

Sticks and Tissue No 42 – May 2010

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

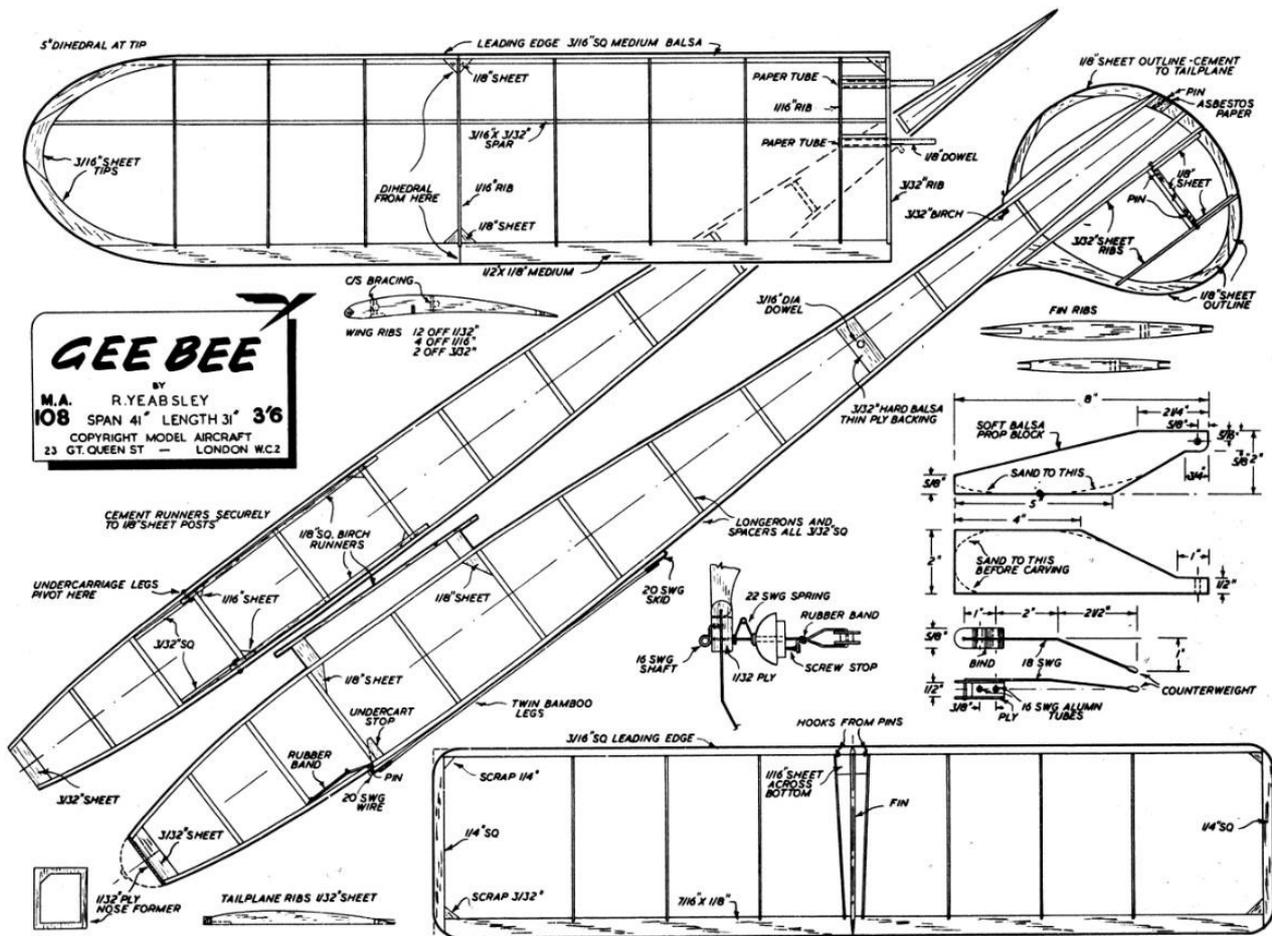
Thanks to Mark Venter back issues are available for download from <http://www.emac.net.nz/>

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



Phil Smith who passed away on Sunday 23 May 2010, photo taken in his garden 24 June 2008

I won't be attempting any form of obituary there no doubt will be more than enough although I will mention more next month but now is not the time. Funeral is Friday 4 June.



GEE BEE
 BY
 M.A. R. YEABSLEY
 108 SPAN 41" LENGTH 31" 3/6"
 COPYRIGHT MODEL AIRCRAFT
 23 GT. QUEEN ST. LONDON W.C.2

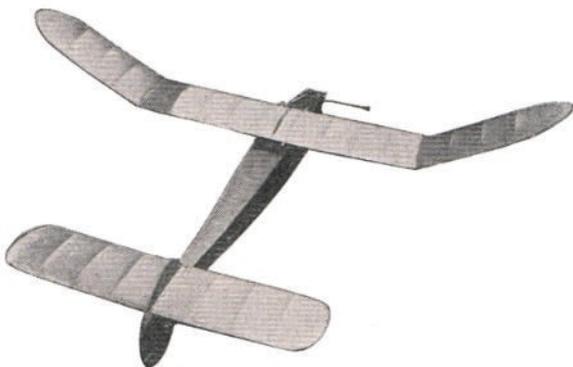
Gee Bee from Model Aircraft July 1951

ROY YEABSLEY'S lightweight runner model was fully described in the April issue of Model Aircraft, and in response to many requests we are now including plans of this outstanding machine.

Construction follows orthodox practice. The fuselage is a simple box framework to which is cemented the main (under) fin. This is covered in with the fuselage. A small rudder is incorporated in the underfin. The undercarriage fixing is detailed in one of the constructional drawings opposite.

The tailplane is built and covered and then the sheet outline of the upper fin cemented in place. Cover this with tissue, both sides, attaching the lower edge of the tissue covering to the tailplane covering. After water spraying and dopping, pin down carefully to avoid warps.

The single blade propeller is carved from a block of soft, light balsa, cut and sanded to the shape shown. The propeller blank and hub assembly are fully dimensioned for convenience. Ten strands of 1/4 strip rubber about 36 in. long should be ample



power. The rear dowel fixing is 3/16 in. diameter. The screw stop should be positioned so that the blade folds flat against the left-hand side of the fuselage.

Trim of this model is a little unusual. The rudder is set to the left for a left glide circle. To make the model turn right under power, a generous amount of sidethrust is added. Some down-thrust may also be necessary and the right combination of down-and side-thrust can only be found by trial and error. Properly trimmed, Gee Bee should spiral to the right under the initial part of the climb, this circle opening out until the model is flying almost straight towards the end of the power run. As soon as the propeller folds the model should circle left.

Engine Tuning – Nature’s Way

Three years ago I borrowed Tony Tomlin’s reserve Tomboy, powered by a Mills, to enter a competition. 32 minutes later it was OOS although there are those that say I was flying someone else’s model for the last minute or two! What do they know all I am certain of is the model would not respond to input although somehow someone standing next to me had control of it. Whilst scouring the blue sky (Hasn’t happened since) where last seen the model was landing behind us all a few hundred metres away. Here the model stayed for 21 weeks partially hidden by a hedge and with grass growing up, over and around it. The model was returned to TT and following removal of millipedes, wood lice, black mould and with some recovering and changing of electrics the model less engine was passed back to me and provided two years service before fuel saturation of engine bay prevented further use. The engine after 21 weeks in the open was cleaned and run up. This engine then became Tony’s best running Mills and remained so for some time, I think it still is an excellent runner.



Couple of weeks ago Tom Airey lost his MP Jet powered Tomboy (Wessex League not National hence MP Jet). It was found by the farmer next day and I picked up the model and returned it to Tom the following Friday. Now Tom keeps meticulous records of his engines and this particular MP Jet was a much used one and his No 3 for comps, the other two being better. Close inspection revealed that there was some rust forming, anyway when he ran the engine its performance was better by 200 rpm and longer engine run.

He then mentioned that when racing cars on a particular occasion rebuilding an engine the piston rings were inadvertently left out over night and when the rebuild commenced the following day said rings had rust on them. They were cleaned off and used and actually out performed “un rusted” rings. This lead on to anecdotes of engine blocks being left in the open for a few weeks and actually pissed on daily, this improving the item.

Discussing this subject at Middle Wallop these findings were confirmed by others one mentioning that aging of an engine was something identified by manufacturers as beneficial and enhanced performance, BMW it is alleged on putting together 20 racing engines a few years ago actually identified which block they wanted to utilise and scoured scrap yards until they found a sufficient number and those free of cracks etc were put back into service, those blocks being some 15 years old. I doubt anyone from the motor industry will read this or in particular BMW to confirm or add to but it remains an interesting anecdote. This aging process does not confine itself to metals but another anecdote was regarding nylon. It was found when nylon was used extensively in clothing that when left to mature for a period of time nylon clothes e.g. socks actually outlasted by an alleged factor of 3 those clothes that were worn straight away.

With regard to model engines the belief seems to be that corrosion actually causes microscopic “pits” to form in cylinder, crankshaft and piston and whilst not affecting compression does substantially increase lubrication this being the cause of greater performance and better fuel consumption presumably related to less friction?

Now does this only apply to diesel engines where compression is higher or also to glow engines, has anyone else experimented or got any anecdotes? Who will be the first to do a comparison test

possibly with a pair of MP Jet 040 classics by running one as per normal and other after pissing on daily and storing out in the elements for a few days. Actually this reminds me of an occasion donkeys ago when a particular bad tempered engine was “aggressively” removed from a model and thrown into the surrounding grass upon which a dog found and pissed all over it. I at the time thought this to be an act of vandalism and short temper but now perhaps it was engine tuning? I do hope this provokes a response.

PS if any motor manufacturer would like me to age/mature one of their brand new range diesel powered cars for a period of 10 years then I shall be pleased to have a go. I’ve been trying it with my Citroen Xsara for 8 years and well over 100,000 miles so will be free to take on any day now. The hardships we are willing to endure to increase technical knowledge, quite remarkable!



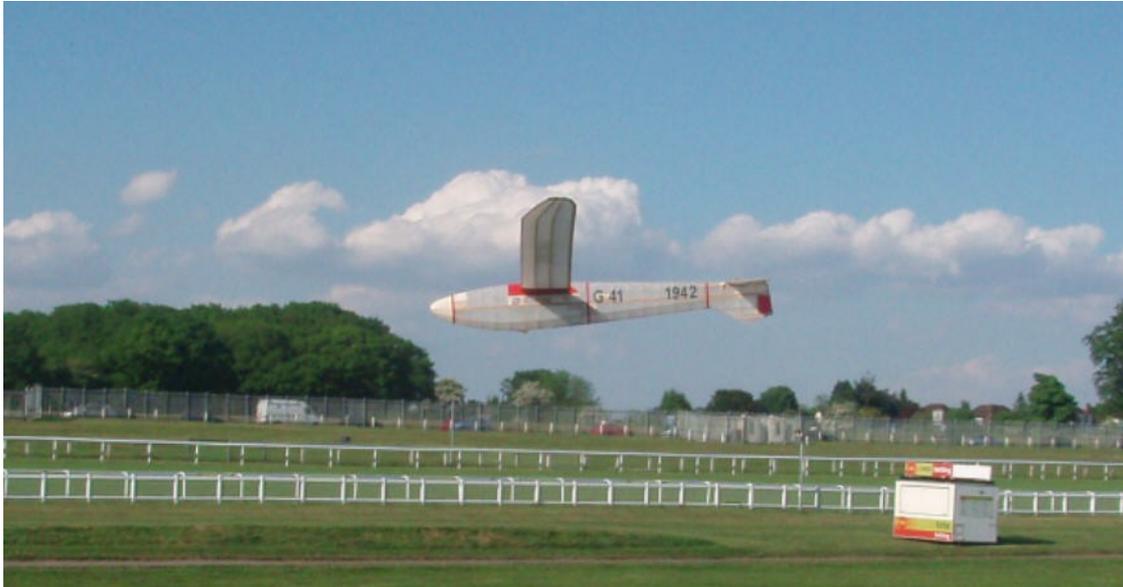
Four men in a boat

Many will recognise this photo from the front of January 1953 Aero Modeller, but I just had to include. Taken at the Hydromodel Nationals, Lucerne – Horw in July 1952. Giovanni Ossola in straw hat, Fausto Ossola LG1F, P Schmitter TU181.



Swiss glider the G41

Many readers loved the photo taken in the Swiss Alps of the G41 none more than Peter Michel. A copy of the plan was obtained via Peter Renggli and after a ten week build this basically all ply model flew yesterday, 24 May, for the first time at Epsom Downs, here are Ted Horne's photos of the occasion, all flights were from a hand launch.



Middle Wallop Vintage Radio Assist By Tony Tomlin.

Number two of the three planned radio assist meetings for 2010 took place at Middle Wallop on 9th May, [courtesy of the Army Air Corps MAC]. At the last meeting, five weeks previously, we had very cold NW winds and some rain which culminated in the control Gazebo giving up the fight and rekitting itself shortly before the prize giving, causing a few moments of drama!

This time we were hoping for different weather conditions and, in fact, the conditions were different and we had a steady, very cold NE wind at around 10-15 miles per hour for most of the day. We were spared the rain, which was expected, and the gazebo repairs stood up well!

A steady flow of fliers were soon signing on at control, again run by Pam Tomlin, with 24 signed on for the day and around 39 models counted. Unfortunately due to the conditions it was not possible to run the power duration events but the popular R/C Tomboys went ahead..

Some large models were seen to fly, making light of the conditions, with the Mercury of Garth Pearce and the KK Falcon of Nick Skyrme flying well, as was the Record Breaker of Adam Chambers. Peter Rose was flying a twice size Keilkraft Ajax, powered by a tiny 40W electric motor that surprised many with its performance. Another Electric model that had an excellent performance was the Harry Hundleby designed, 1951 Sparky flown by Alan Holmes. As always there was a good number of Tomboys, both 36" and 48", most competing in the Tomboy Competitions, with 22 counted.

Tomboy 3s

Thirteen fliers signed on for the increasingly popular Tomboy3 class with 11 making the fly off, Roy Woolston and Bill Longley both having had engine problems. All the regular Tomboyists were present, joined for the first time in 2010, by Chris Shipway and John Taylor. Stephen Powell had driven over from Kings Lynn in Norfolk and was hoping to break the circle of bad luck he had experienced last year. Due to the conditions only one preliminary flight of over 4 minutes was required to make the fly off.

Nick Skyrme was the Starter but the first count down was stopped as a flier was without the all important timekeeper! All the 11 models climbed away on the restart. Considering the strong wind the 'smaller' models made good progress and most were soon becoming tiny as the fliers gained as much height as possible with their integral 3cc tanks. Derek Collin was first down at a little over 2 minutes with a short engine run, followed by Chris Shipway a minute later. The air become silent as most of the engines were now stopped and the models were holding into the wind, some slowly drifting back. A few models were losing height as the fliers applied down elevator to stop the downwind drift. Before the flight time had reached six minutes James Parry, Paul Netton, John Taylor and Tom Airey, the 2009 league winner, were down. Geoff Goldsmith and Tony Tomlin were close, Tony luckily picking up a bubble of lift and landing at three seconds under 8 minutes, a minute after Geoff.

This left Jeff Fellows to claim 3rd place around half a minute later. The remaining two, Stephen Powell and Chris Hague, were both downwind and still high. Luckily for them they both were pushing slowly into the wind, which had eased a little. The ultimate winner was Stephen Powell by the narrowest margin of 2 seconds, at 10 minutes 5 seconds. Congratulations go out to both fliers as they managed to judge the conditions perfectly.

Results: 1/ Stephen Powell 10mins 05secs. 2/ Chris Hague 10mins 03 secs.

3/ Jeff Fellows 8mins 30secs. 4/ Tony Tomlin 7mins 57secs. 5/ Geoff Goldsmith 6mins 52 secs.

6/ Tom Airey 5min 51secs. 7/ John Taylor 5mins 46secs. 8/ Paul Netton 5mins 13secs.

9/ James Parry 4mins 26secs. 10/ Chris Shipway 3mins 26secs. 11/ Derek Collin 2mins 20secs.

Tomboy Senior

Eleven fliers entered for the Tomboy Senior event and all 11 made it to the fly off. Tom Airey, who won the 1st round five weeks ago, was hoping for a repeat at this meeting. All the other 'seasoned' competitors were flying and welcomed Clive Carpenter and Bill Longley who were entering their first Tomboy event. Again Nick Skyrme was the starter [many thanks Nick] and thankfully the

wind had eased a little. As the start board was lowered all competitors got successfully away. Roy Woolston was soon in trouble, his engine stopping, his event over in 40 seconds. Stephen Powell, after his success in the Tomboy3s, was out of luck, unable to set up the engine that had behaved faultlessly in his preliminary flight. He climbed slowly and was down in a little over 2 minutes. New man Clive Carpenter landed shortly afterwards followed by Geoff Goldsmith. The others had all climbed well, with Tom Airey cloud busting and Andrew Fellows, who had cleverly set his engine up at around $\frac{3}{4}$ its maximum revs, enjoying a really long engine run. Andrew was still climbing as Bill Longley and Tony Tomlin passed close, as they were now gliding, both landing at a little under 5 minutes. The remaining fliers, with the exception of Tom, were all close with Peter Rose next to land at 8 minutes 30 seconds to be followed by Chris Shipway 35 seconds later. Chris Hague, who had a steady flight, found sink and swiftly descended, landing at a little over nine minutes. Andrew landed smoothly 15 seconds later, followed by the delighted winner, Tom Airey with a good time of 10mins 35secs.

The prizes were presented by Sarah Andrews with the normal good natured banter between the fliers. Judging by the large entry the meeting was considered a success.

Results: 1/ Tom Airey 10mins 35secs. 2/ Andrew Fellows 9mins 32secs. 3/ Chris Hague 9mins 14 secs. 4/ Chris Shipway 9mins 05 secs. 5/ Peter Rose 8mins 30secs. 6/ Tony Tomlin 4mins 40secs. 7/ Bill Longley 4mins 30secs. 8/ Geoff Goldsmith 3mins 03secs. 9/ Clive Carpenter 2mins 19secs. 10/ Stephen Powell 2mins 03secs. 11/ Roy Woolston 0mins 40secs.

For details of the 2010 Tomboy 3 and Senior events please contact Tony Tomlin 02086413505 email: pjt2.alt2@btinternet.com.

Problem from Dave Bishop

I lived as a boy at Littlehampton in Sussex and belonged to the West Sussex Model Aeroplane Society and it was in 1944 that a pal of mine named "George" (later to be my brother in law,) informed me that he was involved in Customs as a policeman around activity on the River Arun. I never really understood what "activity" meant and in those days we were taught not to ask questions as "careless talk cost lives," meant just that.

He knew I was an aeromodeller and like everyone else, the material we used for modelling was mainly white obechi, which was usually pretty hard and weighty. It was all right for the building of solid, one seventy second, or, one forty eighth scale models and to get a reasonable finish, we filled up cracks with a mixture of talcum powder and dope and then finished by sanding it with fine sandpaper.

And this particular day, George suddenly asked me the question, "would I like some Balsa wood", my reply took about one tenth of a nanosecond to the affirmative. "Then you had better be ready to pick it up tomorrow", said he.

At the agreed time, I walked down to the harbour and there was he was with a fourteen foot long by two feet square, block of wood as clean as a whistle. It was a beautiful sight and weighed almost nothing compared to its size. I was a strong and tough guy in those days and walked with this chunk of wood balanced on my head, all the way back to my house with many people on that journey, asking me if they could have some of it for their firewood.

I duly cut it up into chunks with a saw as best as I could for the rest of the club members to share and kept some for myself. Later on after the war, it came in handy for making the large 20-inch plus diameter propellers that were used for Wakefield models, which became popular after proper flat rubber was made available. A reminder about the source of our rubber power for free-flight models until then came (sometimes) from carefully splitting the outside cotton binding from parachute cord, which revealed a thin white spaghetti type of elastic that "worked" until some rubber eventually came onto the modelling market.

Where did this balsa wood block come from originally, well apparently a ship had capsized in a storm off the coast of Littlehampton and it was packed with this super (priceless) wood was intended for the making of sandwiched Balsa and ply for Mosquito aeroplanes. A lot of it had

drifted ashore and was spread over a length of two miles. It was the job of Customs to round it all up with a tractor and trailer on the beach and that is what my future brother in law's job, was. All of the collected wood had been stacked and tied vertically in many piles along the beach for space and draining to make it lighter. It quickly dried out with the on shore breeze by the time I received my length and took it home, but I know a lot of it went "missing".

So here we are some 60 years later at the present day and I have found that block Balsa is nowadays pretty hard to find. I want to carve a (recommended) fourteen-inch diameter propeller for my 40" wingspan Polidi model free flight rubber powered model, lovingly built from a plan kindly supplied by our editor/compiler, James Parry via Peter Michel. It has already been flown at Epsom racecourse with a twelve-inch plastic prop up front given to me by Robert Newman of Avicraft at Bromley. I need a block 14 inches long by two inches wide and one and a half inches high for which I am willing to pay money to any kind soul who might be able to help me out.

That is unless anyone out there has a similar Balsa propeller that they don't need or would sell maybe. I thought of steaming some one-eighth sheet and making a propeller that way glued to a hardwood centre, unless anyone has a better idea?

And another thing.

Many friends were present at the Northampton funeral of my best man at my wedding David Boddington and he was such a wonderful person that so many people worldwide will miss him. As I have said in past letters, I first met him in the RAF when I was an Air Radio Fitter when he landed at our aerodrome with his team of Vampires and needed the crystals changing in their transceivers for an air display. He was a great pal, friend, helper, fellow commentator and I'll miss him, like many others.

I was impressed to see that Ken Sheppard had written some time ago in Radio Control Model Flyer that it was about time that he and Ron Moulton should be recommended for an official award for all of the lifetime's work that they had contributed to our hobby and asked us readers to write accordingly to back up that suggestion. Well sadly for "Boddo" it is too late for him to accept any form of official recognition on this Earth.

So going on from that, for over fifty years, I have presented hundreds of pilots, (both with model and full aeroplanes,) to thousands of awestruck customers in umpteen crowds all over the world and yet I don't know of a single one of them who have had any official recognition for their wonderful efforts.

I well remember at the Family Model & Craft show I ran at Plumpton Racecourse for twenty years, the first time I saw Dave Johnson, who came 280 miles from Liverpool with a (then) huge model twin engined Dakota of some ten foot wingspan. He demonstrated it to a huge crowd who were awed at its huge sight in the air and when he finally landed it, the applause was deafening. His young son Andrew also came there as well and flew a twin engined pusher prop driven Concord, which he took off from the pathway alongside the take-off strip. Again there was a huge amount of thrilling applause from a hugely entertained crowd. Since those long away days, Dave Johnson has thrilled hundreds of thousands of customers at dozens of aerodromes with his huge Vulcan jet turbines powered, delta, bomber. Those are the sort of people (and there are many of them) I reckon, who should deserve an "official" award, purely for the dedication, thrills and entertainment that they have given to us watchers of such beautiful aeroplanes.

And now we hear that dear ninety plus year old Phil Smith of Veron Models at Bournemouth has departed this Earth. I had many long telephone conversations with him and a lot of letters as well. Phil was also a helpful gentleman whose talent will be with us forever and will be another one of those extra special people we shall all miss so much.

Note

I have a very busy life, which includes modelling, writing articles for magazines and newspapers, running Team Dance socials, commentating at aeroplane shows and loads of other daily things that we all do, but at our



last Tea Dance, a chap came to me and asked if I wanted some modelling bits which he had put into a black bin liner. Opening it afterwards I discovered a nice lot of “goodies” including the 22” wingspan rubber powered model I took a picture of. Can anyone put a name to it?

Wimborne MAC RC Vintage Meeting 16 May 2010 at Cashmoor

To have an open vintage RC event that is local is something to look forward to with as always one eye on the weather as the date draws nearer. Last years event is now part of folklore and I suspect songs are now being sung around pubs in the Wessex area bestowing Paul Netton and Peter Rose’s bravery as captured in the famous photo, others who flew will have been acknowledge for their deeds including Rob “What’s happened to my undercarriage” Smith and Ian “I didn’t mean to land in that field” Andrews! (Landing being used generously).

So this year with on and off drizzle, wind cold and a downpour things were much better than 2009! Tony Tomlin has kindly done a write up which now follows along with photos from him and my snaps.

Tomboys at Cashmoor By Tony Tomlin.

The third of the nine rounds of the 2010 R/C Tomboy competitions for the 36” Tomboy3 and the 48” Tomboy Senior took place on 16.5.2010. Wimborne MAC were the hosts and their superb flying at Cashmore with its permanent clubhouse [and loo greatly appreciated by the ladies present], excellent barbeque and near bowling green standard, strip left nothing to be desired. Many thanks go out to James Parry and the members of the Wimborne Club for all their efforts.

Tomboy 3

The event for 36” Tomboys initially had 9 entries but unfortunately Tony Overton’s Tomboy was lost after being blown downwind in the gusty and sometimes drizzly conditions. [Luckily the model was found a couple of days later undamaged]. Bill Longley was also a non starter with engine problems. The winner was Wimborne club member Chris Hague who found the best lift and won by 3minutes +

Results

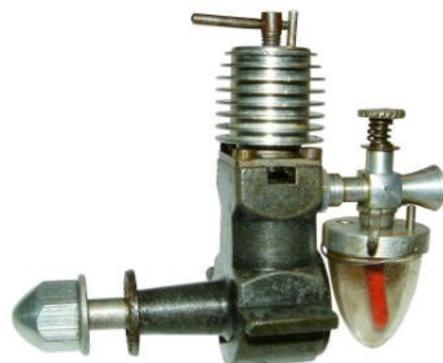
1/ Chris Hague 13 mins 18secs. 2/ Paul Netton 9 mins 36secs. 3/ Jeff Fellows 9mins 33secs. 4/ Tony Tomlin 8mins 28secs. 5/ Tom Airey 4mins 26secs. 6/ Derek Collin 3mins 21secs. 7/ Dave Ashenden 3mins 00secs.

Tomboy Senior

All seven entrants made the fly off. The weather had clamped down a little with more drizzle in the air and Clive Carpenter was out of luck, landing first. Five models were in close proximity but Tom Airey and Andrew Fellows found lift and were soon very high. Tom carrying on with his winning streak, landing 17seconds after Andrew to claim first place.

Results

1/ Tom Airey 13mins 09secs. 2/Andrew Fellows 12mins 52secs. 3/ Peter Rose 6mins 56secs. 4/ Tony Tomlin 5mins 54secs. 5/ Chris Hague 5mins 47secs. 6/ Bill Longley 4mins 20secs. 7/ Clive Carpenter 3mins 57 seconds.



(First six photos are from Tony)



Peter Rose's enlarged electric rudder elevator Ajax



"Chips" Carpenter and Tomboy senior



Derek Collin with Tomboy and James



Chris Hague



Paul Netton



Tomboy mass launch



Group photo showing Bowden model built by Phil Smith the photo was taken for John Hoyle to print out and show Phil in hospital that evening



David Tappin's Frog Janus, beautiful electric model and flies perfectly



Tony Tomlin's Mini Concord OS15 PET



Mervyn Tilbury's new flying wing



John Laird's Vic Smeed Mam'selle



Peter Rose's? Tomboy Senior



Paul Netton sprinkling engine with pepper so it will sneeze into life



Ian Andrews Oz design BB now he told me what it stood for but..... Bakers Boys?



Dennis Grocott's electric spook, won best model award



John Hoyle's Bowden Comet



Mervyn's Kestrel electric and scaled up from rubber FF plan

Electric Super 60 takes to the air by Alan Holmes

On an amazingly calm day in late May several members of the Raynes Park club flew some vintage R/C models at their local site. I had my electric Super 60 with me awaiting its maiden flight. This model was made by professional model maker and Raynes Park member Graham Knight about 8 years ago but never finished, he gave the model to me about a year ago and I finished it as electric powered and with rudder/elevator/motor control during the winter. The motor is a Scorpion 3014-1040 and the LiPo used is 3200mAh three cell (although a bigger pack could be fitted). Ten minute flights left about 45% battery capacity remaining. Despite the low dihedral the model handled very nicely although I had increased the original KK size

rudder with a celluloid extension. You can view some clips of the third flight here:-

<http://www.vimeo.com/11927227>

Other members present were Tony Tomlin flying a Ballerina, John Perry with his Queen Bee and Mike Cummings with his Black Magic. You can see all the models in the photo.



From Gray

I thought I would drop you a few lines regarding the fascinating piece in edition 40 about 'Peter' Fisher and the Performance Kits 'Apex' design.

"The Apex has long been a favourite of mine. In my early modelling days, I'd never come across

Performance kits, the tiny kit stockist I frequented simply didn't stock 'em. Then, when I joined my local club, way back in 1970, one of the first models I saw being flown was an Apex, I was immediately smitten. This was initially flown freeflight, then a bit later the owner fitted single channel with one of those posh selective servos. It looked so distinctive in the air and flew so stably that I knew I'd have to build one eventually.

The builder of that first Apex, my late clubmate Alec Cairns, soon after built a 200% scaled up version, with, I think a .35 for power and single channel on rudder and quick-blip throttle. It was seemed vast to my young eyes (actually, it was-just try scaling up those proportions directly from the plan!). It was very lightly loaded and sadly, it was test flown on a breezy day and ended its brief flying career stalling and looping downwind and finally wrapping itself around one of the tallest trees on our site.

Some years later, when I worked as a salesman in Howes Model Shop in Oxford (some S&T readers must have customers in the mid-70's!), I met Peter Fisher a couple of times. He would call in occasionally in his role as rep. for PK to check on our stocks of his kits.

He was a very imposing presence, with a great booming voice and no-nonsense attitude. I think we younger staff members found him a bit intimidating.

Something I discovered though, was that during previous visits, he'd given our manager some PK plans, and they'd accumulated under the counter. They included rarer subjects like the 'Model L', 'Sunduster' and the strange twin-boom, inverted-gull foreplane canard the 'Bonnacon'.

One day, during a big clearout, my boss handed me the roll of plans and said that I could give them a good home, they were mine! I still have them today.

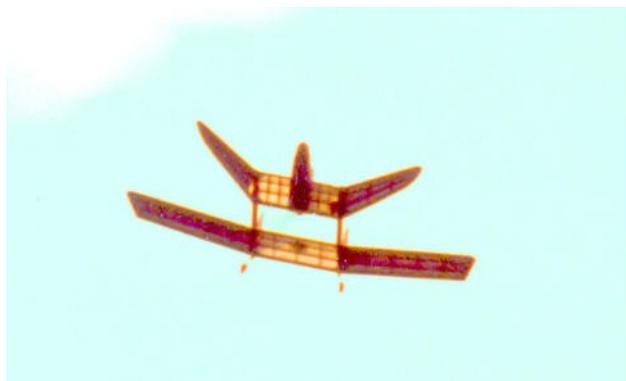
During the late 80's/early 90's, when the Small Model Association (a 'virtual community' before such things were trendy) first emerged, I often flew and corresponded with the late Dave Ridgway, who it turned out was himself a Performance Kits fan. When he mentioned that he'd always wanted to get hold of a Bonnacon plan, I sent him a copy and soon after there was apparently an outbreak of them in the North!

In recent years, I finally acquired an Apex plan, but in true SMA fashion, instead of building it full size, I scaled it down to 50% (20" span) and fitted it with a KP 00 electric unit. It flew FF extremely well. It's now undergoing a re-cover and some surgery following some bumps in a house move. I'm thinking of converting to RC using my Falcon micro gear."

I've attached pics of my little Apex, the late Dave Ridgway's Bonnacon in flight and there's also an announcement about my local club's upcoming summer event, would be very grateful if you could fit it in somewhere.

By the way, someone recently gave me a reduced photocopy of the PK 'Eclipse Twin' control liner, which is an awesome piece of 'kit'. I can't quite make out the captions as to what all the material sizes are or the engines are. Quite fancy scaling it according to whatever I happen to have a pair of at the time. A couple of .10s would be nice. Has anyone ever built/flown/seen an Elcipse?

Many thanks, Very best wishes and happy flying, Gray, North Cotswold MAC



Ridgway's Bonnacon



Wanted

Does anyone know where you can get hold of reverse props i.e. ones which run clockwise? John Hoyle is looking for approx. 15 x 8 or 16" size for his newly built from castings Atom engine to power his Bowden model, which contains some original CEB parts such as the Aston Martin formed cowling of 1931, hope I've got the year correct. (Group photo above)

There was a chap in Wales who used to get to the shows with hand carved props and I'm sure he had such sizes but I have no idea who he is or if he is still trading? Let me know if you can help and I'll pass on the info. JP.

Adverts

Do I include adverts in S&T or not? This question is difficult to answer at first I decided upon no mention of anything that could be remotely construed as an advert, keep things pure as it were. However this is practically impossible and when something is seen, used, whatever, you want to share that, so inevitably a few words become an advert without necessarily that intention. If I come across a supplier that has given good service etc I like to mention but where do you draw the line? I realise that over the last couple of years mention has been made of various items but is it helpful to include mention of, the only way I can gauge is by feedback, to date I have had no complaints but it is a concern and finding a balance is all. Naturally those who I know and see regularly are quite frequently included e.g. Old School Model Aircraft Factory, and now I've accepted that this will be the case I will include a couple each month. Those I include are those where I have had contact in the past and as I say good service, however that is very limiting but then the dilemma is do I include mention of something that I have had no experience and ultimately may be awful? To this end my parameters are to include mention of only that which I have could recommend from personal knowledge however I am willing to include mention of items that readers consider to be worthy of attention as for example David Kinsella often mentions book suppliers etc. So if you would like to recommend something that would be of interest/benefit please send me the details. Please note though that I won't be including pages and pages of such things just a handful each month and you must have direct personal experience. As an after thought I do not accept any form of payment for an advert the newsletter is free and involves no income.

Following are a few items/adverts all together if you have strong feelings on the matter please let me know.

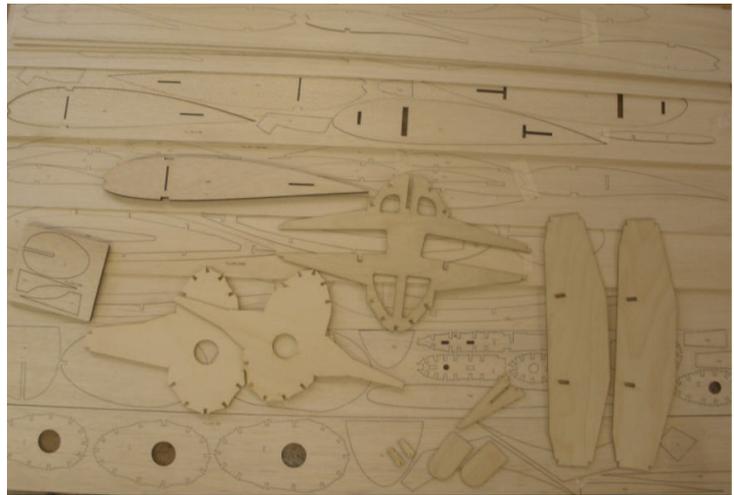
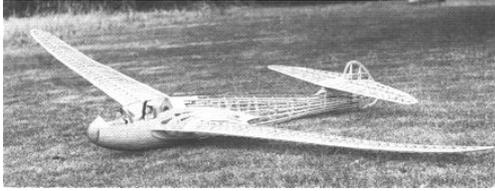
Here we go!

From Belair

(My only connection with Belair was the purchase a couple of years ago of an Astro Viking kit for electric flight I wanted it for an OS26 FS and at no extra cost a conversion of formers and bearers were included)

I have noticed a few plugs for other kit cutters and wondered if you would kindly send out details of our latest partial kit – the Fillon Champion. The link is <http://www.belairkits.com/Productdetail.asp?Id=803> for further information.





Also we have just released our latest Vintage list and if anyone would like a free copy, please ask them to email me – sales@belairkits.com or phone if preferred.

Regards, Leon Cole

Belair Kits Tel: 01362 668658

THE NORTH COTSWOLD MODEL AERO CLUB
BMFA MID-WEST 166

'FLY FOR FUN'
EVENT

AUGUST 7th & 8th

AT

FAR HEATH FARM
MORETON-IN-MARSH

Gloucestershire



Signposted off the A44 Moreton to Chipping Norton road

<p>TWO DAYS OF MODEL AIRCRAFT FLYING: RADIO CONTROL SPORT, SCALE, AEROBATICS, GLIDERS, ELECTRICS, ETC. ALSO-SMALL FIELD FREEFLIGHT → RC FLYING 'OFF THE PEG' ALL WEEKEND (PILOT'S PROOF OF INSURANCE REQUIRED.) → SPECTATORS AND FLYERS WELCOME, COME AND JOIN IN THE FUN. CAMPSITE FOR CARAVANS & TENTS WITH ON-SITE TOILETS & WATER</p>	<p>SPECIAL ATTRACTIONS! Once again , we will be holding our informally judged 'Forty Niner' competition for models designed, published or kitted in the years up to and including 1949, when the club was formed and captures the spirit of club aeromodelling in the immediate post-WW2 years. NEW! MODELLERS BRING & BUY SALE NEW! CIRCLES FOR SMALL CONTROL LINE MODELS (MAX 1.5cc)</p> 
<p>For details, contact: gray_rcmag@hotmail.com</p>	

Event from Bryan Passey

For those of you who have nothing to do in July, I have secured the use of our flying site at Machrihanish for the 16th-17th-18th July. May I remind all those who will be attending, that flying on Friday the 16th will be from 5pm as there will be service aircraft operating until then. But building 124 will be open to enable cars/vans to be unloaded. So get booking your accommodation early ! We need a good turn out for this event as it may well help us to retain this super flying site so please spread the word. I am looking forward to seeing your smiling faces in July-----Bryan Passey b.passey@sky.com

From Mike Cummings of Raynes Park MAC

(My connection is I was, might still be, a member of the club when living in Surrey)

I attach pictures of the latest transfers which are water slides and suitable for all types of models. The average height is 1 1/2". Price £1 each transfer plus postage. Available from me on 020 8542 3100.

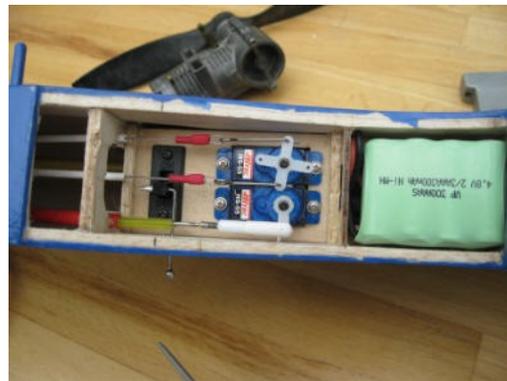


WEE SNIFTER - OSMAF

On calling off at Derek Foxwell's (Old School Model Aeroplane Factory 02086471033) house last Wednesday evening before the long drive home I saw his now complete prototype. It will be in two versions FF and 2 channel RC. The kit is now ready literally that day also with after 8 months of trying to find someone to manufacture bell cranks, horns, stamp out and fold fuel tanks etc etc he has had success and now or in next couple of weeks will be able to put on sale kits that have been

all but ready for ages just requiring these items. E.g. next one to be available, just the canopy to be finished, being another control line model Aerobat. This will be just about as complete a kit as you could want with wheels, spinner, tank, bellcrank all horns and linkages silver soldered. Ready for a Frog 2.49 he is considering a second version with slightly wider bearer spacings for engines such as a PAW and various glow motors. Price will be around £44.95 + P&P but you'd better check on that.

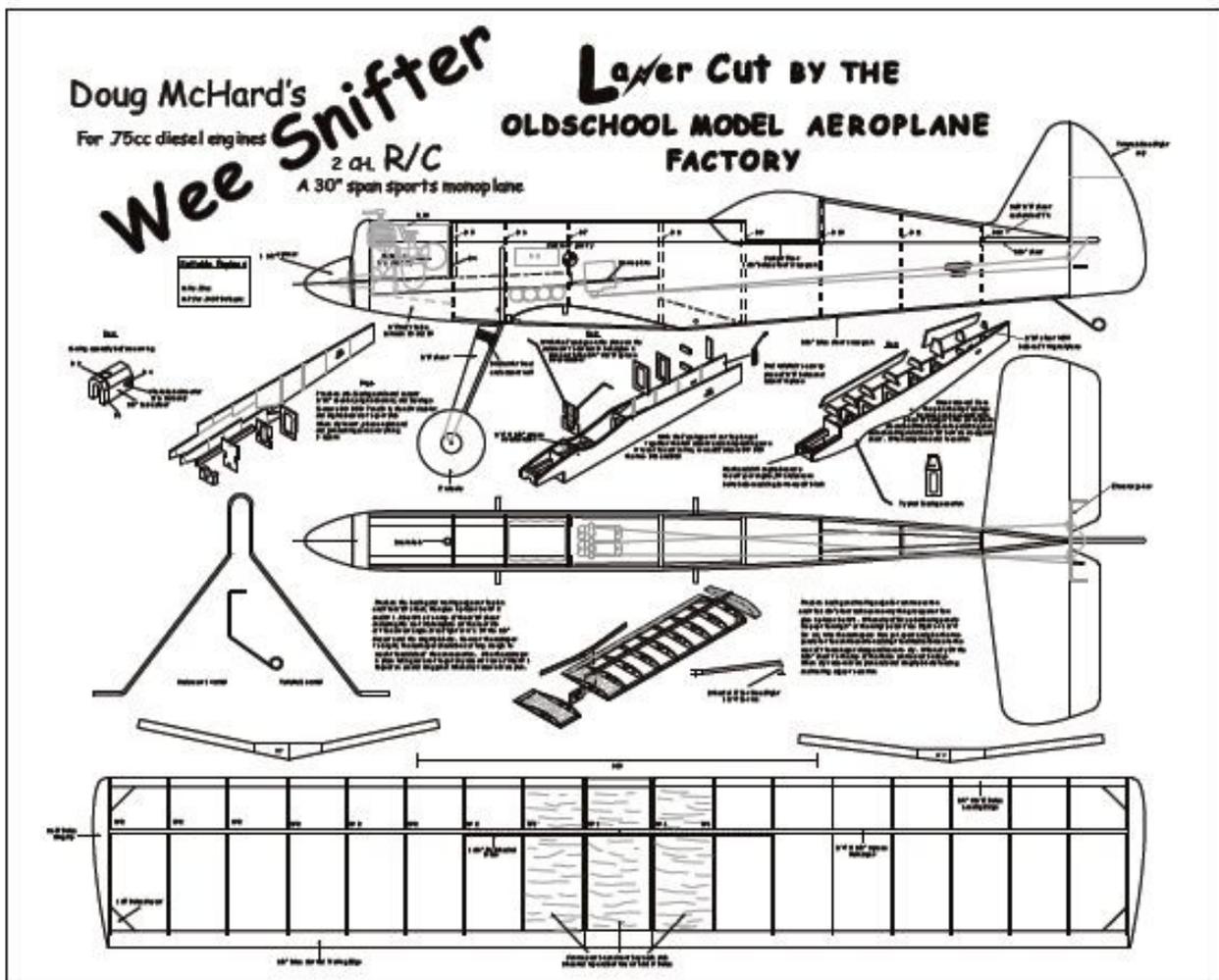
Back to the Wee Snifter his version has a completely new plan especially for the kit and again will have wheels, U/C etc. Assembly will be so simple and those who have built his Bi – Bi will immediately recognise the innovative method of construction, whilst there is a plan what with lazer cut parts and etched components a plan is not required. Build time will be very very fast as all is there including ply servo tray based on Hitec 55 servo. Covering and putting in RC gear will take longer than the build. (before you say I bet Parry got a free one well I didn't but when I have time may well buy one and I reckon even I could build the airframe in a matter of a few hours in fact the delay will be waiting for the glue to dry). Actually a couple of years ago Tony Tomlin built a Wee Snifter as did Tom Airey and I too was going to along with if I recall Stephen Powell with the idea of pylon racing them yes pylon racing, until you've flown one or seen one fly with an MP Jet 1cc or Thunder Tiger GP 07 you may well dismiss the idea. The kit version will be for a .75 size motor Derek's having a Mills of course.



RC Installation all very neat. 300 mah Nimh batteries are from The Component Shop in North Wales <http://www.component-shop.co.uk/>



Snifter trial packing of kit in process with incomplete Aerobat prototype in the background.



From Adam Chambers

I found a very high quality source for old plans for readers to consider. Jim O Reilly in the USA has redrawn a huge number of free flight and r/c designs removing errors and mistakes. I've received some plans from him for a Jasco Flamingo and Banshee and they are excellent in terms of quality and accuracy. Highly recommended.

Jim has also teamed up with Bob Holman Laser cut kits and if you want a plan and a short kit to match, he will help organise this for you at no extra cost. What a gent! Send him an email to discuss what you want. Paypal required. Postage at cost and avoids import taxes as it's printed paper and not goods.

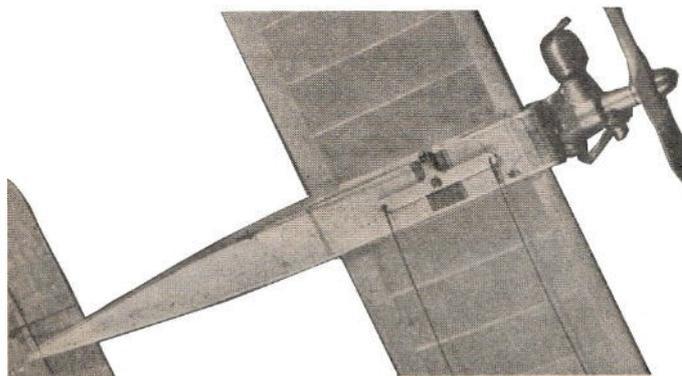
www.jimoreillymodelplans.com <<http://www.jimoreillymodelplans.com/>>

Also, I've been trialling a product called Poly C, a water based poly varnish that's got loads of uses, most relevantly as a direct replacement for dope when covering and sealing. Its qualities are impressive and so far my experiments using it are very good. After 6 coats onto tissue over balsa, the surface is glass like and very tough. Weight increase is non existant. I've also used it to seal solartex and samples of silk after a few light coats with no talc added.

<http://www.rcworld.co.uk/polyc.htm> <<http://www.rcworld.co.uk/polyc.htm>>



An undercarriage was not fitted since the model may be conveniently hand-launched by releasing it, without a push, at an angle of about 30° to the ground, or taken off from a simple three-wheeled dolly, and landings on grass may be made softly enough' not to damage the model. If an undercarriage is required for competition work it may be made as-shown on the drawing. Two wheels, however, are not necessary as it has been found that a type with a single leg will suffice.



The model has been flown on .008 in. steel lines about 45 ft. long. It has sufficient urge to stunt well on thread lines but the elasticity of the thread must be appreciated and allowed for.

The propellor used maybe 8 ins. or 9 ins. diameter, 6 ins. to 8ins, pitch according to the performance of the engine and the weight of the model.

I saw David Beales flying one of these at Croydon quite a few years ago and seeing all the manoeuvres he was flying in combat fashion decided I'd make one, which I did but powered by a PAW 1.49 which meant messing about with the front. Mine flew well too better than I could manage. The beelcrank positioned underneath I thought would be a problem but it wasn't. Covered in nylon and probably not stored flat it ended up with a terrific warp which was impossible to remove. Ended up in a skip when I moved, shame.



Hi James from Allen Teale



I fly vintage models and have been told that if I supply you with my email address, I can go on the listing for the Sticks and Tissue newsletter.

Just finishing off a Tomboy which will be fitted with a Dave Boddington .75 Mills. Interested in having a go at the UK Postal event. Have a number of both scale and vintage models but vintage is taking my interest of late. The attached photo is the Reg Truman (Kiwi) design, in fact the wing is his original one built in 1939. I built a new fuselage and tail. Wingspan is just under 3 metre (one piece!) and is powered by a Super Custom .90 four

stroke. Bags of power but is a delightful flyer in calm to moderate winds.

Hi James from Derick

I wonder if I could ask your stick and tissue readers for some help. I am trying to track down some old Keil Kraft plans, namely

Stuntmaster 40" span profile control line aerobatic model for 2.5-3.5cc motor

Brigand 60" span high wing cabin model

Streak 32" span high wing pusher engine free flight model similar to Vic Smeed Pushy cat

Consort 67" span low wing cabin semi scale model for r/c .61 engine

Student 56" span high wing r/c trainer

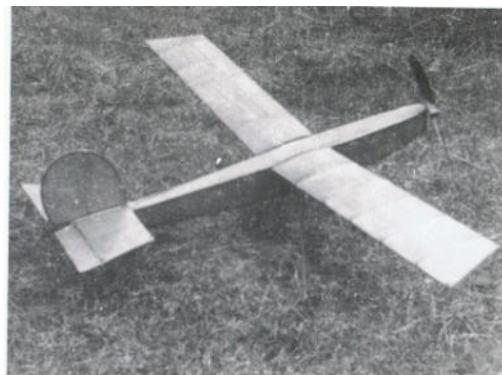
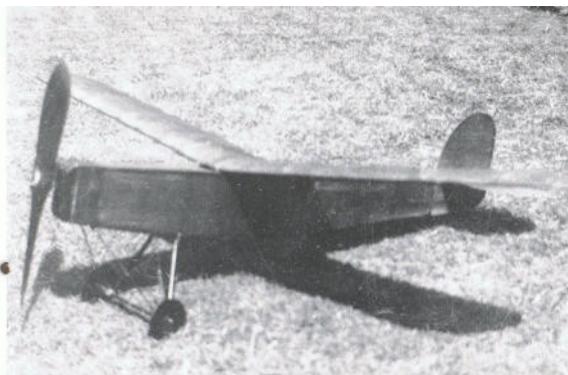
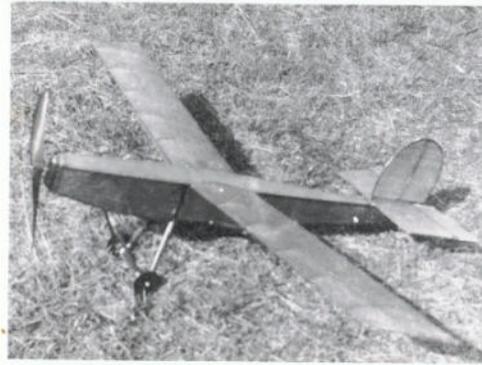
In an ideal world, I would love a copy of the plan, instructions and any printed parts sheets and photo of the boxes.

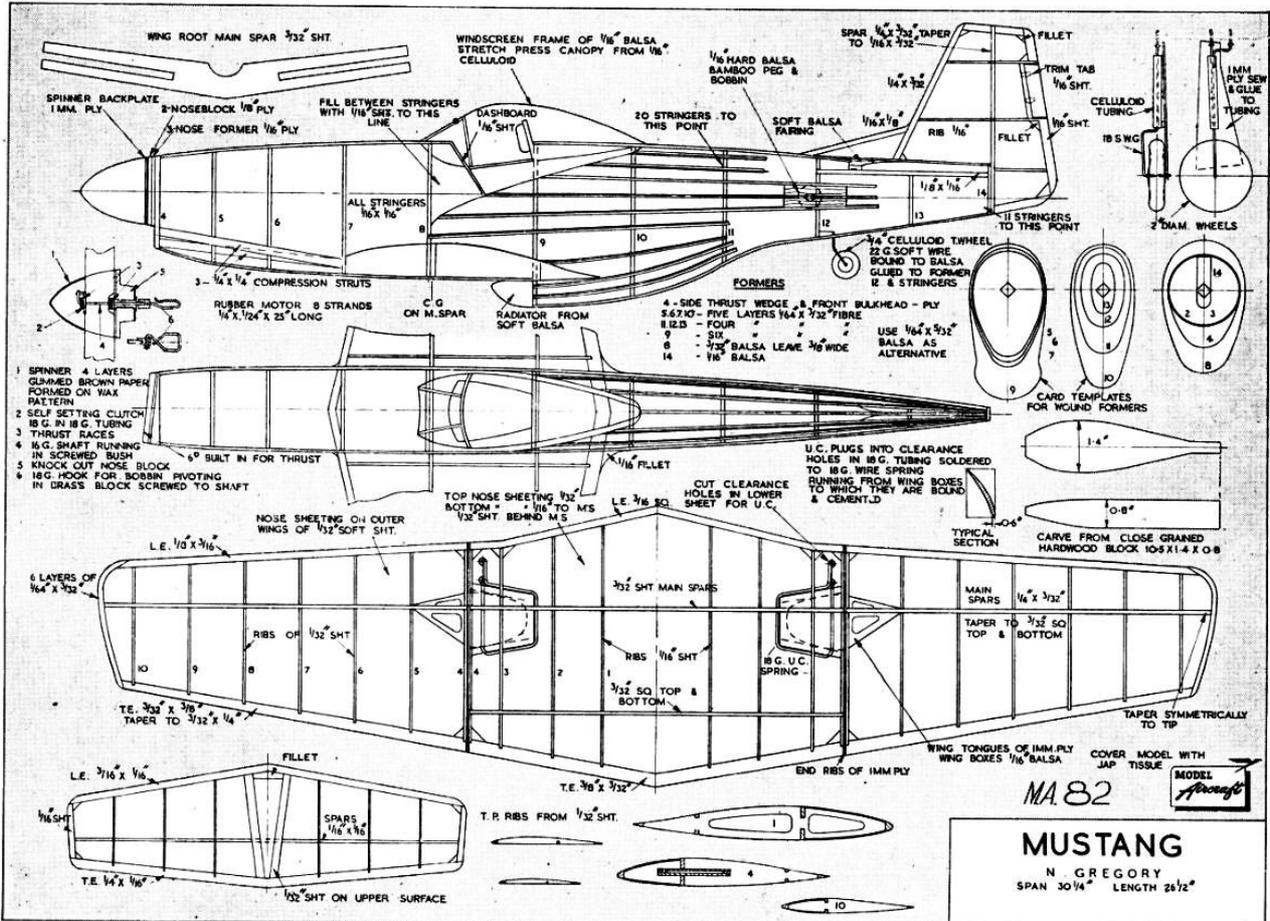
I have my own large format equipment so I can scan and return any documents sent to me. I am happy to pay for you to get copies done locally if you don't like the idea of sending through the postal system. I can also offer copies of plans from my collection in return.

Also if anyone has any old kit plans from the Keil Kraft boats like the galleon series they would also be of interest to me. I am trying to compile a library of kit models before they all fade into history. derkiedotcom@talktalk.net

Taken from John Taylor's Photo Album

Question is who can positively identify this model?





Mustang IV from Model Aircraft September 1950 by N Gregory. A 30" rubber driven free flight model

THIS scale fighter has been designed and engineered expressly for flying of the full-scale type, and the model has been made sufficiently robust to survive high speed contact with hard ground without damage. The undercarriage fixing is novel. It is almost indestructible and it gives an extremely shock-absorbing suspension. The undercarriage may be removed for a better flight performance :



in this case, the nose will take any crash loads with its three compression members distributing the stress over the wing root. The airscrew is arranged so that if the unit is levered out by a blade in contact with the ground, the hook folds and avoids damage to the top of the fuselage.

Construction is best commenced by making the wing boxes, tongues and outer panels. The undercarriage springing should be bound to the boxes which are then built into the wing root. Carefully cement fuselage formers 7, 8 and 9 into position and then cover the top of the wing root with 1/32 in. sheet. The wound fuselage formers should be separated from their templates to make certain they are not stuck, and then replaced. Line up all formers, and the wing root, on a straight piece of 1/4 in. square hardwood as a jig and add the stringers and planking.

The model is covered with Jap tissue and finished silver for lightness. The tailplane and fin should not be water shrunk, and should receive one coat of banana oil only. The required finish can be obtained by mixing aluminium powder with the shrinking dope and banana oil used. Roundels should be cut from coloured transfer paper and control surfaces marked with Indian ink. Colour doping should be kept to a minimum.

The pilot's cockpit canopy is stretch-pressed from 1/16 in. sheet celluloid. A block of hardwood should be carved to the final shape with a skirt of about 1/2 in. The block should be filled and finished as smooth as possible. A female template is cut to the maximum section of the pattern plus a drawing allowance of 1/8 in, all round. A sheet of celluloid should be pinned to the template with many drawing pins, fixed at least 2 in. away from the edge. The template and celluloid should now be heated in an oven or close in front of an electric fire until the sheet begins to sag under its own weight.



The pattern may now be pressed home until flush with the template ; a simple system of guide rods will ensure a straight press. The resulting canopy should be about as thick as a film negative. It should be polished to perfect transparency with good metal polish.

The spinner is made from four layers of the gummed brown paper strip used for sealing parcels. The pattern is simply turned from a lump of paraffin wax or candle wax with the aid of a wheel brace and a metal edge. Well grease the pattern and lay down four layers of paper petals. Leave 24 hours to harden and remove. Fill the spinner with cellulose grain filler, sand smooth and finish.

The finished model should balance on the main spar. It is essential that all flying surfaces should be absolutely true and free from warps. Insert the tensioned motor and roughly adjust for glide. I prefer to fly without the undercarriage which is replaced by a small piece of plasticene ballast in the nose. When adjusted, the model should have a fast climb and cruise for about 20 sec. and will cover about 220 yd. over the whole flight. The stall of the model is abrupt and should be avoided ; under torque the left wing will drop. This may be taken advantage of to yield a spectacular " ground-strafe " type of flight if the model is slightly over-elevated. Under full turns, the model will rapidly climb to 100ft., do a 180 deg. stall turn, and dive back at the launcher, levelling out at zero height and then climbing away downwind for the rest of the power run.

David Kinsella's Column

Colourful Combateer

Fighters on our side in the Great War were not always lackluster. One of the new 1:48 scale models from Corgi would be a fine one to copy for those with flying scale in mind. P E Norman's plan is around and Flt Lt N M MacGregor of the RNAS flew the Camel chosen by Corgi to mark 100 years of the Fleet Air Arm. Chocks away! Model Aircraft for October 1951 I has Norman's plan.



VTR 2000

At Old Warden in 1999 Mike Rolls reminded me that Team Racing was about to celebrate its 50th birthday in England, arriving with a bang at Brighton in 1950, Phil Smith winning that Easter

weekend long ago. Deciding to act, I set about gathering support and sponsorship (notable being Haynes Group, Castrol and Bonham s) and managed a few cartoons in SAM 35 Speaks and David Baker's SAM 1066. Over the months to the summer weekend event at Old Warden much cash, books and wine was accumulated, John Goodall delivering a brand new boxed motor for the occasion. Several built models for the event and others dug out hats, suits and braces of the 1940s.



Dozens of books awarded held the signatures of Branson, Moss, Duke, de Havilland, Mitchell and Milligan. Goodwood Festival of Speed tickets, Biggles posters and glazed pictures of the great Mercedes-Benz Team - Fangio, Moss, Taruffi, Lang - were won, as was a fine military history signed by the Marquess of Anglesey. Eleven summers ago now, a treat that weekend was the arrival of designer and pilot Chas Taylor and West Essex chums. Second from left in this action shot taken at Cranfield in 1960, Aeromodeller said "the 10 mile final was the finest race ever witnessed." It was one of

Taylor's many wins and at VTR 2000 he posted the fastest time with his Saint (ETA 29). Aeromodeller for October 2000 covered the event in detail. Castrol R, £500 in cash and a mint Rivers with all papers were other prizes, not forgetting a fine Team Race Ted mascot for the model room. Here Noel Stephenson accepts the Rivers with a smile.



Fine Pictures

The big show at the Mall Galleries (19 to 25 July) where pictures hang to be admired and purchased is almost here. Aviation art at its best and many enthusiasts to chat to. Close to Trafalgar Square and not to be missed. A fine promotion by The Guild of Aviation Artists (01252 513123).

Kid From Rock Falls

For jazz enthusiasts who read this column, here's Louie Bellson. With Krupa and Rich the last of the great three, Bellson's surprising kit created Skin Deep (both sides of a 78) which strained radiograms from Los Angeles to London. A nationwide junior champ at 16, the Italian lad from Illinois drove the bands of Goodman, Dorsey, James, Ellington and Bassie. In London to marry Broadway star Pearl Bailey, he later wrote Caxton Hall Swing.



Name Remembered

Of modest size in the 1960s, Contest Kits of Leigh-on-Sea, Essex, produced the 64 in Sailplane Inch Worm, much cut ready to fit. Mick King was the man, sometimes seen at Belfairs MAC and in Paramout.'s large model shop near Chalkwell Park. A contest winner and famous, the firm also offered an 18in Spitfire and the Captain, a glider at 24in. Distribution was handled by E Keil and Model Exports. Belfairs was Gordon Yeldham's old club.

Silver Lining

Thanks to Damon Hill, Robert Brooks and Richard Phillips pitching for the BRDC, the British Grand Prix and Silverstone appear settled for the next 17 years, long enough to encourage good works and a feeling of security. Donington Park was ok and part of the pre war scene before Silverstone existed, but location is important. The British Grand Prix, like Monaco and Monza, is a terrific brand backed with 61 years of history and tradition. The early funfair standards long forgotten, the 800 acre site should soon be better than most and as good as the best. Pictured is how



it was in 1950 at Stowe Corner, black and polished Humbers attending the VIP stand of clamped scaffold poles on the old airfield.

Medication Confirmed

Stephen Winkworth's reference, to RipMax in Camden Town (S&T No 40) reminded me of a super model Stearman biplane that hung-there. Seen for years when in the area, one day there was a price ticket attached! My many weaknesses include proper aeroplanes with lots of wings, open cockpits, piston engines and miles of rigging (can we see where this is going?). Striking while the iron was hot and after crossing swords at the telephone with my bank (this, I stressed, was essential) the yellow wonder was mine. Then I realised that a black cab was far too small. Intent on action that day I advanced into Camden Town station, aeroplane aloft, assuring the throng aghast that I had taken my medication. South on the Northern, West on the District - crowds parting as I advanced - I made it to SW19, a chap on Wimbledon Hill leaving his car to take a photograph. Keep up the good work on S&T, lads. It's an essential in these changing times.

Some Lady!

Raised an orphan, taking her name from a telephone directory and working in a cotton mill, Jackie Cochran trained in the beauty business and became a nurse. A fortune made in cosmetics, a Long Island pilot at 22, she flew in the big race to Melbourne in 1934 and went on to fly in our ATA and the American WASPS. A speed record holder and race winner, she flew a P86 Sabre to Mach 1 (first woman to do so), held 200 trophies and logged 16,000 flying hours. An airport near Palm Springs, California, is named after her. Here her demanding Gee Bee arrives at Southampton en route to Mildenhall. Note the near-tail seating!

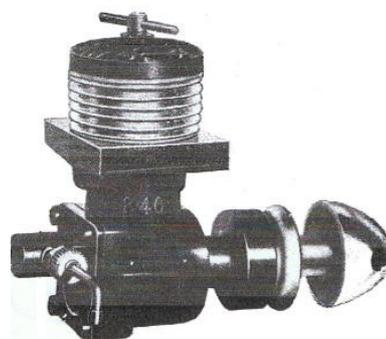


Mr Whitewood

The Skystreak plan (S&T No 39) reminded me of Whitewood's Brighton Road, Surbiton, opposite ED's and close to Mota Lita (moving to Thruxton to carry on with steering wheels and flying jackets and run by Simon Green). Not aware of it at the time, Mr Whitewood stood on a raised floor. Coming to my side of the counter with the Keil Kraft kit, he suddenly lost a foot

in height! Bill Dean called there before going to New York (remember his Model Talk in Model Aircraft?) and

Whitewood, once started, would talk at length about aeromodelling and the people he'd met in the trade. Over at ED's there were boats and pipes in the window, but no sign of model aeroplanes or ED engines. Later, ED moved to a tiny premises in Hampton Court where I obtained a 5cc Miles Special. Basil, inspecting it, was restrained in his praise, indicating that the best came from the ED works close to the VP Wine factory in Kingston, remembered for its bouquet.



in

Headphones On

Away from the crunch of AP boots and DI yells to dress by the left, a few were asked to tell the difference between a few words in Mandarin. Those who managed it spent their National Service days learning and then listening to Chinese - on a cliff overlooking Hong Kong! RAF chaps like Wallis, Grindley and Shortel did it along with 300 others, taught at university or at the school near Bristol. Job done, it was aboard the piston transporter flying at 12,000ft and a full three days to get there, junks in the bay lit by oil lamps if you arrived at night. Mig flights, troop movements and bits and pieces were relayed to US and Oz Intelligence. Very George Smiley! The UK in the 1950s, home of fish and chips and homeland holidays, was no preparation for 24/7 Hong Kong or flying

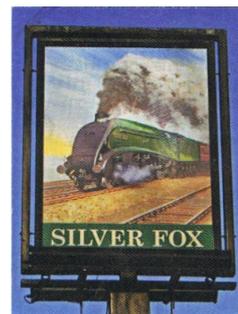
below mountain peaks to get there. But it was a mighty brain-expanding launch pad for the chaps who took the hour-long lorry ride to the listening post each day, and after the 1250s and kit were handed in several taught at university, joined international banks or worked for MI6. And one or two wrote books. (AP Army Pattern. DI Drill Instructor, 1250 ID Card)

Lick 'em

During my enjoyable days in Docklands I met Brian, older than me, who told me now things were in the 1950s, in the days of National Insurance Cards and the special NI stamps which had to be attached and kept up to date by the employer. So much work around then, a call to 'Flick 'em and stick 'em' would see you stride off on a Thursday and start somewhere else on the Monday. Even in the 1960s I remember being followed down the street with pleas to join the firm. 'Even a few letters too. Amazingly, employees were paid a bonus if they could find someone to join up.

Sir's Best

In Hertfordshire a pub sign reminds us of the great days of high speed steam traction, No 60027 Silver Fox one of the early LNER A4s and silver in its early days to match its train. Designer Sir Nigel Gresley lived nearby at moated Salisbury Hall (where the first Mosquito was built) and So there may be a story_here.



Barton Link

Elgar's Dream of Gerontius saw Phil Archer on his way to join Dan, Walter, Jack and many more from the record radio soap that followed Dick Barton, Special Agent. It's likely that the actors knew each other, Phil in at the very start of this farming favourite. The Archers followed Barton on BBC radio, but I seem to remember that another programme slipped between the epics for a month. or two, perhaps as a trial while Ambridge was made ready.

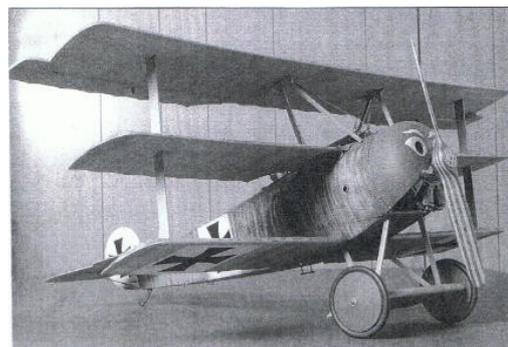
Classical RAF

Geoffrey Hilton 'Beery' Bowman - Major Bowman DSO DFC MC CdG 32 victories - hailed from Old Trafford, Manchester. After Haileybury, Cambridge and the Warwickshire Regiment, he transferred to the RFC and 56 Squadron, flying with aces McCudden, Rhys Davids, Ball et al. Given command of 41 Squadron he flew on with 56 (!) and his friends. General Higgins was furious, but all was resolved when 'Beery' left for 41 - taking his SE5a with him! He later served in India, Iraq, Egypt and Aden, not forgetting an expedition to Russia in 1919. A Wing Commander in 1936, here he is in Warwickshire kit but with RFC wings and gongs. Chum Prothero (Albert Ball's replacement and from a Scottish regiment) always flew in a kilt, he insisting on correct military dress.



Cowl Colour

At Hendon to see the Bader Exhibition (he was born in 1910) I was able to examine the latest from Corgi. Along with the RNAS Camel pictured in S&T come Goering's all white DVII, Udet's striped DVII, his Albatross DV and another DV highly coloured too. Colour film was rare in the Kaiser War and so debate has raged for ages over what was what in 1914-18. In fact a colour shot of a SE5a taken in the sunshine of the Middle East is the only one I've seen. Pictured is a model of the famous Voss triplane. The face on the cowl is fact, but was the cowl mid green or bright yellow?



Balfour Mews Beauty

Results in for 1960, Merco - Model Engine Research Company of Edmonton - announced with pride that their engine had swept the board in Stunt. Dave Platt, Dave and Ken Day, Ray Brown, Paul Rogers and others flew to victory at Sidcup (1, 2, 3, 5), Ashford (1, 2), British Team Trials 1, 2) and at High Wycombe, the Nats, the Shelley, Enfield and area wins in the Midlands, South Midlands and London. Checksfield was a key figure in the Merco design office and, I believe, a few big Merco twins were built. Big Fox twins also appeared.

High Seas Racer

114ft long, good for 50mph, armed with tin fish and light guns, the German S-Boat (Schnellboote) raced around in the North Sea and all the way through the Med to the Black Sea. Earlier MAN units replaced by 16-cylinder Daimler Benz diesels, drawing less than 5ft, its crew of 16 could go anywhere and deliver an effective punch before vanishing into the night. From the bridge aft, canvas screens gave protection in rough weather.



Avast There!

Read on Radio 4 by John Le Carre, Treasure Island is to be followed in 2012 by Return to Treasure Island. Countless editions since the original in 1883 have inspired others - The Adventures of Ben Gunn (Delderfield 1955) for example - but always the original towers supreme like the tip of Everest emerging from the clouds. 127 years not out is a mighty record.

Raffle Plates

Goodies won at the S&T Raffle at Old Warden in 2008 included a rather special set of plates from London's Savoy hotel. The Savoy, opened in 1889 and the first with electric light and electric lifts from the USA, was built by Gilbert and Sullivan impresario D'Oyly Carte and attracted kings and movie stars, tycoons and rock gods from around the world. Carroll Gibbons and the Savoy Orpheans were picked up by valve radios when white tie was the rule in The Savoy Grill, and a pyramid confection for the Cleopatra movie launch made it into the Encyclopaedia Britannica. Time for another Sticks & Tissue Raffle next year to follow the Rivers motors, oil, books, Biggles poster, workshop tools, Paddington Bear and Team Race Ted won with the plates in 2008. S&T and the tickets are free!



Surrey Knight

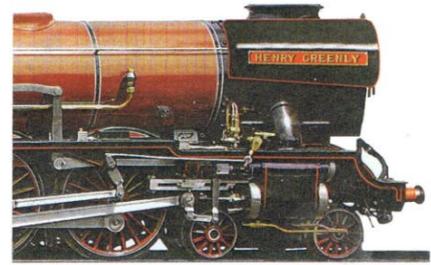
Sir Alec Bedser's walk to the Great Pavilion to join twin brother Eric who died in 2006 severed an important link with the mighty Bradman. Serving in the RAF and saved from Dunkirk, Alec dismissed Sir Don no less than six times —twice for a duck, when there was utter silence and disbelief! Asked to name his dream Test XI, Bradman chose Alec as the only Brit. Years ago a slap-up dinner was held in London for the Bedser Twins, impressive menus covered with famous signatures as the evening progressed. Sir Alec was the world's most successful Test bowler when he retired in 1955.

Striking Out

Pictured in SAM 35 Speaks for March, Gordon Rae's 1953 Racer-powered Speed model in delta form was an interesting break with convention. And it went too, clocking 90mph with Basil's best still tight. Via Rege Parham, Gordon heard of a McCoy 19 delta cracking round at 120mph and decided to follow with his immaculate red triangle. At about the same time Fred Deudney took an alloy Speed pan for an ETA 29 and built a balsa airframe in red with wings angled forward.

Star Turn

From table top to 13 mile layouts, Henry Greenly was the man for model railways. He died in 1947, leaving behind drawings for an advanced express engine to run on a suitable 15in line. Funds from a great enthusiast have created the brand new 4-6-4 which will run this year on the RH&DR from Hythe to Dungeness. Pictured is the front end featuring Witte smoke deflectors, enlarged cylinders and a double chimney. Power is up by 60% on the other Greenly engines (Green Goddess, Dr Syn, Typhoon and ten more at New Romney sheds). Starting west of Folkestone, a good day out is not to be missed. A full service runs to November (01797 362353).



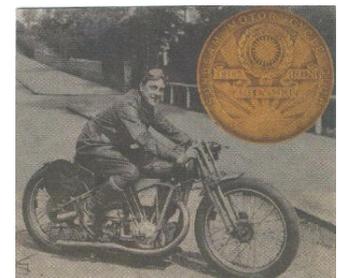
Top Quality

A movie every eight months for years, but long before remembered High Noon (1952) Gary Cooper was perfect for the stupendous short chassis Duesenberg seen here at the Briggs Cunningham Museum (Clark Gable had the other one, finished in red and black). Coop was tall but so was the Dues, that bonnet line chest high for most. Indiana was fine for his cars, but Savile Rowe's Norton & Sons made his clothes, as they had for the Kaiser, the Red Baron, Hitchcock and Sinatra. High Noon was Grace Kelly's first movie.



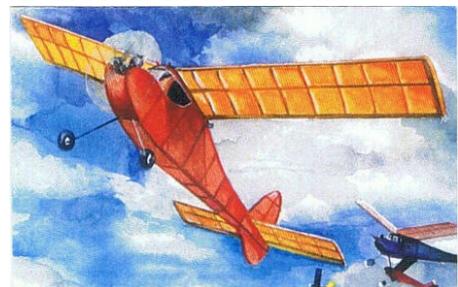
By George

GTE 2275, one of the Brough Superior SS100 bikes owned by T E Lawrence, may be seen in the Imperial War Museum. Last December, and to keep tabs on things, trophies and medals owned by George Brough were auctioned in Nottingham. Certainly one of the great bikes of all time (so too the mighty Vincent) models in 1:12 and 1:6 scale (a foot long!) are available from time to time. Try 0844 887 8888. In 1:12 scale there's even a figure of the desert prince in RAF uniform.



Three Plus!

The first edition of Sticks & Tissue appeared in December 2006. Messrs Cummings, Day, Holmes, Jupp and Tomlin supplied copy and Bill Morley went to town on a history of Merco engines. The launch of Replikit was hailed and there was an observation on electric flight. Alan Jupp's impressive cat appeared in a picture of P E Norman's restored Siskin fighter. I wrote a piece on Spitfire pilot Raymond Baxter, soon famous on radio and television and remembered for his Farnborough reports. No overseas chums, of course, but they appeared as news spread and these days S&T is read and enjoyed far and wide. Keep going, boys! Aeromodelling is a wonderful hobby and by its publications - past and present - its good health will be maintained. S&T and Raynes Park MAC stand together and benefit each other in this sunniest of occupations.



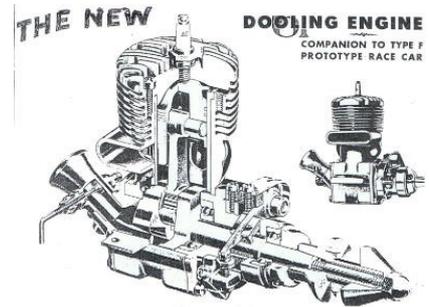
The Big Race

Declared Book of the Month by Aeroplane magazine and given a five star rating, Mildenhall to Melbourne by Stuart McKay MBE (200 pages and packed with pics and data) is the one on the race to Australia won, as we know, by DH88 Comet Grosvenor House G-ACSS. Gradually added to since it was first completed 25 years ago, this ultimate is available from Ian Allan at £20.95 and worth every penny. Those who took part, the 12,000 miles covered, the gold trophy that vanished and the chocolate empire that backed the whole thing (Air Race milk chocolate, for example) and

which became part of Cadbury's, awaits you in this worthy hardback. Restoration of DH88 Comet G-ACSR continues in Derby. S&Ts for January and March also refer.

Arne's Art

Arne Hende left us a few years ago. Luckily for us and residing in cabinets around the world are replica Doolings, McCoys, BB Amcos, tiny Olivers and the long shaft Fox 59. A Yellow Jacket 61 (Bruce Underwood's idea) appeared at the same time, but I'm not sure if it was Arne's. John Goodall was the source of these beauties, the big McCoy (given the nod by Dick) impressive with box and much paperwork. Strike while the iron's hot springs to mind.

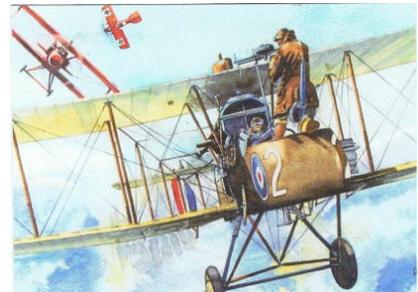


From Hell

Determined to deliver the goods, Howard Hughes lavished three years and several directors on Hells Angels (1930 135mins). A hot pilot himself (TWA founder, Spruce Goose, distance racer, oil drill-bit baron) real Great War fighters (men and machines) produced cracking combat footage including a Zeppelin sequence! Still around in 1981 one SE5a came to the UK for Patrick Lindsay. Moving on to 1985 when it sold at Duxford for £250,000, the SE returned to the USA - or vanished into Berkshire... Hughes raised pulses With The Outlaw (1941 116mins), was the subject of a fake life story and surprised jet pilots at Hawker's Dunsfold aerodrome. One of his aeroplanes hangs in the Smithsonian in Washington and he was involved with a Bond movie, his nod essential to its completion.

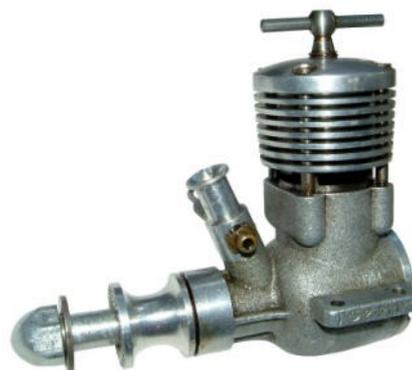
See The FE

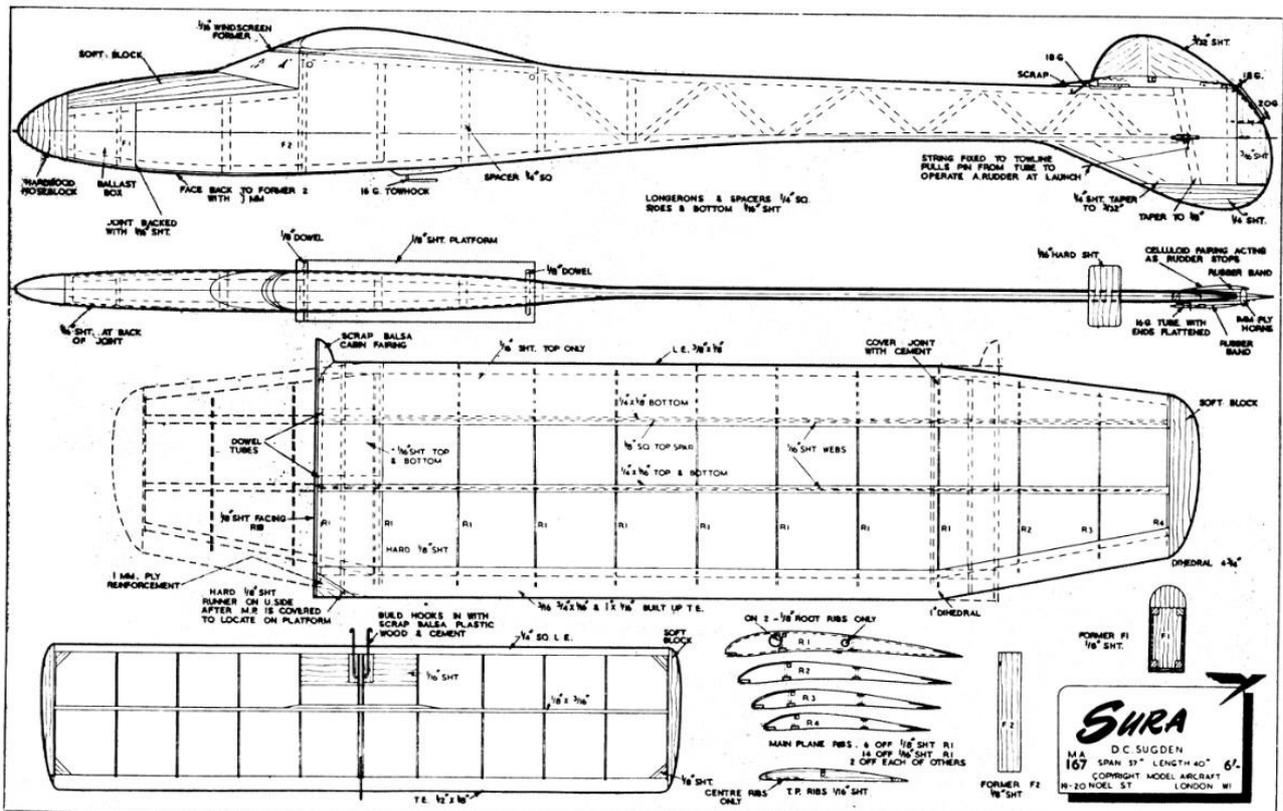
Bonhams had a Graham car at their Hendon preview, the rear somewhat like a Cord's. Good fun, a chum there who runs a 1930s Packard and another who flies coast to coast USA, but marooned because of the dust cloud! New at RAF Hendon is a Great War FE2b, this 2-seater with 6 pairs of interplane strut big compared to a Camel. A super restoration by Guy Black from old and repro parts, the FE bombed and was prickly when attacked (the hero pictured winning the MC). Star of the sale was a Telegraph-tested 1937 SS Jaguar in white, but I rather liked the Pup prop at £700 (SE5s are over £1,000). For years a flying station, the winged sword 601 Squadron - The Millionaires - was at Hendon from the 1920s.



More Tents!

A good 16,000 joined the Scouts last year and their future is bright. As reported here in 2007, the International Jamboree held in Essex was great fun and an outstanding success. Some 30,000 attended.



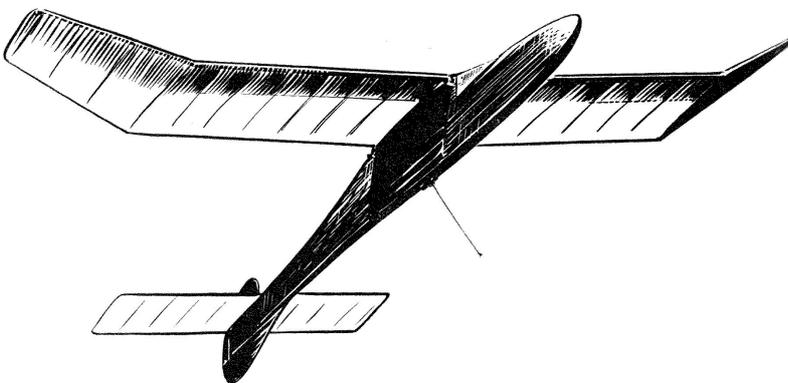


Sura from November 1953 Aero Modeller by D C Sugden

A couple of years ago the need for a Nordic for use in English competition weather was felt. Since it was to receive little attention on account of the Wakefields, it had to be very reliable. After the first season a new fuselage and auto-rudder were built, since when the model has never failed me. It is important, to see that the model is built up to weight, as added bits of ballast are easily lost, and everything is gained by having the structure at maximum strength. Therefore keep a strict check on weights during construction.

Tailplane and Fin

Construction is straightforward, but it should be pointed out that a sound piece of T.E. is vital for warp resistance. Therefore make the notches less than 1/16 in. deep. Cover with light-weight Model-span and dope until almost airproof with low tautening dope. When cutting out the fin note the grain direction, cover with light-weight Modelspan.



sheet. To finish the rear spar, remove the panel from the plan and attach the webs from the underside, and then the lower boom.

The rear spar is made in this manner so that if the lower spar boom does not fit perfectly it is not too obvious !

The tips are made in a similar manner, being built on to the centre panels, which are blocked up to give the correct dihedral angle.

Wings

Having cut the ribs from medium hard balsa and the six centre ones from tough 1/4 in. sheet, strip the T.E. material from the best sheet and chamfer. Pin down the lower T.E. and the chamfered L.E. and block up the main spar lower boom. Fit the ribs, the upper T.E., the top booms of the rear spar and the main spar, the main spar webs, except that of the root bay, and the L.E.

The most awkward job is fitting the dowel tubes, and this must be done with precision. The tubes are wound in the normal fashion and are cut over-length to ensure a good butt joint against the second rib. It is best to make the holes in the first rib by use of a dull red hot poker, opening them out to size with sandpaper. Caution—don't burn too much wood away ! Pack the wings to the correct dihedral angle and cement the tubes in place; also using ample plastic wood. Fit the centre bay webs and leave for 24 hours to harden. Separate the wings by cutting the tubes and add the remainder of the sheeting, the centre ribs, and the cabin fairing.

Dope and smooth off the structure. Cover with heavy-weight Modelspan and use medium tautening dope to give very little gloss. Attach the wing platform runners.

Fuselage

Trace out the sides which include the underfin, on to decent 1/16 in. sheet and build on the " pod " longerons and spacers a la Bowden. Make the rear structure separately, tapering off the " underfin main spar." Chamfer off the "pod" longerons to the correct taper and stick the sides together, sandwiching the rear structure, using strong spring clips where the longerons join. At this point be careful to see that when the nose is pulled in the fuselage will be straight. When hardened, add the formers, spacers, remainder of sheeting, the block wood, and cabin, etc. Attach the underfin L.E., and cement the sheet to the "main spar." Then add the underfin T.E.; spring clips are again useful here. Now fit the underfin tip block; auto rudder, D/T hooks, etc.

With the tailplane and wings finished a mock up may be had, and an accurate estimation of the nose weight, required to bring the model to weight, can be made. This should not exceed 2 1/2 ozs.

Dope, and cover with light-weight Modelspan and apply a finish as is allowed by the all-up weight. The auto-rudder is a vital part of the model and must be made to work with too per cent. reliability. The rubber bands should give positive action without gripping the pin too firmly. The line attaching the pin to the tow-line should not be too long otherwise it may foul the launcher.

Trim for glide in smallish circles by packing under the tailplane and on the auto rudder. Trim for tow by packing the rudder and adjusting the position of the hook. That shown on the plan is only for demonstration and it is different for each model. Whilst trimming, the hook is temporarily lashed on with Cellotape (watch this when the grass is wet).

THE END