

Sticks and Tissue No 36 – November 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 JamesIParry@talktalk.net **NOTE THIS IS MY NEW ADDRESS**

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 receive and put in".

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



Derek Foxwell's father's photo taken Radlett 1953? I think it is Syd Allen on the left with a Radio Queen but who else? If you recognise yourself or someone, please let me know. JP

Sharkface.



There seems to have been quite a lot of interest recently in Eric Clutton's Sharkface from 1965.

When the BMFA mag arrived with an article and photographs, that was it. I had to have one.

Not being a brave sort, I opted, not for single channel, but for rudder, ele, throttle. Also I wanted electric, so that it would be quiet and reliable.

I built from the online plan, and missed out the i/c bits using 5g servos, a Futaba 2.4 receiver, and a little 1900kv brushless from BRC with a 12A controller.

I didn't (can't!) build it to be very light, but it came out at just under 8 ounces with a 500mah 3 cell Lipo. Nice surprise.

I was worried about the tiny elevator, so I had to wait until a fairly calm day on a big, deserted field. Sharkface just flew out of my hand and climbed away very quickly. The elevator was fine under power, but the rudder.....

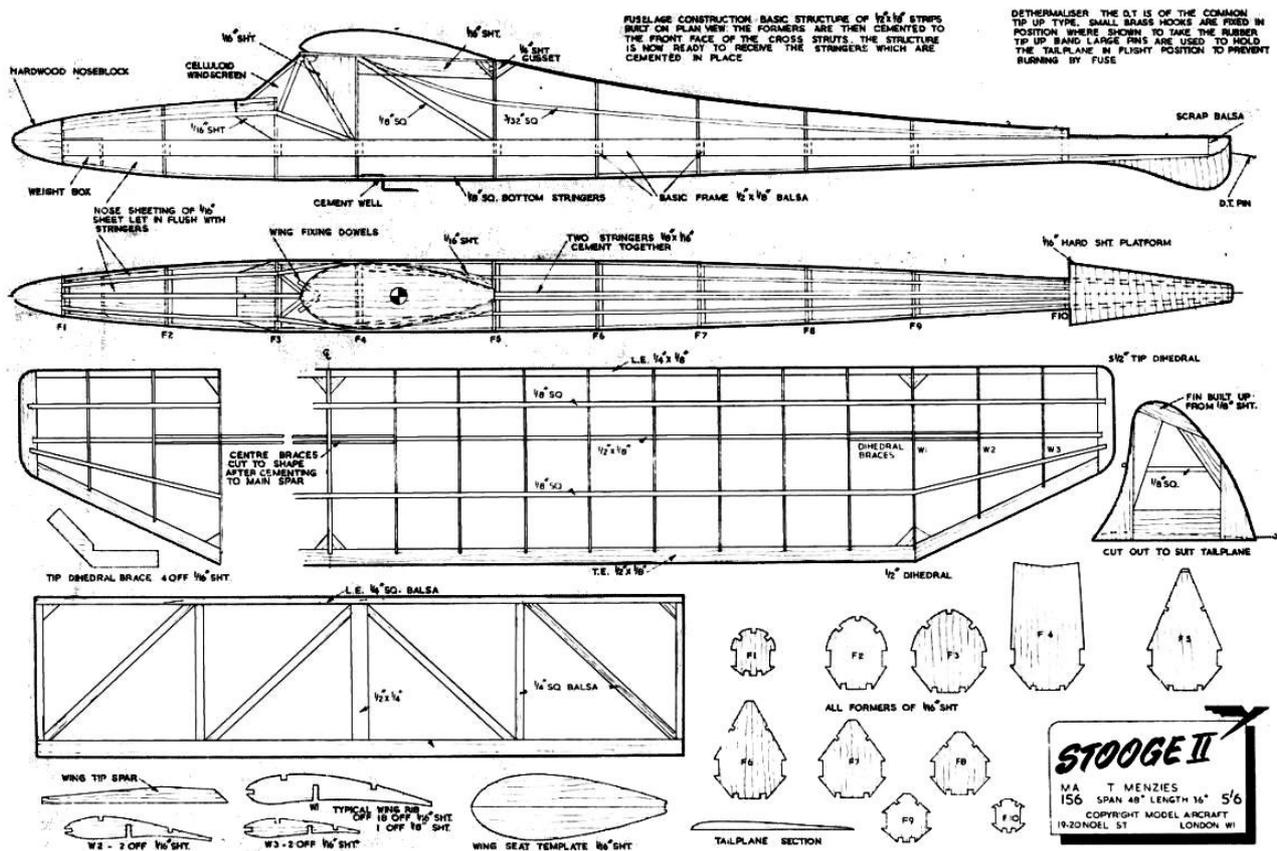
So very sensitive! Turns became reversals, and the slightest touch on the stick put Sharkface into a barrel roll. Next flight with rudder rated down to 40% was lovely. Easy to fly, with big loops, axial rolls, even inverted for a while. Landing is very easy. Without the brake set on the controller, the big (7x6!!) GWS prop windmills and give a very steep, slow approach.

Since then, I've gone down to a 2 cell 800mah Lipo, with no noticeable effect on speed, and I've moved the cg a touch forward. I've read of people altering the incidences, but I kept to Mr C's plan. Even with the tiny elevator, Sharkface is an excellent flyer as it is. He knew what he was doing.

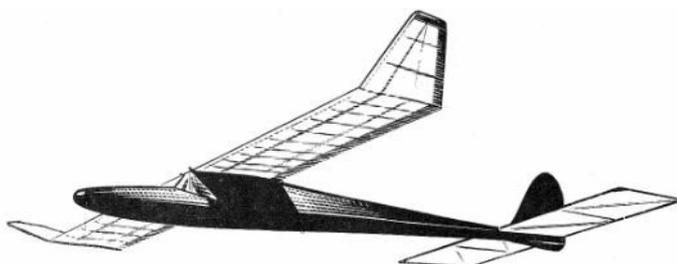


From Simon Rogers

Really enjoyed the latest S&T lots of interesting control line models, also found the photo of the Fokker DVIII with the men sat on it interesting and thought you might like to know a bit more about it. The Fokker E.V as it was originally known entered service in the summer of 1918 but within a couple of weeks they were all grounded after a number of fatal crashes caused by wing failure. An aircraft crash investigation commission was set up and soon discovered the cause of the wing failures was a combination of very poor quality of workmanship, sub standard materials including green wood and that the spars were cut undersized, Fokker was immediately ordered to replace all the defective wing at his expense. Fokker E.Vs with the new wing was called the D.VIII Fokker was warned that he faced criminal proceedings because he had knowingly supplied dangerously defective equipment to the army that caused the death of several pilots, but the war ended and Fokker went back to Holland before this could happen. I've also seen a photo of a Fokker triplane middle wing subjected to the same test as they to suffered from structural failure due to poor workmanship in the early days.



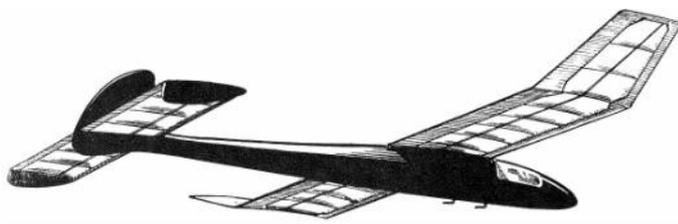
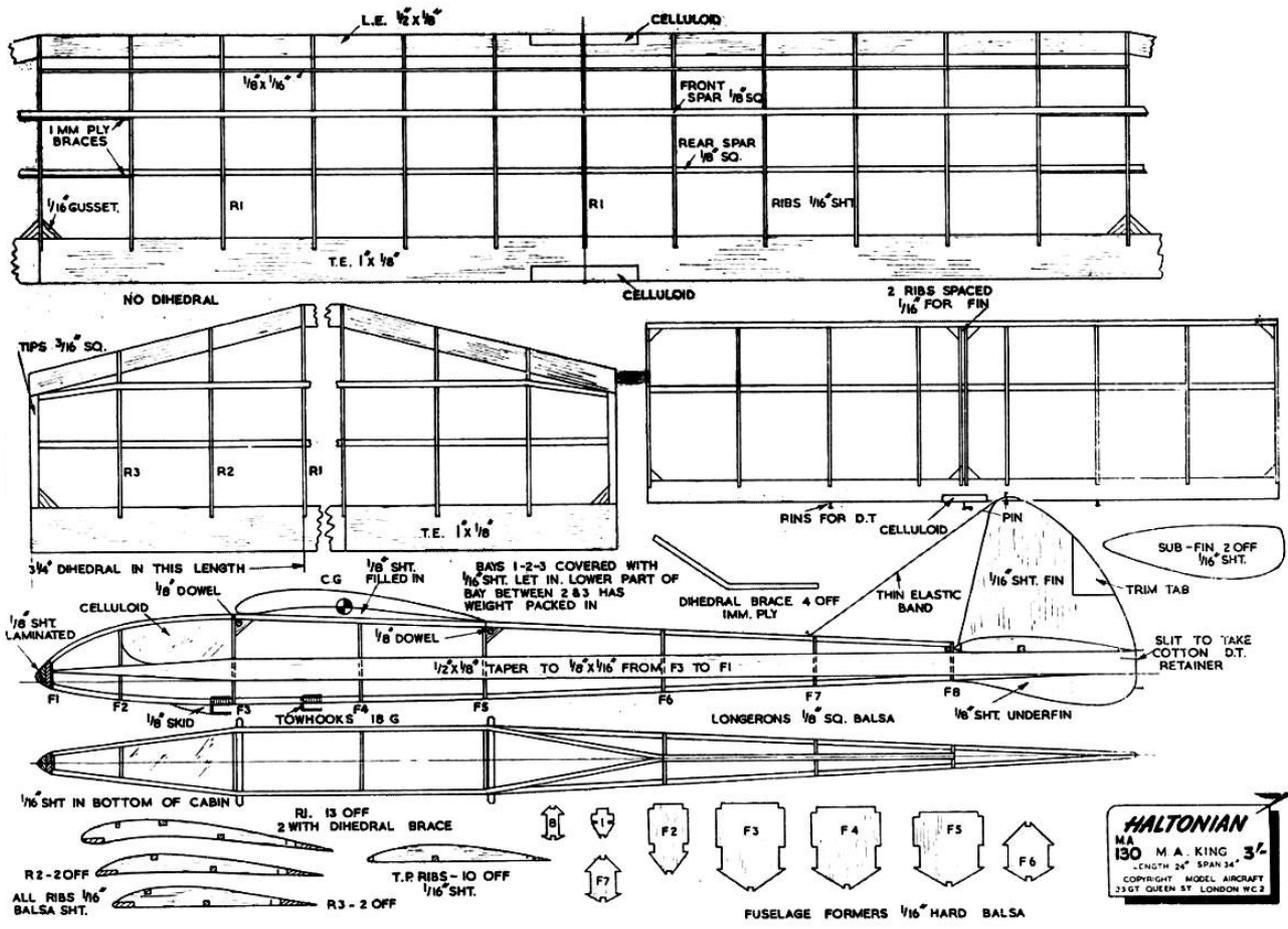
Stooge II by T Menzies 48" span. July 1953 Model Aircraft.



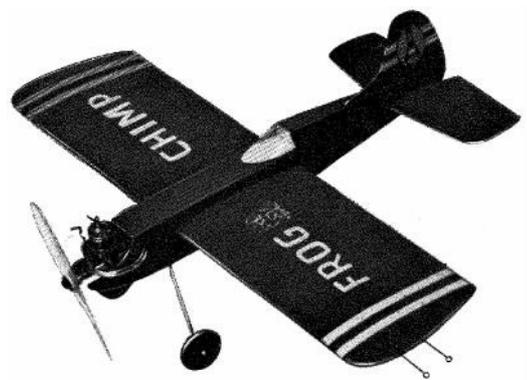
2010 S&T Special

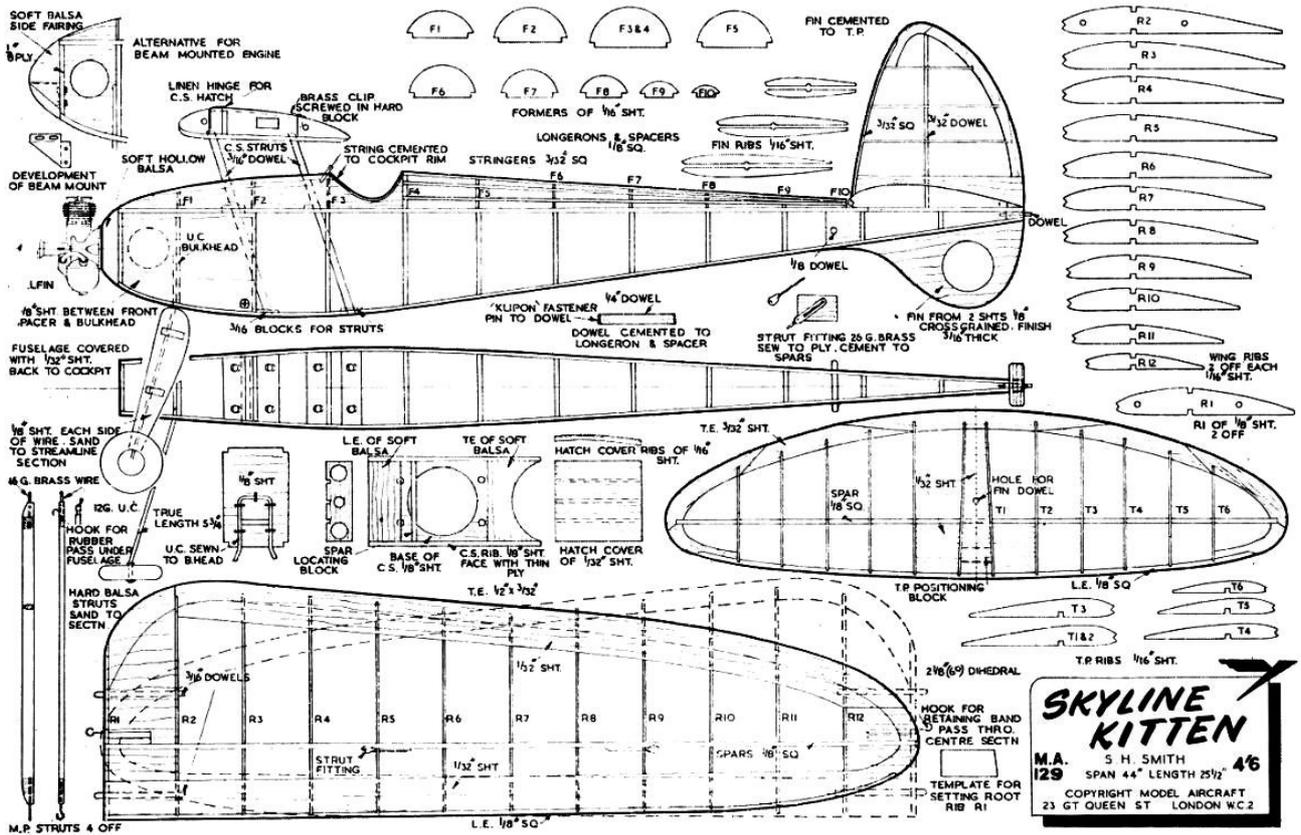
Progress of the Special is well advanced but unfortunately the time taken to get ready has reflected on this and the next S&T, so as you can see much use is made of plans and quick fill ins, more than I would want but it will be well worth it. The 2010 Special will follow the same format as 2009. One thing being certain if you like engines you'll be hooked to your PC screen for days.

Something I would really love to include and for that I have to rely on readers would be a selection of photos that have been taken by you, your best aeromodelling photo to share with us all. So please if you have that one fantastic photo, just one, and you are willing for all to see please email. Depending on response I'll include however if the Special, already 40 Mb and 82 pages, becomes even larger I may have to put some of them in subsequent S&T's, but my intention is to use in the Special. I'll start limiting at about 50Mb roughly 100 pages so that leaves plenty of space. Of course it needn't stop at a photo if there is anything else aeromodelling you'd like to share please send. John Taylor has got the ball rolling with several photos from his album spread around this month.

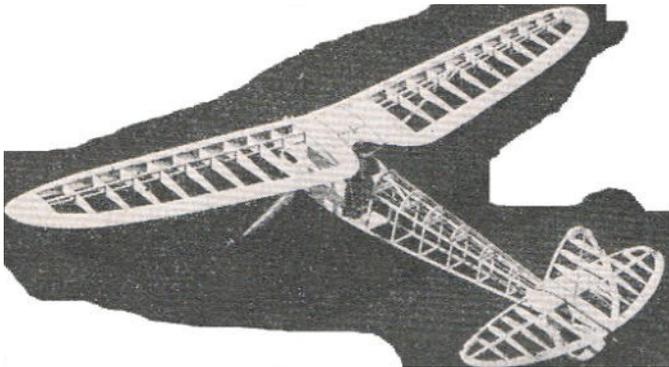


The Haltonian beginners glider 34" span by M A King. M A June 1952.





SKYLINE KITTEN
 M.A. 129 S.H. SMITH 46
 SPAN 44" LENGTH 25 1/2"
 COPYRIGHT MODEL AIRCRAFT
 23 GT QUEEN ST LONDON WC 2



Skyline Kitten by S H Smith September 1952
 44" span original powered by Elfin .5cc.

More Great Swiss Photos sent by Peter Renggli taken by Urs Brandt









INTERNATIONAL TOMBOY POSTAL COMPETITION RESULTS 2008-9

Name	Time	Date	Location	Pos
Tom AIREY	25 mins 14 secs	28.6.09	Old Warden, UK	1
Paul NETTON	18 mins 38 secs	14.6.09	Cocklebarrow Farm, UK	2
John DANKS	17 mins 17 secs	29.3.09	Whangarei, NZ	3
Graham MAIN	15 mins 02 secs	29.3.09	Whangarei, NZ	4
Kerry SURGESON	13 mins 04 secs	26.9.09	Wainui, NZ	5
Tony TOMLIN	10 mins 42 secs	14.6.09	Cocklebarrow Farm, UK	6
Stephen POWELL	10 mins 41 secs	12 4 09	Middle Wallop, UK	7
Chris HAGUE	10 mins 25 secs	10.5.09	Middle Wallop, UK	8
John BUTCHER	8 mins 56 secs	29.3.09	Tuakau, NZ	9
John STRUTT	7 mins 54 secs	10.5.09	Middle Wallop, UK	10
John WATSON	5 mins 02 secs	16.9.09	Villaricos, Spain	11
Bryan LEEVES	2 mins 27 secs	26.9.09	Wainui, NZ	12

The 2008-9 Tomboy Postal ended on 31.10. 2009. The entries were an improvement on previous years, but still poor, with nearly 50% coming from our Tomboy friends in New Zealand. Over the year, in sport and Tomboy3 competition flying, many hundreds of flights took place with good times often recorded.

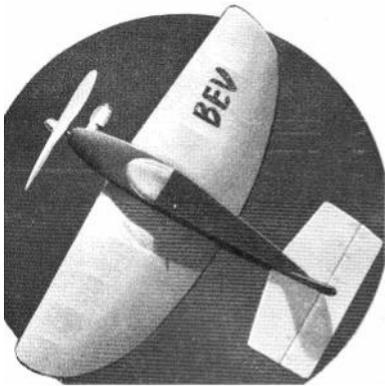
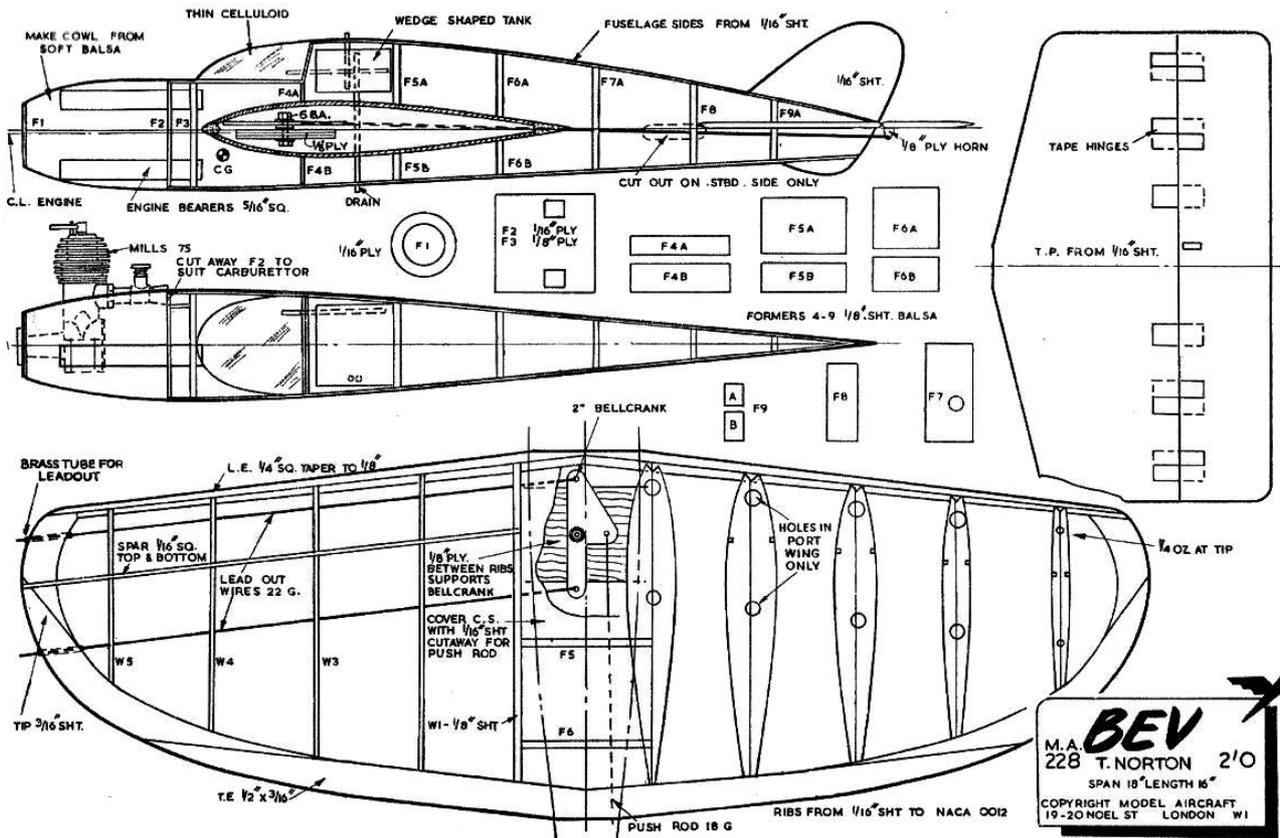
The competition continues in 2009-10, so remember to register your times with me!! Claims should be made, as before, to Tony Tomlin, 122 Marlow Drive, Sutton, Surrey, UK. SM3 9AS. Email pjt2.alt2@btinternet.com. All claims will be acknowledged.



John with Phantom Mite, E D Bee, Cassiobury Park 1947



Ivinghoe Beacon summer 1948



18" span trainer for Mills 75 by Tom Norton. MA January 1956

David Kinsella's Column

The Phil Smith Story-Part VI

Coming forward from the pioneering days of the Kite and Model Aircraft Association (pre SMAE) to the 1960s, we find our Phil busy with trade fairs at Earl's Court and all the associated tasks of promotion - show stands, models, prototypes for home and overseas customers, publicity to name but a few - and being front of house to meet the Queen and Prince Philip, Harold Wilson from the Board of Trade and all the names in the modelling industry. And there were invitations, a most memorable one from the Shah of Iran to demonstrate radio controlled models in Tehran. Together with Peter Cabrol of Climax Radio Gear, the two experts attracted a crowd of enthusiasts at the Civil Aviation Club, explained the working of the Veron Mini-Robot to the Shah in his pavilion at Mehrabad Airport, Phil's model



later at 5000ft in blue skies and heat close to 100 degrees: A great, treat was a trip of some 340 miles south to Esfahan in the Shah's private BAC Viscount, the peaks of the Zagros Mountains rising beyond the desert. Court officials hailed the visit as a great success, little Crown Prince Reza later an officer in the USAF, and General Rafat's son went on to run Iran-Air. Phil noted that General Rafat's job was to encourage modelling throughout the country and was given ample funds to do it. How



many were inspired by Phil to enter the aviation industry or train as pilots? Here the Shah takes control.



Water

Brakes

Mentioned in the Phil Smith story (Part III) the Clyno car was made in Pelham Street, Wolverhampton, the firm having moved north from Northampton. There's a strong aviation link here for Clyno made radial engines for the Sopwith Bulldog and Dragon (another rarity at the time being the Sopwith Snail). Nearby were the Stevens brothers, soon to set up AJS motorcycles with money from John Marston of Sunbeam, also of Wolverhampton and famous for aero engines and Land Speed Record attempts. Segrave and the red car (now at Beaulieu) took the record in 1927, shallow water stopping the huge machine when the brakes failed!

Uber Udet

Every July pilots, artists and enthusiasts gather for the Big Show in Pall Mall, London. If you're at once reminded of the great fighter pilot who wrote the Big Show - held by many to be the best ever on air fighting in World War Two - rest assured that Pierre would have been at home and indeed feted at the super show held by The Guild of Aviation Artists just a few minutes from Trafalgar Square. Warm on the day and with 400 works to examine, an ample supply of drinks was kindness itself and kept us going in the throng. Of course, lots of tales: WWI ace Udet on finals in the 1930s inverts his aeroplane, holds it...then flips right way up and makes a perfect landing. The famous pilot who was a close friend of the ace (Fokker DVII, red with a black and white striped wing) said he clambered out with knees like jelly, but utterly convinced that Udet was the best ever. In WWII Udet was second to Goering.

Mannock Strikes

Sold within minutes at Pall Mall, Roger Middlebrook's SE5a closing on a Pfaltz was well up in the voting. Based on the SE at Hendon (Mick Mannock VC DSO MC was deadly in combat despite defective vision in one eye) until the above show I did not know that Henry Fowler of the Midland Railway worked with H P Folland on the SE5a project. The Midland became part of the giant LMS when the Grouping took place in the 1920's.

Shorts Important

It was pretty hot for an Imperial Airways HP42 landing at Heliopolis, Egypt, around lunch time. At nearby RAF Abu Sueir No 4 Flying Training Squadron knocked off at 1300 (1pm), some perhaps heading for a cool bar in Cairo as the mercury approached 110 degrees. Khaki was the uniform, shorts, stockings and shoes making things easier. Vital, as pictured, was a jolly good hat. All too soon the blue in officers



rank rings worn at the shoulder turned white as the khaki slowly turned to buff. The L-shaped Abu Sueir airfield was on the Cairo to Port Said road, sand and scrub and camels in sight as the men set about their duties at 0600. The vast deserts known to Lawrence and Thesiger demanded respect, biplanes going long distance carrying a spare wheel and a prop just in case. If hidden by a huge sand dune and unable to take off, in desperation the DH Moth would be set on fire to attract attention - this in itself rather risky! Until the rise of the car and oil firing in ships, hardly anyone went to these areas often one thousand miles long.

Once More The Breach

The Battle of Britain movie, made with real stuff before the age of CGI, looks good at 40 and the critics appear warmer than they were. Burning up £55,000 a day, Bond director Guy Hamilton battling bad weather and the scores of problems that came with the job, it was the last charge for massed aeroplanes on the silver screen. Famous aces advised, Ginger Lacey (28 kills) and others flew one last time, Duxford lost its famous hangar, and the risky aerial antics were captured by Skeets Kelly (died on Zeppelin in 1970), Freddie Young, John Jordan (leg lost on a Bond movie) and their crews Keith Hamsheer took key statistics. Sir William Walton and Ron Goodwin wrote the score, but album sales to cover the vast cost caused a shift to Goodwin's music (Olivier's objection saw a re-balance). The 35th largest air force in the world was created by Group Captain Hamish Mahaddie, itself an amazing feat in the days before old plane infrastructure. A film of stupendous ambition, one with a camera in the combat area said it was also a terrifying experience! No flying through hangars, but that did go on. An engine blow-up brought a 109 down in flames but the experienced pilot got away with it.

Grand Grand Tourer

Technicals and other detail mentioned last year, the Merlin powered two seater has been doing the rounds. With perfect proportions somehow softening its size, aluminium bodywork masterly in execution, big lamps and tall wheels take us back to the age of Eldridge, Thomas, Cobb and Zborowski. Headed as we are towards tiny devices running on batteries and Control invading the garage itself ('Is that vehicle taxed and insured, sir?') re-creations like this big V12 speak of an expansive motoring age gone with the biplane and airship. But Mr Robin Beech, enthusiast and all round good stick, elected to break a lance for fun and freedom on the outside lane. Over several years the 27 litre Beech Special was erected in his garage, the best stuff only just good enough for the job. Just as Eldridge's Fiat - flame red, chain driven and Mephistopheles by name - is on show in Turin, in time this V12 would be ideal for Beaulieu. Well known artist Barry Freeman sent the picture (see his Queen Mary in S&T No 27. See S&Ts 11 and 25 for more on the car). Even today an automobile need not be a mere appliance like a stove or washing machine.



Hot Pedal Heroes

Time to return to asbestos-soled boxing boots, sprayed on polo shirts and helmets as protective as chocolate fire guards. The Ferrari 375 Plus (375cc x 12 gives a 4.5 litre engine) was one of the great chargers in the age of the Mille Miglia, Carrera Pan America, Moss, Portago, Musso and Fangio. Massive power and speed set against drum brakes



and skinny tyres, the mix stirred by the burning ambition of Taruffi and his like to bag one of the big ones regardless of everything else. Discs protected still by patent meant boiling brakes for the rest, drums expanding and becoming useless within miles. At 180mph in one of these stretches the imagination! Another 18th scale model from BBR with stunning detail for the enthusiast (GP Models 01295 278070). But an advantage of the age was that sports cars like the Ferrari 375 Plus and our D-types travelled to an event under their own steam, not always but quite often doing what a proper sports car should be able to do. And no power steering either!

Basic Fault

In Sunbeam's Moorfield Works, Wolverhampton, hung a sign: 'Remember. A Concealed Mistake Is A Crime. It May Cost A Brave Man's Life'. But a fault in design meant that Sunbeam's V8 Arab engine - built in greater numbers than any other of their many types (a good 25) - shed components when in flight! The method by which the rods connected to the crank meant that one bank of pistons travelled a fraction further than their opposite four. No amount of testing (four or five runs of 4 hours with strip-down checks after each) would make up for this basic fault. Most went to the RNAS while our SE5 fighters relied on Marc Birgit's V8 Hispano-Suiza or the Wolseley Viper, geared and direct drive.

Golden Oldies

An age ago I used to tie up near an old fishing trawler being restored in its mud birth. The owner never made it, and years later the bones of the old girl were all that remained. Some do though. An 84ft Fife design from 1937 is new again - from a swamp in Antigua crammed with airbags to Italy, special bolts from Germany, steel frames and teak planks replaced - and Eilean is ready for the vintage racing circuit or serious cruising. Rather than restore, old plans are being copied to produce brand new yachts: tall racers from the J-Class days of the America's Cup, 185ft of three-master Atlantic which held the Atlantic record for 75 years, and beautiful Heart's Ease, itself a deep water record holder in the good old days of Cowes and Keil.

Box Matters

And here's one for our engine collectors. Always better with the box and papers, quality here appears to be spot on. Made in Hayes, Middlesex, Class A Team Racing keenly supported by the factory, one story concerning its demise refers to the non payment for a large shipment of engines (as many as 404 or more) overseas. Those who attended the S&T Raffle at Old Warden in 2008 will recall that a 2.5 and a 3.5 Rivers featured in the prize list.



Clever Creations

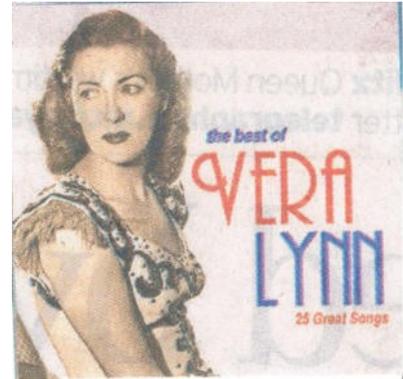
Corgi are now well into Great War aviation. Their SE5a, Albatross, Camel and Spad seen recently look the part, sport rigging wires and arresting colour schemes. Testing the water some years ago with small WW2 models, market response encouraged a swift shift into the big league with highly detailed Lancasters close on 18in across - metal too. Hopefully we will see Triplanes and DVIIIs in the larger scale (32nd, instead of 48th) with prices this side of ninety, quid. Impossible to tell of any effect, of course, but as soon as the first Spitfires arrived in Beatties stores around the country I wrote to Corgi once or twice with suggestions for the whole biplane era, from the Pup and Camel up to Hendon days with the Hart and Fury. A good ten years ago a firm in the US, possibly Florida, offered a 32nd scale SE5a in brass. Beautiful but expensive (£270 or more) it was rarely seen outside specialist collector shows, but at 10in and highly detailed it had glass case class.

Meal Pinchers

Few railways outside the UK named their locomotives. Here the Great Western chose the names of castles and kings whereas the Southern went for schools and places and shipping lines. Sir Nigel Gresley of the London & North Eastern preferred football teams, Derby winners and birds for his apple green locomotives from Derby. Hardly known when compared with Mallard (in LNER blue) No 4487 Sea Eagle was named after a giant bird hardly seen here. Span-challenging the wandering albatross but not quite getting there, sea eagles back in Scotland again still cast an impressive and sobering shadow at 10ft and more. Haggis indoors is advised!

True Star

By boat or plane in wartime was deadly dangerous, but young Vera Lynn took the risk to entertain the troops in their thousands. In September her songs - we know them all - topped the CD chart against stiff opposition. John Osborne, scene observer who lamented the loss of the music hall, would have explored the reasons why. I met Dame Vera a few months ago, she slim and striking in a red dress. With her two books, the CD, other recordings and her long dance band career, her bravery and standards are examples to us all. A very fine lady.



Barton Briefing -Part I

The Devil's Gallop by Charles Williams launched Dick Barton on the Light Programme at 6.45pm on Monday 7 October 1946. If this means nothing to you, dear reader, you are delightfully young, but rest assured that you missed the sensation of British broadcasting. Streets emptied, Cabinet ministers tuned in, movies were made, letters appeared in all the papers, and fan mail to Broadcasting House spilled over by the sackload and was impossible to answer. Early in the cast but soon to disappear was Jean Hunter (Lorna Dermott): daughter of a Dundee accountant, 28 and 5ft 6ins tall, hazel eyes and auburn hair, size 9 in stockings and around 116 lbs. As personal assistant to the head of M013 of the Military Operations Directorate, Jean Hunter was Captain Barton's girl. But with Snowy White, Jock Anderson and furious action to be fitted into just fifteen minutes Monday to Friday, trustworthy Jean - who only had two drinks at parties - faded from the scene. And with her went the housekeeper Mrs Betsy Horrock (Courtney Pope) who became Mrs Freeman in Mrs Dale's Diary. Here's Barton's girl.



Spits and Hurris

Following their free issue of the Douglas Bader movie as reported here, the 'telegraph pressed on with plastic kits of the Spitfire and Hurricane available through Model Zone (previously Beatties) and other outlets. All good stuff for enthusiasts to make up or retain as a tidy little collectable for the den. Which links me with RPMAC and First of the Few (1942) in which Gordon Mitchell (Leslie Howard) with a test pilot's observations (David Niven here) gives us the Spitfire. William Walton's stirring music works wonders (as it does in Battle of Britain and Henry V). Within months Leslie Howard - Hollywood calibre alongside Gable, de Havilland, Lee - in civvies died on a special mission for the RAF.

No Dry Read

In 1901 S&S, the best bookbinders in the business, were commissioned to create the finest binding ever for the works of Omar Khayyam. Its cover's a mass of crusted decoration of 1000 precious stones, silk, gold and ivory, the detailed work took two years. The intention was to sell it to a

collector, possibly an American. After some delay it was agreed that the great book would sail to New York. Now known as 'The Great Omar' and world famous on the international book scene, an auction to remember was eagerly awaited. Carefully packed and taken aboard, the purser confirmed that his safe was security itself. Confident that a huge profit would be theirs, the owner and agents cheered and waved as the superliner Titanic with their book aboard eased away into Southampton Water....In 1998 a chance discovery in a Bermondsey warehouse confirmed via dies, drawings and letters that 'The Great Omar' was indeed great. Happy Christmas Boys.

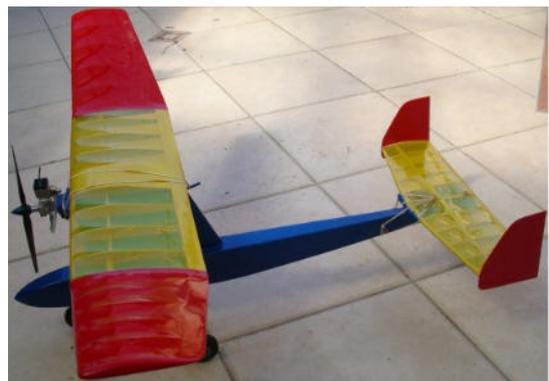
Australian Free Flight Plans Resource - George Car, Wagga Wagga, NSW Australia

Adrian Bryant, having taken great pleasure in model flying since the 40s, had the self-imposed task of collecting all Australian FF plans - a monumental task - and a decade later he has over 600 of them. He has photocopy-reduced the originals to a standard A4 format, which have now been scanned and are available for download from www.georgecar.com/affp

The idea is that anyone interested can look up the material to see the range of models designed in Australia and download a pdf of the plan. The plans are not necessarily suitable for making into a full size plan – interested people may well have to chase up a better quality plan elsewhere (Adrian would be a good place to start!, contact details on the web site). Some of the plans are poor quality, inadequate for building – it would take someone with suitable expertise to rectify that – but they do give you an idea of the design. However, the majority are usable, and several models have been

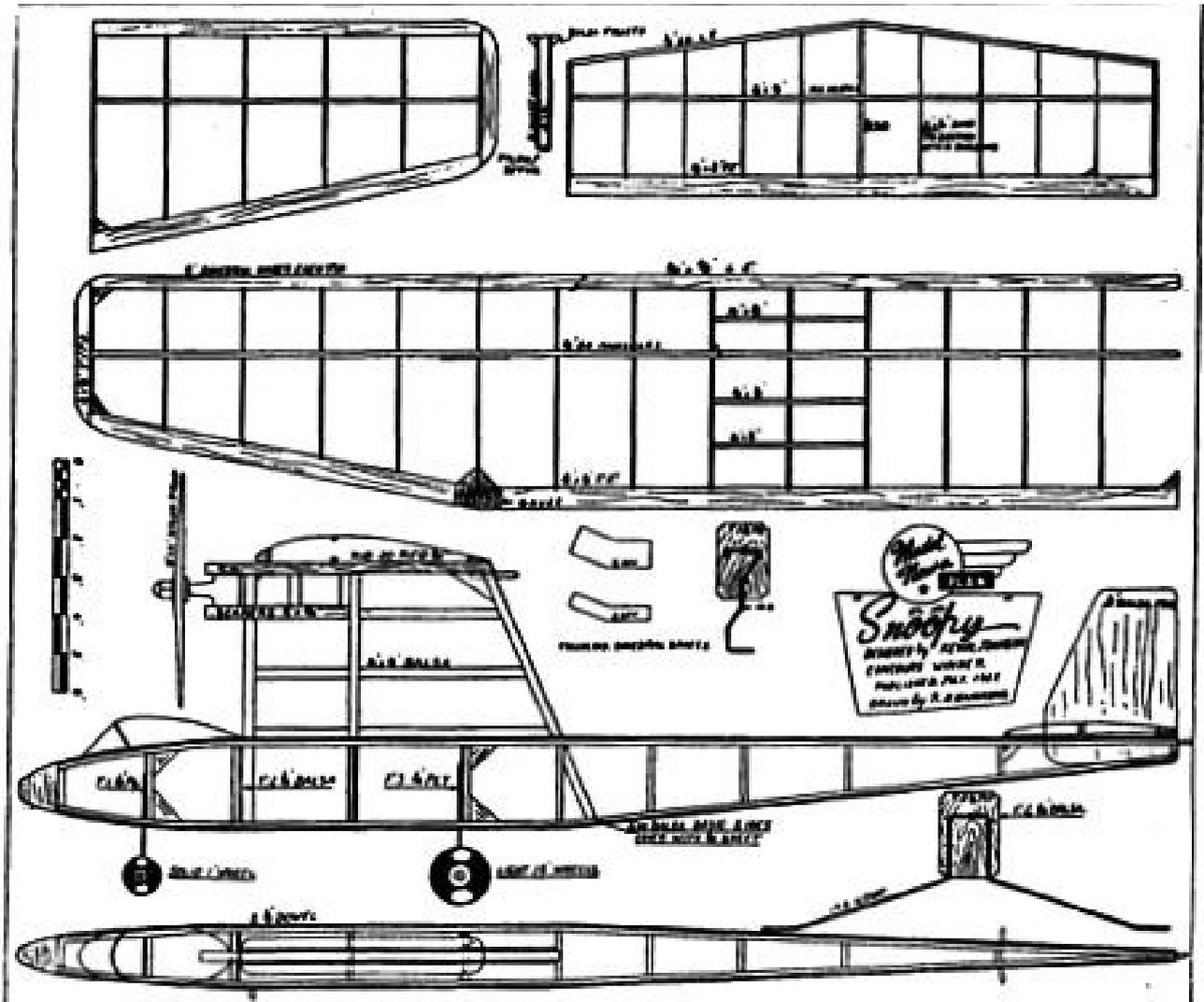


built from them, such as Allan Laycock's "Snoopy", a sports design from the 50s first flown in the scramble event at the nats. The images are of Allan's model (with Pfeffer engine), the original model as flown at the 14th Nationals (taken from the Nats report), and the plan from the web site.

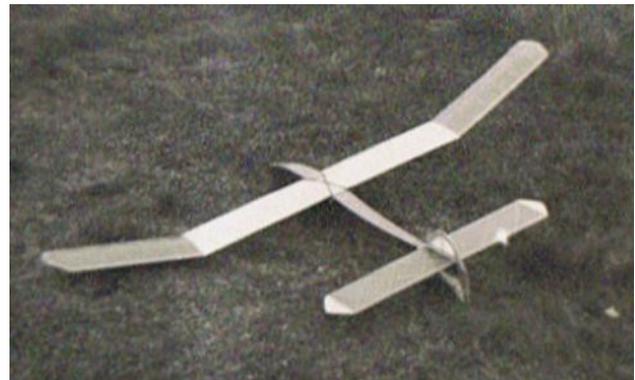


The designs range from the early (1930s), small rubber powered scale models kitted by various Australian manufacturers in the 40s and 50s to more recent contest designs.





John's Robin at Croxley Moor 1953



Lulu glider 1954



Photo taken at Radlett 1953



Derek's dad at Epsom Downs, 1953, look at the cars and where they are parked



Mervyn Tilbury with his fantastic Bill Morley Thuderbolt control line model, there are lead outs. Only thing is Mervyn has put radio in it, can't wait to see it fly. Built form Derek's Old School Model Aircraft Factory kit



Sunset at the wet October Cocklebarrow



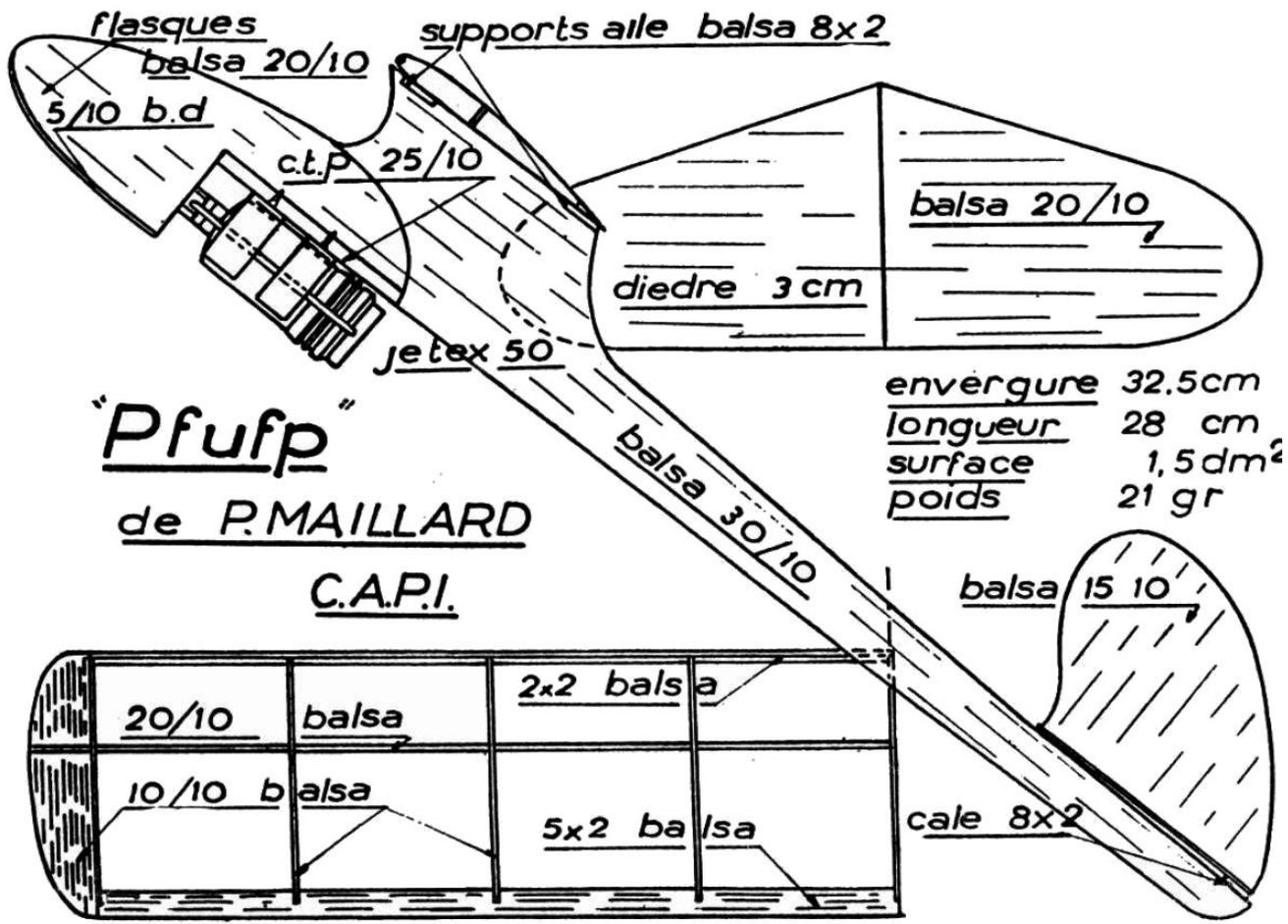


Richard Bavin's Coquette - Old School Model Aircraft Factory kit



Derek is seeking information on the full size Leopard Moth and as to whether there are still two in the UK and has any one got any photos?

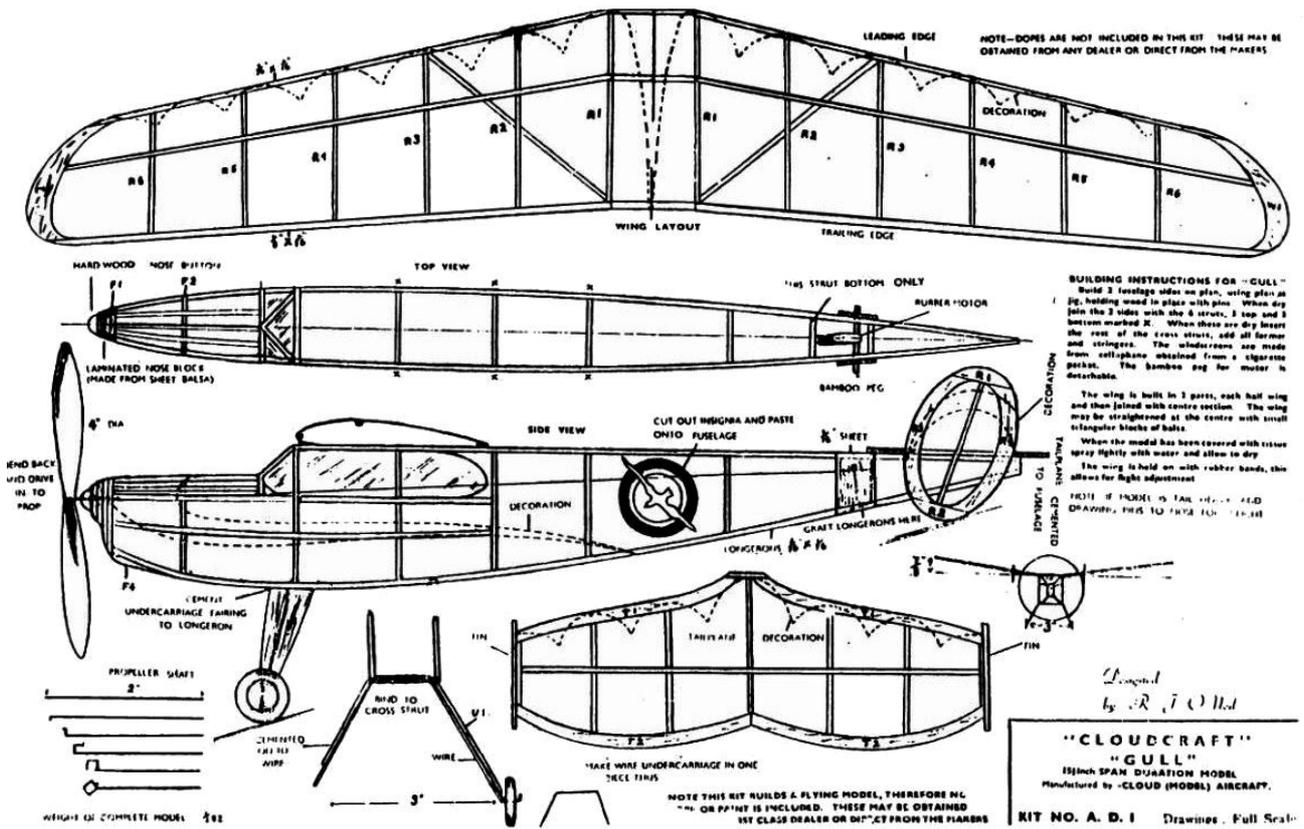




John's Coquette with banner 1954

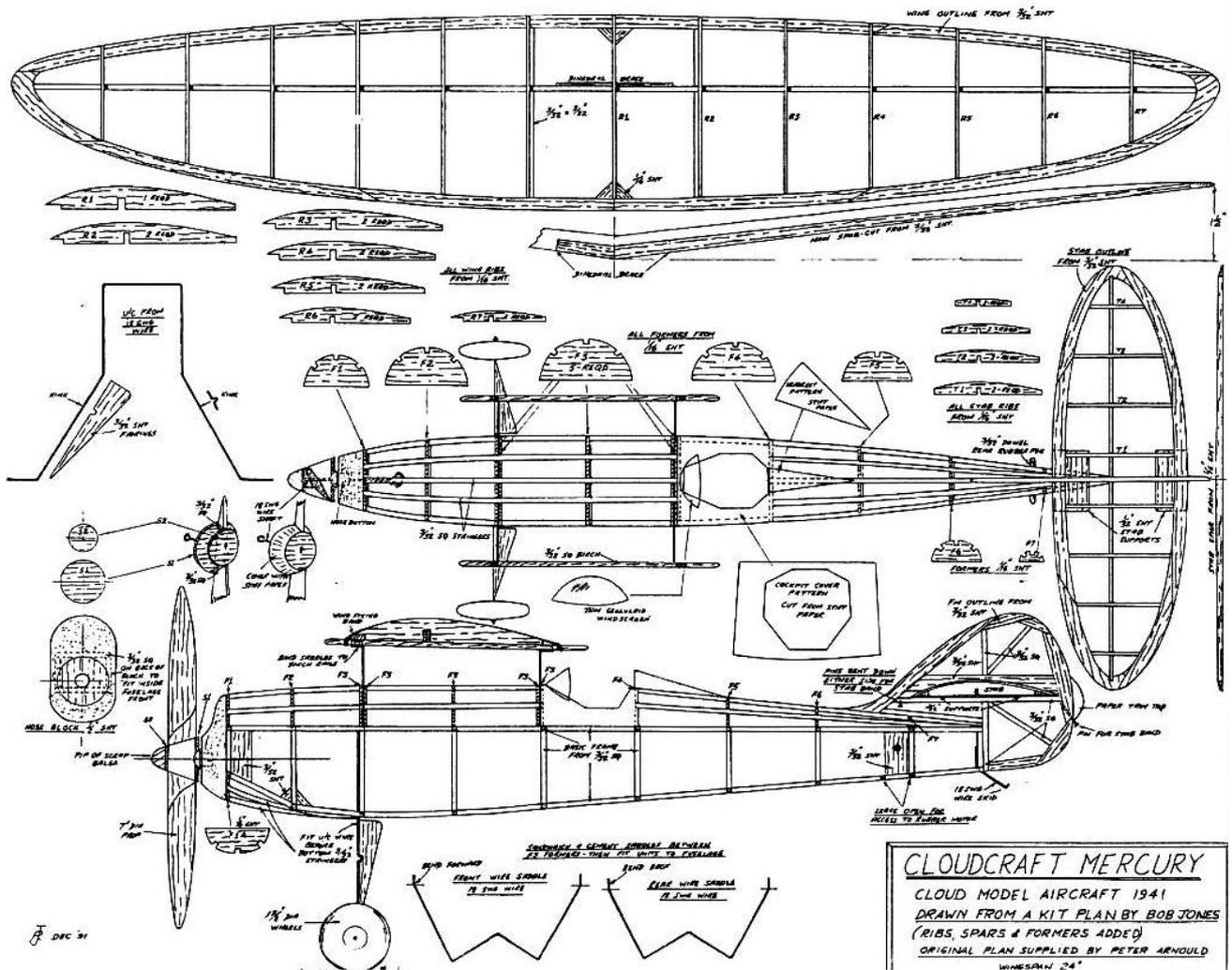


Yardstick?



Cloudcraft Gull designed by R J O'Neil at 15 1/2" span. Not sure of date but certainly prior to 1947 when he emigrated to Canada to work for Avro. See previous S&T for more info. Plan sent by Simon Rogers





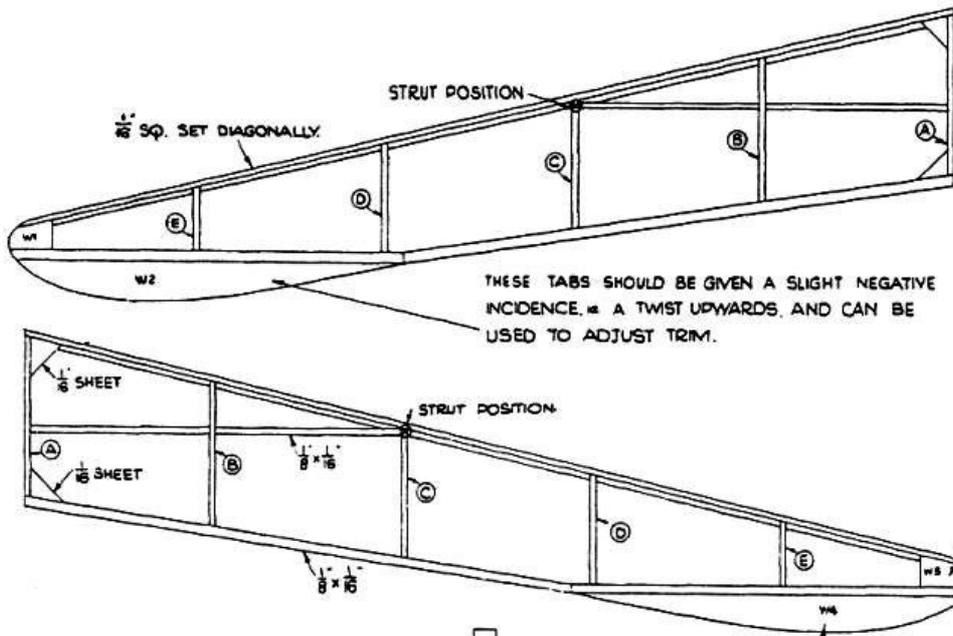
Cloudcraft Mercury 1941 24" span Plan sent by Simon Rogers



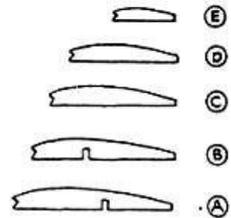
John's Bumble Bug



Green Teen 1/2A team racer 20" span 2" chord

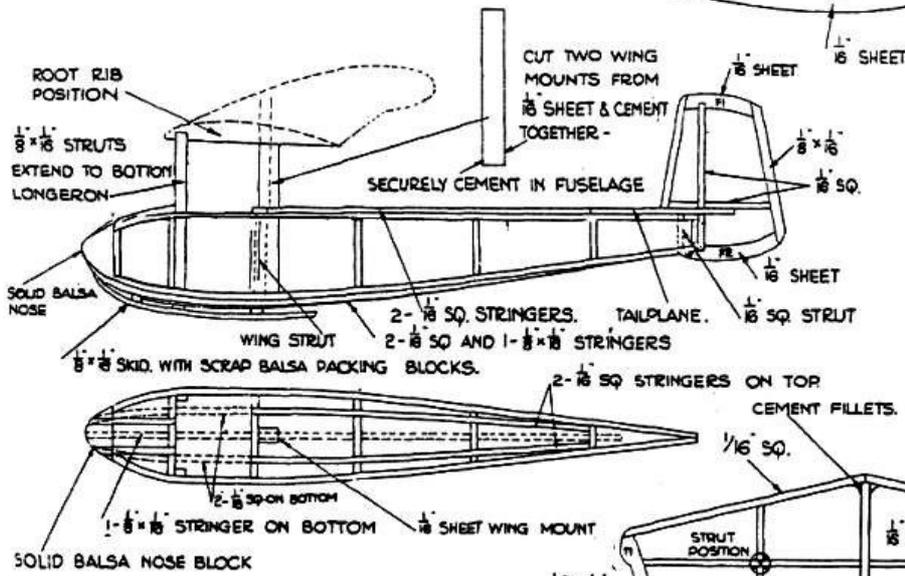


MAKE PORT & STARBOARD WING PANELS SEPARATELY - COVER & SECURELY CEMENT TOGETHER AT CORRECT DIHEDRAL ANGLE.

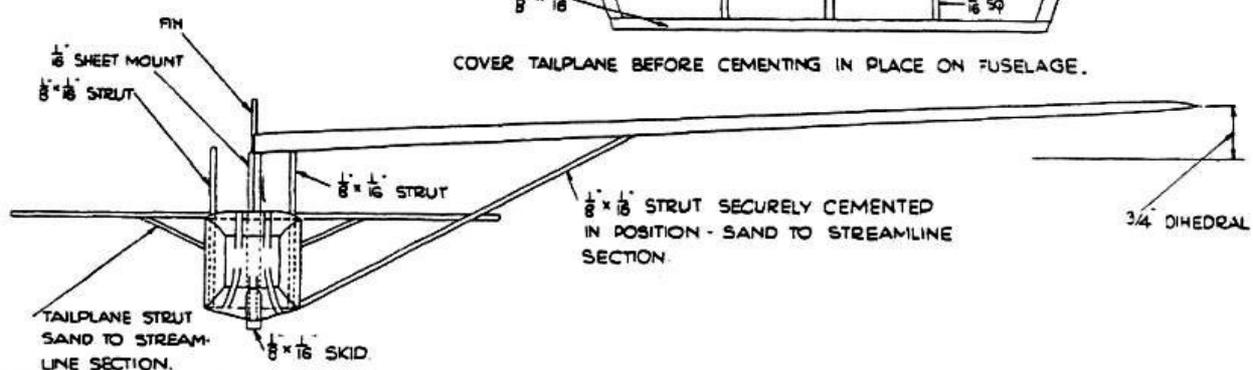


THESE TABS SHOULD BE GIVEN A SLIGHT NEGATIVE INCIDENCE, i.e. A TWIST UPWARDS, AND CAN BE USED TO ADJUST TRIM.

1/16 SHEET, CEMENT TO TRAILING EDGE.



ASSEMBLY NOTES:
 MAKE TWO FUSELAGES SIDES AND ASSEMBLE WITH CROSS-SPACERS - SHAPE & FIT NOSEBLOCK, CEMENT 1/8 x 1/16 WING MOUNTING STRUTS AND LAMINATED 1/16 SHEET WING MOUNT SECURELY IN POSITION. ADD TWO TOP 1/16 SQ STRINGERS - LEAVING SPACE AT COCKPIT. ADD 1/8 x 1/16 BOTTOM STRINGER & 2- 1/16 SQ BOTTOM STRINGERS. SMOOTH DOWN AND COVER. CEMENT TAILPLANE IN POSITION AND BUILD UP FIN. SECURELY CEMENT WING IN PLACE AND ADD WING BRACING STRUTS. FINALLY ADD 1/8 x 1/16 SKID & BALLAST AS REQUIRED TO TRIM.



BRITISH MODEL AIRCRAFT MFG CO.
 DESIGNED BY A.M. COLBRIDGE
 TRACED BY D.V.C. 6-1-45.
 CHECKED BY R.H.W. 9-1-45.
 PASSED FOR ISSUE: H.W.P. 16-1-45.

SKYLEADA FLYING SCALE GLIDER SERIES 20" WING SPAN
SLINGSBY FALCON III

BRITISH MODEL AIRCRAFT MFG CO.
 SPAN: 20"
 LENGTH: 3/4 7 1/2"
 APPROX FLYING WEIGHT:
 3/8 OZ.

This plan also sent in by Simon Rogers



From Jef Ott

Having only just become enlightened of the work you are doing here, I am slowly working through the back copies of Sticks and Tissue.

The one model I have not yet seen any mention of, is R H Warring's Bantam as marketed by Sky-leada.

My interest in this model is purely self indulgent. I own a beautifully finished aeromodel built from the plan, which Dave Deadman scaled down from the 44" version of the very pretty cabin plane. I believe that the plan featured in AMI in June 2004, although I have never seen that particular magazine issue. The 32" span model was built very light so that it could be flown with single channel r/c on a 0.32cc Kalper Replica. The model I own was built by the late Mr Deadman and I bought it after Dave passed away. I have flown it many times, but only as a free flight model at Old Warden because I am not allowed to fly i/c at my club sites, and despite having a B Cert in silent flight (Thermal) and flying Rocket Gliders for GBR at Space Modelling World Championships, I don't have a power cert, so cannot fly this model from the r/c line at Old Warden!! I just fit a Loc8tor unit where the rx battery would normally be.

Imagine my delight when I saw not one but two, photos of my Bantam in flight in Sticks & Tissue issue 31 on the top of the 8th page of the excellent write-up entitled "Old Warden 28 June 2009 Sunday".

That very day proved to be nearly the end of my ownership of the model though. Here is an excerpt from a note posted on the Free Flight Section of the Flyquiet Forum, after flying at Old Warden on both days of that weekend...

"The impeccably behaved Dave Deadman reduced R H Warring Bantam performed stunningly well with it's 0.32cc Kalper Replica again and again. Had me worried a couple of times, but on Saturday, it always landed in the field.

On Sunday I had to keep the motor throttled back and the amount of fuel in the tank to the minimum that I could still start the motor reliably. The reason for this was that the wind direction was all determined by thermal. I had to set my fuelling station in the place roughly equidistant from the car park, road and trees, and some of the flights were concentric circles around that. One landing was only 6 paces from me, but most landings were 30-50 metres away and it was difficult to know which way to launch most of the time.

Then at about two thirty pm, the drift changed slightly, still not strong, but more consistently from the east towards the control-line flying area. I shifted my gear east towards the trees by 25 metres, now set up in the centre of the runway 100 metres from the road.

Hindsight is a wonderful thing, but I was having so much fun it didn't seem that it could be moral, legal, healthy or politically correct, and stopping flying for an hour never even occurred to me. I was having a blast.

Then disaster struck!

As the model phutted about the sky in it's usual lazy way, it was soon apparent that the air was much better than usual. Instead of a ten metre climb, the model was at double that when the motor cut. I

thought I heard Ian Middlemiss muttering something about young male bovines, as his little electric model was getting carried up too, and another plane or two were also heading for the hangars / café / control line flying area / road / trees.

As I strode through the Old Warden control-line pits, I noted that the other models initially caught in the boomer had parted company. My model, which had given me more than 25 textbook flights to land within 30 seconds walk through the morning and afternoon, was 'centred' superbly at an altitude of about 60 metres. It seemed unlikely that the model would land the runway side of the hangars, but I was still hopeful, because this model has always been so well behaved.

Then I found myself running after the perfectly trimmed Deadman Bantam, out the gate and up the road.

Trotted quickly through an area of overhanging trees, "Bound to lose sight now", I thought, but the model was there circling nicely at the right-hand end of the row of trees, 30 seconds later. Now at about 150 metres up.

Over the rise in the lane (checked my mobile phone, time 15.24hrs) and down t'other side, off down a track to the right where, after 200 metres or so, I came to an open meadow, which the model was about 600 metres above, but the going was tough on foot as the meadow was strewn with patches of oil seed rape. Model overhead, getting smaller the whole time, never failing to make a perfect circle as if it was on a mission. No longer were the circles lazy and slow though, the model was flying quickly. Walking through the rape seemed too much like hard work and the model wasn't moving away horizontally very quickly, so I back-tracked towards the lane to find an easier route around the rape.

Model OOS into the clouds!

Checked the time 15.31, I reckon the model had only travelled horizontally maybe 400 metres at the most in 7 minutes. It had more than doubled in height in that time though, estimated height 1200 metres (4000ft) where cloudbase looked to be.

Rate of ascent estimated at 600m in 5minutes, 120m per minute. 2m per second! (That's a smart walking pace upwards!)

"What goes up, must come down", I felt sure that it would reappear within half an hour, and that all I had to do was be under it, when it started the descent.

For the next 28 minutes I tracked across country through a mixture of wooded and farmland areas and eventually out into an open elevated area, where I stopped and studied the sky continually as I counted to two minutes, I then gave up, texted Jane (my long-suffering wife of nearly thirty years) and walked a couple of kilometres back across country to the Old Warden estate, over a few fences then back to the car, via the steam rally area.

Before we made the journey home, I took a detour, getting Jane and Dad to hold the Loc8tor unit out the windows on the nearside of the car. I drove slowly in the general direction of the wind, while looking and listening. Nothing seen. Not a beep. After 45 minutes of driving down the lanes and tracks in both directions we gave up and made for home.

I should feel annoyed with myself, or upset, or peeved or something, but to be honest I am delighted that this cabin model was so good at gliding that 'Him In Charge' wanted it for himself. After all, normally they either out-live us, or we bin them, and this one had already out-lived its designer and maker.

The viewpoint I have adopted is that I have gained a memory that can stay with me for the rest of my sanity. What model?

Now then. That last section about the boomer was all written Sunday evening.

Monday at 9.30am the phone rang and a lovely chap, a farmer named Charlie Porter told me he had found my model sitting proudly on some of his wheat on a farm near Cardington (where the airship hangars are) nearly five miles from Old Warden!

After work I made another trek up to Bedfordshire, checked to see if another of my models was still sulking in a tree (my fault - too much fuel) then collected the Bantam and very happily thrust some drinking vouchers into Charlie's hand for his honesty.

Now how about that for a lovely story to tell Jack (my Grandson) when he is old enough to impress and young enough to impress?

Jef also sent in the following photos taken at Stubbers Lake, home of The Waterbabies (looking for new members) 31 October 2009



Tony Tomlin's Junior 60



Gone fishing

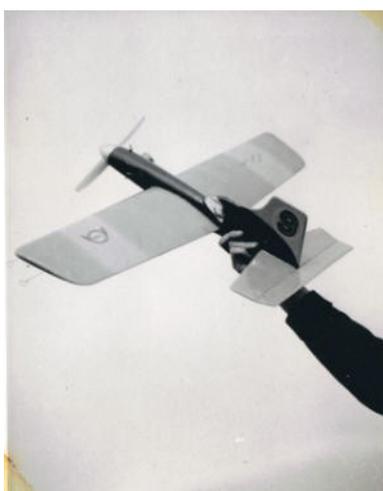
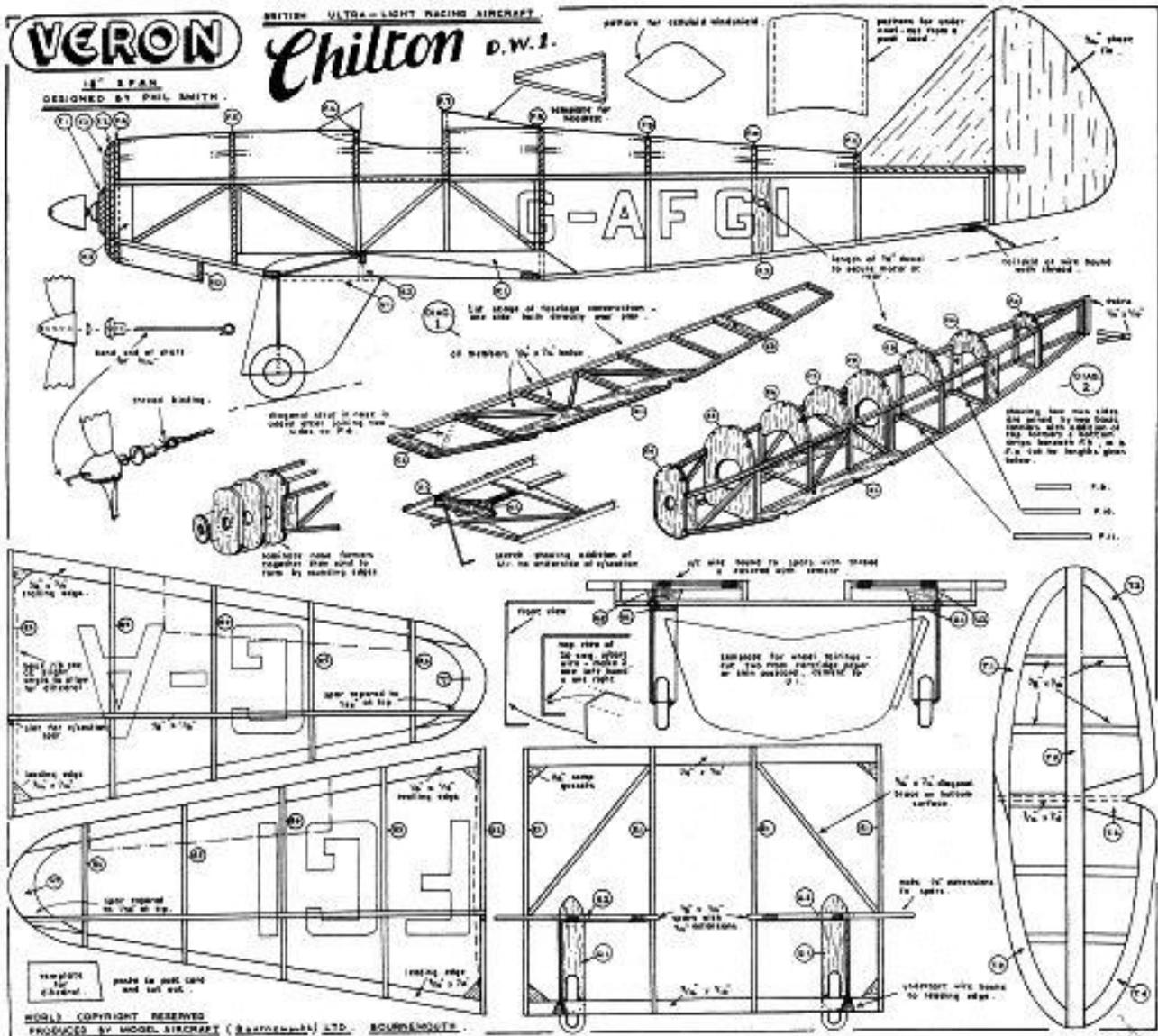


From Peter Michel

One chief bugbear -- cutting the Mylar to working size and handling the stuff.

Try this dodge and be amazed:

Roll out some Mylar and stick strips of masking tape across the width at intervals corresponding to the size of Mylar panel you want, allowing for a workable margin of course. Cut straight through the masking tape strips, end to end, thus separating off your panels. These will then be edged on two sides with half-width tape and you can do what you like with them without them becoming snagged up. It makes Mylar-handling as easy as tissue.



Mercury Monitor trade test model for aeromodeller



Shuffle 1/2A Team racer

wide like bandage ironed on to itself for covering to adhere to. This is a current Graupner kit absolutely top quality CNC cut.



Sparky 1951 design been flown for five years excellent all round performer an X list plan



At last Paul Howkin's Scarab has flown, Richard Harris flying (Autogyro man). Flies beautifully. Vertical climb on full power or throttled back like a powered glider. Well worth the building effort involved. Plans for this one from Paul Howkins (84" span) 02476405126. Also Tony Penhall can provide original plan for Albert Hatfull's 36" version for AMCO .87/Mills 75 etc, contact on 01480472658.

Next S&T will be earlier than usual. I'll be sending out on December 25th.