

Sticks and Tissue No 32 – July 2009

I'd like to thank the following contributors, without whom this newsletter would not be possible: Alan Jupp for the magazines, Kemal Rafi, David Kinsella, Tony Tomlin, Richard Bavin, Yannik Roussin, Dave Day, David Mills, Gray, Bill Deal.

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

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

The content does not follow any logical order or set out, it's "as I put it in and receive". Writings and opinions expressed are the opinion of the writer but not necessarily the compiler/publisher of Sticks and Tissue.



From Kemal Rafi in Turkey

Connected to the village of Almond created in the district of Izmir Dikili natural runway model airplane enthusiasts had their favourite places.

Dikili and around yaşıyan Radio Controlled (R / K) model airplane enthusiasts meet at every opportunity in the village of Almond flights have been carried out on the runway is natural.

7 months ago that people come together with a group of model airplane enthusiasts Almond village itself was formed between the natural güzellikleri flights hobby to satisfy their natural hearts are on the runway. Every week on Sunday in the village of Almond collected from different professional groups Pine Varol, Erol Malak, Yılmaz Baysal, DT. Kemal Rafi, Teoman Özkamer, they do Aytekin Cemil Civan and Necati the Radio Controlled (R / K) Model Aircraft with the show exhibit and appreciated by people with Almond being tracked.

Model Aircraft enthusiasts in the village of Almond's Dikili natural runway to the sea, with its close proximity to residential centres and flights in the area of air in such sürkülasyonuyla Activities Model Aircraft and Aviation Association (İZMUK) President Mustafa Ceylan is supported by all. Contact: 05322003749 DT.



(This is the first time I used Google translator, seems to work very well, also absolutely fantastic to get a few words from a part of the world where aeromodelling is not usually featured. JP)

From Yannik Roussin in France.

I send some photos of my last old timer from Ben Buckle Diamon Demon and Quaker Flash and also a Tomboy built from the short kit of Old School Model Aeroplane Factory with wheels or floats. The incidence of the wing is modified for R/C, like the dihedral of the wing. All motorised by PAW.

I am building the French DAD of 1953 and Guillemard plane motorised by Webra Diesel.

In France we are a very few number flying with old timer and minus with Diesel engine. We made your diesel fuel, no shop to sell diesel fuel.





From Derick

Interesting seeing the pair of 2x J60 I designed the 2x J60 called it senior 60 and published the plan through Model World. Mine had a Quadra 50 petrol and a 35mm camera in it.



My Two Pence worth – reality has no place?

Following on from Richard Bavin's letter in S&T regarding dates for vintage models and introducing a new cut off that being 1970 I was interested to read John Bowring's reply to the same letter that appeared in SAM speaks for June 2009.

There are arguments for introducing a cut off date of 1970 and there are counter arguments for leaving things as they are. Whilst I'm not brave enough to step into the furore (that means I'm about to) I'm inclined to leave the dates as are but then I'd dilute it all by saying the following with regard to Vintage Radio Assist.

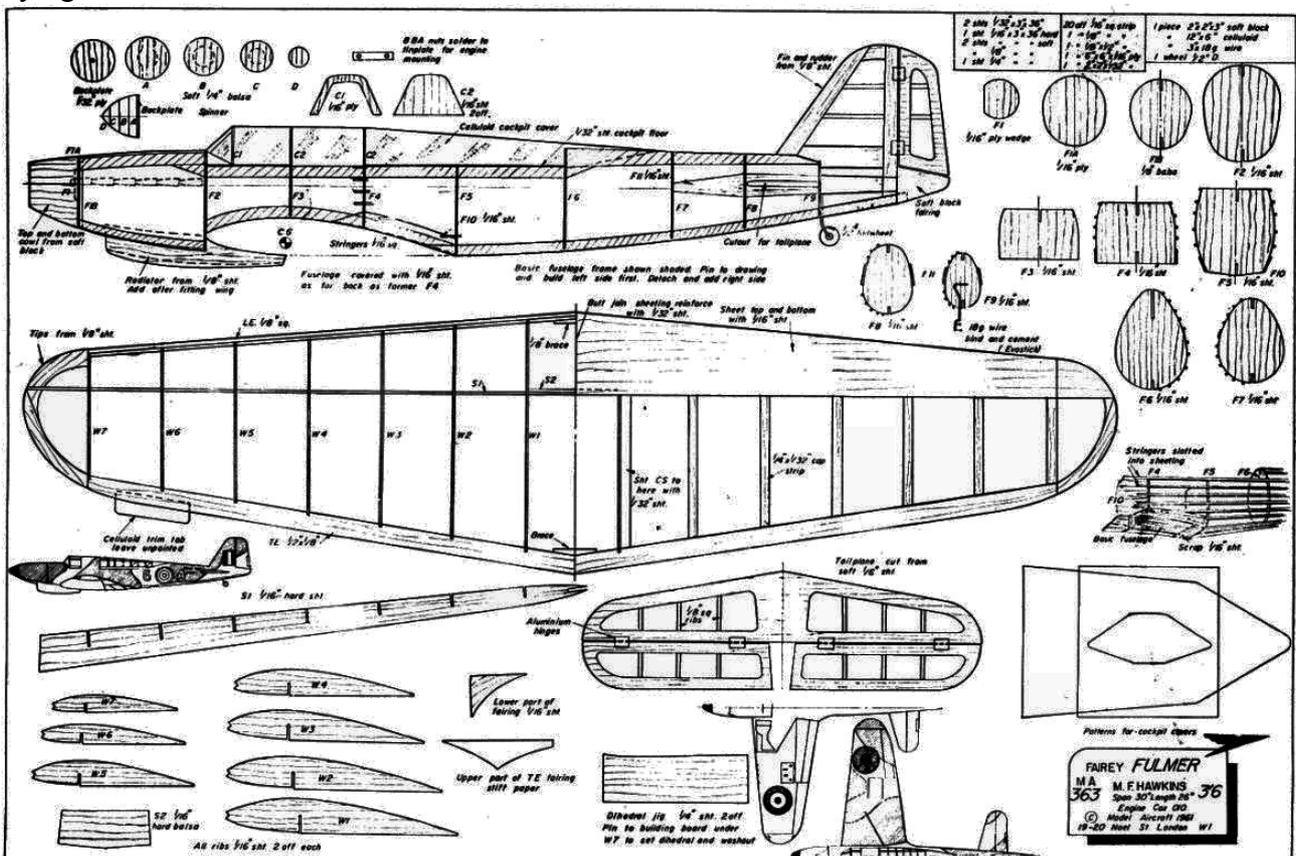
To me and I may well be alone in this (let me know if you agree or for that point disagree) is that Vintage RC with a cut off date of December 1950 allows for mainly free flight models to be converted to RC assist usually 3 channel control on elevator, rudder and throttle, or less. These models may be to original size or commonly scaled up and occasionally down. Power is a mixture of period engines or four strokes with a few modern glows and now of course electric. The strong element comes to the flying part of the event. Models are flown slowly, gently and quietly no aerobatics, no dashing up and down the emphasis being calm. Occasionally someone will bring either an inappropriate model or a vintage design which is overpowered and noisy tearing up and down and causing a nuisance for the event, however this is in the minority and soon stops however it is extremely off putting. I suppose what I'm saying is that flying is a "gentleman's" affair. Designs that conform to this genteel form of pleasure may well date from later than 1950 but if sympathetic are tolerated, quite rightly so in my opinion. To me the fantastic attraction of a vintage RC event is the gentle flying, fantastic models and meeting like minded modellers. I go to about 7 or 8 such meetings a year and look forward to the simplicity of the formula very much. I'm not alone just look at the numbers who attend Cocklebarrow.

Most people I talk to at vintage RC meetings do other RC flying be it helicopters, 3D, indoor you name it but at RC vintage events they are looking and enjoying something different.

Introducing 60's RC designs flown with modern RC, multi channel and large engines be they IC or electric is just too much of a step away from most's ideal of a peaceful vintage RC event. An Uproar with an oversized engine and umpteen channels now able to fly manoeuvres it would probably never

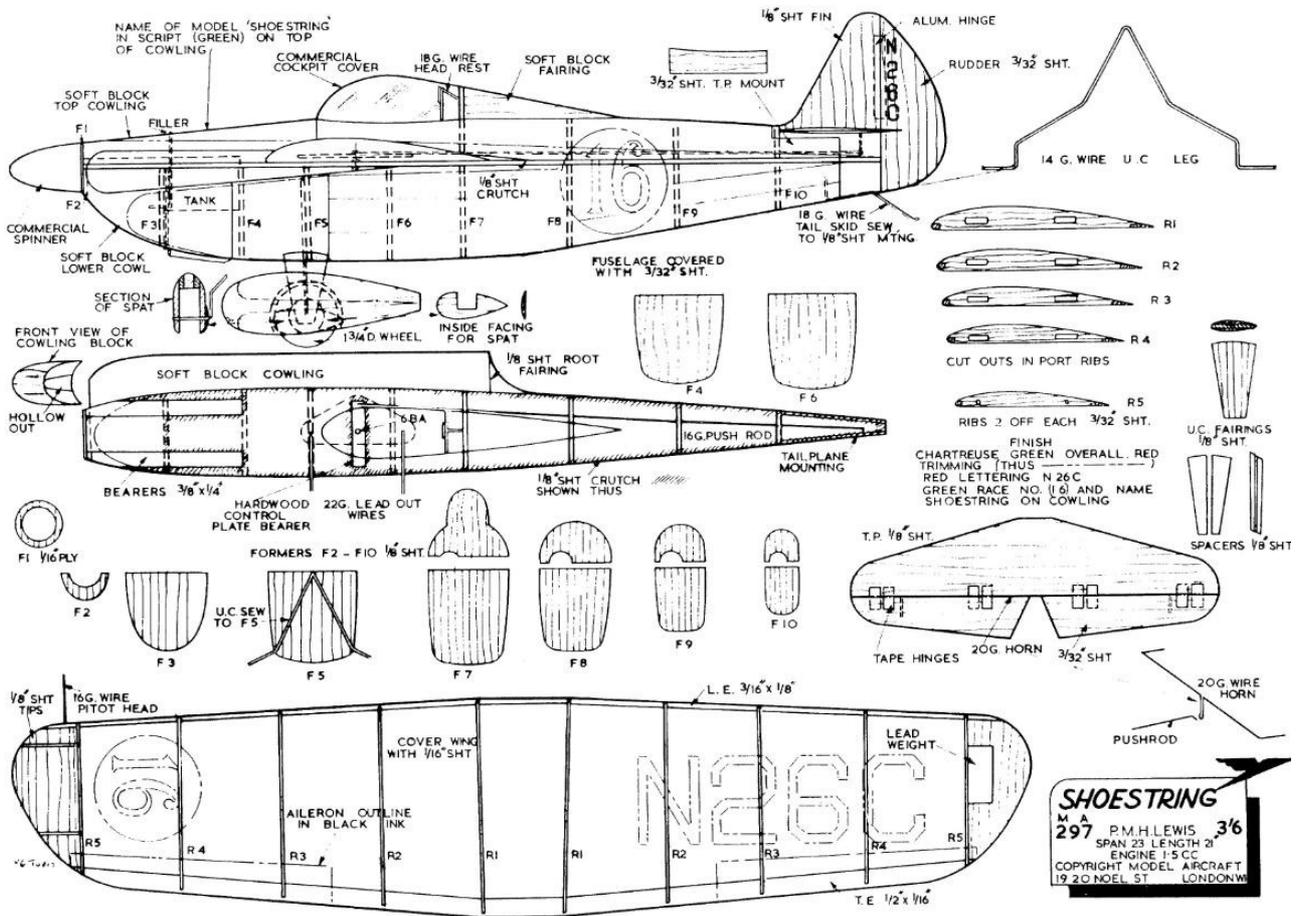
have been capable of by the normal club flyer in its day beating up the strip is just not on. What I hope is that the peaceful flying event be maintained. There are enough opportunities to do otherwise and in fact I have been considering introducing an event for RC models up to a cut off date of 1970 for a couple of years now and great it would be to but it is not what we understand as "Vintage" Vintage is much more than an argument of dates it is a way of aeromodelling not to be changed. An analogy being if you went to a fine restaurant for good wine and excellent cuisine you'd be pretty pissed off sharing an area with someone knocking back 4X, eating pizza and chips, jangling of bling and making a raucous noise above that which you can't hear yourself think and then throwing up. No if there is a need for up to 70's models and I'm sure there is then fine but don't call it or lump it in with vintage RC. If you do arrange let me know because I'd probably join in.

Just noticed SAM Speaks for July, continues the argument of allowing 60's models and says the intention is not to allow multi channel models haring up and down. Well if that is the case then the present formula, well the one I adopt for vintage events that being up to 1950 design but anything sympathetic to that period is also allowed but no ailerons. Certainly not multi channel "boy racers". The article also poses the question of boosting SAM numbers, which are declining, well ever the pessimist and I can't count the number of conversations had regarding the subject all are in this tone. "It's a sad fact that the average age of someone attending a vintage event be it RC or FF is about 120, (I know this is incorrect and 120 is used as an exaggerated number to make a point and does not reflect on those attending) many struggle with great fortitude to attend and even if only have one flight are delighted. The organisers too are getting on and with few younger people seemingly unwilling to take over, (Mike Parker being the best known exception) ultimately in about 10 - 15 years vintage events like those at Cocklebarrow and Middle Wallop just will not happen so better make the most of them now." What I am saying is that vintage aeromodelling as it is now known will disappear in the relatively near future there will be no vacuum to fill. This I believe will affect all aeromodelling, as it is other pastimes/activities, so lets continue to enjoy the peace of vintage flying while we can. I await the assassination threats. JP



Model Aircraft February 1962 M F Hawkins' Fairey Fulmar 30" span free flight for a Cox .010

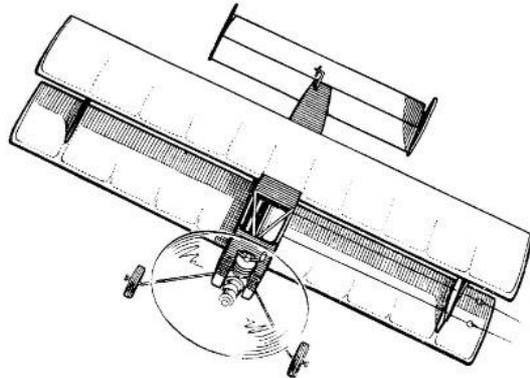
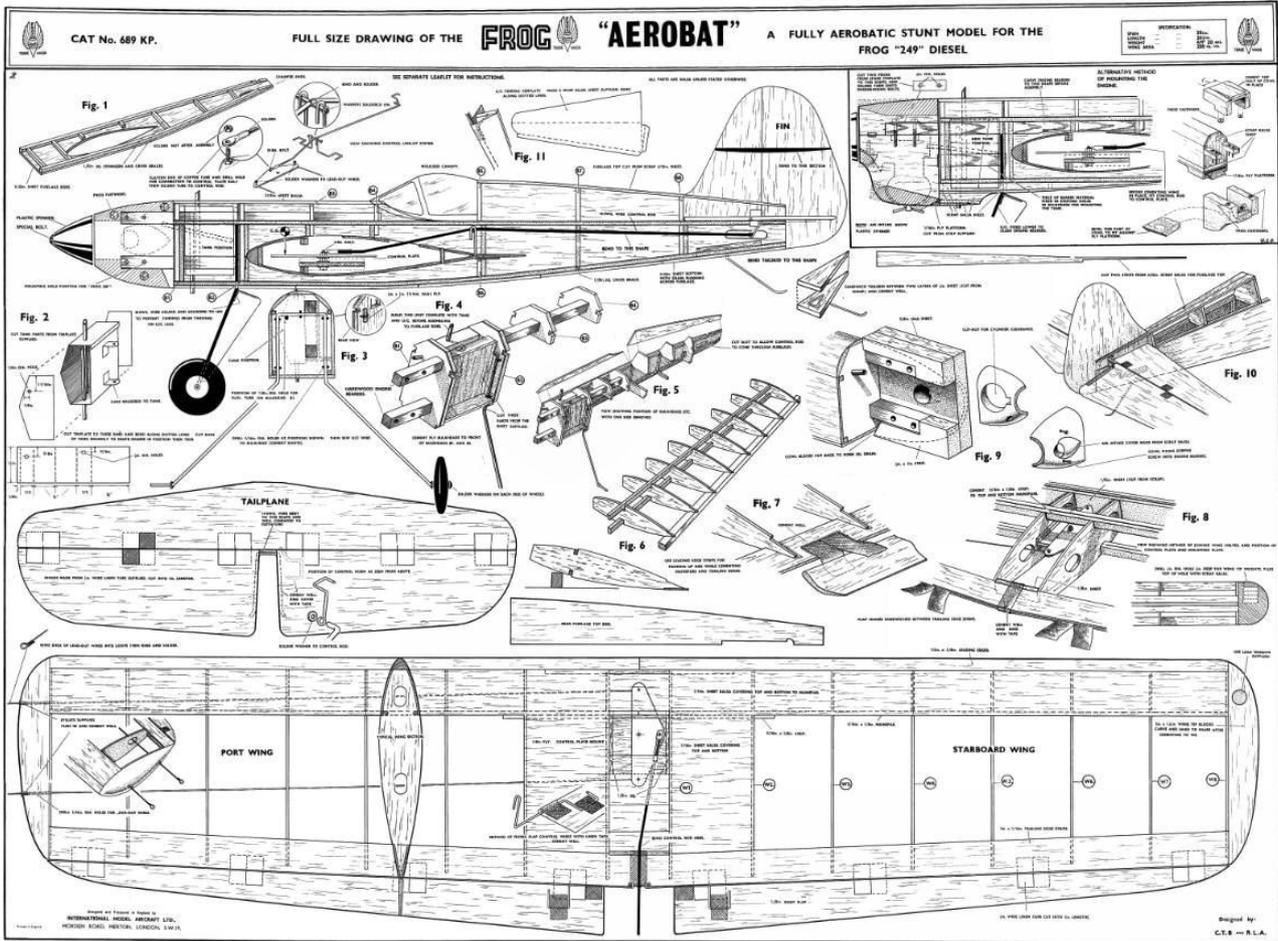
Sweep a 34" span tailless rubber model by Len Ranson from Model Aircraft June 1962

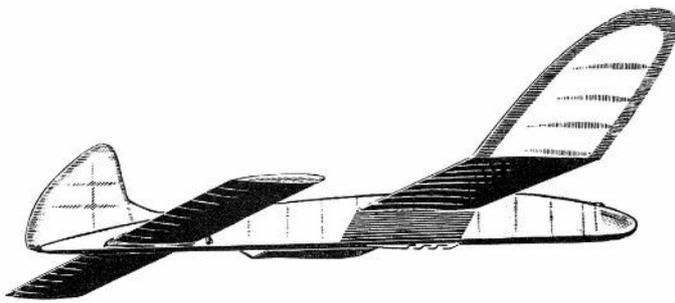
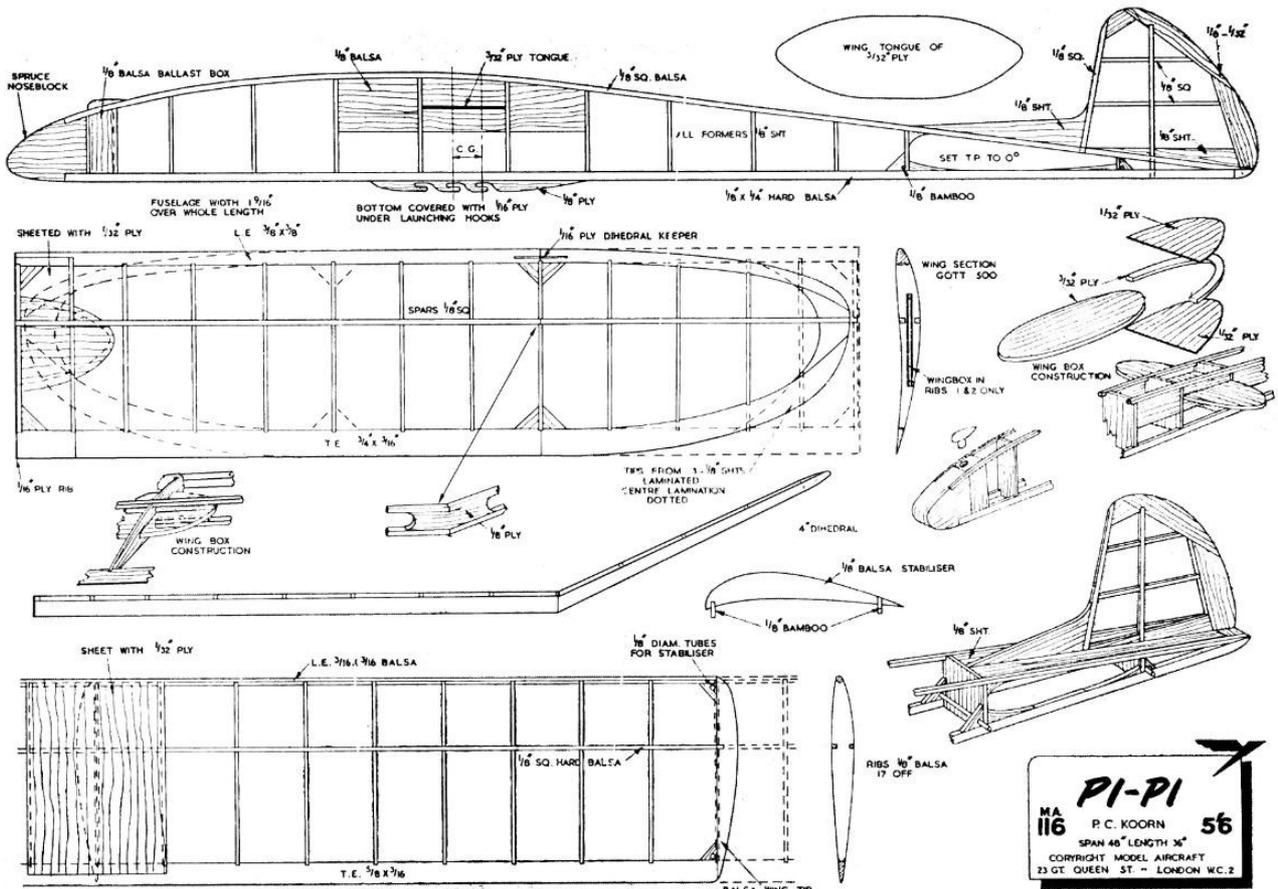


Shoestring. A control line model for 1.5cc. "A replica of a snappy American Midget Racer"
 By Peter Lewis Model Aircraft December 1958



I consider myself very lucky to have bought, a few days ago, a complete Aerobat kit untouched and all parts still in the box. I was tipped off by Tony Tomlin and decided it would be nice to make as per for the Middle Wallop control line events next year 2010 assuming they will be allowed as for the last two years. Unfortunately I haven't a FROG 2.49 so will let the side down and use a PAW or even an OS! Is anyone else interested in one of these models if so let me know and if there is a response I'll see if Derek Foxwell (Old School Model Aircraft Factory) will knock out some short kits including tank, bellcrank, cockpit, undercarriage etc as he has done for Bill Morley's Thunderbolt. JP





Pi Pi a tandem wing glider by P C Koorn span 48". January 1952 Model Aircraft

As for memorable sayings -

I believe this has been attributed to Euripides

'I know full well the folly of what I purpose, but my inclination gets the better of my judgement' - note - 'purpose' was spelt that way on purpose- but I can't recollect why - may have been a misprint Greg Tutmark

From David Mills

The lovely Fairchild in your latest is from a long run of kits sold by Comet and other manufacturers prior to WW II and thereafter. Dubbed "five-centers" for their asking price at the time, they're all roughly 10 inches or fractions longer in span, Imperial units prevailing. The referenced Fairchild is joined by at the very least by the following companions in my plan collection: Cessna, Ryan SC,

Ryan Trainer, Howard, Monocoupe, Miller Racer, Bellanca, Aeroneer, and Dart. Other companies sold them, too.

The five-centers don't benefit from the same popularity of their larger shelf mates of the era, the "dime-scale" class, again dubbed thereby for their asking price. Nor did they in the past, probably. The five-centers just aren't very good models to build and fly now and are rarely seen. Such was probably the case in the past, too. Ten inches or so of wing just don't make for a very competent model airplane.

The dime-scalers benefit from fifteen to sixteen inches of wing and fly quite well, if built light. (Was it not ever thus?) The Dime Scale class is one of the most popular in the Flying Aces Club panoply and these old designs live on with joyous verve. I've built a few over the years and I've several dozen plans in my collection, this ratio remaining constant over the years. You never can have too many plans. The Fokker DVII is a favorite.

From Roger Cooper

Got about half way through S&T and came across the Brian Faulkner plan. I remember Brian well, back in the late 1950's/early 1960s I was a member of the Cheadle (south Manchester) MAC and I believe Brian was Chairman at the time. Always a gentleman and very friendly. Would be wonderful to hear if he is still around but as he was somewhat older than me, I think, it may be unlikely now. Brings back memories I can tell you!

Cocklebarrow Farm R/C Vintage by Tony Tomlin

The first of the three 2009 R/C Vintage meetings at this always popular Cotswolds venue took place on Sunday 14th, June. As always [and for the last 17+ years] the event was organised by Val and Paul Howkins. Apart from sport flying, that continued throughout the day, there was also the 6th round of the hotly contested Tomboy 3 and Tomboy Senior League run by Tony and Pam Tomlin and friends. From early morning the fliers started to arrive with a number already on the flight line having camped overnight. The weather had set fair with a very light breeze and welcome sunshine. At the end of the day 72 modellers had signed on with what was estimated at 150+ models! [After a recent comment made to me by an ARTF flier that Vintage R/C is on the wane I think they should think again.]

Models ranged from the largest, John Laird's 3x Mamselle, Bob Stanley's Leprecaun, Paul Howkin's Ranger, Mervyn Tilbury's Shrimpo, down to a Doug McHard designed 30" span Wee Snifter. Some of the other models seen included Southerners, Falcons, J60s, a GHQ Sportser, Super Scorpion, Comet II, Flying Stick, Spook, Privateer and a good selection of Tomboys both 36" and 48" span. A new model to the Cocklebarrow regulars was the very smart, 1938, Elbert J. Weathers designed, Mystery Man built by Paul Howkins that looked a complex build. The electric flyers were also well represented with around 10 models powered, in the main, by outrunner motors that for their diminutive size produce outstanding performance. As always happens at these meetings, there was a lot of chatting going on and the flightline was never crowded as the opportunity to chat to like minded individuals is always an important factor at these events.

Tomboy 3s.

The competition for the 36" Vic Smeed Tomboys powered by the Mills.75 had 10 flyers in the fly off each having achieved the required preliminary two, 4 minute max flights. The seasoned Tomboyists, Paul Netton, Tom Airey, Tony Tomlin, Stephen Powell, Tony Overton, and Chris Hague were flying joined by Derek Colin, Dave Stock, Richard Preston and Brian Brundell. Nick Skyrme was the starter and as the start board was lowered only 9 models got away as Stephen Powell was left behind with a non start. The others climbed steadily away until their engines cut around 2 minutes. Tony Tomlin, Tom Airey and Paul Netton were in lift at an estimated 800 feet

with Chris Hague having picked up a powerful thermal and was now a just a dot. Dave Stock and Tony Overton were out of luck with the lift and were descending steadily. Richard Preston and Brian Brundell were just below the others and Derek Colin was in trouble as he realised he was looking at the wrong model! [easily done with the models close and high]. Dave Stock and Tony Overton had now landed, Dave first at 5mins 10secs followed by Tony 17seconds later. Next down was Brian Brundell at 6 seconds over 10 minutes followed 25 seconds later by Richard Preston. Tony Tomlin followed them down in what was thought to be 4th place at 10mins 42 secs. Tom Airey and Paul Netton were still high but Paul had the edge, landing nearly 3mins after Tom who glided gently in at 15 min 41 secs.

All eyes then searched the sky for the models of Derek Collins and Chris Hague. As luck would have it Stephen Powell, the unlucky Tomboy non starter, caught site of Derek's Tomboy as it landed just outside the field boundary and model and flyer were quickly reunited. Sadly Chris Hague's model had vanished in the lift and Chris was denied a sure first place. *[Since the event the model was found after 3 weeks by a sharp eyed tractor driver, two fields away, undamaged and now again flying!]*

Tomboy Senior

After the drama of the Tomboy 3 event all the fliers were hoping for an easier time with the larger models that are so much easier to see at height. Surprisingly the entry was down to only 5 fliers who all achieved the 2 maxes required for the fly off. Chris Hague was looking for better luck after the loss of his small Tomboy, Stephen Powell was also hoping that the engine gremlins would stay away this time. The line up was completed by Tony Overton, Tom Airey and Tony Tomlin.

As the start signal was given the five models got away as one. Chris Hague was continuing his bad day with his Mk1 Mills down on power and was climbing slowly.

The others were all scratching around for lift which was a total reversal of the earlier Tomboy3 event with the exception of Tony Overton who had picked up some worthwhile lift and, climbed to around an estimated 700 ft. as the engines stopped a little after 2 minutes.

First down was Chris Hague at 2min 40 secs. Stephen Powell, Tom Airey and Tony Tomlin were all close with Tom highest. Stephen then continued his bad day by landing just outside the Cotswold stone wall that surrounds the flying site and forms the designated landing area and was disqualified. Tony Tomlin was next down at 4min 44secs followed 31secs later by Tom Airey both surprised at their lack of duration. Tony Overton followed the 'experts'? in to a ripple of applause from the other fliers and the large group of interested onlookers, landing at 6min 5secs and demonstrating his ability to use any lift available.

As always this was followed by the informal prize giving with the bubbly and certificates being presented by Val Howkins. A raffle organised by Val and Paul for a Mills 1cc, kindly donated by Peter Rose, was drawn, the £94.00 raised going to the Air Ambulance service. A vote of thanks was proposed to Val And Paul and friends for their tremendous efforts that make these Cacklebarrow events so very popular.

Events

16 August Sunday	Cocklebarrow	definitely not to be missed RC assist only
30 August Sunday	Middle Wallop	RC and control line (Free Flight 29, 30 & 31)*
20 September Sunday	Middle Wallop	FF and VERON JUNIOR COMBI
4 October Sunday	Wimborne MAC Dorset	control line day & BBQ
11 October Sunday	Middle Wallop	FF and VERON JUNIOR COMBI

The Gold Trophy - 10th June 1962 (Whit Sunday) by Dave Day

From 1960 to 1962 I served as Midland Area Delegate to the SMAE. This entailed attending the Council meetings held at Londonderry House (Park Lane). At one of these meetings I volunteered to judge the '62 Gold Trophy. The reason (if any) now escapes me. In those days the event was usually judged by just one person and over just one flight. Maybe I had ideas about changing things but on arrival at Barkston Heath (yes, we've been using it that long) I found that I had a fellow judge in the person of Pete Russell. No problem, but I would have been happier if someone had told me in advance.

I knew Pete by reputation as a previous Gold winner - he won when I first competed in 1957 - and had got to know him fairly well from our joint exploits in electric car rail racing. I had visited the Worksop track on more than one occasion to compete in open events.

With the unusual situation of having two judges, Pete and I agreed that we would stand 90 degrees apart around the circle so that one could judge line angles and the other the shapes of the manoeuvres. This obviously precluded any possibility of conferring - pity this system isn't used today. There were 42 entries and all of them flew. That must have been a busy day!

The entries included 'all the usual suspects' for the time plus an American serviceman in the shape of 'Jeep' Newman with a pair of 'Ares' built from the *Ambroid* kit. Chief among the usual entries was Frank Warburton with a new model in the shape of a semi-scale Kawasaki Ki61 'Hien' (Swallow), better known in the west as the 'Tony'.



Frank Warburtons 'Tony'.

The other regular entries included Geoff Higgs, Harold Dowbekin, Dave Christopher, Tom Jolley, etc. Dave had a twin boom model in his familiar colour scheme.



Dave Christopher's twin boomer.

I must admit that 'Jeeps' two models made a considerable impact on me because of the very high quality finish, in *Aerogloss* dope. Jeep insisted that the finish on his number two model was 'rough' and needed much more work with rubbing compound before he would be happy.



'Jeep' Newman's number one model, flown in the event.



'Jeep' Newman's number two model, not flown in the event.

I have been unable to trace a full entry list or set of results. No use asking SMAE/BMFA. When I worked in the office in 1993 I was amazed just how little was recorded. The only permanent record of Gold Trophy winners is on the trophy itself - and that lists two winners for one year!

The main contenders had quite different flying styles. Geoff Higgs flew large open manoeuvres (80 degree loops), While Jeep Newman flew very small, neat manoeuvres (and much slower), with Frank Warburton somewhere between the two. The result of this was that Pete had Geoff as the winner, while I had Jeep as the winner. Frank was second or third for both of us. Adding the scores made Frank the winner with Geoff second.

One other point that needs mentioning is Jeeps habit pf performing numerous dead-stick loops after the motor cut - and it wasn't very windy. I thought this was great, but I think Pete regarded it as 'showing off'.

When we thought that the dust had settled, Tom Jolley appeared and lodged an official protest at the fact that Franks model didn't have his SMAE number on it. The rumour in those days was that Tom arrived at contests with his protests already written out, but I don't see how he could have foreseen this one. After looking at the rules, we had no option but to disqualify Frank, making Geoff Higgs the winner. This was a serious issue in those days but Frank appealed on the basis that he had put the number on the bottom of the wing because putting it on top would spoil the semi-scale appearance. In stark contrast to today, it took the SMAE Council just 6 days to overturn the protest and reinstate Frank as the winner. Nowadays, it would take at least 3 months - the distance between council meetings.

This business of BMFA numbers is an interesting one. Nowadays, numerous people get away with flying in competitions without a number on their model - possibly the result of scrapping the 'builder of the model' rule. However, it has always been a fact that your insurance is invalid if the model doesn't carry your number. I think Frank won the following year with the same model. Tom won in '64 and Geoff in '65.

1st Frank Warburton of Bolton 1220.5 pts
 3rd T Jolley of Whitefield 1095 pts
 5th R Brown of High Wycombe 1039.5 pts

2nd J Newman of Northwood 1198 pts
 4th G Higgs of Bolton 1056.5 pts
 6th C Christopher of Weston 1016.5 pts

David Kinsella's column

The Phil Smith Story—Part II

Thanks to a French Darracq with Clegg bodywork, rare on the empty roads of the late 1920s, with his father young Phil enjoyed good model flying at Woodford aerodrome, across the sands at Southport and all over the North of England. Indeed that seaside trip is regarded as the first time that a petrol model was ever seen there! As a member of the Lancashire Model Aircraft Society and a member of the Air League of the British Empire (great!) Phil supported the derring do of Scott and Campbell Black (champions with the



red DH Comet Racer) and for five bob was soon flying with the latter in an Avro 504J - a loop without harness thrown in for good measure! In an England incomparable with the England of today young Phil's rubber-powered boats of cork bowed to adventures aloft with models mentored by Joe Kenworthy, Wakefield winner in the 4 ounce class with the Conqueror and founder of the NORMAC model business. Trips were made to the Fairey Aviation airfield, own designs all the while improving, and from Castle Bromwich — where cousin Wilf Sutcliffe was the chief flying instructor - a flight was made in a Hawker

Phil on the beach at Southport Tomtit. Wilf used the biplane at Grantham, now Barkston Heath, Alex Henshaw flew them as hacks and Phil saw in Camm's design the stable platform for a model.

Campbell's Place

Sir Malcolm and son Donald lived at Povey Cross in Surrey, the U-shaped property, much of it Elizabethan, standing in 40 acres. The workshop took up one leg of the U and featured a 45ft workbench, ex RFC mechanic Leo Villa the senior man here. Other staff included a butler, governess, cook, maid and gardeners. Several road and track cars were to hand as well as the Bluebird boats and cars. On an oak beam over a fireplace hung a mighty sword swung by a Campbell at Culloden (another walked 600 miles to fight with Wellington at Waterloo). Rolls-Royce aero engines were the thing at this time, Donald having at least 3 12-cylinder R units. At Alexander Howden in Lime Street and at Lloyds, Sir Malcolm was the first to offer libel cover to the press, and he became a director of the Ford Motor Co and worked with Henry in Detroit. Tennis courts, an orchard and goldfish pond complimented the estate, carefully guarded by sixteen dogs.

For Ike And Monty

D-Day - Operation Overlord - demanded a mighty map to cover the entire coast from Norway to Spain. Enter famous Chad Valley, tinsplate toys and puzzles for the GWR and others their forte. Secretly printed and carried in sections, false trails and double-cross spies along the way (Patton with an army in Kent), the wondrous wall map did the trick.

Very Collectable

Time for another fine cover from staffer Laurie Bagley, the magazine at Clarendon Road, Watford. Boeing's last biplane fighters of the 27th Pursuit Squadron are on patrol, 550bhp Wasp radials giving a maximum of 190mph. Goodies in December 1964 included hot news of the Harleyford Avro Lancaster book (60/-), sixty model shops advertised, Jim Baguley on A/2 gliders, a double free plan, K&B 19 test, Hinton and Waterland's fantail Eta 15 racer and much more. A treat to curl up with. The great Ron was at the helm in those golden years.



As It Was

It's all different now. Just how different may be illustrated by the grim fact that eight trains and two buses were required to carry me from London to Exmouth and back, me one of thousands that day. The 250,000 souls of the old LMS may have raised an eyebrow or two (S&T No 31) but as one of the Big Four - in fact the largest and at one time the largest company worldwide - the LMS offered the complete service via trains, ships, aeroplanes, hotels, docks, storage, even 25,000 houses! Trackwork exceeded 19,000 miles and all up value today would top £15 billion. Once famous for Hardwick's Doric arch, Euston station saw King Boris of Bulgaria in white overalls drive the Coronation Scot to Bletchley. Railways were big. Elsewhere Dvorak, Goering and Ravel loved them too.

Bombs On Hold

A while now since a report on the Dam Busters movie. Still in the pre-production stage, contacts in the business tell of delays with the final ok on the script. Lancasters of ply have been made for the static stuff, no doubt there will be bags of CGI, and at least one large radio model was tried a year ago by one of the producers. As to the delay, I suspect the corpulent figure of Mr PC with hand raised in the stop position.

Matchless

Few would say this model is not matchless. Big and with massive detail, this fully sprung 19 inch beauty is metal and sells for £2,000. Very similar, another racer of the golden age of Duke and Nortons - the AJS - is also available. Will there be a Gilera 4 or Guzzi V8?



Mags Matter

Any club worthy of the name should produce a quality magazine, especially these days with so much technology to ease things along. It unites the clan, records events and is nice to read and re-read time and again. On the control line scene Barton MFC produce a cracker: lots of pictures, plenty of colour, an active calendar of events - Wharfedale 1,000 lapper still run, it's good to see - technical tips and a strong social scene. Editor Peter Brannigan knows how to do it. Always a good read.

New Tricks Difficult

Experienced bomber pilots in the Luftwaffe could volunteer for re-training as fighter pilots. At a fighter school Norbert Hannig, Me 109, FW 190, Me 262 experience, more than 200 missions and 42 victories, received a Major and two Captains to convert to the Focke Wulf 190. Type familiarization and take-offs and landings went well. Practice dogfights, however, were a catastrophe. Flying in pairs, every time after the agreed signal



Norbert would be astern and in the 'killing' position within two minutes! All three decided to offer their services elsewhere. Just too slow.

Modelspan

Lightweight and heavyweight, part of the find in thousands of kit boxes, but where did it come from? Modelspan Super Tissue adverts appeared in our magazines on a regular basis - yellow, mid-blue, dark-blue, red, black and white - but never an address. As paper it would have been registered at Stationers Hall. Investigations will continue.

Ubique

This motto of a famous regiment could have represented the great army of Britain's model shop proprietors and staff of the 1950s. Just as a branch of Montague Burton or John Collier could be found around the corner (a suit for a fiver run up at the factories in Leeds) even a tiny village such as Albrighton, Staffordshire, boasted a quality model shop in the high street. Frequently run by flyer types, the gentleman at Albrighton was ex RFC, had lost an eye in combat, and on request would show you a painting of the action usually stored at the back of the shop. None now, the Wimbledon/Raynes Park area alone supported five model shops, any one just minutes away by bike. Hordes didn't advertise, but under the heading 'Tour Best Model Shops' a Model Aircraft of the time would list a healthy 38 addresses - the big boys such as Veron and ED taking serious space and boosting the tally to 65! Probably due to climate and history the model railway scene is stronger than ever, many clubs, magazines and trade shows supported without breaking sweat.



Good Experience

Books, radio and television, exhibitions and postage stamps celebrate the life and doings of Henry VIII, broad as a door and the only king we know really well. What may not be known is that Winston Churchill was signed by Alexander Korda for script duties during the filming of the story in 1933, Charles Laughton starring. See the movie and here and there the great leader shines through.

Make Sure!

At the bedside of an ancient and ailing professor a dutiful son leans forward for one final word of advice. After some delay the old boy mutters 'Always check your facts'. Sadly when I referred to Count Zborowski recently (S&T No 30) I should have said he was Polish/American. Both he and his father were great enthusiasts of mechanical things and both expired in motor racing events, it is said wearing the same set of cuff links. Big in property, the family's fortune in America exceeded 40 million dollars in 1878. Here is one of their homes in England.



Biker's Treat

From the age of the girder fork comes the 1938 Triumph Speed Twin. With the famed Aerial Square Four to his credit (remember the sound?) Edward Turner drew the wonderful Triumph, able to cruise at 70mph and crack on at 95 or more. A great model is now on the way, a good 7 inches long and



a snip at £80. Detail from Diecast Legends ((0870 480 3456). It's a beauty.

King John's Wyvern

Car production moved from Vauxhall in south London to Luton in 1905, the name going with the firm. Bought by General Motors the works expanded either side of Kimpton Road, even up to the old airfield where pilots trained in the run-up to 1939. A wartime Mosquito set an Atlantic record, one of the crew becoming plant manager at Luton (nearby was AC Delco, Bedford trucks, and in the north Ellesmere Port). Over a holiday in the 1960s a failed take-off dropped an aeroplane on the cost office and old press shop, empty at the time. In the 1930s the supercharged Vauxhall-Villiers driven by Raymond Mays set hill climb records, his team involved with the ERA and the astonishing V16 BRM which appeared in 1949. During the war Vauxhall and Bedford built 256 thousand trucks and Churchill tank. Post war GM's reach was impressive: faced with building restrictions a whole building was brought from across the seas - possibly from Holden in Australia - and became AA Block at Luton for car assembly! The name Vauxhall dates back to Magna Carta and King John.

Boys Place

For several years RAF Cosford trained Boy Entrants. A large camp 9 miles north of Wolverhampton and just above Albrighton, there were wooden billets for each new entry (8 weeks basic training) and brick Fullton Block for various trades training. A grass airfield, all services hospital and AAA sporting facilities, not to mention a remote detention block, took full advantage of this farming area of Shropshire. Boy Entrants and Apprentices (trained at St Athan and Halton) in time became RAF history and by the 1970s Cosford was an aviation museum strong on German guided weapons and featuring such rarities as the delta Gloster Javelin, nuclear capable TSR2, Vulcan and Avro Lincoln. The LMA and other clubs enjoy these facilities.

Worth Saving

One hundred years ago on 25 July at 4am Bleriot on crutches hobbled to his machine and took off for England. Landing near Dover Castle he claimed the Daily Mail's £1,000 prize and everlasting fame. What is astonishing is that the original Bleriot Lamp & Aviation Factory was recently knocked down. Of three floors and modern in outline, the world's first proper aeroplane factory featured large LB panels in blue and yellow ceramics.

Willy's Beauty

Well tested in Spain prior to war in 1939, DB or Jumo powered, often sporting considerable decoration, the distinctive Me 109 (or Bf 109 if you prefer it) was deadly in the hands of Galland, Rall and Hartmann (352 victories!). Its fuel injection was a strong advantage over the carburettor floats of the Merlin until Miss Schilling's modification was introduced, but two disadvantages were the side-opening cockpit and the narrow and rather weak undercart. Merlin-powered 109s were employed in The Battle of Britain movie, Stanford Tuck, Bader and Townsend advising, and near the Channel Islands during the shoot Adolf Galland put on a sweat-generating display of the 109's abilities that staggered all who saw it! Only ten Luftwaffe pilots were awarded 'diamonds' and Generalleutnant Galland was one of them.



Baxter's Boat

Financed by Sopwith, woodworkers from the Kingston factory (*Now a Sainsburys and flats*) set up Cars & Boats. Motor yachts of 30ft and 45ft were built to the designs of G H Wainman, and frames

of ash were made for Aston Martin, Lagonda and Fraser Nash at nearby Isleworth. Ordered by Mr Tudor-Thomas, motor yacht Surrey later sailed to Dunkirk as part of Admiral Ramsay's Operation Dynamo to save the British Army. Forget the Mrs Miniver movie (Mrs M disarms a 109 pilot as hubby prepares to save our squaddies) Dunkirk was no picnic! Under fire Surrey carried home 34 at a time, but several - such as Vanguard from Southend, destroyed by a mine - went down with all hands. Much later and known as L'Orage (The Storm) this Dunkirk veteran was restored by Bates of Chertsey for famous Spitfire pilot Raymond Baxter, voice of BBC sport, author, car enthusiast, Farnborough, etc, etc. Sometimes dropping delayed-action bombs at 18ft, Raymond's greatest exploit was his attack on the V1/V2 control in Holland.

No Further Questions

The Fox-powered Taurus looked great and sounded even better, so much so that a couple of lads came over and said they would like one too. A touch surprised that the big stunter was made at home, no spark or further questions were forthcoming and they wandered off. So what do they teach? them in schools? For me and down the years woodwork and metalwork skills have been employed time and again, and there was associated practicals such as countless circuits with a Bee-powered Phantom Mite. Wonderful fun and school time well spent. Whatever does go on in 2009, education should mean more than mere preparation for a slot in the workplace - if one can be found!

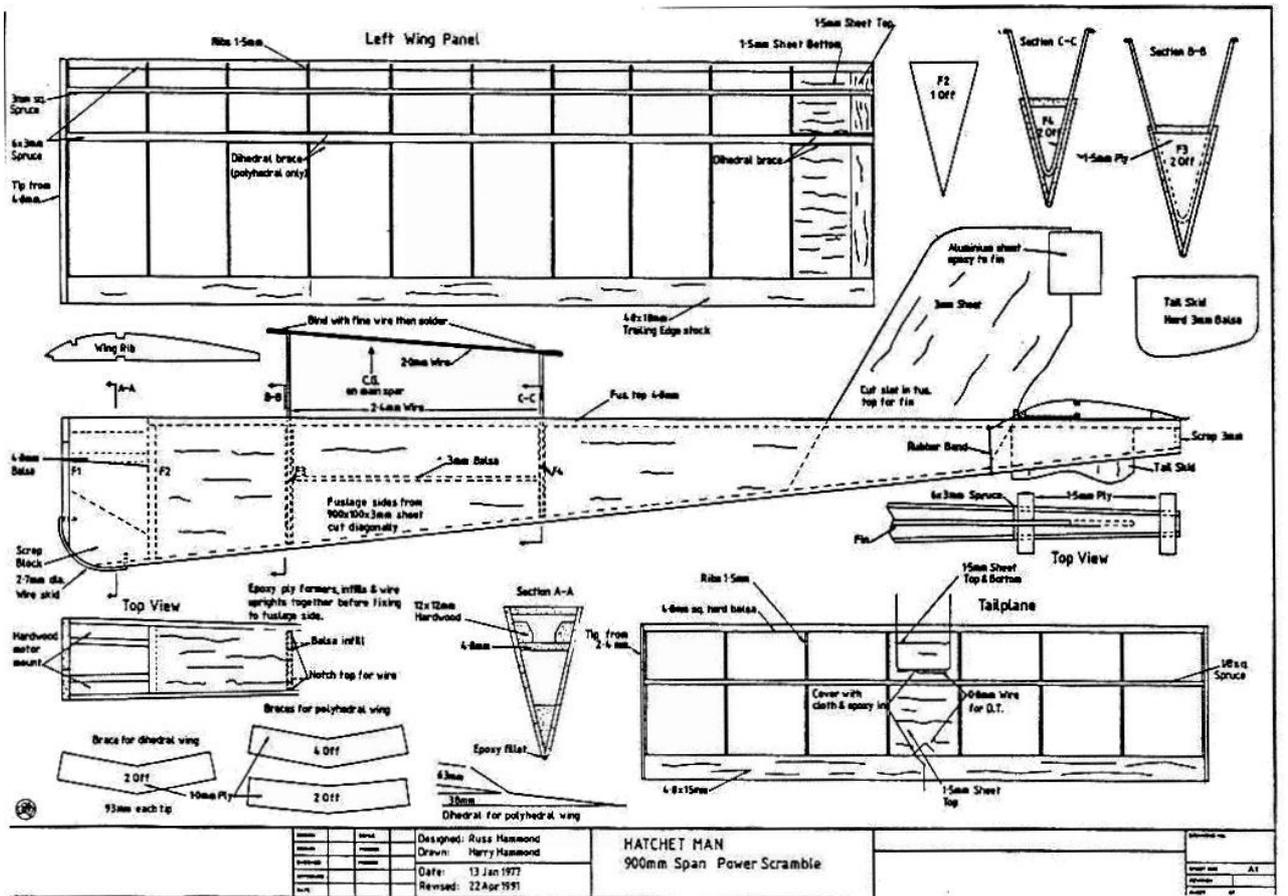
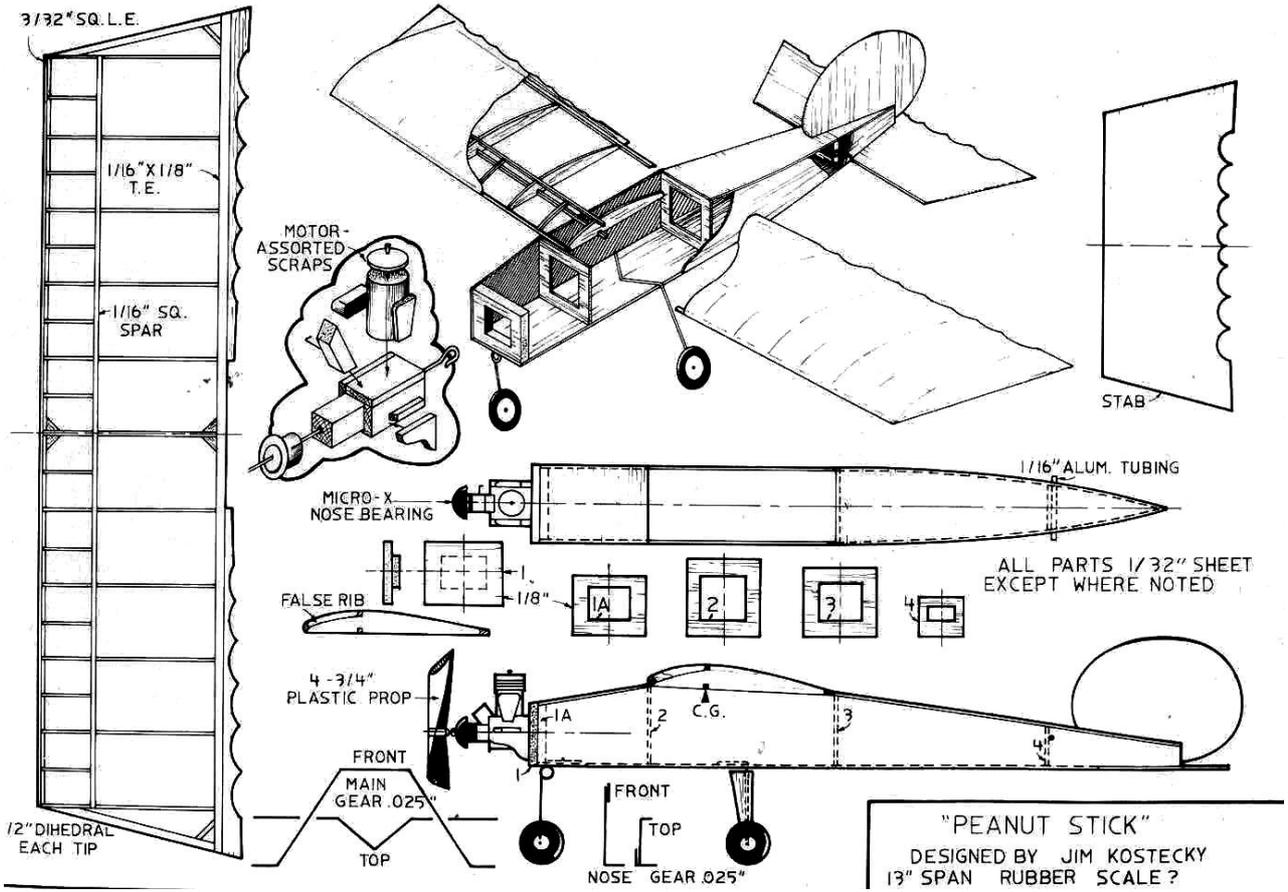
West Essex Man

Reporting in our great magazine on the Tomboy Contest at Old Warden in May (S&T 30) David Boddington mentioned West Essex hero Ken Marsh. For the benefit of newer recruits to the colours it should be said that Ken Marsh was highly active in the campaigning days of Class B Team Racing along with Chas Taylor and Ken Muscatt (hear the Eta 29 crackle as Chas takes the Saint away on blistering laps at Fairlop...) At VTR 2000 Chas and both Kens, the old West Essex team united to celebrate the first fifty years of model racing on lines in the UK, set the fastest lap with their Saint (Eta 29, red with yellow wings and tail). Turn to your October 2000 Aero Modeller and you will see them as they were on that jolly weekend, Ron Moulton reporting. Several wore hats, braces and other 1940s togs, the Heywoods a demob suit and schoolboy uniform complete with short trousers and cap. Heaps of prizes included engines, books, bottles, Goodwood tickets, pictures and £490 in cash. Pictured, the David Finch team came first with their Philibuster Frog 500 Class B.



Gray Sport Channel RC Model World

I really love the reduced plans between the features and each edition is a real education to me, as I missed out on so many of those designs the first time round. I've had a dig through my files and scans files and found a few bits and pieces-I wonder if they might be of any use to you for future issues? I'm attaching a few here.



Jetex and rocket propelled models

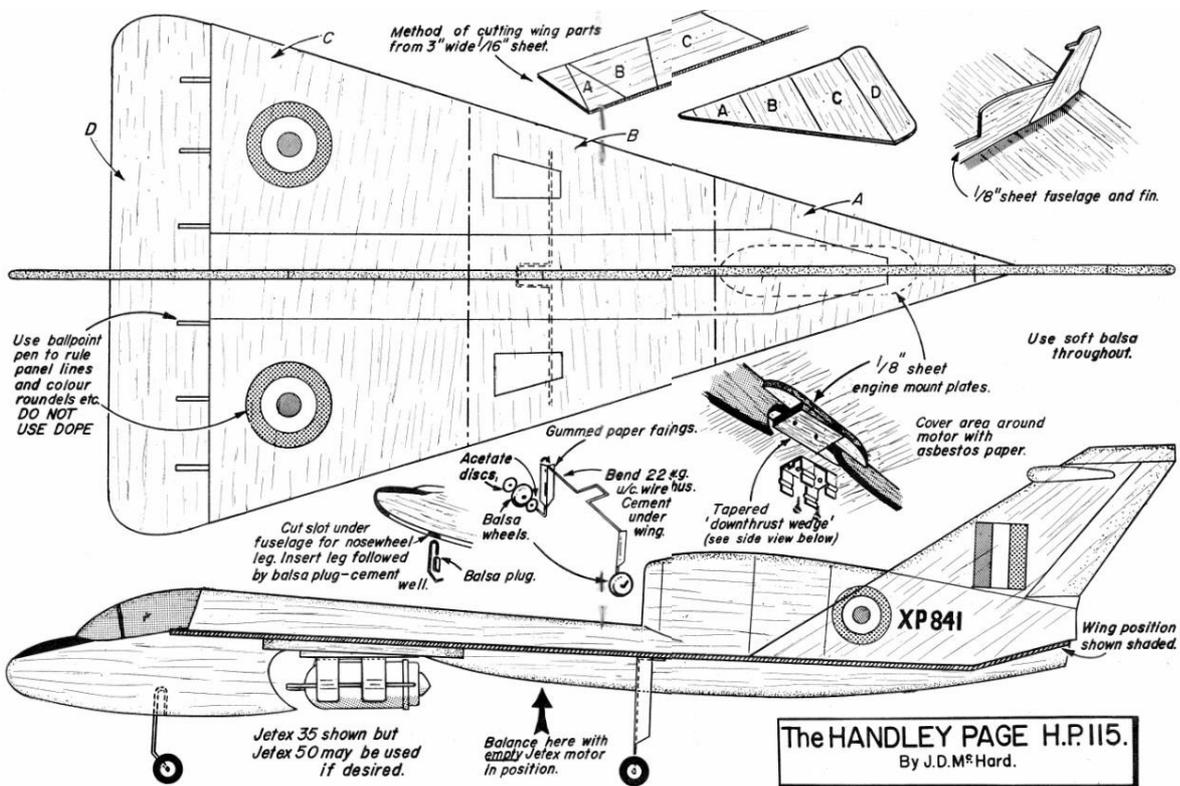
Hand in hand with Jetex go the names of Mansour and Wilmott. Now how on earth did they discover that Kangaroo shit was ideal as the basis for powering a model aeroplane, I'm not sure. Of more concern is what other nitrate containing materials did they trial and was the first step a tasting session or just purely putting a burning ciggy under the waste? John Taylor has provided some photographic evidence in the form of a snap he took at the Nats sometime in the 50's it seems to show the trials taking place at night. I wonder who the person is, is he still around?

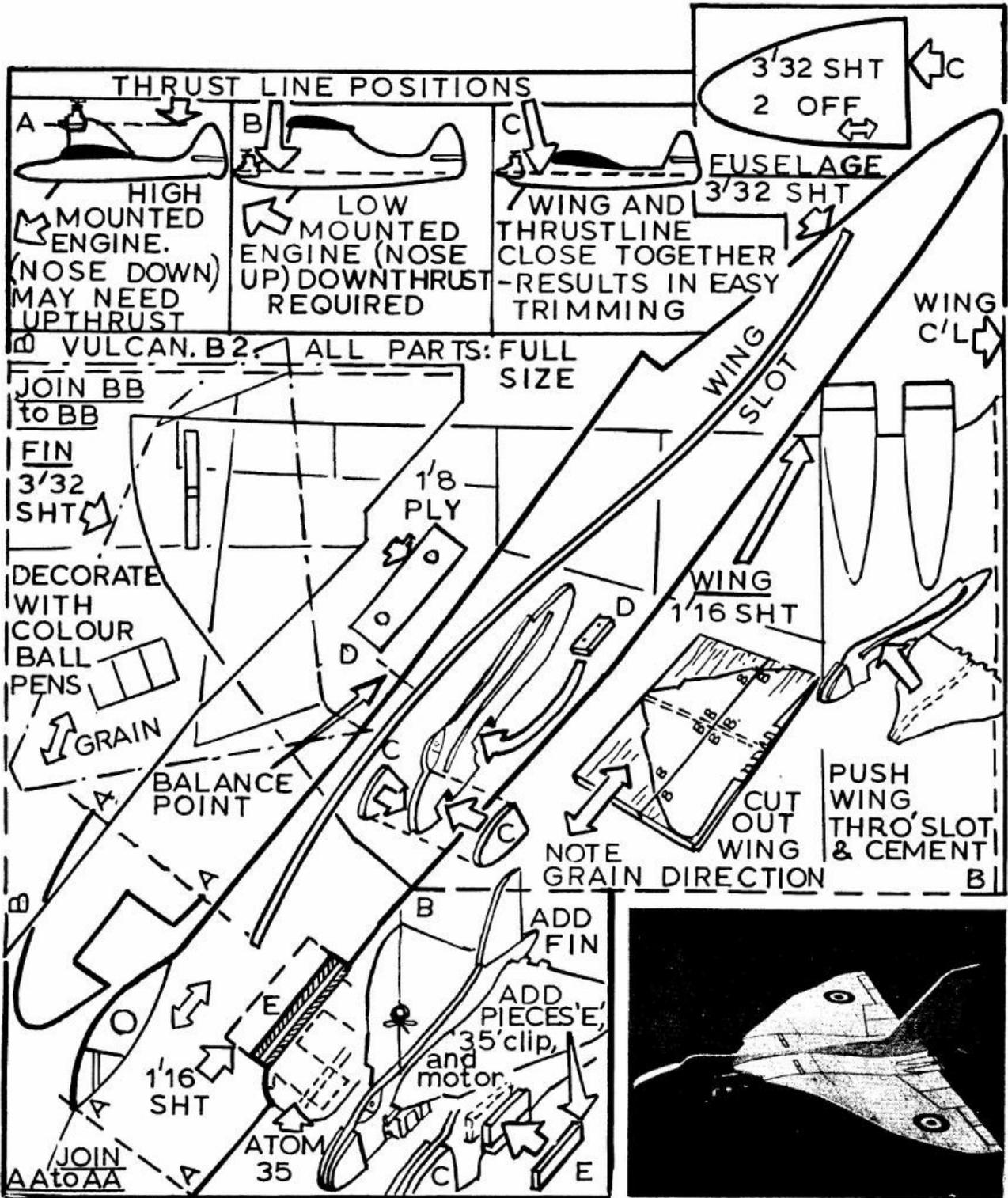


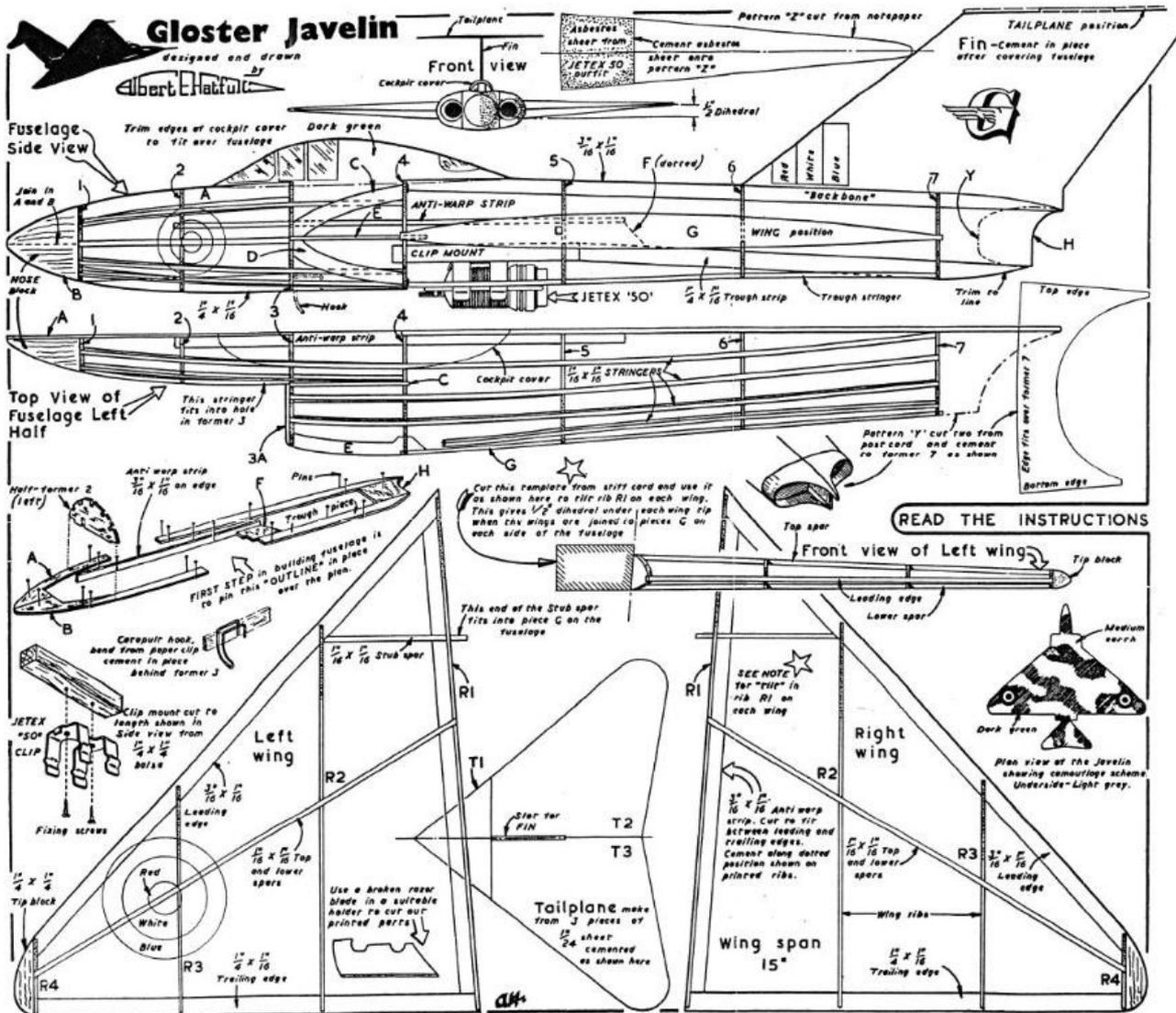
<<<<<<< Here is a photo of John's Supermarine Attacker.

Carrying on with Jetex models I have for some time now been amazed at the plans Ray Malmstrom drew up. Phenomenal amounts all condensed on to a small piece of paper seemed to be his hallmark, careful inspection of the plan would gradually reveal the parts but eyestrain is always a possibility. Anyway on the next page is an 11" span Jetex Vulcan by RM. Again from Model Aircraft February 1962.

Another profile Jetex model of the HP115 this one by J D McHard at 6" span.







Another Jetex Keil Kraft plan less instructions etc

FOR SALE

35MHz Radio equip for sale [going 2.4GHz]

Transmitters

Futaba FF7 Super [4 memory] PCM/PPM 1024 FP T7 ups [trainer switch broken] £25.00

Futaba FF7 PCM/PPM [Single memory] no RF Unit. £17.00

Futaba Skysport 4 hardly used £15.00

Futaba M Series compete with RX and 6 Servos £20.00

Receivers

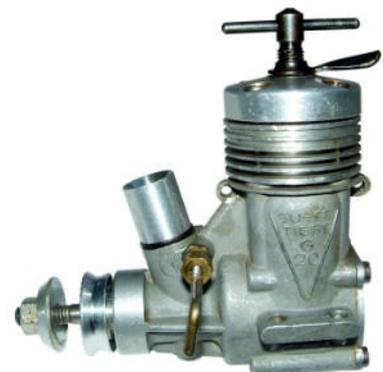
Selection of Micron and RCME III RX [f/male sockets]

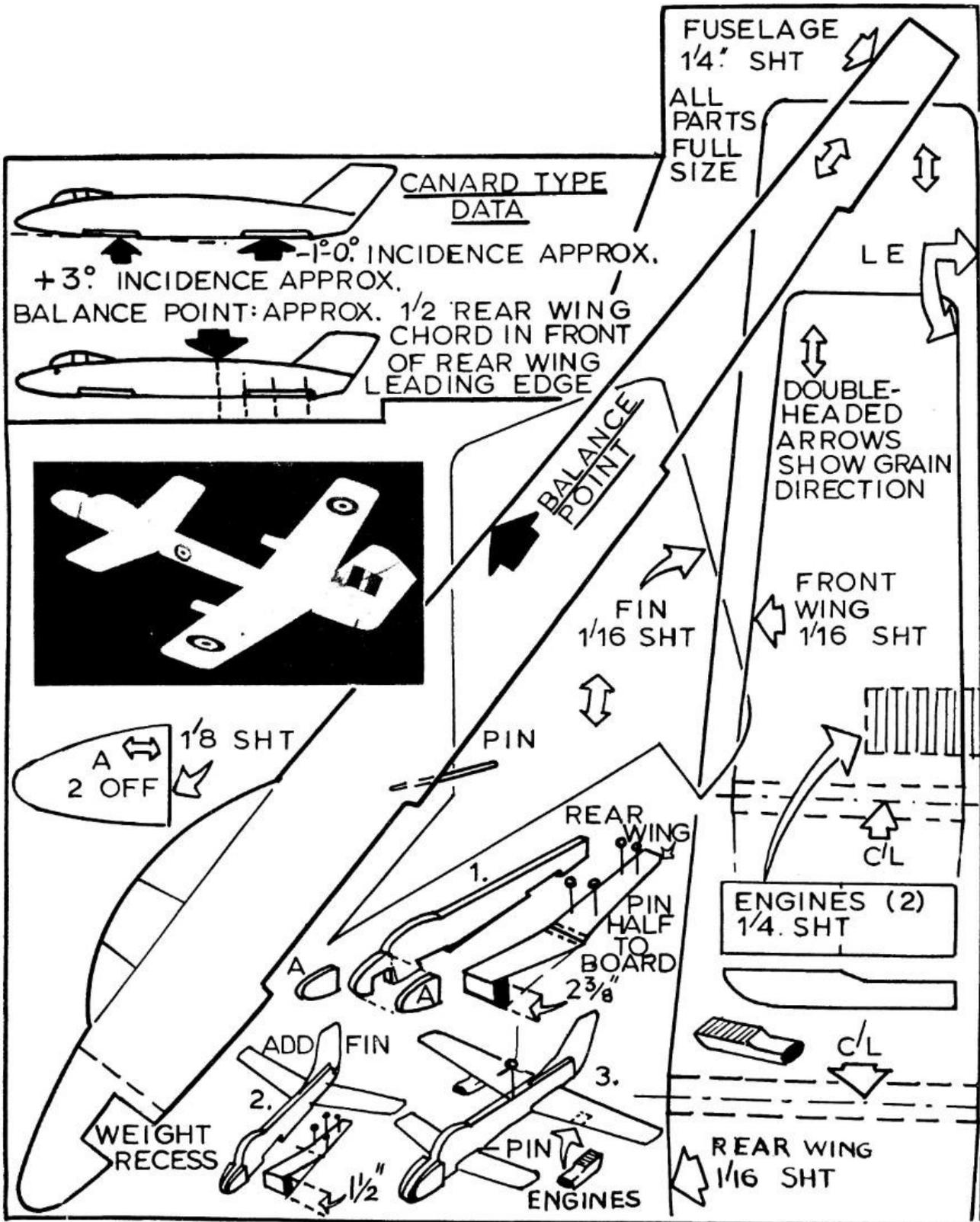
Schulz and Hitec. From £5.00

Also Frog Tomtit Airframe X4 **FREE** complete with plans.
Presently built for free flight. Requires finishing and covering.
Collection only or will deliver locally. [Sutton]. Must go to new
home space required!!!

Contact Tony Tomlin. 02086413505

pjt2.alt2@btinternet.com.____





Here is another Ray Malmstrom model, "Quickie" this time canard chuck glider 13" span.

More from "Old Bill"



Zoot Suit ready for action "Done proper, tissue covering"



Reg Truman's 1939 New Zealand Texaco Winner

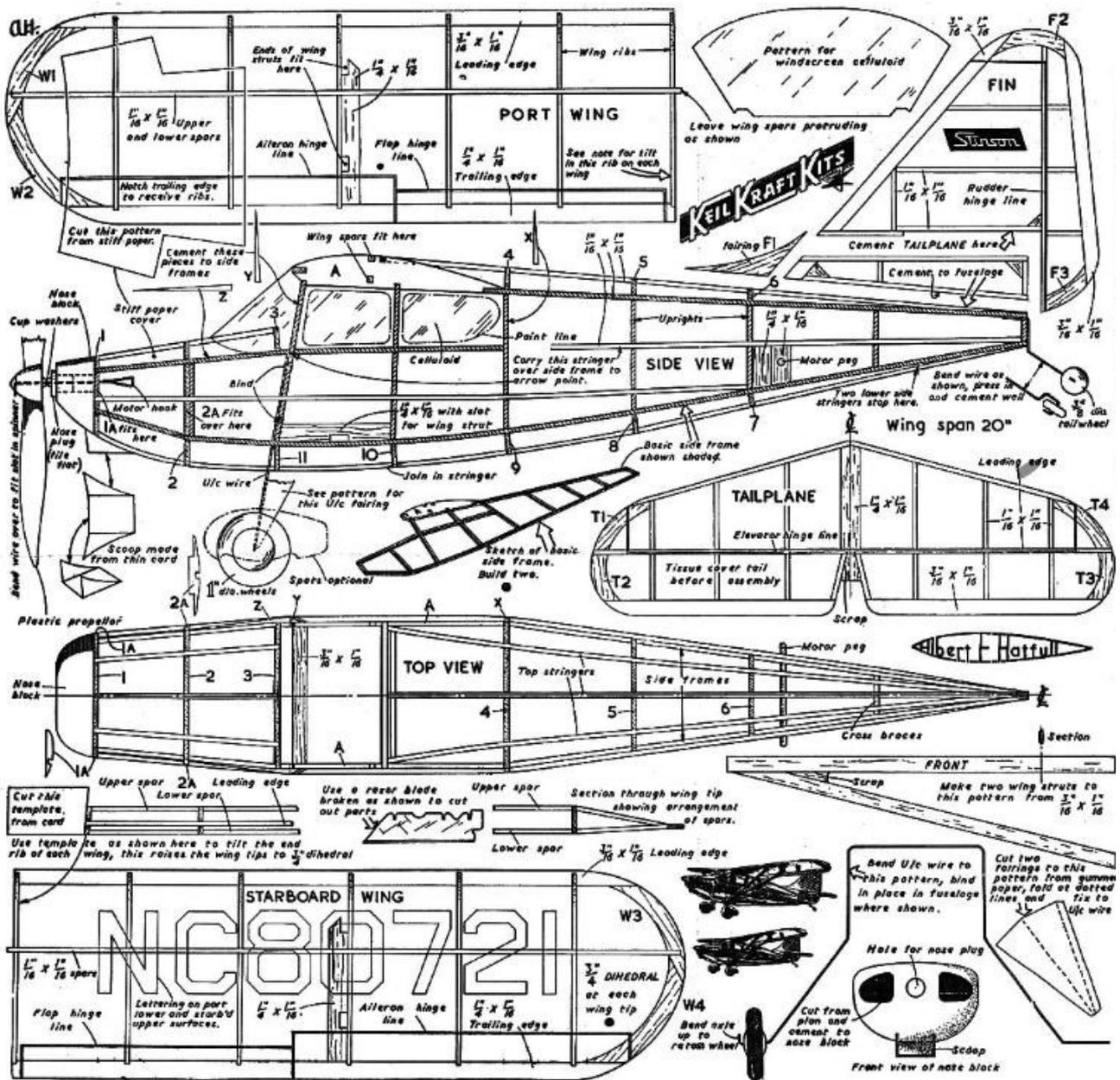


Madcap now dressed in tissue. Terrific flying machine like all Vic Smeed's.



Action Man chucking Elf Axe at Cocklebarrow





Another KK kit this time rubber powered Stinson less instructions

David Boddington rules "National" Tomboy league to date (Tony Tomlin)

Senior

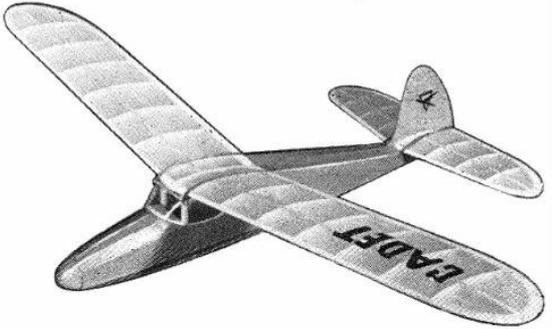
1 Tom Airey	56
2 Tony Tomlin	54
3 David Boddington	42
4 Tony Overton	40
5 John Strutt	36
6 Stephen Powell	34
7 Colin Shepherd	32
8 Derek Giles	26
8 Geoff Goldsmith	26
10 Ken Marsh	22

Tomboy 3

1 Tom Airey	86
2 Stephen Powell	68
3 Tony Tomlin	62
4 Paul Netton	56
5 Chris Hague	50
5 B Austin	50
7 John Strutt	44
8 David Boddington	38
8 Geoff Goldsmith	38
10 Dave Stock	34

11 Chris Hague	20
12 Roy Woolston	18
13 Chris Shopway	14
13 Chris Giles	14
15 Paul Netton	10
16 Peter Rose	8
17 Mike Conrad	6
18 Mike Burke	4

11 Tony Overton	20
11 Geoff Stubbs	20
13 John Bourne	18
14 Richard Preston	16
14 Derek Giles	16
16 Derek Collin	14
16 John Taylor	14
16 Brian Brundell	14
19 Chris Shipway	10
19 Chris Giles	10
21 John Wingate	2
21 J Wheeler	2
21 Dave Bishop	2
21 J Crabtree	2



Tomboy Senior Rules

Unfortunately at a recent Tomboy Senior competition a new Tomboyists signed on with a model that had insufficient dihedral.

Fliers that take part in the popular Tomboy Senior events are reminded that the model must be built exactly as the plan published in the Radio Control Model Flier May 2008. ie: the wing dihedral should be 4" measured at each wing tip. [The wing and tailplane incidence must be as plan. As a quick guide the height of F3 at the wing L.E should be 5/8" greater than the height of F4 at the wing T.E.]

2 1/2" balloon wheels should be fitted and, the model should be covered in a 'Tex' type material. [Solartex or Nylon/Silk no plastic film covering please]. A Graupner 9X4 or 9X5 grey propellor must be fitted.

If more information is required please contact Tony Tomlin, 02086413505 or Email pjt2.alt2@btinternet.com.

Finally a few Photos from Hobart Model Aero Club - Tasmania – Australia Bill Deal



Geoff Leverton's 200% Mamselle powered by YZ 52 four stroke – superb model, flies beautifully!



Tony Gray's Lanzo Bomber with Tony's own design .49 twin bb diesel



Tony Gray's Cardinal, 2 channel RC with MPJet .06



Scott Webberley with DB Twinkle with Boddo Mills .75 Mk 1



Mike Hawkins (President of Hobart MAC) with Rudder Only RC Simplex 40" powered with PAW .55



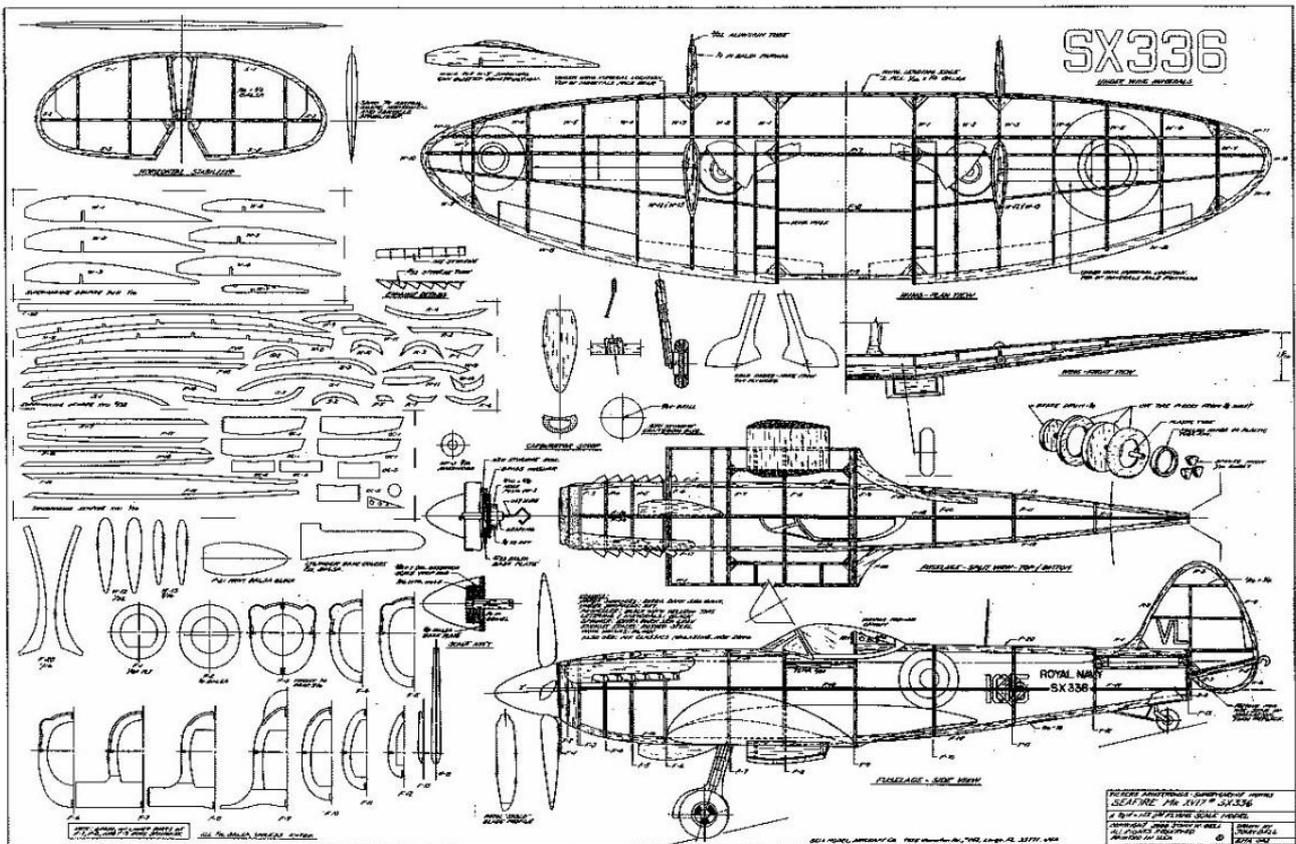
Geoff Leverton with Modified Tomboy powered with Boddo Mills .75 Mk 1



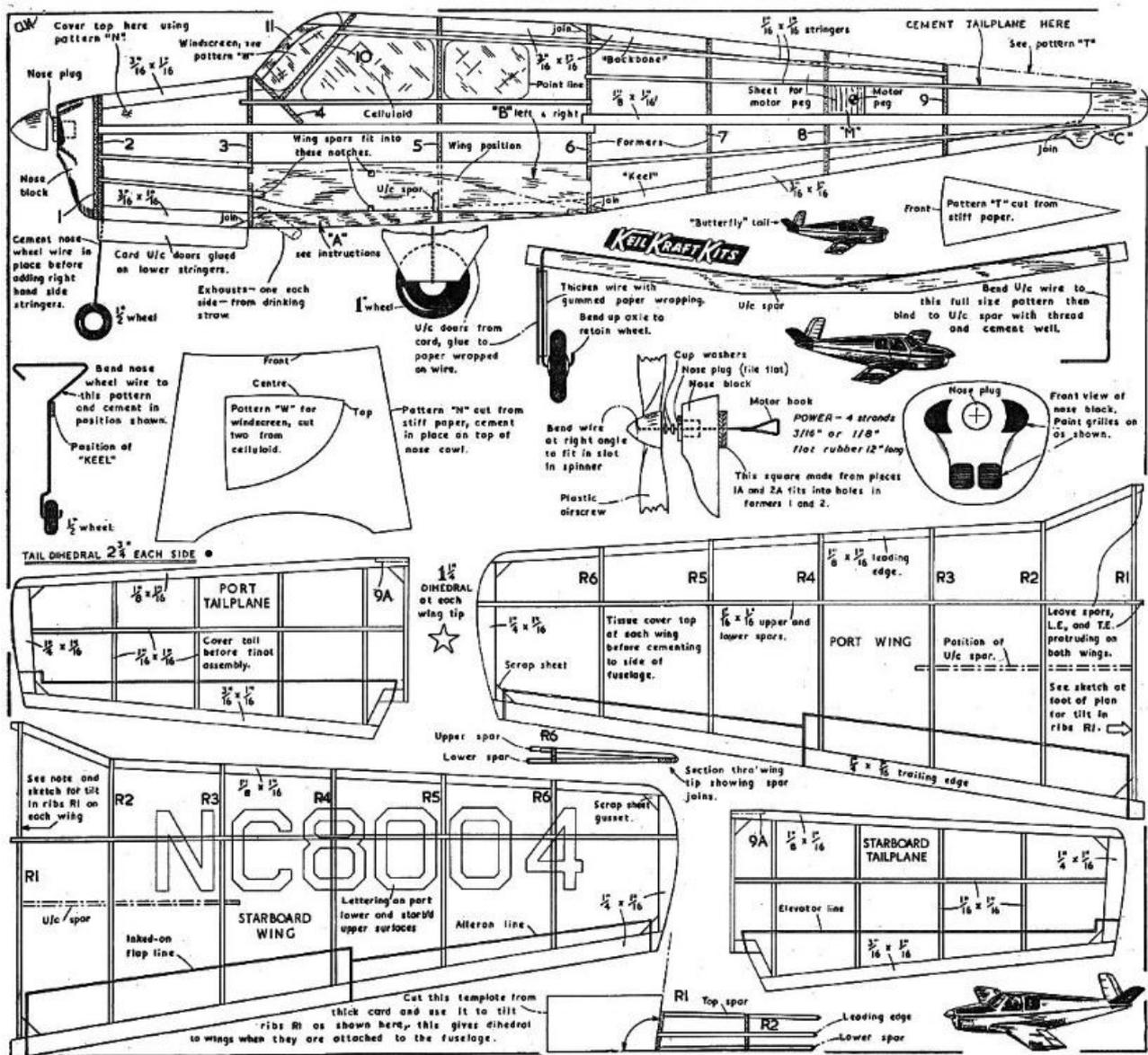
Geoff, Mike, Scott & Tony with RC assist Models



"A picture paints a thousand words"



Here's a Seafire, MK XVII plan, for all the Spitfire and Seafire lovers. John Bell



KK rubber powered Bechcraft Bonanza minus instructions

This issue

Well summer has come and gone, couple of really hot bright days and back to wind and rain. Just returned from a Wessex League Tomboy competition where John Taylor's anemometer was recording wind of 17.6 mph did drop for a fraction of a second to 13mph but then stayed at 15 - 18mph, of course there were gusts of 20+. Nice grey sky with spots of rain. All five of us flew 2 maxes and a fly off and that says a lot for the Tomboy model as none were lost and all landed back on the strip, well one was short. Max out time was reduced though. Why do I mention well this has been the story of 2009 competitions and meetings therefore no events to write about or loads of photos to include so plan B go through the mags and plans etc. If weather perks up for August there will be a lot to include so fingers crossed. Please send in any photos write ups you have of your events or general flying/aeromodelling.

I've just read SAM speaks and John Wingate reckons that a Tomboy 36" span flying speed etc would limit it to wind speeds of 16 mph and then backward flight would ensue well after the Wessex league where we recorded wind speed he's about right.