

## Sticks and Tissue No 34 – September 2009

I'd like to thank all the contributors, without whom this newsletter would not be possible.

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)

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.



Alle Pics Von urs Brand, a couple of weeks ago. Peter Renggli sent in this photo and many more. Next S&T will include many other photos from this Swiss Vintage meeting.

## **THE YOUTH OF TODAY from Glenn Woodford**

I have a copy of sticks and tissue sent to me, which each month I read.... but don't quite understand as I'm not old enough!...being only 50 😊.

Each time it arrives in my 'in box' I think I must cancel this, but 5 mins later I am reading the articles and smiling at all the things that people remember and enjoy doing.

Which bring me to the point of writing, as a 'youngster' I wish to stand up for all us kids with a 'right to reply' on these two points.

1. When you oldies were young you embraced the technology that was available at the time, which is a legacy from the previous generation. to now knock our kids when they use computer games and video screens, not to mention bloggin, textin and twittering. You do have to ask where they got this from?
2. When oldies go out to play do they take the kids with them?..... not always permitted in the rules, with the fear of broken planes, and legislation on child abuse. not to mention limiting our enjoyment!

### **"The problems we made, we can fix"**

*Food for thought there with Glenn's comments. Perhaps as voters we should contest the suffocation of individualism and wisdom of encroaching state "nannyism"? I'll stop here before I go off into one.*

## **Continuation of Jetex fuel from Roger Simmonds**

Flyers ask me why we haven't got a 'Jetex replacement' as it should be easy, surely? Not so! I am not convinced that propellant chemistry (for our applications) has moved on in the last sixty years: so much pyrotechnical know-how and first-hand knowledge of pellet manufacture has been lost that to come up with a modern equivalent will now require extensive experimentation. It bears repeating how much expertise went into the original ICI 'Power Cartridges, and that a really clever chap like Bert Judge, with all the facilities of Sebel at his disposal, took a year to develop and refine a viable formulation for Sebel. More recently, Powermax, even with all their resources and commercial guile, never achieved a consistent product. Some correspondents have suggested that all the development of a new product requires is to 'simply follow the patents, which are now all in the public domain'. But this is just not so: with regard to the fuel especially, patents cannot tell the whole story, and many variables in composition, grinding and pelleting will need to be redefined. In our interview with him in May 2006, Dr Alex Hutchison, author of the original ICI patents, gave some valuable insights into the subtleties of the ICI formulations:

"I needed nitrophenols as catalysts. D.N.R., dinitro resorcinol, was the best I tested. I looked at nitro-compounds, nitrates that carry some oxygen, as you need oxygen to balance out your fuel and your oxidiser. If you get them 'too balanced', you get an explosive, so it was a nice balance. One thing that gave me great satisfaction was the small amount of asbestos [put in the original formulation] . . . that was good thinking; I'm proud of that. These days you couldn't put asbestos in formulations, but It's absolutely vital, you'd cut your production of gas by 20% at least if you don't have that tiny quantity of 0.5% asbestos. It forms a skeleton on which the catalytic reaction takes place; it's a surface catalysis and if you don't have a surface for this they [the reaction gases] get blown out of the jet and you don't get the full reaction taking place, only part. Kaolin or Nomex fibre might work, but you'd have to try it out in the lab. The gauze certainly wasn't put in with any catalytic reaction in mind, it was really there to make sure the surface was lit evenly and you were burning across the full surface of the pellet".

Now here is something of a paradox: we know rather a lot about the development of the Jetex propellants, thanks to first-hand sources like Bert Judge and Alex Hutchison, but to reproduce their work would be very challenging. Little is known about the development of Jetex motors: those

involved have, it would appear, left no record, but to make replica motors is comparatively straightforward.

## **Aeromodel Weekend, July 2009 from Roger Simmonds**

Only a few weeks after a splendid SAM Gala, we met up again at Old Warden on July 26/27. Here the weather was not so kind: quite windy and thermic on Saturday, almost impossibly windy on the Sunday. I flew only profile and 'semi profile' models and even so I (and Ruth wants to add, friends and wives) had some very long retrieves. My 'proper' scale models stayed in their boxes. Flying on Sunday was really only possible in the lee of the copse - any model which rose above the foliage risked being blown into the next county. After a couple of close calls I 'spectated' for the rest of the day. Other rocketeers were not so pusillanimous and enthusiastically demonstrated Paul Del Gatto's maxim: "if you fly in a high wind you will have some spectacular flights, but be prepared for crashes". Jetex 'scale' models are not noted for their glide and these generally stayed in the field, or were captured by helpful trees.

André Bird again seemed to have a model in the air continuously: his new X-13 Ryan Vertijet drew a round of applause after a particular fine flight with a Rapier L2 HP, and his rather battered Veron Coronette, after making a few lacklustre flights powered by twin L1s, made a wonderful final 'death or glory' flight towards the end of the afternoon with a single L2 LT. This is the perfect motor for the Coronette – how it stayed in the field I do not know. André promises to make another one.



Evocative shot of Derek Knight's L2-powered Swift



André's Rapier powered Coronette on its final, and best, flight



Profile models suited the conditions well, and none flew better than Jack Pritchard's L1 powered Hunter or André Bird's L2 powered Ryan Verijet



Chris Strachan, having had little luck with his more stately Rapier powered scale models, and desperate to get something in the air (and yet in the field), launched his Sukhoi 11 into the raging elements propelled by a mighty 230 mN L2 HP. This boldness was rewarded with a wonderful flight – a near vertical climb to great height followed by an equally swift descent. In contrast, Derek Knight was well content with several very stable flights with his venerable Swift. Powered by L2s of uncertain age, it looked marvellous flying at little more than head height ... invariably into the trees.

As one wag remarked, “well it was a ground attack aircraft after all!” Newcomer Steve More risked a powered flight with nicely built but difficult-to-trim EAP Eurofighter (*Aeromodeller* 1987) modified for L2. It was a pity it was badly damaged by a burn-through that made further test flights impossible. But Steve, like all good rocket pilots, is made of the Right Stuff: he did not seem too upset and is rebuilding the model with fixed canards and moveable elevons to aid trimming. Russ Lister brought along his new vintage duration model. This was most impressive with an L2 LT and, not unexpectedly, did indeed fly out of the field (see below). I am not allowed to say too much about this model – soon to be a Bluebottle kit – but Dick Twomey must be very pleased indeed! I have already put my name down for one. Russ comments: “I was only there for the Sunday, and enjoyed the 'different' feel of the small group flying in the lee of the trees – it had an atmosphere almost like an indoor meeting with everyone flying within the constraints of the shelter. Thanks to all that helped retrieve my lost 'jetex' model, especially Andy [Blackwell] and his tree climbing (trunk kicking?) skills! Despite the fact that our remaining L2s have almost been 'burnt to extinction', flying was dominated by Rapier models at times, so what are we to expect should a steady supply [of Rapiers] return? I look forward to it!”



Derek Knight has not received the recognition he deserves for his Rapier models; here he is with his arborophilic Swift



Steve More with his EAP



Chris Richard's Jetex 50 powered Fizzel Fazzel



Russ Lister's new L2 powered duration model

Despite the munificence of SAM colleagues, concerned their favourite columnist could go ‘cold turkey’ without his ‘Rapier fix’, my cache of L2s is depleting at an alarming rate. In order to eke them out I built a rather nice ‘semi profile’ MiG 29 for the somewhat motley collection of L3s I have

begged, borrowed, or stolen over the previous months. The MiG 29 looks great in the air, but coherent trimming was in the end defeated by inadequacies of design, turbulence, and, unfortunately, the variability in the motors' performance.

This debacle notwithstanding, a number of SAM folk were impressed by the rocketeering going on around them, and, filled with enthusiastic nostalgia, asked how they too could join in the fun. In the light of uncertainties in Rapier supply, there is no easy answer to their question – the best advice seemed to be, 'try 'vintage Jetex'. Fortunately just this was being demonstrated to good effect by Chris Richards' Fizzel Fazzel, Andy Blackwell's Skyray and my Sharky, all of which were going well with Jetex 50's, pellets and fuse and gauzes of various sorts from various sources, showing what is possible in these days of eBay! The Sharky was going particularly well with late Sebel pellets and a 50C that was really 'on song'. It flew wide vertical loops to 200 feet and was, for 20 sec., the fastest model on the field, R/C models not excluding. Wow!



Derek Gardiner came across this Sharky 'look alike', or 'Sharkenstein' complete with a corroded 50C at a car boot sale



The MiG 29 was 'nearly there' trimming-wise, but I ran out of reliable L3 motors!



## David Kinsella's column

### The Phil Smith Story - Part IV

Veronica: delete the last three letters and we have - Veron! One of the big four at the time, the fact that I embraced Keil Kraft and Skyleada before Veron may well be due to the fact that their sales reps - firms more or less in the greater London area - faced only a short trip to the three model shops I enjoyed in the 1950s. Whatever the truth of the matter, it was Eddie's kits - Phantom Mite, Junior 60, Chief, so many of the 3/6 scale series, Ranger, Senator and others - that kept me building at a furious rate. But, by Jove, I was fully aware of Veron and in particular their Minibuster and the super FW 190 flapped fighter, expertly drawn by Phil Smith and regularly featured in our magazines. What I did not know was that Phil at Veron, a good 150 miles away from my home at the time, was designing, supervising, making and driving the business along with great energy and countless hours at the coal face. The only aeromodeller there (28 full time staff) Phil's kingpin function created drawings (308, probably more), handled advertising, arranged trade stands at exhibitions, produced impellers and canopies and bent-wire items, set up machinery, supervised kitting, printed office

stationery, saw to engine repairs, of course built models for testing and dealt with modeller correspondence. Ubiquitous to put it mildly for the Veron boats must be covered too, Phil's arrival and the founding of Veron - some would say larger than Keil Kraft - is economic history worthy of detailed study.... Pictured with its 8in cowl hiding a Webra 60, Phil's fully rigged 65in Nieuport 28 was not kitted by Veron or subsequent owners. A great pity!

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### 1930s Request

An extraordinary reverence for old English customs and institutions and the English way of life - holidays in Blackpool, Savile Row suits, castles in Devon and Cornwall and even Nelson's Column - caused senior gentlemen in Berlin to write to Eton College on behalf of their new-born sons. In a letter discovered a few years ago they were advised that all places were filled until 1950.

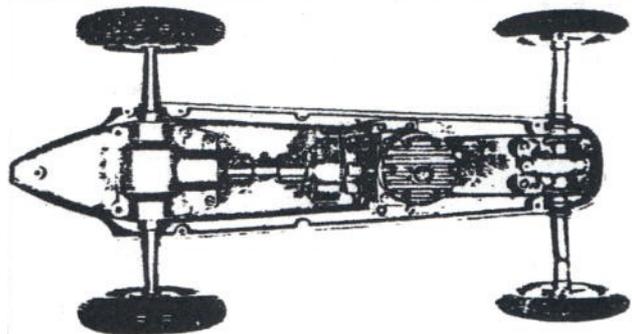
### Mulsanne Master

Graham Hill's 1972 'triple crown' - F1 World Champion, Indy 500 winner and winner again at Le Mans - will almost certainly stand for all time bearing in mind the more specialised nature of the sport. With his name on the impressive Borg Warner Trophy held at the Speedway Museum, Graham invested part of his Indy winnings in a twin-engined aeroplane. Flying back from testing at Paul Ricard in France on 29 November 1975, Graham and five of the Embassy-Hill Team were lost when a tree was struck on the approach to Elstree. An incorrect altimeter setting suggested, a basic' of cockpit drill required the pilot to set his altimeter to the barometric pressure given by Flying Control at the intended arrival point. A scramble to attend a reception in London, mist around Elstree, a divert to Denham resisted, an instrument re-check not made? Whatever, for hour after hour attacking the Mulsanne Straight at 200mph in the open and screaming Matra Simca marks Graham Hill as one of the very best. The French car's exhaust note was ear-splitting.

### West Coast Wonders

With an address at 5452 West Adams Boulevard, Los Angeles 19, California, the Dooling Brothers were heavily into the miniature racing car business in the 1940s, a four page list of items under the heading 'The Finest In Racing Car Design And Workmanship' both comprehensive and impressive. Not a word about their 29 and 61 engines or the rail tracks they operated - banked at almost 40 degrees complete with pit areas and flags as part of a proper racing scene - but all else to let you construct a quality racer so long as adequate funds were to hand. Time and exchange rates make an accurate 2009 pricing troublesome, but 45 bucks for a Type F sans engine was serious money more than sixty-years ago (as a guide here, £11pw fifty years ago let you live and run a car, and in dollars that's around 40 or so. Over here a gallon of petrol was 4/- or 20p). The type F still required an engine of course, the mounts in the lower pan made to take all of the standard race car 60s or smaller (obviously Dooling, but also McCoy, Hassad, Atwood and several more). If tethered, the F would run with independant front suspension, a solid axle if not, and the 4in balloon rear tyres (tested to 12,500rpm) raised gearing as speed rose and diameter increased.

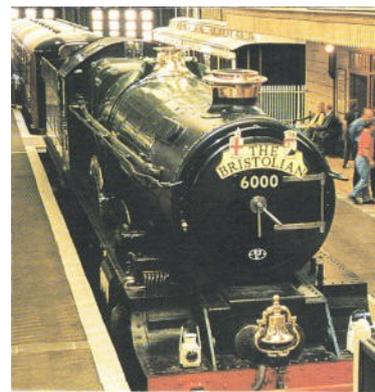
The 2:1 rear axle was watch-like, the top cover removable without upsetting anything (pinion 12 teeth, ring 24). Quality is expensive, but a Type F Dooling at 12in or so was just about the best you could get. Along with others who followed the black oil line across Bonneville's famous salt in furious hot rods and engined drop tanks, Ira Hassad was a model engineer of note with several designs to his credit. More on Bonneville elsewhere.



### Sailor King

Devoted to duty and always popular, King George V (1865-1936) encouraged competitive sailing at Cowes with his yacht Britannia, preferring to uprate it (changing to wheel steering and an improved rig) rather than build again as others did. He visited France and presented medals to the RFC, and established a huge collection of postage stamps running into many thousands. A new type of battleship laid down in 1937, HMS King George V (Vickers-Armstrong, 10 14in guns, 42,000 tons, 4 props, 30mph) was powerful and the first of five built. Designed by Charles B Collett and built at

Swindon, the Great Western had earlier decided to name their new express locos after the monarchs of England, No 6000 King George V soon travelling to the USA where it won gold medals. In preservation today, the famous brass bell is still carried. In competition with Pullman, the GWR named one of their new Super Saloons likewise. These days City Airport passengers are just yards from King George V Dock, and in 1896 George V was among the first to sample the x-ray process. Famous in her day and with several racing victories, Britannia was finally scuttled off the Isle of Wight. Replicas have been planned.

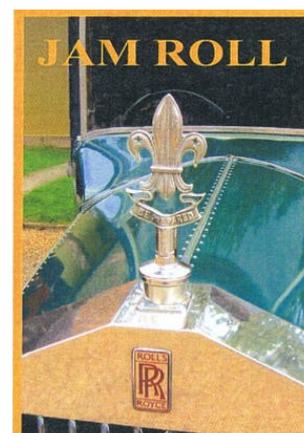


### Then And Now

Interviewed recently a modern day pirate said profits over investment were at least 4000 per cent, he no doubt unaware of the doings of the great Sir Henry Morgan. Active in the Caribbean and a captain at 24, a single capture produced £30,000 - this in 1660! Hacking through dense jungle Morgan sacked Panama, leaving with booty worth £150 million today. A mast shot away, the treasure ship Cacafuego was a week alongside Golden Hind as Drake transferred gold, silver and jewels. Knighted and with a £10,000 tip, the rest funded the East India Company.

### Jamboree

Held at Arrowe Park, Birkenhead, the 1929 World Jamboree saw a gathering of 116,000 Scouts and visitors celebrate the Coming of Age of Baden Powell's worldwide Scout Association, his famous book - written in the windmill on Wimbledon Common - published in January 1908. In an age when only the few travelled, Scouts came by land and sea to build their sub-camps and pioneer gateways to honour their famous Chief. Fires burned late as the songs from forty countries were sung. On 10th August Baden-Powell was presented with a Rolls-Royce, caravan and the well-known portrait by David Jagger. Colin Walker's book on BP's motor cars tells a fascinating story: the RFC pilot as driver, the 1992 Lledo model, the career and saving of the Rolls-Royce, fifty illustrations too. Jam Roll is the title and it and Colin's other Scouting books may be seen on [www Scouting Milestones \(01977 794147\)](http://www.ScoutingMilestones.com).



### Sans Sting

Shipped in from the USA, it was expected that the mid-engined Aircobra would deliver. The Aeroplane in March 1940 expressed doubts, a few more than staggering: a 30% increase in weight over prototype, a compass deviation of 160 degrees (the Kollsman unit not liking the guns in the nose), loss of its turbo, lack of spares and manuals, big gun flash in the nose causing loss of night vision. No 601 took it on for a while, but even The Millionaires - red winged sword their logo - had little success. With the V12 Allison amidships to permit cannon up to 1.5 inch many went to Russia for ground attack work.

### Italian Red

A racer for more than seventy years and with several books in print on his life, here is Sir Stirling Moss OBE at speed in a 1.5 litre Osca (think Maserati brothers). At Brands Hatch, famed white Herbert Johnson racing helmet in place, these days safety regulations restrict classical clothes and materials, but Sir Stirling enjoys a special dispensation. Nippy and fast in spite of its vintage



technology - Carlo Borroni wire wheels, Weber carburettors and De Dion rear axle - this beautiful and petit sports car is a credit to the panel beaters of Modena, hammer marks left underneath as proof of their work.

### The Best

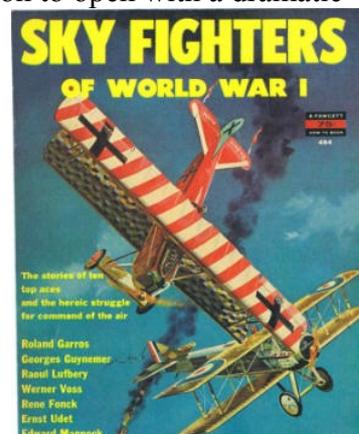
Actor Peter Sallis - ex RAF, Last of the Summer Wine, etc - said on Radio 4 recently that a Meccano No 7 set was the one to have to while away the hours. Huge and carried in a wooden cabinet, the No 7 from Frank Hornby in Liverpool put you in the premier league of nuts and bolts construction: Tower Bridge, Big Ben, Kings Cross Station - and, of course, the mighty Block Setting Crane pictured almost everywhere. Clubs for Meccano and Hornby are very active in the UK and elsewhere.

### T-ing Off

As we know full well from the bills we pay, modern cars are complicated and expensive and stuffed with kit of doubtful need. Recently I was able to sample a 1917 Model T Ford, at a glance so simple you just knew it would start and run. Although a few ends were met while attempting to check fuel levels with a match, the trusty side valve ran and ran on the cheapest mix which included paraffin, yet was strong enough to withstand the power boost from a Rajo 8-valve cylinder head as employed by Roy Richter of Bell Autoparts USA. True the T had to be black, but Henry's car for the masses - in the early days built in Manchester before the big transfer to Dagenham - was track-assembled and showed the world how to do it. Several were used in the RFC and RAF.

### Fabric Returned

Fawcett Books of West 44th Street in New York City could be relied upon to open with a dramatic cover, any slight error not worth worrying about. Within the volume pictured Arch Whitehouse, William E Barrett and fellow scribes delivered Great War combat with zest. English like Bob Hope and Cary Grant, Whitehouse returned to Europe for the 1914-18 struggle in the air, then settled again in the USA and wrote several books about it, all of them strong sellers. Like Alex Imrie who lived in Germany for several years and so wrote with authority (his Dr1 Triplane study, etc) Arch met several who mattered, even Udet. At the 1931 Cleveland National Air Races the German ace put on a display 'which no living man should have been able to do' then finished with a flourish by presenting Judge Wanamaker of Akron with a square of Nieuport fabric - out from the plane when Udet downed Wanamaker in July 1918! Those stripes, by the way, should be black andwhite.



### A -bike But...

Up early at Dover because he could not sleep, bugler Leonard Mersh thought Bleriot was on a flying bicycle as the Frenchman arrived on his epic flight. Latham pipped and soon to fall to a buffalo in the Congo. Although Gordon Selfridge put the Bleriot XI on display in his store, the populace called for Dreadnoughts - 'We want eight and we won't wait'. Childers had written his book of warning. The Great War was on the horizon, turning flying bicycles into fighters and bombers. But D-Day still featured ships with big guns, hoses required to cool hours of furious action.

### He Showed 'Em

Top ace, test pilot, fantastic flyer anyway, movie work enjoyed in the sunshine over the Hollywood hills, Udet-style characters appear here and there in old films we've all seen from time to time. One challenged Robert Redford in The Great Waldo Pepper. Another flew in Thoroughly Modern Millie with Julie Andrews in the lead. Several were in The Dawn Patrol, pukka DVIIIs and SE5a fighters

threatening Douglas Fairbanks for star attraction in Howard Hawks first talkie. In fact the combat was so good that much stuff was used in the Howard Hawks remake eight years later. Excellence from Ernst.

### Go Allan!

A large format book on Imperial Airways will be published by Ian Allan any day now. Helmed by the great Lord Reith (BBC too) Imperial's silver aeroplanes carried passengers, cargo and mail (posted in blue post boxes) far and wide in an age when hardly anyone travelled much beyond Paris unless they'd taken the King's shilling. HP42s at Croydon, flying boats over the Solent. What I've seen looks wonderful.

### Some Legionnaire

Beau Geste has arrived. No, forget hats with flaps and mud forts, this fellow is 80ft long, cost a fortune and slides over the water at a good 25 to 30mph. Seen at Cowes, crewed by eighteen, heavy hauling is done by actioning electric winches. As pictured the New Zealand-built boat is more over the water than in it. Like ICAP Leopard (S&T No 29) super Beau Geste is a serious beast, the 603 mile Fastnet Race a tough target (only 85 of 303 boats completed in the disaster year 1979). Once experiencing a storm in the Atlantic - high spray crossing the deck without landing - I'm happy to read about deep water racing in Yachting World. Raynes Park MAC has a number of boat enthusiasts, new member Barry sailing a Merlin-Rocket.



### Two Clubs Enjoyed

The August gathering at RPMAC's super clubhouse was good fun. Now down to one stick and with a large picture of Wellington at Waterloo to take to London, I was on my way by 9pm, passing stalwart Reg Webster who was somewhat surprised at the sight. The following day saw me at the annual Sutton MEC's running of various gauges, from ride-on down to Gauge One in live steam and electric. For years now Aster of Japan has set the standard, Aster UK's Andrew Pullen (01923 269662) at Sutton and running the excellent 4-cylinder GWR Castle. Even with many coaches it was most spirited and impressive and correctly posed could pass as the real thing that sprinted The Cheltenham Flyer to Paddington. In support was an Aster 4-cylinder King, similar but larger. C B Collett of the Great Western and designer of these engines rests in Wimbledon. For added reach the GWR operated a number of Westland aeroplanes.

### V12 Beauty

A while ago (S&T No 19) autobahn record holders were covered. Pictured is the stuff required to do it: twin superchargers, 3 litre engine and a huge fuel tank in that order. Ace engineer and first class test driver too, Rudi Uhlenhaut of Daimler-Benz stands by. Planned for 1940 was a degree of streamlining for Grand Prix racing (Stromlinienwagen) but world events saw this uber technology channeled into aviation with powerful results.



**From David Tappin** (*Last month I included a picture of David and FROG model but couldn't remember its name and misspelt his!*)

I first built a Janus when I was about twelve (sixty years ago!) at the original scale of 100% (44" span) powered (just about) by a Frog 100 which had enough urge to overcome it's own internal friction but not much left over for aviation.

I lost it when I lived in South London, the excitement got so great that I released it on Bromley Common without remembering to set the Elmic timer to the usual 15 seconds... When I got home my dad was waiting for me with the news that it had crashed in a garden in Petts Wood and the lady whose baby it had narrowly missed has rung him up and was a bit upset. He forbade me from ever committing free flight again unless I desisted from the foolish habit of inscribing my models with my name and address!



## Plans from Derick

I collect plans and am trying to create a library of kit plans before all the good old stuff disappears. You mention Skyleada kits in the last emag. referring to the British Model Aircraft Co. This is indeed stated on several plans and some models have only British Model Aircraft Co on them such as the Hornet team racer. I know that British Model Aircraft Co made the kits, I think they merged interests as Skyleada designed the models and had them kitted out of house by BMA. I may be wrong on this but that is the general feeling I get talking to others. I have the following BMA/Skyleada plans and would welcome any other that modellers would care to allow me to scan and return. I can offer swaps from my collection in exchange. I have over 100,000 plans on file. I don't keep original paper plans as this would take up far too much space! I scan and restore the plans so they can be printed and built from thus saving precious originals.

Avro 698 (Vulcan) jetex 50

Amphibian

Auster

Comet control line model

Comper Gipsy Swift

Curtiss Ascender

Curtiss Goshawk

Dassault Mystere 4 jetex 50

DH Comet for 50 jetex

DH Comet for 100 jetex

DH Tiger Moth

Douglas Skyray jetex 50

F-100 Super Sabre jetex 50

Flying wing control line

Grasshopper

Hawker Fury

Hawker Hurricane

Hawker Hunter jetex 50

Hawker Tempest

Husky

Javelin

Navy Cutlass

Northrop Black Widow

Stunter control line

Supermarine Swift jetex 50

Thunderbird 1951 team racer

I am also trying to find any other plans from a Warrington based company called Authentic Model Co. I have a Hawker Typhoon plan and parts sheet with instructions but this is the only kit I have found from this maker. Any others will be most gratefully welcomed.

Very best regards Derick [model-plans.co.uk](http://model-plans.co.uk)



## From Stephen Winkworth in France

I really cannot believe that there are TWO Keil Kraft 'Pirates' in France! How about a French 'Pirate' fly-in. Mine was built from a SAM's Models Replikit 'short kit', in a spirit of hyper-nostalgia, as it was the first powered model I ever built, at the tender age of 9.

My original 'Pirate' had an ED Bee, which I was learning to start - on a mixture one had to concoct from bottles obtained at Henry J. Nichols' shop in Holloway: one for the paraffin-oil base, another for the ether.

Its most memorable flight was in the gardens of Knole at Sevenoaks, where it flew for some hundreds of yards, ending in a substantial tree, which broke the wing.

The new one is powered by a Polodnik 0.3cc: only a third of the capacity of the 'Bee', but still quite enough to climb up into killer thermals. Brian Cox's must climb pretty well with the Mills. Does it have radio? Mine has elevator as well as (closed loop) rudder, but the elevator is mainly used either to aid penetration or to improve the landing flare.

I have a theory about the recommended engine sizes for kits in the 1950's. Engines often gave out a lot less power in those days, for a mixture of reasons: there were some terrible propellers on sale, fuel mixes were often home-brew, and many of the people who bought these kits did not know how to operate their engines to get the best out of them. Anyway, most modellers were hoping for flights reminiscent of the competition power models they had seen: accelerating vertically for a short duration until a respectable height was reached from which the long glide (and the long chase on foot) could commence.

Today, with radio assist, one is aiming for much gentler flights, with the model fairly close and fully visible.

(Incidentally, diesel fuel is hard to obtain in France: either you mix your own (some ingredients not too easy to get from the local chemist) or you bring it over on the car ferry.)



## From Roger Cooper

Just passed the latest copy of S&T, with reference to page 8 in particular, to Mike Walshaw, a railway enthusiast friend of mine who is a member of the full size preserved line at Swanage, where he lives, and for which line he is also one of the approved signalmen. In his spare time he has built up over the years a couple of excellent 00 gauge layouts which are de-mountable for transport to shows and exhibitions.

Mike came back with a query on Jetex - wanted to know who made them because in 1952 (ish) he was temporarily employed by Adamcraft at Totton to build the tail section for a wind tunnel model which he believes might have been the Gloster Javelin, and he seems to remember a commercial connection between Wilmot Mansour and Adamcraft whereby Adamcraft marketed the Jetex units for W-M. perhaps one of our listeners can advise on that.

D'you know, I used to love Jetex!!!!. Lots of folks seemed to have very little success with them but I had a lot of fun with the bigger sizes - 200 and 350. I mourn their passing!

However reading on - to page 9 and the Powerhouse article. I used to have a friend in Manchester (lived there some years ago) who in an earlier part of his life had been a very keen tethered car racer. He told me the club used to meet in the canteen of the English Electric factory in Kirby, Liverpool. The cars were bowden cable attached to a centre pole (never did find out how they secured it to the canteen floor) with canteen tables of some substantially thick wood turned on their sides distributed all round the circuit as a safety measure (what company would allow you to do that today I wonder?) Anyway a nice Dooling 29 was circulating at a great rate of knots when the place suddenly went TOTALLY silent. When they had recovered from that little surprise they discovered that it was not just a case of engine stopping - the car was nowhere to be seen! Looking round carefully they then discovered a gaping great hole in one of the so-called sturdy canteen tables, with the remains of the car plus splinters in a far corner of the room. Hmmm! makes you think, doesn't it? And nobody got hurt!!

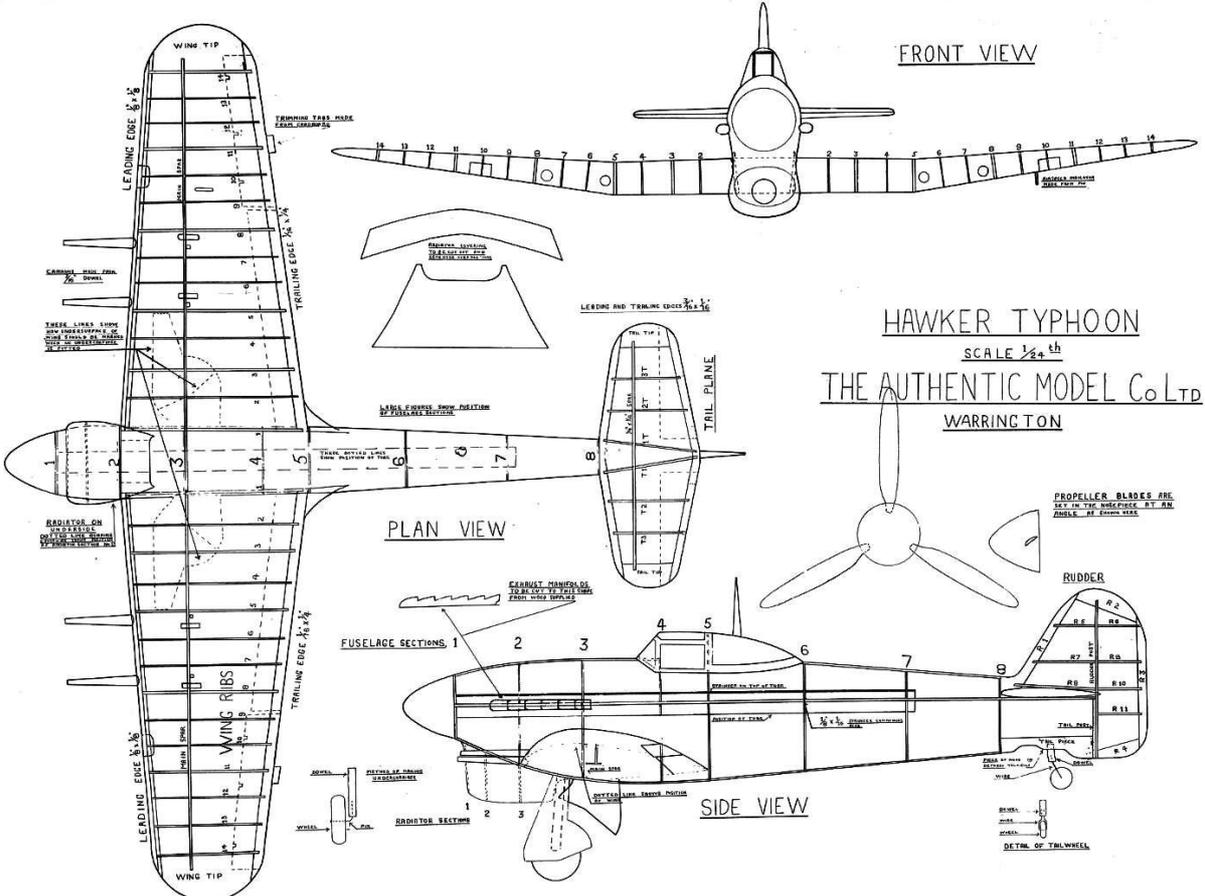
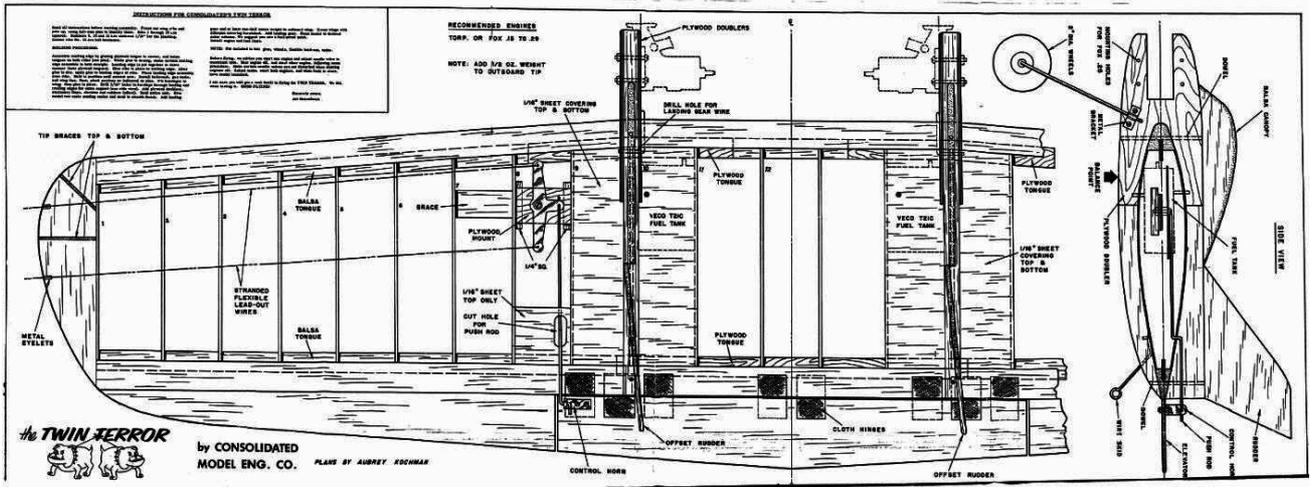


The photo was kindly sent in by Roger Simmonds

*On a similar note when I was a member of Three Kings we at one point had a monthly club meeting at the changing rooms/pavillion at Lloyd Park in Croydon. For a few months we did some tethered aeromodelling indoors of course using Rapier motors and what was left of Jetex fuel etc. Models on very short lines would hurtle around, in fact you had trouble seeing them. Main recollection was quiet anticipation and everyone leaning forward like a wicket keeper just as the ball is released with a decidedly serious but inquisitive expression on their chops, waiting for ignition to take place. When the motor ignited there was always a brief second before all hell broke loose, none saw the end of a "Flight" as all made for the exit and fresh air, coughing up lungs of course. The room was a pea souper in seconds. Anyway with all standing around with exception of Wal Cordwell, who was sitting, the process started and whoosh model remained still and jetex proceeded to bounce off walls, legs you name it. Capture occurred when the still fizzing motor shot up the seated Wal Cordwell's trouser leg. He moved in haste. How we laughed. Tethering was a post set into a bucket of concrete.*

# From Derick

I have attached a couple of plans you may find interesting. Consolidated (USA) twin terror control line combat twin (it'll never catch on!) And the Authentic model Co Warrington. This was a blue print that I have reversed and cleaned. If any readers have any other plans from this UK based company I would love a copy of them. The original kit was in the possession of David Lloyd Jones who kindly let me copy the plan, instructions and parts sheets. Many thanks to David for that.



## Middle Wallop Sunday 30 August 2009

100% cloud, wind all day and not to forget the drizzle. End of report.

Cocklebarrow is the bees knees for RC assist no doubt, Middle Wallop with CL, RC and FF separated but on same site on August Bank Holiday Sunday should be aeromodelling utopia. Last year the wind was strong and stopped much of the play so whoever decides on the weather was obviously marked at the flying done so conjured up the addition of drizzle to accompany the wind this year. So awful was the weather I didn't get my camera out for more than two minutes the poor results are below. Tomboy comps went ahead, in drizzle, and some flying when the drizzle abated for a while but it was not good. Most seeking shelter in the couple of tents put up. Thought about going to do some FF today, Bank Holiday Monday, but looking out of the window there is a light breeze, poor visibility and heavy drizzle. So stay at home and come to terms with reality. On a positive note there are a couple more FF meetings this year and one Cocklebarrow, the weather will be great.

Next Middle Wallop events 11 October and 6 December



Boddington and Howie conversing



Garth Pearce braving the elements

However I'm grateful that Tony Tomlin has written about the day so here is his article

### Middle Wallop Radio Assist. By Tony Tomlin

The 3 day SAM1066 Eurochamps was held at Middle Wallop from Saturday 29<sup>th</sup> – Monday 31<sup>st</sup> August. On the Sunday, during the meeting, keen Radio Assist fliers made their way to this superb mown grass site, [courtesy of the Army Air Corp MAC]. This was the third visit for the vintage fliers this year and sadly we did not have the pleasant, warm, windless conditions of the last gathering in May. The day started dry, as the safety tapes were laid out by James Parry and friends, and the control gazebo was swiftly assembled. The very efficient team of Jane Robinson and Pam Tomlin were soon booking in fliers and, over the day, 31 fliers booked in with 56 models.

Models ranged from the largest, Peter Rose's Junior 90 and the Lanzo Record Breaker of M Butler, down to the smallest, probably the many evergreen Vic Smeed 36" Tomboys of which 17 were counted! Colin Hutchinson had his smart, blue, scaled up Schiffermuller and Nick Skyrme flew his ever reliable Privateer. Apart from the Tomboys, both 36" and 48", which were competing in round nine of the Tomboy 3 and Senior League, there were also a good number of electric models, including the Junior 60 of Alan Holmes, which flew well, and the Queen Bee and Black Magic of John Perry. During the day the control tent was visited by Don Howie of SAM600 [Australia] and the Tomboy fliers were pleased to hear that the Tomboy following is also very popular in the Antipodes.

#### Tomboy3s

As the time neared 14.00, eleven fliers lined up for the Tomboy3 fly off all of whom had made the required preliminary, 4 minute max flight. There was a small change to the launch procedure with

competitors having 90 seconds to start their engines and continue topping up their fuel tanks, as before. Fueling then ceased and there was now a 15 second delay before the models were launched in the customary mass launch. The purpose of this change is to limit the height these models reach under power and make the competition a little less visually demanding. Generally this has been appreciated by the competitors. David Boddington, who first started this class [and also the larger 48" senior class], was flying as was Tom Airey, Tony Tomlin, Chris Hague, Paul Netton and Stephen Powell, all winners this year. James Parry was flying the ex. Tony Tomlin Tomboy which had spent 22 weeks 'resting' in a field and now flies better than before [called Lucky Boy]! Tony Overton, successful competitor with the larger class of Tomboy, was flying as was Dave Stock, Geoff Goldsmith and Roy Woolston, making up a strong field.

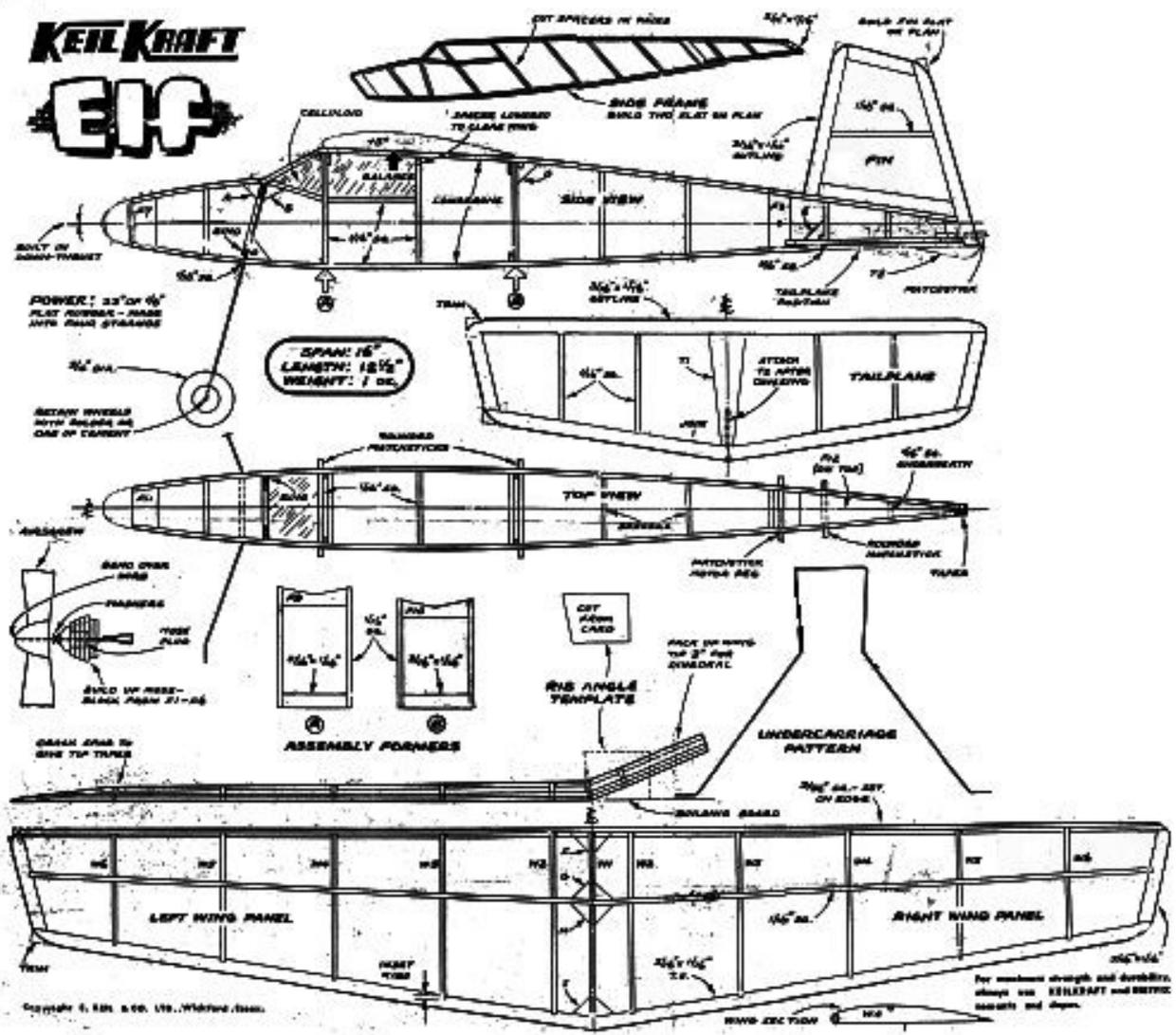
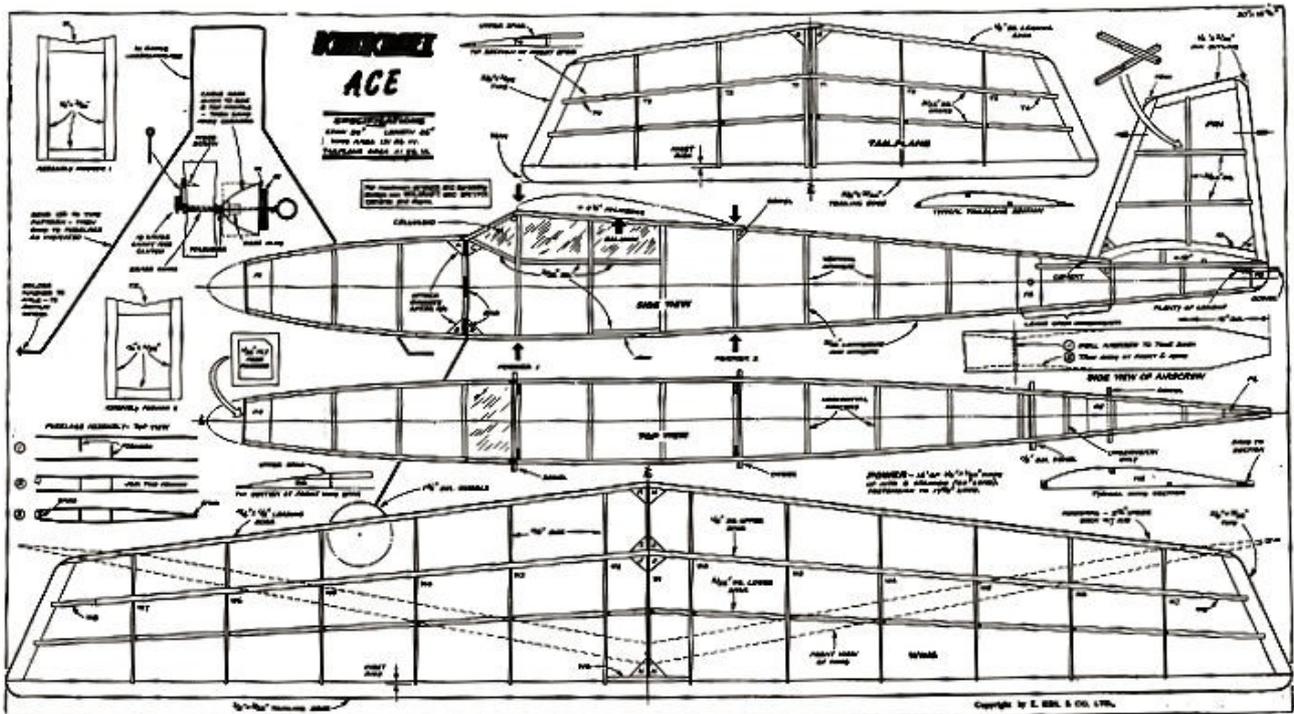
The weather, which had been slowly closing in over the morning, was now becoming very windy, with some nasty gusts around 18 mph and a hint of drizzle in the air. Nick Skyrme was the starter and as the start board was rapidly lowered, all models got away as one. A strong gust arrived at that moment, most models zoomed upwards and the fliers had to hold full down elevator to make some form of forward penetration. The climb out from the spectators view was very exciting, the *fliers* used various other expressions! The models were all in close proximity until they had used up their 3cc of fuel. Chris Hague and David Boddington had planned it right and were now upwind. Geoff Goldsmith and Roy Woolston were soon down with short engine runs, Roy at 1 min 30 secs followed by Geoff, 5 secs later. Dave Stock followed them in, after a little over 30 secs with James Parry's' Lucky Boy letting him down and landing at 2 mins 30 secs! Paul Netton, after a steady flight, was losing height and was down in 3 minutes dead. Tony Overton had drifted downwind but landed safely and within the prescribed landing zone at 3 mins 22 secs. Tom Airey, in company with Tony Tomlin and Stephen Powell, was slowly drifting downwind, still high, but diving to penetrate forward. Stephen was first down at 4 mins 22 secs followed by Tony, 3 secs short of 5 minutes. David Boddington was next down, pipping Tony by 5 secs to claim 3<sup>rd</sup> place. Tom Airey had managed to find that little extra and landed downwind at 5 mins 6 secs. Chris Hague was able to keep upwind, and was the winner at 5 mins 10 secs, landing smoothly. Only 13 seconds covered the four highest finishers which was the closest finish to date.

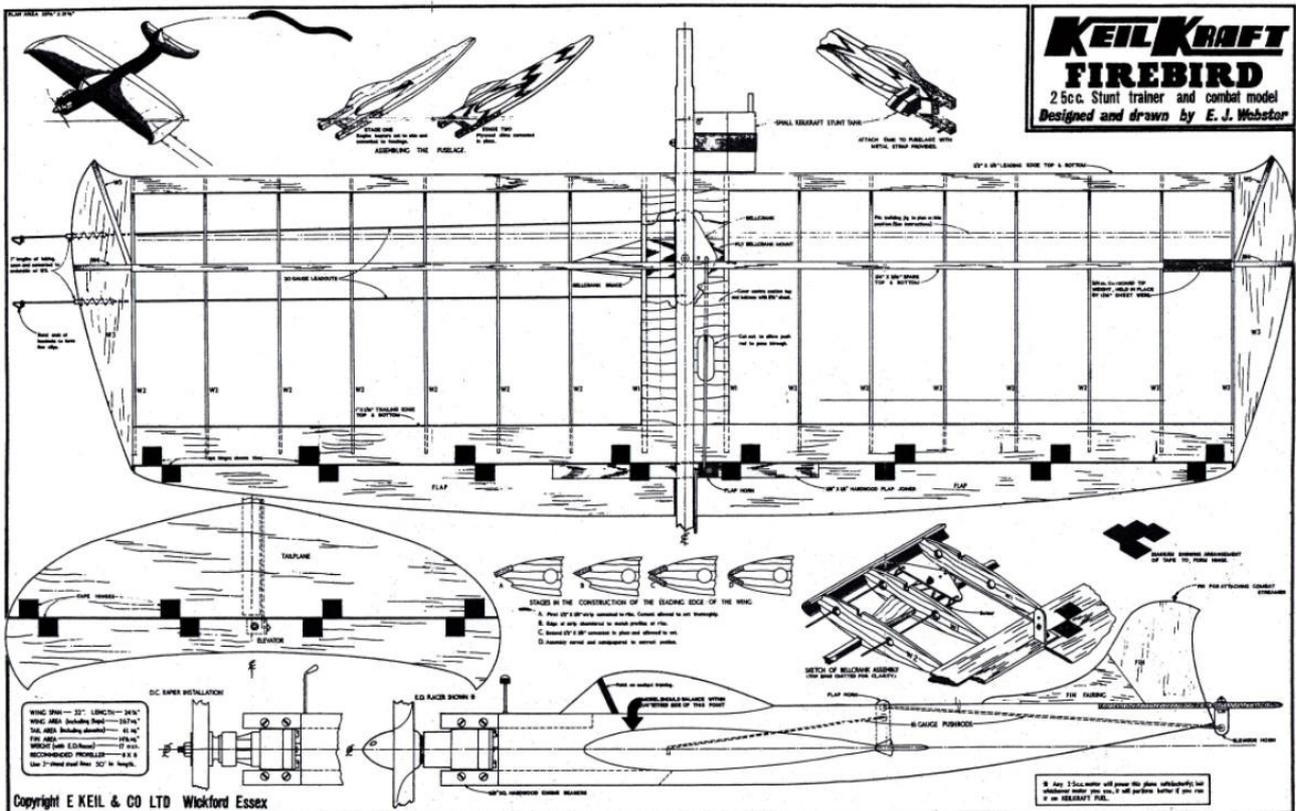
#### Tomboy Senior

With the exception of Dave Stock, Paul Netton and Roy Woolston all the remaining fliers from the earlier Tomboy 3 event lined up for what was hoped would be an easier event with the larger 48" Tomboys all powered by the Mills 1.3cc. Roy Woolston was hoping to fly but had lost his model earlier in the day with a possible radio problem.

Again Nick Skyrme was the starter and this time the gusts had eased but even so the wind was estimated at a steady 15mph. As the start board fell all eight models got away well and were all flying in a bunch, literally a foot or so apart! It was later said that the shouts of the excited spectators drowned out the sound of the slower revving Mills engines! Steadily the models climbed away, still close [no touches were recorded which was surprising] and slowly penetrating into the wind. Chris Hague and David Boddington were highest at an estimated 700ft. with Tony Tomlin and Tom Airey close. James Parry had continued his bad day and was down with a short engine run, at 1min 53 secs followed shortly by Geoff Goldsmith 20 secs later. All engines were now stopped, the new starting system keeping the models noticeably lower. Tony Tomlin's model suddenly descended like a lift and was down at 3 mins 7secs to Tony's surprise! The other Tony [Overton] was equally out of luck and landed at 2 secs over 4 mins. The remaining 3 models had now separated with Tom Airey lowest, landing gently at 5 mins 14 secs followed by David Boddington 8 secs later. Chris Hague completed his double for the meeting with a time of 5mins 50 secs which considering the conditions [there was now heavy drizzle] was very good.

Shortly afterwards all the fliers gathered at the control gazebo where with the normal good natured banter, liquid prizes and certificates were presented by Jane Robinson. This ended not the best day for weather but a good day for some excellent flying.





## From Bob Pickernell

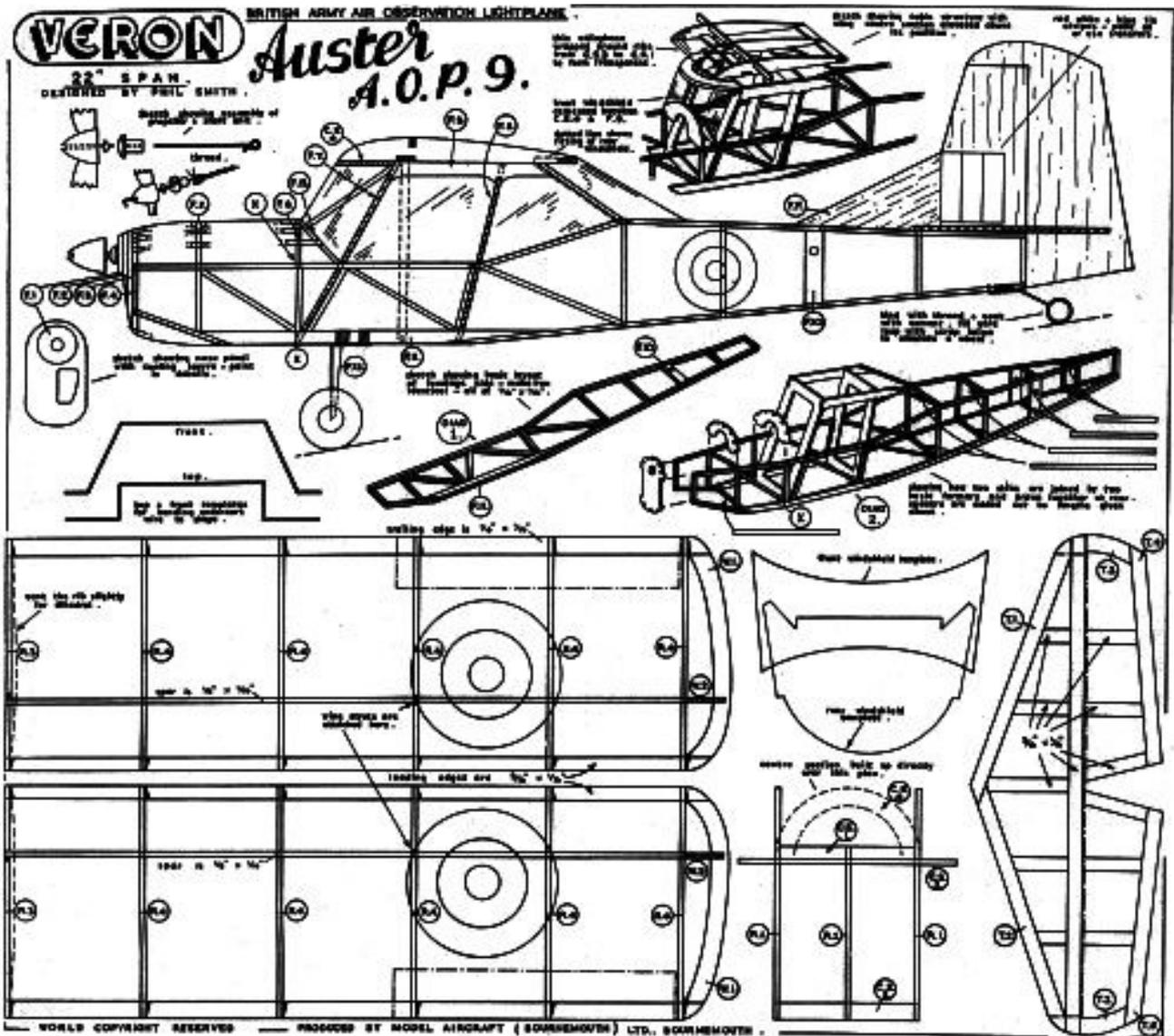
Hello thought you might be interested in my latest project, its a Frog Cirrus.I built it from a kit plan



but as there was no print wood handy I had no idea of what quite a few of the components looked like so I spent almost as much time at the drawing board as the building board when it came to reverse engineering then building the fuselage. The flying surfaces weren't too much of a problem but when I mentioned that I was building a Cirrus one of my fellow flyers who was there first time around warned me not to attach the wings as per the plan as they rarely survived the first firm tap. Therefore the wings are a conventional one piece held on by bands.

I only finished it the day before Middle Wallop Eurochamps and I didn't fancy trimming in the gusty conditions so watch this space for flight reports.





All Veron plans and others from Phil Smith 32 Verwood Crescent, Southbourne, Bournemouth, Dorset, BH6 4JE 01202 433431

## Peter Lambert. Hobart Model Flying Club

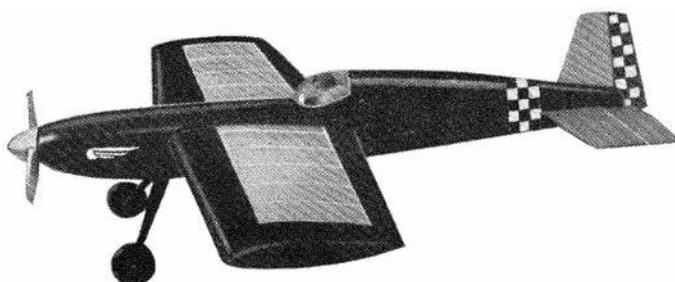
The Vanda 40" span glider was produced by Frog in the late 40's . The kit retailed for the princely sum of 9/6d; not a trifling sum for the youth of that period. However, in terms of kit contents and flight performance it beat its main competitors, namely the Keil Kraft Soarer series (Baby, Minor and Major) and K.K.Invader, hands down.

The kit included die cut balsa parts (sheet balsa fuselage sides and wing ribs etc) as well as a small bottle of orange dope and some rather off white covering tissue, more a brownish colour really, but shortly after the war, supplies of all model materials were hard to come by, so we were more than glad that it was included, whatever its colour .

I've always thought that Frog's choice of orange dope had more to do with the availability of surplus orange dope left over from the wartime manufacture of rocket powered target models which were an identical colour. Incidentally, a few of those target models were offered for sale in war surplus shops for about 5/- a time, but without a suitable rocket to power them, trying to fly them as gliders was invariably doomed to failure, for even with the strongest of throws, they never 'flew' for more than a couple of yards.

Most of our model flying in those days was carried out on Hampstead Heath (North London), with

Parliament Hill being the preferred venue for hand launching our gliders. It was here that the Vanda showed its performance superiority over most other gliders of the period. It was *the* model to have. The Vanda model shown (which has an orange painted fuselage of course), now graces the skies over Tasmania Australia) and has been enlarged to 50" span. Flight performance matches that of my 40" versions, built so many years ago, i.e. a flat gliding angle and stable on a towline. An attractive design that although now over 60 years old, is more than capable of a very satisfying flight performance. Some provision for a D.T is recommended as it easily goes away on the slightest bit of lift.



### **Middle Wallop – Sunday 30<sup>th</sup> August 2009 – A short report from the Caulkheads**

So who are the Caulkheads and what's that name all about? Well taking the name first it's a derogatory name for residents of the Isle of Wight, believed to have originated in Portsmouth. Presumably the dockyard matey's were referring to caulking - that process of hammering oakum ( a mixture of tarred fibre ) into the seams of boat hulls, so you get the joke.

The Caulkheads are, Andy Gilliam, Mick Stretch and Den Saxcoburg, old time flying buddies that have been active on the Island for about half a century. In the past they have covered most aero modelling disciplines including competitive free flight in the late 70's but their main interest is Control Line.

Mick and Den attended Middle Wallop on the Bank Holiday Sunday taking a few new models with them. Mick brought an ARF Nobler, and Den a Musciano Giant King Pin plus a couple of half A models. The weather was typical English Bank Holiday, wind and rain, so the most sheltered spot was sought and prudence ruled the day! Suffice to say all the models were flown, new engines run in and apart from a few dings and dents, no major damage was done.

Mick was especially pleased with his Nobler, assembled from one of those ARF 'kits' it was bit of an unknown and he had a brand new OS LA 40 in it. Both the aircraft and engine performed faultlessly and Mick even managed the odd loop. 'Pulls like train' was the verdict and longer lines and a 3 blade prop were purchased at Flighthook.



Den's classic Giant King Pin also shows promise and the new Enya 30SS settled down nicely after a couple of rich runs. Like Micks Nobler it was steady on the lines and handled the turbulent conditions well. The problem was getting it down after the motor cut, the glide is very floaty and some serious antics were necessary to maintain line tension during landing.

Dens other two models were built to compare a radically different approach to half A designs. Dick Sarpolus is well known in the States as an advocate of flat plate wings and hot engines and Den has built one of his Half A Nobler designs.



To compare it with something a little more traditional Den has also built a Walt Musciano, conventional wing 'Hurricane'. Both aircraft are powered by 'dieselised' 1cc Norvels. These awesome little engines are 20gms lighter than a comparable PAW and will often show a 1000rpm more on the same prop.

Both models were flown but the weather made any judgement impossible, however some impressions could be made. The Half A Nobler inspired confidence and was

pulling very nice loops with no signs of stalling, a surprise considering its flat plate wing. The 'Hurri' proved a bit of handful, only because it was too fast. The engine had been built by Canadian 'Mr diesel Norvel', Andy Woirowicz. In his laconic way, Andy W had said that it was a good one, he was not joking, a spectator was heard to remark that the scale speed must be about Mach 2! Den intends to re-engine the 'Hurri' with a more sensible Norvel and have another try with both models under better conditions.



So all in all a great day out for the Caulkheads and thanks must be given to all those that have made Control Line flying possible at Middle Wallop. This is a great venue with a superb atmosphere and the organisation allows SPORT control line flying, just like the 'old days'. Hopefully those that have enjoyed the Control Line facility this year will pass on the news and encourage others to attend next year - remember the old adage 'use it or lose it'.

## PRESS RELEASE - Cox 049 Engines



Cox 049's usually promote a response similar to that associated with a famous savoury spread, you like them or loathe them! The good news for those that like them is that they are available in the UK again.

Dens Model Supplies is now an agent for Canadian Company, Cox International. Following the closure of Estes Industries Cox Division in February 2009, Cox International has acquired the remaining Cox inventory. This includes many engines and parts, as well as tooling, dies, moulds and machinery. At present, there is sufficient supply on hand to supply the world market for some time.

Cox International intends to set up manufacturing and continue production of some more popular parts and accessories. This will be carried out using original Cox tooling, and partially with former Cox OEM suppliers.

The range of Cox 049's from Dens Model Supplies varies from the budget 'Sure Start' at £7.90 to the high performance 'Stinger' at £25. The most popular model is the 'Scorpion' at £18.80. The 'Scorpion' is available in a range of customised anodised crankcase colours and comes complete with a spinner and other goodies.



A full range of spares is in stock, including glow heads and all the other items needed to keep your Cox 049 in top class condition.

See the range at [www.densmodelsupplies.co.uk](http://www.densmodelsupplies.co.uk) or ring Den on 01983 616603 for traditional service

Cox 049 red 'Scorpion'

**+Please visit our website: [www.martyn.pressnell.btinternet.co.uk](http://www.martyn.pressnell.btinternet.co.uk)**

**MSP PLANS PRESENTS FOR 2009**  
**Vintage, Classic, Sport and Duration Designs**

**MSP PLANS** drawn by Martyn Pressnell, offer a collection of model aircraft designs selected for their aesthetic qualities or unique origins. Plans of selected more complex models are called 'Collectors Plans' and are printed to order including Historic Notes. All drawings are A0 size, some as twin plans.

**VINTAGE MODELS PRE 1951, (PRE 1954 FOR GLIDERS)**

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

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

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

**FRANK LOATES' 1949 WAKEFIELD** The Canadian Wakefield that placed 5<sup>th</sup> in the World Championships staged at Cranfield, England, in 1949. A distinguished model of attractive appearance, and with a double-bladed folding prop. **Collector's Plan**

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

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

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

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

**NEW PLAN ENGLISH VIKING 1953 A2 GLIDER** Designed by Bill Farrance after his experience with the GB Team at the 1952 World Championships in Austria. Capable of a full 4 minutes from the 328 ft towline, an acclaimed glider of proven performance, twice winner of the SAM Radislav Rybach trophy. Published in 1953 and compliant with the BMFA Vintage specification.

#### **CLASSIC MODELS 1951 TO 1961, (1954 TO 1961 FOR GLIDERS)**

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

**RON WARRING'S 1952 WAKEFIELD** The geared geodetic model, developed by Ron Warring for twin motors, being the ultimate design in his long series of famous Wakefields. Drawn from the original model and contemporary sources. **Collector's Plan**

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

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

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

approved Bournemouth MAS Club Classic rubber model. Twin plan with **McGILLIVRAY'S LIGHTWEIGHT**.

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

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

**NEW PLAN VAKUSHNA 1959 A2** Designed by Brian Dowling this glider won the 1960 Pilcher Cup along with other successes. It should be regarded as a straightforward and satisfying build, very suited to rough British weather Accepted for SAM events but not meeting BMFA publication requirements.

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

**NIGHT TRAIN Mk II 1960** George French's Night Train which pioneered the use of VIT systems in the UK, to control the power-on trim of FAI models. Coming at the end of the Classic era it was to prove immensely successful in future international events. A most attractive model with elliptical surfaces, it will perform well in Classic and SLOP events today. **Collector's Plan**

### **SPORT AND OTHER DURATION MODELS**

**JUDGE 1945 WAKEFIELD** This design was conceived by Bert Judge to the 1945 rules as a direct descendent of his 1936 Wakefield Cup winner, as kitted by FROG. It was closely related to the FROG **JANUS** power model of 1947. The Wakefield was not built until Bert's retirement many year's later. A beautifully conceived and well-proportioned model with aerodynamically clean lines. **Collector's Plan**

**FIRST RESORT 2006** Designed by Martyn Pressnell for the BMFA Rubber Class, development of Jim Baguley's design using 50g of rubber, 36" span, tip dihedral. Twin plan with **LAST RESORT**.

**HERMES MAJOR** A 150% enlargement of the 1949 **HALFAX HERMES**, the purposeful high wing sport model, designed by John Magson for Halifax Models of Halifax in 1949. In the true vintage style but sleek to capture the competitive thrust of that time. Very suited to Texaco type events or for stooing around. Designed for radio assist by Martyn Pressnell. **Collector's Plan**

**FRED BOXALL'S SEAPLANE** Completing this duo of contest machines, commemorating the memory of Fred Boxall. The Seaplane established itself in this challemgng form of flight, constructed in his inimitable style, guaranteed to fly well. Twin plan with the **1956 OPEN RUBBER MODEL**.

**TO ORDER:** Each standard A0 plan or twin plan is supplied at £7.00 sterling in the UK, including postage (£6.00 direct on the field). Collector's plans with historical notes are supplied

at £10 sterling. To order plans please write with cheque made payable to Martyn Pressnell at: 1 Vitre Gardens, Lymington, Hants, SO41 3NA.

For overseas orders send bank notes equivalent to £10 sterling. Plans are folded for posting, whilst Collector's Plans can be rolled on request for supply in the UK.

Enquiries: please write or email [martyn.pressnell@btinternet.com](mailto:martyn.pressnell@btinternet.com)

## From Karl Gies

My recently completed Comet "Pepper" build from a Bob Holman short kit and Jim O'Reilly plan. It is covered with Japanese tissue over 1/4mil mylar. I have built Comet kits since I was nine or ten and am now seventy-two. I never saw this kit as a kid but according to Lee Campbell Gene Wallock it was an Air Youth of America model #5 and Comet picked it up as a kit can called it the "Pepper" and priced it a 75 cents. You could buy a Comet Sparky which had the same wingspan, 32", for 50 cents and the Pepper kit just never took off. The first I ever heard of it was about ten or so years ago the NFFS Journal had the plan in that journal. I have not flown mine yet but it is supposed to be in the mid to high eighties here in



Lewistown, Montana this week so hopefully I will get some weather suitable for flying models. Gene Wallock had a picture of his posted recently, just a terrific looking model Gene. I also saw a picture of one Hal Cover built in I think that last issue of Flying Models. Hopefully there will be several at the SAM Comet Models Champs this October.

My recently completed Comet "Phantom Fury" built from a Bob Holman short kit and Jim O'Reilly plan. The model has a rotating rear motor peg, tensioned prop and is covered with Japanese tissue over mylar. I have not flown it yet but this week the weather is supposed to be in the mid to upper



80's here in Lewistown, Montana, the exact center of the Rural American West in more ways than one. I built one of these as a kid and it glided well but I did not know anything about props so that was it. Dale Wilson gave me his Phantom Fury several years ago that he flew in a big Phantom Fury contest that had many entrants. Dale is a master builder and I owe him and his model much in

building this one. Here is an article about the big Phantom Fury event that Randy Ryan held in Sturgis, Michigan in 1997 w/22 entrants. I am sponsoring the Phantom Fury mass launch event this year at the SAM Comet Model SAM CHAMPS. At Sturgis they flew it in three rounds.

## From Brian Austin

I had a problem with fitting a suitable fuel supply to an ED Baby that I had fitted to a MA Ionosphere circa 1953. The tank that would have been fitted to the motor, was the most practical solution, but it was missing as so many of them are.

So browsing around my workshop my eyes alighted onto the transport top of a ZAP bottle (the clear piece where they put a small length of tube to apply it). I tried it onto the back plate & it fitted a treat, only problem was that it needed to be reduced in length to about 16mm from the end to get a sealed unit. As this taper's due to moulding removal tooling, it becomes a bit too small to fit over the back plate cover. So a few strokes with a SM knife, around the inside, results in a good fit. You only need to drill a hole to take an 8 BA bolt to hold it onto the motor & two holes one for the fuel supply tube, the other to fill it up. Should fit the Albon Dart as well. Some picture to show it, are attached.



## From Peter Scott

Thanks to your info I have not only contacted Peter Renggli but also Ernst Schlachter.

I have completed my "Kangette" (with A-H Baby Dyno) and with Ernst's guidance moved the CG forward a LOT !



## These are my controversial views. Ian.

The reason for the existence of SAM 35. It exists and is dedicated to the preservation of VINTAGE model aircraft. To my way of thinking this includes all types of airframe built and flown before the introduction of proportional radio control. At any good meeting i.e. Cocklebarrow, Middle Wallop etc. all R/C airframes being flown are or should be R/C conversions of original free-flight designs. To me "vintage" means before radio control. There is no need to fix a cut-off date as it would be self-regulating. The majority of these conversions would not benefit from ailerons and those conversions fitted with ailerons should not be allowed at our events.

The changing of cut-off dates to allow "younger" people to participate is totally wrong. It is up to us to encourage our fellow club members, whatever their age, to follow our lead and fly true vintage models.

You don't see the Veteran/Vintage full-size car enthusiasts changing their dates, they are set in stone, and so should ours be.

To participate in any vintage event the design must have been flown before the introduction of proportional radio control to qualify. If this is not adhered to, we will be watering down the whole concept of the preservation of vintage model aircraft.



## Nomad from Gray

Still haven't started mine yet, too many excuses here. Anyway Gray sent a couple these photos of Simon Roger's enlarged Nomad for slope soaring.



## Old Warden Swapmeet 2010

Sunday 21st March 2010 Old Warden will host a 220 table swap meet in the Russell Hall complex of the agricultural college. The swapmeet will accomodate all aeromodelling disciplines:- Radio Control, Control line, Free flight, Vintage engines, Modern engines, Kits and Accessories etc. Additionally there will be a small trade presence.

Doors open at 8.30 for table holders and 10.00 for the public.

The Russell Hall complex has a bar and 2 restaurants

Visitors are reminded that the world famous Shuttleworth Collection of full size vintage aircraft is based at Old Warden so a swap meet and a tour of wonderful vintage aircraft is available on the day ref- <http://www.shuttleworth.org/>

Further details of costs will be made available via the modelling press. Bookings will commence 1st November 2009

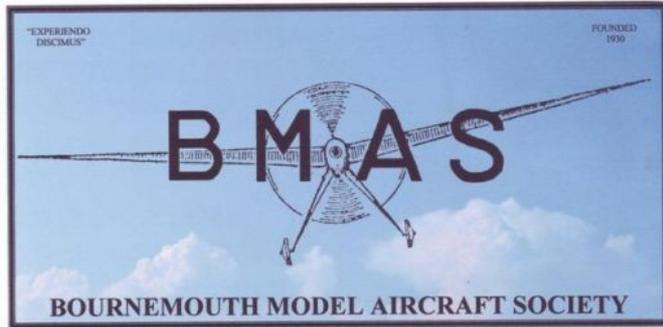
Contact Richard Dalby [owswapmeet2010@hotmail.co.uk](mailto:owswapmeet2010@hotmail.co.uk) for bookings.

Pete Dirs [PD\\_eng@yahoo.co.uk](mailto:PD_eng@yahoo.co.uk)

Alan Knight for general information

This event is intended to fill the gap in the calender, caused by the demise of the Watford Swapmeet. It will of course require your support to achieve this aim.





## INDOOR FLYING 7pm to 10pm

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

ALLENDALE CENTRE, HANHAM RD, WIMBORNE, BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

**FREE FLIGHT ONLY**

PRIZE FOR LONGEST FLIGHT OF THE EVENING

FLITEHOOK IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS: JOHN TAYLOR TEL.No 01202 511502  
ROY TILLER e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)



### **From Dave Bishop of DB Sound.**

Just finished my latest 3 channel radio model which I'm delighted to say had two flights after the Hop Farm show this last Sunday evening at 7pm in the gathering gloom.

The wingspan is 66" and it is a sort of Junior 60 ish. It was found that it was a bit too nose heavy and I will arrange a weight shift to balance it a bit further back on the wings to ready it before its next airing.

The very old OS40 started straight away with no problems and I'm grateful to Andy of the famous Reds from Red Ruth who test flew it for me with the assistance of Steve Bishop the organiser of the also famous Western Park show at Telford held every year over the fathers day weekend. Steve and his son Mathew are currently British Champions in scale flying with their Red Arrows Hawk duo.

You might remember my Tomboy that I pictured Alex McDonald holding in his hospital bed just 3 days before he went to the happy land well I have named this one after

another lovely pal of so many years Cliff. Cliff Goater was the Balsa Cabin man and many of his designs were (and still are) built by us modellers. A lovely, lovely man.



## From Old Bill (Richard Bavin)

Herewith photos of Peter Fisher design X AC5, AMCO 87 power. A very peculiar aeroplane, big question does it fly answer yes it does. Original Peter Fisher sketch/plan sent to me by Tony Penhall as small inspiration to get building again. Next project probably Ole Reliable for the Brown Junior or a New Ruler.



*Happened to see this photo in Modern Aeromodelling by Ron Moulton. The model is called Kriffin and I'm certain the person is Peter Fisher. The give away if it is being the cravat. Before Alex McDonald passed away in 2008 I spent many hours listening to his many many stories related to aeromodelling mainly in the 50's. One of the stories concerned Peter Fisher who owned a property opposite Kensington Gardens in London and he and his brother used to make models and throw them out of the window trying to get them to land in the park, of course over the main road*

*and bus stops. Apparently he also owned land in Kent and one plot he sold off is now Brands Hatch. More useless information. JP.*

Richard also went on to well the following is self explanatory:-

“Old Bill Blinkers”

*One final word before cut off dates etc become a crusade. Lets look at the correct meaning of the word blinkered. Originally blinkers were used on thoroughbred race horses to keep them on course by removing any periferal visual distractions, i.e. to keep them focused. SAM does an excellent job helping us to remember our origins as its original intention, but after a certain point the SMAE, (Should I say BMFA??) should take over to provide competitions for the later nostalgia aerobatic, full house, type models if there is any need for this. In full agreement with James P that if such disciplines existed I would happily build a Maribu or Superstar to keep focused, and on with the blinkers!! To blinking well preserve the origins of a blinkin good hobby. Cheers for now.*



## Hi from Trev James

Last Sunday flying at the club field O what a lovely day. Spending most of the day training up and coming pilots on my old majestic major I had a break and trimmed out a Veron FF model, started up the DC .75 with little fuel in tank and it disappeared into the cloud never to be seen again it flew from Ellesmere Shropshire in the direction of Shrewsbury of course my name was in the model and tel no 01691 671787 but no luck yet. How many modellers have lost models to thermals it's time I started to put dethermalisers on my FF models. I know a lot of modellers read your site so thought that it was worth giving it a shot. [trevorjames742@btinternet.com](mailto:trevorjames742@btinternet.com)



## Hi again James,

Simon Rogers said you would like some pics of his Luton Minor in action at the Oxford Dreaming Spires meet. They're not brilliantly framed, but I was stumbling backwards trying to avoid getting whacked by the model!



I thought you might like a few pics from my club's (North Cotswold MAC) Fly In meeting held on Aug 8th and 9th. It's an annual fixture at our grass field site in the Cotswolds, but this year was special for us as it marked the club's 60th anniversary. We were founded in '49 by three young flyers in the



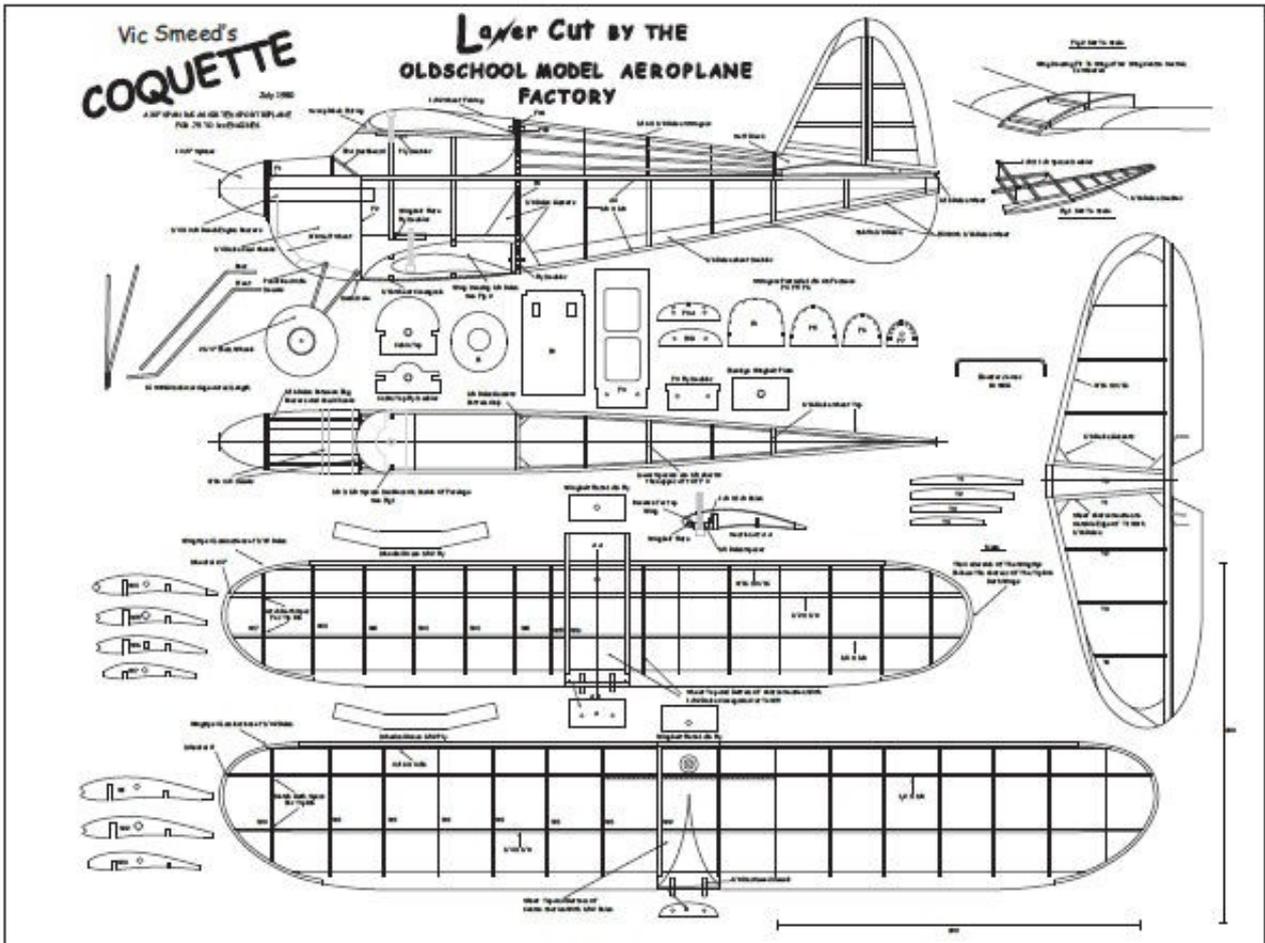
Moreton-in-Marsh area who at the time were flying control line. The club grew rapidly and were able to gain permission to fly on the airfield at RAF Moreton-in-Marsh, then the home of 21 OTU which flew Wellington in wartime and Harvards subsequently. The club shared a superb site with RAF model-



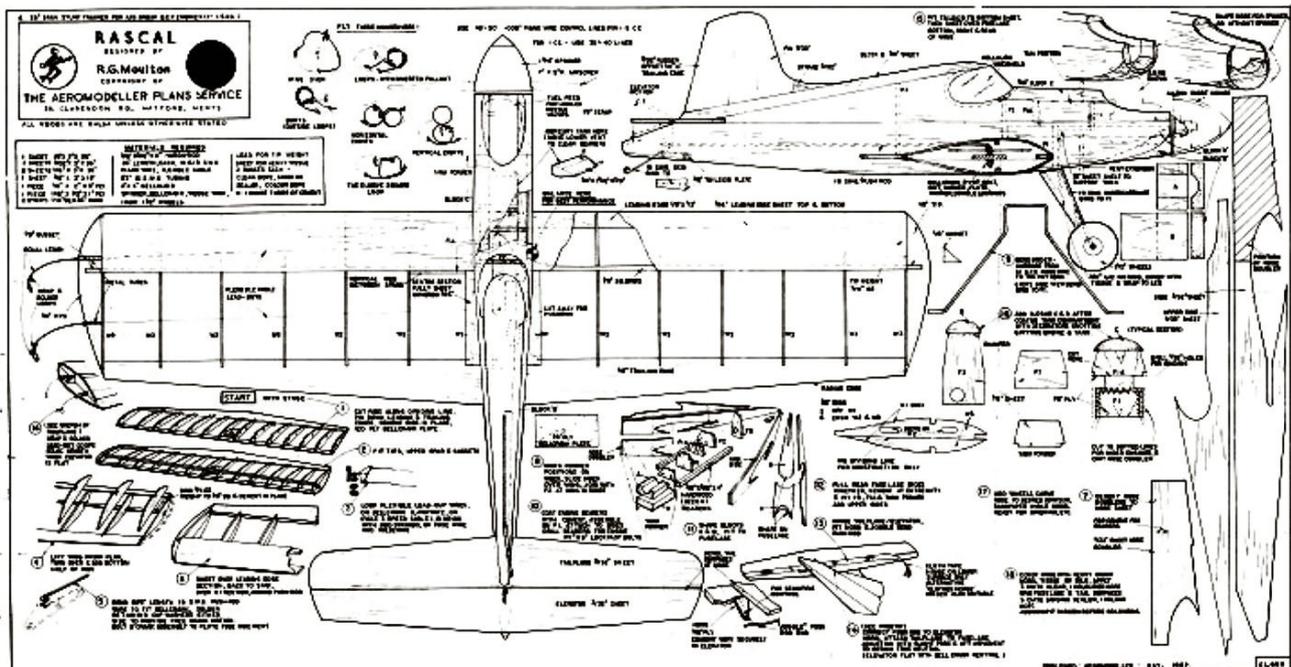
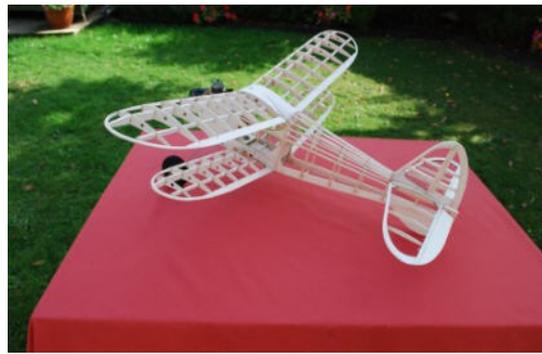
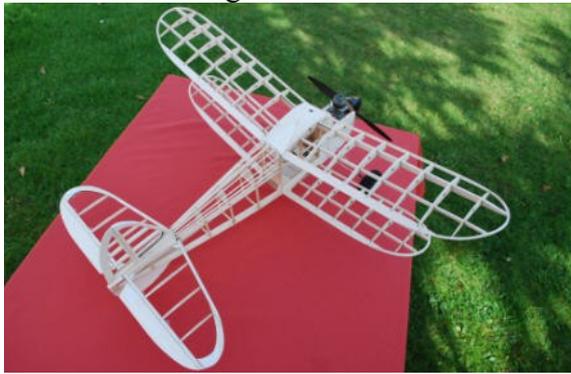
lers during the post war model boom. After the departure of the RAF, we continued to use the old airfield for another 40 years during which time it became the world famous Fire Service College. We're still going strong and remain a club with a wide range of interests. At this year's Fly-In, we ran a small FF field along with our regular RC site and it was thoroughly enjoyed by our visitors. We're going to expand and improve it for next year and we hope to have some CL too.

The pics show views of the RC flightline, the FF paddock and some club members (Mostly organising committee). Our one surviving founder member, Harold Herbert (far left) is still an active modeller and he flew all weekend.





I called into Derek Foxwell's place a couple of weeks ago to see what he was up to and of course have a cup of coffee. He was working on his latest kit that being the Coquette. The plan looks absolutely fantastic so I got hold of a copy as above. This is not the final version but not far off of it. Got some photos as well. Anyone interested the 2 channel RC version will be ready by end of this week. It is a builders model and alignment of fuselage essential or the stringers will not be straight. Kit although short contains an awful lot. Plan is completely revised as are details such as wing fitting etc. A MP Jet 040 fits perfectly and ED Bee also but not much room to choke the engine if the Bee is used as per original. Price will be under £40. Phone Derek 020 8647 1033. He's now about to start on a CL Frog Aerobat.



I guess thousands of Rascals have been built from this Ron Moulton plan. Copy kindly sent in by Bill Deal in Tasmania.

## Middle Wallop Sunday 20 September 2009

I can't believe I'm writing this but the weather was very good. Gentle breeze and mixture of blue and grey skies. Only annoyance being there were other events on at Eastbourne, Hop Farm, Beaulieu and Chobham, so numbers were down.

Still got a photographic record of the day and here it is



Foxwell and his Bi-Bi



Anyone for corn on the cob?





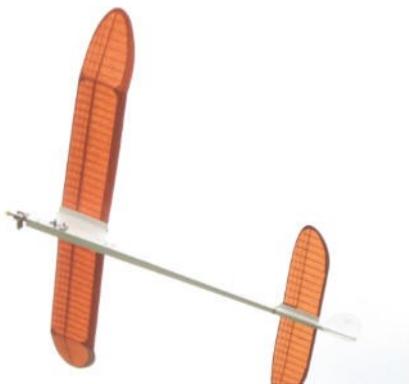














Lindsey Smith's rubber powered Firefly Mk I from a lost Keil Kraft design that never made it into kit form. One of twelve scale models. Several are still missing including a Hurricane. The sky was white when the photo was taken so no background.

What a month unfortunately I ran out of time and space so have had to leave out loads of stuff. Very annoying but the Swiss photos from Peter Renggli will be worth the wait and loads of other things.

Still send in your photos etc as I'll make sure there is room for October edition.

I've not spell checked this S&T as it often, like last month, makes things worse.