

## Sticks and Tissue No 45 – August 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](mailto:JamesIParry@talktalk.net)

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

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



Another photo of a glide taken by Urs Brandt.

## From Bryan Passey

I thought readers of Stick and Tissue might like to see some photo's of my Dynajet powered F-86 Sabre control line model taking it's first flight at a recent fun-fly at RAF Machrihanish. (where noise isn't a problem). The starter team got the motor started and model away in about 3 seconds. Here we see Nick "sparks" Reeves on ignition, George "the pump" Wallace giving it some air, with Steve "in charge" Rickett making sure all went to plan. But just in case things got too hot, we see in the background Andy "fireman" Rudden keeping an eagle eye on the proceedings. I would expect nothing less as they were trained by that well known control line pulse jet speed flyer Dick Hart!

As you see the model flew well, and created quite a spectacle of sound and speed. The model was flown on this occasion by test pilot Lindsay Dickie, only because he was bigger than me and had a bigger pair of non skid boots!

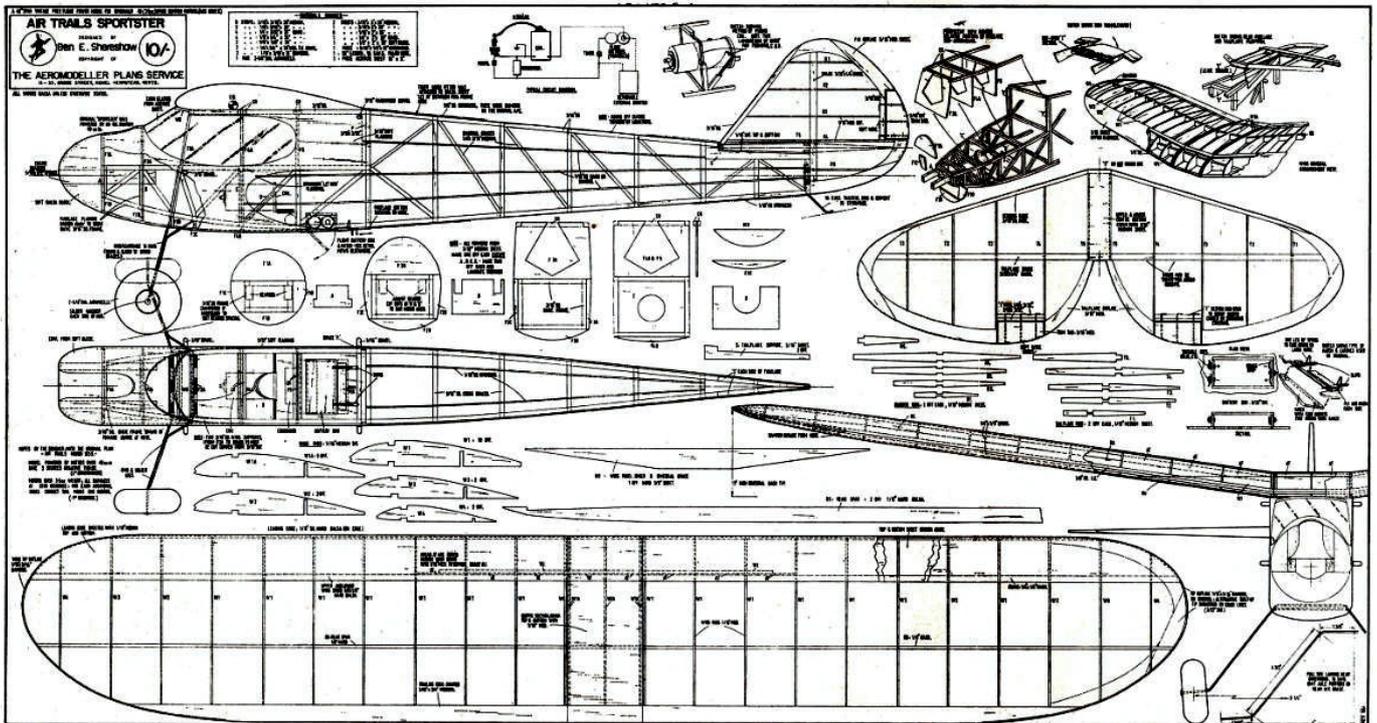
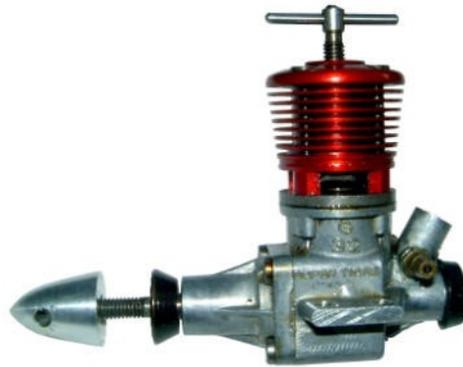
I would think it's a long time that we have seen a scale, pulse jet powered control line model, Super magazine James, thanks to all who contribute.



Another "event" that took place at our recent fun-fly meeting at RAF Machrihanish was, "how many Sid King Novices could we get into the air at the same time"

Well here are some photos to show that we achieved 7 ( and a biplane pretending to be a Novice) By all accounts there are known to be at least 10 more of this great fun model being built ready for a new attempt at Machrihanish in September. I will keep your readers posted, Bryan Passey.

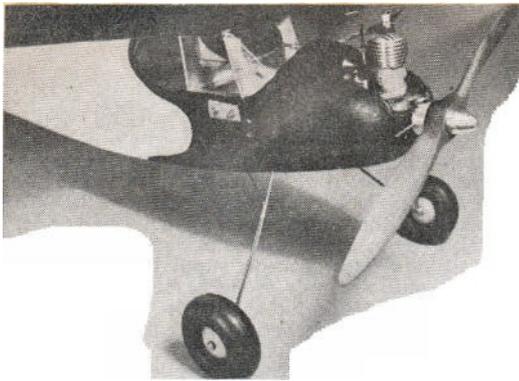




**Air 'Trails SPORTSTER A 46in. design for free flight by Ben. E. Shereshaw  
From Aero modeller March 1968**

TWENTY-NINE years old this month, this design represents a true vintage sports model for 3.5 cc. to answer the innumerable requests we have had for vintage plans. Initially published in the American magazine Air Trails, of fond memory, the Sportster introduced a new classification in engine capacity and started a series of attractive cabin power models which were used for competition as well as fun flying through from 1939 to 1944. Who could deny that the lines are attractive? The vertical fin shape, which

was to become the trade mark of the many Ben Shereshaw designs subsequently kitted, the stringered fuselage, the large curving transparent cabin area and the- robustness of the structure characterised a model of an era which many old timers hold in happy memory.

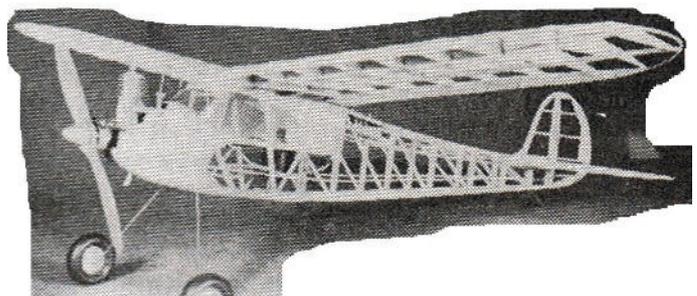


When it was introduced in Air Trails magazine, the Sportster was a small design for power, particularly when one considers that only spark ignition could be used and the model had to carry the payload of a coil, condenser and flight batteries. Ben Shereshaw had created what was then termed a "small bore" engine which was to have been put out as a do-it-yourself magazine design. Named the "Bantam", the engine proved to be so popular and successful that Ben put into production and for many, this new .19 (3.25 cc.) engine created a new engine capacity class and a new phase in model engine design. For the "Bantam", in terms of power to weight ratio was an exceptional

product by any standards. It was practically the first rear disc valve induction engine to go into mass production. It was extremely light in weight. It peaked very happily at high r.p.m. on small diameter airscrews and when subsequently employed for the 1945 period pylon model such as the Goldberg Interceptor, it was darned near invincible till the arrival of the Ardens and accompanying Glowplugs. So, in many ways, this model was a trail blazer and we are sure that by using a diesel to take advantage of the short nose and to eliminate the weight of the batteries and coil, the Sportster will provide scintillating performance today.

The plan includes all the detail exactly as the original presented by Ben had in the March 1939 Air Trails. This means that installation of battery box, coil, and relevant formers and bulkheads as necessary, are provided for the vintage purists who believe in using nothing but the original material. For those using a diesel or a glow engine, such details can be omitted.

As the designer was a perfectionist, his original instructions for assembly were also more complex than those to which we have become accustomed. For example, he recommended the construction of a jig to hold the longerons and diagonal members in place over the drawn positions on the plan whilst the parts were assembled and the cement was drying. The jig was formed by tacking brads on either side of the components; but nowadays, we have become used to using a soft board, household or steel pins and do not go to the extent of using jigs. Assembly begins with fuselage sides by laying out the longerons and by fitting all the diagonal and vertical cross members as can be seen in the side elevation. The sketch on the plan clearly indicates how the cabin is subsequently made as a sub-assembly and the nose framework extends on the basic sides along the line of the horizontal longerons only. Make two sides exactly the same, one over the other, above the plan. When these are dry, they must be joined by the cross members as indicated in the plan view. Start joining the fuselage sides at the cabin area where the width is constant, fitting former C at the third spacer position and this will be found to keep the assembly square.



Draw the nose together and then the tail, fitting the intermediate cross members at each point as indicated in the plan view. Use plenty of elastic bands to draw the longerons in at the nose for the rather sharp curve at F1. Formers A and B should also be fitted to help keep the nose assembly square but first check the slot spacing for your engine hearers, having decided which particular engine you intend to use.

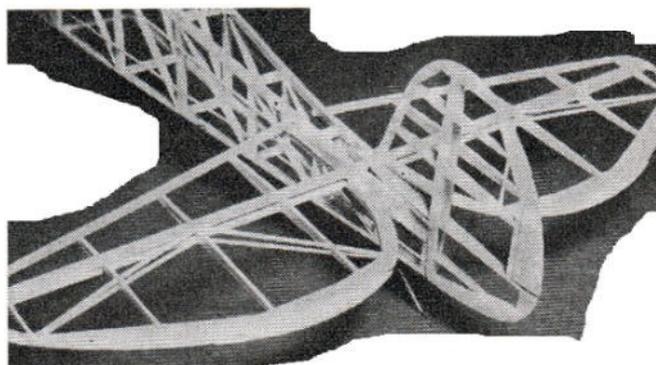
The cabin sub-assembly, using formers F3a, F4a, F5 and the upper false longerons which create the wing seat, are self explanatory on sight of the diagram. This can be made up ready to fit on the nose frame and formers prepared to round off the nose. Before fitting these however, bend the undercarriage, noting that it is from doubled lengths of 16 s.w.g. only and bind securely to the cross members at F3b and F3c positions. It should be noted that air wheels are specified on the plans as used during the 1939 period. These pneumatic wheels absorbed a lot of the landing loads and hence there was little need for a very

rigid heavy gauge undercarriage wire. Those who intend to use solid wheels should increase the wire diameter to 14 s.w.g. When the nose formers are fitted, the cabin is sheeted and nose blocks prepared to provide the shape to suit the engine. A tank can be positioned in the area near Fla and fuel shutoff and modern timer accommodated according to one's modern whims. It should be noted that the original timer which interrupted the circuit for the coil and condenser was positioned above the fuselage, and behind the wing trailing edge. This was a normal position since most flights started by taking off on the undercarriage from the ground.

The tail surfaces should be the next task. The structure is rather like that introduced by the Californian Radio Control enthusiasts in, for example, the "Smog Hog" design by Howard Bonner. The similarity ends when one begins to study the weight of the structure! In each case for the fin or the tailplane, the lower spar is laid down first over the position on the drawing and the ribs cemented in place on the spars. Make sure they maintain proper alignment. The eighth balsa outline is then cemented in place, jiggling it up with scrap balsa over the building board in order that it meets the rib centre lines properly. The outline should be roughly pre-carved to the airfoil contour before making this joint in order not to strain the structure too much after it has been assembled. The upper spar can then be fitted and when thoroughly dry, the assembly lifted from the plan, and in the case of tailplane, the centre section sheeted. It is recommended that the spar on the tailplane could be boxed in with webs on either side for added rigidity, and the builder should also pay attention to the recommendation for the "T" section false spars to support the trim tab hinges. The tail assembly is deliberately kept light particularly in view of the short nose moment. For this reason, one should choose only soft balsa wood for the 3/16in. thick trim tabs.

Study the wing structure carefully before tackling this most important part of the model. Note that the centre section is flat, to seat on the cabin superstructure and there is plain dihedral out to the tips. This amounts to three inches under each tip as shown in the front view. The wing panel joiner and dihedral brace as well as the spar pattern are given full size on the drawing for the sake of accuracy. Cut these parts carefully and make sure that the contours are correct.

The wing is constructed in its three sections, the centre section and the two panels. Start by laying down the 1/4 x 1/8 in. hard balsa lower spar and the 1/8 in. hard pattern cut rear spar for whichever panel you have chosen. Cement the ribs for that panel at their proper station. Ensure that the ribs are all properly aligned both fore and aft and also that they are perpendicular to the building board. The root ribs (which are laminated two standard ribs) are cemented at an angle which would result in the proper dihedral for each panel. Refer to the front view and make a small jig or pattern to ensure that this is correct. The original tips can be made of bamboo such as can be obtained from craft shops dealing with basket work material, but in the event of difficulty in local supply one must laminate the tips from 1/16 in. balsa using four or five laminations to obtain the outline. If bamboo is obtainable it can easily be bent to shape over a gas stove or Bunsen burner. Now attach leading and trailing edges into position. Again making sure of alignment. It might be a good idea to add a few triangular gussets at the junction with the trailing edge in order to preserve a good joint and others might prefer to slot the ribs into the trailing edge, but this must be allowed for when originally preparing the ribs. The upper spar is fitted and for the inner three rib bays, the two main spars are boxed with 1/16 in. medium sheet between ribs WI. This adds considerable strength and is also used as an attachment point for part WJ—the wing panel joiner. The opposite wing panel is then prepared and also the centre section, fitting the centre section end ribs (which are also laminations of two standard ribs) to accommodate the angle and also to match up with the root ribs of the wing panel so that the correct dihedral results. The three panels are then joined together with part WJ. This must be of strong grade balsa and the joint double-cemented for security. Finally, the entire leading edge is sheeted



with 1/16 in. medium balsa, sanded before application to about 1/20th so that it is not necessary to rub over afterwards which creates the "starved horse" look of sagging sheet between the ribs. The wing tip area is cleaned up and now we have virtually a complete airframe ready for covering.

The original aircraft was covered in a light shade of what was then called Bamboo tissue, the nearest equivalent today being wet strengthened Modelspan. Three coats of dope was applied to the colour tissue of the original.

No records have been retained of the weight of the original model but the reader may take it from us that it was light by modern standards. Obviously the performance of such a model will be improved by weight saving and careful construction throughout, in fact the Sportster represents a very interesting structural assembly challenge for the modern modeller.

The provision of trim tabs on the tail surfaces and Ben's rule of thumb recommendation for correcting the tail angle according to the weight of the engine (motors over 3 1/2 ounces should demand minus 1 deg. incidence for each additional ounce), make for a very easily trimmed design.

A T. Sportster, modellers can turn the clock back and appreciate something of the skills of earlier designers and also obtain an enormous amount of pleasure in the process. Today Ben Shereshaw is still connected with this hobby. He has over the past few years, been perfecting his twin cylinder R/C motor, the latest twin carburettor version was displayed appropriately enough among the old timer designs in the vast hangar of Los Alomitos, California, during the 1967 American National Championships. We are indebted to Ben for his permission to reproduce the design and wish him many many more years of modelling satisfaction.

**Hi James.**

Could you please ask the readers of stick and tissue if anyone has a copy of the Albert Hatful IMP plan. Kitted by Elite it was very similar to the Junior 60. The attached picture is the Aero Modeller advert for it in 1947. Many thanks. Regards Derick

[derkiedotcom@talktalk.net](mailto:derkiedotcom@talktalk.net)



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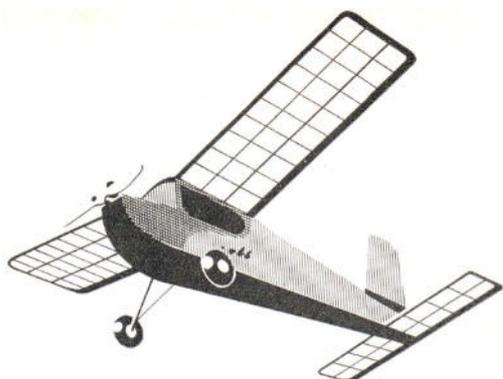
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**Phil Smith plans are now being supplied by his son Colin. 07747722724**

## From John Whitehead

My current project is a "blast from the past". My son was recently handed a Frog Mustfire kit! I was totally gutted, so I searched for a plan to build one for myself and got lucky. The plan is still available for just £7, so cut enough material for 2 full kits. One of these is already 65% completed. I scratch built 2 Mustfire's way back in the early 70's and it's best described as superb. I'll email more images when it's finished and camouflaged.



*The following was received a few weeks later. JP*

My first encounter with the Frog Mustfire was 1972. A very scruffy box which had been stored with the lid off in a loft was offered to me as a free kit. The balsa and plywood materials had darkened in colour considerably due to the thick layer of burnt coal soot. When inspected further and the trusty vacuum cleaner had done its job, the Mustfire looked as if it would after all be a viable project. Nothing was missing, and the plans were still in good condition as was the canopy. Having investigated further, the enthusiasm increased to the point where the high value of such a large model aircraft kit at that time was fairly obvious and it was decided to replicate all of the many parts before assembly was started. Such a kit would have been well out of my pocket range at that time even though Frog had already ceased trading or so I believe. The rest is history quite literally, I built the 2 models and they were flown extensively using a Merco 61 during the next few flying seasons. The RC system used at that time was a Delta proportional 4 channel DIY kit manufactured by a local supplier. Sadly I'm unable to recall what happened to these Mustfire models, but no doubt they suffered from troubled model thumbs or the dreaded unexplained glitch. (Pilot error) Recently I had a telephone call from my son Andrew to tell me he'd been given a virtually complete original Mustfire kit. I distinctly remember suggesting he was a lucky boy...but perhaps not quite that polite, and I'm unable to print the exact terms used.

This fired my builder's enthusiasm for a wonderful old model from the distant past. I was very surprised to find that a copy plan was still available from an internet supplier for the sum of just £7 plus carriage. You get 2 very large sheets which I considered to be excellent value for money. Andrew had also copied his plan and sent me another. It took very little time to scan and print all of the relevant balsa and plywood parts onto A4. My preferred method is to simply stick the cut out paper templates onto several sheets of suitably sized material with low tack paper adhesive such as Pritt Stick then cut them all out together in a stack. A small bench band-saw was used to accurately cut out 2 complete kits over a 2 day period.

### **Money saving.**

Much of the original kit and plans refer to and indicate metric balsa sizes. This presents no difficulty as the trusty band-saw is often used to produce piles of balsa strip from my favourite "weapons grade" sheet. My sheet stock has to ring when dropped on a corner before I consider it to be acceptable for reducing into strip. This works out to be a very economical way of building models. For instance a 4" sheet will provide 13 x ¼ inch square strips. (7p per strip as opposed to 37p per strip retail). All of my balsa is purchased from 2 internet suppliers and works out at roughly ½ to 1/3 the cost. Some sizes are supplied as

generous 1 mtr lengths, others which I consider to be very inexpensive are 30 inches. Some of the deals are Bogoff, or buy one get one free.

### **Save some more.**

For some formers I use a very rigid laminated balsa and veneer which is incredibly easy and quick to make. Simply heat up your covering iron, and spread a thin layer of ordinary PVA onto the balsa sheet. Now apply a sheet of wood veneer (opposite grain) over it and apply the hot iron moving it over the entire surface until the spitting and steaming has stopped. Turn it over and repeat the process. No need to allow for drying, **it's already well and truly "cooked"** in a minute or so. You now have light rigid plywood like board which cuts and machines easily.

### **Save even more?**

I like so many other modellers often require products which are from a by gone era when we had many wonderful thriving cottage industry kitting businesses, sadly now almost stifled by the Chinese Takeaway. I'm not knocking those ARTF's, but I really do miss being able to buy hardwood undercarriage blocks, pre-formed wire leg kits for wing mounting, and such as tissue or beech bearers. I tend to think twice about asking for DOPE should someone be offended. It may be reasonable to suggest that some shop staff have almost no product knowledge whatsoever. The engine bearers for the Mustfire are specifically shaped and no material or beech bearer was available. Having waited for the wife to go swimming, I stole her solid beech kitchen chopping board haha! This is perfect material to provide enough beech bearers, servo rails, and undercarriage mounting block to last a lifetime.

### **Know your onions.**

Working swiftly should she re-appear unexpectedly, the bearers were soon fashioned as per the plan details. While the band-saw was on the bench I reduced the original 600mm or so square board to much more user friendly modelling sizes. Although the material cuts really nicely I decided to sand the edges of my new bearers, then I noticed it....**a strong smell of onions.** Never mind a few coats of fuel proofer will soon lock that in. After lunch I took the wife to IKEA and bought her an exact replacement chopping board which I thought was very considerate.

### **Ailerons**

Despite this model looking complex, it really isn't and after studying the plan several times it all makes sense. The wing is built almost entirely before the outboard ailerons are simply sawn off from the main wing panels. These require further trimming and front facings, but the unusual feature is the way they are hinged towards the bottom and have neat top closers built onto the wing. The hinges as shown are short pieces of piano wire running in plywood bearings. Even on my original models I opted to use piano wire hinges which ran the full length of the aileron and these latest ones are made to be removable for service of repair.

Solartex was used to cover the model which was then sprayed using an old but trusty Revel air brush and my 5 litre greenhouse bug sprayer as the air reservoir. Most of my models are film covered therefore a compressor is not really justified. It takes just a few pumps of the bug sprayer to provide enough compressed air to complete a square foot or so. A decent finish was achieved and some upper arm muscle exercise provided. Once again I found it almost impossible to source reasonably priced decals and markings so went on another mission. This time it was **"bin diving"** at the local vehicle sign mans workshop. He very kindly let me take any amount of scrap off-cut vinyl from his bin, however I felt it was best to spend at least 2 quid so got him to cut me a yard of red and blue to make the roundels. The canopy was provided by [www.mrmmodels.co.uk](http://www.mrmmodels.co.uk)

Nothing is to scale, and markings are improvised only to provide a scale-ish effect.

I just hope it fly's!





**Part II, Photos from Switzerland taken by Urs Brandt sent by Peter Renggli**











## A few words from Peter Renggli

Much time has passed since my last report . I have worked much, I am a little tired now. I go with my small camping Car to the shore of a lake in Switzerland on holidays soon. Fish rod and bicycles are ready and well oiled.

Imagine my 2 Kratmo 10 have got ready. No.1 runs cleanly and reliably smooth. He turns an Airscrew of 14 x 6" with 5020 RPM's and has a sonorous sound with 76 dB of effective sound pressure.

I use methanol as fuel with 20% Castor Oil.

Castor, because I don't make any mistake for certain in the phase of break-in.

I make tests with Coleman fuel and a Blend from top Quality Synthetic Oil and about 5% Castor later

In this late phase of the construction, the carburettors needs much hard work again.

It is a 2 needle carburettor which I can hardly calculate or copy a well known example. Only try and error helps there.

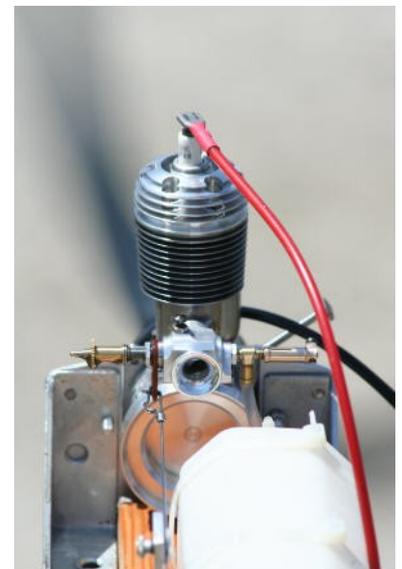
I just would like to make these deep fly-pasts over the turf of our airfield. Altogether, I have made 6 different main nozzle needles with different tapers. I was at this begin miles away from an operational mixture. I have found the optimal Fuel - Air adjusting and the engine has herself started very easily.

Very interesting is the insentive reaction of the ignition point adjustments.

Perhaps this changes with Coleman fuel.

You cannot imagine how big my joy after the long during work is after hearing the first puffs..

Our Antikflugtag 2010 then still was on the programme there.



After a long cold rain period the first warm one and kind weekend.

Unfortunately, weather was then hot afternoon , that many visitors preferred to open the swimming season instead of coming to our airfield .

Yes, but you already have kindly published a part of the the best pictures from Urs Brand.

The pictures represent the terrific atmosphere on our airfield much better than I can do it with my rudimentary English.

A very exceptional demonstration was the aerotowing of the G-41 Sailplane with a tug Red Zephir (OS . 35 2 stroker)

At first everything was all right but in circa 100 feet the thing got unstable and it had to become released. The G 41 don't disconcert themselves and turns some wide circles around the Airfield..

The dear and dilligent Peter Michel would have had his sheer joy if he had been with us.

Besides that these elegant old sailplanes were to see again by the towing winch. There were flights of 45 minutes in these beautiful thermals.

Originally models also showed the diesels fraction

3 Home made Engines then were presented. It is astonishing that there are people who still build her own engines.

Usually people goes into the hobby shop today to buy anyway!

A \*Nova I\* 4 cc diesel. 1943 born in the German occupied Netherlands. 81-year Rudolf Schenker has built 4 pieces at once ..

A Swiss diesel "Datz 4" of 1943 of our young Thomas Ghisler. He has discovered a till now almost unknown Swiss model, the "mosquito" of 1944 and the plan is available now. Thanks Thomas. (The model with the no. 16)

My two Kratmo 10 . No.1 on the test bed in front of a large audience. Warm applause after the demonstration.

It remains that i need now to build a suitable model for the Kratmo. After the holydays i sit to my PC and finish the drawings for the 96" Cumulus" from Ben Shereshaw.

This gives a neat combination: Cumulus 1937 -- Kratmo 1937 -- Peter 1936

If people from your country have questions about the pics or models: Not hesitating and asking, returning photo best.

I will be able to show off for certain of suggestions and sources for plans.

In any case it was an incomparably beautiful model flying Day with all the friends of Antique modeling.

Every participant received a "Diplom" and as a gift a photo CD with the pictures taken by Urs. Happy faces everywhere.

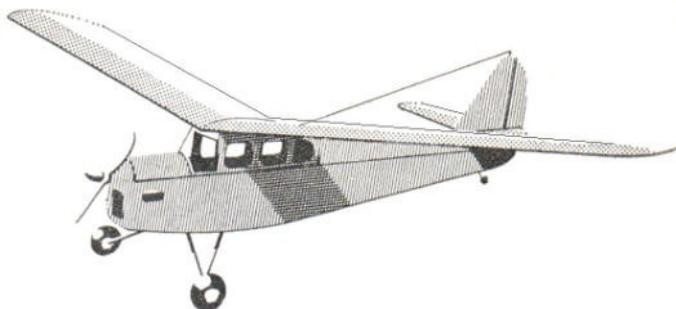
This is " The End " I take my hammock-chair and the sunshade.

James, I wish you a good time and thank you for your untiring work.

With best regards to England Peter Renggli

## Swiss Model Moskito and Swiss diesel Datz by Thomas Ghisler

Hallo James, Last minute Letter. This is the lovely Swiss 1943 engine Datz 4 from our young Thomas Ghisler. See the mailed Video Clip, the Datz and the Moskito in Action. <http://www.youtube.com/watch?v=6iBqqWZKktw>  
Greetings Peter



## Successful Retrieval from Mike Cummings

Happy Gerry Parker seen here with a slightly bent Queen Bee that had been retrieved from a copse of trees at Raynes Park's Morden flying site on 20 May 2010. It just shows you what a two-stage aluminium ladder and four roach poles plus half a mile of rope can achieve – never give up.



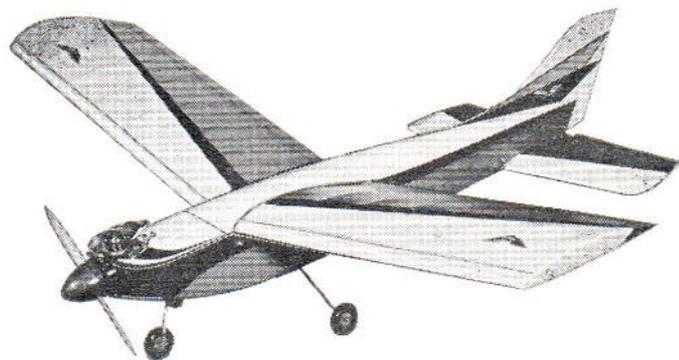
## From Roger Cooper

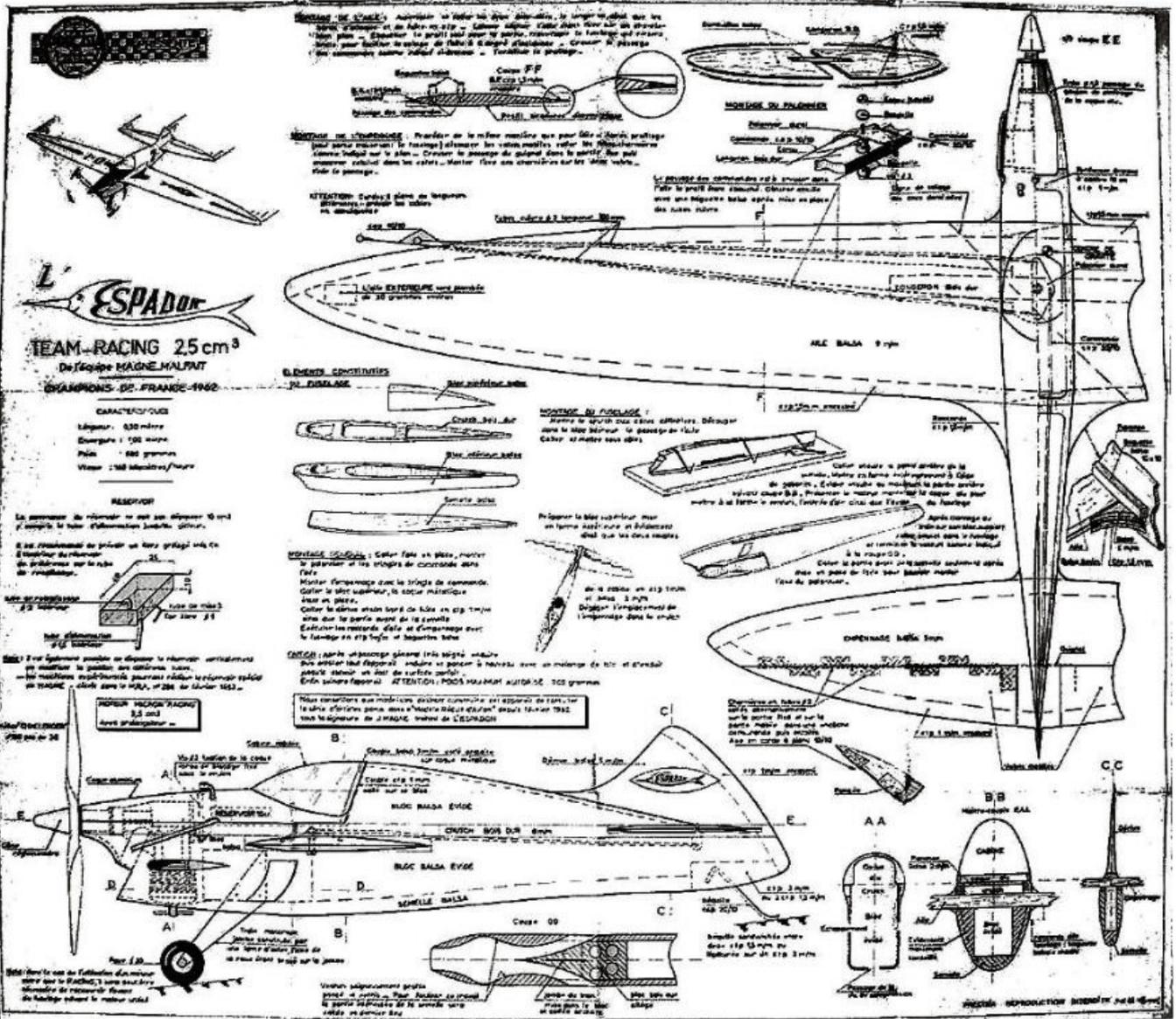
Something completely different but knowing the wide range of subjects covered by S&T I thought it might be of interest to your readers.

The MGB Register (part of the MG Car Club) are organising a lecture in Abingdon on the Bloodhound SSC land speed record attempt. Granted this is a land vehicle but it is powered by aircraft engines and at the hoped for 1000 miles per hour it might well be just about airborne at some point - so relevant I think. There is also a website with a very short but tempting video clip which is worth watching

<http://www.bbc.co.uk/news/science-environment-10688202>

If you feel you can put this into the next edition of Sticks and Tissue we on the register committee will be delighted - and even more so if as a result of that someone on your mailing list decides he/she would like to attend.





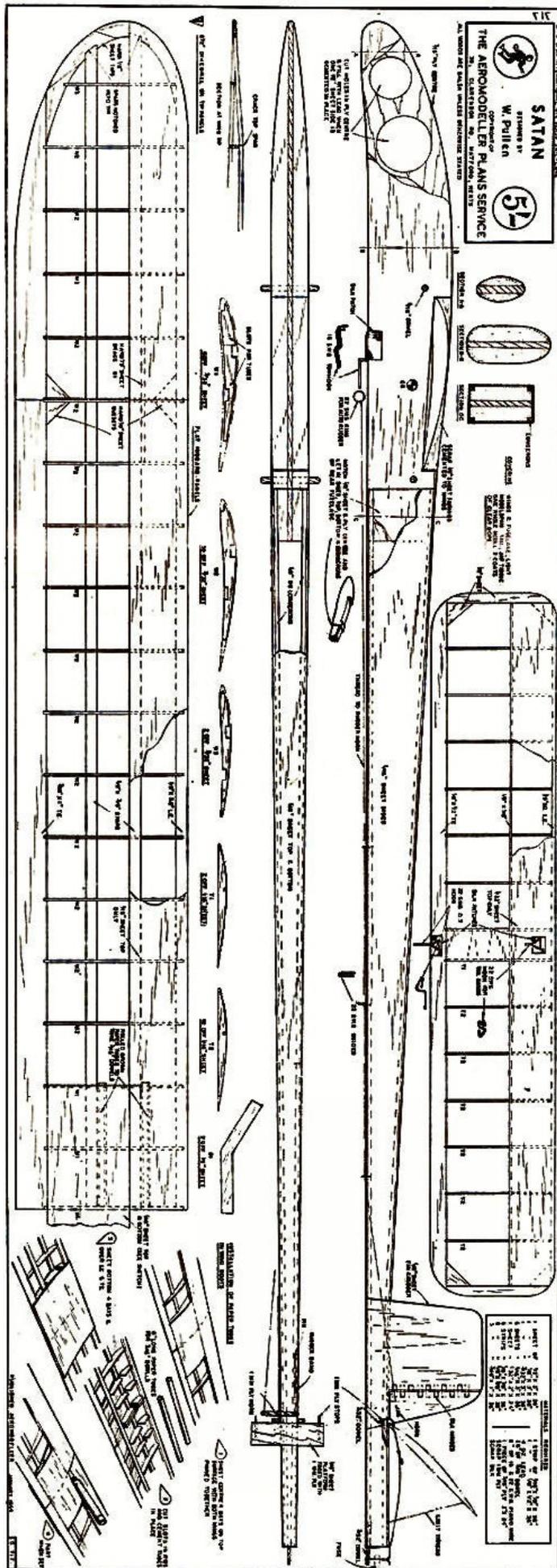
This photo of a beautiful looking French team race design plan, Espadon, was sent in by Brian Cox. Plan is available from Derick at [derkiedotcom@talktalk.net](mailto:derkiedotcom@talktalk.net)

**From James P Wood, Augusta, Maine**

I have sent you these pictures of my club, Kennebec Valley Model Aviators fun scale contest that was held Sunday August 1, 2010 at our field in Sidney, Maine, USA. It was a small turnout on a beautiful day and great fun was had by all. I hope you get the pictures I am new to this computer stuff.

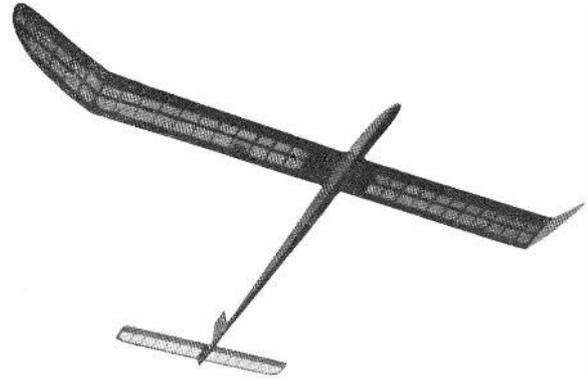






## Satan by W Pullen and easy to build high performance A/2 From January 1959 Aero Modeller

THE PROTOTYPE of "Satan" was built in 1955 and flown in the A/2 Eliminators of that year, but although it reached the Finals for that year's team selection at Odiham, its first real success came in the All Britain Rally at Radlett in the same season, where it took first place in the Open Glider Event with three maximums.



A Mark 11 version was built in 1956 with a longer fuselage to give a larger tail moment arm. This improved the towing characteristics, together with the nose weight staggered along the nose rather than in one localised position. This idea, which was brought back by Geoff Lefever (a fellow club member) from the 1955 World Championships in Germany, purported to give a smaller moment of inertia around the C.G. In other words, the effect is to produce an undulating action when flying in a semi-stalled position, rather than an actual stall developing. Anyway the idea seemed to work well.

The Mark II version as such went through the A/2 Eliminators of 1957 into the A/2 Finals at Hemswell.

A final Mark III version, design the same but some slight structural alterations, was built by Bill Pullen's fiancée in late 1957 with a view to flying in this year's Women's Cup. Her first model, by the way, and her first contest. Apart from her towing inexperience and some contest nerves, the model went up on the line as straight as a die (one of its typical characteristics) and logged up a total of 6:06 mins. out of 9 possible. One bad tow-up put her out of the running for first place, and she had to be satisfied with a third, Bronze medal and all in her first contest !! But this does show in some way the relative straightforwardness of construction and simplicity itself to trim and fly and remember these Nordics take a lot of battering, and they last !! On the construction,

good quality wood is essential, particularly for the fuselage sides and the wing spars.

Cut the ply fuselage centre from 3/16 in. and cut out the ballast holes, wing slot, and dowel holes. Cut the 1/2 in. sheet sides to shape, cement on one side only first, pour in molten lead into ply cavities, when



cool, cement remaining 1/2 in. side. Leave to harden. While the fuselage is hardening cut the fuselage sides from 1/16 in. sheet and cement 1/8 in. sq. down top and bottom, remember right and left hand side. Now groove and slot the fuselage block to take the sheet sides flush with the fuselage block. Leave to harden. When set, pull fuselage sides together at tail, sheet top and bottom. Shape nose to section on plan, and round off corners at rear fuselage end. Cut fin and tab, fix hinges for auto-rudder, and cement to port side of fuselage. Cement tailplane platform, tow-hook, wing dowels, etc., and cover with light-weight Modelspan. More time will need to be spent on the wings than the rest of the model combined. Certainly they should be built with great care, as a high aspect ratio wing is prone to warps. The lower spar is cemented in position after the wing is lifted from the board, and the leading edge is

sheeted with 1/16 in. The two wing halves are then joined together temporarily with scrap sheet over leading and trailing edges and top sheeting added across the four centre panels. The dowel tubes are rolled from brown paper and inserted in the centre section from the underside. The four centre rib panels are then sheeted on the underside, extending the sheet under the leading and trailing edges as a reinforcement against wear from rubber bands. The false sheeting is then cut away and the two halves separated. Lightweight modelspan is used throughout for covering, double cover wing centre section. The tailplane and fin are so simple that no explanation is necessary.

The original turned in right hand circles of approx. 100 feet diameter on a very slight stall; 2 1/2-3 minutes from 164 ft. towline in calm evening air indicates a good trim and don't forget the D.T.

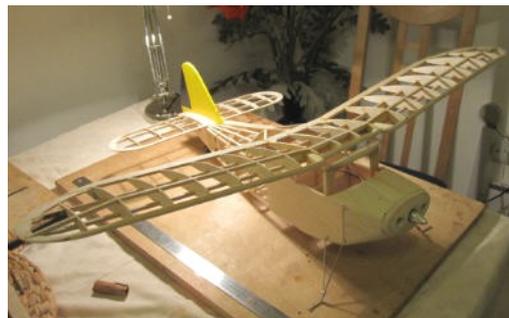
## From Mark Leonard in Abu Dhabi

Some pictures of my recently completed Popsie, one of Vic Smeed's classic, on the ground and in the air. I built her off the original plan and incorporated many of the changes to suit electric power, set out in the partial redesign by Replikit designer, Vintage1.

It's hard to get model supplies here in Abu Dhabi, so we have to use what's available in the market, or what can be reliably sent by mail order.

I fly from an open semi-desert area just outside the city, nobody to disturb, no trees, but a surprisingly large amount of small plants that seem hardy enough to take the 50 degree C summers, and little annual rainfall. The sandy ground is quite soft, to tread, but tends to be windblown and uneven, so it's not like taking off from Bridlington Beach.

I've added a just a few from the build. (I have dozens!) Then a couple of statics in the house, and at the flying field. Finally a few taken on the maiden. Sorry that they are not the best, sharpest photo's you will see, but I was alone and its so hard to follow focus on a low level fly past with one hand on the stick and the other hand holding the compact.





## From Greg Tutmark, Camano Island, WA, USA

Flying at my local field July 6, 2010 - a large hay field maybe five miles from the house - since i fly electrics, i can fly any time without fear of offending the neighbors - weekday mornings, we have the place to ourselves - my ofb ernie pribble is flying a goldberg clipper and that's me with my recently-restored hammer flamingo -

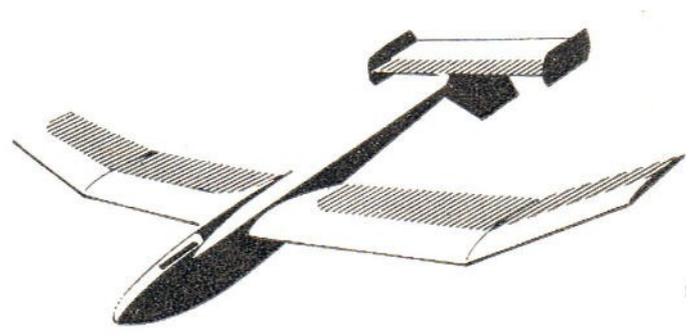


## Cloud Tramp at Epsom Downs Saturday 7 August 2010 from Ted Horne

You will probably have heard by now that the cloud tramp mass fly event took place on Saturday. The rain stopped an hour before 5 p.m. and started again at 6 p.m.

There were only 35 flyers, less than last year, but I guess a lot of people were put off by the weather forecast. I am attaching 3 photos of the event.





### Cloud Tramp photos from Tony Tomlin

Cloud Tramp Mass launch at ED. 07.08.10. Looks like an old folks outing!!



### From Stephen Winkworth

Here's a picture of my original size version of OFWFisher's Ionosphere 21. M.E.Heron 1.0cc in the nose, Mills 0.75 at the rear.

Note the sinister green-tinted cabin. This will frighten away gremlins (Tony Tomlin seems to be suffering from trouble with the little fellas on his larger version). It was styled after the Mekon, Dan Dare's arch-enemy, as it is a well-known fact that the Mekon ate Gremlins for breakfast.

However, I have not flown it yet, though it is fully flight-ready. By the way, tomorrow is Friday the 13th.



### Nicely Put

My Fisher-designed push-pull flying wing, the Ionosphere 21, is sitting on the workbench, looking purposeful and ready to face the elements. But there's a storm out there. While waiting for the current cycle of thunderstorms followed by the usual ferocious mistral wind to cease, I have been thinking about the reasons for the attraction of these finicky creations we so enjoy. They have a curious fascination. What is it about them: can anyone sum it up in a few words?

O.F.W.Fisher himself referred briefly to the subject in the introduction to his handbook *Flying Model Aircraft*:

Not the least important thing about the model aircraft is the immense amount of pleasure which it gives to both young and old. Few, if any, hobbies can combine to such an extent the intellectual, constructional and sporting facets of its conception in a single unit.

Later, under the heading *Radio Control*, he declares:

For the man who favours something different [*and I certainly like to think that I belong to this category – S.W.*] the tandem engine flying wing offers great scope. Gyroscopic and torque effects are self-cancelling and longitudinal control can readily be effected by the sole use of tip elevons. It is not essential for the engines to be synchronised and the model will fly on either engine. Such models are a delight to behold and a joy to listen to in action. [*One has to bear in mind that this was written in the days when small diesels ruled the skies and silencers for them did not exist.*]

Well, so at least I seem to be on the right track. Nevertheless, it's not quite enough just to state that the model aircraft gives an immense amount of pleasure and is a joy to behold. We need to know *why* it does. Most writers of books about model aircraft say a lot more about what can go wrong than where the pleasure comes from. Even the late lamented, ever enthusiastic 'Bodders' Boddington has very few encouraging words in his *Building and Flying Radio Controlled Model Aircraft* (Argus Books Ltd, Watford, 1978):

You've just got to smile when you pick up the pieces, otherwise you will just break down and cry. Furthermore, you will require a long-suffering wife/sweetheart if you are married or otherwise engaged, and the sympathetic ear of a friend when all is not going well.

So what about when all *is* going well? He doesn't tell us. Maybe he felt it was self-evident and didn't need saying. Incidentally, he does close the book with a few more remarks about wives and their uses:

It can certainly be most annoying, when we want to get a model finished on the Saturday ready for flying on the Sunday, to have to take the wife shopping but try to keep a sense of perspective. After all it is only a hobby even if a most fascinating and rewarding one... Wives make very good model coverers with the new plastic film covering materials and are also good at dyeing nylon. [*Why does that conjure up images of Bodders trussed up in plastic film while a furious wife pours nylon dye down his throat? One has to bear in mind that this was written before Germaine Greer and the invention of the universal hubby-muffler.*]

But we are losing track... why *do* we build model aircraft? Here's Frank Zaic, writing in 1952:

When you look at a model airplane, resting on the ground, it looks so simple; just a wing, fuselage and a prop. Yet, this collection of odds and ends can bring joy or sadness to our hearts by the way it takes to the air.

When you look at a model and note its simplicity, and then look at the seemingly complex literature in this book (*1951-52 Model Aeronautic Yearbook*) you have a real cause to question: It is really so?

When you look at a bird as it flies through the air with natural ease, it looks so easy to do. Yet, when we think of it, who else besides God can make a bird?

When you look at a model, resting on the ground, always remember that it is a different object in the air. On the ground, it just rests. But in the air it has to possess uncanny ability to counteract all

the forces that have held men earthbound since time began. Would you say that it is a simple thing to do?

One can see what Frank is getting at, but he still doesn't quite get to the heart of the matter. Of course, he is about to launch into his pet subject, the notoriously complex and tricky 'Circular Airflow', and bombard the reader with graphs, diagrams and theory for the next hundred pages, so it is more of an apology than an encomium.

Going back in time a bit, I searched in vain for anything about the joys of the hobby in D.A.Russell's *The Design and Construction of Flying Model Aircraft* (Aircraft Publications Ltd, Leicester, 1945). Not a word about why anyone would want to go through all the laborious processes he describes; though I must say there is a gorgeous (though irredeemably grainy) double-page frontispiece photograph showing

'one of Dr Forster's flying boats just about to "unstick". The surface of the water is in ideal condition, being just choppy enough to assist the boat to get on to the step. The off-water take-off is a sight full of beauty and thrills; the flurry the flurry and spray as the machine gradually climbs onto the main step with the surprising acceleration which occurs once this is attained; then the gradual diminution in wash, culminating in the final "unsticking" as the model becomes air-borne with last traces of water dripping from the hull.'



Come to think of it, Dr Forster is another writer who fails to say anything about the reasons why anyone should want to build model aircraft [*in his* Petrol Engines for Model Aircraft, Aircraft Publications Ltd., Leicester, 1944). There is a great deal about what is wrong with the design of the petrol engines then available (with a warning on the first page of the book that 'few if any of the proprietary brands of engine illustrated and referred to in this book are, or will be obtainable, at least until the end of the War'), and pages about how to work out why they won't start, and even a positively bloodthirsty description of what happens if you stick your finger in the priming hole of a metal cowling. The tone throughout, it has to said, is negative.

By contrast, Forster's friend Colonel C.E.Bowden, also living in Porlock, writes in 1945 (*Petrol-Engined Model Aircraft [with notes on diesels]*. Percival Marshall & Co. Ltd., London)

Someone asked me why I was writing a book on such an unusual subject. The answer is quite simple... Enthusiasm for that subject.

Enthusiasm for the petrol-driven model aeroplane in my case has never died, and I feel sure that if you are a beginner at the game, once you start, it will never die in your case either – more particularly if you start correctly. My reason for writing this book is to help beginners start on the right foot.

The design, construction and flying of petrol-driven model aeroplanes is so intriguing because there is always something new to try out.

The power unit, its development and operation alone, will keep you interested; and to watch good flying is a thing of beauty, like the fascination with which one observes large birds in the air.

Then again, there is the sense of achievement, and one's hands and ingenuity are kept busy during the constructional period. Throughout our lives, most of us remain boys at heart – in fact, I think there is nothing sadder [*just a moment, Colonel, that negative note is creeping in again, so I will stop you there*].

Bowden does however go on to say that he started building models aeroplanes in 1912, and throughout the years of a full and interesting army life, the lure of designing and building models never waned. In fact, his is an excellent book, and the enthusiasm for the subject does indeed shine through on every page, though there is little in the way of analysis of the reasons for this enthusiasm.

These things are hard to analyse, and one risks falling into the dreary territory of those books on the psychology of pleasure, or why jokes are funny. Intellectual, as opposed to purely physical pleasure, is surely all a matter of associations, and the enjoyment one gets from our sport is a mixture of memories of hot happy days on grassy meadows, together with those feelings of satisfaction at personal achievement referred to by Bowden. Perhaps one need look no further at this point.

Someone who really did manage to encapsulate the whole thing pretty nicely is V.E. Johnson, M.A. Writing before the first world war, in the book *Home Mechanics*, he says:

Amongst the latest and most successful of minor sports and “hobbies” none probably holds a higher place than model aeroplaning [*not a Microsoft spell-check word that, but I'm keeping it. 'Model aeroplaning'. I like it.*] What is the peculiar fascination about this pastime, which weekly throughout even the winter brings hundreds to face the discomforts of a biting wind, a swampy or half-flooded field, and, very often, a long and wearisome journey to and from the flying ground, and, perhaps, the final annoyance of smashing a machine the very first time it is flown? (*Sound familiar? Good question, though, what the hell does make one do this kind of thing? But we will forgive Johnson this rather negative start and let him get on with it. Unlike other writers on the subject, he does seem to know the answer.*)

It is not its comparative novelty: novelties do not last long nowadays, popularity too often being but the prelude to decay. For any hobby or pastime to become popular, or, to speak more correctly, both popular and lasting, I believe paradoxical conditions to be necessary – it must be both difficult and easy [*and naturally one does speak correctly, being a 'varsity man, with an understanding of paradoxes, and an M.A. to boot*]. Whether this be generally true or not, it is at least eminently true of model aeroplaning. Certain models are quite easily made and flown; others present difficulties of construction, launching, balancing, etc., which tax the skill of the most expert.

Probably the factor which has contributed most to the success of the sport is the “wonder of it.” [*Sorry, Microsoft, I am not going to correct Mr Johnson's use of the word 'which', despite your tasteful green underlining. In fact, I am going to shut up for the time being and let him have his say. I think his heart is in the right place.*] For wonderful the model aeroplane is: from the moment when it is launched, or launches itself, into the air it is, unlike its full-size prototype, all “on its own”. A model has to support itself on a medium seven hundred and seventy-three times lighter than water, keep a sense of directions in horizontal and vertical planes at the same time,

maintain its balance, and fight the varying puffs, side gusts, and upward and downward air currents met with during the flight.

Having successfully accomplished all this without touch of the human hand, in calm air or a gentle breeze, and also in a strong wind or even a gale, it comes down merely because its energy is exhausted, and alights on the land or – if it be a hydro-aeroplane – on the water, like a tired bird.

The progress that has been made in the art is extraordinary as regards distance, duration, and stability. The pastime is healthy, good for the body, providing plenty of exercise, which can be taken as violently or as leisurely as one pleases; and, being essentially of a scientific character, it also furnishes that necessary mental stimulus without which no hobby can be entirely wholesome, or, in the end, even agreeable. It demands from its followers – indeed, cultivates and confirms in them – habits of patience, keen observation, and unflagging attention to the work in hand.

Generally speaking, aeromodellists make their own models, buying only the various parts (in a more or less finished condition) from the professional model-maker. Therefore the hobby has value as an item of technical training. Moreover, it is a very cheap hobby and requires – unlike some others – no expensive or elaborate tools.

Not everyone would agree perhaps with that last sentence, but we *Stick & Tissue* ‘aeromodellists’ are generally happier building a small sports model out of old pieces of 1/8 square we have kept for thirty years in the scrap box than laying out huge sums of cash for a ready-made pattern ship from a far eastern sweat-shop.

As to why stick and tissue models seem more attractive to the eye – more beautiful in fact, especially when 1/8 or even 1/16 square is seen through lightly doped Japanese tissue – that is a question of surprising depth and complexity. What about wire-framed models covered in silk, such as V.E.Johnson describes, with bamboo and umbrella spokes cunningly deployed, asks an engineer friend. I think one would need at least a D.Phil. in art history to attempt an answer to so subtle a question of aesthetics: and now the mistral seems to have abated, and my batteries are charged, and we must go.

#### MODEL AEROPLANES.

By V. E. Johnson, M.A.

*Amongst the latest and most successful of minor sports and "hobbies" none probably holds a higher place than model aeroplaning. What is the peculiar fascination about this pastime, which weekly throughout even the winter brings hundreds to face the discomforts of a biting wind, a swampy or half-flooded field, and, very often, a long and wearisome journey to and from the flying ground, and, perhaps, the final annoyance of smashing a machine the very first time it is flown? It is not its comparative novelty: novelties do not last long nowadays, popularity too often being but the prelude to decay. For any hobby or pastime to become popular, or, to speak more correctly, both popular and lasting, I believe paradoxical conditions to be necessary—it must be both difficult and easy. Whether this be generally true or not, it is at least eminently true of model aeroplaning. Certain models are quite easily made and flown; others present diffi-.....*

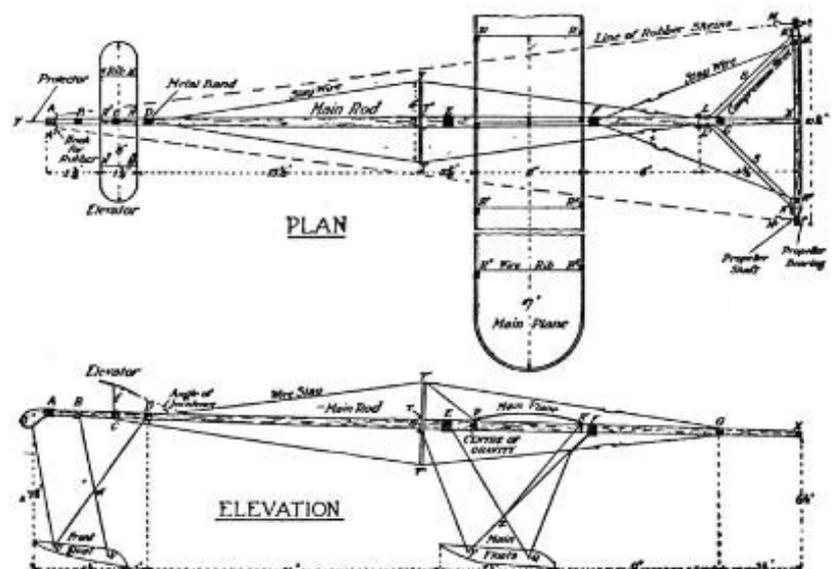


Fig. 29.—Plan and side elevation of Hydro-Aeroplane (one-eighth full size).

*The above plan and V E Johnson words were a photocopy from a book however there was a problem in retaining clarity and file size not too big therefore it appears as above. JP*  
*The Following was received from Stephen after his first outing with his Ion 21*

Well, after waiting for the weather to clear today I thought it had settled and went off to our larger and more distant flying field, which is an Alpine meadow. I arrived early, only to be met by the remains of the mistral - a 15-20 km/h breeze. On the limit for testing a new model of this type, but I finally got her in the air. Like Tony Tomlin, I found her in great need of down elevator, but she climbs fast and steered reasonably well. Not a long flight as the trims were way out, but an excellent glide down to a soft landing. By the time I was ready for another flight the mistral had blown up again, with gusts up to 60 km, so I had to call it a day.

A true comparison of the Ionosphere 21 with the other twin-engined flying wing, my "Guerdon", will have to wait for some calmer conditions. At least the Gremlins didn't get us this time!  
Stephen



## **From John Salmon**

When I attended the "SAM" meetings at Cocklebarrow and Old Warden in June in order to take part in the "TOMBOY3's" competition, several people enquired about the unusual rudder linkage arrangement on my Tomboy.

This is really an adaptation of the system that many of us used on single channel planes back in the 1950's/1960's employing rubbers driven escapements – remember them?

The idea was to get the heavy bit (the escapement) as far forward as possible and move the rudder with a torque rod having a simple crank at the tail end. The rudder had a wire loop that fitted over the crank, the crank rotated, moving the rudder from side to side.

Over the years I have built about eight(!) Tomboys and the more recent ones have been radio controlled. My old body is not so able to chase free flight models, climb trees, etc. any more.

Organising the rudder linkage neatly has always been a problem due to the fin and rudder being fitted high above the fuselage and having a removable tailplane. I have fiddled with pushrods, bellcranks and snakes and never been totally happy with the result.

The "Reflex Crank System" (patent not applied for) is my best effort to date but it does require some dainty wire bending.

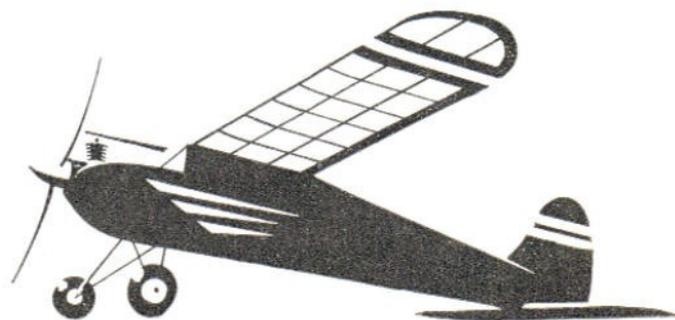
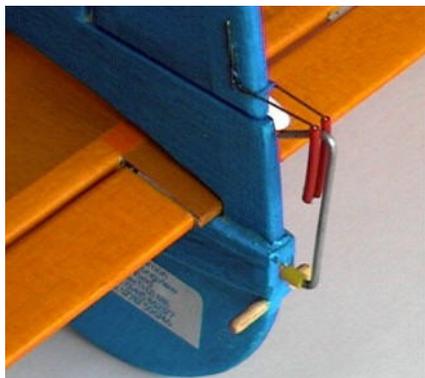
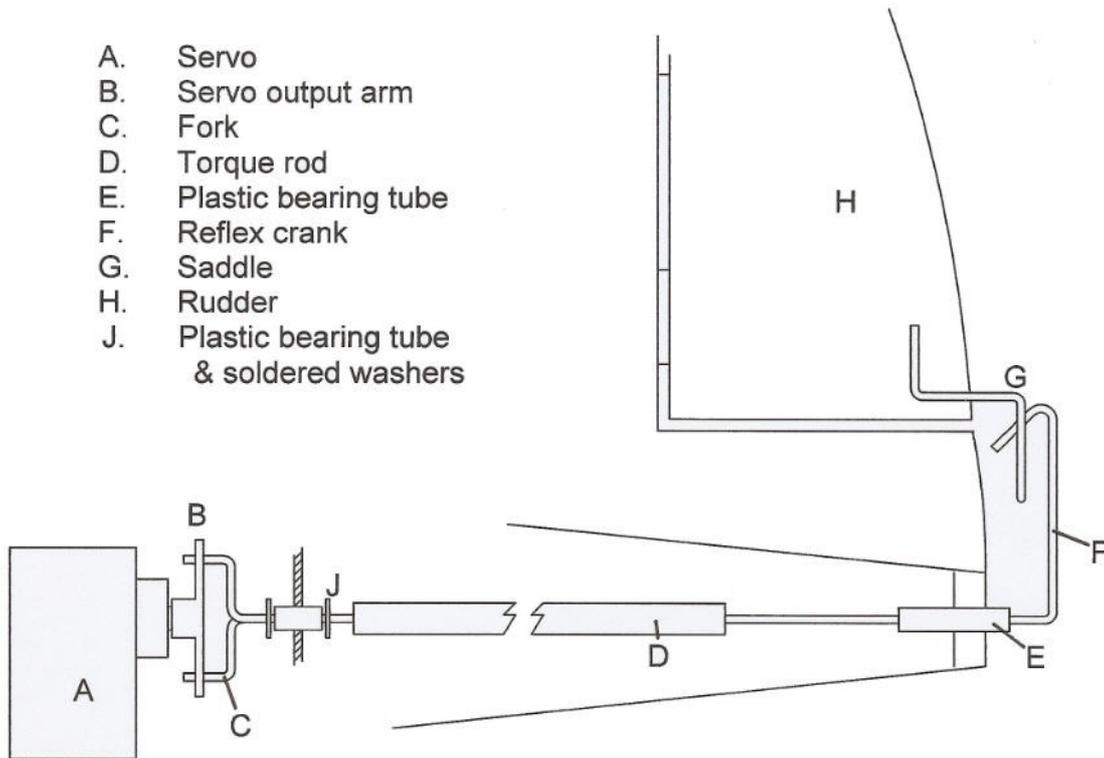
The diagram shows my Tomboy arrangement and is not intended to be an engineering drawing, just indicating the general principles.

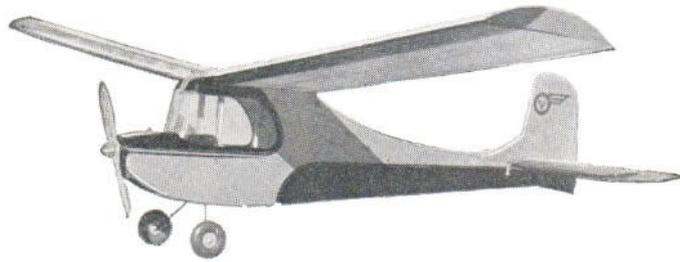
The fork (C) in my case has two arms engaging two holes in the servo output arm - this is probably over doing it, as one arm would seem to do the same job. The bearing and washers (J) serve to prevent the Torque rod slopping back and forth and becoming disengaged at either end. I use 3/16 square hard balsa for the torque rod with the ends made from 1.2mm or 1.6mm piano wire.

For me, the crafty bit is in bending the crank (F) forwards rather than projecting rearwards as it used to on our single channel models. In the past this has poked holes in tissue, got hooked into my girl friends sweater and even drawn blood if you didn't look at what you were doing!

The operating arm (top of "F") is bent to an angle of about 45 degrees so that it always passes through the saddle (G) at right angles – if you wish to avoid metal-to-metal contact the vertical arms of the saddle may be fitted with plastic sleeves.

- A. Servo
- B. Servo output arm
- C. Fork
- D. Torque rod
- E. Plastic bearing tube
- F. Reflex crank
- G. Saddle
- H. Rudder
- J. Plastic bearing tube & soldered washers





## Great day in the Cotswolds. By Tony Tomlin.

Sunday, August the 8th can only be described as a great day in the Cotswolds! This was the date of the second of the three, ever popular Cocklebarrow Farm Vintage R/C meetings planned for 2010 and held in warm, virtually wind free conditions.

There were 76 fliers signed on with a terrific mix of around 130 vintage models. The largest was the 1938 Big Gull design by Winnie-Davis, which spanned a little less than 13 feet, and powered by a Laser 150, it was flown by Neil Tidy. At least 5 Keil Craft Falcons were seen, the example by Alan Herbert looking very smart. Junior 60s and Majestic Majors were out in force but unusually only one Radio Queen built by Chris Reeves was present. A number of Frog designs were flying with at least two scaled up Fireflies, a Tomtit and also a Jackdaw. Tony Tomlin flew a Phil Smith designed Mini Concord that was at least 35 years old. Peter Rose had brought along scaled up, electric powered Ajax and Achilles models that flew well on their tiny outrunner motors. As always a good number of Vic Smeed models were to be seen with the Tomboys most numerous, many flying in round 7 of the R/C Tomboy competitions. The only serious crash of the day was the sad demise of the Stentorian flown by Ian Andrews.

### *Tomboy3*

The Mills .75 powered Tomboy 3 class was well represented with 13 entries, 12 making the required two, +4 minutes flights to qualify for the exciting mass launch fly off. James Parry, suffering an intermittent radio problem, chose wisely not to fly. There was a small change in the rules at this event in that the models had to land as close as possible to 10 minutes. Models that exceeded 10 minutes would not be classified as finishers. This change adds a little more precision to the event and generally was well accepted.

Eleven models got away as Nick Skyrme, the starter, aided by Mervyn Tilbury lowered the start board. Unfortunately the model of Barrie Collis remained grounded due to an engine problem, but the rest climbed steadily away. Tony Overton was down first at a little over a minute with his engine already stopped. The lift that was abundant in the morning had totally gone and the Tomboys that were now on the glide were, as one flier put it, 'falling out of the sky'. John Strutt, George Ford, and Derek Collin were all down in less than 4 minutes, followed by Jeff Fellows, Tony Tomlin and Dave Stock, all within the next minute. The final four were all in trouble, Tom Airey claiming 3<sup>rd</sup> position at 5mins 30secs, only 6 seconds more than Chris Hague. Paul Netton was the eventual winner, 25 secs ahead of second place man Richard Farrer. Congratulations go to Paul for winning in difficult conditions, in 6mins 38secs.

Results



1/ Paul Netton, 6mins 38secs. 2/ Richard Farrer, 6mins 13 secs. 3/ Tom Airey, 5mins 30secs.  
4/ Chris Hague, 5mins 24secs. 5/ Dave Stock, 4mins 50secs. 6/ Tony Tomlin, 4mins 26 secs.  
7/Jeff Fellows, 4mins 16secs. 8/ Derek Collin, 3mins 55secs. 9/ George Ford, 3mins 22secs.  
10/John Strutt 3mins 12 secs. 11/ Tony Overton, 1mins 10secs. 12/ Barrie Collis non-start.

### *Tomboy Senior*

This event for the larger 48" Tomboys fitted with Mills 1.3cc engines was scheduled to start 45 minutes after the Tomboy 3 round at 13.45. Luckily the sun was now out and the fliers were hoping that times approaching the 10 minute maximum flight time would be achieved. All 9 fliers entered made the required two, +4 minute preliminary flights.

As the start board was lowered, all got away, cleanly flying very close and climbing steadily. Tom Airey, Andrew Fellows and John Strutt were soon in some weak lift with Tony Tomlin slightly below, in company with Tony Overton and Chris Hague. Mike Burke was first down, out of luck at a few seconds under 4minutes, followed by Colin Shepherd unable to find any decent lift. Tony Overton was now descending, gently landing at exactly 6 minutes, just 3 seconds after Chris Hague. Bill Longley's Tomboy landed out of the landing area after a reasonable flight and was disqualified. This left Tony Tomlin who was next down, at 6mins 24 secs. John Strutt and Andrew Fellows circled close as the final minute count down began to bring the last 3 fliers up to the 10 minute cut off point. All eyes looked for Tom Airey who appeared to be still at a fair height. John and Andrew were now close, landing in different directions in the now windless conditions. Both landed at the same instant with 8 seconds left on the master clock. As the final second was counted down and Mervyn Tilbury sounded the air Klaxon, Tom Airey gently rolled to a stop, on exactly 10 minutes! It was an impressive performance by Tom displaying perfect timing.

### Results

1/ Tom Airey, 10mins 00secs. =2/ John Strutt, Andrew Fellows, 9mins 52 secs . 4/ Tony Tomlin, 6mins 24 secs. 5/ Tony Overton, 6mins 0secs. 6/ Chris Hague 5mins 57 secs. 7/ Colin Shepherd, 5mins 15secs. 8/ Mike Burke, 3mins 56secs. 9/Bill Longley [landed out].

The raffle, winners' certificates and prizes were presented by Val Howkins to bring to an end a great day. All thanks go out to Val and Paul Howkins and Mervyn Tilbury and friends for the terrific amount of hard work that goes into making these Cocklebarrow Farm meetings such a success and for facilitating the Tomboy competitions.





*Following are a few photos hastily taken by myself, JP*



Four above are Derek Foxwell and his Ballerina. I flew it as did Neil Tidy. The easiest model to fly ever built. Neil thought it would make an excellent trainer for those first few flights. It is electric powered.





These and above are pictures of Neil Tidy's model on ground and in flight. Who'd have thought he'd chose to power it with a Laser? (Think I said that once before.)





There were a couple of full size that flew over quite low although my camera apparently lies!





The Derek Foxwell OSMAF emporium with Richard Bavin



Richard Ba .... Old Bill's two tethered trainers one RC the other CL.

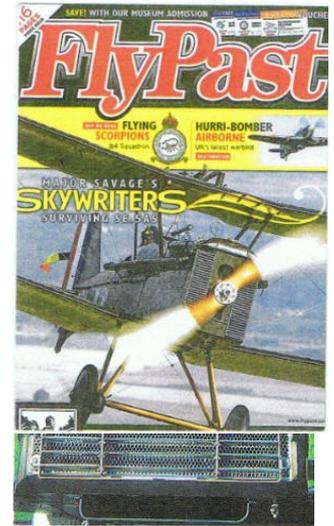
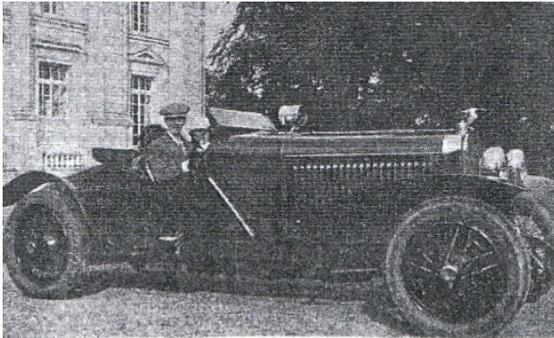




## David Kinsella's Column

### Marc's Of Distinction

Building car, trucks and buses in Barcelona, Hispano-Suiza's Marc Birkigt amazed the world of aviation with his lightweight V8 engine of February 1915. On test in a BE2c a year later, Lt Col Brooke-Popham found it "a beautiful engine. The more one sees of it the better one thinks it is." On static test the V8 ran perfectly for 15 hours, delivering 160bhp at 1600rpm. In Folland's SE fighters it was a winner. The intention to mount a single .303 Lewis gun in the valley of the V8 may have brought about the 200bhp geared version (as seen for several years in Shuttleworth's SE5a). After the war Hispano produced stunning motor cars-- some with exotic bodies of tulipwood, one by Kellner for Count Zborowski and purchased by Clive Gallop RFC/RAF after his death — their bonnets graced with the stork of the famous ace "who flew so high he never came down", as French children were told. A yellow Hispano that wows appears in Arlen's The Green Hat.



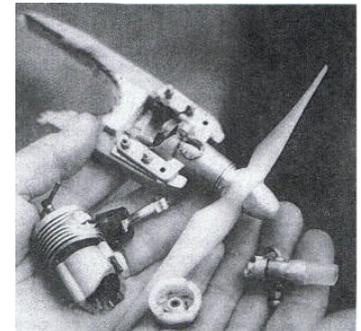
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### Bonny Bendy

If it's the right, one, call a flexidisc collector and £1,200, even £1,500 will be on its way. At its peak in the 1980s with pressings as high as a million and more (top was the sound of whales) these floppy fellows would bring us The Gnome Service, Beatles at Christmas, advice on crisps and what to eat at breakfast. When governments frowned on rock, presses were hidden away and sounds recorded on old X-ray plates, bones and skulls visible, hence 'playing the bones'. Invented in the 1930s, revolving at 78rpm, the big pressers in Florida and elsewhere finally bowed to the flood of new technology. Sound Of Industry and Lyntone were the big boys over here.

### That's It

Ouch! It hurts just to look at it, but hard surface Landings at speed can total an engine and airframe. Possibly a grass strip could have saved the day, just a touch of give. Somewhere I read that cuffed props don't make sense. Whatever, I think there was enough speed here!



### Of Grey Wolves

Das Boot (1981) made in Munich at great expense gave us the U-boat war in the Atlantic like no other. As the Steadicam moves around the sub the Grey Wolves, so-called and volunteers, target freighters and fighting ships above. Otto Kretschmer, commanding U99 and sinking more than 250,000 tons, gave blankets and food to those setting off in lifeboats. Escaping even though 120 depth charges were dropped, Otto was caught in 1941 and sent to Canada - where, as a POW with the camp on parade, his Swords (to his Oakleaves and Knight's Cross) was announced. Just as we copied the desert Jerry can (hence the name) the ace of U99 used captured Battle Dress tops, copies being made when stocks ran out. At full length, Boot runs for 210 minutes.

### Fact Packed

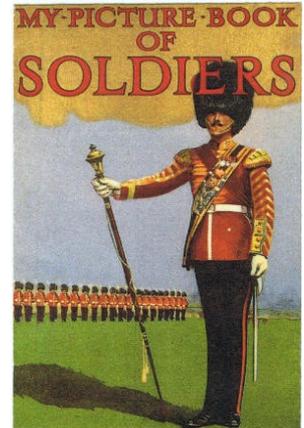
The Aeroplane and FlyPast. carry much information of use to the scale buff. In the case of the SE5a FlyPast went to town with 14 pages and many pics on the favourite of Mannoek and McCudden. Likewise The Aeroplane delivered a recent bumper report on the Bulldog, one of the famous stars of the silver biplane era. Both titles hold a good stock of back issues, by post just a fiver or so. Both mags run to 120 pages a month.

### Crack Shot

What some people can do often astonishes me: memorising a pack of cards in seconds, winning multiple chess games, PM Wilson doing advanced maths in his head. Young Annie Oakley (not her real name) of Ohio was an incredible shot, hitting a spinning coin at 90ft and a playing card - edge on - at the same distance. The star of Buffalo Bill's Wild West Show for 17 years, she trimmed the cigars of the Royal party with her Winchester and was declared the world's best by the King. Husband Frank Butler was great, but she was sensational. A fine shot himself, George V was within the best six of his day.

### On Parade

Milani turned to model soldiers in later years and it's easy to see why. Colourful displays await in Hamley's and the shop by Wellington Barracks, the latter perfect for the foot soldiers of the Household Division and their duties at nearby Buckingham Palace. All the same at a distance in their scarlet tunics and bearskins, there are essential differences re collar badges, buttons and plumes: Coldstream Guards (buttons in twos, red plume), Irish (buttons in fours, blue plume), Welsh (buttons in fives, green and white plume) for example. The bearskin is long lasting and weighs about 7lbs, worn when gardening and elsewhere until the soldier is used to it. In 1920s uniform the Coldstream DrumMajor wears campaign medals, a sword and carries a mace to direct the band. The Grenadier Guards take precedence over the older Coldstream Guards.

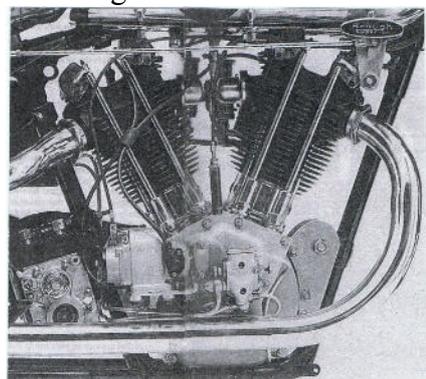


### Barn Doors

Spanning 8ft when grown, Sea Eagles are nesting in Scotland. These Fife flyers, nicknamed barn doors, impressed Gresley and one of his A4s was named Sea Eagle. Another was William Whitelaw after the LNER chief, the firm sponsoring Spitfires. Proud of his grandfather, Viscount Whitelaw CH (number 2 to Maggie for several years,) tackled the Jagdpanters in Normandy and tended his Cumberland estates in retirement. His library held titles on the age of steam, he keen to share information, even sending lists of books.

### Princely

Had Lean been a biker he would have showcased the Brough in Lawrence of Arabia (1962). We get a peep at the start and that's it. Soon Maurice Jarre and Freddie Young's camera sweep us away into a world of high adventure where O'Toole in white leads the Turk attack in the Great War. Camels, booming drums, Sharif like a mirage and Quinn's false nose see us through 222 minutes without a yawn. Broughs rare and expensive, five



a year are being made by Mark Upham, magnificent with the benefit of modern machinery and better materials. Here Lawrence in RAF uniform shares a quip before dropping the clutch on one of his several SS100s, George giving the Prince of the Desert a generous discount. As reported, a couple of good model Broughs are available in 1:12 and 1:6 (0844 887 8888). The big one is a foot long!



### 1815 Recalled

At Hendon for their Pageant - always enjoyable and informative - I was told that RAF Uxbridge was closing. Well known for its solid brick buildings bearing names like Suvla and Mons, Uxbridge was the home of the Regimental Drill Unit (RADU) and for a time the Central Band. A Spitfire gate guard is said to be there, but in time this historic area will become private homes and student flats serving nearby

Brunel University. Famously Lord Uxbridge lost his right leg to one of the last shots at Waterloo as he sat by unconcerned Wellington, was in time fitted with an articulated leg by cabinet maker Potts of Chelsea and became the first Marquess of Anglesey.

### Like Henry's T

Major facts about the Minor: £5K for a good one, appreciation, brand new spares from the Minor Centre, DIY servicing, simplicity, no Road Tax. No autobahn burner it's true, but on MI to Luton Airport 45 was the limit! Later versions of this 1948-69 could touch 75mp. Speed bits from the Sprite will let you go faster. A rag top, as pictured, was hired in. Jersey and was fun. First called the Mosquito, it's cheap to run and is no bloodsucker. And you get a distinctive exhaust note on overrun which puts you in a class with the BSA Goldie.



### Mighty Event

A lecture with stills and movies at the Hendon Pageant dealt with the years of the Hendon Displays, last held in 1937. Staggering was the news that crowds of up to 200,000 attended (as a measure a good day at Ascot sees 73,000). Certainly a key event of the social season, Royalty attended and there was a special area for prototype and unusual aeroplanes (biplanes still front line, of course, but here the first showings of the Hurricane and Spitfire in silver and light blue). Tied-together flying, stunting Bader and his chums trailing smoke, cloth bombers coming in low to smash mud forts, factory buildings and battleships. Airships hovered, one year the silver cigar of R101, biplanes like houseflies beside it. Grahame White started Hendon with his little factory there, but after the 1914-18 war the famous pioneer never got it back and so retired to France and other pursuits.

### Originally Mr Weiss

Australian stamps are celebrating 100 years of powered flight. One shows a boxkite-type rising aloft, the legend below saying Harry Houdini 18 March 1910. The amazing Harry got around, but most of his magic books are held in the Library of Congress, Washington DC.

### Munchies

Many have gone, but others hang on despite rising costs and lowering drink driving limits. The Annual Dinner, perfect for club stuff and a grand gathering of the clan, saw fun and games, old Bentleys brought in through the front door, famous men and women as guest speakers, tombola prizes featuring cars, watches and hols overseas. Here Raymond Baxter, Spitfire ace and Farnborough star, sits to the left of Sydney Allard at the Allard O C Dinner in 1953. This dinner continues.



### Big Balloon

Recently a City page observed that world debt stood at 1.2 quadrillion dollars (1000 times a trillion). In other words 20 times world GDP. Seen on screens and printouts and unregulated, it's in the hands of traders and the banks. That's alright then.

### Tough Nut

Drop tank filled (79 gallons), ammo belts loaded, Tank's magnificent FW190 awaits Walther Dahl, 36 heavy bombers to his credit. It could be late 1944, but it's right now: 80in span, 22lbs, OS 120 fed by two 12oz tanks, side exhausts to scale and even the in-cowl fan works! Lots of German lettering and cockpit detail astounds. Another Walker wonder. The Butcher Bird set pulses racing in Fighter Command, Bomber Harris even more concerned.



### On The Gas

When you hit a humpback bridge at 180mph and fly head high down the road, but charge on to win the Mille Miglia, a fall down the hone lift shaft is taken in your stride. And so Sir Stirling tells us that all is well, busted ankles mended and spirits high. Soon racing mirrors: will show a red OSCA. coming up fast, Hall & Hall prepared and going like a train. Crikey! Here he comes again.... There is only one Stirling.

### Perfect Yank

Inspiring My Fair Lady 25 years later, here we have the king of Hollywood and cut glass Vivien Leigh in the Mitchell epic of the Old South, hauled to the screen with mighty effort by David O Selsnick (20 memos a day and never a night's rest). Links with de Havilland, of course, Viv at her best playing Scarlett and later Blanch in Streetcar.



### Close Shave

Having swept the board in 1955, Daimler-Benz retired their cars to the DB Museum in Unterturkheim and entrusted others to Ford, Indy and Beaulieu. Famous in Modena and having bought a Maserati 250F, Moss and Jenkinson had a Maserati sports 350 for the Mille Miglia in '56. Not quite the great Mercedes 300SLR, the red car left the road and was stopped by trees - above a 300ft drop! Carefully Stirling and Jenks left their seats for the safer road above. Here we have the Masa 3.5. The Moss-signed Mille Miglia display board hangs in the RPMAC clubroom. The 1955 win is often referred to as the Greatest Race Ever. The four Moss Scrapbooks by Philip Porter (£140) tell the Moss legend in illustrated detail these joining several since the 1950s.



### Untouched Oranges

Long ago at 9.45 on 25 June a tall Irishman stood up in the Lords and delivered the speech by which he will be forever remembered; Civic Romanus Sum. Over the years books addressing memorable lectures and speeches always refer to it. When the House rose at 2.20 on the following morning the two oranges and water Palmerston had brought for refreshment remained untouched His London house still stands, overlooking Green Park and just south of the Hilton. The Pacifico Affair is worth a peep, the essential message being: don't mess with us!

### Definitely Douglas

Keen to bring Paul Brickhill's book to the screen, Lewis Gilbert set out to find the man to play Bader. Olivier said that a convincing performance was impossible. Busy with spear and sandal epics, Richard Burton turned it down. But in the distance, coming up fast and moved by what he'd read, Kenneth More knew that he was Bader. And so it proved, the result being "one of the greatest performances in British cinema history." Certainly no re-make possible here.



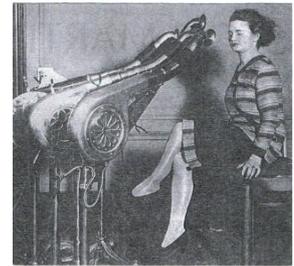
### Egg Sandwich Days

In the early 1950s the newish telly was eating into cinema audiences: big buildings holding 3,000 plus and many of them. Live Pop was the answer, ex sailor Tommy Steel one of the first live at the Gaumont or ABC. The idea zoomed, Bradford's Gaumont (3,282 seats) at two shows netting £25,000. Gerry Lewis arrived from the USA for shows at Tooting, Kilburn and Edmonton, and Little Richard (much copied) sold out in two hours (no Internet fifty years ago), the star wandering off at the end of the show to buy an egg sandwich! Security, when it happened, was provided by the rugby club or squaddies. But Pop became Rock, at least the front man a god, and only Wembley was big enough. World tours generating millions

but requiring tons of support equipment (even portable rooms) left the old Corona or Colosseum to the developer or wrecking ball. In their time a few hosted exhibitions put on by the local model flying club.

### Essential Kit

Sales stopped by the war, owners of rolling estates and motor houses stocked with Hispanos, Bugs and Bentleys would have had one in the towers, first time weekenders impressed and keen to use it too. Here, Lady Julia Guest Fox-Valerian relaxes after a hard morning in the saddle, the chase exceeding forty miles. How the other half lived!



### Sprogs Amazed

With sprayed on uniform and moving as if by clockwork, the Uxbridge (above) DI was memorable: sparkling webbing thanks to Battersea's Propert.'s mixed with paint, AP boots candelled and spooned, cap peak slashed below an ice lolly stick prop, chains above gaiters if the DI was a Rock Ape. Even the Battle Dress, specially tailored, was smooth thanks to careful shaving with a razor. With a voice stretching a mile, the Uxbridge Drill Instructor was God on Earth. Sprog shock caused a few to desert.

### Golden Oldie

Good looking and used in boats and cars, the Stentor and Stentorian go well together. John. Maddaford is flying one at the moment (home made motor) and here is my super example in the sunshine, OS powered. The oldies are best.



### Blue & Yellow

Ace pilot Prince Bira of Siam was last mentioned in October 2007 (S&T No 11). A feature in a model railway mag reminded me of him (1914-1985) and his exploits. An Olympic sailor five times between 1956 and 1972, the Old Etonian was a force in serious racing, starting with a Riley Imp at Brooklands in 1935. Cousin Prince Chula ran the White Mouse team for Bira which included 3 ERAS (Romulua, Remus and Hanuman), Maseratis and a serious move with the ex Dick Seaman Delage, the tall Brit hired by Daimler-Benz. A second Delage, spares and help from Ramponi. (still in London in the 1970s) and Lofty England (soon to Jaguar) was followed with drives for Gordini, Connaught and Maserati. His estate in the west featured a railway room and homes in Switzerland and France assisted racing in Europe. A keen glider pilot, pets were taken aloft. Bira died on Barons Court tube station in December 1985, he a direct link to The King And I.

### Classical RAF

Leaving the University of Cape Town to join the Duke of Edinburgh's Own Rifles and later the Royal Flying Corps, Captain Andrew Frederick Weatherby Beauchamp Proctor VC DSO DPC MC flew with 84 Squadron ('Scorpions sting' their motto - plus a scorpion logo) with a victory score of 54 (16 of which were deadly dangerous balloons). Of modest height and while flying a Sopwith Snipe at Uphavon in preparation for the Hendon Air Pageant, the SE5a ace suddenly plunged to the ground. At the top of a loop, some felt a loose cushion had jammed the controls. Flying Wapitis in the 1930s, B Flight of 84, Squadron carried the ancient swastika symbol on the tail fin.

### Shelf Stuff - No I

Contrary to RAF Standing Orders a young fighter pilot kept a diary. In action over North Africa and Italy, Neville Duke became a test pilot for Hawker and secured world fame with his record speed in the Hunter. In an age when all this was cutting edge, highly dangerous and in fact reaching out into the unknown before computer modelling could limit the risk, Neville Duke agreed to follow on when John Derry and his crew went down in the DH10 at Farnborough in 1952. For this he received a personal letter from Winston Churchill. Duke's War Diaries 1941-44 appeared in book form in 1995 (Grub Street). As reported in some detail (S&T No 24) Neville as a youngster was a Skybird enthusiast, flew Frog and

other models and read Aero Modeller from cover to cover. He wrote good letters to me and in retirement sailed and flew to the end of his life.

### Lights, Action!

Perhaps because of the light the British movie industry kicked off on the south coast near Brighton. Other studios appeared, 269 Kingston Road, Wimbledon, home of Merton Studios producing *The Criminal* (Stanley Baker directed by Joseph Losey 1960), episodes of *The Avengers* and B movies known as quota quickies. Around the capital were Viking, Marylebone, Isleworth and several north at Elstree. Driving costs down (movies made for £2,000!) meant that furniture and carpets were borrowed from home and London parks and Wimbledon Common served as African jungles, the Amazon and Sherwood Forest. A Swiss scene was achieved by dressing cars in shot with cardboard registration plates, owners driving off unaware of the addition! Shooting one after the other and back to back maintained the production rate, the producer often directing, and editing - sometimes acting too. Gems such as *Devil Girl From Mars*, *Man With a Gun* and *Flying With Prudence* were released as were the crime stories of Fleet Street Edgar Wallace and Edgar Lustgarten. But we all remember *The Ovaltines*.

### Look, It's Me!

Entitled to put JEJ on the sides of his Spitfire, senior brass warned Johnnie Johnson that it would make him a marked man. He replied that he couldn't wait! Likewise Douglas Bader posted DB as soon as he could, and here Melvyn Buckley gives us Bader chasing a Messerschmitt already damaged. Surprising when first seen, Willy's firm later produced the KR200 two seat 3-wheeler car (1955-64), good examples these days commanding £11,000 or so. A feature was its high speed reverse gear.



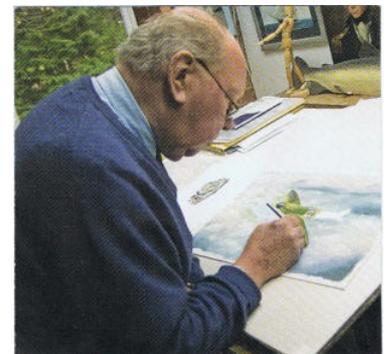
### Poet Power

St Pancras, named after a boy martyred in Rome, was the flagship station of the Midland Railway. Mansfield stone and 70 million bricks matching the colour of its engines and stock, St Pancras was perfect for the grand arrival of the LMS and Stanier's streamliners (S&T No 37). Under threat in the 1960s when a joint St Pancras and King's Cross was planned, at the 11th hour Sir John Betjeman's efforts secured a Grade I listing. Today as St Pancras International it is home to Eurostar, the Tube, shops of all kinds, Europe's longest champagne bar (314ft) and apartments up to £10 million. Location scouts have picked St Pancras for Harry Potter, Batman, Richard III, and Dalmations. The last and most extravagant of the Victorian railway stations lives on.



### Recording Wellum

John Batchelor works on a picture of Spitfire QJK over the MTB station on the River Medway. It's Geoffrey Wellum's aeroplane, he a fighter pilot at 19 and soon to win a DFC. Accounts of furious combat over Kent are told by Geoffrey in his book *First Light*. Often mere miles from their airfields, four sorties a day were not uncommon, a number returning on foot with the parachutes that saved them.



### Pickled

The great battle won but the fleet scattered by a storm, news of Trafalgar was carried to England by the tiny schooner HMS Pickle. In fact it was a race between Pickle and a sloop commanded by a rival named Sykes. Little Pickle did it with thirty minutes to spare, her captain and crew the toast of the capital. Admiral Lord Nelson was later delivered in a spirit barrel, HMS Victory in dry dock to this day at Portsmouth.

## Barton MFC

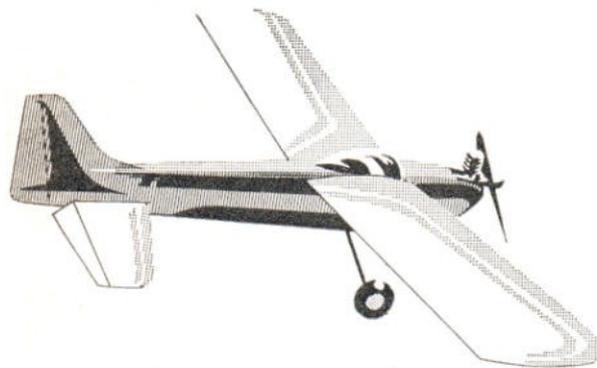
A treat to read, Circle Talk edited by Peter Branigan is full of news and pictures. As well as Aerobatics, Carrier and Combat, this highly organised club's Barton Bash covers Goodyear, F2C, Barton Classic 15, Barton B, Vintage A and B and Mini Goodyear at their excellent and well



run site. And the official policy of BMFC is to support their

local model shop (good stuff!) whenever possible. Although fine and furious racers are the thing, a Flair SE5a and a rear-engined experimental Barton B (!) have stood among the conventional hardware. We in the south salute you, gentlemen, and are impressed by your industry. Time for a photo call.

Thanks to Stuart Oddy and Jim Abbott (for the Canard B).



## **Vintage R/C Assist and Control Line Middle Wallop by Tony Tomlin**

Sunday, 29th. August, saw the third visit to Middle Wallop in 2010 for Vintage R/C assist and control line flying during the SAM1066, August Bank Holiday Meeting [courtesy of the Army Air Corps MAC]. The two previous visits had cold winds and, at times, a strong breeze with a little rain. We were hoping for something different this time and it certainly was as we had no rain but strong and increasing winds! The day started with radio fliers turning up in force with 27 fliers signed on and 49 models. A number of control line fliers also arrived with, at a rough guess, around a dozen models.

As always, within a short space of time, the R/C control gazebo had been erected [not without difficulty in the wind] and Pam Tomlin and Jane Robinson were busy signing on the R/C fliers. James Parry had laid out the safety tapes and organised the control line flying and at 10.00, after the pilots briefing, flying began.

Sport R/C models ranged from the large Majestic Majors, flown by John Laird, Brian Target, Mick Butler and Dave Ashenden, down to the smallest, which were a pair of Wee Snifters flown by Peter Rose and Tony Tomlin. Unusually for a vintage event only 2 Junior 60s were seen. Many other models were kept safely in cars as fliers waited hopefully for the wind to ease a little. The control line fliers were also badly affected by the weather, Den Saxcoburg and friends from the Isle of Wight [The Caulkheads], were flying a 1/2A speed model [Wessex Weasel] that coped with the conditions well but most of the other models remained grounded.

As well as the sport flying taking place, there was also the penultimate round of the national Tomboy competition for Vic Smeed R/C Tomboys. Tomboys were much in evidence with 21 in total, eleven of them entries in the Mills .75 smaller 36" class. There were four fliers making the required two, 4 minute max, preliminary flights for the mass launch fly off. These were Tom Airey, Stephen Powell, Tony Tomlin and Chris Hague. Sadly Derek Collin, Richard Farrer and Jeff Fellows crashed out, most of the damage being caused as the models were blown over on landing. The remaining 4 thought better of the

conditions and did not fly. The Tomboy Senior class [48" span] for the Mills1.3 fared no better. Seven fliers entered with only Andrew Fellows, Tom Airey, Chris Hague and Tony Overton qualifying for the fly off. The other fliers recorded no scores.

The conditions were becoming worse as, without warning, the steel tube structure of the R/C control gazebo folded up and all hands were called to the pumps to dismantle the collapsed structure. Luckily there were no injuries and all thanks go to Dave Ashenden, Garth Pierce, Paul Netton and friends for their swift action.

After a short period of time and with the gazebo and side screens safely stowed away and all the paperwork collected up, flying started again. However, following a wind speed check at 13.15hrs. when gusts of 25MPH were recorded, CD Tony Tomlin decided to abandon the meeting for obvious safety reasons. As always it was good for the modellers to get together and groups were, as always, seen to be peering into car boots as many discussions took place. It was a shame that the meeting came to an enforced early end, we may be able to control our models but the weather always has the upper hand!!



Control Tent [or nerve [nervous] centre].



Mick Butler Majestic Major



An Oliver powered CL model along with a Dakota FF plane

The following photos were taken by Peter Scott on the Monday. From what I've heard the Saturday morning was flyable as was all day Monday.





Scram in flight



Tony Penhall and Bowden Contest with Ray Page overlooking things with his Cloud Elf



Laurie Ellis designed Cherpaa



*I took a few photos but with most models safe in cars there's not much to show JP!*



A Peter Fisher designed X5





**Sunday 17 October there will be a control line day at Cashmoor and run by Wimborne MAC. Cashmoor is located on the A354 between Salisbury and Blandford Forum near Gussage St Andrew.**

**All circles are mown grass usually have three but can increase to four.**

**More details James Parry 01202625825**

### **R/C Tomboy League 2010**

These are the top 10 scores after 7 rounds (8<sup>th</sup> round at Middle Wallop cancelled) of the Tomboy 3 [36"] and Tomboy Senior [48"] competitions. There are 9 rounds in total, best 4 scores to count. For further information contact Tony Tomlin 02086413505 [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com)  
Last round will be at Cocklebarrow 3 October.

#### **Tomboy 3**

- 1/ Chris Hague 38pts.
- 2/ Tom Airey 37pts.
- 3/ Jeff Fellows 35pts.
- 4/ Tony Tomlin 30pts.
- 5/ Paul Netton 29pts.
- 6/ Stephen Powell 21pts.
- 7/ Richard Farrer 18pts.
- 8/ James Parry 18 pts.
- 9/ Geoff Goldsmith 16pts.
- 10/ Tony Overton 15pts.

28 entries total.

#### **Tomboy Senior**

- 1/ Tom Airey 40pts.
- 2/ Andrew Fellows 37pts
- 3/ Tony Overton 33pts.
- 4/ Chris Hague 31pts.
- 5/ Tony Tomlin 26pts.
- 6/ Peter Rose 18pts.
- 7/ John Strutt 17pts.
- 8/ Geoff Goldsmith 16pts.
- 9/ Bill Longley 15pts.
- 10/ Stephen Powell 13pts.

19 entries total.

## On a final note

Three photos below taken at my home club site at Cashmoor – Wimborne MAC – literally a couple of hours ago. Ping pong man pilot in John Taylor’s new model VSP an electric RC from a free plan that was in one of the mags. Up at the patch were five of us all doing our August times for the club 600RES comp. The glider is John’s own design.



**THE END**