the GWR's Cornish Riviera!

### Fighter TLC

Four 'black men' (ground crew) service a 109D of JG71. The side-opening cockpit encouraged an exit to port when the time came, and distressed paint on the metal prop indicates hard use in wartime. The inverted 12-cylinder engine with Bosch injection gave a slim upper nose of benefit to the pilot, the young man familiar with Publication D (Luft) 5001 which dealt with the essentials of combat. With the stern warning 'Not to be taken on operations!' The several cartoons inside Tally-Ho, the Fighter Pilot's Shooting Primer are amusing and make the booklet highly collectable.



Moving on to the FW 190, as so many did, a pilot remarked that he retracted flaps and undercarriage almost before the wheels had left the ground, poured on the coal - and was ready! Fightin' talk.

### Windy Cit Ways

Pictures of Chris Hague's Zoot Suit power model (S&T No 29) following on from references to Zoot Suit in SAM Speaks set me wondering. From so long long ago now it's possible that a line or two may be of interest to our younger enthusiasts (not that I'm in my bathchair). Coming in from the USA the Zoot Suit look was slightly ahead of the Teddy Boy outfit, but in various places ran with it. Breaking out from wartime austerity, there was plenty of material in the trousers, which were very high-waisted and full in the upper leg but pulled in towards the ankle. With wide shoulders and lapels and quite long too, the jacket itself was roomy and not at all fitted. Fashion and music are seldom far apart, and followers of the Zoot Suit favoured the famous Cab Calloway and his 16-piece dance band from Chicago. Cab's theme song Minnie the Moocher still appears from time to time. A watch chain and co-respondent shoes were favoured by the slick-haired maestro.

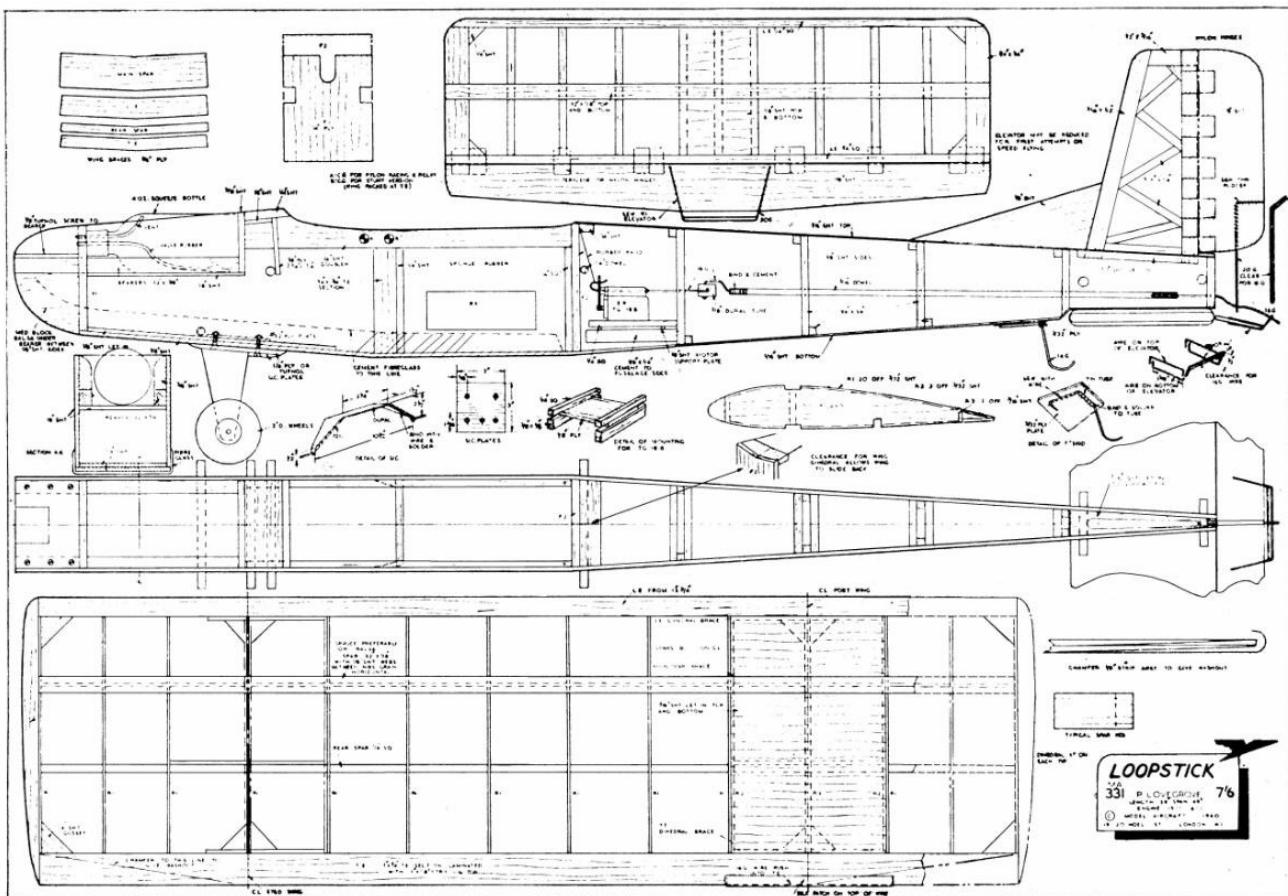
### From West Essex

And from ages past comes a Class B Cardinal Puff, its McCoy 29 brought up to snuff by Mike Crisp at modest cost (the head is now a nice shade of red). In basic Bengal Lancer colours from the days of Empire, wheels and spinner are by Stuart Robinson and the wooden prop carries an orange Keil Kraft sticker. In side view the shortened u/cart improves the racer look no end. Again excellent work all round is by Alan Walker. VTR enthusiast Sam Alexander has also built some fine examples of this model.



### Bowing Out

Named after a North American tribe famous for its warrior deeds, Pontiac is set to vanish from the GM portfolio. The Pontiac, originally of straight 6 configuration, became a powerful V8 and the first of the 'muscle cars' quickly followed by Chevrolet and others. Pontiac Blues, sung by Sunny Boy Williams, is collectable vinyl these days.



C P Lovegrove's July 1960 single channel Loopstick 49" span for 1.5cc – 6cc motors



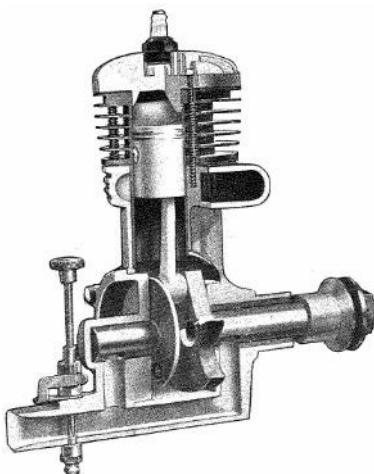
## From Michael Hawkins

As I enjoy S&T so much here in Tasmania I think it only fitting that some contribution should be made so I thought readers might be interested in the attached photo's. The models were built by myself in about 1958 when I was 13 years of age and photographed by my father on an old 'box brownie' in the back garden of our council house in Sunningdale, Berks. Picture 1 is the APS 'Evander' and as I recall flew extremely well, usually hand launched off the "clump" as the hill in the middle of Chobham Common was affectionately known. Picture 2 is the KK 'Gaucho' powered by a Mills .75 and picture 3 is the KK 'Spectre' which was powered by an ED Hunter 3.5cc (wish I had it now) and I remember the demise of this model very well, I was trying to do consecutive loops, need I say more. I hope this small contribution will be of some interest readers.



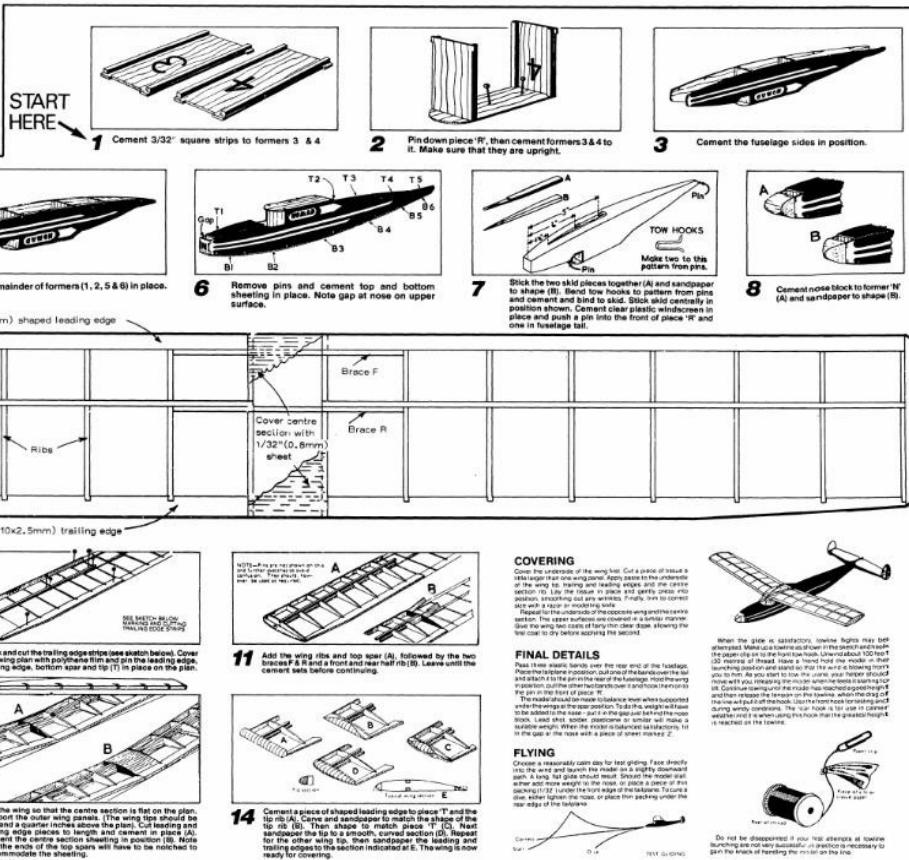
<<<Jack North launching a power model powered by an Arden .199 at Epsom Downs in 1950.





**KEIL KRAFT**  
**NOMAD**  
20½" (520mm) span Towline Glider

**20½" (520mm) span Towline Glider**



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Nomad. Along with the KK Dolphin I dread to think how many of these I built in the early 60's. Thanks to Roy Tiller who loaned the plan and obtained photo copies of the parts I can now build another. Well not now but certainly before next year.



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## **KeilKraft “Senator” Postal Results 2008/9 from Jim Moseley**

Once again it's ‘that time of year’ to send the results of the “Senator” postal contest and as usual I offer my thanks to all who have participated and especially to those who have offered donations to the prize list.

The total of entries was a little disappointing this year - a mere dozen. From past experience ‘One Design’ contests tend to start off well but entries inevitably dwindle over time and I felt that this was now the case and maybe I was ready to bring this event to closure. However, I had many reports of poor conditions from many parts of the world, of good intentions so thwarted, models being built and even maybe a dozen Senator's being presently being flown in one club ... and not least a donation already offered towards a 2009/2010 event. In the face of this ... we'll try it again and see how things go! Please encourage anyone whom you know to have a model to make timed flights for such and/or encourage further building' and it would be especially good to see more younger people taking part with the \$50 award as an incentive. However that comment takes nothing away from young Matthew Scharoun (9) who once again made flights, inclusive of a maximum, to deservedly take his award.

Though entries were fewer the standard of flying was high, with 89% of the initial three flights being maximums, compared to about 78% in the previous year - and high ultimate totals from those who topped the list. Congratulations to Ding Zarate who emerged as the clear inner – warned by Bill McConachie that he's seeking the top position next time!

No photographs received this year.... I hope we can improve on this next time as such add much interest to a results list. The present format hasn't produced any complaints; the year-long spread allows models to be flown in summer conditions wherever they may be. Same rules will apply for 2009/10 – three flights to 120 seconds maximum and 60 second increments thereafter; more than one model may be flown with separate flight scores/totals for each. All present flight times have been seconded into the appropriate Vintage class in the WorldWide Postal Contest, which closes May 31<sup>st</sup>, suitably amended for the rules of said event where required, and results/report for that will come your way in due course.

The 2009/2010 contest will commence June 1<sup>st</sup> but will close June 30<sup>th</sup> 2010 - the ‘extra’ month will allow for information to reach others in good time to have a full year in which to participate. At this moment we already have over \$200 available as prize monies and I am always open to further donations! Thank you all once again for your support and enthusiasm, and now ... flying starts again after this weekend – be ready... and good luck!

## **KeilKraft “SENATOR” Global Postal Challenge**

**June 1st 2009 – June 30th 2010**

First kitted by KeilKraft in 1950, the ‘Senator’ has become recognised as an excellent design that combines simple robust structure with outstanding performance. Very popular in British ‘Vintage’ events, it also can do well in North American ‘Category III’ classes – Nostalgia Rubber, Moffett and Mulvihill, etc. for which 120 second maximums are a formality and it can be taken well past 180 seconds with little extra effort.

There is no entry fee. The lengthy timescale of this Postal is to permit any modeller an opportunity to participate, no matter where in the world they might be located.

Models are to conform to the standard Senator kit plan; the structure may be amended for the purposes of D/T installation – whether tipping stabiliser (LE down), tipping wing or hinged rear fuselage – and the undercarriage leg may be removable for storage/carrying purposes. Glazing of the ‘cabin’ is optional. Any freewheel propellor up to a maximum of 13” diameter may be used and there are no restrictions on rubber motor size/weight.

Individual Scores:- Three flights shall be made to a 120 second maximum. If three Maximums are achieved, then successive flights may be made with the maximum increasing by 60 seconds on each occasion, until the target time is not realised e.g. 120. 120. 120. 180. 240. 211 = Total Score 991 seconds All flights to be pre-nominated to a timekeeper; the initial three should be made on the same day but successive flyoff flights may be made at the flyer’s discretion, similarly timed. More than one model may be flown by an entrant but scores for each must stand alone; i.e. a reserve model may not be used to complete a series of flights commenced with another.

A plan may be viewed at <http://www.thepanpage.com/st.htm> with a download also available (noting that the true span is 32”, not 30” as shown on the plan), purchased or obtained from various sources, and ‘short kits’ are available from at least two vendors; contact me for further information on same or with any questions that you might have..

Team Scores:- If any three flyers wish to have their scores also recorded as part of a team total, please advise a team title when submitting same: I will then collate same as a secondary group score in the name of that team – whether they fly together as a club, or as a group of individuals who wish to link together for this purpose. A person may only fly in one specific team, however.

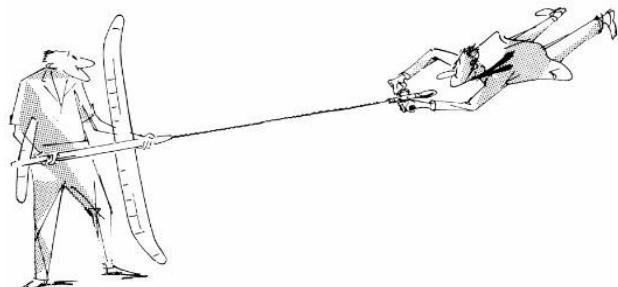
Entries/scores may be forwarded to me at any time, by email or regular post, and I will distribute a final report and result sheet, which will be further publicised as widely as possible. Accompanying anecdotes and photographs would be very welcome and are encouraged. If desired, scores will also be posted to an appropriate event in the WorldWide Postal Contest, details available on request.

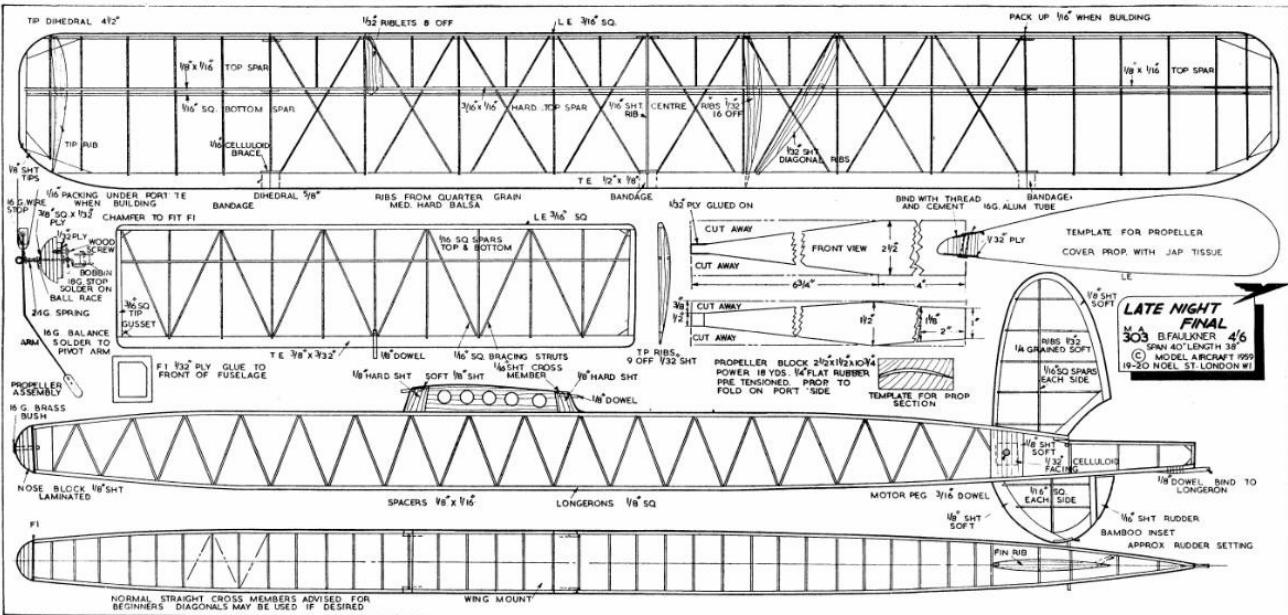
An initial award of C\$100.00 for 1<sup>st</sup>.place will be provided; and donations received will be applied to further awards and upgrades. I hope that you will give this event your support and also encourage others to participate.

The ‘Senator’ is a viceless airplane, easy to build and to fly with very satisfying performance; my only advice is to keep the structure aft of the CG as light as possible to reduce the need for any nose ballast to a minimum.

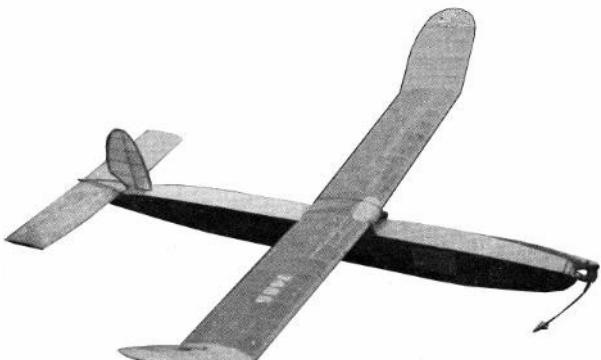
Happy Flying!

Jim Moseley 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada [jjmoseley@look.ca](mailto:jjmoseley@look.ca) (905) 683-3014





Late Night Final 40" span rubber model by B Faulkner. Model Aircraft March 1959



## **17th. World Wide Postal Competition 2008/9 continuation from Jim Moseley**

Once again I am pleased to submit to you the results of the WorldWide Postal Competition, and to thank each and every one of you for your support and enthusiasm, which encourages me to carry it forward for yet another year.

Compared to the previous contest, though overall participation levels remain fairly constant there have been significant swings in interest for some events, not least in Cloud Tramp with 13 more flyers; numbers increased for P30, Small Catapult Glider and the 20" class for small rubber models also received a significant boost.

Once again there have been numerous comments about poor flying conditions from all parts of the world – especially of strong winds – which have prevented many flyers from making scores in all intended events, or completing series of flights in some instances, and I can only hope that all enjoy better opportunities during the course of the 18th World Wide Postal, which will commence July 1st. My personal level of participation was much below par due to an unexpected medical condition which only permitted me to attend the flying field on one weekend throughout the year. That said, there are many instances of outstanding flights, and series of flights, not least those of Joshua Finn in the 25" 'Two Bits' class.

The 18th WorldWide will remain unchanged in content but I would always be happy to receive suggestions for alternate or replacement events for future consideration. Details will be with you very shortly though they will likely be much as before – but this time a July 1<sup>st</sup> commencement, with June 30th 2010 as a closing date. I hope that you will not only fly with us once more but also attempt to encourage others to take part.

In closing – though not directly related to this Postal other than their enthusiastic participation – I would like to bring to your attention the efforts of our friends from Brazil. In the relatively distant past that country was well represented upon the international scene but freeflight essentially died out in subsequent years. However, about five years ago someone built a catapult glider; Cloud Tramps followed and since then I have been happy to witness steady expansion of interest as newcomers to F/F have progressed with enthusiasm through simple models to more advanced types, both established and original designs. Progress has been such that the group fared very well at the recent Argentine Nationals and they now envisage a Brazilian team to the 2011 World Championship. I'll leave it to Beto Castrucci to briefly summarise their Nationals successes in his own words . .but I considered this story of progress enterprise and enthusiasm worthy of bringing to wider attention. Congratulations top all!

“ We have been to Embalse Argentina again this year, only FF this time, we are committed to it now... Alex Cruz won the P30 (and I took 5th, Edu Yamin 8th among 14) at the National Argentinian Champs. He took 2nd with his Coupe (F1G) after a very emotional fly off with 3 from 3 countries (Argentina, Brazil and Chile). There were 26 Coupes, very popular there. I entered A1 with my Mini Cirrus, a kit from 1965, that I've built one in 70's. I used it to test my own development electronic timer, worked very well. We built 2 Gollywocks and a Wanderer for Old Timer Rubber, Edu took 6th with the Wanderer, Alex 7th with the Golly. Mine had problems with prop. Edu flown his Helios at Old Timer Glider, but it was not well trimmed. Alex also entered the Wakefields.

The 2011 FF World Champs will be at Embalse by the 3rd time (89 and 05 also), we are looking forward to represent Brazil (after 20 years...) with Wakes (F1B), it will be a very short time target. And it began with a CLG five years ago... “

Once again, I thank you for your support and enthusiasm; many comment that it gives them an added incentive when often flying isolated from others, together with a sense of ‘involvement’... and the underlying sentiment is that each and every one of us is having enjoyment in the mutual participation ... and that's the sole objective, without which this Postal could not have existed for as long as it has. If you forwarded scores on behalf of others, for whom I have no email or postal address, then I would ask you to please ensure that they receive a copy of this report. I hope to hear from every one of you, in due course, with scores for the 2009/10 Postal, and do try to bring along a friend! Or two .... Or more

Jim Moseley

### **Catapult / Handlaunch Glider (12”)**

1. Tony Matthews	C	60	60	60	60	60	360	Stinger Mk2
2. Alvaro Sala		B	60	56	51	60	48	52      327 Camarillo 8”
3. Alex Cameron	GB	57	60	60	38	37	312	Mayday (mod'd)
4. Joshua Finn	USA	55	55	51	60	43	45	309 Sweepette 10
5. Neil McDougall	NZ	60	51	33	31	60	56	291 Mayne
6. Ken Taylor	GB	60	51	49	36	56	31	283 ?
7. Graham Lovejoy	NZ	53	40	35	34	60	60	282 Lunchbox
8. Omar Grassetti	B	53	33	47	32	33	52	250 Woodstock 8”
9. Joshua Finn	USA	31	60	41	40	35	31	238 Whistler 8
10. Bailey LeVine (9)	USA	60	53	22	23	22	25	202 Whirlaway
11. Ricardo Marques	B	31	29	33	49	45	0	187 Nonsense 6”

12. Alexandre Cruz	B	36	34	38	32	26	0	166 Miracle 6"
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**Catapult / Handlaunch Glider (+12")**

1. Bob Morris	USA	26	56	40	25	50	54	251 Sting
2. Les Sayer	C	18	60	29	48	18	22	195 #7
3. Graham Lovejoy	NZ	26	30	30	26	27	13	152 RPG
4. Miriam Morris	USA	38	19	19	23	22	19	140 Stray Cat
5. Les Sayer	C	30	16	20	26	29	18	139 #8

**Discus Launch Glider**

1. Jim Buxton	USA	60	60	60	60	60	60	90 59 509 Hoosier Daddy
2. Bob Morris	USA	39	21	58	40	37	28	223 Turnup
3. Neil McDougall	NZ	25	25 ?					

**P30 Rubber**

1. Alexandre Cruz	B	120	120	120	180	84		624 Saturno V3
2. Vegar Nereng	N	120	120	120	180			540 Own design
3. Arne Losness	N	120	120	120	155			515 Own design
4. Beto Castrucci	B	120	120	120	111			471 Saturno V3
5. Bob Clemens	USA	120	120	120				360 Majestyk
6. Ole Torgesen	N	119	120	120				359 Marie (modified)
7. Les Sayer	C	120	118	120				358 Majestyk
8. Geoff Cutting	GB	120	120	113				353 OneNight 28
9. Tor Bortne	N	120	94	120				344 Burdov
10. Atle Krunglehaug	N	115	106	117				338 Burdov
11 = Eduardo Yamin	B	120	105	100				325 HB40
11 = Neil McDougall	NZ	106	99	120				325 Potent 30
13. Pedro Pithan	B	120	110	85				315 Alf
14. Jim Moseley	C	73	120	120				313 Marcus Maximus
15. Ricardo Marques	B	100	92	86				278 Alf
16. Alvaro Sala	B	120	83	60				263 Jaburo
17. Omar Grassetti	B	120	62	60				242 Meteoro
18. Graham Lovejoy	NZ	62	120	57				239 Crackerbox
19. Caley Ann Hand	USA	66	78	74				218 NJAPF

**Unlimited Rubber**

1. Les Sayer	C	120	120	120	76			436 Senator
2= Jim Moseley	C	120	120	120				360 Ellipsis 150
2= Les Sayer	C	120	120	120				360 Tilka

**Freewheel Rubber**

1. Neil McDougall	NZ	90	90	90	120	150	180	150 870 KK Ajax
2. Neil McDougall	NZ	90	90	90	108			378 Senator
3. Les Sayer	C	90	90	90				270 Senator

**Cloud Tramp** - \* indicates discarded longest/shortest flights.

1. Bob Morris	USA	390*	80*	303	116	158		577
2. Jean Andrews	USA	66*	146	121	122	162		405
3. Vic Nippert	USA	127	158*	95*	122		134	383
4. Bob Clemens	USA	103*	69*	147	96	227		346
5. Les Sayer	C	79	147	237*	72	115		341

6. Ole Torgersen	N	79*	83	93	117*	108	284
7. Per Th. Skjulstad	N	95	55*	90	98*	89	274
8. Tor Bortne	N	68*	76	85	88*	88	249
9. Stu Cummins	USA	68*	89*	75	79	76	230
10. Jean Sayer	C	99*	79	56*	73	65	217
11. Ken Taylor	GB	68	70	7	65*	78*	213
12. Jean Sayer	C	99*	79	56	73	55*	208
13. Richard Barlow	C	74	38*	76*	70	63	207
14. Arne Losness	N	57	95*	40*	77	72	206
15. Neil McDougall	NZ	55	50*	55	85*	82	192
16. Hildur Lundhaug (Ms)	N	73	63	49	43*	194*	185
17. Don Ratzlaff	USA	72*	65	59	58	56*	182
18 = Kent Jofesson	S	66	53*	57	58	80*	181
18 = Jim Blair	USA	98*	80	74	27	5	181
20. Dick Meixell	USA	45*	62	48	81*	58	168
21. Harry Kolberg	N	74*	49	44*	48	56	153
22. Don Martin	USA	49	51	62*	52	48*	152
23. Don Butman	USA	50	47	51*	48	44*	147
24. Ted Smales	GB	41*	50*	50	47	42	139
25. Jim Moseley	C	45	48	60*	34*	41	134
26. Vegar Nereng	N	46	50*	47	36*	39	132
27 = Ingvar Claesson	S	26*	34	43	48*	41	118
27 = Havard Amlie	N	50*	33*	35	43	40	118
29. Svein Olstad	N	12*	24	37	53	56*	114
30. Wendy Millard	GB	29*	31	34	41	45*	106
31. Jim Norfolk	C	32	45*	7*	27	32	103
32. Ray Millard	GB	23*	27	33	34	41	94
33. Bud Matthews	USA	22	19*	35	38*	28	85
34. Jim Howell	USA	16*	28	24	32*	29	81
35. Mike Parker	GB	22	21*	30	37*	25	77
36. Ron Boots	USA	16	20	25	27*	11*	61
37. Steinar Hesthagen	N	10*	15	16	21	35*	52

### 25" Classic "Two-Bits"

1. Joshua Finn	USA	60	60	60	90	120	150	180
				210	240	270	256	1696 LD2W3
2. Bob Morris	USA	60	60	60	90	116		386 F.A. Moth
3. Joshua Finn	USA	60	60	60	90			270 Zephyr
4. Graham Lovejoy	NZ	50	59	56				165 Modelair Sportster

### 20" Rubber

1. Joshua Finn	USA	60	60	60	90	120	150	
					180	176	896 Supermax II	
2. Bill McConachie	USA	60	60	60	90	120	150	
					180	166	886 Square Bird	
3. Joshua Finn	USA	60	60	60	90	120	150	
					164	704 Supermax		
4. Joshua Finn	USA	60	60	60	90	1	20	516 Featherlite
5. Geoff Cutting	UK	60	60	60	87			267 Sweet Pea
6. Dan Cronin	USA	60	60	60	35			215 Maxi Jr.

7. Ole Torgesen	N	58	60	60				178 Trim 2
8. Tor Bortne	N	53	59	60				172 Trim 2
9. Graham Lovejoy	NZ	51	60	60				171 Merbab
10. Svein Olstad	N	54	55	60				169 Trim 2
11. Hildur Lundhaug (Ms)	N	50	60	51				161 Whipt Quick

### **30" Vintage/OT Rubber**

1. Geoff Cutting	UK	90	90	90	120	150	180	
							127	847 Walthew/SBF
2. Joshua Finn	USA	90	90	90	120	143		533 Hepcat
3. Graham Lovejoy	NZ	90	90	90	75			345 KK Ajax

### **42" Vintage/OT Rubber**

1. Ding Zarate	USA	120	120	120	150	180	210	900 Senator
2. Bill McConachie	USA	120	120	120	150	180	143	833 Senator
3 = Ole Torgeson	N	120	120	120	150	180		690 Senator
3 = Ken Taylor	GB	120	120	120	150	180		690 Senator
3 = Jim Moseley	C	120	120	120	150	180		690 Senator
6. Michael Howick	UK	120	120	120	150	176		686 Senator
7. Ole Torgesen	N	120	120	120	175			535 EEO-7
8. Bob Taylor	GB	120	120	120	118			478 Senator
9. David Truluck	UK	120	120	120	101			461 Senator
10. Joshua Finn	USA	120	120	120				360 Senator
11. Eduardo Yamin	B	120	116	115				351 Wanderer
12. Jim Moseley	C	120	114	120				354 Wren
13. Neil McDougall	NZ	120	112	120				352 Senator
14. Les Sayer	C	120	120	106				346 Senator
15. Alexandre Cruz	B	120	120	90				330 Gollywock
16. Beto Castrucci	B	81	42	19				142 Gollywock

### **Scale Precision**

		Target time				Error
1. Joshua Finn	USA	51	51	51	67	16 Corsair

### **Power Precision**

1. Jean Andrews	USA	40	44	40	42	6 Herr L.19/ Co2
2. Ian Easton	USA	45	44	61	44	18 Tomboy/Mills.75
3. Lou Vargo	USA	88	86	200	78	124 Gas V/Wock

### **Towline Glider**

1. Neil McDougall	NZ	90	83	90		263 ?
2. Beto Castrucci	B	90	36	22		148 Chico 27"
3. Beto Castrucci	B	48	47	43		138 Chico 27"
4. Eduardo Yamin	B	53	51	33		137 Helios
5. Edmicio Ferreira	B	25	90 *	0 *	OOS -259	115 Chico 27"
6. Eduardo Yamin	B	44	40	30		114 Chico 27"
7. Ricardo Marques	B	43	37	29		109 Chico 27"
8. Alvaro Sala	B	90 *	0	0 *	OOS - 255	90 Chico 27"
9. Vitor Marcucci	B	34	29	22		85 Chico 27"
10. Carlos Flaquer	B	36	29	0		65 Chico 27"

11. Carlos Akamatsu	B	51	0	0	51 Chico 27"
12. William Katz	B	28	15	0	43 Chico 27"

B – Brazil C - Canada GB – Gt. Britain N – Norway NZ – New Zealand USA – United States of America

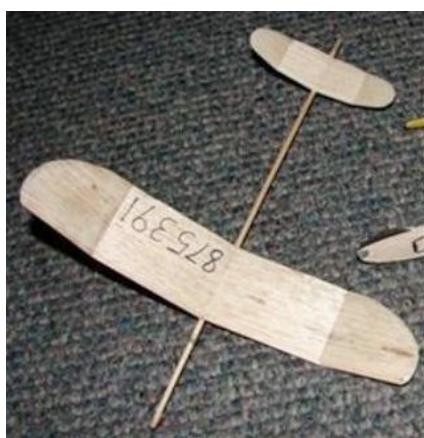
Joshua Finn:- 30" Oldtimer: Hep Cat - I bungled the launch on the last flight, and she stalled out...and stalled again...and that pretty much did me in for making the 150 second max. This model glides well, but doesn't want to go very high, so any loss of climb altitude really hurts the flight time. 25" Two-Bit: LD2W3 Man is that a long string of maxes! The last flight would have been longer, but as I discovered after recovering it, the motor bunched around the prop shaft (my fault for not trimming the tails on the knots up there) and the prop bearing had gone dry. By the end of the flight, the prop bearing was squeaking a little, and this corresponds to the poor altitude achieved. It never got about 50' on that last flight. What an amazing plane this is! I have never seen performance like this from such a small, short-coupled airplane. It is so stable, very stall resistant, and the glide is breathtaking, especially for a single-surfaced wing. It glides about the same speed I walk. And then to think about what it could do with the folding prop that Walker mentioned using!



LD2W3



Hepcat



Whistler



Zephyr

Ole Torgesen:-

The entry is down this year and I must also this time blame the lousy weather. We usually have the opportunity to do many of the flights in the Swedish Oldtimer Championships, but last summer this

almost rained out. And in the fall the same type of weather continued here in southern Norway. This spring started promising, it came early but was windy. The local flying field is rather small, just a few hundred meter square. Must be calm when flying. And due to the early spring the farmer's crops started to grow early and now we are not allowed using them. But we had two competitions in P-30 in nice weather on other fields and had some good scores. I will inform the flyers without e-mail about the results.



EEO-7



Trim 2



Ole Torgerson



Ole winds Cloud Tramp, Tor Bortne retrieves



Wendy Millard, happy with her Cloud Tramp

Tony Matthews:-

I took the little bird flying again tonight. A beautiful clear evening with lovely blue skies and almost no wind. There was a little bit of drift, but the air was very smooth (but the model did cover most of

the field... had me worried a few times!). As the sun set I managed this string of flights: 72, 73, 73, 77, 73 and 73 seconds. The 77 second flight went so high I actually said "holy crap!" out loud! Thought it would go outside of the field for sure! But it landed just in front of a tree at the far edge! Whew! All flights were with a 8" loop of 3/16" Tan1 rubber as before. Not sure if 1/4" rubber would improve matters. Might cause some flight surface divergence! I'm planning on energy testing the 3/16" rubber soon. If it is as good as I think it is, I'll have it stripped into 1/8" width for use with a standard AMA catapult for my bigger (15" to 18") gliders.

During one of the flights I had an interesting experience. 3 large Deer (1 buck and 2 Does) wandered onto the field and stood still as my glider floated over their heads! I stayed still and watched them for a while until something startled them and they bounded off back into the forest. What a beautiful sight! The little bird was getting so high now that I didn't want to chance a wind shift and lose her to a tree or a rooftop, so reluctantly I headed home.

Lou Vargo:-

Put up some flights today in the Power Precision event. Model is a Vargowock converted to gas with a landing gear, beefed-up front end and a 12 inch flat center panel added to the wing. Power is a Cox .049 reed-valve with a syringe barrel tank/timer.

Graham Lovejoy:- Five events were flown at Carterton, site of the NZ F/F Nationals. Large paddocks with scenic views and very good for recovery. The weather on all days was fine, sunny and calm with extremely good air – the little 'Ajax' was d/t'ing from great height on several flights. The other two events were flown at Williamson's Farm, Waituna West and conditions were perfect – calm and sunny. I recently lost my best RPG and had to use the only one left, fitted with a new tailplane which altered the trim in an unhelpful way. My P30 was on trim but despite the great conditions I got 'sink' on my first flight and d/t'd early on my third. I use a silly-putty timer which had thinned out in the warmth and the arm dragged through it too quickly. I really appreciate this enjoyable Postal, which acts as an impetus to get out and fly

Jean Andrews:-

The flights were made today, September 7th, at our Marana field in Arizona, field elevation 2.400 ASL, temp 80F, winds SSE 5-10, time 0700-0830, (I retrieve slowly, on foot.)

Airplane...Herr Engineering L-19 "BirdDog," engine GM120 single cylinder on gas re-fills only...

Brad Levine:-

Grassy Knoll 8-17-2008 Weather 80 and no wind. Flyer - Bailey LeVine age 9 years old flew catapult glider small with a old time glider called the Whirlaway. Flight times were 60 seconds 1st, 53 sec, 22 sec, 23 sec, 22 sec, and 25 seconds. Total time 202 seconds. Thank you from her father and SCIF southern calif ignition flyer Brad LeVine. P.S. this is her first entry in a model contest. Her first flight lasted 2 mts and 30 seconds and almost landed into the lake at Balboa Park. We tried flying towline glider but since there was no wind she was unable to run fast enough to make it climb.

Ian Easton:-

Here are my times for the power precision postal event. I had perfect flying conditions yesterday morning which proved very beneficial! It was warm and zero wind. Model is a Tomboy powered by a 28 year old Indian Mills 75.

Neil McDougall:-

Several problems. It has been a great grass growing season and the farmer managed two cuts of hay before Xmas. But this meant that we were trying to fly F/F over knee high grass for most of the spring and early summer. It does not sound bad but it is very difficult to walk in and very easy to lose small models. Thus I delayed starting. It was good in a way because I took two months to make a

rubber scale Mistle Thrush biplane fly and the long grass was very useful. The next problem was that Tony Taylor had a mild stroke early Jan. He is the only other freefighter in the club and I don't trust the RC people to time or be there when I need them so no times for another month. Tony has just got back to the flying field but is not up to doing any flying yet. Then there is the problem of the Chestnut orchard on the down wind side of the field in the prevailing wind direction. The trees now give a high canopy that is very hard to see through to find models. Thus only very short D/Ts can be used in this direction. Our field is roughly 1 1/2 Km x 500m with the prevailing wind across the short dimension. In past years there has usually been an early morning drift down the long direction with the breeze starting in the short direction about 10.30. However, this year most of the breeze has gone directly to the short direction.

Winter has arrived early and there is now no likelihood of decent thermals so I have decided not to continue with trying to get more tip launch glider scores. So far I managed a 25 sec flight before the wind got too strong again. I hesitate to blame it on climate change but usually we get a light north easterly drift in the morning before the wind comes through from the northwest. This year we have had continual north easterly winds which have made flying very difficult. We have been to the field most Sat. and Sun. mornings but mostly it has been a cup of coffee then home again. Most disappointing.

Jim Buxton:-

I stopped at my field on the way to work this morning and flew all my flights between 8 and 8:0 am. It makes the 60 second max easy, but not so good for after that. I will include my actual scores.

Flight 1: 63 seconds (dt'd early but made it)

Flight 2: 61 seconds (Also Dt'd early, barely made it, I lengthened the time after this as there was no drift at all)

Flight 3: 78 seconds (The remaining flights had DT set at about 2 minutes and landed out)

Flight 4: 75 seconds

Flight 5: 71 seconds

Flight 6: 76 seconds

Flight 7: 101 seconds I actually got in some early morning lift, got lucky to do it on my 7th flight!)

Flight 8: 59 seconds. I must have been in the hole the previous thermal left, good launch, dropped like a rock! Flights were made with an 89 gram 36" Hoosier Daddy designed by Bruce Kimball. Van Nuys CALIF.



Hoosier Daddy

Bob Morris:-

Here are my times for the 25" Classic "Two-Bits" event using my Flying Aces Moth powered by 6 strands of 1/8" Tan SS weighing 12 grams and wound to between 1000 and 1145 turns. Ready to fly weight is 40.1 grams. Miriam Morris timed all of the flights. The first three flights were flown on

Sept. 20, 2008 at the Geneseo, NY GGG contest. Times were 157, 78, and 117 sec. The 90 second target flight was flown at Barron Field late afternoon on Oct. 11, 2008 with a time of 115 sec . The 120 second target flight was flown at Barron field on Nov. 8, 2008 under late afternoon overcast during a break in the rain with a time of 116 sec. It's so close to doing 2 minute flights. The plane is still stalling in the initial climb so I plan to switch to a thinner longer motor with more turns and less torque.



Bob's Cloud Tramp d/t system

P30 flyers  
from Brazil:  
Ricardo  
Marques,  
Eduardo

Yarmin, Alexandre Cruz, Omar Grassetti,  
Alvaro Sala, Pedro Pithan



Beto Castrucci - Mini-  
Cirrus

Beto Castrucci holds a  
Gollywock for Alex  
Cruz



Saturno V3 P30 -- Beto Castrucci



Bill McConachie with 'Square Bird' and  
'Senator'

## **From Geoff Northmore writing to Tony Tomlin**

Not much happening here due mainly to the lack of suitable weather. One photo shows me launching the large Tomboy a couple of months ago - much nicer to handle than the original I've found. The other photo shows five of the Auckland MAC members finally getting a good weather last Sunday and managing to fly 3 rounds. Complete lack of lift meant the best we could achieve between us was just over 6 minutes whilst most of us struggled to get 4 minutes. Still we enjoyed our day together. Some more days are planned, but the winter weather and lack of suitable venues is a real handicap.

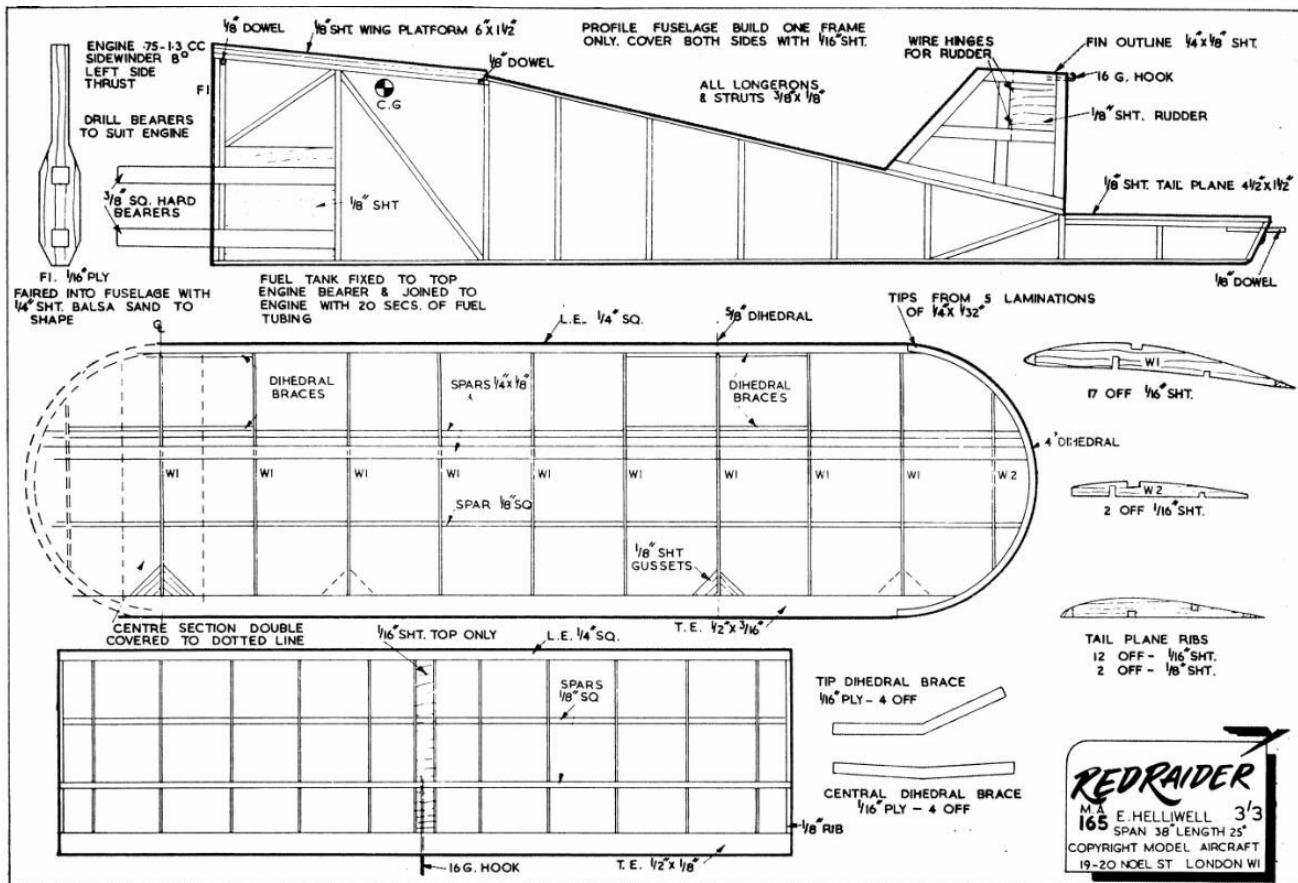


## **Tomboy Postal**

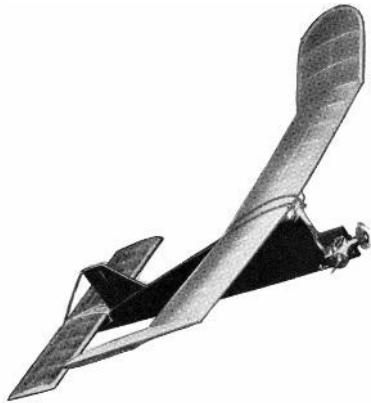
The Worldwide Tomboy postal event for the 36" span R/C Tomboy is to end 31st October 2009. The contest is for the longest timed flight of a Tomboy in sport or competition flying. Prizes are to be awarded for the 3 longest recorded flights.

All claims giving details of the name of flier and timekeeper/ flight time and location /date/time. These should be made within one month of the flight. by letter or Email to:

Tony Tomlin,  
122 Marlow Drive,  
Sutton,  
Surrey  
SM3 9AS  
email: [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com)



Red Raider came out in Model Aircraft November 1953, when I was born! 38" span for ED Bee and designed by E Helliwell.



## Cocklebarrow Vintage RC meet Sunday 14 June 2009

There are three meetings annually, June, August and October. Last year only one of the meets was the weather good enough to fly. This meet was one of the best as regards the climate, which makes a change. Light wind, hot and predominantly blue sky with some white puffy clouds. According to Paul Howkins the organiser there were at the peak of the day 103 cars in three rows, this was virtually the limit with very little parking space left. 72 modellers actually flew. Sport flying was the name of the game but of course a Tomboy 36 and Senior round was flown and event organised by Tony Tomlin, more from him later.

Despite the large number attending slots to fly in were for most no problem, with 2.4 equipment now being used by many there are less clashes with the 35 mHz radio. Despite this it does rely on flyers behaving themselves and returning pegs as soon as they have finished flying, the majority do but

there were a couple of instances where this was not carried out and pegs were hogged. Annoying as it prevents others from flying and means Paul has to search for the peg, which can waste an awful lot of his time. Here's the photos.





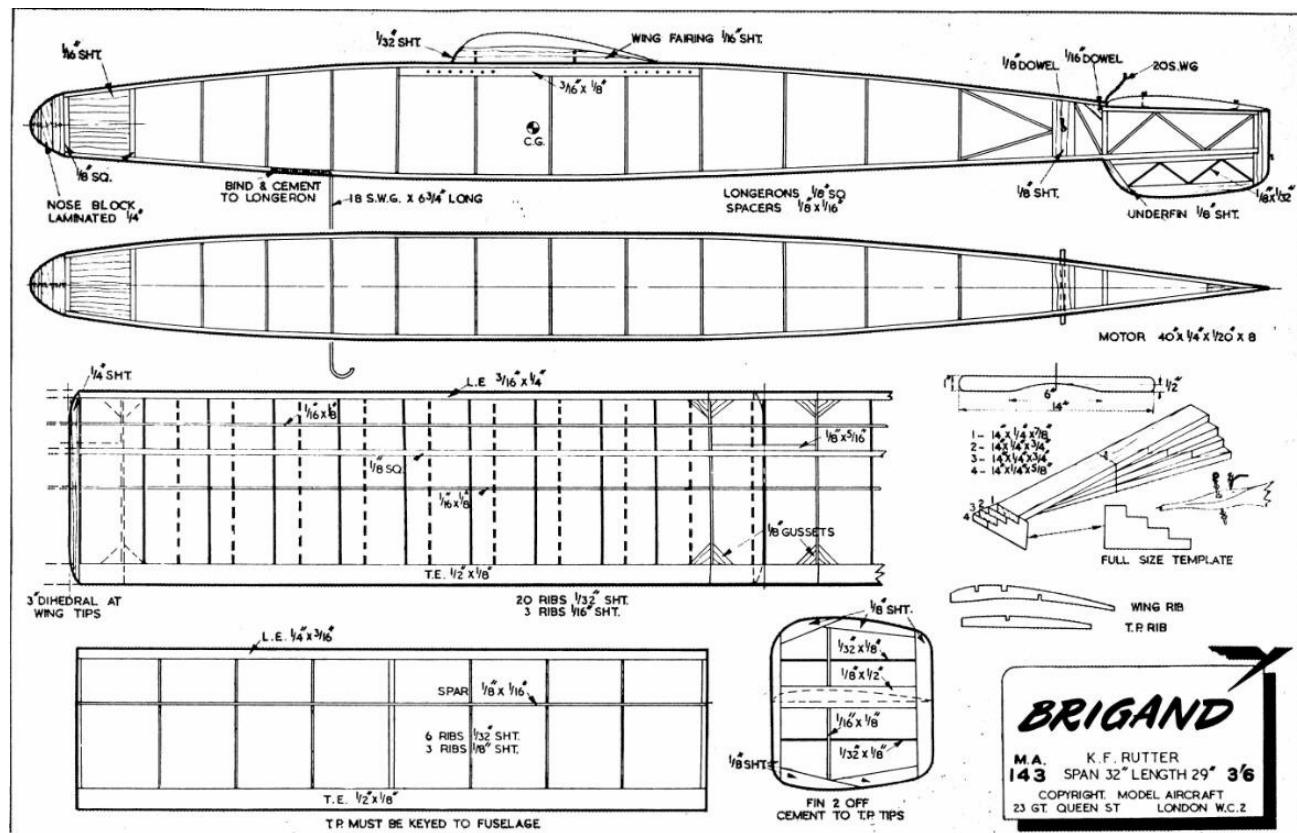




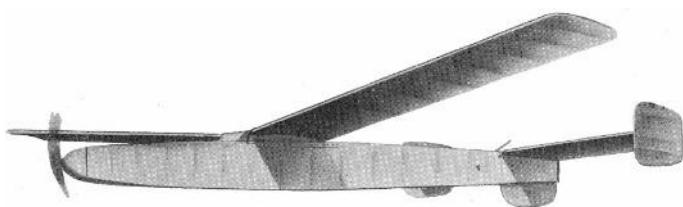








K F P Rutter's Brigand from January 1953.



## Salisbury Vintage meeting 21 June 2009 Sunday

This event is run or should I say scheduled to be held each year on the longest day. Being close to Stonehenge this is a significant day and obviously displeases the Druids as up until now the weather has without fail been awful. This year it was good in that there were leaden skies and a breeze not what you'd expect or hope for but nevertheless flyable. Flying starts at dawn with early arrivals there by 06.15 (no not me) and things were still going on when I left at 16.30. The event is not advertised therefore turn out is low however flyers came from the general area such as Bournemouth and Southampton. Salisbury Club agreed to allow a round of the Wessex league Tomboy event take place with other events such as Electric 600 class Glider and open glider later this year. Everyone did two 4 minute maxes in varying conditions in that at times there was loads of lift and others it was straight up and then straight down again. Fly off for the Tomboy 36 got under way and as all launched dead on cue the rain came down, well light drizzle. Happily when last person landed i.e. the winner it stopped. It was great to have John Taylor from Bournemouth MAS win followed by Paul Netton. Tomboy Senior took place half an hour later and again at launch and on cue the rain appeared carrying on until just after the last one was down this time that being Tom Airey a worthy winner. It was a great day's flying and got different Aeromodellers from different clubs mixing and socialising. I didn't take many photos but a few that I did are below.



Bryan Targett's now AXI electric Majestic Major



Tom Airey's Tomboy 36 going up



Angelo Pancenti's Tomboy Senior with Boddo Mills replica 1.3





## Tomboys battle the elements **Tony Tomlin**

### Wimborne

Sadly the high winds and rain on 17.05.09 caused the vintage flying and third round of the 2009 Tomboy events at Wimborne to be cancelled. Some plucky fliers did turn up but the AWAGS [Aero modellers wives and girlfriends] had to shelter in the clubs convenient portacabin. Eventually there was a gap in the clouds and some flying did take place but not for long. A great shame after all the preparation put in by James Parry and fellow club mates.

### Wellingborough

The next round of the Tomboy3s league was held at Wellingborough, Northants on 31.05.09 at the Wellingborough Old Grammarians club site. This time the sun shone all day, no rain and only a gusty wind of up to 18mph that made penetration difficult at times. Flying in the Tomboy3s and Seniors, for the first time in 2009 were Derek and Chris Giles using their Mills replica engines manufactured by Derek. Tomboy regulars John Strutt, Stephen Powell and Tony Tomlin were flying as was David Boddington at this his club field.

Tomboy3s After the preliminary rounds, when all six entrants achieved the required two four minute max flights to make the fly off, the models all got away in the normal mass launch. Tony Tomlin, runner up in the 2008 Tomboy 3 league, continued his poor showing this year by launching with his engine running backwards!. Chris Giles was down a few seconds later with an engine problem. The



*<< John Strutt at  
Wellingborough.  
before he found  
he had a bent con  
rod!*

*Derek and  
Chris> Giles at  
Wellingborough.  
Derek first in T3.*



other four all climbed away with Derek Giles and David Boddington soon very high. David was so high he had actually lost sight of his model and was flying 'blind' and was depending on instructions from his timekeeper/helper John Ashby. John Strutt and Stephen Powell were out of luck and were slowly descending; Stephen was down in 6min 25secs with John following him at six seconds under eight minutes. All eyes then searched the sky for the models of Derek Giles and David Boddington. David was now again flying 'solo' but still high with Derek a little higher. Eventually after some good natured banter from the two competitors, David landed at 13mins.42 secs with Derek floating in 47seconds later for a well earned win in difficult conditions.

Tomboy Senior All seven entrants qualified for the fly off. These were all the Tomboy3 fliers and Chris Shepherd from Birmingham. John Strutt was unable to fly due to what proved to be, after investigation, a bent con rod. Further problems also befell Chris Giles who launched late on the fly off and was disqualified. Stephen Powell was first down with a short engine run at 1min 39 secs, followed by Derek Giles, out of luck with the lift, and down in 2mins 45 secs. Tony Tomlin and David Boddington circled steadily, whilst Colin Shepherd was in trouble being unable to penetrate in the stiff breeze and landing well off the ‘patch’ and therefore disqualified. David Boddington had picked the best air as Tony Tomlin rapidly lost height and was down in 4mins 50secs, leaving David to glide in a few seconds over 1minute later.

A short prize giving followed and thanks must go to the OGMFC for use of their excellent site.

### **St Albans**

After the wind at Wellingborough the previous week we were all hoping for a change in the weather for this popular annual vintage meeting on 06.06.09 at the St Albans MAC superb site, [correctly described as smooth as a billiard table!]. We were disappointed to have not only wind but this time also heavy drizzle. Unfortunately due to the conditions the number flying was well down, luckily the rain stopped around 12.00 and flying was possible. The precision contest that Alan Blunt had planned was cancelled as it was impossible to mark out the landing area due to the inclement weather. The Tomboy3 and Senior competitions were flown in what could be described as turbulent conditions with the wind gusting, at times strongly. It was decided because of the conditions, the contestants in both classes would only have to make one preliminary flight of over 4minutes to qualify for the fly off .

#### **Tomboy 3**

Five entered for the Tomboy3s, these were regulars Stephen Powell, John Strutt, Tony Tomlin and David Boddington joined, this time, by Tony Overton from Leominster. David Boddington fell foul of the conditions, whilst attempting to qualify, picking up some fast moving air and losing his model downwind. This left four to fight it out in the mass launch fly off. All got away together with Stephen Powell and Tony Tomlin both in lift as their engines cut around 2minutes. John Strutt was highest but was having to dive to penetrate against the strong wind after he drifted away from the landing area. Tony Overton was also in trouble in the conditions and also diving, unfortunately landing well off the landing area. John Strutt had managed to get back into a safe position above the strip but paid the penalty and landed at 5mins.43secs. At this point Tony and Stephen were circling close at around 200ft. but Tony picked up a little lift and landed at 7mins 06secs. to be the winner twenty three seconds after Stephen.

#### **Tomboy Senior**

All the Tomboyists who had flown in the Tomboy3s were joined for the fly off by Mike Conrad in his first Tomboy event. As the models were launched the wind seemed to ease and they all climbed close and very nearly in formation to an estimated 700ft [with the exception of Stephen Powell whose engine had gone off song and was 200ft + lower as the others stopped around 2 minutes.] Stephen suddenly found lift, and his model climbed very quickly, putting all fliers at a similar height. With the wind becoming stronger the models all appeared to be nearly stationary facing into the wind. Tony Tomlin drifted a little to the right and was again climbing on what appeared to be an updraft from the field perimeter hedge. Others followed but Tony Overton seemed to find bad air and quickly descended to land at 9mins.40secs. As often happens the wind eased and all the remaining models were very slowly drifting down. David Boddington was next to land, at 11mins 45secs, followed by Mike Conrad at 12mins 01sec, Stephen Powell was next followed by John Strutt both 20 seconds apart leaving Tony Tomlin the winner by a margin of 43 secs. This again shows how evenly matched the Tomboy Seniors appear to be with less than 2minutes difference over the top five finishers.



*Stephen Powell at St Albans >>>*

*<<< Nick Skyrme's  
Laser diesel in  
majestic Major.  
Sounds like a London  
Taxi when he opens  
the throttle!*



Alan Blunt and Steve Payne carried out the prize giving and thanks were proposed by David Boddington for all the efforts put in by Alan Blunt and his team making it a very enjoyable day for all.



For information on the Tomboy3 and Senior, please contact Tony Tomlin [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com) tel; 02086413505.

*Tony Tomlin collecting award*

## Old Warden 28 June 2009 Sunday

Fantastic weather is the first thought, not enough hours in the day being the second. I put together my KK Dolphin breathing (technical adjective huuuuuring over the wing, a description most model-lers will be familiar with in action if not words) in the hope of removing a slight warp that had crept into it. Veron Nipper (Courtesy of Richard Bavin) and Bi Bi (old School Model Aeroplane Factory kit). Apart from Dolphin the useage of each being about zero. Another common passage of words that I heard several times when in the free flight area was as a direct result of a small diesel either locking or back firing, whatever pain being inflicted on the "flicker" the words uttered in all cases being a bit too strong for here! Anyway I'll not bore you with incorrect detail apart from a great day. Here are the photos. Start with RC models.





This Slicker won the RC concours



John Laird's large Mam'selle





Mercury IV came third in concours



A "Tyrany" of Tomboys



Another "Tyrany"



Privateer came second in concours



Geoff Goldsmith's much used Flacon with Anderson Spitfire



Now a few CL models



Ole Slippery



Spectre



The Saint



Ole Slippery



Regal Raider



Fourth Dimension in foreground then Mini Buster



KK Champ (who hasn't built and broken one before they were ten years old?)





Now for FF models



A shrine to a FROG Sprite



A Vic Smeed Golden Wings











Panic sets in!



Alan Blunt making ready and then launch



Now for the Jetex/Rapier models. When I was quite young I thought Jetex models were called the following “Ow that was ‘ot”, “Where’s the water”, “Quick before it all goes up in flames”, “Before I light this when did you put the last coat of dope on – 30 seconds later – are you sure”, “Needs more trimming”, “How many times, fire brigade first then farmer”. Apart from the first these photos show that when mastered rocket powered models are truly superb and worth the effort.



## Old Warden Tomboy results from Tony Tomlin

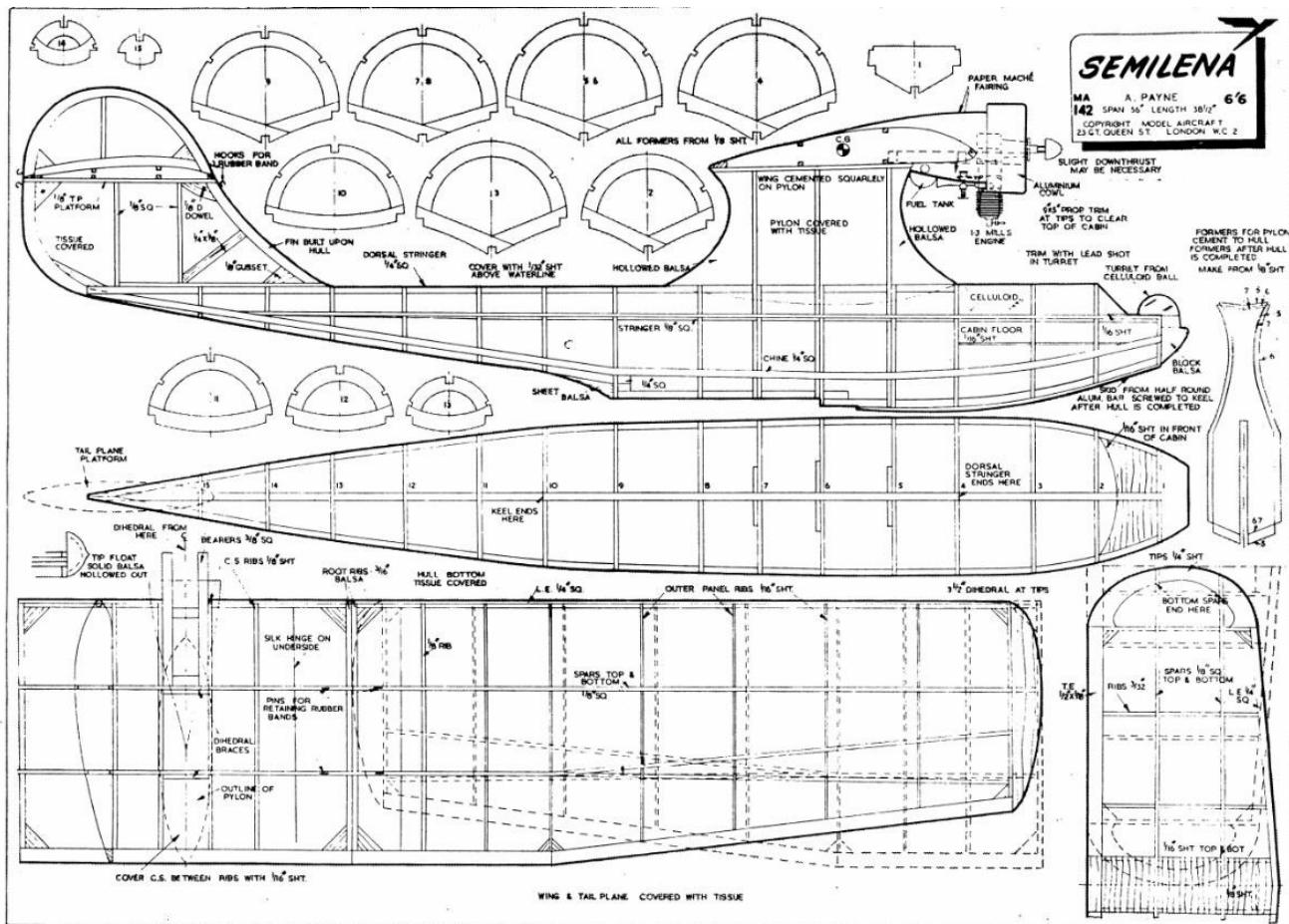
### Tomboy3s.

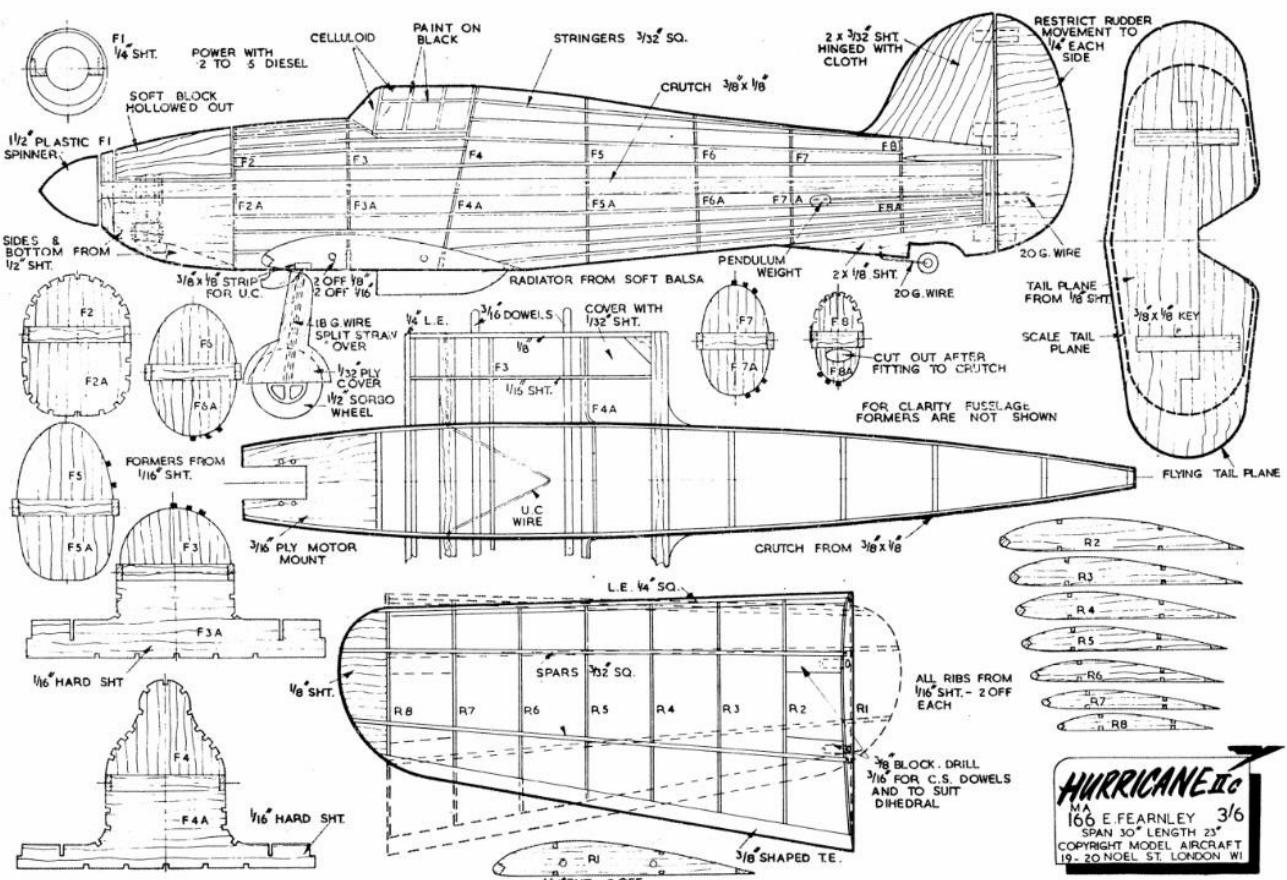
1st. Tom Airey 24.14. 2nd. Brian Austin 22.07. 3rd. Geoff Stubbs 21.33  
 4th. John Bourne 12.30. 5th Tony Tomlin 8.49. 6th Stephen Powell 8.37. 7th David Boddington 8.31. 8th Geoff Goldsmith 8.18. 9th John Strutt 4.50. 10th. Chris Giles 3.04. 11th. Derek Giles 2.55. Disqualified Tony Overton. late launch. Roy Woolston,Toby Collis and E Gauge also entered but lodged no qualifying times.

### Tomboy Senior

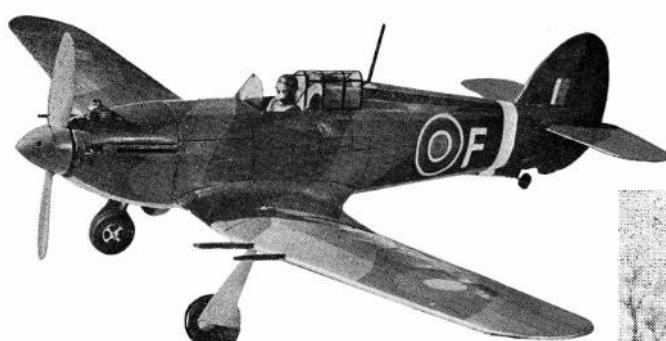
1st. Tony Overton 14.05. 2nd John Strutt 10.57. 3rd Tom Airey 10.25 4th David Boddington 8.26. 5th Roy Woolston 8.22. 6th. Derek Giles 7.20. 7th Tony Tomlin 4.57  
 8th Chris Giles 3.15 9th Ken Marsh 3.34. 10th Geoff Goldsmith 10secs.  
 Disqualified Stephen Powell landing out of prescribed landing area. Mike Burke also qualified but did not fly in the fly off.

Semilina by A Payne for Mills 1.3 span 56"  
 January 1953

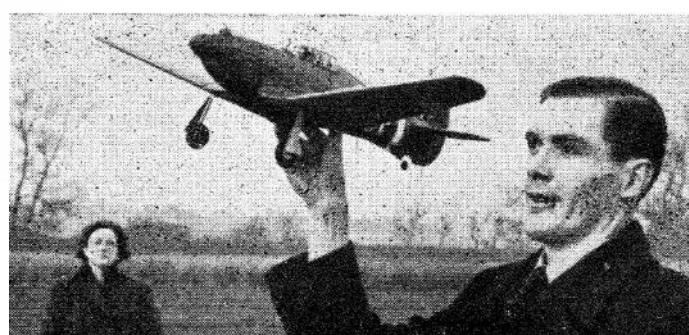




**HURRICANE IIc**  
MA  
166 E FEARNLEY 3/6  
SPAN 30" LENGTH 23"  
COPYRIGHT MODEL AIRCRAFT  
19-20 NOEL ST. LONDON W1



E Fearnley Hurricane 30" span for .5cc or less.



## From Dave Bishop

Here is a picture taken last Saturday at the Wings and Wheels show at North Weald aerodrome. The time is 0840 on the Saturday and a Russian Yak 50 was on approach when suddenly all the wheels retracted. he bellied all along the runway and slid to a stop in the middle.

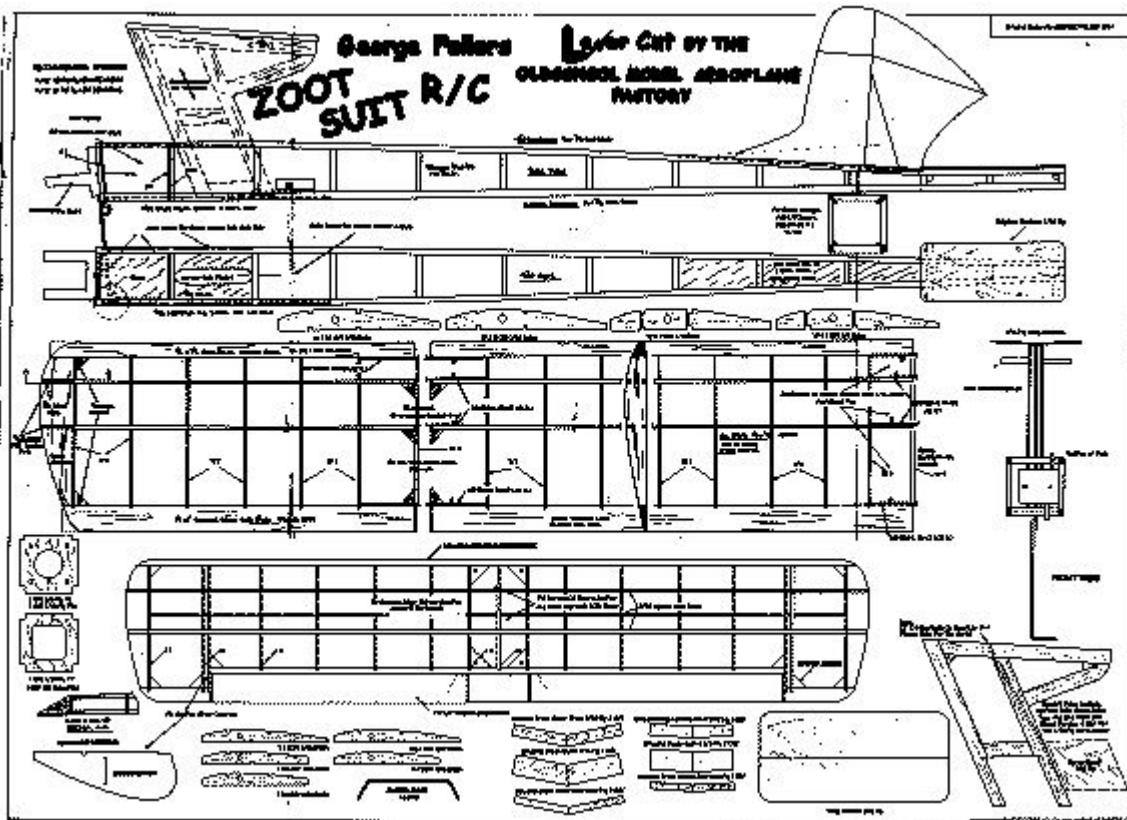


I ran to him and he got out OK. He said that it will need a new engine and propeller. He was one of the team that was going to perform at the Biggin Hill airshow. He finally got a lift there by another Yak and told me that he had another Yak back at home! His name is Andy Hammond.

## From Derek Foxwell

I called in to one of the cafés I use when in South London, which means most Wednesdays, this week it was Café Foxwell another time it could be Café Tomlin. Anyway Derek showed me some photos he'd taken from the flying field he uses very near to Biggin Hill, Last weekend was the Biggin Hill airshow. Anyway here is one of the photos and yes the earth did move beneath his feet.

Whilst there I got a copy of his new Zoot Suit plan for RC, as below. He has had trouble getting metal for the fuel tank and then equipment to bend/fold them but hopefully they will be ready soon along with the canopies for the Thunderbolt CL model. He can be contacted on 02086471033.



This copy I "processed" a bit too much of a rush the actual full size plan is excellent quality with all the bits fitting that's both on the plan and his laser cut parts. Short kit will come with fuel tank, wheel, nose wheel wire bent to size, radial mount and 160+ other parts. This one is for RC so get building for the RC power duration at Middle Wallop.

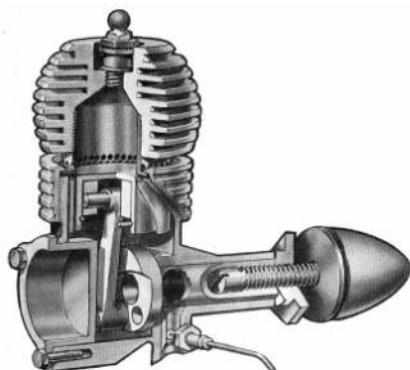
The Thunderbolt short kit looks great and Bill Morley is pleased with it. He'll be doing an accessory pack so with that and the short kit you'll get the fiddly things such as canopy, horns, bell crank, fuel tank etc.

## Control Line

Just had contact with Den Saxcoburg on the Isle of Wight regarding CL at Middle Wallop and CL at Cashmoor and included in his reply was the following:

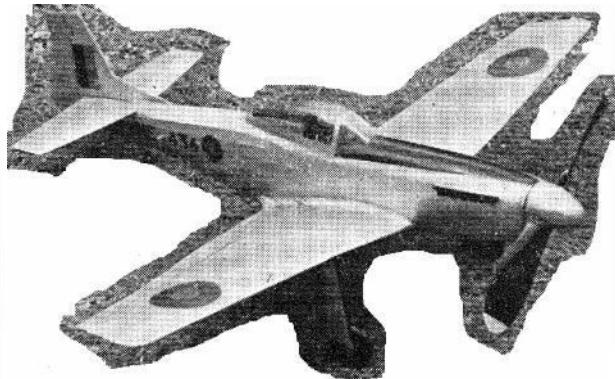
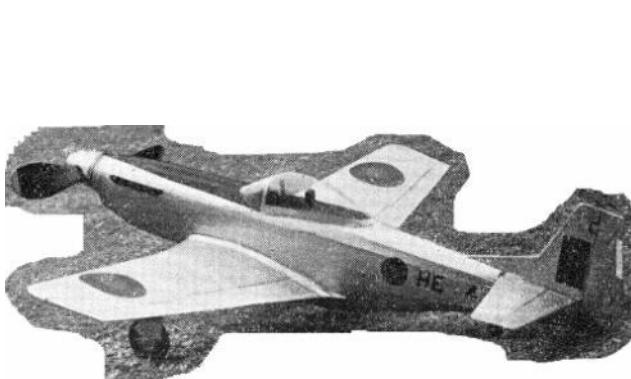
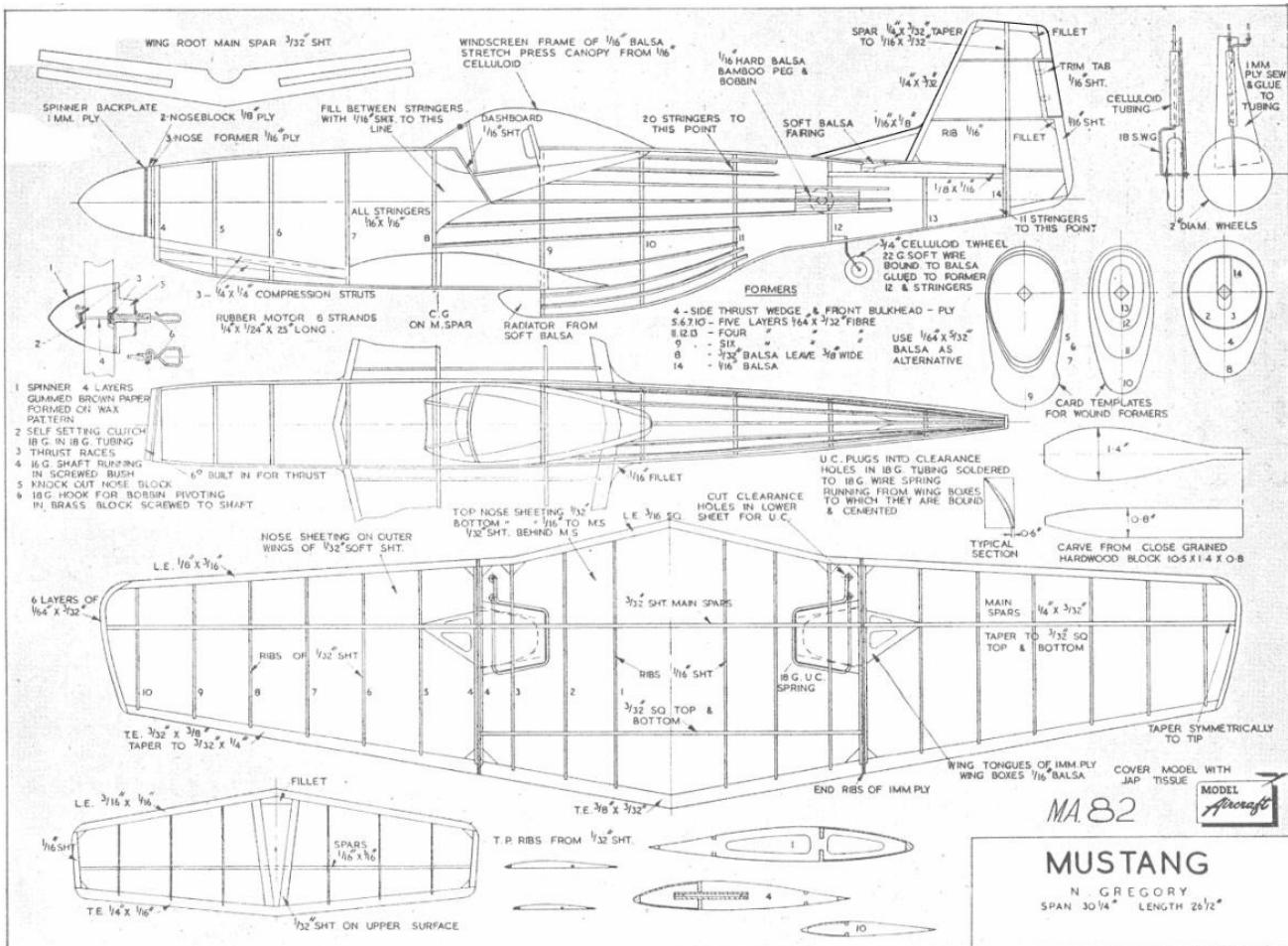
Pics attached of latest BHM kit offering from me, 1951 Musciano Stunt Rocket, just in...1 has sold already; the guy is well pleased with the kit and says he will post his experiences on the Barton forum. Certainly a nice one for those who want to 'dare to be different'!....

Den [den@denandtheartof.co.uk](mailto:den@denandtheartof.co.uk)

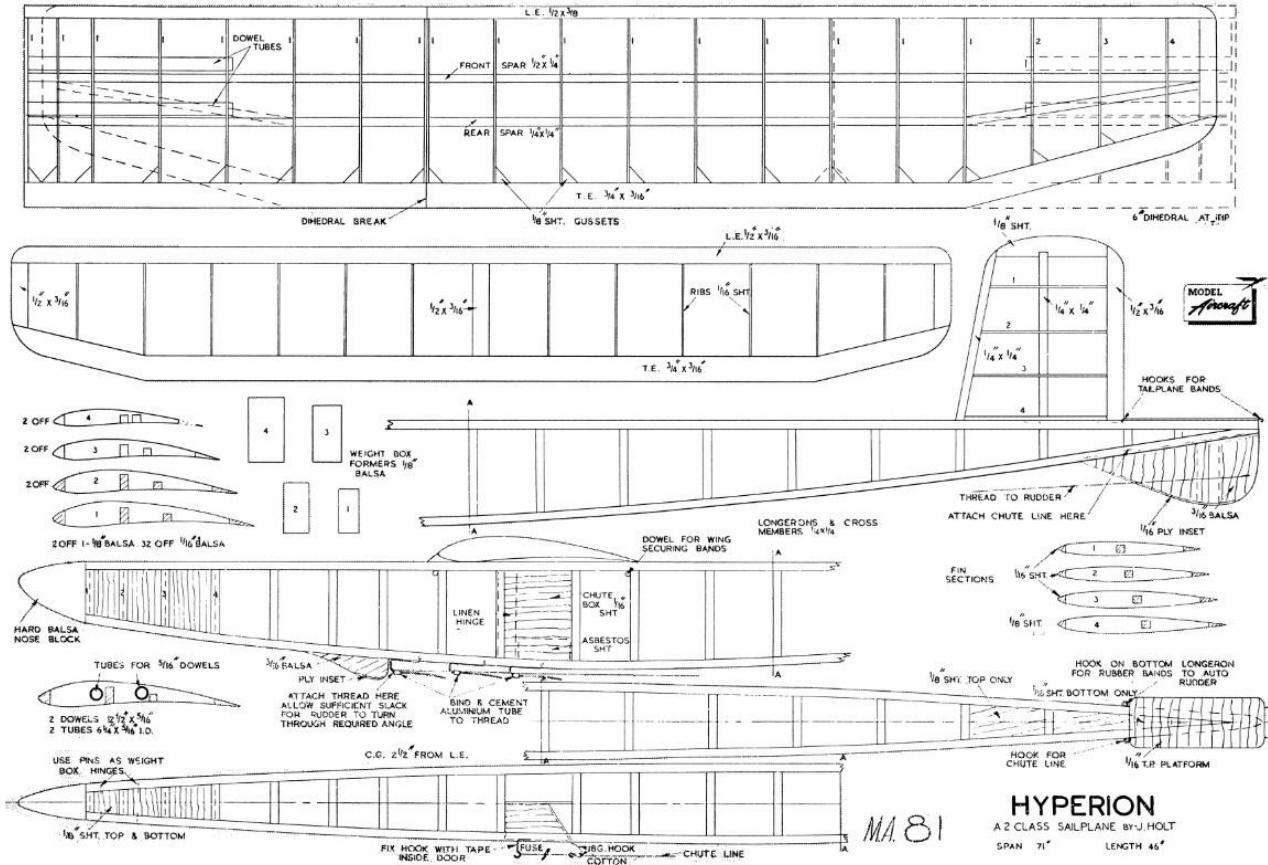


If

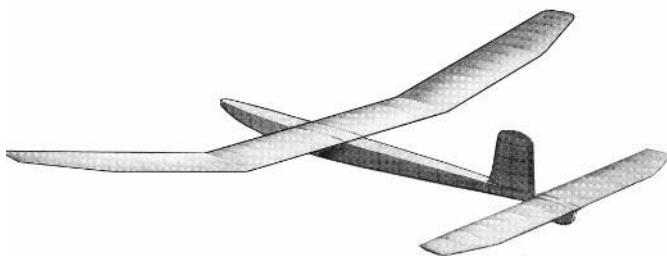
you have a 1948 Frog 100 with the serial number 8927 let me (JP) know as Phil Beard has the original paperwork and he would like to pass it on to whoever has the engine.



30  $\frac{1}{4}$ " span rubber powered Mustang IV by N Gregory September 1950 Model Aircraft  
Reproduction was difficult as original is of pale green as opposed to black and white, still gives enough detail to see what a good looking model it is.



Again from Model Aircraft September 1950  
is Hyperion a 71" span A2 glider by J R  
Holt.



## Cocklebarrow 14 June 2009 by Old Bill (Richard Bavin)

Heartfelt thanks to Paul & Val Howkins as usual for a well organised safe event, successfully aimed to keep the fun in flying, away from over-regulation, still retaining sound safety standards, each flyer being their own safety officer! Only rules being set circuit pattern and BMFA insurance.

For interest a few flying figures: 101 cars arrived, 72 transmitters signed in 150 models.

Outstanding quality of build apparent in many with quite a few going electric, as the lovely Super Scorpion and Mervyn Tilbury's Popsie and scaled up Kestrel, originally a rubber model.

For a fantastic difficult build, Paul Howkins produced the American "Mystery Man" with gull wing, elliptical dihedral and single wheel U/C with dolly U/C.

To my mind, in view of originality, difficulty of build, and quality of finish, this was the model of the day, but not registered to fly. The other outstanding performer, again beautifully presented was the electric Super Scorpion.

Why is Cocklebarrow so successful, started with Ben Buckle and SAM35 influence in the seventies, with accent on vintage flying for fun, away from over regulation this spirit being retained today. Thanks Paul, Val and helpers for another brilliant event.



FROG Aerobat converted to RC from CL



Bandit - Richard Bavin



“Pride” of Juniors. J60 X 2



KK Falcon



1937 Sportster



Venerable Scorpion by Rob Smith flown in all weathers lovely old aeroplane with lots of “Patina”



Rob's beautiful Phoenix from Paul Howkin's plan



Peter Rose's Cresta



R Reid and his Humming Bird



Chatterbox again R Reid



60" Red Zephyr, electric by Bob Jones



“Old Bills” Elf Axe



“Mystery Man” and Paul Howkins



Veron Nipper by Old Bill



Mervyn Tilbury’s now electric Kestrel



Mervyn's electric Popsie



Electric Super Scorpion by Colin Newman



Colin retrieving



Southerner 60



Quaker Flash



Scorpion



Madcap under construction. Has since flown and according to Richard approx. 24 minutes ago flies very well indeed. He did cover it first.

Apologies for a few items I missed out, they will be included next month

**THE END**