

Sticks and Tissue No 51 – February 2011

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".

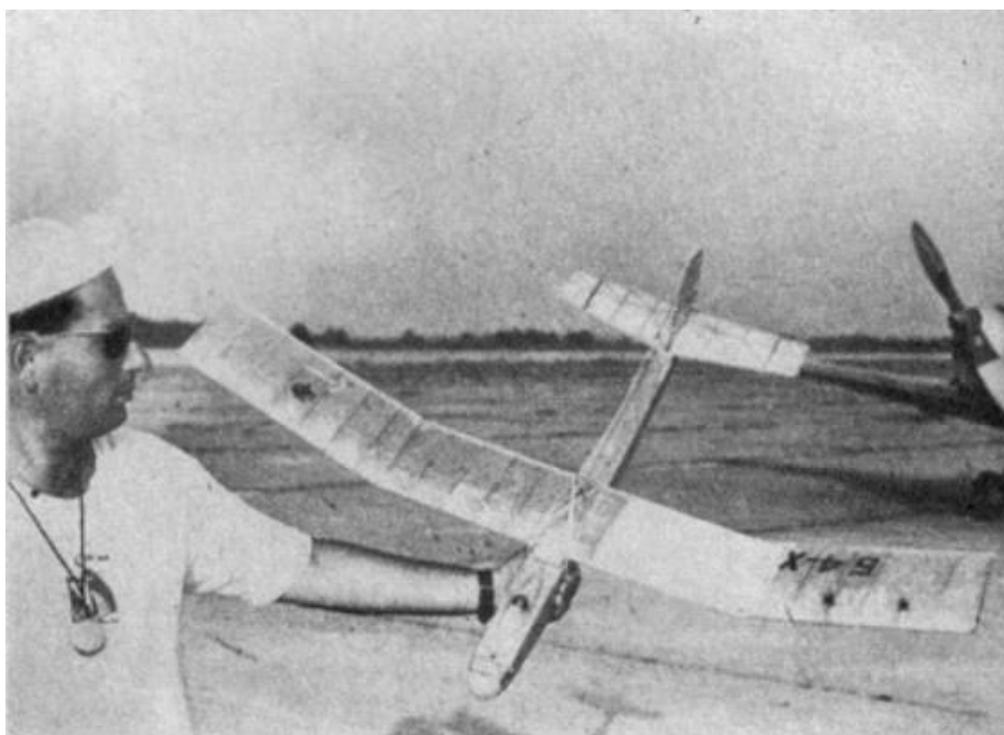


Vic Smeed's last design. More next month if I get a chance to test fly it!
(Yes the engine an Ian Russell PP .6 cc is just resting in place and therefore loose!)

Many thanks to those who sent in photos of their engines. The photos in this month's edition include those from, Bill Wells, Peter Scott, Peter Renggli, Jon Fletcher and Derick Scott. Please send in more, can't have too many. Those already sent in will eventually be used. By the way feedback on new presentation would be appreciated. Any photos and write ups etc etc would be appreciated too.

From Tamas Krasso

Europe and certainly one of Hungary's most famous models in the tit CINEGE III. The famous Benedictine plan in 1944 out of George Benedek. Tommy construction. After reaching the national record in 1968!



From Jörgen Daun

I am sending some pics, of my little CAVU from an Ed Ligard kit flies very good but a little bit fast and heavy for indoor I will save for sommer if it ever come in Stockholm we had the worst winter sinse 1780. About the CAVU 30" span w,136g, esaki tissue and nitro dope, 10g, outrunner and MPX 2.4 rec, two 3.7g servos and 250 7.4 lipo



In reply to Dave Bishop's request for information last month there were several replies, thanks to all.

From John Laird

The large model was a scaled up - by Ben Buckle - Bucaneer for the builder - Len Shannon - both in the photo.

Model was about 15ft span - barely flew with original gas engine. then changed for a 60cc gas engine (I think) and flew beautifully. Demise came after many seasons, when the ply wing joiner box in one wing gave up and that wing went almost vertical. Went in slowly (optical illusion as big models always appear to fly slowly) but too much mass behind it and fuselage scrunched up. Len did not rebuild it but the considerable scrap balsa built a few more models.

Len is one of the founder members of Hampshire Model Flying Association (still going strong) formed round about 1990, specifically for modellers flying large models and Len's was the biggest for a long time. Like me, Len is still active and can be seen at Cocklebarrow .

From Brian Cox

Dave Bishop asked a question about a photo of a big model. You may have had feedback already, but here is what I remember...

Ben Buckle always loved Bill Effinger's « Buccaneer », a pre-war American kit design that was produced in several, fairly different, versions.

Ben thus produced several « scaled » versions of the Buccaneer and, one day, in the late eighties, he got a bit « enthusiastic » and drew up a huge version (from memory, it was between 12 and 15 feet span).

At the time, Ben generated quite a bit of literature. He wrote a great monthly column in RCMW, plus his catalogues and adverts, etc. Through Ben's above-mentioned literature, he offered a modest and symbolic prize to anyone who actually built his huge Buccaneer. I think the prize was just that the cost of the plan was reimbursed.

Anyway, one modeller took up the challenge, built the model and actually flew it at Old Warden. I was there and saw it. The prize was thus duly claimed and awarded, at OW.

I remember that the model had a largish engine, around 20cc I think but, although it flew, it was certainly underpowered.

The punch line is that I'm pretty sure that Dave was present, discreetly disguised as DB Sound, so that no-one would notice him, and I'm also pretty sure that he must have commented on this model (a clear case of Alzheimer or Johnny Walker).

I'm also sure that the above could be verified and expanded by checking « Radio Modeller » and «RCM&E» through the late eighties. I'm snowed under with work and won't have time before the W/E.

Finally, for Dave, I was very pleased to see a reference to Ben. Our vintage movement owes him so much. I still use his instructions as a reference.

From Martin Dilly A slight correction (my fault, not yours) to the piece about Epsom Downs in the last S&T. Could you please mention that the EDMAC do not now make a charge for junior members. That means that little Willie with his BMFA Dart must now only shell out £15 to fly it on the Downs, rather than £25!



The Brewster Buffalo, or F2A-2 as it is known in the U.S. Navy, is a single-motor mid-low-wing monoplane of corpulent proportions and as a first-line Fleet fighter has now been superseded by faster and more heavily- armed types.

It is powered by a Wright Cyclone nine-cylinder air-cooled radial motor developing a normal output of 900 h.p., and has a maximum speed of 313 m.p.h. At 13,500 ft. The usual operating speed is around 250 m.p.h., and the Buffalo has an initial rate of climb of 2,070 ft. per minute. With auxiliary fuselage tankage the range is nearly 1,500 miles.

The armament consists of four .5 machine-guns mounted two in the motor cowling and one in each wing, and there is provision for an external bomb-load of 200 lbs.

The fuselage is a semi-monocoque construction of light alloy, and the wings and tail-unit are metal structures with stressed skin covering.

The movable control surfaces are fabric-covered, The undercarriage retracts inwards into the fuselage and wings and is-hydraulically operated. The Buffalo has a span of 35 ft. and is 26 ft. long. The wing area is 208.9 sq. ft. Buffalo fighters arrived in this country in the summer

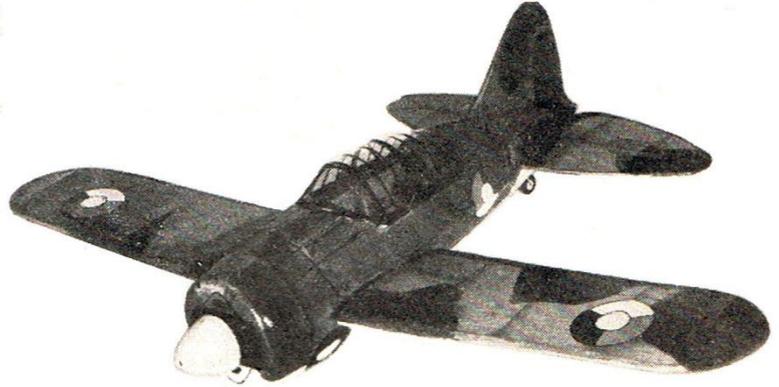
of 1940, and after being tried out on operations were relegated to Training Command. Later versions were delivered to fighter squadrons in the Far East, but with the arrival of the Japanese S—00 on the scene were found to be of little use.

Buffaloes have also been delivered to the Belgian, Netherlands and Finnish Air Forces. British and Dutch Buffaloes were camouflaged on the sides and upper surfaces with dark earth and dark green, and were light grey underneath The modified Dutch marking consists of an orange triangle with a black outline, and this version is shown. in the lower photograph.

Construction.—Fuselage: Cut out all formers from 1/16 in. sheet, cut out keels from 1/16-in. sheet substitute; pin on to plan. Cement on left half formers, checking that they are upright while setting; when set add stringers. Next build cowling: Cut out C1 and C2 from 1/8 in. sheet, cement together, cut out block to fit the square hole in C2. Cement CC (a 1/8in. sheet disc) to this block, drill the block and cement in a length of aluminium tubing. Cement on S cowling spacers (1/8in. by 1/16- in.) spaced at 45 degrees, add C3, cover with 1/32-in. sheet. Remove fuselage left half and add right formers and stringers. Cement on the soft balsa block at the tail and the two 1/16-in. sheet rear motor peg attachments. Add cabin framework. Cement on rib A on each side.

Wing ad Tail Unit.—Build direct on plan, as shown on plan. Wing and U.C. may be made detachable. The U.C. is made from 20 s.w.g. wire. Cover cabin with celluloid, cut out the dotted portion of K3 and K4, cement on a piece of celluloid to represent the lower view panel. Cement on tail-unit. Cover fuselage and tail-unit, add tail wheel and radio. mast. Cover wings. Spinner either built up with fin, sheet discs or turned on a lathe, drilled to take aluminium tubing, hollowed at rear to take three cup-washers. Prop. shaft 18 s.w.g. Prop. blades set at 30 degrees pitch angle.

Power with four loops of 1/8in. flat rubber (it does exist in limited quantities).



I wonder if Lindsey Smith has built one? Hint hint.

Photos from Dave Bishop taken at Crawley K2 leisure centre 6 February 2011

Afternoon Out – Indoors.

I went to the K2 Leisure Centre at Crawley on Sunday February 6 and saw the BMFA indoor flying event organised there by the Crawley Club from around 2pm onwards.

Judging by the look on Graham Shepard's face collecting money at the door, he must have been more than happy chappie with the financial income that day. He has been doing the "give us your money" job at the door for so many years now and everyone knows him. Adorned with the little round Yellow "paid" sticker, I started walking in my usual clockwise direction of the large hall, to have a look at all of the models that had been brought there to fly, and there were many to see.

The system of the whole days flying is that there are timed "slots" that are split up for each different types of models to have period of flying and there is a nicely voiced gentleman who has a radio microphone and announces when each section is to fly. Technically the acoustics have a lot to be desired at the K2 and the sound anti nodes are quite bad, so much so, that a lot of the announcements are lost to most people attending the event. It is possible to give announcements so that everyone can hear clearly all that is said on a microphone but it needs a different system other than the one in operation at that Crawley K2 hall, to "work" properly. The ever-helpful Keith Wright (doing his technical printing stuff with diplomas as always) explained to me the different slots as; Hand Launched glider – Living Room Stick – Peanut Scale – Open Scale – Hangar Rat, Mass Launch, and Butterfly, Mass Launch. There was a trophy that was awarded for the best Southeast Area performance, which was won by a Mr Andy Campbell. There was a raffle with tickets being sold by two very pleasant ladies and some very nice prizes on the table to win at the end of the days flying.

Same Old, Same Old.

In talking to almost everyone of the chaps flying their aeroplanes (there was one lady and one young boy) I reckoned that almost all of the people there that day are the same ones that I have seen at indoor flying events for many years. I found myself wondering where are the young modellers nowadays? We have (probably) the best selection of model magazines of any country in the whole world and something somewhere isn't being done to entice what must be thousands of young potential modellers into the finest sport that I have enjoyed and been involved with, for over 70 years now. Is it the kit manufacturers as well that are not giving us the right sort of model that might entice new young blood? The young chap I spoke to was 11-year-old Joe Laws who once again there with his father Mark, as he was last year. The lady flyer was Vybes Masters with her husband Bibs, again the same as last year. Their names made me ask a question of their whereabouts and apparently there is a Greek connection.

So where were the new people? I really don't know and other people I spoke to said the same, where are they? As one chap said to me "it's the same old, same old". I was surprised see trading there the lady (Pauline) and the gentleman with the trade stand Flight-Hook. She told me that definitely they weren't going to be trading anymore and that was last year. Well there they were again and busy as always, even though she confided in me that her husband was suffering with chilblains, apparently.

Radio Control.

I did see some small radio control models there but in general they are frowned on by the Crawley club which is a bit of a shame because my Olympus digital voice recorder tells me on replay, that some of the scale modellers would prefer to have radio assist to stop their models sometimes getting damaged when they (unfortunately) hit the side walls when free-flying. The standard of finish I found on the models was superb but without a doubt a slight touch of radio assist rudder would make for a lot longer airframe life for some of the detailed scale models and (here again) as some one said to me, it will take years to get that here as the Crawley club are still in the 19th Century. Oh well, that's an opinion and its a pity that the K2 is not as big as the hangers at Cardington, then that would be real fun for everyone.

My type of indoor model.

I used to build a model that took me the previous Saturday evening prior to going to Crawley, to build. It was a model that I took from an American magazine and was a simple stick job with just one loop of rubber. All I wanted to do was to wind up the motor and then after being launched, watch it climb away in a slow left hand circle upwards. If it eventually touched the high ceiling there (or anywhere) I was satisfied and enjoyed the slot even more. When it landed the motor was wound up again and away she would go up for another enjoyable flight. That's my sort of day out for indoor flying. Mind you the clever chaps who build light models get incredible flight times with their long durations but with them, it's oh so very serious.

My sort of Book.

One of the things very early on in my life, I loved Christmas time receiving my Aeromodeller annual of which I am a lucky enough to have in my office here, a complete set. Well just like that particular set of precious books was the superb SAM 35 Year Book No 13, which was on offer at one stall/table. The 156 pages are written by many well informed contributors who have had so much aeroplane experience and the books always remind me of the days when the sun seemed to shine on perfect flying days when most of us were enjoying trying to get the 3 minutes max on each and every flight. I suppose it must have rained some times but I like to forget those particular ones. A big thanks once again then to Derek Ridley, Ron Knight and Peter Michel plus as I have said, the excellent contributors of course. The back end of the current book is filled once again with some mouth-watering scaled down plans of models, which also brings back some wonderful memories. Some of the earlier books had some dreadful (very old) copies of photographs that when I once showed some of my grandchildren, they made them laugh like mad. In particular, see book 10 and the picture on page 76, to understand what I mean. With the present day computer software using Corel Draw, Paint Shop Pro and Photo Shop, such pictures can be very much improved than what is shown there. The quality is much improved with edition 13. By the way it's the first one that I have bought that isn't signed!



Peter Jackson and his half scale Evans Jaguar, 4 strands of 3/16th rubber.



Martin Dilly seen lunching



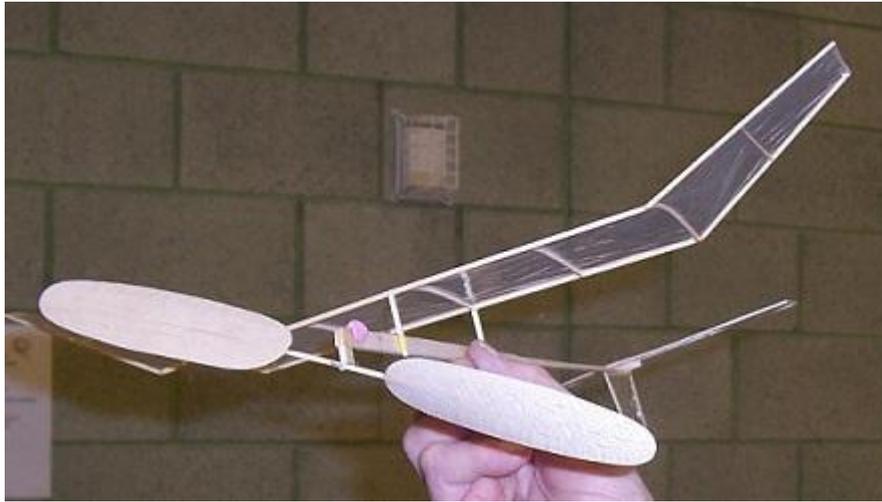
Albatross W4 a 1917 a scale German aeroplane with a Gasparin motor built by quick model builder Peter Smart, beautifully modelled by retired actor and voice over man.



The gang's all here - Denny Bryant-Geoff Goldsmith-Ian Pratt-Dave Graham



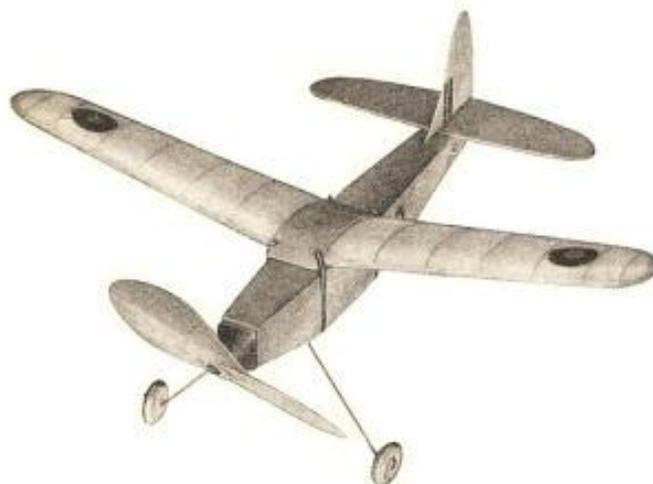
Gotha 150 German 1936, two seat light aeroplane by Peter Smart.



Gyminnie Cricket by Keith Miller (Similar to BMFA kit, main differences being prop and covering)



Derek Knight holding his Yellow Fairchild 24, which is a Guillows Kit. Also he is holding his silver DH 87 Hornet Moth at one twenty fourth scale.





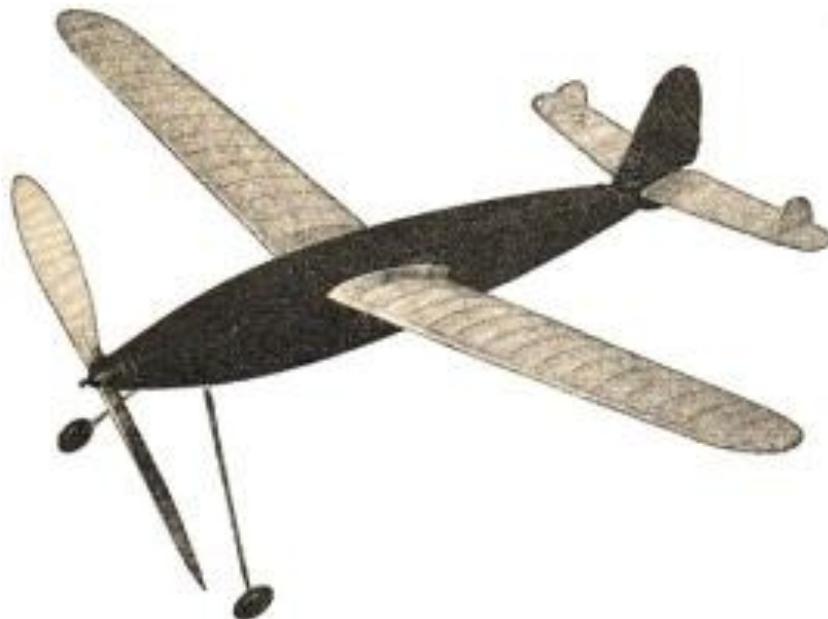
Peter Jackson's Evans Jaguar. He first started modelling from 1948 – 1953 and then restarted again 7 years ago.



Hangar Rat by Toni Killick from Charlwood. He is really an O Gauge Railway modeller.



German Gotha 244 own design by Peter Smart free flight with twin Voodoo electric motors connected together. 26 inches wingspan and a Zombie speed controller. It has a 130 Lipolymer battery.





The inside of the Gotha showing how small the electrics are nowadays with hardly any added extra weight at all. If he eventually fits it, the radio control gear will be even smaller than that.

Keil Kraft Achilles Joe Mark Laws Young 11 years old Joe Laws with his Kiel Kraft Achilles at 24 " wingspan form Reigate who came along to the show once again with his father Mark. Mark loves the Mercury Kits from way back and gets a special enjoyment from the Matador, Mallard, and Magnette etc.





Tiger Moth by John West who won the Czechoslovak Hacker kit in the raffle at the K2 couple of years ago. It took him two months of building and he has had successful taxi trials with just a few turns on its 4 strands of lubricated rubber. It is finished in yellow Training colours.



Shuttelworth Sopwith Tri-plane "Dixie 2" built by Bibs Masters who would like it radio controlled so that it wouldn't get broken when it (sometimes) hits a wall. It has twin electric motors and was originally an open rubber model.



Shuttelworth SE5a, an electric model; built by Bibs Masters.



WACO, SRE from 1937 built and flown by Peter Boys from Shepperton. It has one single loop of rubber and is all balsa.

Heinkel 111 scratch built free flight 30" wingspan by Peter Smart with the White Sprayed bands of the wing leader clearly shown. There is some overlap on the spray job exactly as the full size aeroplane. The original came over this country on an air raid on September 15 1940 where it was shot up. It turned back home to France and crash landed there but in doing so it travelled right over Hastings where Peter family lived. The date was exactly 9 months before his birthday.



The Peanut Scale Cougar 13" span built and flown by Mrs Vibes Masters



I wasn't at the K2 in time to see the usual two scale judges in action, so here is a picture I took at last years (2010) event, of the same pair Colin Agate and Don Coe, both members of the Croydon club, "at work". The flying times were added to the scale scores, to ascertain the final winner.



Mr "Money Bags" and man at the door as ever, is Graham Shepard.



Kiel Kraft Eaglet at half scale 12" wingspan and is fitted with a new propeller by Howard Funnel from Brighton.

Skypal built from a plan by Kim Jones with two strands of one-eighth rubber with 800 turns





Cracow Mark II A high performance 72 in span sailplane designed by L George Temple. From June 1947 Aeromodeller

This highly efficient design by George Temple, whose name needs no introduction to aeromodellers, affords wide scope for that excellence of finish that can be given to sailplanes without undue worry on the score of unwanted weight. This is certainly not a “pocket-knife” model that can be chipped out in a few casual

hours, but demands a degree of care and patience as the whole machine is constructed of ply and hardwoods—in the model aero nautical sense. When finished it is virtually indestructible and should offer very many hours of enjoyable soaring in the summer months.

Fuselage.

As usual the fuselage is built first. The circular formers should be cut from ply of the appropriate thickness and carefully slotted to take the stringers. Care at this stage will be amply repaid by smooth contours and well aligned wings. The skid and forward keel is made in one piece and will serve to line up the front formers. After this has set, using a slow drying glue, fit the top and bottom stringer and line up by eye, carefully binding them in place with thread or rubber bands until thoroughly set. Next add the two side stringers, and then the balance which extend to just aft of the wing fixing only. The underskid and tailblock should next be fixed and then covering with thin sheet may be commenced. This may be done in four pieces with care, but many will prefer to plank with a larger number of narrower strips. Either method is satisfactory. When about two-thirds of the circumference has been so covered and the fuselage is quite stout to handle the wing fixing blocks and the fin structure should be fixed in place. It is worthwhile to fit the fuselage in a temporary cradle on the workbench and carefully line up for this operation, as the whole success of the model depends on these being fixed exactly square. When this has been done continue with the covering and fair in the wing mount with cork as shown on the plan. The hollowed out nose block should be fitted after rough shaping, and sanded to the flow of the fuselage when fixed in place. A small portion of the covering should be left to enable the securing screws to be driven home. These are necessary as the nose takes most of the shocks in a bad landing.

Tailplane and Fin.

Before proceeding to the mainplane it is as well to complete the fin and build the tailplane. This it will be noticed has slight dihedral, a departure now recognised as desirable in high performance design. Beyond ensuring that this dihedral is built in correctly there is nothing tricky in this part of the work. The finished tailplane, and small upper fin sit securely on top of the main fin, and are held by stout rubber bands, thus enabling them to spring off in the event of a sharp impact.

Mainplane.

The high aspect ratio mainplane deserves care and attention. Built mainly of thin plywood it will take a lot of punishment, but requires patience in building. The leading edge curvature is best obtained by bending the ply over a solid former and steaming to desired shape. Be sure to cap all ribs, top and bottom and fit refinements such as rubber buffers in the wing fixing tongue boxes.

Covering.

The model is now complete with the exception of covering. Some builders are content to sand and polish a fuselage such as this, but it is recommended that it be covered with bamboo paper if obtainable, or double covered with tissue. The wings and tailplane should also be bamboo paper covered, or again a double covering of tissue. Of course silk if available is the ideal covering but few will have any these days. The model should then be doped with full strength glider dope rubbed down lightly with very fine sandpaper and doped again. Cellulose paint may then be applied, preferably by spray or carefully by brush. Two or three coats give a delightful finish—how good depends on the painter’s skill, but a true “coach” appearance can be achieved.

Flying the Model.

It will be noted that no provision is made on the riding skid for a towing hook, nor is this necessary for slope soaring, but if it is desired to fly the model from a towline then a small brass tube should be sunk into this skid inclined forwards at an angle of sixty degrees just below former number 4. Into this a hook of suitable gauge steel wire can be inserted in place of the more usual ring engaging with a protruding hook on the conventional model glider.

Test flights should be carried out in comparatively calm weather. Hand launch into wind, adding lead shot to the weight container in the nose until a nearly flat glide is achieved. Only when this is just right should tow launching be attempted.

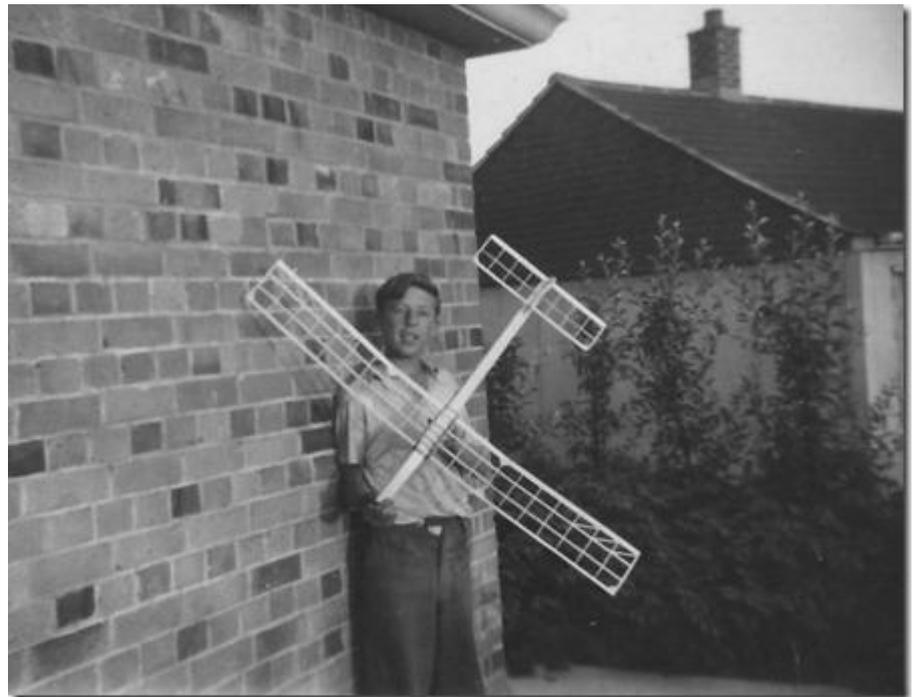
Full-size Plans.

Full size working drawings are available from Aeromodeller Plans Service, Allen House, Newarke Street, Leicester, Price 3/— post free.

I wonder if Peter Michel or Ted Horne are tempted to build this model?

From Mick Butler

The Aero modeller Golden Wings junior contest article took me back a few years. The photo is of me at 15 years old with my not quite finished entry. I was a member of the Abingdon District Model Flying Club at the time. I'm not sure what the rules were, but I think it was something like best two out of three flights, to be timed and judged by the club secretary. Needless to say I did not make the winners arena. But the model flew beautifully, exactly what you would expect from Vic Smeed.



From Belair

Golden Wings Glider - Parts Set Fuselage sides, wing ribs, tail ribs, fin and sub fin parts, tow mount, wing mount. £15.95 Buy the plan from [freeflightsupplies.co.uk](http://www.freeflightsupplies.co.uk) and start building today.

<http://www.belairkits.com/Productdetail.asp?Id=731>



An appreciative waffle on Rivers engines... by Brian Cox

Last month, James included a photo of a Rivers Streak 2.49 Mk I, submitted by Martin Radcliffe. Nothing unusual in that, except that Jon Fletcher, in Oz, noticed that the front bearing and prop driver on Martin's engine were nothing like the usual Rivers front end. In fact, at least two engine enthusiasts (Jon and myself) were unaware that such an engine existed. To save readers from looking back to last month's S&T, it's the engine marked

« Early Streak » in the Rivers engines presentation, below.

In view of Martin's high level CL Speed competition activity (assuming it's the same MR!), it's possible that the engine could be a « factory special », given to a « Rivers » factory supported team (i.e. Dave Balch and Co.).

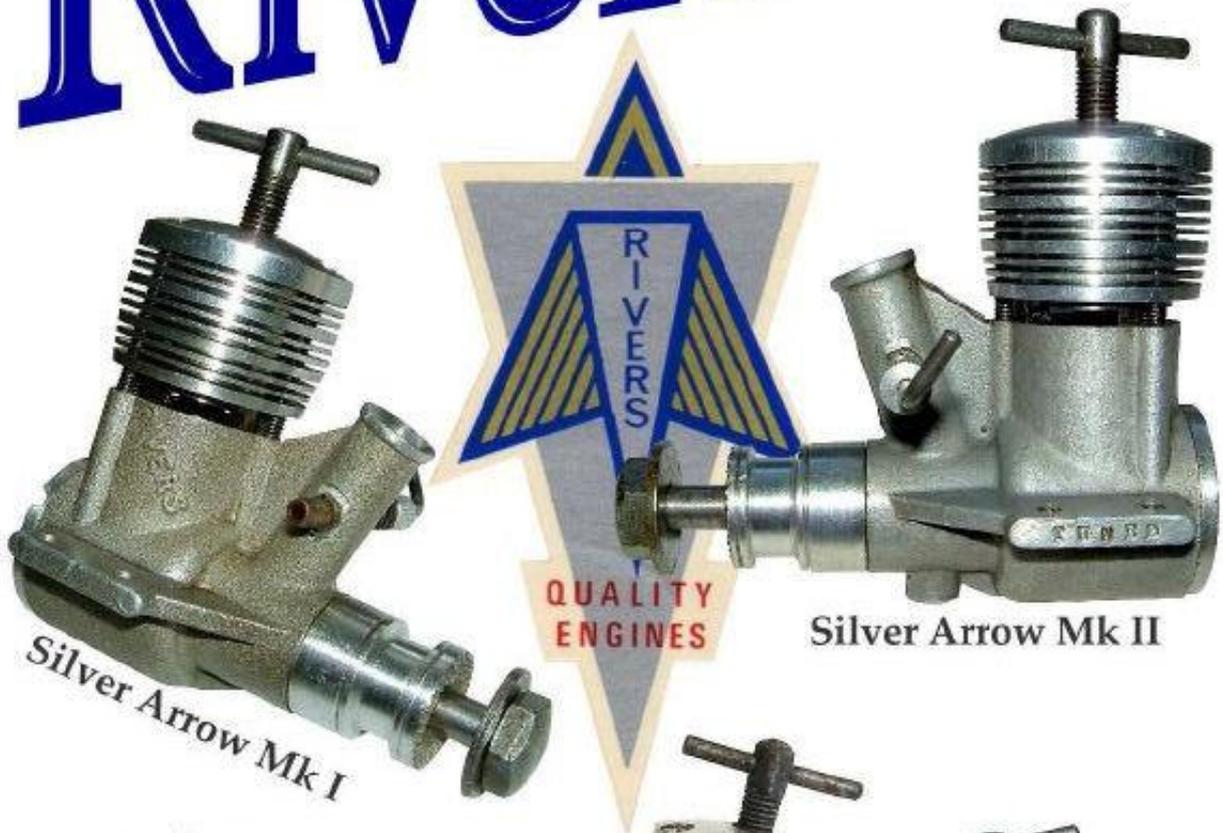
Martin's photo also aroused a few interested reactions from Rivers engine fans, and there are a lot of 'em around! So I've put together a small showing and appreciation of Rivers engines. To get back to Martin's engine. From the photo, the serial number looks to be 127, so it seems likely that it was made during the first few days of production. In the relevant Aeromodeller engine test (April 1959), Ron Warring states that a few of the very early engines had « different » crankshaft bearings, with a mixture of balls and rollers in the same race (No, I haven't been drinking, well no more than usual anyway... that really is what the man wrote!).

So it seems likely that Martin may possess one of those « different bearings » engines. Jon Fletcher remarked that, with roller bearings, the thrust force is simply exerted, by the crank disc, on the inner face of the crankcase, exactly as in a plain bearing engine. Jon also mentioned that the ideal arrangement would be a well set-up ball-race at the rear of the shaft, and rollers at the front (which I took as an unspoken tribute to Duke Fox, but that's another story!).

The few photo captions are self-explanatory, except to add that the little-known plastic export box was purchased new, by me, in Aden, in 1963 (a similar box, with a red stripe insert, exists for the Streak), and the Junior 60 nose is my first ever RC (and first ever cabin power) model, 30 years ago. A « first time » success, learning on my own, largely Thanks to a great performing engine...



Rivers a confluence of Rivers



Silver Arrow Mk I

Silver Arrow Mk II



Early Streak

Silver Streak Mk I

Silver Streak Mk II

We haven't finished yet... Bill Longley added the following:

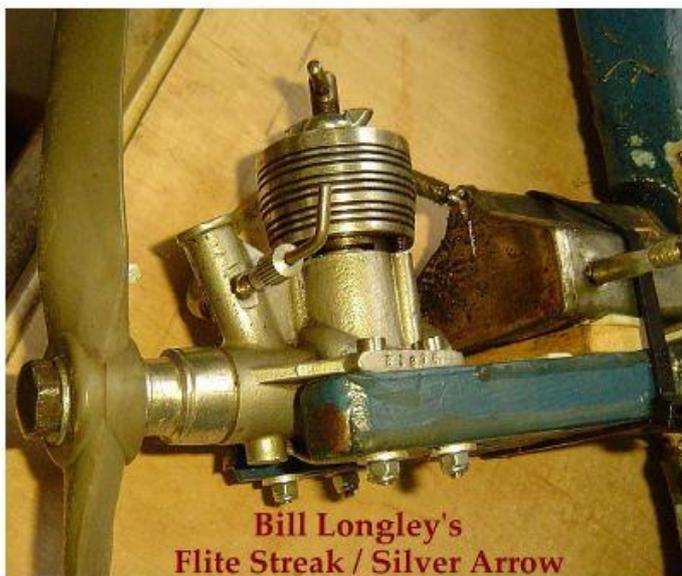
« I have always regarded these motors as near enough equal to my Oliver's. Back in 1959, still at school, and C/L Comp. Sec of South Bristol MAC, a local small model shop was closing down, and I purchased a single channel receiver (was then £6.50 retail, equivalent to £200 in today's money!!!) for the sum of 50/- (2.50). Immediately sent it to Roland Scott's shop, saying « unwanted birthday present, could they swap it for a Oliver, PAW or a Rivers..... ». The Rivers had only just come out and they sent me a Silver Streak. Immediately sent it to Rivers Engineering, together with £2.50 in postal orders, Please tune as per a MOD Olly. Engine came back, full gas flow, rollers interspaced with balls. Please report on motor, and my £2.50 back. I HAD THE FIRST EVER TUNED RIVERS. Couple of months later, C/L comp at High Wycombe, Mr Rivers and son were there with just made, new Silver Arrow... WHEN can I have one ??? Will have one for you at the NATS. Scampton that year, true to their word, I became a WORKS RIVERS TEAM MEMBER. The Arrow is quite broad, would not fit in a standard Peacemaker, but would fit in the bigger original Flite Streak, built for OS 35, I had. Combat entries were 150 that year I believe, made it right through to the semi's where I was beaten by the eventual winner by only a single point. Unfortunately half way through the bout, the contra piston fit had deteriorated and it was going up and down with the piston... Couple of years later, flying with Northwood club I again demonstrated that « a good big'un will always beat a good little'un ». My big Flite Streak with the Rivers was more than a match for their Copeman Olly Razor Blades.

« Herewith Rivers Silver Arrow installed in my Flite Streak. Flight Streak was the original George Aldrich design. This original size at 42" span was for Fox 35 / 36 motor. Top Flite also kitted the Flight Streak Junior for 15 / 19 motors and the Flite Streak Baby for 049 / 09.

The Aeromodeller Peacemaker was effectively the 15 size Junior. Of note, well known F/F man John Taylor, Bournemouth MAC Chairman, built the first ever Peacemaker as the proof model for Ron Moulton, prior to magazine publication.

Back on Rivers Engines, in 1961/1962 I did my own gas flowed Silver Arrow motors when I was at Harwell. These were engraved on crankcase sides B1, B2, B3,.....

They were left in the Harwell model club hut and disappeared..... wonder where they are now? »,



Bill Longley's
Flite Streak / Silver Arrow





**J. B. Atom
1.5 cc**

David Kinsella's column

Saturday 7 May

And the place is Old Warden, perfect for modellers to gather with their favourites to celebrate the life of Ron Moulton. Brian Lever sets out in detail in December's *Speaks* what is planned. Ron drew up Vintage designs we know so well: Class A Battler, TK-4 as an A or B and around 1954 there was that freebie F/F Fokker DVIII and several more. Whatever, head to that lush airfield in May and join, with chums to remember what RGM did for us. Check your shelves for the books he wrote and don't forget those on kites. Not got them yet? Don't delay.

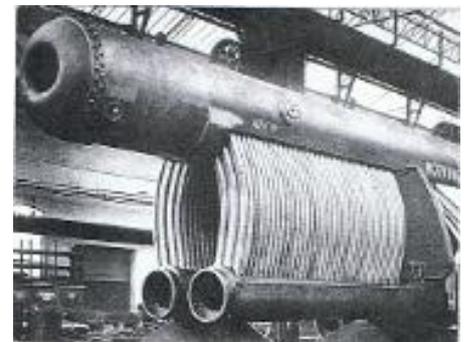
Big and beautiful

Here we open with two fine models from Eliot Horwich pictured at the July 1988 Walsall Vintage Rally. Eliot's second Falcon is powered by Gerald Smith's 1984 Skylark 10cc spark ignition engine. The Mercury IV, standing, on lovely 6in MS wheels which suit it perfectly, was built in 1983 and flies well on Saito 80 power. Similar in finish, Eliot's first KK Falcon has an OS 60 and flies on today thanks to sound construction and nylon covering. Well done, Eliot! Big and beautiful, don't these models look great? Did genial Neville John Noddy Holder MBE see them?



What Is It?

Kit left from Alien? Spaceship motor? Torture instrument used in a Hammer movie? Many stood close to it, hundreds were moved by it but it was more or less invisible. Opinions are divided on its legacy. Read on for the answers. It should have been green — but wasn't. A pipe tobacco was named after it.

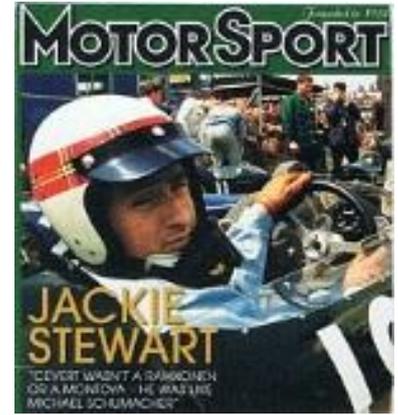


Hornblower

Yarns of the Royal Navy in the days of sail make good reading but often skate over the grimmer experiences. Close to the enemy, even touching side to side, flying shards of oak, lead shot and 32lb cannon balls removed heads and arms and legs at a furious rate. Midshipmen as young, as twelve saw it all, women too (hence 'son. of a gun') and an action could last for hours. HMS Victory awaits you at Portsmouth.

Bill's Big Hook

Built by landowner Hugh Locke—King in 1907 and unique as the world's first purpose built motor racing circuit, the great centre that was/is Brooklands has just one book to tell its story. William Boddy MBE, for many years the famous WB and editor of Motor Sport (founded in 1924), wrote Brooklands; the Complete Motor Racing History. Days spent at the track, knowing many of the famous, travelling there with them, amassing programmes and data, reporting events in Motor Sport, Bill Boddy was perfectly placed to deliver a monumental work without fear that any challenger would ever appear. Bill still writes for Motor Sport, his liking for aeroplanes of the biplane age given space alongside Bentleys and Talbots.



Holiday Engine

Joining the celebrations to mark the birth of Brunel's Great Western Railway (GWR150 in 1985) Harveys of Bristol took over the restoration of 4-cylinder express King Edward II. In 1990 the project was moved to Didcot where replacement driving wheels were fitted and many new parts made up. The £500,000 mark passed long ago, the magnificent engine is now complete. Seen here in British Railways lined blue, she will join Kings George V and Edward I in traditional Great Western green. One of their duties was to haul fourteen coaches of the Cornish Riviera from Paddington to the west.



Colourful Kites

Our third sparky Camel since May, this would be a perfect finish for a big radio job, Hasegawa's museum kit (43in from 1198 parts and now rare and pricey) or the available Airfix of 19in span. A few SE5s were decorated, but without checking only 56 Squadron's red machine springs to mind. A straight drive, long exhaust, wooden u/cart SE5a carrying W, C1149 and 'Schweinhund' low on the engine panels, it was operated by 56th's last CO Captain Duncan W Grinnell—Milne and painted following the Armistice. Wheel covers were white as was the lettering.



Prince's Power

We last saw Lawrence aboard Brough Superior UL 656, exchanging words with the manufacturer who'd suffered an accident. To be ordered was BTO 308, referenced George 8. UL 656 was George 6. A stunning model in 1:6 scale was GW 2275 which the desert ace referenced George 7. Lawrence intended to buy a printing press for his writings, but it and George 8 were never collected. Black-edged cards were circulated by Brough, particularly in Oxford and Cambridge, to sell what remained of Lawrence's bikes. In the 1960s one in terrible condition was sold for £1. These days anything to do with Lawrence is very expensive and hard to find.

55,573 Remembered

CGI of the RAF Bomber Command Memorial in central London indicate that it will be a magnificent affair. Fluted columns with a curved roof above hold in its centre a typical bomber crew, one surveying the weather as they prepare to climb aboard. There will be a Memorial Garden with donated trees, Green Park the perfect setting.

Mig Muncher

A treat to see Bryan Passey's F-86 Sabre, no less than a Dynajet providing noise and power! Greatly impressed by his pictures of the famous Yank design - Air Vice Marshal Johnnie Johnson flew them in Korea - more info on design, construction and operation is eagerly awaited. Well done, Bryan
Wonderful stuff for sure.

Ding-Ding

Greyhounds across the US, red ones by the thousand around London. Whatever, we all love buses. Now the collection of the best has moved from Cobham to Brooklands, benefits shared and visitor attraction increased. Any ride in a front engine bus is great fun, last summer drivers and conductors (remember them) properly dressed and keen to tell you about their Routemaster or even a Greenline with 704 Tunbridge Wells on the indicator. If you're new to it, Buses magazine selling well since 1949 will bring you up to speed. Lot of models await you in Modelzone, Sun Star's beefy buses of London Transport highly detailed and impressive in heavy metal.

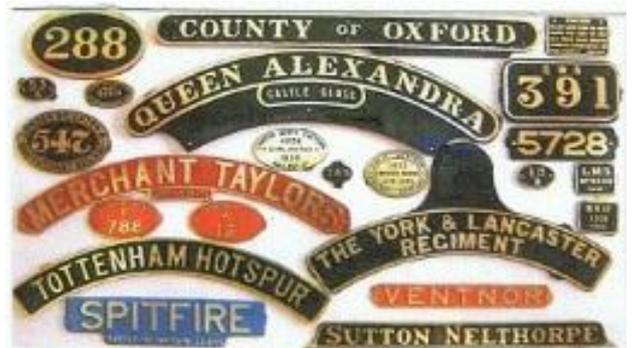


Norman Strength

Nothing to do with those fellows who waded ashore in chain mail, gave old Harold one in the eye and built castles all over the place, but a note on the amazing strength of P E Norman's flying scale models of the 1950s. One I have received the full force of falling books when a shelf collapsed. I feared the worst, left it, then set to. Amazingly it emerged untouched, the P E system designed to fall apart on a hard landing, and here it worked sort of in reverse. Bare chested on the field and of numerous talents - carvings aboard great liners, making his own engines, musical and an exponent of pendulum control of rudder and flaps — he campaigned Scale that was flyable and of standoff acceptability. I recall chatting with son Marcus many years ago at Old Warden, he was later lost in a flying accident.

Minoru

As if released from a time capsule, complete and pristine, a horse racing board game of the 1930s - horses with jockeys in silks, track, box, game instructions and cards- has emerged. Named after a great horse (and taken up by Gresley for 2561, one of his A1 express engines) Minoru was made by John Jacques & Son Ltd of Thornton Heath, Surrey. In the days of steam a gleaming Minoru, Ormonde (Duke of Westminster's horse) or Papyrus in charge of the 10 O'clock Scotsman from King's Cross, aces Tommy Blades, Albert Pibworth or Bill Sparshatt looking down from the cab, was a magnet for boys of all ages. LNER pride saw a dust sheet covered engine taken to Wembley for the British Empire Exhibition of 1924, repeated in 1925. The lighter LNER B17 engines, known as the Footballers, had highly collectable plates featuring the name of the team, its colours and a brass football in the centre. All plates are expensive so possibly £20,000 here. A plate from a Duchess would cost £40,000.



Street Neighbours

To Hamley's in Regent Street, the lofty toy store 251 this year and always busy. After a movie in the Hornby department covering the LMS at length, I crossed to the Ferrari Store opposite. By the door a 2005 F1 car with a V10 nearby and lots of goodies for all pockets. Interesting was a piston and rod assembly, the former minimalistic with just enough material either side of the pin to keep the piston crown square to the bore. Revs these days hover at 15,000 or so. Finally nearer to the famous BBC building (with stonework carved by the colourful Eric Gill, he working in a raincoat sans trousers) to see the building that was once

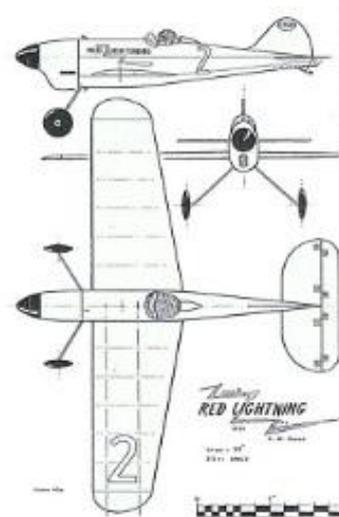
The Polytechnic. Founded by Quintin Hogg, it was opened after restoration by his son Lord Hailsham and these days serves as the University of Westminster. Big and impressive.

Building Winners

An age ago Mentor advised and cared. These days our mentor on the VTR front is David Finch, presently well on the way with construction in Speaks. Much detail deserves a copy for that special file on engine tuning, bits and pieces, etc. Strength and lightness is what it's all about really, just as Auto Union and Daimler-Benz did it in the 1930s when they faced the 750kg Formula, paint verboten and much metal shaving to meet the limit (an attempt to control speed and power, the 750kg machines were the hairiest ever!) Care and detail work builds a winner, David's words opening horizons way beyond my ken until I started reading him.

Sure Box Ticker

Drawn up sixty years ago by David W Rowe, Red Lightning ticked all the boxes set out by the FAST boys in California. David relied on Amco 3.5 power to haul his 29in span racer, along each side a lightning flash and RED LIGHTNING in bold capitals. So old now it still makes a practical and good looking Class B, the forward u/cart good on grass and the open cockpit ideal for a Biggles type with goggles and silk scarf. I have two: Dick Barton (Rivers 35) in dark red wine, and Rorke's Drift (ETA 29) in green and buff, a nose stripe in red lined in white referring to Chard and Bromhead's men at the epic stand filmed as Zulu (1963, John Barry's music memorable, timeless in its attraction as a Boy's Own yarn with a tough and interesting edge). At the premier Bromhead's family were full of praise but whispered that the o was pronounced as u, so Gunville Brumhead. Great model, great movie.



Good News

The plans service carried on for many years by Phil Smith continues thanks to the good offices of his son Colin 01202 433431. Veron of course, but there are others of the kind we like to build.

J B at the BBC

Soon after war broke out in 1939, there came from Station Bremen the voice of William Joyce, Lord Haw Haw. Much of England tuned in and so a spoiler in the shape of an Irish barrister joined the BBC, soon replaced by writer J B Priesetly. Taken off from his programme Post Scripts, public demand saw his return at five times his original salary! Although hugely popular J B was taken off again - it was the pre Celebrity age - but returned for one final Post Script at the end of the war. His books and plays are famous.

Gountless Images

The great Sirdra, K of K, his famous poster still to come, we all know who he is. De rigeuer - in some regiments almost a command - the toothbrush or scrubbing brush as the tash was called appears in countless photos of the Kaiser War, Wilhelm II sporting waxed tips that were almost vertical. A meeting with Kitchener was described as memorable and somewhat unnerving! A special area is devoted to him in St Pauls.

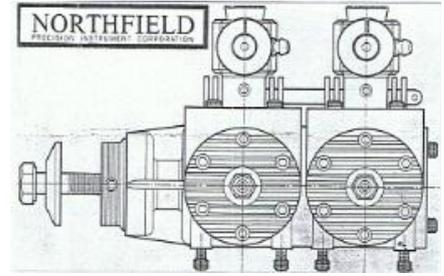


Puzzled

Told that the bits included long wires, a poker, a wooden box and earphones, I guessed it was an old Cat's Whisker set. Stick the poker in the ground, throw the longer wire over a branch or bush, don the cans and fiddle with the thin wire against the crystal. Eventually voices or music will be heard. Electricity? Batteries not required, old boy.

Fat Flat Four

Measuring 5in x 5in, the Northfield – Ross Power Four from island Park, New York LL558, is perfect for a big model, even a boat. Long holes through the case permit firm mounting and ducting to the downdraught chokes would be a simple matter. The sounds are perfect for a tethered car, exhaust pipes streamed astern an impressive touch.



Relaxed Rig

To The Society Of Air Britain to hear Fit Lt Rodney Scrase DFC talk of his experiences against 109s and 190s in Africa and Sicily. Supplies of his book Spitfire Saga (Spelmount, 256 pages) all gone in minutes, we heard of kit to suit yourself in the heat, clear skies to help navigation, ENSA shows, captured aeroplanes (109 impressions were very good) and early flying with London University Air Squadron and at bases in Florida. Good slides made the subject live, several amusing!

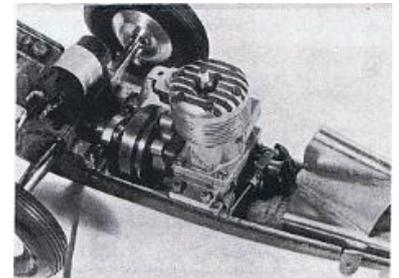
Class B Racers

Gordon Rae and Ken Newbold in strong sunshine at Old Warden, the latter receiving a copy of Gordon's book (as mentioned in December) for good work on his super TK-4, Gordon holds his prototype Riveter, ETA 29 powered and sporting impressive paintwork. Many VTRs are featured in Gordon's hardback, sufficient to give your favourite in outline. Don't delay in ordering! The TK-4 is a great Ron Moulton design.



Track Required

A conversation at Ron Moulton's gathering in the marquee covered tethered car racing and the need for a good track in the UK, better still three or four to get the sport going again. Serious stuff as here - a fat Hornet 60 driving through a clutch to bevel gears, note that air scoop above the L-shaped tank - demands a smooth surface. At an auction I was told that tracks good for 170—200mph exist in Germany and the USA. Modest expense at Old Warden would render the circle there good for relaxed runs of 60mph—which is better than nothing at all.



A Cambridge First

Lack of a Jaguar works team for 1957 caused Bryan Turler promoting, Shell Mex BP to urge Brian Lister to go for the World Sports Car Championship. Low, hairy and bullet fast, the new Lister-Jaguar took pole, set the best lap time at Snetterton but lost its clutch. The Cambridge team (Lister, Archie Scott-Brown and Don Moore) had a lightweight winner straight off, swoopy bodywork by Cavendish Morton, wide chassis rails letting the driver sit well down, grunt from the Jaguar six on Webers giving an easy 180 plus - and it was 54 years ago. Winning 11 of the 14 races entered in 1957, the car may also hold the record time for the Cambridge/London trip! Together with replicas some 20 Knobbly Lister-Jaguars exist. Briggs Cunningham's two flattened the opposition in the USA



Great Scott!

A birth affected by German measles, little Archie Scott-Brown had one good arm and hand, his legs and feet not as they should have been. A line from Richard III could describe him. But Archie was determined to be a top flight racing driver, finally winning many races for Brian Lister, great ability and the heart of a lion taking him forward. As good as the best and often better, storming Lister-Jaguar hit a patch of water at Spa and Archie died the following day from burns. This little fellow had the Bader spirit and it's hard to read about him without feeling sad.

Classical RAF

Of a famous RAF family (at least three were RFC/RAF) Air Commodore John Sowrey flew Hurricanes, one inscribed *Pride Of Ceylon*, tested Javelin, Swift and Hunter jets, led a fly-past over Buckingham Palace and was a serious yachtsman. Defending the Eighth Army at El Alamein, he was disposing of his second Stuka that morning when he crashed into it! Later he served with NATO and was the personal pilot to Prince Philip. Wife Audrey made Lady Diana's engagement outfit and John delivered it to the Palace. Cousin Air Marshal Sir Freddie Sowrey attends the big Guild of Aviation Artists London show in July.



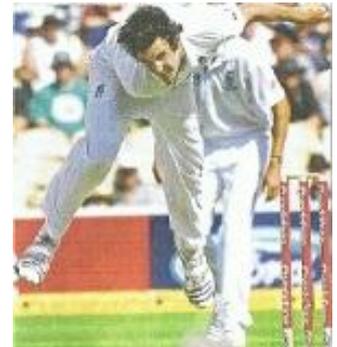
The Answer- 4501bs Pressure

And here's Gresley's stunning 4-6-4. Not LNER green or blue, but one-off grey with polished steel bands, this high pressure 4-cylinder compound had a Yarrow ship's boiler and carried No 10000 on her red buffer beam. Said to have a soft exhaust note, secret for a time, the adventurous concept was known as Hush-Hush although British Enterprise plates were cast. All the piping and drums seen at the start of this column were hidden beneath a whale-like casing. 75ft long, a pipe tobacco was named Hush—Hush.



At 22 Yards

Keeping any batsman regular (!) Storming Steve releases a rocket. Nine Test wickets in the first two matches was fantastic stuff for Finn. Didn't the Poms do well? Ashes. Series. Job done!



Peter Tindal and Bill Morley



Peter Tindal with Bill Morley designer of the Thunderbolt. This model was a kit from Old School Model Aircraft Factory. It is powered by one of the original Merco 35's.



Bill Morley in 1958, Thunderbird powered by prototype Merco 35

From David Lambert Chairman EDMAC

I would like the opportunity to reply to the article written by Martin Dilly in the January edition of Sticks and Tissue regarding flying on Epsom Downs.

After the tragic death of a young girl caused by a model aircraft on Dartford Heath, the safety of flying model aircraft on Epsom Downs and many other public sites was brought into question. Some recommended it should be banned because of the perceived risk to the public; luckily Epsom and Ewell Council and the Race Course owners did not agree.

In mid 2004 Epsom and Ewell Council contacted the BMFA asking if a plan could be worked out to minimise the risks involved flying model aircraft on the Downs. The BMFA in turn suggested suitable locally based representatives to hold talks with the Council, with the guidance of the BMFA Site Advisor, Roger Bellingham. After many months of negotiations a set of Club rules, a Constitution and changes to the flying site layout and position were recommended to the Council. This enabled an acceptable risk assessment (RA) to be carried out by Roger Bellingham. The RA had to encompass all disciplines of model flying - Free Flight and Radio Control - as the Council were only prepared to work with one representative body, which ultimately became EDMAC. Eventually the stringent safety requirements of Epsom and Ewell Council were met and changes to the Bylaws followed in late 2005, which ensured flying could continue on Epsom Downs. Hardly the "knee jerk" reaction by the Council Mr Dilly would have you believe

The Council was and remains resolute that it wanted one Club to regulate and enforce the agreed Rules and Constitution so EDMAC was formed. The Club has now been in existence for 5 years with a membership of nearly 300 last year (one of the largest in the BMFA).

Flying continues on the Downs and has become more disciplined and safer than it ever was in the past. EDMAC's relationship with Epsom and Ewell Council, the Race Course owners, the Conservators and Rangers is excellent. Not the pointless Club Mr Dilly would have you suppose, all for a fee of £10.00 this year or less than 20p a week.

Regarding Juniors flying on Epsom Downs, Mr Dilly should get his facts right as they are misleading and incorrect. He states that it now costs a junior £25 to fly on the Downs, this is simply not the case. To help encourage juniors take up our sport they can join EDMAC free of charge. This has been the case since the beginning of 2007, they do however need to have BMFA insurance.

Mr Dilly may not think a junior flying a BMFA Dart or chuck glider on a public site poses much of a safety threat but it would appear that the BMFA disagree. In an article about insurance in the February 2011 edition of the BMFA News, Manny Williams comments that historically, two of the largest claims against the BMFA were as a result of small 'chuck gliders'. Therefore all persons flying model aircraft on the Downs must be covered by BMFA insurance. This is a strict and ongoing requirement as this addresses one of the Council's primary concerns.

Regretfully Mr Dilly's ill-informed and negative remarks do nothing to promote our wonderful sport.



From Bill Deal

We had a "Control Line Gathering" at Tony Gray's property at Mangalore in Southern Tasmania, many of the group flew control line together over 50 years ago! It is a good idea to keep in Tony's good books so we can play in his back yard.

The Aerobat kit details in a recent S & T prompted us to contact Derek and make a purchase of an Aerobat for Tony Gray. I think we had 18 models present at our gathering, unfortunately the later arrivals missed the group photo. The Aerobat, Peacemaker, Blue Pants and Phantom are easy to recognise in the line up of models. Also note the photo of the Ron Moulton Rascal on the grass ready for take off. The Aerobat Model by Tony Gray - Tasmania - powered by Taipan 2.5 BB Diesel. Photos taken in Tony's backyard (lucky duck.) Initial flights very good, nice and steady - Tony has a little tuning to do on the motor / tank set up and a better cowl securing method (I forgot to tell him to remove the rubber band for the photo!)





That's some back yard!



The Aerobat looks good

A few photos attached from our recent Tomboy events for S & T. We take a rather casual approach with our "Tomboy" competitions and allow similar models from the era to compete also alternate engines because the Mills 0.75 engines are rather scarce in Australia. If only Ivor F had made the Doonside Mills replicas 40 years later! Our main power unit is the superb little MPJet 0.60 diesel that is available from David Owen in Wollongong at very reasonable cost. When we first attempted to get something going several members already had some typical models (Tomboy, Cardinal, Simplex etc) so we went from there. We now have regular fields of a dozen plus models, both IC and Electric and the interest is growing all the time. One of our favourite models is the Australian Hearn's Sporster scaled at 75% and it is on a par with the Tomboy for duration performance.





Successful Year for R/C Tomboys in 2010 from Tony Tomlin

The R/C Tomboy classes for both the 36" [Mills 75] and 48" [Mills 1.3] had a successful year in 2010. Nine competitions were planned with sadly two lost to the weather. With the exception of 3 meetings, all the others were run in conditions that could only be described as trying, with gusty winds and sometimes rain to contend with. This did little to curb the enthusiasm of the Tomboystists with up to 14 in the popular mass launch flyoffs.

The league awards, based on a competitors best 4 results, were strongly contested, with Tom Airey flying consistently to win the 48” Tomboy senior class and only losing out in the 36” class, by one point, to Chris Hague. There were a number of new faces in 2010, with father and son team Jeff and Andrew Fellows featuring strongly.

For 2011, nine rounds have been organised again at various vintage meetings. As Old Warden is not available this year, we have been very lucky to have a new event at the North Berks, Radio Model Aircraft Society, vintage meeting in July.

For 2011 there is a small change to the rules in that models must be correct to plan in both side and top views. The only exception is, as before, that the wing incidence on the 36” Tomboy is free. The league results for 2011 will also be based on a competitors 5 best scores over the year.

Meeting Dates 2011: 24.04.11. Middle Wallop. 08.05.11. Middle Wallop.
 22.05.11. Wimborne. 04.06.11. St Albans [note this is a Saturday].
 19.06.11. Cocklebarrow Farm. 10.07.11. North Berks. 14.08.11. Cocklebarrow Farm.
 28.08.11. Middle Wallop. 09.10.11. Cocklebarrow Farm.

For further information contact Tony Tomlin, 02086413505, email: pjt2.alt2@btinternet.com



Please find attached dates for the 2011 vintage events that will also have competitions for the Tomboy 3 and Senior. Please contact Tony Tomlin for further details. email or 02086413505.

Date	Venue
24.04.11	Middle Wallop
08.05.11	Middle Wallop
22.05.11	Wimborne
04.06.11	St Albans. Note this is a Saturday!!
19.06.11	Cocklebarrow Farm
10.07.11	North Berks Radio Model Aircraft Society [Nr Newbury].
14.08.11	Cocklebarrow Farm
28.08.11	Middle Wallop
09.10.11	Cocklebarrow Farm

VINTAGE RADIO [to Dec. 1969]* & CONTROL LINE
at MIDDLE WALLOP, 2011

Courtesy of the Army Air Corp Centre, MAC

SUNDAY APRIL 24TH SAM 1066 Club Invitation Day

Control Line [no combat wings]+ Mini Speed.

also Tomboy 3 + Tomboy Senior Competitions_

and 3 R/C Vintage Power Duration Competitions.

SUNDAY MAY 8TH SAM 1066 Fun Fly and Trimming day

Control Line [no combat wings]+ Mini Speed.

also Tomboy 3 + Tomboy Senior Competitions

and 3 R/C Vintage Power Duration Competitions

SUNDAY AUGUST 28TH SAM1066 Eurochamps

Control Line [no combat wings]+ Mini Speed.

also Tomboy 3 + Tomboy Senior Competitions

and 3 R/C Vintage Power Duration Competitions.

* NB....ALL R/C MODELS , No Ailerons please!!

ALL FLIERS MUST BE COVERED BY BMFA INSURANCE, this is the only acceptable insurance at the venue and must be produced when signing on

For further information contact:

[C/L] James Parry, 01202625825, email.JamesIParry@talktalk.net

[R/C] Tony Tomlin, 02086413505, email.pjt2.alt2@btinternet.com

[VPD] Bill Longley, 01258488833, email.tasuma@btconnect.com

The meetings take place at the far side of the airfield, follow peri track to control



1958 photo of an interesting model taken at Campbell Town Tasmania. Russ Hammond showing what can be done with Tasmanian King William pine for his Mills .75 scramble entry. First pusher seen with a nose engine.

(I wonder if those hills in the background are part of same range as seen in Bill Deal's photos?)

From Al and Christopher Robinson, Memphis, TN

I so enjoy your column, this is for all of us that enjoy "Old School" and the young folk that have us old guys around to show them the way.. I think this is the way Mr. Vic would have wanted it..

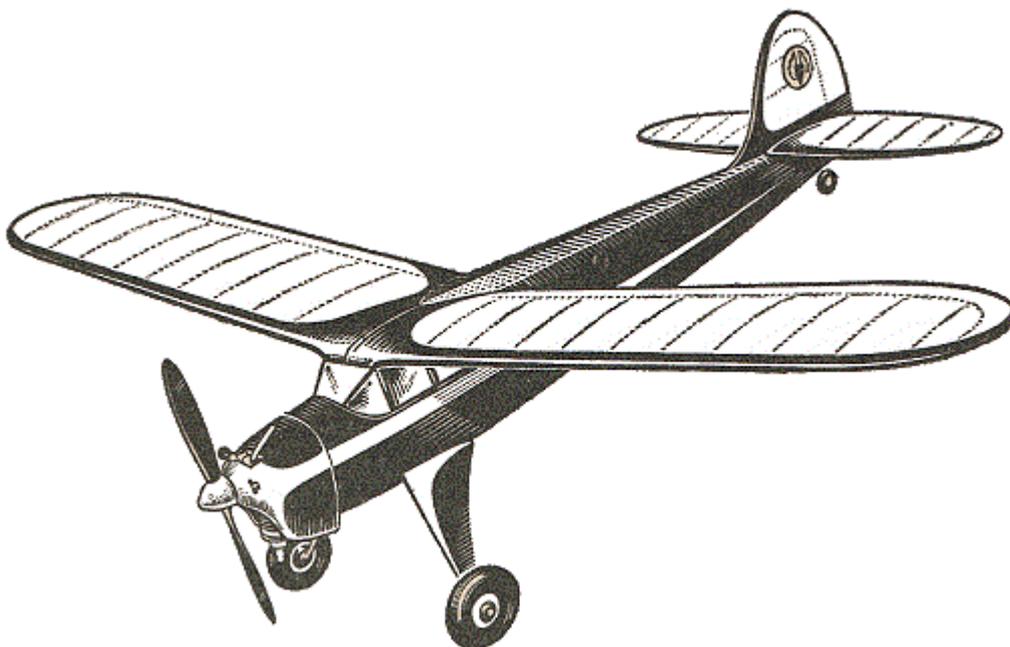
It is unfortunate that we lost Mr. Vic but to keep it right, my son "Christopher" and I are going to build a Tomboy with MP Jet 40 and 2 ch. for this spring.. parts are on the way.

Ebenezer fun:

What a hoot issue 49 was.. We have been here all alone in Northern Mississippi enjoying this little aircraft. Unfortunately.. We lost our first with the most perfect PAW 55 BB and Christopher and I were both really upset. I built a second with a less performing 55 (Why? I have no idea) but we press on with the Tomboy and an MP Jet 40 (same as in this video) :

<http://www.youtube.com/watch?v=nfgijGKrC7k>

Here is the last iteration of an Ebenezer we made, the finish is not quite complete.... We call it "GeeBeezer" As yet unflown, there is no doubt it will be problematic.. but this will change this spring.. Thank's again for all of the info that you come up with in the column, you do a fantastic job.

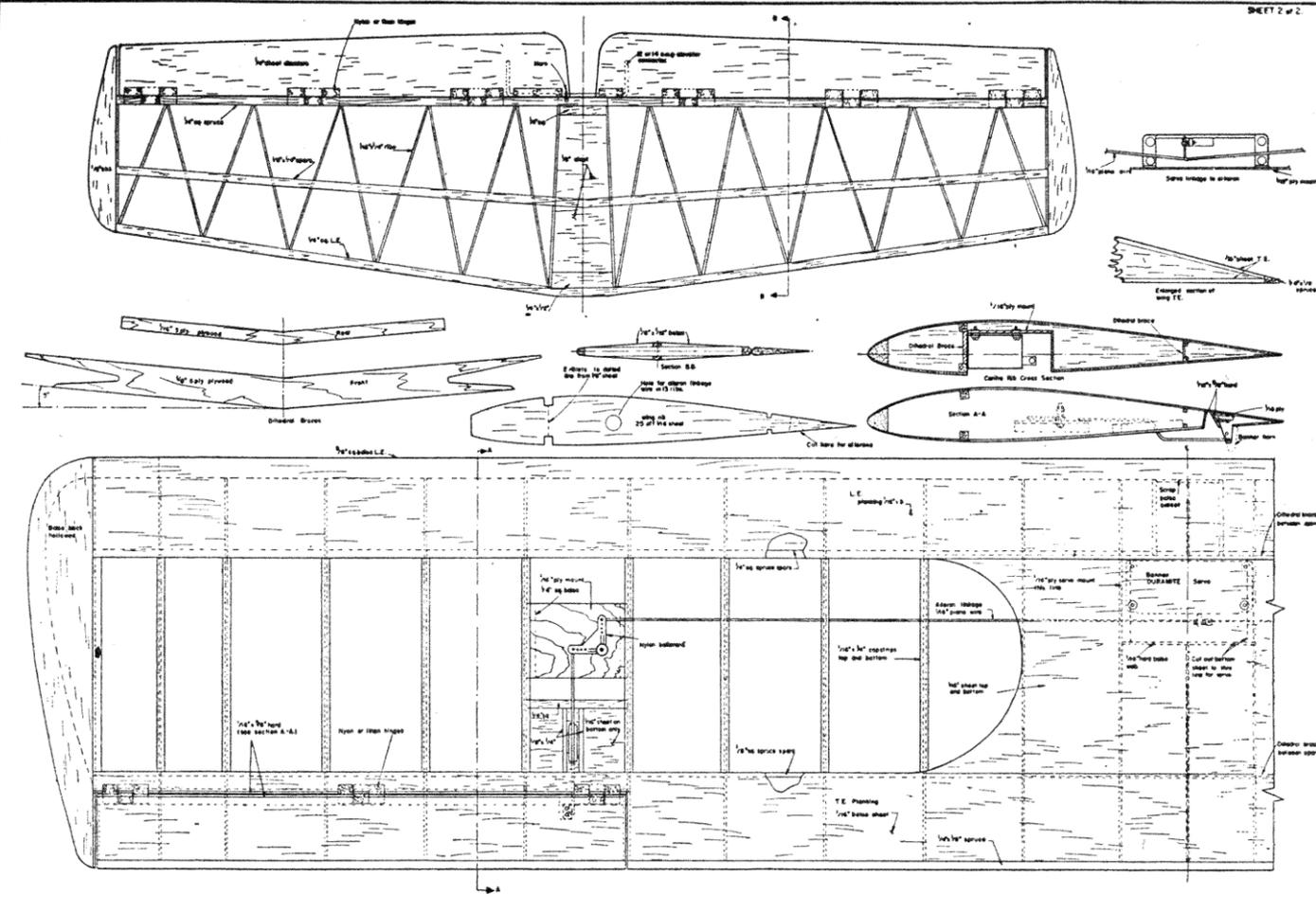
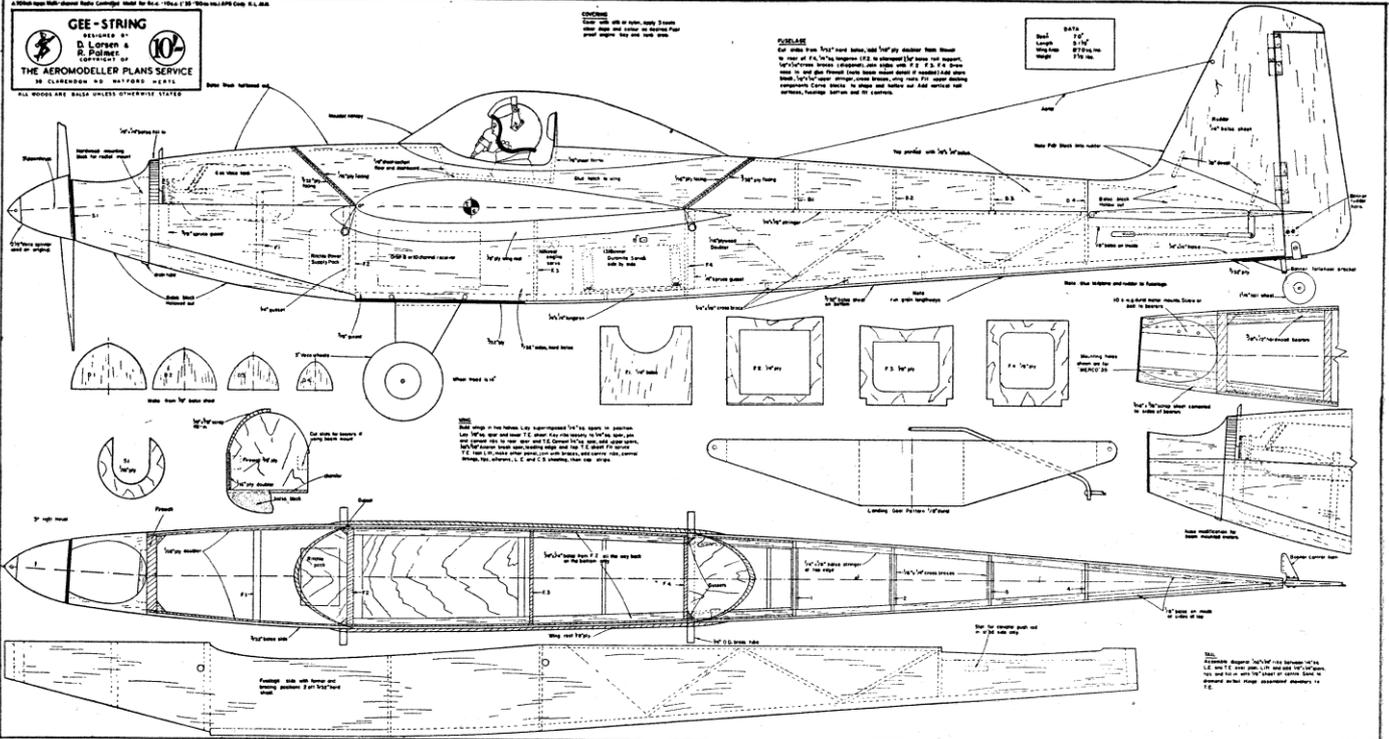


GEE-STRING
DESIGNED BY
D. Loren & R. Bridges
MEMBERS OF
THE AEROMODELLER PLANS SERVICE
IN COOPERATION WITH THE AEA
ALL RIGHTS ARE RESERVED UNLESS OTHERWISE STATED

CONSTRUCTION
Use of wood, metal, plastic, etc. is optional. Use of metal is suggested for the motor support. Use of metal is suggested for the motor support. Use of metal is suggested for the motor support.

FINISHES
Use of metal is suggested for the motor support. Use of metal is suggested for the motor support. Use of metal is suggested for the motor support.

Scale
Length 1/16"
Wing Span 1/16"
Height 1/16"





Gee String by Bob Palmer & Dick Larsen A 70 inch Radio Controlled model for multi channels which harmonises all the best features of a fully aerobatic design with simple structure and attractive appearance. From Aero Modeller July 1961

This is a combined effort by two long experienced aeromodellers who wanted a multi-channel design that would be easy on the nerves when airborne, Smooth in its flight pattern and yet Sensitive enough to manage any manoeuvre in the book. The result in the words of maestro Bob Palmer is “Anyone who flies multi will have a good plane in the Gee-String. Mine flew right off the board first flight with the force set-up and balance exactly as on the plan. It’s a relaxing plane to fly, just stable enough to be easy, the longer nose making the turns keep the nose up, yet it still rolls very well and will roll on rudder alone.” The design owes inspiration to Jerry Nelson’s well known Pegasus but many design changes have been applied in the course of development over four proto types.

Through his work as a modeller for Lockheed, Bob Palmer has to make many trips to the Moffett Field wind tunnels from his home near Los Angeles, and in the course of one of these trips, met Dick Larsen who was flying the original shoulder wing Gee-String. Bob flew it and was impressed. It did not drop a wing if speed was lost on a landing approach with too much up elevator applied, and in general it showed such promise that together, the two modellers devised further improvement changes, and the second and third proto types soon built.

Among its virtues is the inverted flight characteristic of not needing much down trim for level flight; but a point that has to be watched by the novice is limitation of tail control surface movement, for the Gee-String will jump like a scalded cat or spin like a sycamore seed on full rudder/elevator motion. Application of restricted control movement makes the model ideal for the man who wants to feel his way into radio controlled aerobatics, and to progress to contest style performance all with the same model. Moreover, by judicious use of graded wood and neat construction of the carefully thought out airframe, one can execute all the known manoeuvres with Gee-String on standard .35 Cu. in. engine capacity, though that is not to say that a .45 would not provide an edge of advantage in power. In the pictures we see the third model, with a stock Veco 35. The only manoeuvre that gives any trouble with this power combination is the vertical eight, and any experienced flier will soon explain what that entails, for it calls for loads of power to keep that eight in proper shape if the wind is at all strong. Nor is Gee-String restricted to U.S. equipment.

Original specifications are indicated on the plan, and these items are readily obtainable through importers. Home producers of transistor power packs, servo boosters, moulded nylon bellcranks, horns and tailwheel brackets are about to announce their new wares on the British market for those who demand the very latest in equipment. Modellers who already have their gear will find the fuselage capacious enough and with ample accessibility for all the commercial radio outfits.

Many years of topline experience in control-line aerobatics is reflected in the general structure and appearance of the model. It is tough, yet involves no unnecessary weight producing structure. It is easy to build and when examined critically it boils down to being a very simple box fuselage with block fairings and

supporting a parallel chord wing, yet the appearance disputes any charge of austerity. It is functional and practical, allows modification for tricycle undercarriage gear if the builder so desires (though Bob and Dick are quite happy with standard two-wheel gear) and we have no hesitation in offering it through AEROMODELLER Plans Service as a refreshing change from the monotony of low wings to be seen (not always successfully or safely) flying over British airfields this season.

Jeff Fellows with his slope soarer in 1965. Jeff can be seen flying with son Andrew in Tomboy Events.

This reminds me a while back I was requesting any photos, anecdotes and better still write up regarding slope soaring either FF or RC or both for the period up to 1970, now don't be shy get looking through your photos and put pen to paper, or keyboard to email.



Events

March 20th Middle Wallop free flight

April 24 R/C vintage and Control line at Middle Wallop (FF all weekend)

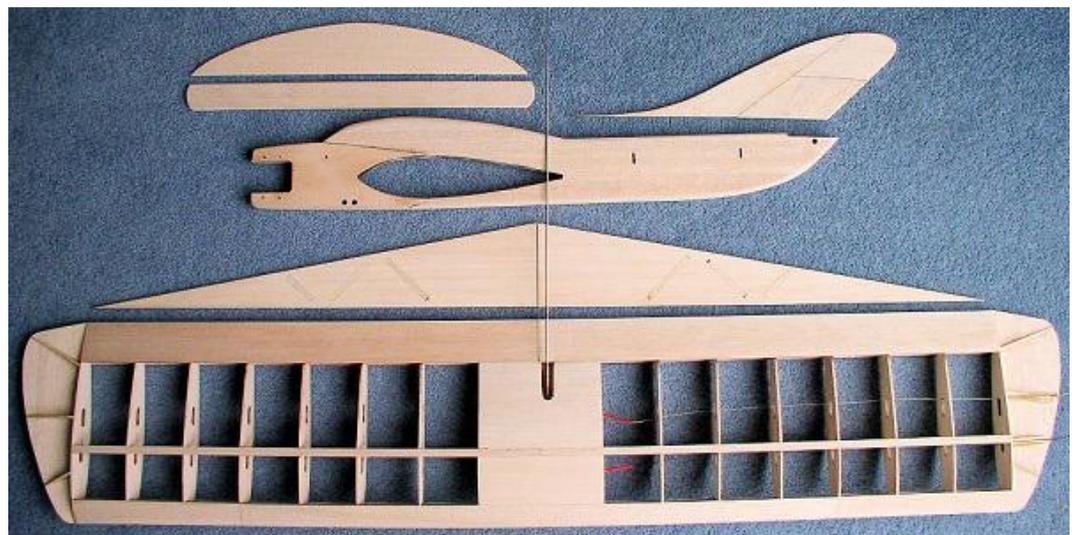
Wimborne MAC R/C Vintage Sunday 22 May 2011 JamesIParry@talktalk.net

The Middle Wallop Crookham Gala cancelled due to weather will now be held on May 8

Peacemaker Kit

Old School MAF have been busy with several new kits nearly ready. First is a Peacemaker, second is the much requested IC version of the Ballerina – the others well you'll have to wait for next month but it will be worth it.

There are a few changes to the original plan mainly for ease of kitting but suffice to say the finished model has a very strong fuselage and wing, covered in Solartex and with an APC 2.5 cc stunt engine from Just Engines. The kit contains all the wood, fittings and material for a fuel tank. See kit photo below.



Chris Hague's almost complete first build of the OSMAF kit

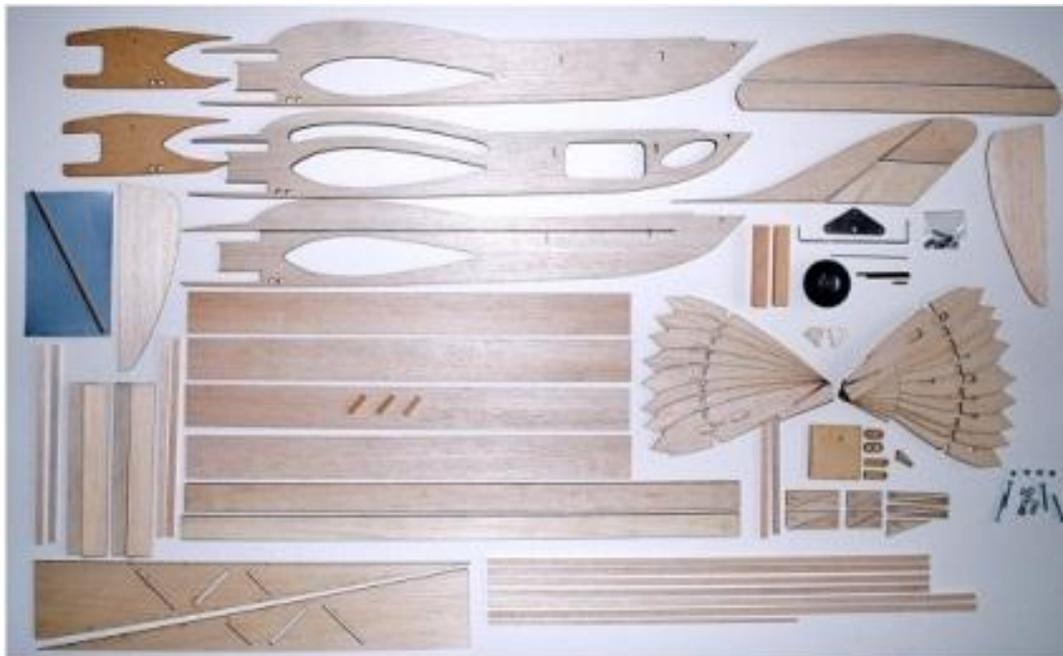
Derek Foxwell
Old School Model Aeroplane Factory
6 Clarice Way Wallington Surrey SM6 9 LD
E-mail derekfoxwell@btinternet.com
Tel: 0208 647 1033

George Aldrich's Peacemaker Circa 1958

36+'' Span Control Line Stunt/Combat Model For 2.5cc To 3.5cc diesel or Glow Motors

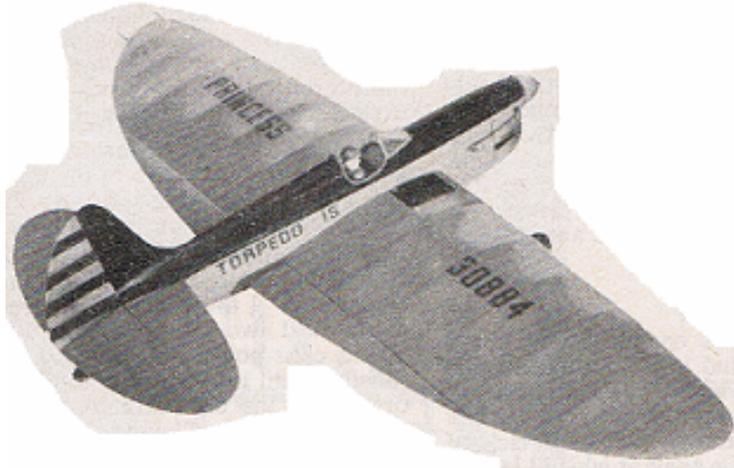


Named after the Colt.45 revolver the Peacemaker is not for the faint hearted, stable, yet fully aerobatic and fast, this aeroplane ticks all the boxes. The kit contains over 80 parts and includes a full size digitalized plan Price £45.50 Post & packing £ 8.00 U.K. £ 15.00 Overseas Prices subject to change PayPal VISA accepted



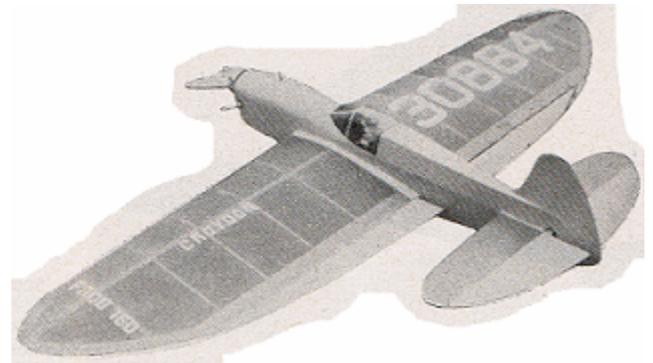
Princess by Gordon Cornell from Aero Modeller April 1959. A 36¢ span control line aerobatic model for a wide range of engines from 1 – 2.5 cc.

“Princess” is one of the most advanced small stunt designs to date, and has been developed through a series of designs capable of completing the S.M.A.E. Stunt Schedule. The plans show the very latest version as flown in the World Championships at Brussels, 1958, where it earned plaudits for very smooth performance with such a comparatively small engine as the Frog 150.



Whilst its appearance might suggest a difficult model to build, its construction is relatively simple making it eminently suitable for the intermediate modeller and since the plans are very comprehensive, let's get down to the facts that will make your model a success. Almost any 1 to 2.5 c.c. engine is suitable, the originals

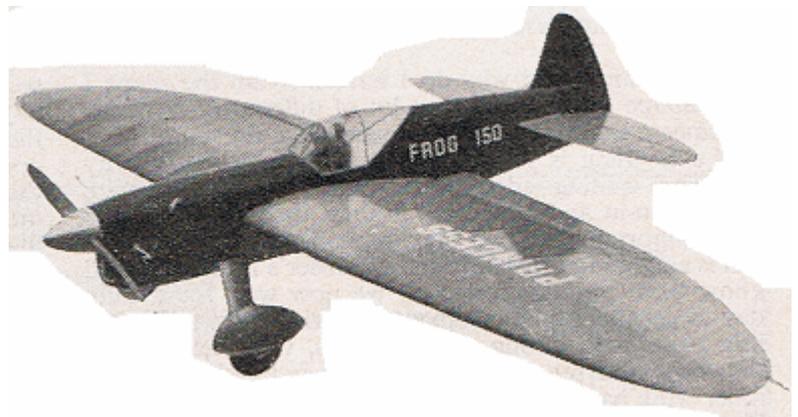
have been powered by the new Frog 150R and a K & B 15. If you choose to use 1 c.c. keep the weight down to approximately 13 oz. The tank may appear unconventional but it is theoretically correct; when a few more modellers use this type we will see far less overruns due to the engine leaning out—it gives most consistent feed in flight. Make the cowling exactly as shown on the plan giving plenty of airspace around crankshaft and cylinder, otherwise you will have the overheating troubles I experienced at Brussels.



A brief word on materials, select each piece carefully for the job it is to do, making sure it is the correct cut and texture as stated. Since balsa varies in weight from 6 lb-16 lb. per cubic ft. here is the difference in weight between being light or heavy. There is a lot of balsa in this model, be careful. Use plenty of cement, it does not weigh enough to cause concern, at least not measurable.

When finishing, do not spare dope and fuel proofer since this little extra weight soon pays off. An under-doped or unproofed model soon suffers from ingress of fuel and up goes the weight above the well-finished model, at the same time becoming completely unreliable. Spare no expense, it is cheaper in the long run. Flying the Princess is easy, but do not take any chances. The undercarriage shown on the plan is for grass, if the model is to be flown over tarmac fit a longer tailwheel assembly to make model sit almost level on the ground (this tailwheel assembly will not allow the model to take off on grass so choose warily). Line length required will vary according to weight and speed should be between 45 ft.-50 ft. (It was flown in the Gold Trophy on 55-ft. lines.) Use only steel lines .008 in. to .010 in. diameter.

Use a good commercial grade of fuel and retain the same engine settings for starting and running for every outing, by so doing you will soon find reliability.



The flight record in contests last year were:
Fifth: Gold Trophy.

Second: Enfield Controline Rally (lost by ½ point).

Fourth: British Team Trials.
Second: Wanstead Controline Rally.
Thirty-second: World Championships (Brussels).
Third: Southern Area Rally.

The plan has been specially drawn to cope with a wide variety of engine sizes and has full instructions to enable the modeller with at least one controline type under his belt to follow the building stages without cause for query. We know the "Princess" is going to be a number one favourite among plan builders with the popular A.M.15, Frog 150 and newly introduced (to British shops) Enya, Fox and OS15's. For smoothness, the "Princess" is a beauty deserving of its regal name as you'll soon find out in that first exciting lap.

From Bill Wells

(Bill also included some really good engine photos, those will appear in future issues)

I really do like the engine pictures I wish I could take pictures that are that clean and sharp. Anyway I started flying control line models about 1961 after persuading my father to part with the cash for a DC Super Merlin. I would have liked to have joined the chuck it and run merchants but that engine was very precious and I didn't want to lose it. I spent a lot of time making and flying small control line models. Unfortunately as there was no local club as such I was left to my own devices. As the years went by, when I could, I would fly these models but work, moves and domestic problems reduced me to just collecting the odd engine. In 1999 things changed and I moved to a location where I could see the local model site from my bedroom window. I learnt to fly Radio Control Models. Unfortunately the site is not really suitable for serious free flight models. Anyway because of my early modelling I wanted one of those early Free Flight Radio assisted models. As it happens I was given the remains of a crashed Halifax Spartan so I rebuilt it and it flies really well and with skis in the winter! I then built a Junior 60 from scratch powering it with a Rustler Lynx. Because the Lynx only weighs about 6 ounces I extended the nose as lead is to my mind an unwanted payload. Because of a crank web failure probable brought on by experimenting with 12x7 props, vibration periods and so on, I now fly this model with a Rustler Jaguar. Moving on I rebuilt Mr. Fisher's own Sun Bird which is a delight to fly. When flying a Cox PT19 between Radio model flights one of the posh new guys said 'Do you have any normal models?' Cheeky Blighter!!
So here are a few pictures for you. I have downgraded these pictures which were between 3 and 7 Mb so that I can send more of them in one go. I can send them a few at a time at full resolution if required.
I do like those engine pictures.

Second email

Many thanks for your e-mail. Glad you liked the pictures. The Spartan pictures were taken by Alasdair Sutherland. I tried to send you more pictures but the mail was returned as I exceeded 10 Mb or some such nonsense so I had to delete some from the last mail. Here are the deleted ones that I had tried to send to you. That's all I have on my memory stick, if you like particular ones I can send them at full resolution. (three or less at a time)











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BMFA MID-WEST 166

'FLY FOR FUN'

EVENT

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AT

FAR HEATH FARM

MORETON-IN-MARSH

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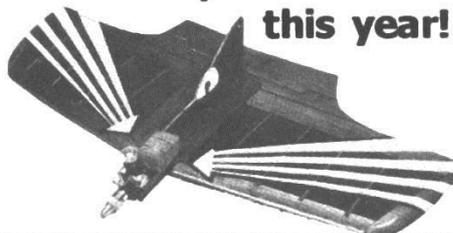
Signposted off the A44 Moreton to Chipping Norton road



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For details, e-mail : northcotswoldmac@gmail.com