

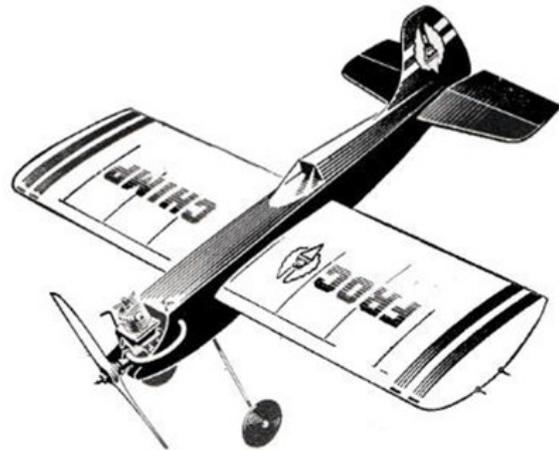
## Sticks and Tissue No 48 – November 2010

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".



## RONALD GODFREY MOULTON FSMAE 1924 – 2010



Ron Moulton was destined to be a thoroughly aeronautical man who carried an encyclopaedic knowledge of aviation matters, particularly of the model flying movement in the UK and abroad, of human powered flight, kites and airships. Much of this was backed up by his photographic records that he built up through his professional career in aviation journalism. He was a father figure to model aviation in post-war Britain achieved through his published work, his books and thoughtful kindness to the many enthusiasts he met.

Ron became an aeromodeller by the age of nine, and it was natural that he was selected in due course as a Halton cadet in 1940. Eyesight problems robbed him of early success but he gained valuable initial experience as a draughtsman before joining 'Aeroplane' magazine as a photo researcher. In 1942 he was able to join the RAF as an airframe fitter and embarked for the Solerno landings in Italy. Remarkably he was seconded from the RAF to join the South African Airforce magazine 'Wings', and it was in South Africa that he first experienced the thrills of control line model flying.

After the war he worked to develop the early control line kits of Keil Kraft and Mercury and joined the staff of 'Aeromodeller' as Assistant Editor in 1950. He was one of the first to introduce control-line flying to Great Britain and to demonstrate controlled and sustained manoeuvring flight as well as fast team racing. This was demonstrated at the Festival of Britain in 1951. In due course he became Editor of Aeromodeller and eventually Editorial Director of Argus Publishing. He brought all of their titles together into one working entity housed in new offices in the industrial business area of Hemel Hempstead before his retirement.

In 1954 Ron entered the team trials at RAF Wittering, to select the team of four to represent Great Britain in the forthcoming World Championships for free-flight duration powered model aircraft. He achieved third place in the selection, flying a very advanced (for that time) model of the Amazoom type of American origin. This in itself was a singular achievement in the appalling flying conditions and against stiff competition. The FAI World Championships were flown in Long Island, New York.

Ron brought to bear great initiative and leadership throughout his working life, particularly as FAI delegate for 10 years. As technical secretary with the CIAM he helped to establish the various technical committees for control line which he chaired, radio-control, scale and free-flight, establishing the basis for international competition. Ron served for 24 years on the Society of Model Aeronautical Engineers council, and he was instrumental in organising the World Control Line Championships at RAF Swinderby in 1966 and the first control line and R/C Scale World Championships at Cranfield in 1970.

Through Aeromodeller, in collaboration with his French counterparts, he introduced into this country the winter event 'Coupe D'Hiver' for small rubber driven duration models and the corresponding class A1 for small free-flight gliders, now adopted by the FAI for widespread international competition. Under his direction the publishing house organised and ran a series of model flying weekends at Old Warden throughout the year, for the many specialisms of model flying. Aeromodeller probably became the only

widely collected model flying magazine and today remains much revered by the considerable number of vintage and classic model flyers worldwide.

The Aeromodeller Annual was edited and compiled by Ron between 1963 and 1977, containing much practical advice and wisdom as a summary of the year's events. He did much to publicise the Kremer Prizes for human-powered aircraft. His very detailed accounts of Puffin and SUMPAC appeared in the 1963 Annual and his account of human powered flight around the world was published in the 1964 Annual.

Ron travelled widely in pursuit of business, attending many model world championship events: reporting on the Wakefield Cup, control line, radio-control and indoor events. He was elected a Fellow of the Society of Model Aeronautical Engineers (now the BMFA) in 1966 and served as Senior Vice President. He was awarded the Bronze Medal of the Federation Aeronautique Internationale in 1971, the FAI's Paul Tissandier Diploma in 1972, the Nile Gold Medal for his distinguished work in the field of aero-sport education in 1982 and the Silver Medal of the Royal Aero Club in 1986. He was an Affiliate of the Royal Aeronautical Society.

Ron was President of SAM 35, one of the bodies responsible for vintage and classic model flying, in the years 1989 to 1992. He was an established judge at model meetings and became a principal judge for model aircraft at the Model Engineer Exhibitions staged at the Wembley Conference Centre and at the Crystal Palace for a number of years. Ron was frequently seen there flying his radio-controlled model airships to the great entertainment of the crowds in attendance.

Ron Moulton became Chairman of the Human-Powered Flight Group of the Royal Aeronautical Society following Maurice Brennan in that role. Under his guidance several new Kremer Prize competitions were introduced together with their normal business in arranging conferences, attending to Kremer Prize entries and handling claims. He accompanied the human-powered cross-channel flight as an official observer on behalf of the FAI and The Royal Aeronautical Society, sailing aboard the project control launch Lady Ellen Elizabeth. Paul McCready's Gossamer Albatross piloted by Bryan Allen departed from Folkestone on 12 June 1979 at 5.51 a.m. and landed on the French coast at Cap Gris-Nez. The flight had taken 2 hours and 49 minutes covering a distance of 35.82 kilometres. The prize of £50,000 was presented by Henry Kremer at the Royal Aeronautical Society with Ron Moulton, members of the Human Powered Flight Group Committee and guests in attendance on 18 December 1979.

Ron was the founder of the British Kite Flying Association and in 1978 his book 'Kites' was published by Pelham Books. This was a colourful and authoritative hardcover book covering the history and technical aspects of the subject worldwide. Inside the cover Ron is described as a life-long enthusiast for all forms of aviation, saying his first love was kites. He had flown kites in every corner of the world on his business trips. Ron headed the organisation of kite festivals on behalf of the Association at Old Warden on a twice yearly basis.

Ron Moulton's funeral took place at St James Church, Bushey, Herts., on 26 October 2010. He had nursed his wife Betty through a long illness, having sustained heart surgery himself. More than 150 family and friends attended the funeral and afterwards celebrated his life's work and achievement in the convivial atmosphere that he had wished. Ron is survived by his son Jonathan, and daughters Chris and Dinah and his five grandchildren. He will be sadly missed by the world of model aviation and his many friends. In the words of one guest, 'God bless Ron, a great and gentle guy' a sentiment shared by all who knew him.

Martyn Pressnell



## From Peter Michel

A rare sight... Two Cheetah 2.5cc diesels – and the man who made them, Ian Russell of the Rustler engine range. He was a welcome guest of the Epsom Bangers & Mash set, which meets on the first Wednesday of the month on the Downs following a pub lunch. The models are Peter Michel's 6ft Jenny, left, and Ian's Junior 60. Both motors were on song and delightfully easy starters.



## More photos from Peter Renggli taken by Urs Brandt



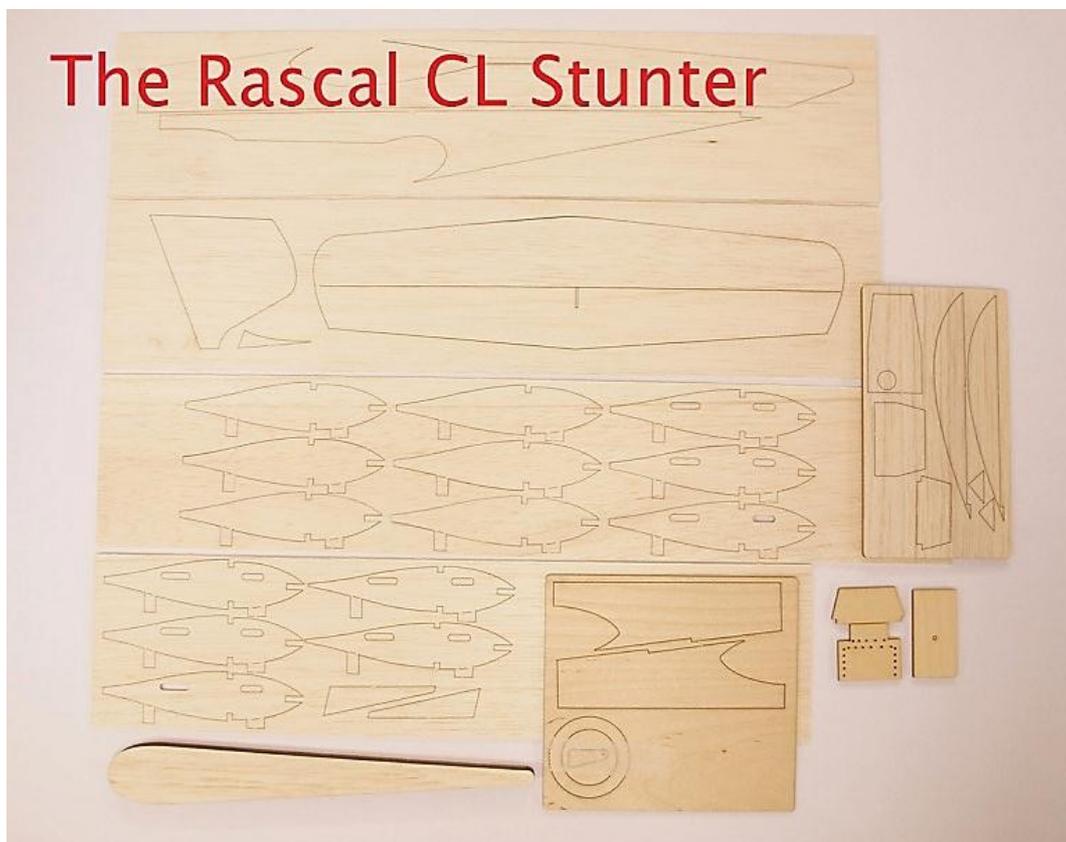




## From Leon Cole of Belair Kits

Here are our latest releases.

The Rascal CL Stunter - original by R Moulton Parts Set for original plans - £24.50



Ever popular KK Senator Parts Set £10.50

Large Control line Stunters - Icarus and Taurus available as Parts Sets for original Plan.

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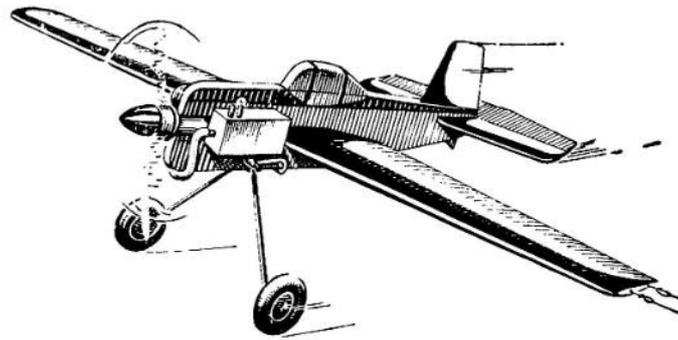
Leon Cole

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## From Stephen Winkworth

I think this qualifies as 'Stick and Tissue' (though the covering is actually silk, with tissue decoration).

This little model has only a tenuous similarity to any full-size machine. The decoration is free-style. But I seem to remember a Tomboy covered in Damien Hirst coloured dots... *(not anymore I adjusted it to matchwood at Wincanton Wessex League Tomboy meet JP)*

I've been flying it for quite a while now, and it performs very nicely with the PAW 0.55, though the descent on low throttle is very flat and it can be hard to spot land.

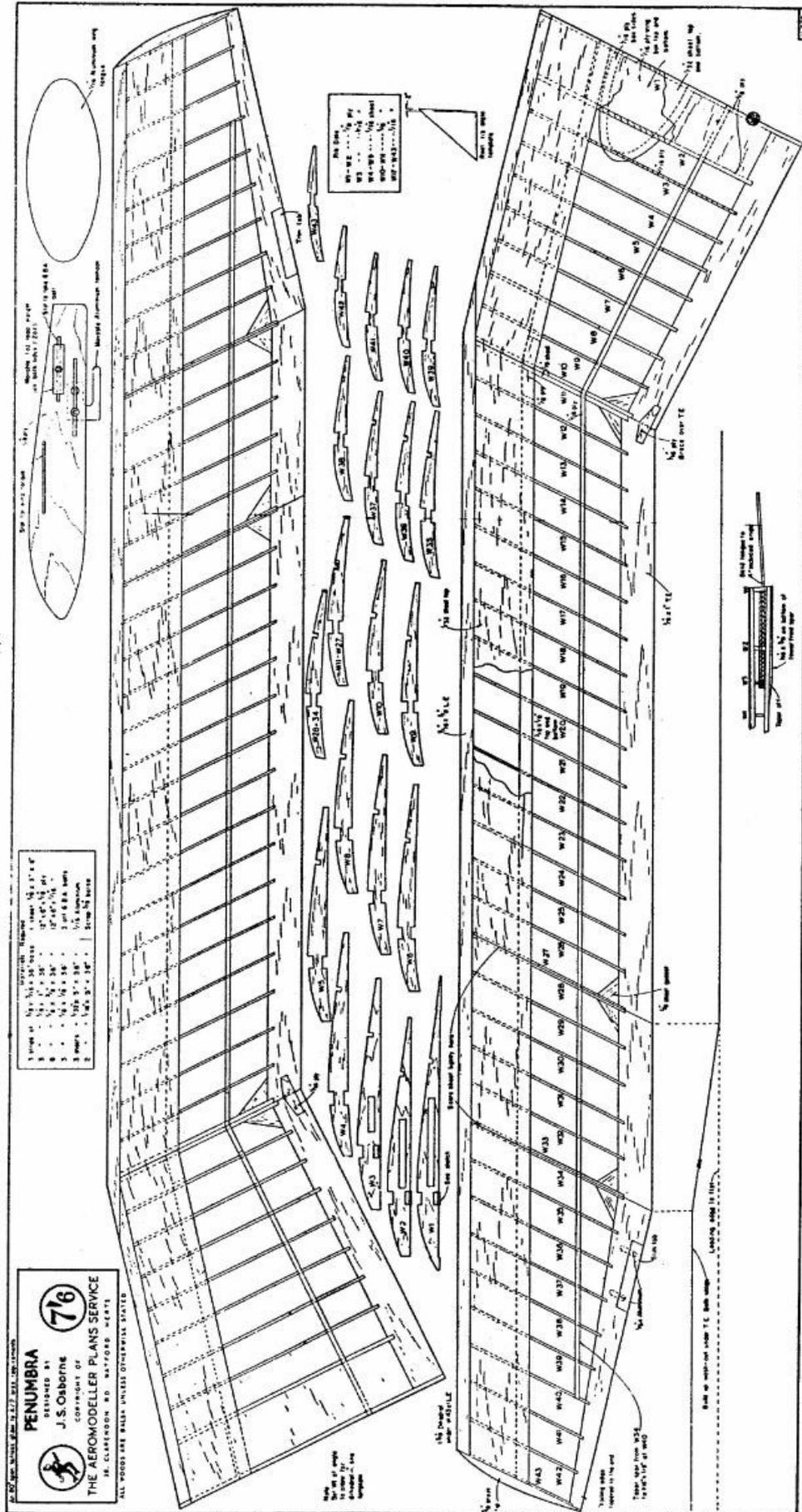
The main thing about it is its foldability. As you can see, it fits in its box and requires only four simple actions to set up: plugging in the Bowden-style undercarriage, spreading the V-tail and plugging in the wire strut which holds it open, turning the rear wing support and plugging the wings into the twin cabane spokes and finally clipping the two wings together with the wire catch at the l.e.

It was developed from a similar, but less successful model, the 'Foldybird', whose wing was also permanently attached and swivelled in place, to be held by struts and clips. This proved more trouble than it was worth, so the simpler plug-in system of Goldybird was devised.

How about a contest for sports models designed to fit into carrying cases, with points for speed of assembly, in addition to other Bowden Contest factors?



# Penumbra from Aeromodeller August 1959



For those about to reach for their dictionaries, the name refers to the “partially” shaded region of light around the total shadow of the moon or the earth in an eclipse”, and such a “glowing” title is



particularly apt for this very successful tailless design to international specifications. When the decision was taken to make the international tailless class meet the same regulations as for A 2 gliders, tailless enthusiasts were set a rather hard task of absorbing the higher wing loading in a smaller than usual size model.

The Dutch have always been keen protagonists for the tailless type and J. S. Osborne has in recent years influenced the Netherland’s designs to an extent that the models flown by his country’s team for this year’s international were all based on his conception, typified by Penumbra.

He was Dutch champion for 1956/57/58. The winner at Terlet in 1975, third in 1958, second at the Saarbrücken international in 1958 and Penumbra’s still-air average time is no less than 2 : 20, proving its thoroughbred background.

Penumbra is the fifth in this series of designs and was first made in 1956. From the start, the main object was to produce a fairly simple model with

washout incorporated in varying stages of wing taper. This “stepped” trailing edge method means that one can build in the washout comparatively easily by packing up the construction over the building board and with a straight line leading edge and sheet covered forward section of the airfoil, the wing is immensely

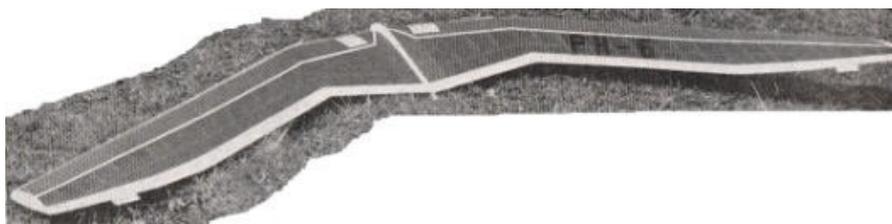


strong (as seen in Germany this year, it takes a concrete block to put the model Out of action!) . . .

Construction begins with pinning down the leading edge and the trailing edge to rib W 2 over on the board with jig or packing blocks to

support the trailing edge for the remaining outboard panels of the trailing edge.

Assembly follows the normal sequence of fitting upper spars, bracing gussets, wing boxes, etc., and the wing is then lifted from the board for the lower spar to be fitted prior to adding leading edge sheeting when the trailing edge angles are well and truly set. For experienced modellers, construction will be found very simple and the model is soon made. First flight tests should be made from hand launches with



the trim tabs deflected to make Penumbra fly straight. It is then an omni-directional model, able to slip into lift on either side of the line of flight and this gives it considerable advantage in competitions. For final trim, a movable ballast weight is arranged in the “fuselage” and this can be used to compensate for varying wing strength.



With such a high performance tailless model available now for everyone to build, maybe we shall see larger entries for events during next season. Certainly the flying wing is a fascinating subject and who could ask for anything more simple than a couple of wing halves to carry to the flying field for a day’s enjoyment?

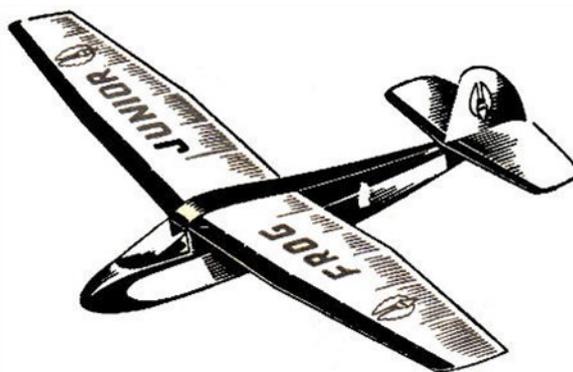
A picture of John’s Penumbra



John's electric RC Rapide



John's rubber RTP Polecat. Has achieved 30mph.



Hi James, looking at this photo I can remember how warm and sunny it was then. HOW THINGS CHANGE IN FIVE WEEKS. Just thought you might like to include the photograph in Sticks & Tissue. A midflight broken crankshaft on 2.5cc Silver Swallow powered Peacemaker, Damn Chinese engines. Cheers, Keith.



**Following photos sent by Brian Austin**



**Dear James.**

I have been reading S&T no 47 and the comments and theory about cast iron treatment. I was an engineering apprentice with the Austin Motor Co. and all good car manufacturers left their larger and more complex iron castings, such as cylinder blocks and heads, out to weather. The theory suggested by Jack Enright is interesting but at the risk of appearing as a know-it-all the reason is much simpler.

With a larger and more complex casting cooling takes place at differing rates throughout the casting and causes stresses to be set up, if the casting were to be machined without relieving these stresses the casting would distort and possibly crack. After cooling the casting is rough machined to remove the hard outer skin which formed as it cooled fastest and causes the greatest stresses and the casting is then weathered for several months to allow remaining stresses to dissipate, after which it is fully machined. Result - an engine without cracks or distortion.

With regard to model engines which perform better after being lost in the open we are into the realm of speculation. My theory is that this only applies to engines such as the Mills which had a hardened steel piston and liner which can be a heck of a problem to run in. I suggest that the engine is not fully run in and that it will not perform properly until the engine is almost on the verge of being worn out when friction will be at a minimum. The engine gets left out and the piston and liner acquire a film of rust, the engine is then run and the rust and oil make a very good lapping paste and with luck the engine becomes fully run in, if your luck is out you are left with a knackered engine. An engine with a cast iron piston and/or liner was probably already run in and would not take kindly to such treatment. To get maximum performance out of an engine it is a very fine balance between maximum compression and piston blow-by and minimum friction. Friction plays an enormous part in the performance of our small engines. Hopes this helps and good luck with the newsletter, Philip Beard.

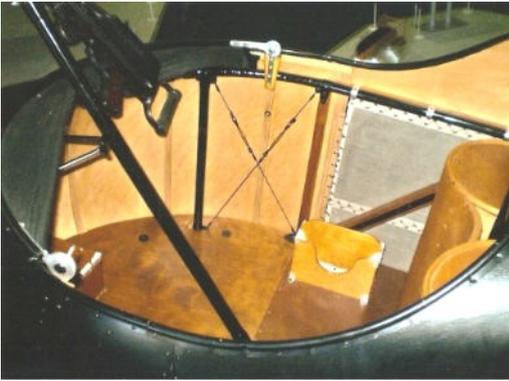
### More photos taken by John McKenzie of his FE2b

Here are some of " MY " Fe2b photos ..Best I could do as its Very Dark in the corner of Hendon where they put the FE .



Sorry about the microphone , ..It was there for the unveiling speeches by the great and the good !





Gunner's cockpit



*Shame these photos have come to an end I've enjoyed looking at the work of a very skilled craftsman. Hope to go to Hendon in next year or so shall look out for these masterpieces. JP.*

## **TOMBOY NEWS FROM TONY TOMLIN**

### **Tomboy 3 and Senior Rules for 2011**

After a successful year in 2010 it is planned to run 8+ Tomboy 3 and Senior events in 2011.

#### **Tomboy 3 Rules**

##### **1. Model**

Vic Smeed Tomboy with 36" span wing and small tailplane [Max. tailplane chord with elevator 115mm]. The model should be correct in both plan and side view. The wing must be as original with bottom spar only. Dihedral must be as detailed on the plan: [31/2" at tip rib]. Minimum wheel size 42mm diam. 12mm width, non streamlined [Balloon type]. Covering material is free.

##### **2. Radio**

Minimum 2 function for rudder and elevator control, motor or fuel cut off are optional.

##### **3. Engine and Propeller**

A Mills.75, either original or Irvine or other replica fitted with the standard integral 3cc tank. [no other type of tank to be used]. Access should be available to check tank capacity if required by the CD.

Propeller choice is free with the exception of folding propellers that are not allowed.

##### **4. Flying**

The CD will decide on the day the number of rounds to be flown and the maximum [**max**] flight time. Models which achieve a max should be landed within a reasonable time as others may be waiting for the channel. Models must land within an area specified by the CD or the flight is void. If more than one competitor has a full score of max's the final position will be decided by an unlimited fly off.

Launching. Hand launching is permitted by either the competitor or an assistant.

##### **5. Timing**

All competitors must arrange for a timekeeper. After all the qualifying rounds are completed please ensure your times are entered on the CD's master sheet. Competitors who have a full score of maximums and are in the fly off should return their score sheet immediately after the fly off to enable final positions to be arrived at. Timing is to the next full second.

##### **6. Fly Off**

90 seconds will be allowed to start your engines. Launching will be after a further count down of 15seconds. Fuelling is NOT allowed after the 90 seconds start up time.

*For safety reasons fliers will stand in a line approx. 3 metres apart for launching, immediately after launching all fliers must return to the pilots box.*

At some very busy locations it may be necessary to modify the fly off to have a maximum flight time of 10 minutes. The winner being the flyer who lands at exactly 10 minutes or the nearest time under

10 minutes. Competitors who exceed 10 minutes will be disqualified. Competitors will be advised of the procedure to be used when signing on.

### **Tomboy Senior Rules**

**1. Model.** David Boddington's redrawn Vic Smeed 36" Tomboy scaled up by 1/3<sup>rd</sup> to 48" wing span.

The model must be exactly as the plan published in the Radio Control Model Flier, May 2008.

Covering material can be any material with a warp and weft ie. Solartex, silk, nylon, etc, silk over Mylar is acceptable.

**2. Radio** As 2. above

**3. Engine and Propeller** A Mills 1.3cc original or Irvine or other replica. The tank should be of 6cc capacity as per the original and Indian Mills. Irvine Mills which have a capacity of greater than 6cc will require an insert in the tank to reduce the capacity to 6cc. The engine must be fitted with its integral tank, no external tanks to be used. Access should be available to check tank capacity if required by the CD. Propeller choice is free with the exception of folding propellers, these are not allowed.

**4. Flying** As 4. above

**5. Timing** As 5. above

**6. Flyoff** As 6. above

### **Tomboy 3 and Senior League Scoring System for 2011**

Only fliers that reach the flyoff will score points. The points scored will be dependent on the number of competitors in the flyoff. In a flyoff with 10 competitors 1<sup>st</sup> place will score 10 points, 2<sup>nd</sup> place will score 9pts down to last place which will score 1pt, if there are 20 competitors, the winner scores 20 pts and pro rata down to 1pt.

A competitors final score over the year will be based on his best 5 scores

Contact Tony Tomlin on 02086413505, [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com) for further information

### **Tomboy [Worldwide] Postal Results 2009-2010**

The R/C Tomboy Postal Competition for 2009-2010 finished on 31.10 .2010, sadly, as last year, numbers were poor with only 11 entries. The Tomboy3 League, in GB, was strongly contested with 29 competitors signing on, seven of the rounds averaging 12 entries. This, plus the fact that there were also many Tomboys being flown in sport flying, when probably hundreds of flights were made, makes for a disappointingly low number of claims made.

It is intended to continue running the event again in 2010 – 2011, however all participants will receive a certificate at the end of the year for taking part, but there will be no prizes awarded as in the past. Purely for entrants' interest, times will be published during the year!

All claims must be made, within one month of the flight taking place and will be acknowledged.

Claims, as before, to:-

Tony Tomlin, 122 Marlow Drive, Sutton, Surrey, SM3 9AS, UK

Email:- [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com) Tel: 02086413505

### **Results**

|                |         |          |                        |
|----------------|---------|----------|------------------------|
| Chris Hague    | 24m 16s | 20.06.10 | Bibury Oxfordshire UK  |
| Jeff Fellows   | 15m 26s | 20.06.10 | Bibury Oxfordshire UK  |
| Tony Tomlin    | 12m 52s | 20.06.10 | Bibury Oxfordshire UK  |
| Curzio Santoni | 10m 24s | 26.09.10 | Roma Italy             |
| Stephen Powell | 10m 05s | 09.05.10 | Middle Wallop Hants UK |
| John Strutt    | 7m 18s  | 05.06.10 | St Albans Herts UK     |
| Graham Main    | 6m44s   | 21.02.10 | Whagarei NZ            |
| Paul Netton    | 6m 38s  | 08.08.10 | Bibury Oxfordshire UK  |
| Dave Kilsby    | 5m 29s  | 16.07.10 | Wainui NZ              |
| Neil McDougall | 5m 10s  | 22.05.10 | NZ                     |
| James Parry    | 4m 03s  | 20.06.10 | Bibury Oxfordshire UK  |



**Worldwide TOMBOY POSTAL event**

*1<sup>ST</sup> October 2010 - 30<sup>th</sup> September 2011*

This event is for the duration of a timed  
R/C TOMBOY flight in competition or in sport flying

Models to be to TOMBOY 3 competition specifications  
and to David Boddington's rules  
ie. 36" span, 3cc tank, Mills.75 [any type]

**All entrants will receive a certificate at the end of the year for taking part. Purely for entrants interest times will be published during the year. No other prizes will be awarded.**

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ALL CLAIMS SHOULD BE MADE WITHIN 1 MONTH OF THE FLIGHT TO THE EVENT  
ORGANISER

*Tony Tomlin, 122 Marlow Drive, Sutton, Surrey, SM3 9AS*

Email; [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com) / Tel 02086413505

**From Bryan Targett**

How about this then, A Bowden White Wings about 55 years old, it has a single channel Single valve receiver + Elmic rubber powered escapement. Bought as part of a deal on ebaY to get the TAPLIN TWIN fitted in it. Idea is to Restore it and use the Taplin to fly it. I have got a plan off Colin Smith.

Will be interesting if nothing else, if it works it will be ready in the New Year.





A 28" wingspan sports free flight or radio model for 0.5 to 0.75 cc engines.

Powered by an AS-55 diesel, Skyscraper has proved itself to be a very rugged all-weather free-fighter with a lively performance that would disgrace many other sport models. At a handy and compact 28 in. span, the total weight has been kept down to 9 1/2 oz., despite very sturdy construction.

Skyscraper is ideal for radio conversion and would easily take lightweight single channel equipment.

This would not be particularly recommended for a beginner in radio, as it would prove to be a fast flyer. Details are shown for a typical installation.

The original has been flown in all types of weather and has always shown very good stability. With a 5 in. x 3 in. three-bladed prop., and the motor running flat out, Skyscraper reduces itself to a tiny speck in a remarkably short time, but on the other hand, with the engine throttled back, it will quite happily potter round at low altitude.

The construction is reasonably simple, so that only brief notes are necessary.

Firstly, commence with the wing, building the two panels in the usual manner. When dry, pack up each tip 1 3/4 in., keeping the wing roots pinned down over the plan. Now build up the centre section between the two wings with dihedral braces, leading edge spars, and trailing edge. Sheet the necessary sections

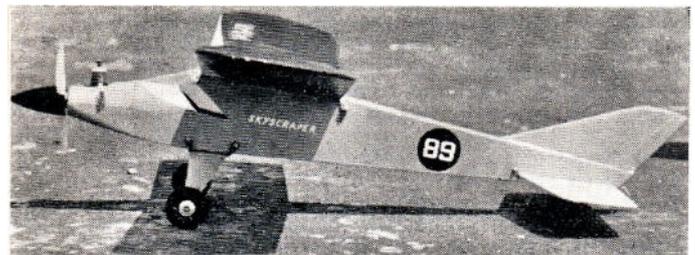
with 1/16 in. balsa, and when sanded down smooth, cover with heavyweight tissue.

Start by constructing the basic fuselage assembly comprising the two engine bearers and F1, F1a, F2, and F3, using a good strong-setting glue. Cut out the two sides accurately and attach to the bearer assembly. Add F4, 1/4 in. sq. supports, and sheet the underside up to F4, remembering to include the fuselage. Make the tail skid a good fit as it is also 1/16 in. ply undercarriage seat. Clamp the fuselage sides together at the rear, at the same time, incorporating the chamfered -fillet and tailskid, and glue.

Adjust if necessary to obtain a straight and even used to retain the tailplane elastic bands. Add formers F5 and F6 and sheet the remaining areas, top and bottom, grain crossways. Add 1/16 in. sheet decking, fit nose former and block in U/side of nose, allowing for the fuel outlet. Add dowels and carry out interior decoration of the cockpit if desired. The original was finished in matt black with the top decking white, and an instrument panel on F1a. Now fit the celluloid screen. Note : It is best to fit the screen first and add the front wing dowel afterwards by making two holes in the celluloid and sliding the dowel through, loaded with cement. Cover the fuselage with lightweight tissue, use dope and sanding sealer to obtain good finish.

The prototype was finished with black heavyweight tissue wings and fuel proofer orange Humbrol paint on the fuselage and white Humbrol paint on the fuselage and white Humbrol paint on the tailplane. If a glow engine is used, use colour dope and entirely cover with fuel proofer.

Trim to fly left under power and a right turn on glide. Left thrust was found necessary to make the model turn under power (shows how stable it is!) Cement the trim tab when satisfactory and watch the fuel if full power is used or we may hear of Skyscrapers actually skyscraping !



## CHART - this time - Control line mini speed

What luck! I've discovered the fun of another simple form of powered aircraft – the Wessex League control line mini speed! My thanks go to James Parry for coming up with such a wonderfully simple idea. As we know, simplicity is hard to find, complications abound. Many of us flew or tried to fly control line models long ago, and I am sure we all have a model that brings back many nostalgic memories, so we could easily be tempted to built one again, but - and there's always a 'but' – you might be put off by thinking that falling over is mandatory - not so, trust me.

Well, James's idea was to run a simple competition for simple models that were easy to fly and you only needed to be able to fly nine or ten laps. Easy so far, and it gets even easier because you only need a plain bearing diesel engine up to 1.5cc. I'll wager many modellers have one somewhere in the workshop that hasn't seen the light of day for a while and remember that wonderful aroma of the newly open can of diesel fuel! Tempting isn't it? Time now to look in the scrap box of balsa, where there's probably enough wood to build one of these small models.

There are a set of maximum and minimum dimensions for the models (that's a long winded way of saying "rules"! ). Several designs already exist like the Barton Speed (available from Hallam Models tel: 0114 266 5624), and plans exist of the Wessex Wombat, Wessex Weasel and mini Weasel - see the website [www.wessexaml.co.uk](http://www.wessexaml.co.uk) where the rules for the competition can also be found. The Wessex Weasel is easy to launch and fly and makes a rugged trainer as well. Using 42ft or even 52ft lines, lap times start at around 5 seconds - that's quite sedate, and will improve as you get the hang of it and start to fine-tune the engine and prop. The simple competition that James devised gives three warm-up laps from launching and then the next five laps are timed. Large fuel tanks are not needed! That's it, so simple! During 2010 a monthly postal competition was held where you can fly on your own patch as well as at the two control line open days run by the Wimborne MAC and also at some meetings held at Middle Wallop. We plan to run the same Wessex mini Speed monthly postal series again in 2011. For more information contact James or myself for more of Chris Hague's Aeromodelling Random Thoughts, or see the Wessex Aeromodellers League website for full details.





**DEREK FOXWELL**  
**OLD SCHOOL MODEL AEROPLANCE FACTORY**  
**6 CLARICE WAY, WALLINGTON, SURREY, SM6 9LD**  
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**Vintage Frog Aerobat**  
**38" Span Control Line**  
**Aerobatic Stunt Model For 2.49cc Engines**



The Frog Aerobat was first produced in the 1950's. This is the most comprehensive kit we have built to date. Containing over 140 parts including pre-formed undercarriage, complete hardware pack, all strip wood, plus full sized plan. Originally designed for the Frog 2.49cc diesel engine, this is a beautiful aeroplane, a must for the enthusiast.

Price £58.95  
Post & Packaging £6.50 England  
£15.00 Overseas  
Prices subject to change

Ref: Updated 22//11/10

It would be great if you could also give our congratulations, if possible, to the 1st, 2nd & 3rd in the Tomboy 36 and 48 competitions, as they all flew Old School Model Aeroplane Factory Kits!

I forgot to say, that there are only a limited amount of Aerobats available before Christmas, probably just 10 and at the moment we are selling 1 a day.

Now our Christmas offer will be free UK postage on kits purchased during December as follows, providing you mention S&T:

Tomboy 36  
Tomboy 48  
Coquette  
Tomboy 36 Electric  
Ballarina Electric

Zoot Suit R/C  
Thunderbolt

Email [derekfoxwell@btinternet.com](mailto:derekfoxwell@btinternet.com) for current price list.

(Derek just phoned to say that there are only 4 Aerobats left of a batch of 10 although more will be available in a few weeks time)



**S&T Special is being prepared and will be on the lines of the previous two. Anyone who doesn't want to receive please let me know and I'll remove from the Special e-mail list. The photos last year were as you know absolutely incredible, this year they are better! Don't know how but they are. It will be sent out in about 12 or so parts starting December 26<sup>th</sup> (If I can find the keyboard and manage to plug the PC in).**

**The next S&T will be earlier than usual in that it will be sent out on Christmas Eve or Day**

**With regard to this S&T, I again ran out of time and space which is becoming quite common and very annoying but can't be helped so unless I win the lottery which is unlikely as I haven't bought a ticket I'll have to wait a few more years until I retire and then have more of that desperately needed time.**



I started building and flying model aeroplanes about five years ago and ever since I have been struck by the extreme flexibility of all the components when uncovered. I have recently experimented with a view to producing a construction which was rigid in itself—the result is the "Red Beetle".

1. The "Fuselage is a diamond slabsider. The two sides are built on the plan as usual. Two longerons are pinned to the plan and the upright spacers are put in at the nose and tail. Then the bottom diagonal struts are fitted 1/16 in x 3/32 in as far back as the wing mount and to the rear 1/16 in by 1/16 in. The top diagonal struts are then put in forming the criss-cross. They are cemented where they cross. 1/16 in. by 3/32 in, is used for the strut at the nose and all the rest are 1/16 in. by 1/16 in. The fill-ins at the nose and tail are cemented in place." The second side is built and the two sides cemented at the rear. When dry a temporary cross-strut is inserted at the widest point (A), the nose struts of 3/32 in. by 3/32 in. and another temporary cross-strut are fixed at B. The diagonal struts are inserted, bottom ones first, as when building the sides. Complete as far as possible without

removing the temporary struts. When all joints are dry, remove the temporary struts at A and B and complete the fuselage. A circular former of 1/16 in. 3-ply is cemented to the nose and full-depth stringers of 3/32 in. sheet are added. The fuselage can now be cut at C and spigots fitted for location. This forms the tail extension on which the tail is assembled.

2. The wing Mount. Two sides are made as per plan and then inserted into the fuselage so that the bevelled edges fit into the V formed by the cross-struts. Bracing struts are inserted at the top connecting the two separate mounts and are cemented to the bottom of the top longeron. All the projecting parts are sanded off to a streamlined section.

3. The Undercarriage consists of two tapered bamboo legs. These are cemented just behind the front leg of the wing mount and at the top of the longeron behind a balsa stop. Before binding the axles to the bottom of the legs a small V should be cut in the bamboo to prevent the axles from twisting. They should of course be well cemented. It is advisable to rely on cement only in fixing these legs as if bound to the fuselage considerable damage may be suffered in the event of a bad landing.

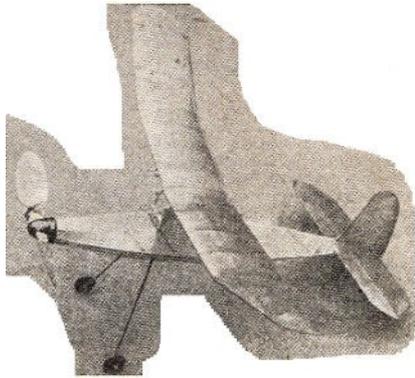
4. The Fin is built by cementing the top two pieces of 1/32 in. and the leading edge together. A small slot is made in the end of the tail extension to fit the 1/32 in. sheet trailing edge, and a half lap joint is made where the leading edge fits the bottom longeron.

5. The Tailplane is built by laying the diagonal ribs of 1/32 in. by 1/16 in. on the plans. The leading edge is cemented on, as well as the mainspar and trailing edge. The tips of 1/32 in. sheet are added and then the ribs are sprung over and cemented at the leading edge, mainspar and trailing edge and held in place until dry.

6. The Tail Unit is then assembled. The top longeron of the tail extension is cut at the end and the tailplane inserted with the trailing edge on top of the top longeron. Don't forget the tailplane is an inverted liting tail with camber underneath. The fin is then erected and a mainspar, which is cemented at the bottom to the tailplane spar is added. Ribs are then added in the same manner as the tailplane. Don't forget again- it's a "swerving" fin with camber on the left-hand side looking towards the, nose, i.e., making the model turn to the right. The underfin is lastly cemented in place.

7. The Wing is of the normal construction. Ribs are sanded to shape and then slotted to take the mainspar and leading. edge. The ribs, with the exception of the three at the dihedral breaks, are next fitted to the mainspar, and the trailing edge previously slotted is fitted but not the leading edge. Dihedral is the next job. V slots are cut in the mainspar and trailing edge and 1/32 in. sheet backing at the mainspar joints is used for strength. The three ribs at the dihedral breaks are next added. The leading edge and wing tips are cemented in place and the wing is completed.

The Propeller has so far been old Wakefield blades cut down and fitted with a hinge and a new hub and spinner. A block for a similar blade is shown and the hub and spinner are made as per plan. The hinge consists of a piece of brass tubing secured by two or three wire staples and well cemented. It should be accurately set at the angles shown. Two pieces of wire are bent as per plan so that they fit into the tubing and round the prop. blade, to which they are secured by binding with thread and strongly cemented. Care should be taken to see that the prop folds freely. A counter-weight is of course fitted and the prop.



balanced. The nose block is made up of laminated 3/32 in. sheet and either cup washers or ball race fitted. The prop. shaft is made from 18 S.W.G. piano wire.

The fuselage and fin were covered with yellow Jap, tissue and the wing-and tailplane with red. The covering water shrunk and given two coats of dope. The spinner and nose block are painted red as well as the under- carriage legs and wheels.

The model turns to the right under power and during glide. Adjustments should be made by packing the tail or nose block. The motor, using eight strands of 1/4 in by 1/32 in. Caton's Black 24 in. long, will take about 600 turns maximum.

The best flight I have had on this power is 11 minutes 6,seconds o.o.s., during the National Cup Contest, when the model was lost.

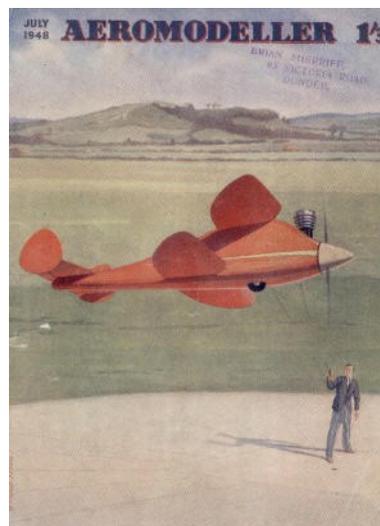
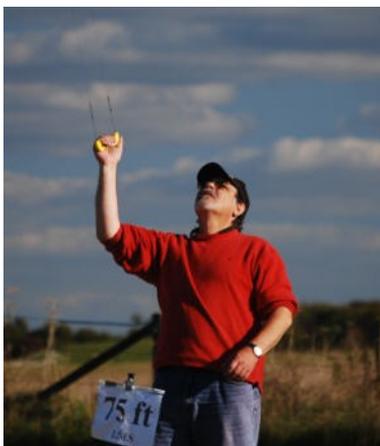
## Wimborne MAC control line day 17 October 2010

Lack of space prevented me from including the following in last months S&T.

WMAC have two control line meetings each year on their 3 acre site from which five circles can be set out. Length lines that are accommodated being 35', 45,' 55', 75' and 90'. These just about cover requirements. As usual weather is the important factor and with two meets a year surely one has to be good? Well that was the case for 2010 the first get together was windy and consequently a low turn out but October saw glorious weather and naturally the numbers attending were high. 32 brought along models and about another dozen turned up as spectators. Here are the photos, the first eight taken by The Caulkheads

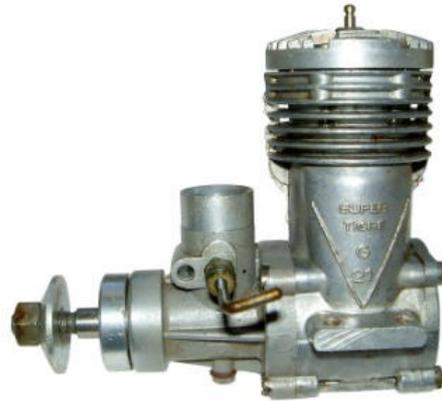


Den Saxcoburg flying his Fokker. Den of course the name behind Den's Models.  
<http://www.densmodelsupplies.co.uk/about.php> should you wish to buy the kit





Brian Green's Tyro powered by a Drone glow. He also brought along a Drone C1946 fixed compression diesel



Ollie and Paul brought along several Cox 049 own design Spitfires, which they made available to anyone who wanted to fly them. Ended up with a "team race" something that most of the competitors had never before attempted and great fun it was to. Reminded me of when 20 whatever years ago Three Kings ran the first of the Phantom Race comps, one could say chaotic.

<http://www.topcocaley1.com/page2.htm>

The final of Wessex League mini speed was run. This event too was started at Three Kings donkey years ago and on moving away I brought it back to existence as a league event. First rounds were in 2010 and it has taken a year to get going. Next year there promises to be quite a few entrants as you can fly each months times at your own flying field see [www.wessexaml.co.uk](http://www.wessexaml.co.uk) The 2010 winner is Dick James followed closely by den Saxcoburg. 2011 the gloves will be off!









Keith Hynds flicked a bit too hard and his Silver Swallow decided to break. Actually he went in vertically



Mike Cummings RPMAC Ambassador  
Recently recovered but airframe is 60 years old  
It flew well.



Den diddling



Dick James, Kim Jones and Terry Bradley, bottle feeding



Giant Stunt Master a kit of which was donated as a raffle prize



Brian Green flying his Blue Pants



Mid afternoon there was a free raffle with two fantastic prizes generously donated by Dens Models, a Cox 049 and Giant Stunt Master kit. The kit was won by Kim Jones and engine by Randy Clark. Our sincere thanks to Den for yet again being very generous. If anyone went home with the wrong pair of sunglasses or picked up others by mistake please let me know JP

# Dens Model Supplies

The one stop shop for Control Line kits and Accessories  
Stockist of new Cox 049 Engines and spares



*Cox Engines from £10.50 – CL Kits from £15.50*

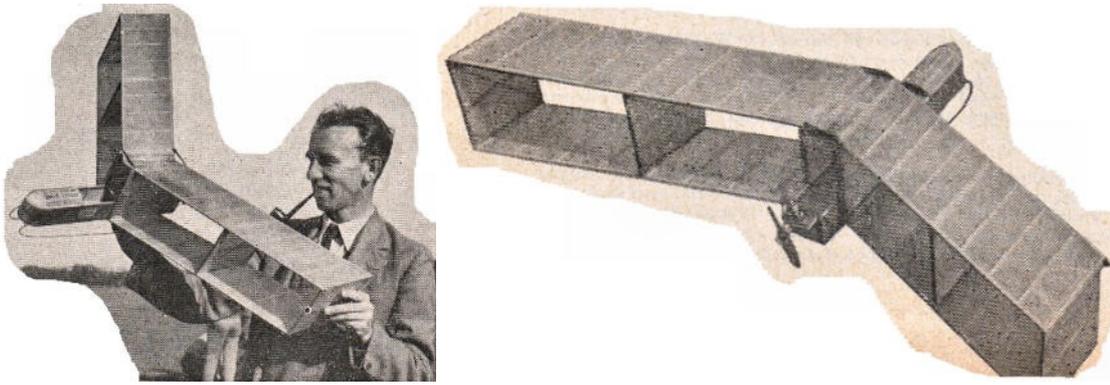
***On Line shop at [www.densmodelsupplies.co.uk](http://www.densmodelsupplies.co.uk)  
Or phone Den on 01983 616603 for traditional service***

## **Bryan Passey (KRMC)**

I have provisionally booked Machrihanish for the 6th-7th-8th May 2011. Here's hoping that these dates appeal to the majority and there is no major clashes to effect the usual good turnout. There is no need to remind you that the airfield is for sale or "disposal" as they say, and things can change overnight, but I am quietly confident that we will continue to enjoy this wonderful facility for some time yet. Please spread the word so that everyone will know of these dates, and please feel free to contact me with any queries you may have.







No claim could ever be made for this unique flying wing biplane to be a scale model, yet its outline closely resembles that of one of the most outstanding aircraft designs of all time. J. W. Dunne experimented with tailless gliders having large sweepback, in 1905/6. In 1913 he demonstrated an absolutely inherently stable machine with a 7-cylinder rotary engine, and remarkable though it was, official interest did not rise to the occasion.

It was with the fame of the Dunne types in mind, that H. E. Males decided to make this simple sport flier for an Allbon Dart. What could possibly be more simple? There are no ribs to cut, the washout required for auto-stability is locked in place by interplane fins, and being a pusher, it is virtually damage free as the wings knock-off in pairs.

It is cheap to make, will fly in all weathers, and collects a crowd wherever it appears—so if you want to knock up something to shake the locals—try the Dunne, and you'll never regret the few shillings it costs to make.

Start building with the fuselage which is little more than a "bath tub", having a block bow and enginemount in the stern. Two basic 1/8 in. square sides are made over the plan and faced by sheets of 1/16-in. balsa on the respective outsides. Add ply gusset for tank mounting on port side, the scrap supports for the engine mount, and cut and reinforce the wing tongue slots. Join sides with the engine mount, undercarriage block, the 1/8-in. sheet bulkhead which fills the rear end of the fuselage, and front top formers and spacers. Add all other spacers, stringers and noseblock, drilling the latter for the dowel to take the nose skid. Fit the under-

carriage. To complete the fuselage, cover with heavy grade tissue and dope as desired. Fit a washer on your engine to take up end play on the crankshaft as necessary, and mount with washers under the rear engine bearer holes so that there is approximately 10 degrees upthrust (shaft pointing downwards).

The wings are sheer simplicity, being flat plate section with the only complication of having laminated root ribs to take the 1/16-in. sheet tongues and also having washout built in. Cut a long tapered template for the trailing edge washout, and pack this under the 3/16 x 1/4-in. T.E. as each panel is made, remembering, of course, to make one set for the starboard side, with root fittings to the left side! Building in the washout saves a great deal of trouble, as the angle is maintained after covering. Build the fins in pairs, allowing for dihedral by chamfering the tops and bottoms in each case. We are now ready for assembly—after covering and doping.

Apply a cement skin to all mating surfaces on wings and fins. Cover with lightweight tissue but keep mating surfaces free from paste. Rub cement right through tissue at these places. Assemble with dihedral shown and give two coats of dope. Insert pins for retaining bands.

Complete covering, .doping. Fuel-proofing is optional. Assemble model with rubber bands across undercarriage and between wings (sufficient to allow model to be supported at wing tips). Add lead to noseblock to bring C. of G. to position shown on plan.

Check wings for accuracy by sighting along fins which should all be in the same plane. Don't try for glide. Hand launch with FULL power and enough fuel for a five-second engine run. If model does straight or diagonal loops increase upthrust by 5 degrees. If model turns too tight increase upthrust slightly. If she flies a straight, undulating flight path reduce upthrust slightly, this indicates that either your engine or prop or both are below standard. When a satisfactory' climb is obtained increase the power run and trim for best glide by adding to or removing ballast.

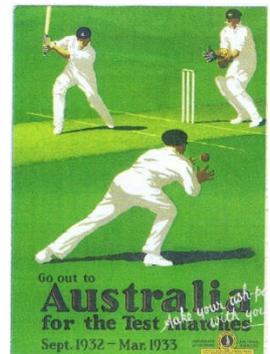


## David Kinsella's column

### Rumpus Reminder

Eighty years ago the Test Team took weeks to reach Australia, haughty and distant Douglas Jardine - born in Bombay, Winchester, legal family, captain since July 1931 - taking fast bowlers Larwood, Allen, Voce and Bowes to put an end to Bradman's run-spree. Jardine's Harlequin cap was another thing they didn't like about the Pom, but far worse were the bone-crunching Bodyline deliveries that turned the 6oz ball into a missile - and little in the way of body armour then! Ashes stuff, of course, and we pulled it off

4-1. Ash-pan reminder appears on the advert of long ago. The Ashes, regardless of outcome, always remain at Lord's. Gad they do. Bodyline rumbled on and patrician Jardine was the most unpopular Pom in Australia.



### Heavy!

Hoisting an Aster Duchess at a recent Gauge One meeting, weight made me put her on the scales. With water and meths aboard - 18 lbs: It's what your right arm's for after all, and out on the track with a full train Gauge One leads the way. Aster Hobbies (01923 269662) handle these fine engines and if Gauge One electric power is the answer Finescalebrass (0113 2761759) will offer a magnificent LMS Jubilee or Stanier 8F heavy freight.

### Good Show!

Fine to read that SAM 35's Year-Books will be returning thanks to the good offices of Brian lever (35's President) and good stick Brian Waterland. On screen stuff is ok, but as I remarked a while ago to Peter Branigan (Barton MFC's Circle Talk editor) nothing will replace the joy and ease of a good read ready on the shelf. These things like slates with a screen are fine for a peep on the Tube or quick dip to check a fact or two, but the warm and friendly product of mashed-up trees will accept signatures, margin notes, press cuttings and pictures and even letters from the famous. And investment potential is usually there as David Bancroft's listings easily confirm (a signed Big Show £80, HP Halifax £90, for example). And then there's the matter of wall decoration. The Michel Year Books are treasured.

### Among Heroes

Flying his personal Hurricane OKI Air Vice-Marshal Keith Rodney Park kept in close touch with his fighter boys of II Group. A son of Empire and of the Gunners and the RFC, Park was a Group Captain MC DFC with wide experience abroad in the late 1930s and got on well with Dowding. 'Stuffy' gave Park the defence of London, and for his good work a splendid statue showing the tall New Zealander in flying kit has been erected in Waterloo Place and just minutes north of Pall Mall and the site of the annual Guild exhibition. What could be better?

### Other Groups

AVM Sir Quintin Brand (10 Group), AVM Trafford Leigh-Mallory (12) and AVM Richard Saul (13) shared the load in the great defence of 1940. All were serious flying men: Brand made a pioneer flight to the Cape in 1920, with a DSO, DFC and MC from the Kaiser War- Leigh-Mallory (brother of George lost on Everest) held a Cambridge LLB and was also a RFC fighter pilot; Dubliner Saul, brother of Jonathan, held a DFC for service in Flying Boat Squadron 203. Great characters such as Harry Broadhurst also featured, he flying his personal black Hurricane - until top brass said, he did not really need it! Leigh-Mallory died in a flying accident during the war.

### Photo Call

Pictured with Sir Hugh Dowding and Blspeth Henderson are Max Aitken, Sailor Malan, Al Deere, Johnny Kent and Brian Kingcomb. Despite the presence of the boss Max and Brian follow the top button tradition of the true fighter boy! After the conflict they and others ran newspapers, made furniture, became rich in banking and TV, worked in the movies or farmed abroad. Luckily some wrote of their combat experiences and several such as Bader, Townsend, Stanford Tuck and Johnson advised on movies. Running a Rolls-Royce service, Paddy Barthropp was told by megastar Burton to write a book.

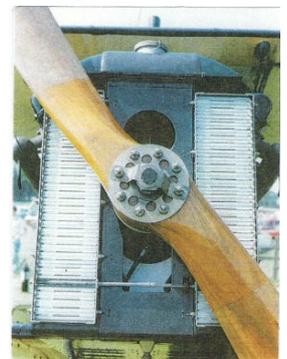


### Commerce Raider

In May I mentioned the hard-hitting Schnellboote, deadly with guns, torpedoes and eight depth charges ready to roll off the back. Thanks to my dear friend John I now have an Airfix kit of the boat, utterly complete and with a note advising that the Airfix Modellers Club was reported in Buster and Valiant comics every week. Airfix was based in Haldane Place, London SW18, but Club was run from 15 Long Acre, London WC2. Drawing a mere 5ft or less this three prop, three rudder raider could bide its time in creeks and the shallows until the time came... This mint kit dates from 1975.

### Nose Job

Here is the front end of Shuttleworth's straight drive SE5a, earlier in Hispano-Suiza geared form in the 1970s which pushed the prop boss up by several inches. Open to the elements to keep cool, rapid warm-up was achieved by placing a screen across the gearbox (same trick with the rads of old cars) but, artists, it did not fly like that!



### London Midland & Scottish

Here Alan, Fearnley gives us 4-cylinder Princess Elizabeth drawing away from Edge Hill, Liverpool, the crimson and gold lettering ideal for colour plates in Boy's Own. The vastness of the LMS demanded serious power, two at the front (double heading,) not acceptable to the directors under Lord Stamp. GWR-trained Stanier drew up some magnificent engines for the West Coast Route, culminating in the big streamliners as painted by Barry Freeman. My under-construction Jubilee as North West Frontier is similar to the Princess and not much smaller although it is a 3-cylinder. Largest of the Big Four - GWR, LNER and SR the other three - mails and on-board sorting caused W H Auden to write the words to that famous LMS promotional. At its zenith the LMS had 19,000 miles of track (London to New Zealand via Cape Town) and was valued at £750 million in 1935. Then £2 was a weekly family wage for many.



### Testing Times

Although the writing was on whatever Western Front wall remained, appraisal of new designs and flyable prototypes was being carried out by Goering and Udet as late as September 1918. Fokker and Pfalz kept spirits high by arranging the most lavish dinners for the aces and top brass. Tables groaned under the weight of polished silver and glass, the best food for forty or more in care of servants in starched fronts and tails. Such beanfeasts were held Berlin at the Bristol Hotel and the luxurious Adlon, decorations and full fig uniforms de rigueur. Toasts certainly, smashing of glasses possibly. Alfred and Ernst Eversbusch, founders of Pfalz, decided to counter Tony Fokker's fabled efforts by paying a famous dancer, 10,000 Marks in gold to dance in the nude. At this time Goering had his brand new all white DVII - 5125/I8 and specially painted at the Fokker works - its cockpit cut away on the port side to accommodate hip damage and trench arthritis.



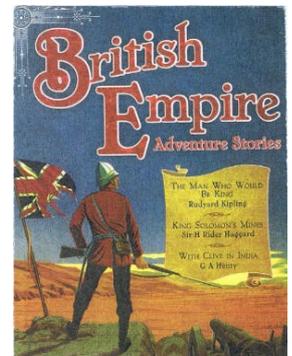
### North West Frontier

Coming along nicely is my Gauge One LMS express engine of the above nam. All brass and steel of the Jubilee Class, linked to King George V (as were the premier express engines of the GWR), many of these 3-cylinders had heroic and striding names: Trafalgar, Jutland, Drake, Napier, Punjab and Australia and almost two hundred more. Other LMS engines celebrated winners of the Victoria Cross - Wood, Christie and Sykes - and there's a fine picture of Wilf Wood with oil can aboard No 5536 Private W Wood VC. Here is a Gauge One Jubilee from Finescalebrass of Leeds (0113 2761759). Length, is 271in. A powerful runner, fine detail is to glass case museum standard.



### Brit Roots

Turn to Herbert George Wells, knights Arthur Conan Doyle and Henry Rider Haggard and all the seeds of Movieland's high adventure epics may be found therein, lost worlds and monsters, attacks from space, travels into the unknown to recover treasure, super sleuths and armoured knights. Several ages old now and a few unknown today, the best were bound into Christmas present volumes as here and found their way to youngsters and older boys around the Empire. Tinned biscuits from Reading also travelled well and were pressed into defences at Rorke's Drift and elsewhere.



### Saintly Screamer

Ten years ago now, Chas Taylor's Class B Saint hoisted the Fastest Lap prize (2 bottles of wine, a book and £25) at VTR 2000. Awaiting its ETA badge on the port wing, my Walker-built Saint is hauled by a Crisp-prepared 6c 29. Spinner and wheels are by Stuart Robinson (01535 002231) and are perfect for the job. Chas of West Essex flew at all the big events, drew up other standout B racers and may be read in our copies of Aero Modeller and in the Annuals too.



### Super Stuff

A treat to see the pictures of BE and FE built by John McKenzie, both famous aeroplanes of the Kaiser War. Wonderful workmanship that should always receive just credit wherever it is displayed, the first pictures appeared in September's Sticks & Tissue. As a Great War fan of ages I was bowled over. Splendid material for scale modellers of the period. More please.

### Sea Stories

Reminding us of a famous picture by Sir John Everett, Millais, here Petty Officer Jenman imparts

25 years of experience to youngsters aboard HMS King George V. Launched by Vickers in 1939, 745ft King George V displaced 42,240 tons full load and mounted 10 14in guns. Geared turbines delivered 100,000 hp to four props. Changing tides saw our last, HMS Vanguard, towed to the breakers in August 1960. We have Belfast it's true, but it's to the USA for sight of a battleship.



### Superior To Swords

Often with Peter of Barton MFC, Will of Coventry DMC and Cliff of Maidenhead SMC (41 this year) I've aired the importance of a good and regular club magazine. The written word is important, Will driving along the club's Wheelspin magazine for much of its 35 years. Any old history book will confirm that we experienced our last proper invasion in 1688 when William came ashore in the west country with troops and impedimenta. Pike, powder and shot assumed, our new king brought with him another weapon of unlimited range - a printing press! Spreading the word was a key part of the coup, and if the spirit of William III could be contacted today he'd confirm in Dutch or his best French that our James P is doing a great job!

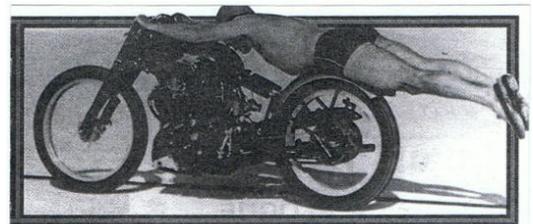
### Bernie's Thing

Here we have a view of an old style tenner printed in May 1936. In fact it was made in secret in Germany in 1942-44 as part of the Operation Bernhard project. Disaster could have followed, but it was too late and much was stolen and hidden in lakes (damp fivers and tenners were hung on washing lines nearby.) Some may remember the TV series in 1980. More later.



### Greased Lightning

On the salt at Bonneville in 1948, Rollie Free in trunks set a US speed record on the first Vincent Black Lightning (105lbs lighter than standard and giving 70bhp). With special rods, larger ports, racing carbs and a manual-advance; magneto, the Stevenage firm had produced a 150mph machine - jolly quick 62 years ago! Kitchen equipment provider John Edgar owned the USA's first Vincent, and years later Midlander Roger Slater introduced us Brits to the storming Fritz Egli Vincent, its rigid tube frame sporting a modern rear end. Until the multies arrived in force, George Brown and one-legged Harold Brierly pointed the way with the Vincent. What a bike!



### False Belief

A Boy's Own Annual story has resonance today. The champion gladiator, a giant in shining armour and oiled skin, caused the Colosseum to rise as one when he appeared. Selected opponents fell to his sword and his fame and wealth increased. Gradually he believed his own publicity as his body grew soft on high living. One day, facing him on the sand was his nemesis a slim boy with the will to win. As Marcus, created in the 1930s by Julian Pole-Chandler, lay dead in the arena his disciples jeered their fallen idol of whom so much was expected. Stars of the Circus Maximus could earn huge sums, the best up to £1 billion a year in today's values. But it was risky!

### Fighter Ace

A keen Midlands reader reminded me of Sir Douglas Bader DSO DFC, massive confidence preceded him like a doorway-filling wardrobe as he came to meet me in Petersham Mews, so mobile too. Was it really the Spitfire ace? To the delight of tyro pilots in combat he's call Johnson: "Johnnie. There's two I09s up my backside. Take them will you? I'm playing golf with Woody this afternoon." A superb oil of the

Group Captain hangs in Cranwell and appears, on the jacket of Flying Colours by Laddie Lucas, Encouragement to all who had lost limbs, the Bader Foundation carries on the good work today.

### DH88

Before storm clouds heralded the death of Style - white ties dining, a posh cabin with ten cases aboard, an Alfa 8C lunge in powder blue - the scarlet racer from Hatfield had won the big one to Australia. Now a desk top model is available, hand-carved in mahogany and like glass with 17 coats of paint applied. Two hundred quid will let you stagger visitors to the office debt collectors quite forgetting why they're there! 0844 887 8888 for an update. G-ACSS is at Old Warden.



### Tinkle Tinkle

Forty years ago screaming two-strokes - Jawa 350 V4s, EMCs, Suzukis - were known at the limit to lock pistons and cranks! Well over on a curve at 160mph, the bike would stand up and fire its rider into, the distance. Many rode with four fingers over the clutch lever, ears cooked to a second's tinkling before the engine failed. In a weekend one rider was thrown off three times. Bill Ivy, who passed for 14 but drove a Ferrari 275 GTB4 and was moving into FI, was flung off in practice for the 1969 East German GP and struck a concrete post. A puff of blue smoke ahead was another warning, evasive action vital.

### Eagle Star

The Savoy meeting of Marcus Morris and Mac Hastings established the latter, as Eagle Special Investigator, the tall chap in specs soon finding himself flying a Tiger Moth, racing with Stirling Moss, crossing deserts by camel and doing a Ben Gunn on a tiny island where he lost thirty-two pounds! Dan

Dare was front page, but Mac's adventures - as a cowboy, as a firework, into Africa with an elephant gun, racing with Gordon Richards, helming a MTB, risking the Cresta Run - backed by pictures inspired many a boy to strike out from Slough and take on the world. Eagle, fondly remembered, never equalled, now keenly collected.



### Powerful Pranks

Stunts in peace and war go back to the Trojan Horse, if there was such a thing. More recently, 1910 in fact, a group including Virginia Woolf and dressed as Abyssinian princes got aboard a Royal Navy battleship and were given a tour and hospitality in the wardroom. Another stunt was a huge trench dug across Piccadilly Circus - and then left. Again dressed as princes they enjoyed a champagne reception and lunch at an Oxford college. With much planning several bald men took seats at the front of a theatre, their shining pates spelling a terrible word for those sitting above.

### By The Powers

Fourteen miles up and cosy, our U-2 snoop is closed by two hairy Lightnings, one from 56 Squadron of Ball and McCudden fame. A fine one from Michael Turner, Fellow and President of The Guild of Aviation Artists, the view again reminding me of an over-and-under shotgun. Prop stuff dominant at the Guild Exhibition, Gloster Javelins, Avro Vulcans and English Electric Canberras could be found and all of three Handley Page Victors of the famed V Bomber Force we'd read about in Aeromodeller. A pilot met doubted the Javelin, but praised the earlier Gloster Meteor and the joy of model railways in LMS crimson. Right with you, sirs!



## MRC

The Model Railway Club is one hundred years old. Not far from King's Cross and St Pancras International, the MRC enjoys an impressive brick-built HQ with licensed bar, test tracks, a mighty library and ample room for research and layout construction in various gauges. Copenhagen Fields, a fine set piece depicting Gresley's LNER in the glory days, is a favourite at exhibitions.

## Bowler

A hole card from Italy reminds me of a trip down the coast from Milan to Piombino for the ferry to Elba. Aware of the high ground and not sure where the house was, I climbed into a mature Mercedes and showed the driver the address. As we pulled away a man emerged from the shadows and piled into the back seat. In his hands was a rifle! Rapid Italian exchanged put me at a distinct disadvantage. In short I hadn't a clue, but the gun looked big and powerful. But all was well. I made it to the house, where I was told that the morrow saw the start of the traditional free shoot in parts of Italy, several starting at dawn. One day a yacht anchored in the cove below the house and a speedboat was lowered. Wearing trunks and a bowler hat an utter show-off skied around, close to the beech where we sat, arms waving as he held the line with his foot.

## Ticket Only

The wide world of entertainment - movies, theatre, museums, shows and music - is supported by a great army of unknowns. The brief ticket in front of exhibit may give a line at most, often nothing at all on those who have laboured to create it. Works of the greats were often completed by other, names lost for ever. Speechwriters, Will's stuff (37 plays on his own?), men behind great ships and aeroplanes. Life is unfair and the list is without end.

## Falcon

Ben Shereshaw drew up some magnificent designs, many seen in Frank Zaic's publications. One of his greatest was the 8ft Cloud Cruiser, later kitted here as the magnificent Falcon. Eddie Kiel towed his behind him at Fairlop almost the same apart from an enlarged fin. After Keil Kraft the super shape was taken up by Ben Buckle, these days son Colin carrying on the famous name of Ben Buckle Kits. Pictured is Jim Shelley's clearly marked Falcon powered by an Anderson Spitfire, yet another great Vintage name and an essential for the cabinet. The Falcon plan is vast and intricate and in some cases comes with a miniature. One of Colin's kits and a Spitfire sits in the pending bay, part of the intended decoration being a scallop design along the l/e of wings and tail. Two tone blue, two tone green, red and silver, buff and yellow. All would suit it well and, of course, nice fat wheels are quite essential. Chum Elliott Horwich kindly sold me a set; at Old Warden in 2008. Elliott built one too, powered by a Gerald Smith Skylark, and with it won a prize presented by - Gerald Smith!



## Magnificent Messenger

And while we're at it, hail Mick Smith's Mercury IV! Another 8ft cabin job to grip the guts with its beauty, power for Jim Shelley's dream with spats comes from a petrol burning 16cc Little Hercules. The original first flew at Walsall Airport in 1946. Years later Mick Smith, after life in South Africa, turned up at Walsall as guest of honour and presented the prizes on a particularly warm day which caused several to discard shirts and don shades. A while ago I travelled up from the west country with a Stunt Wagon and Les Duffy's Mercury IV. Aboard the train (all compartments look the same these days) a chap with a hat said I was in First! I stressed that Vintage was all and that sheer size and weight rooted me to the spot. A pregnant pause (as they say in all the



best thrillers) and the good stick with the titfer went on his way. How I managed on the Tube I'll leave for another time.

### Knightly Conduct

An engine out and freezing air rushing through a hole in its nose, B17 'Ye Olde Pub' was returning to Kimbolton. after a raid on Bremen, only two engines working properly. Loosing height, the battered Boeing from the vast plant in Seattle suddenly had company in the shape of a 109 fighter, the pair almost wing tip to wing tip. Finally, as if from the First World War, the fighter pilot saluted, waved good luck and was gone. Years later via associations the two pilots met at a Bombardment Group celebration in the USA. Wonderful stuff.

### Dream Theatres

Around the country a few old cinemas are being restored. Recently finished is The Phoenix in Finchley. Art-deco walls, barrel ceiling, cut glass, vermilion and gold, we're back to the 1/9s and further still to the Edwardians when several of these theatres were built. And some were one offs, manager-owned and tiny. For years one such stood in Raynes Park, so small that if you went upstairs the owner would bring you a cup of tea. I was a regular, catching a variety of movies not screened by the big boys. Major films brought hundreds to the big cinemas - a full programme too - where a figure dressed as a grand admiral at least would supervise the queues outside. Sometimes wet, you knew that Wayne and the Wild West would dispel the cares of the world.

### Special Park

Keen builder and scribe, Tony Tomlin of Raynes Park MAC flies regularly and reports in detail on Tomboy events, Mrs T bravely manning the control tent in windy conditions! Along with Mike, Barry, John, Reg, Geoff, Tom and many more, Tony is a regular in the super HQ that RPMAC enjoys. Items on the walls include some of Albert Hatfull's drawing instruments and framed pictures of Ron Moulton and other heroes. It's the place to be, good sticks Alan, Gerry and Adrian noted members of the Raynes Park Regulars that make RPMAC such a great club.

## **Tomboy Seniors Go East by Tony Tomlin.**

When the R/C Tomboy competitions were first started by David Boddington, in November 2004, it was hoped that, apart from the popular competitions that quickly took off [excuse the pun] at various vintage events, there would also be club competitions and even inter-club competitions. This unfortunately has not happened, although the 9-10 events run each year have always been well supported with an average of 12 in each mass launch fly off. That is apart from the West Essex Aeromodellers Club which, on November 14th at their excellent Bulphan field, held their second Tomboy Senior event this year for larger [48"] Tomboys. There has been a healthy amount of enthusiasm for the Tomboy Senior at West Essex, mainly due to the fact that they are so much easier to see at height!

As so often this year, we were unlucky to have conditions that could be described as being from damp to very wet but at least there was very little wind to contend with!

The event was run by the club competition secretary Dave Oatham with 7 fliers making the required plus 4minute flight to qualify for the fly off. Contestants included Ken Marsh with time keeper Ken Muscutt, his team mate from their Team Race days, and John Wilson, Michael Levey, Dave Oatham and Derek Baker, all time served West Essex fliers. The field was made up by local Billericay flier John Strutt and Tony Tomlin from Sutton, Surrey both competitors in many Tomboy events.

At around 12 o'clock, in a brief lull between the showers, the contestants lined up for the fly off. As is the custom with these events, 90 seconds were allowed for starting the engines, with a 15 second delay, before all models were launched together.

At the start signal the Tomboy of Ken Marsh climbed away well, followed by Dave Oatham and John Strutt all close, Tony Tomlin, who had qualified with a good time, was climbing slowly, his Mills 1.3

leaving a vapour tail as the Gremlins had been busy with the fuel settings. Michael Levey was also climbing slowly as was John Wilson.

Soon John Strutt was in the [low] cloud base, his model climbing swiftly, with Ken Marsh and Dave Oatham well below. Derek Baker was having engine problems and was soon down, followed by Michael Levey and John Wilson, with Tony Tomlin next at 2mins 56secs. The 3 remaining fliers were now all on the glide having used up their 6cc of fuel. Ken Marsh was unfortunate in losing the tiny amount of lift available, landing smoothly to claim 3rd place, spot on 5mins. John Strutt had found a couple of skyhooks and seemed to be parked at around 500ft as Dave Oatham gently landed with a good time of 6mins 34secs. After what seemed ages in the rain, now falling steadily, John touched down at 9 seconds over 10minutes to a ripple of applause. Dave Oatham presented the awards and certificates and brought to a close the event which, considering the conditions, had been very successful.

For information on the 9 planned Tomboy 3 and Senior Competitions to be held at various vintage events in 2011 please contact Tony Tomlin on tel. 02086413505. email [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com).



John Wilson



Dave Oatham



Michael Levey



Ken Marsh

**THE END**