

Sticks and Tissue No 49 – December 2010

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

If you can contribute any articles, wish to make your point of view known etc please send to or phone 01202 625825 JamesIParry@talktalk.net

Thanks to Mark Venter back issues are available for download from <http://www.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".



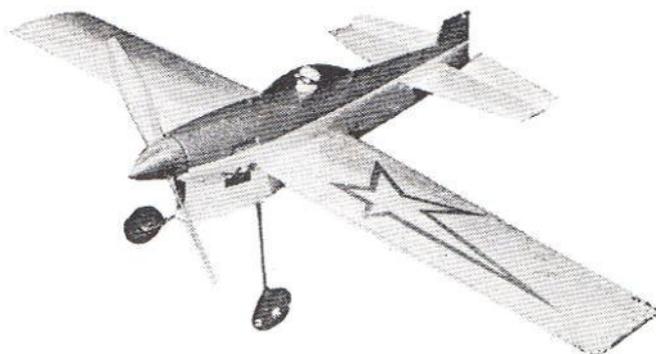
Another great Christmas card by Mike Cummings of Raynes Park MAC

2010 if nothing else will be remembered for those well known aeromodellers who have passed away. Sadly added to the list is Keith Harris who passed away a few days ago. I personally never knowingly met him but spoke to him on the phone when ordering plans, his knowledge of which was vast.

Gamma Gull from Mick Butler

Thought you might like to see my latest project. A 100" Gamma Gull built from scratch. A nice easy build, with optional gull or polyhedral wings, and an all moving tail plane. I chose to have the gull wings and just the simple elevator option. The under carriage is a removable added extra as I fly mostly at Beaulieu in the New Forest where we fly off a concrete runway. Covered with solartex, all up weight is exactly 4 lb. Not flown yet

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Bill Longley sent these photos in of his latest power duration models for radio assist in 2011. Bill now has quite a few models and will be running a few comps, more details to follow but if you're interested his email is tasuma@btconnect.com

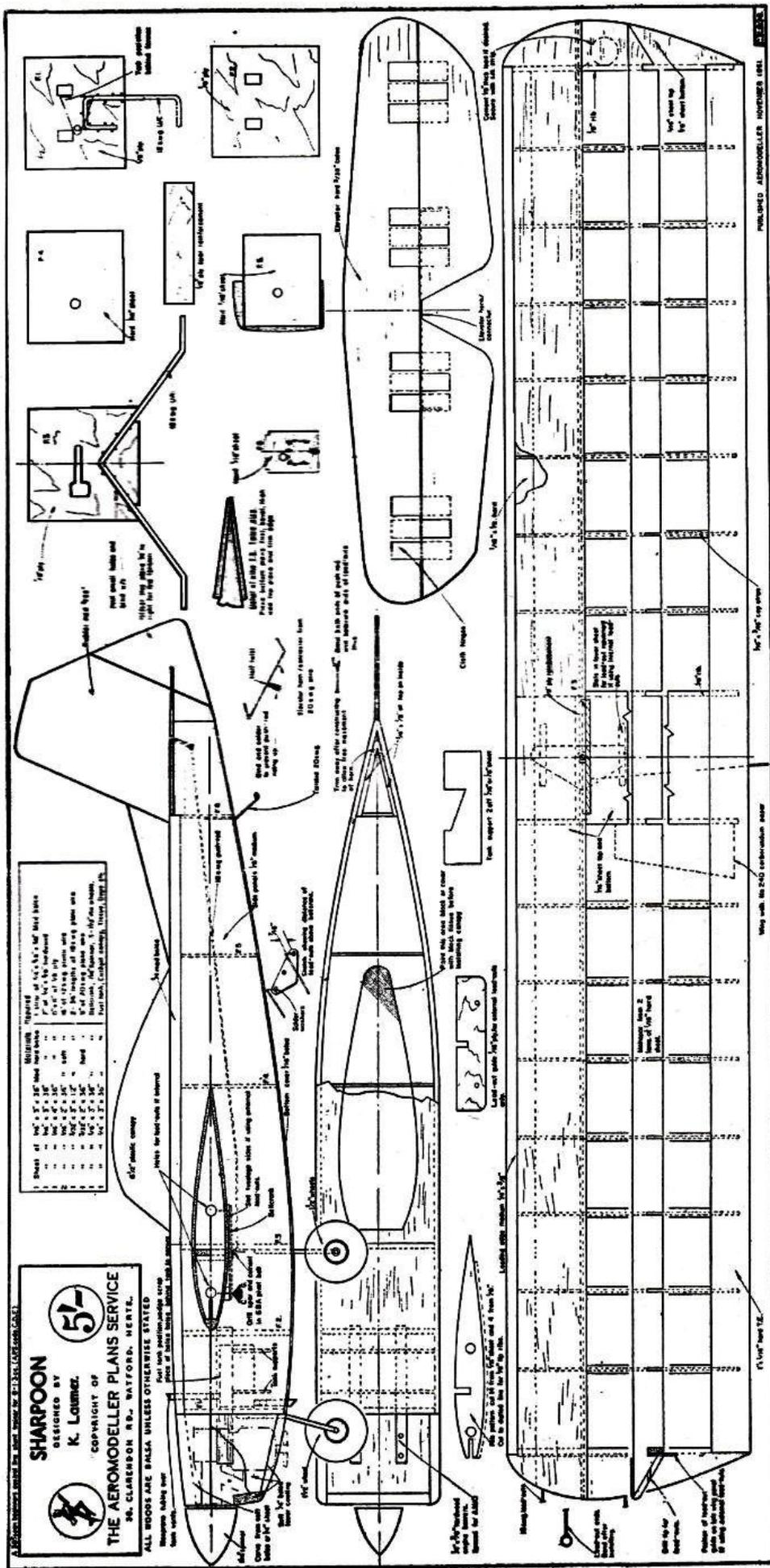


CL Sharpoon from November 1961 Aero Modeller by Keith Laumer

(better detail than when appeared in issue 25)

A 36" span aerobic trainer for .8 to 1.3 cc engines (larger sizes can be used by experienced fliers) that combines good looks with simplicity.

THE MODELLER WHO limits himself to free-flight is missing half the fun of modelling; you'll discover what the other half is all about when you've built Sharpoon and seen her performing smoothly at the end of the lines, responsive to every touch of the controls. Control-line flying gives you the opportunity to use bigger engines and long motor runs and without any chasing downwind at the end of the flight. You'll discover that there's more to C/L piloting than merely holding onto the handle! (The Control-line Manual tells you more.) Start by cutting out the plywood bulkheads (parts F1, F2 and F3). Cut holes for motor bearers (be sure to match them to your engine), and drill undercart lacing holes. Bend nose and main undercarriage legs from 12 S.W.G. wire, and lace in position with thread; then coat lacing with cement, forcing it through holes for rigidity.



Next, cut and drill motor bearers and attach to engine; fit the bearers into bulkheads F1 and F2, positioning carefully, and cement. A polyphenyl resin glue such as LePage's white glue (P.V.A.) is recommended for this use.

Cut the remaining balsa bulkheads, and fuselage sides, and sand edges; add 1/8 x 1/4 reinforcing pieces at tail, and bevel rear ends of sides as shown. Then join sides on motor mount assembly, and align carefully. Add bulk head F4. When dry, bring rear ends together and hold with spring clothes pegs until dry. Bend and attach tailskid to F6, and install remaining bulkheads, except F3; this is installed after wing is in place.

Install tank and fuel line; then cut top slabs from soft 1/4 in balsa and cement in place; cut and add cowl sides and bottom pieces. (The engine should be removed for this operation, and holes cut later.

Engine should be reinstalled and spinner fitted before final shaping, to insure smooth lines). Sand sides and top of fuselage smooth, and shape as shown on plan to proper cross-section. Do not sand bottom edge until bottom planking is installed. Cut balsa tail assembly parts, assemble rudder and tailplane and sand to streamline cross-section. Clear-dope and sand again; then bend and fit elevator horn/connector, joining elevators. Attach elevators to tailplane with linen hinges. Bend push-rod, engage in elevator horn, and install tailplane. Be sure to trim away enough of tail reinforcement to allow free movement of controls.

Add the rudder, aligning it carefully. Note that an off-set tab may be used if desired to increase line tension; this is advisable if you plan to fly in high winds. Weight may be added to the outboard wing-tip for the same purpose.

Cut the double wing spar from the straightest, hardest balsa you can find. Coat both pieces with cement and allow to dry; then re-cement and join under pressure (put the assembly under the work-board and sit on it, if you can't think of a better method). Notch the spar carefully after it is fully dry, allow at least a couple of hours. Be sure not to cut notches too deep or you will weaken the wing. Cut 18, 3/4 in x 6 in rib blanks, pin together, and shape all ribs as a unit, using a rib template at each end of the stack. Separate, and bore lead-out holes in half the ribs, for left panel. Next, cement all ribs to spar, settling in notches so that both top and bottom surfaces are flush. Add leading-edge reinforcing strip to align ribs; mark positions of ribs on this strip, using actual spar as guide; this will ensure that ribs are parallel. Cut trailing edge strips from hard balsa; add lower strip, and, when dry, bevel to follow line of top of rib. Then add top strip, and trim to knife-edge. Add leading edge and tips, bend and install leadouts,

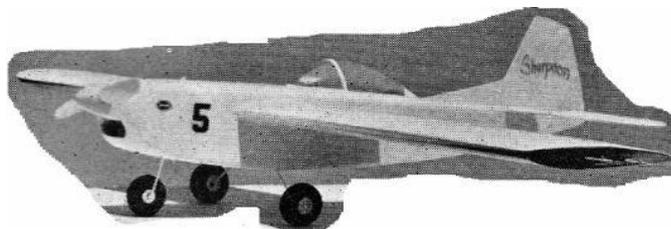
Then add top and bottom leading-edge planking. Cut slot for front lead-out in centre section. Cut and install cap strips, and plank upper sides of tips. Use a sanding block to shape the entire wing structure to a smooth airfoil shape, as shown on side view. Drill a small hole for the bell-crank mounting bolt, and cut slot for F3 and rear lead-out. Install the wing now, and cement thoroughly. Slide bulkhead F3 in place from the bottom, and add bell-crank, engaging it with lead-outs and push-rod before installing bolt.

Add fuselage bottom planking and sand to shape. Check over entire structure for rough spots, and touch up as necessary. Extra care at this stage will pay dividends in looks and performance later.

Cover wing with heavyweight Modelspan. For an extra-fine finish, entire model may be covered; this also adds to strength. Water shrink the tissue and allow to dry. Then clear-dope and sand lightly with fine paper. Spray or brush three coats of pigmented dope over entire model. White is recommended, with trim in colours to suit individual taste. Mark position of canopy on top of fuselage, and cut a black paper panel to size and

cement in place, then add canopy. Tape off all of canopy and spray to match fuselage. Add transfer numerals, colour trim, etc. Spinner may be painted to match trim. Solder wheels in place, and you are ready for testing.

Try to make your first flights on a calm day, over a smooth surface. Be sure the model balances well forward. Fuel up with about 2 c.c. in the tank for a fifteen second run; this will be long enough to see how



the ship handles, and in case of trouble, it's a short flight. Try only modest control movements at first, until you get the feel of the model. Don't try that first loop until you're sure!

Larger engines may be installed in SHARPOON for more zip, after the training phase is over.

Vintage Model Plans



TIGER SHARK

The 1938 Victor Stanzel control liner scaled up to 72" span resulting in a sleek, fully aerobatic model with a distinct period flavour. For .40 - .60 2-strokes or .60 - .75 4-strokes. Rudder, aileron and elevator controls.
PRICE £10 + £2 pp



MERCURY MAGNA

Scaled up to 84" from the original Mercury kit. Drawing shows rudder only for radio assist plus additional sheet for all moving tail and rudder. Lightweight construction but strong.
Up to .50 4-strokes
PRICE £10 + £2 pp



DRAGONFLY

84" span original size. Planked elliptical fuselage. Original design by Charles Williams published in Flying Aces March 1938. Reproduced from data in 1960 Aeromodeller.
PRICE £12 + £2 pp

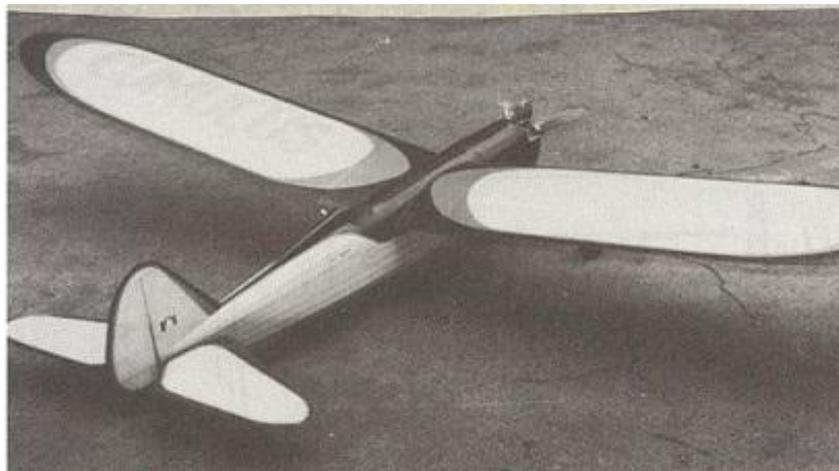




COQUETTE

72" span scaled up from the Vic Smeed classic biplane of 30" span. Only altered structurally for R/C. All moving tail plane, rudder on underfin. For .50 - .90 4-stroke.

PRICE 72" £12 + £2 pp
51" version at £8 + £1.50 pp



CUMULUS

Ben Sherenshaw's classic design. Only modified structurally for R/C. Suitable for up to .75 4-stroke. Original size 96" span. Lightly built model typical of America in the 30's.

PRICE £11 + £2 pp



ISAACS FURY

72" span scale model of Home Build Aircraft designed by Jihn Isaacs. Isaac's design is a 7/10ths scale version of the Hawker Fury. Plan includes description and write up of original aircraft. Model suitable for .90 - .120 4-strokes.

PRICE £15 + £4 pp

FINSIHED UNFLOWN MODEL FOR SALE PRICE NEGOTIABLE



JODEL D9 "BEBE"

69" span 1/4 scale model of the original "Bebe" which was designed in 1946 by Frenchman Jean Delmontez and M. E. Joly hence Jodel. The model will fly on rudder only but plans show authentic wing tip and aileron profiles. The original flies with an OS .60 4-stroke (open valves). See RCM&E February 1994 Clubman column for write up and pictures.
 PRICE £10 + £3 pp



PHOENIX

Originally a 72" span F/F model for 5cc engines. Redesigned structurally for R/C with all moving tail. Designed originally by Bob Woollett. Any good .40 - .48 4-stroke
 PRICE £10 + £2 pp



POWAVAN

88" span. Scaled from Frog kit. Will climb vertically on a good .60 4-stroke just like the original. All moving tail.
 PRICE £11 + £2 pp



FROG "PRINCE"

Scaled up to 120" span for R/C from the original Frog kit. All moving tail assembly. Uses brass hinge as detailed below.

PRICE £14 + £4 pp





RANGER

Original Megow model kit scaled up to 80" span. Redesigned structurally for R/C. All moving tail, rudder on underfin. Will accept any 4-stroke for the engine up to .90 size.

PRICE £11 + £2 pp



SCARAB

Scaled to 84" span from the Albert Hatfull F/F model of 35" span. Redsigned structurally for R/C with all moving tail for up to .60 4-strokes.

PRICE £11 + £2 pp



SHRIMPO

51" 72" AND 90" VERSIONS OF Azburg's 3ft gas model of 1938. All moving tail, rudder on the underfin. .40 - .60 4-stroke for the 72", .60 -.90 4-stroke for the 90".

PRICE 51" £6 + £1.50p pp

72" £10 + £2 pp

90" £13 + £4 pp



BIGGER STUFF

Scaled to 85" from original classic rubber model Big Stuff from Col Bowden. Planked fuselage, elliptical wing and tail. .40 - .60 4-stroke.

PRICE £12 + £2 pp

GREAT STUFF 120" span .60- .90 4-stroke
£13 + £4 pp

Ready built brass tail plane hinge is available for all models in this list with all moving tail assemblies, complete with nylon screws, fixing screws, and instructions. Can be used on other models if suitable. This is already detailed on the relevant drawings.

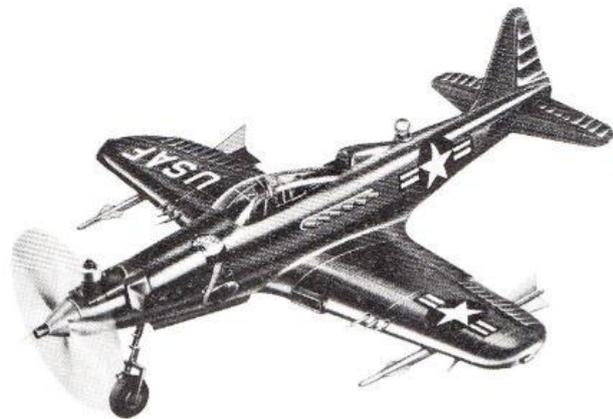
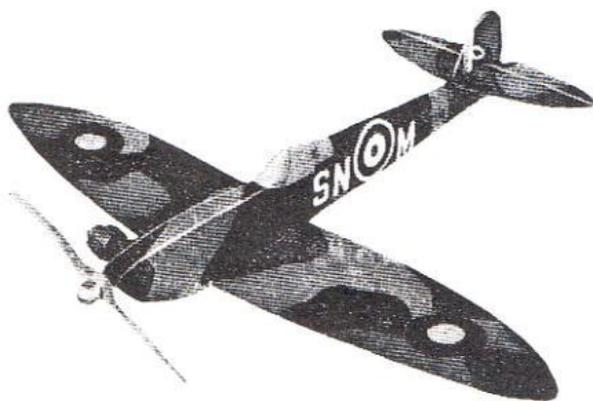
PRICE £8 + £1.50p pp

Plans and mechanisms can be obtained from
PAUL HOWKINS
18 LARKFIELD WAY
COVENTRY
CV5 7QB
TELEPHONE ; 024 76 405126



valerie@jhowkins.plus.com

Transfers shown, and more, are available from Mike Cummings 020 8542 3100 at £1 each. Hurry as not many left.



Workmaster by Ron Moulton From July 1962 Aero Modeller

A 48" wing span semi-scale model for single channel radio control or sport flying 1 – 1.5 cc.

This MODEL IS no stranger to the locals. The airframe was built in August 1958 to a specification laid down at that time for a model to fill an enormous gap in the plans and kits available on the British market.

The specification was as follows:- The model should be of a size to suit most pockets, 1-1.5 c.c. engines; it must look right and fly right; it must have a specialized structure for its purpose of single channel radio control. It should be a

weight carrier; have a voluminous interior and be adaptable to a wide range of equipment and engines; it must be repairable without risk of affecting trim; tough, up to date and practical.

For appearance sake, the near scale approach so well explored by deBolt kits has greatest attractions.

Coincidentally, Austers had just announced in 1958 their hybrid airframe for agricultural purposes with large tail surfaces, stronger undercarriage and big wheels . . .plus a broad cowling for a horizontally opposed engine.

This, then, was to be the inspiration, and Workmaster is in most aspects a true 1/9th scale model except for enlargement of the tailplane, solid windows, simplified undercarriage and lack of struts. Completely new thought was inspired in fuselage structure. All sheet construction with single creases in sides and base, one bulkhead and one former make for the easiest possible form of assembly. The volume within the fuselage under the wing is sufficient to take the most bulky of equipment. Bearers fitted to the fuselage sides, braced by a ply-former at the front and the replaceable engine mounting plate form ideal vibration dampeners. The double laminate windshield adds rigidity where wanted and the dowels are so arranged that in a really serious prang, the wing slides straight off.

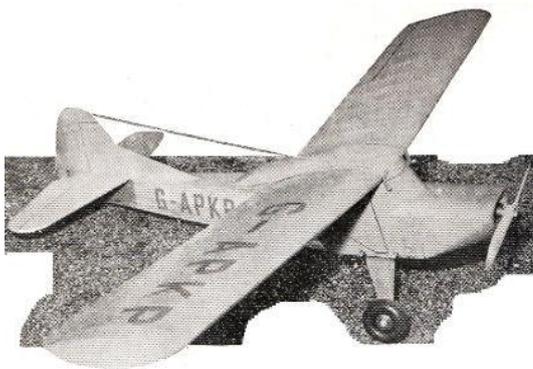
Tail surfaces with anti-warp features are fixed after the initial glide tests. Slight adjustment made on the prototype is incorporated in the design. The wing is made to work. That is to say, airfoil is NACA 4415 sheet surfaced over the working area where it matters, with the result that the Workmaster will lift a loading of up to 20 oz./sq. ft. without difficulty. The normal operating loading is about 12-14 oz./sq. ft. Spruce spars and three dihedral braces have kept the wing together after innumerable cartwheel landings. Over the centre section, the dummy cabin top lifts to reveal a space sufficient to allow access for tuning.

The dural undercarriage is simple but in case of difficulty of supply could be replaced by a built-up 12 s.w.g. wire frame with sheet filling. Despite many ups and downs, the only damage suffered to the prototype has been shock tears in the silk covered wing panels, which will give an idea of the strength of the structure.

The cabin top has ripped off, and once, when a wing tip caught a fence, the impact as the fuselage swung round was sufficient to break away a large area of the rear fuselage.

In every respect the Workmaster has more than lived up to its name and met every aspect of its original specification. It has been subject to all the trials and tribulations of working out best installation for new equipment and its current gear is still the original Mini-Reptone, Elmic Commander Compound and F. Rising 4 position clockwork escapement for engine speed. The AM.15 is most responsive on a 9x4 propeller. Every effort should be made to insulate mechanical rattles. Connections from push rods to escapements should be covered with Systoflex or thin fuel tubing.

Battery supply to the receiver should be regularly checked. The editor uses 4 DEAC 225 cells to provide 4.8 volts instead of the normal 3 U7 dry batteries. Those who intend to use the same set-up are strongly advised to study data sheet 12 issued with Radio Control Models & Electronics for September 1961, which covered



just about all the possibilities and condensed most valuable information on the Mini Reptone. Full building instructions are quoted on the plan and should be sufficient for the relative novice. Flying the Workmaster is by no means nerve racking. It performs admirably without radio control, and will hold a reasonable course although it is no competition model.

Dens Model Supplies



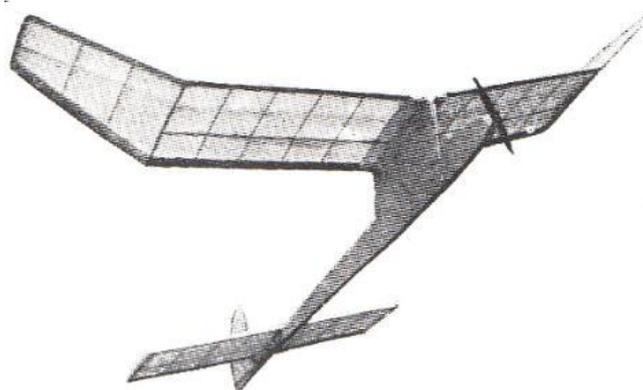
Full range of Cox 049 Spares and Control Line accessories stocked, plus many classic kits from America manufacturer Black Hawk Models



**New Cox 049 reed valve engines from £10.50
Control Line Kits from £15.50
On Line shop at www.densmodelsupplies.co.uk
Or phone Den on 01983 616603**

From Chris Hague

The Mongoose kit, available from Den's Models, was easy to build with the design incorporating many well tried and tested features. The wing in particular proved to be easy to construct and when finished it only required the minimum of sanding, such was the accuracy of all of the components. The model is covered in Solartex. I substituted a larger wheel as I will be flying off rough grass and the noseleg could have been a bit longer as I have an OS 35 fitted. The all up weight came out at 690g (24.25 oz in real money), the C of G came out in the right place (that is far enough forward for starters!) and I plan to fly on 60ft lines to start with. All in all a great kit. Wing loading is 11.41 ozs ft² although this could easily be reduced.



A few photos from John Taylor's of Bournemouth MAS



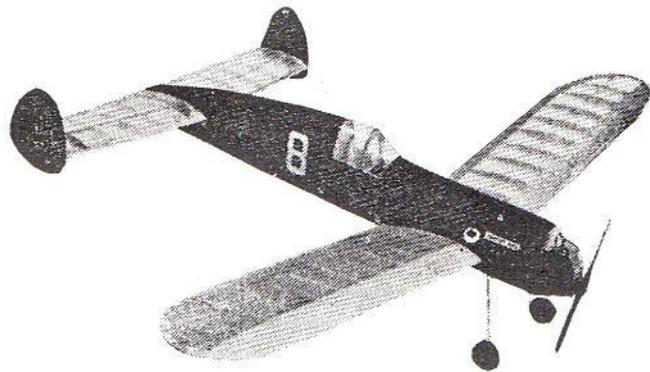
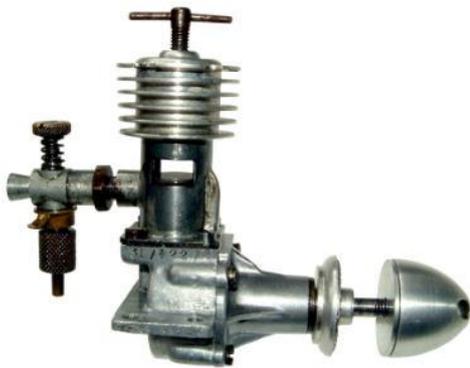
Green Teen



Republic Sea Bug 1953



D H Dove control line model powered by two Mills 75's



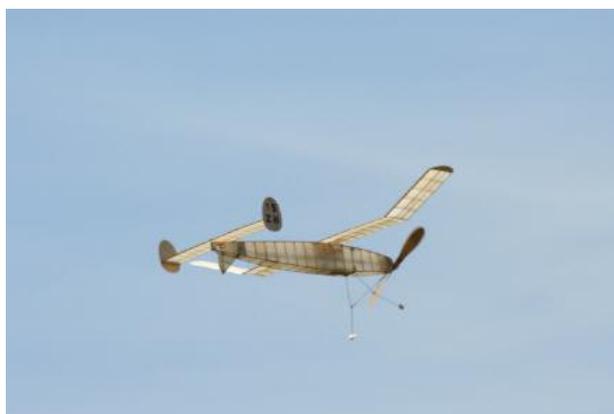
Advert via Ian Russell

"One only, on behalf of Tony Cincotta, Saturn Hobbies, Australia.
Short kit for Stomper F/F competition power. 52" span, great quality wood. £50 + post if any.
I. Russell.02089326783. rustler@aero.fslife.co.uk
Thanks one and all, Ian.

Sadly the last of the Swiss photos kindly sent by Peter Renggli taken by Urs Brandt







From Roger Cooper

Here is a little "blast from the past". This a genuine original waterslide transfer for the Northwick Park MAC - must date from the mid 1950's I would guess - Peter Wallis and/or Don Goulding might be able to confirm that. Now! Is this a valuable relic - a must save piece of memorabilia? I just CANNOT bring myself to throw it away - it may be the only one left in the world. What do you think, have you an archive for such things??



From Peter Wallis

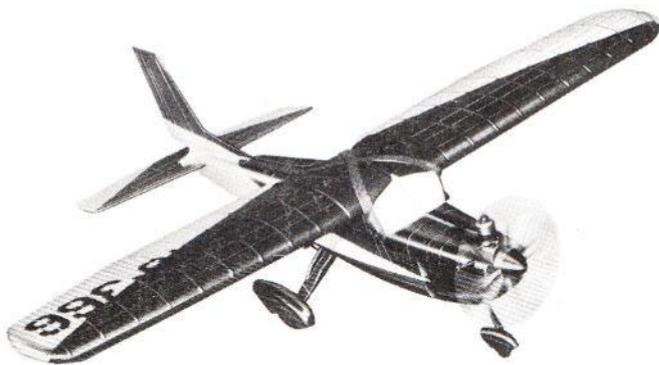
I always feel very guilty when I receive Sticks & Tissues so to put that right here are a few photo's taken around 1952 .

A wonderful performer that I used to fly at Radlett was 'The Eliminator' I still have the Albon Javelin 1.49 that powered this model - together with Roger Cooper we were founder members of 'Northwick Park Model Aircraft Club' . This picture shows a chap called Stewart, myself and Jack Curry . Jack was my mentor in

those days and I owe a great deal to him . Radio was largely a mix of parts and I am lucky enough to still have my ECC receiver that I recall being made in Ruislip .

The photo's were taken on what used to be the old 'Northwick Park Gold Course' and you can clearly see those home built transmitters - the Junior 60 was the one to build but I choose to build 'free style' I still have all those fitting from this plane and the wheels are currently on my own electric powered Junior 60 .

This winter my project is to build the 'Radio Queen' the main reason being is that she has good wind penetration this again will be electric with Lipo's plus a camera.



THE NEW .049 eu. in. engines are rapidly becoming popular with newcomers to our hobby, and many such novices have requested that we provide them with a special design to suit the new power units.

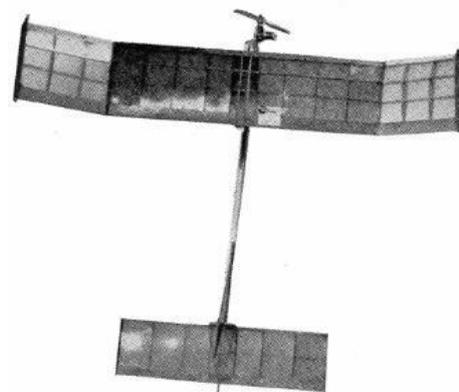
We realise that for real contest performance, any .049 powered model should weigh around 4-5 ounces, have light wings, and be trimmed for a near vertical climb. Let us state right at the beginning that Chunky is not of such a breed. Here we have a 'toughie', easy to build very easy to fly, and still having good performance.

We checked the prototype with the weakest of the .049's (no names—no pack drill!!!) and at a total weight of 8 ounces. By selecting such extremes we know that Chunky will fly well. The careful modeller can whittle the weight down to 6 oz. through use of medium/soft balsa and a "hot" motor will give best performances.

One must first study the plan thoroughly, with reference to these instructions to completely understand the method and sequence of construction. The model has been designed to be built on a standard schoolboy budget, so if you want to keep cost to a minimum follow the parts layout given on the plan. Fuselage sides F1., F2. are traced from the drawing using a straight steel edge and soft pencil. The tracing is turned over and placed on the 3/32 in. sheet and with a hard pencil this time, the outlines are followed, reproducing the fuselage sides on the wood. F1 and F2. are now cut out, again using the straight edge. Engine bearers should be cut to length from 5/16 in. x 1/4 in. hardwood. The right hand fuselage side is pinned over the plan and the bearers double cemented over this in their angled down position. Two layers of 1/8 in. sheet fill in the space between bearers, the outline for these being traced from the plan. Note that the wood grain here must be vertical. Once cemented the whole should be held in place with pins until quite dry. A length of 1/4 in. x 1/8 in. strip forms the bottom of the fuselage side, pins being placed either side to hold it vertical. The fin F5, should be traced and carefully drawn onto the 3/32nd. sheet as in the layout drawing, to economise on wood. F5. Is cemented directly onto the right hand fuselage side, the bottom of the fin touching bottom of fuselage. A small length of 1/4 in. x 1/8 in. strip fits vertically at the extreme end of the fuselage. The left hand fuselage side can now be cemented in place. A 6 3/4 in. length of 1/4 in. x 1/8 in. strip is cemented between fuselage sides alongside and in front of the fin (trimmed to 5/32 x 1/8 at this part) providing a support for parts F3., F4. which are duly traced, cut, and cemented in place. The two platforms for the tailplane can be cut from scrap strip or 1/8 in. sheet. They fit into two cutouts aft of the fin, and must be at right angles to the fuselage side. A short length of 18 s.w.g. piano wire is bent into the hook shape shown at the rear end of fuselage drawing, and then attached to fuselage with strips of thin cloth and plenty of cement. It should be mentioned here that the pylon and fuselage top are not cemented in place until the centre of gravity has been accurately positioned and the pylon is slid along to correct this to that of the drawing. To build the pylon, all parts P.1-P.6 are traced and cut out. P.3 can be put to one side as this will not be needed yet. P.1 and P.2 are cemented together absolutely flat over the plan. Two pieces of 1/16 in. sheet P.6 fit, one either side, at the bottom of the pylon. Pieces P.5 and P.6 are similarly cemented together flat over the plan. When dry, a centre line is drawn lengthwise down the pylon top (P.4 and P.5) and this is cemented to the pylon upright with a match box on either side, until dry. Wing band retaining strips are cut from 1/4 in. shaped excess tailplane leading edge stock and cemented in place either side of the pylon upright top junction, with about 1/2 in. extending at each end. While the 1/4 in. shaped strip is being used another 2 in. length can be cut to fit in the cut-out at fin base and act as a tailplane stop and pivot. The fuselage and pylon are now complete but for a few details such as the wire skid which is made from 18 s.w.g. (or 16 s.w.g. if you have any) and requires a little skill in bending.

It is held in place by strips of cloth and plenty of cement as before. The drilling of the engine bearers entails placing the engine squarely on the bearers with rear of crankcase just forward of landing skid.

With a friend holding the engine and model firmly, two holes can be drilled and then bolts inserted to hold the engine while other holes are located. Forward of the pylon and above the upper bearer, can be filled in with scrap 1/8 in. sheet, and sanded down to follow fuselage contours. A small free-flight tank of the Warneford or M.S. type can be fitted to the port side of fuselage nose, being held by small screws.



Before commencing wing construction, plywood wing rib templates must be made, three for the main wing. WI, W2, W3, are traced onto ply and cut out with a sharp modelling knife. The templates are sanded accurately to correspond with the outlines given on the plan, and are then cut or drawn round, on 1/16 in. sheet. Eight WI ribs are required, two W2, and six W3. The ribs are cut out, and pinned together as shown in photo, making sure that bottoms of all ribs are level and the ends are lined up. A short length of 1/4 in. x 1/8 in. strip is placed in the spar slots to keep ribs in position; then with glasspaper wrapped around a block of balsa or matchbox, abrade to make all ribs identical with each other and one of the ply templates. The pieces of strip balsa are removed and an 1/8 in. flat file inserted to square up slots.

The 1 in. x 1/4 in. shaped trailing edge strip can now be cut to length for the centre section and notched to take ten ribs. Shaped 1/2 in. x 1/2 in. leading edge can also be cut to length. Greaseproof or tracing paper should be laid over the wing plan if it is wished to preserve this.

Leading and trailing edges are pinned down together with a length of 3/8 in. x 1/8 in. strip, in the rear spar position; note here that both spars are longer than LE/TE and pins are placed either side of spar and not through. Eight ribs WI. fit over spar and must be vertical; a try-square or matchbox can be used to check this. Upper 1/4 in. x 1/8 in. spar cements into front slots. When quite dry the structure is removed from plan to make way for an outer panel. This follows the same procedure of cutting LE's, TE's and notching the latter. Spars are again longer than LE/TE to make dihedral joint. LE, TE and rear spar are pinned down and three W3 ribs cemented in position. Upper spar and two 1/8 in. sheet gussets (to strengthen Outermost rib) are added. The other wing panel is made in exactly the same way. The Dihedral joints need an explanation for those not having experience of this type, and are illustrated well in the photo. Innermost ends of the outer wing panel TEs, LE's must first be chamfered to the dihedral angle, a template for which is given on the plan and can be cut out and pasted onto a piece of sheet balsa. Chamfering is best done with a modelling knife or razor blade rather than glasspaper, to obtain a flat edge. One of the outer wing panels is mated up to the centre section at 4 in. dihedral, and the excess spar is carefully trimmed away as shown in photo and drawing beneath rib outlines on plan. This is repeated for the other panel, and then centre section is pinned down and outer panels cemented permanently at 4 in. dihedral, using matchboxes to prop up panels. When completely dry, wing is removed from plan and undersurface between middle two ribs of the centre section is covered with 1/16 in. sheet; note grain direction.

Tailplane ribs are made in the same way as those of the main wing, except that the template is made from T1 outline, and there is only one spar slot. Its construction is also the same as that of wing (centre section) but for the lack of an upper spar. When complete and removed from plan, an 18 s.w.g. wire hook of the type used on the fuselage is bent and held onto the trailing edge by cloth strips and plenty of cement. Endplate outlines E1, E.2 for wing and tailplane are traced onto 1/16 in. sheet and cut out, there being two off of each. The dotted lines indicate position of endplates on wing and tailplane ribs. Note that endplates are not attached until model has been covered. Before covering any surfaces they must all be lightly smoothed down with glasspaper.

Covering can be accomplished very quickly by "wrapping over" tissue on all flying surfaces. Lightweight Modelspan was used on our original model; colours are red centre section/pylon/fln/tailplane, and yellow fus./wing tips/endplates, for easy sighting in the air and on ground. Centre section is dealt with first; cut a piece of tissue that will cover the undersurface and wrap over the upper surface with a small overlap all round. The undersurface of the trailing edge is "Gripflexed" first and the tissue laid onto this with a 1/8 in. overlap; if tissue has a dead straight edge, no overlap is necessary. The outermost centre section ribs and the leading edge are now pasted and tissue pulled down and wrinkles smoothed out. Upper surface of trailing edge and outermost ribs are pasted and tissue pulled over and down as shown in photos. Again, wrinkles are smoothed out with spanwise and chordwise pulls of the overlapping tissue. This overlap is then trimmed down to 4 in. width and the extreme edge of T.E. pasted. Overlap folds over onto pasted area. Overlapping tissue at outermost ribs is completely trimmed away. The wing tips and tailplane can be covered in exactly the same manner as all are parallel chord structures.

Endplate outlines are cut out of tissue 1/8 in. oversize all round and nicked at 1/2 in. intervals, doped directly onto the endplates. Now fit the endplates in place with cement. Water spray all covering lightly to shrink the tissue before clear dopping.

Fuselage outlines are cut from tissue with similar overlap to that of endplates, and doped on directly. Bottom of fus, covering does not have overlap, excess if any, being trimmed away with a very sharp razor blade.

Each side of pylon can be covered with one piece of tissue, with 1/8 in. overlap at front, back, and top. The extreme ends of wing rubber band retaining strips are not worth covering due to their odd shape, but brushed over with sanding sealer, as are the top of pylon platform, tailplane platform and engine bearers. Fin is covered with two pieces of tissue, and the overlap should be nicked to dope down round the curved outline. When wing and tail are doped to satisfaction (about 3 coats) and the fuselage, fin and pylon are also finished, fit the engine and tank, then assemble the model by push fitting the pylon in place. Balance the model by suspending it on the finger tips at the point indicated as the Centre of Gravity. Slide the pylon back and forth until the model will balance with the fuselage level. Then mark the pylon position and dismantle the model so that the pylon can be firmly cemented in place. Now fill the fuselage top with 1/8 in. x 1/4 in. and fit P.4 tissue cover and dope to finish the model. We used 6 x 4 and 6 x 3 nylon props to test Chunky and following glide tests which called for no other alterations, made the first test flight in blustery conditions. The immediate impression is that chunky lives up to its intentions of being an all-weather flier. It will roll out of trouble, withstand a tumble into the ground or hawthorne bushes (Our's is a rough ground) and with any .049 it will turn right (better) or left depending on your warps and rudder trim. No claims are made for this design as a Contest winner—but for for the novice wanting to learn how to fly pylon type models, it's the ideal. Moreover, the cost of construction is only 8s. 5d. for all parts including nuts, bolts and tissue less dope, cement and tank. So for about 13s. (current British prices) plus your engine, you can get hours of fun flying Chunky on the local field. Don't forget to light the dethermaliser fuse, otherwise you will not see the tailplane tip up, or perhaps the model, ever again !!!

2011

Preliminary (to be confirmed) dates are now available for Middle Wallop see for further details <http://www.sam1066.org/>

All days are free flight with three days noted to also include radio vintage and control line.

February 13

March 20

April 23/24/25 (24 R/C vintage and CL)

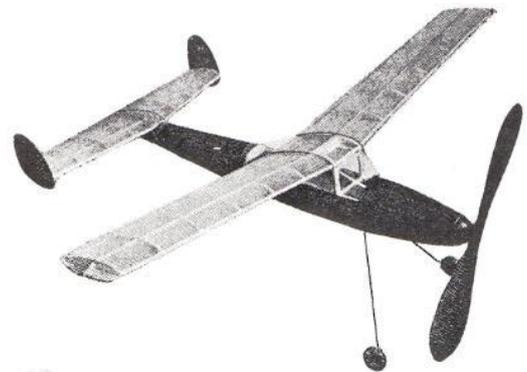
May 8 (R/C vintage and CL)

August 27/28/29 (28 R/C vintage and CL)

September 25

October 23

December 4



Dates for Cocklebarrow will be made known in the New Year as will many other meets.

There will be R/C vintage at Wimborne but date yet to be agreed due to a busy events year at Cashmoor however may well be last Sunday in May. There will be CL also at Cashmoor but again dates yet to be resolved.

With regard to Middle Wallop the RC side is growing, so, much of my efforts will be directed at control line. So beware I will be going on and on about it over the next few months, you'd better take advantage of the non flying conditions and sort out you CL models or build a few new ones!

With regard to Tomboy competitions I've had a few phone calls and emails on the subject and it seems the numbers wanting to join in are growing. I must point out that there is the "National" Tomboy competitions run by Tony Tomlin at sites such as Middle Wallop, St Albans, Cocklebarrow, Wimborne etc. The rules were in the last S&T.

Down in Dorset we run as part of The Wessex League <http://www.wessexaml.co.uk/>

our own version of Tomboy competitions. These events take place relatively locally and the rules do differ from the “National” competition. The rules for the Wessex League event are set out below for those who live locally or wish to travel to join in.

We also run a control line speed event which is very basic in order to get competitors who would like to join in and use what is basically a very simple training model. This is open to anyone. Details on the website.

2011 WESSEX TOMBOY COMPETITION RULES

The event will usually be run with either 1 or 2 qualifying flights of 4 minutes with a fly-off to decide the overall placings.

1. Each competitor to be a competent pilot and to show proof of BMFA Insurance.
2. Each competitor will require a timekeeper with stopwatch when flying a qualifying round. (Willing timekeepers often available!) The fly-off timekeeping will be from the starter who will record pilots names as they land, last one down wins.
3. Hand launch, or ROG, allowed by either competitor or an assistant.
4. Fly-off to consist of a max of 8 pilots, if necessary heats and semi-finals of 8 max pilots to take place first.
5. For the Fly-off, a total of 90 seconds will be allowed to start the engine with 10 seconds to go a warning will be given to STOP ADDING FUEL at the end of 90 seconds. Then a HOLD sign will be displayed, period of time to be notified on the day. Launch when the starter gives the GO signal.
6. No re-starts to be made, or fuel to be added, after the 90 sec.
7. Landing to be in the designated area or zero score.
8. Positions will be calculated for each round as follows; Winner 10 points; 2nd 9; 3rd 8; 4th 7; 5th 6; 6th 5; 7th 4; 8th 3; all others in the fly-off achieving a score of 2 points. Entrants making a flight attempt but not making the fly-off to receive 1 pt.
9. For overall league placings, the best 4 scores to count. Tie breaks to be decided by highest placings, if still a tie, then count extra rounds.
10. Models not within the rules to be allowed to compete only at the Contest Director's, discretion. During the season the CD will request an examination of models to check legality. Infringements **will** involve a penalty. (e.g. Undersize wheels, 1 minute to be deducted from the fly-off time) You have been warned!!!!
11. Pilots who have registered a unique 35 MHz frequency with the Contest Directors' will be given total priority on that frequency. Special frequency rules may apply at some sites, please check before travelling.
12. For various reasons (e.g. safety) these rules may need to be adjusted on the day by the Contest Director.
13. Return timesheets + entry fee (if required), to the Contest Director, whose decisions are final.

Construction of the model rules are as follows:

WESSEX TOMBOY 36

1. Vic Smeed Tomboy with 36" span and small tailplane as per plan. Depending on the plan you use there are slight variations in size of tail plane therefore we have adopted a maximum span of 423mm x 110mm chord including elevator.
2. Wing to use bottom spar only. Free choice of spar material.
3. Extra strengthening allowed to the airframe.
4. Any covering material allowed.
5. Pair 2“(50mm) min. diameter x 15mm min. width balloon style wheels to be fitted.
6. 2 or 3 servos to be used for rudder, elevator and optional motor cut-out only. Throttle control not allowed.

7. Engine to be a standard beam mounted **MP Jet 040 Classic of 0.6cc** with the **standard 2cc ali tank**.
8. Or **standard Mills .75** either original or other replica. Integral fitted **fuel tank of 2cc maximum capacity** to be used. (access required to check capacity).
9. Standard, or replica, carburettor only.
10. Engines that have tanks with two holes, one for filling and one for air intake, can extend ONE only of those holes using fuel tube or metal of nominal bore, maximum length 20mm. Maximum fuel capacity not to exceed 2cc.
11. Any two bladed propeller to be used. No folding props allowed.

WESSEX TOMBOY Senior 48

1. Vic Smeed Tomboy scaled up by 1/3rd to 48" span.
2. Wing to use bottom spar only. Free choice of spar material.
3. Extra strengthening allowed.
4. Any covering material allowed.
5. Pair 2.5" min. diameter x 20mm min. width balloon style wheels to be fitted.
6. 2 or 3 servos to be used for rudder, elevator and optional motor cut-out only. Throttle control not allowed.
7. Engine to be **standard Mills 1.3** either original or replica.
8. Integral fitted **fuel tank of 6cc maximum** capacity to be used. (access required to check capacity)
Note: Irvine tank is larger, an aluminium insert is required to reduce capacity to 6cc. (Contact James Parry if further information is required.)
9. Standard, or replica, carburettor only.
10. Engines that have tanks with two holes, one for filling and one for air intake, can extend ONE only of those holes using fuel tube or metal of nominal bore, maximum length 20mm. Maximum fuel capacity not to exceed 6cc.
11. Any two bladed propeller to be used. No folding props allowed.



Helpful notes:

These rules are specifically designed to enable the vast majority of modellers to have fun building and flying a competitive Tomboy and to minimise the excessive heights that have been achieved in the past. A wide range of Mills engines can be utilised as well as the MP Jet 040 Classic diesel.

2cc Mills tanks and both new and second hand Mills engines are available from Peter Rose (Tel: 07900 841 550). MP Jet 040 Classic engines are available from Flitehook (02380 861 541). Partial Tomboy kits are available from the Old School Model Aeroplane Factory (0208 647 1033), Belair etc.

A variety of Mills engines are often available on eBay.

Contact James Parry to receive Wessex Tomboy information and to register your frequency by phone or email, it will be on a first come first served basis. No 27 MHz permitted. See also our own website for full details:

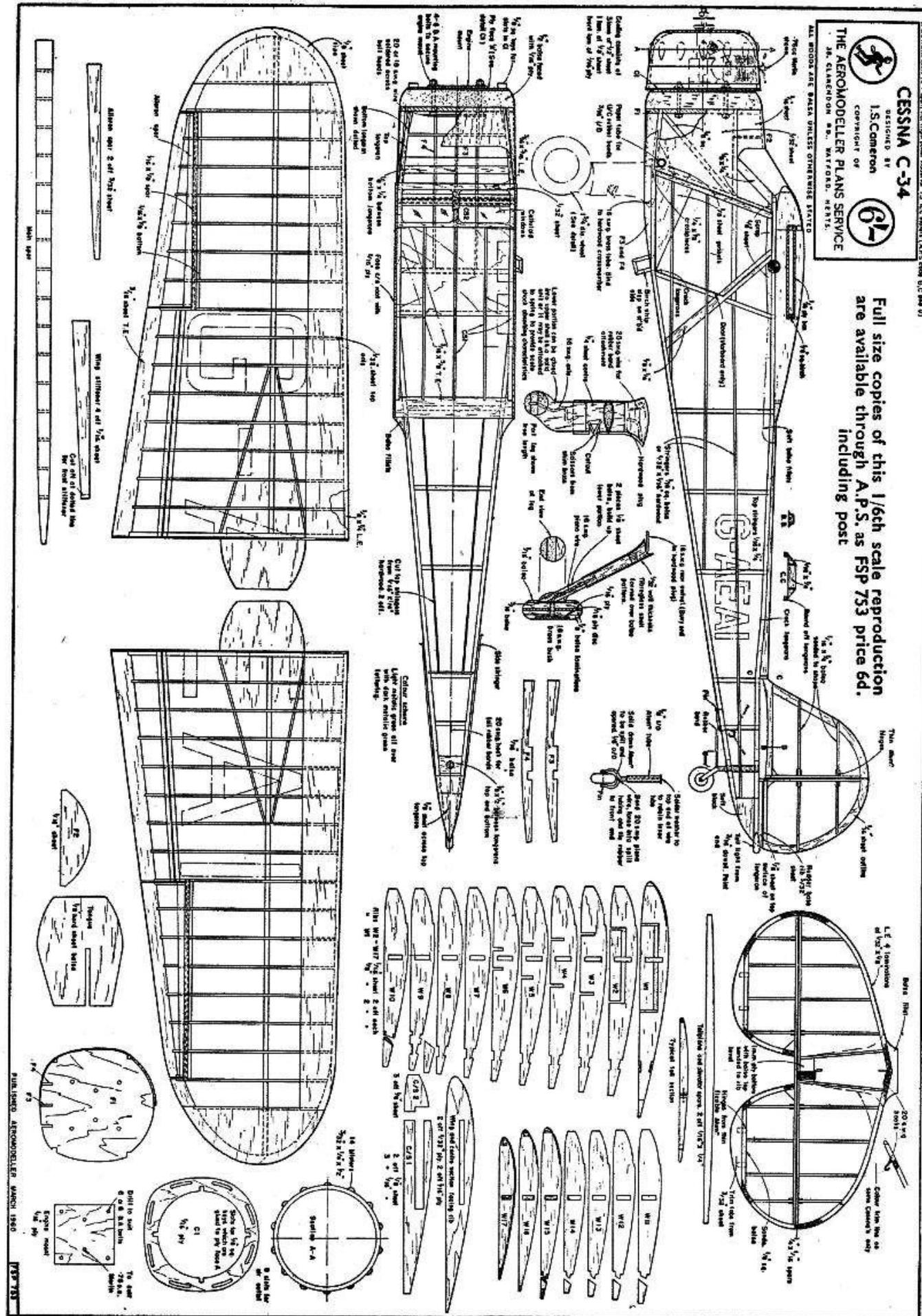
www.wessexaml.co.uk

Chris Hague/James Parry



CESSNA C-34
DESIGNED BY
I.S. CONNOR
COPYRIGHT OF
THE AEROMODELLER PLANS SERVICE
36, CLARENCE ROAD, WATFORD, HERTS.

Full size copies of this 1/6th scale reproduction
are available through A.P.S. as FSP 753 price 6d.
Including post



Cessna C-34 by I S Cameron 34" span scale model for .75 – 1 cc. Aero Modeller March 1960

This clean, high wing cabin monoplane by Cessna has always been regarded by "old hand" aeromodellers as an ideal subject for a flying scale model, with its well proportioned lines and lack of struttery. It is therefore, very surprising that among the many plans which have appeared from time to



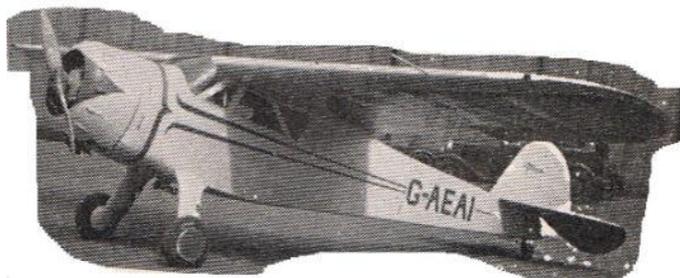
time over the last 20 years none are accurate representations of the aeroplane. This model is the result of two years research and is an accurate replica of the prototype G-AEAI which is shown in the photographs.

Start by building the tailplane over the plan around a card former, cut to the inside shape of the outline.

Using 1/32 in. x 1/8 in. balsa strip soaked in water, form the outline using a slow-drying glue. Fit 1/4 in. x 1/16 in. balsa spar and ribs and when dry, sand to a thin aerofoil section with a flat bottom. Bind hooks of 22 gauge piano wire for the rubber band attachment to fuselage.

Vertical tail surface is made in similar fashion. The wing L.E. is cut from 1/8 in. x 1/4 in. to fit the rib contours, T.E. is similarly cut from 1/8 in. sheet balsa notched to receive each rib. Note that the root rib is from 1/8 in. sheet and is faced with 1/8 in. plywood which extends over the balsa L.E. and T.E. sections, covering the end grain. Cut the tongue from hard 1/8 in. sheet balsa to the outline shown on the plan. Assemble ribs onto

spar, then fit the leading and tail edges and tips cut from sheet. Slide in the tongue but do not glue yet. When this basic frame is dry, remove from plan and sandpaper all over. Cover L.E. top surface with 1/8 in. sheet balsa as well as the tip surface. Prop up the tip 1 in. for the dihedral, keep the tongue horizontal and glue this item now: when dry, fit the two stiffening spars around the tongue and finally sand all over with fine grade abrasive paper.



Build the opposite wing in this manner. The basic fuselage is built over the plan, make two frames one on top of the other, joined later with spacers to fit the plan view. Put in gussets and tubes around the undercarriage attachment and join the nose with F.I. If a beam mounted engine is to be used, slots will have to be cut in F. I for the hardwood bearers to suit the engine. Using a radial mounted engine, screw direct to the ply interim former as shown on the plan. The cabin interior is shown in the sketches and should be modelled for realism but keep the seats, etc., light in weight.

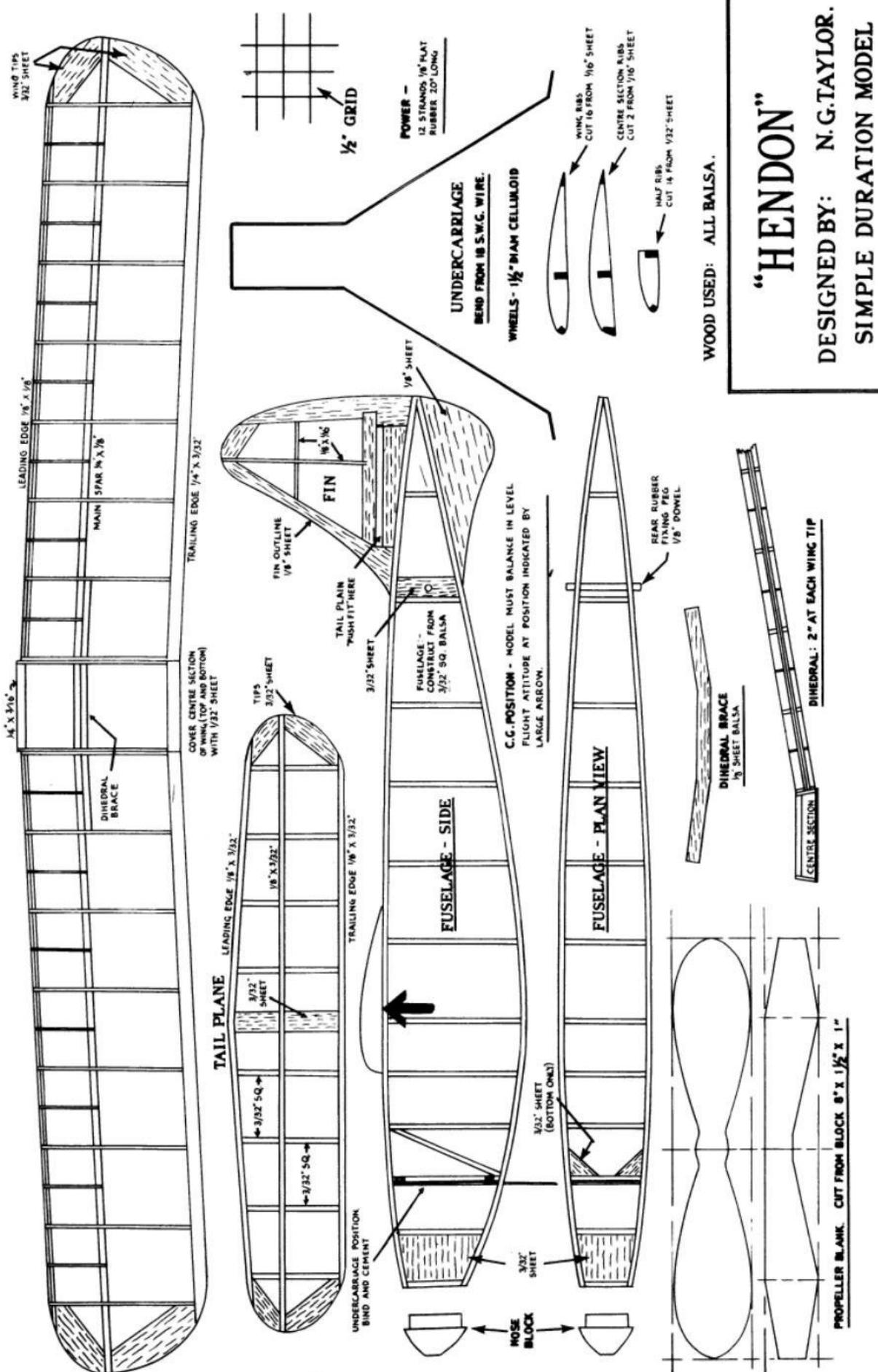
Fit all stringers, hooks, etc., and tailwheel. Cover with lightweight tissue and give one coat of clear dope.

Finish all over with Cellon light metallic green with lettering and trim in dark metallic green. Wing registration letters are 3 1/4 in. high x 3/8 in. stroke width. Those on the fuselage are 1 in. high x 1/8 in. stroke width. The proportions and positioning of the letters can be seen from the photographs.

The cowling may be made from fibreglass or balsa with plastic or balsa "blisters" of which there are 14.

It is held in place on the original by an elastic retaining band between a hook on the front former and a hook inside the cowl, which itself is located by small wood blocks. Trim for right circuits and stand by for super realism!





Hendon - This was a loose sheet, I have no other details, sorry

David Kinsella's Column

So Many Gathered

Good sticks stood shoulder to shoulder to honour the great chief. Within ancient stones and lofty beams, later in a garden marquee where the press of people was considerable, modellers and enthusiasts remembered Ronald Godfrey Moulton (1924—2010). The service in St James Church, Bushey, was traditional and perfect, the hymns and Lord's Prayer unchanged, the ending light hearted to the sounds of Let's Go Fly a Kite. I was with Vic and Margaret Smeed early on, then SAM 35's Brian Lever, AMI's editor Steve Dorling, Dave Bishop of DB Sound and the McHard family. West Essex, Raynes Park, Three Kings and several more clubs were represented. Dinah, Chris and Jonathan, Ron's daughters and son, arranged the day to perfection, yours truly departing with Mr & Mrs David Rawlins of Flying Toys at 7pm. Ron Moulton has gone yet he will be with us always.

Sweet Dream

Man of many abilities Jim Shelley drew and then built a cabin sports job of 65in span called Mabel's Dream, a looker from any angle and a super lady of the skies whenever she took flight. Jim soon realised that a much larger Mable would be better and so a delight in green and white duly appeared, this time of 11ft span and driven by an OK 20cc twin. Hollow ribs and a thinner lightweight wing meant struts for strength, as seen here and held aloft by brother Terry Burton Shelley. Also of abilities various ranging from blasting a BSA Gold



Star around the Island in the Senior Clubman TT to playing a mighty Wurlitzer in Brum, Terry restored to mint condition a 1924 Model T — black, of course, as Henry declared. With that huge spread of wings, the beautiful cabin and those classical spats from the age of Astaire and Style, an extra shot is



a pleasure and a duty.

John's Movies

Throughout the long MEE at Wembley — nine whole wonderful days and late opening on Thursday until 9pm — John Huntley was there with his stock of movies. Utterly perfect for the job, a preamble from the stage would be followed by the immortal words: “And now on the screen...”, and we'd be away and soon lost in the golden age of the GWR or Hendon at its zenith. Never an empty seat at Wembley, it was the same at shows in Croydon and elsewhere, his dedicated public filling the foyer with the buzz of expectation. But old Wembley was best, the movies a chance to take the weight off after pounding the vast halls that held the MEE in full bloom. And, of course, the twin towers of Wembley reminded us that it was the centre of the British Empire Exhibition of 1924, so successful that it was held, again in 1925.

That Driver!

Towers seen on telly and known as Downton Abbey in reality are those of Highclere Castle, erected on an ancient site by Charles Barry, architect of the Houses of Parliament. A healthy 5000 rolling acres, cedars grown from imported seeds, a Victorian Gothic saloon three floors high and further acres of priceless oils and wallpaper show how the upper crust did things before a stand-in driver lost his way and caused World War One! An amazing detail of the old days emerged in the shape of a giant wine cooler commissioned by Lord Raby, of solid silver and the size of a bath. At a recent sale I saw matched mirrors 11ft high. Out of sight servants tunnels powerfully affected H G Wells, his mother forced to use them. Not sure about that ice in the scotch!



The Right Stuff

This year I chose Prontoprint (0207 911 0172) to produce my Christmas cards, top quality being essential. Graham and chums can do anything on the most impressive machinery I've seen. So come on the Northern to the world of Amy Winehouse and see the boys at 60 Camden High Street when a top notch result is the issue. Perfect for Aeromodeller covers to frame.

Pistols Preferred

Forget the dainty swordplay in Scaramouche (1952 118 min), Flynn did it with a grin, Rathbone with a smirk and a dirk, but rapiers in the mist of Hyde Park one November morning saw Lords Hamilton and Mohun (say moon.) fight to the death, bites included, all over the estates of Lord Macclesfield. Illegal in 1711 and Hamilton Scotland's leading Duke, the two still battled it out and gave rise to numerous Duke of Hamilton pubs. Pistols normally kept the two apart and sometimes both missed with intention. But it was risky if one faced a fellow who was not a good stick as in Kubrick's Barry Lyndon (1975 187 min) where young Lord Bullingdon demands a second shot!

Street Fighter

From the world of newsprint young Harbourne Mackay Stephen of the RAFVR (possibly with a red lining to his tunic) shot down eight during one sortie and received a Christmas card and £100 from Lord Beaverbrook (a staggering sum seventy years ago). Soon with a double DFC and a DSO, later a CBE, he was a high flyer and bagged a bandit at a record 34,000ft. Refusing a big rank hike at the end of the war, Fleet Street benefited from Stephen's drive on the Standard, Express, Telegraph and Times. As a famous ace once told me, after daily combat against the best anything was easy.

Cabinet Stuff

Modellers King & Country offer a number of 1:30 scale hand-painted figures of pilots and other RAF types. All-metal too, support buildings such as Nissen huts are available in cast and painted resin. Try 0800 297 1940. A call to 01388 818882 will give you Waterloo stuff.



Super SE5a

Trailing smoke to port an Albatros (only one s) slips above McCudden's famous fighter, B48916 and the most successful of its type. Of great size was the red spinner which, with special high compression pistons fitted by his mechanics of elite 56 Squadron, gave McCudden an extra 4mph. A mighty scrapper and just 22 when he died, the ace of 57 victories would take on several on his own and knock down two or three. With his dog Bruiser (rather apt) for company this most decorated ace of the RFC, RNAS and RAF in World War One operated from many airfields, the famous 56 disbanding at Bircham Newton on 22 January 1920. Again fine action stuff from Roger Middlebrook.



R&B And A GL!

Crashing my way through the Christmas card list (I send 200 or so) I suddenly remembered aeromodelling chum Trevor Robinson, a keen enthusiast who bought balsa from Harry in Gorden Street, Luton (where my first ETA 29 appeared), and campaigned R&B music from across the pond. Indeed, during office hours he taught me Roll Over Beethoven and other classics, Chuck B a hero along with Route 66 and the rest of it. Massively impressive was Trevor's transport — a unique—to-me Goliath Luxus! I repaired the radiator with a silvery mixture and aboard the GL we'd roar around Bedfordshire pretending we were Stirling and Jenks in the 1955 Mille Miglia. I still have the first Stones LP Trevor gave me 43 years ago.

Imperial Inspiration

In Kensington for the Lehman sale I was treated to a sight of the newly discovered Roman helmet, grey-green, of great age and almost perfect. Just one of three or four dug up and a stunning relic of Rome's

occupation when we wore skins and rough cloth, selling at £2.28 million and seven times estimate underscores the importance of quality and rarity.

Top Dollar

At the Raynes Park MAC monthly gathering a while ago I mentioned to Geoff that my soft spot for LNER engines remained, Gresley adventurous with Main line designs that at times amazed - battleship grey Hush Hush with marine boiler a case in point. The big P2 fast freight locos for the hilly north such as Cock O' The North turned heads too, one in model form from Germany selling for £12,000 plus premium. A stiff price for a Gauge O model of 16m or so, in lined apple green she looked the business.

Rod's Railway

Following Captain Milani's dictum to build big — and members of the LMA certainly do — the model railway world has done likewise for many years. Measuring 124ft x.23ft and set in the USA of the mid 1940's, Rod Stewart CBE has built a magnificent HO gauge layout featuring city skyscrapers and vast stockyards, busy streets and harbour area, an ethylene plant all of 5ft x 6ft! Steam outline runs with mighty diesel, endless freight trains at scale speed taking 30 minutes to complete a circuit. "Every person should have one hobby that really captures his interest", says Rod. His mighty four-decade career includes the sale of almost 300 million albums. Inspired by the New York Central and Pennsylvania railways, this stunning layout is now in its sixteenth year. Towerjng stuff!

Intro From Ron

The FAST Club in at the start of things, the name known to many, here we have the shakers and movers with their models. All smiles in their FAST sweatshirts, Granger Williams, Rudy Panko, Keith Storey and Howard Borden are there



plus chums and some fifteen models that look like proper racer aeroplanes. From sixty years ago, are one or two murmuring carpe diem? A fine start to a great read on prop stuff full size and model, Gordon James Rae explores over 260 big pages the history of a subject dear to our hearts



in Aircraft Speed & Vintage Team Racing. Masses of info within hard covers at just £20 plus postage. Try Traplet on 01684 588500. Ron Moulton's Foreword sets the scene and Gordon's sketches and drawings are a treat throughout. Perfect for VTR reference.

Pier Pressure

Walkways into deep waters was just one of the good things the Victorians did for us. Like being at sea but without the rocking, the far end held a building, even a lifeboat station, often a landing point for the big paddle steamers that came down from or went up to Tower Bridge and the famous Pool beyond. Southend had the longest and Brighton had two, one the setting for Littlewood's star—studded Oh! What a Lovely War (1969 144 mm). A few were cut in two as a safety measure during the war, some sported a railway and these days there are, support groups to get them going again.

Kids Conkers

Great editor C P Scott of the then Manchester Guardian was told over lunch that there was a shortage of acetone. The 1914—18 war was on and the boffin facing the newsman was worried. Later dining with Lloyd George, the Welsh wizard said that acetone shortages were affecting his battleships. In London in a trice the boffin said that he required a defunct gin distillery and tons of conkers. Children were told to put their conker in collecting sacks, games forbidden. As the guns fired again a knighthood was offered. The boffin said that a letter would do, this to advance his political beliefs. Acetone is used in the manufacture of cordite.

Rockfist Rogan

Artwork from those who knew their onions, great yarns from Air Ace Picture Library launched in 1960 and sold furiously to lads inspired by the deeds of Fighter and Bomber Command, Coastal Command and the Fleet Air Arm. At about the same time were Battler Britain and chums, the traditions of boxer and pilot Rockfist Rogan maintained. Air Aces gives us a 2in wedge—of high action adventure, chaps with pints and fags, top buttons undone and ready to swat the Stukas. Detail is impressive, one or two artists having ‘got some in’. One of the best served in the Afrikakorps.



Long Term Racer

I was sorry to hear from Chas Taylor that Gordon Yeldham had died. As far back as I can remember, even to Belfairs MAC days of the early 1950s, Gordon was active with Oliver, ETA and McCoy—powered control liners. I was a beardless twerp at the time and massively impressed when a Class A Voodoo leapt from the grass and put in endless laps trailing light blue smoke and inspiring sounds. Belfairs put on a show in a church hall one year and there was Gordon’s McCoy 60 Speed job (the Series 20 was massive to me) plus a Stomper or two, a Wakefield in red Modelspan and a light green Monitor powered by a BB Amco. Gordon flew models for sixty years and was known to all in Vintage Team Racing.

Wills And Wishes

Long term your desires may fade in the hands of others. Poet Larkin’s detailed diaries vanished in the shredder and one famous modeller’s engine collection went off to the tip (brief pause to recover from the shock). One way out is to observe that Carpe Diem sign above the workshop door and pile up as much stuff as possible. When they come, just hide behind it and you won’t have to go.

Mighty Mick

On 19 April 1917 Mannock was in a vertical training dive in his SE5a when the lower starboard wing peeled away at 700ft. Mick cool in his diary entry, Sergeant W Bovett in charge of the riggers blanched, his face “forty below zero” as he approached the SE. Mannock waved to a faulty strut socket and laughed. Unlike the Camel and others the SE5a had four sets of flying wires to the upper wings, the ace still managing a good landing in a ploughed field close to his 74 Squadron. At 6pm he was driven to St Omer to collect a new machine, flying back in 8 minutes. Over the Lines next morning! Units on both sides moved often, shared airfields and on forward stations were within a mile or two of the trenches, hence moonlight flits!



Advanced Admiral

Edward VII’s Coronation Review at Spithead in 1937 was a grand affair, ships invited from far and wide. Causing a stir was the brand new Kriegsmarine’s Admiral Graf Spee. Completed a year earlier, diesel powered for quick start-up and armed with 11 in guns, Graf Spee caused chatter over gins in several wardrooms. Welded to save weight and with space-saving engines, the Panzerschiffe was a good answer to the speed, guns and armour problem. But the hot radial of her Arado spotter did not like cold water landings. For a while and using a large model, the sinking of Graf Spee was acted out on a pond in Scarborough while the dads of amused children attended the Union Conference.

Quick Blast

On the blower long ago to engine ace Peter Chinn, he confirmed his liking for the Rivers racing motor built in Middlesex. Rare as a roller bearing belter of 2.5 and 3.5cc, the smaller of the two - the Silver Streak - did well in Class A, often winning too. And there was that wonderful red, gold and blue transfer/decal to pop on the wing. Feeling a need deep within I took one out of its stout box and gave it a blast on a 7x9, just enough before some twerp could turn up in a funny hat and clip-board. With no armoured gloves, tin hat



and breast plate, I'd be on my way to the slammer!

Airships!

Attended a memorable lecture on the mighty R101 airship. Every seat soon taken to hear Peter Davison and Giles Camplin and soak up the movies and stills. Staggering was a colour clip of the 800ft supership gliding above the greenery of Bedford. Peter wrote a spiffing piece in Aeroplane Monthly (7 pages November issue) and the PhD held by Giles was brought to bear on aspects of big airship operation. Written material at a discount was quite irresistible. Longer than Canary Wharf is tall, oafs declared that R101 and R100 flew far too low. Nonsense! They were at their usual 1800ft but were so big that the great unwashed thought them low and a threat to their chimney pots. Time for a great book on these intended Empire linkers, Giles and Peter are the boys to do it. Having been to the top of the Cardington sheds when in MOD service, I gripped the rail when I stared down at the distant floor...These airships were truly massive. The lecture was too.

At Raynes Park MAC

Arriving early I often enjoy a good movie, in November leads of Lancasters and Dirk Bogarde in Appointment In London (1953). Barry brought along an ETA 29 hardly run and a Keil Kraft Handbook as pictured in October, published when Eddie was at 195 Hackney Road, London E2. Tom mentioned that his Dad had built a 3 1/2in Gauge Lord Nelson express engine of the Southern Railway, one of the 4-cylinder locos I've often admired. A topic at my end of the room was the astonishing performance of Speed engines, running at 45,000rpm and more. There was much talk about Ron Moulton, his picture taken at Old Warden in 2005 in pride of place on the wall. A good evening as always.

1911 And All That

Aeroplane Monthly (100 pages packed with colour) has pre Great War roots. Good stuff for the Scale buff, restorations and new-builds feature strongly and recently a Fighter Factory FW190 in all its glory. What's on and book reviews, features and history from an expert team make it a mus-read. A healthy stack at Smiths, back issues are from 0203 148 4327.

Leaping Leopard

Crew bunched along the weather rail, skipper Mike Slade encourages 100ft of ICAP Leopard to strut her stuff in a deceptive swell. Still one of the great racers on the serious circuit, recently she took part in the 600 mile Malta-Sicily-Malta Middle Sea Race sponsored by Rolex. City chief Michael Spencer sponsors this splendid racing machine.



Flying Scotsman

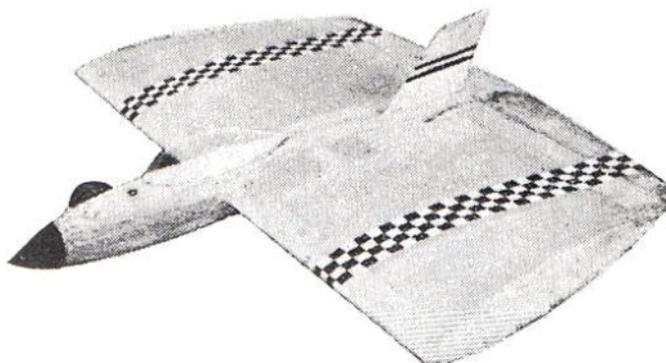
Appropriate with the New Year to remember and read again the good stuff written by Alex Imrie, his Vintage Corner - usually four pages and a dozen pictures - held in high regard by students of the immortal organ helmed by Ron Moulton and other greats who built our hobby in the UK. It's not surprising that Alex produced weighty hardbacks, his volume on the Fokker DVII rich in detail gained from the grass roots and friendship with Great War pilots such as Willy Gabriel (known to Goering but no friendship between the two). Following my piece on the Paveleys (Year Book No 3) Alex wrote with praise and we'd share a joke at subsequent gatherings at Old Warden. When the W E Johns exhibition was held in Hertford in the early 1990s I noticed a fine model there made by Alex's son. Perfect upbringing you see. Cheers, Alex I'm facing north and saluting.

Build To Win

Here's three from David Finch's stable of standout racers, power by class being PAW1.5, Oliver Mk 3 and Irvine 25. Show and go personified, do read how it's done in David's run of articles in SAM Speaks. Light construction coupled with strength, engine plates to cut down on vibration, proper tanks for maximum laps, it's a big subject famous for demon tweaks and victory tips. Winner of VTR2000 and



VTRSIG President, David is the man to show us how it's done. Next month's column will feature David's Wharfedale 1000 winner posed with the historic shield. Irvine 25 powered and finished in orange and red, it's a beauty. Tension caused by the interval may be eased by taking the occasional cold bath.



The Special will be ready in a few days. I've not decided on best way to send. The preference was to find a file drop site / FTS etc for single use and unlimited number of downloads, whilst there are free to use sites the problem is the number of expected downloads which would put the whole thing into a commercial status. And as you know I don't like spending out. It may end up as emailing approx 5 files so please if you do not want to receive what will be around 238 engine photos please let me know.

THE END