

Sticks and Tissue No 58 – September 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".



The part of the year I always look forward to has arrived again. Peter Renggli has sent a CD with many photos

Photos from Martyn Pressnell taken at Middle Wallop August Bank Holiday





From Mike Womersley (Stonehouse. Glos and Aston Down MACs

James re the Lady bird, I have made several since I was a boy (I'm now 76) and I was at Mid Wallop last week with one. Advise your readers if they are not "purists" to add 3/4 to one inch into the moment arm, about 2" in front of the fin to keep the upper curve and it will improve trimming and stability no end. Also dispense with the plywood formers and wing box/tongues and make single wing---it will save a good four ounces.

From Mick Butler.

Thought you might like to see my latest project. Was supposed to be a winter project, but our summer has been so cold and windy it has made for plenty of building time.

Electric Monocoupe L.7A from an original kit plan supplied by Colin Smith. Free flight model from the fifties. A lovely model to build. 64" wing span, Powered by a HIMAX C3516-O840 Brushless motor. Covered in Solartex, All up weight is 3lb 11Oz, including battery.

The comment you made about Beaulieu heath in the background, I wonder if you could add this to my text somehow. I'm often asked, Is this Beaulieu?, when the photos are out.



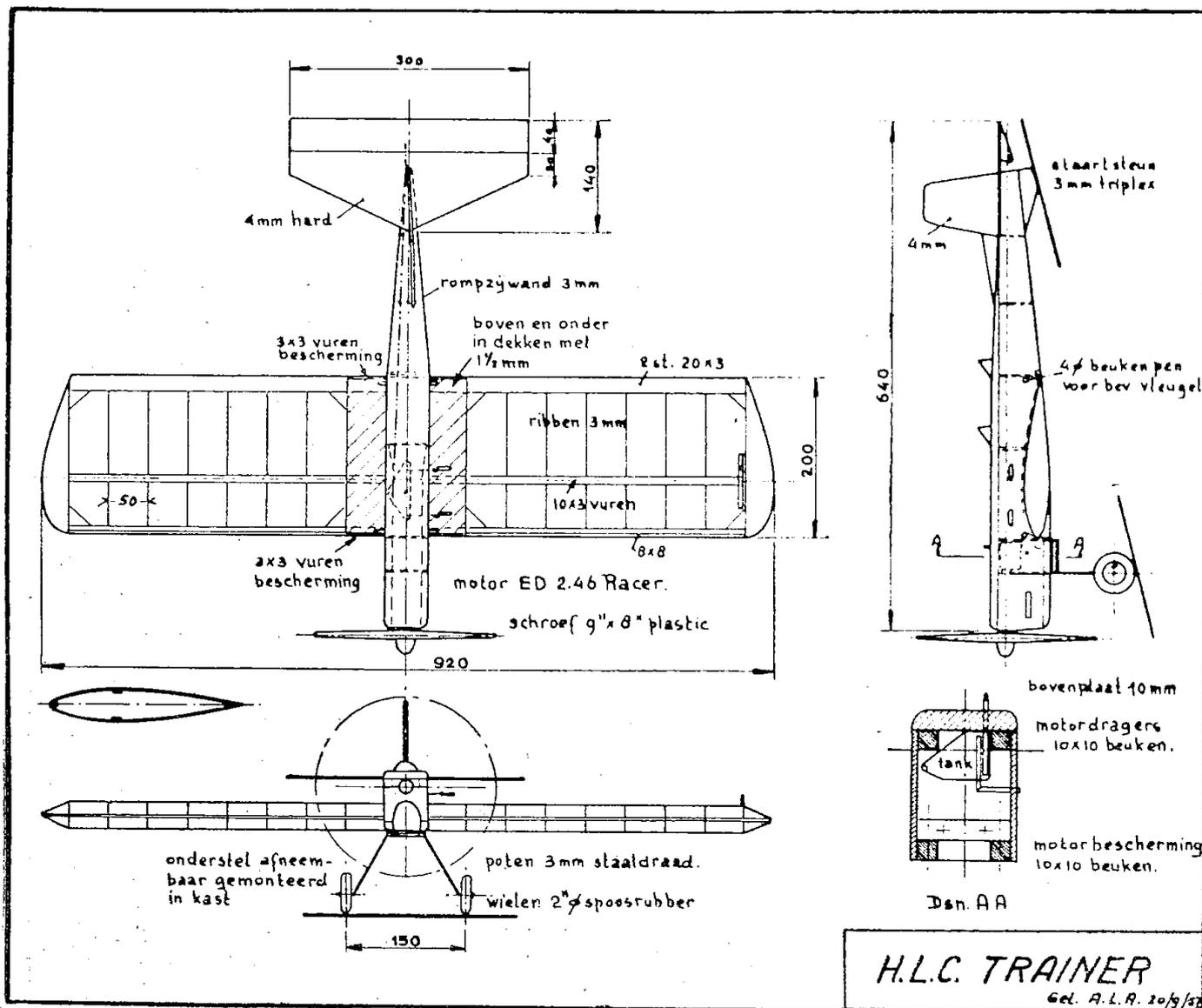
From Spike Spencer

If you had not already come across it, this site has some memorable images.

<http://www.singlechannel.co.uk/>

Good to see that someone has archived all this old equipment and making use of same practical again.

From Wout Moerman with some Dutch designs and photos



About the HLC trainer:

The HLC-trainer was a design by a few gentlemen from the aeromodelling club of the city of Haarlem. The model is used successfully for the training of newcomers to CL-flying. The drawing is by A.L. Aarts. An interesting detail is the engine protection of 10x10 mm beech beneath the 2.5 cc E.D. Racer engine. For those who aren't capable of reading Dutch: triplex=plywood, beuken=beech, vuren=spruce, bescherming=protection. I think you can figure out the rest by yourself.

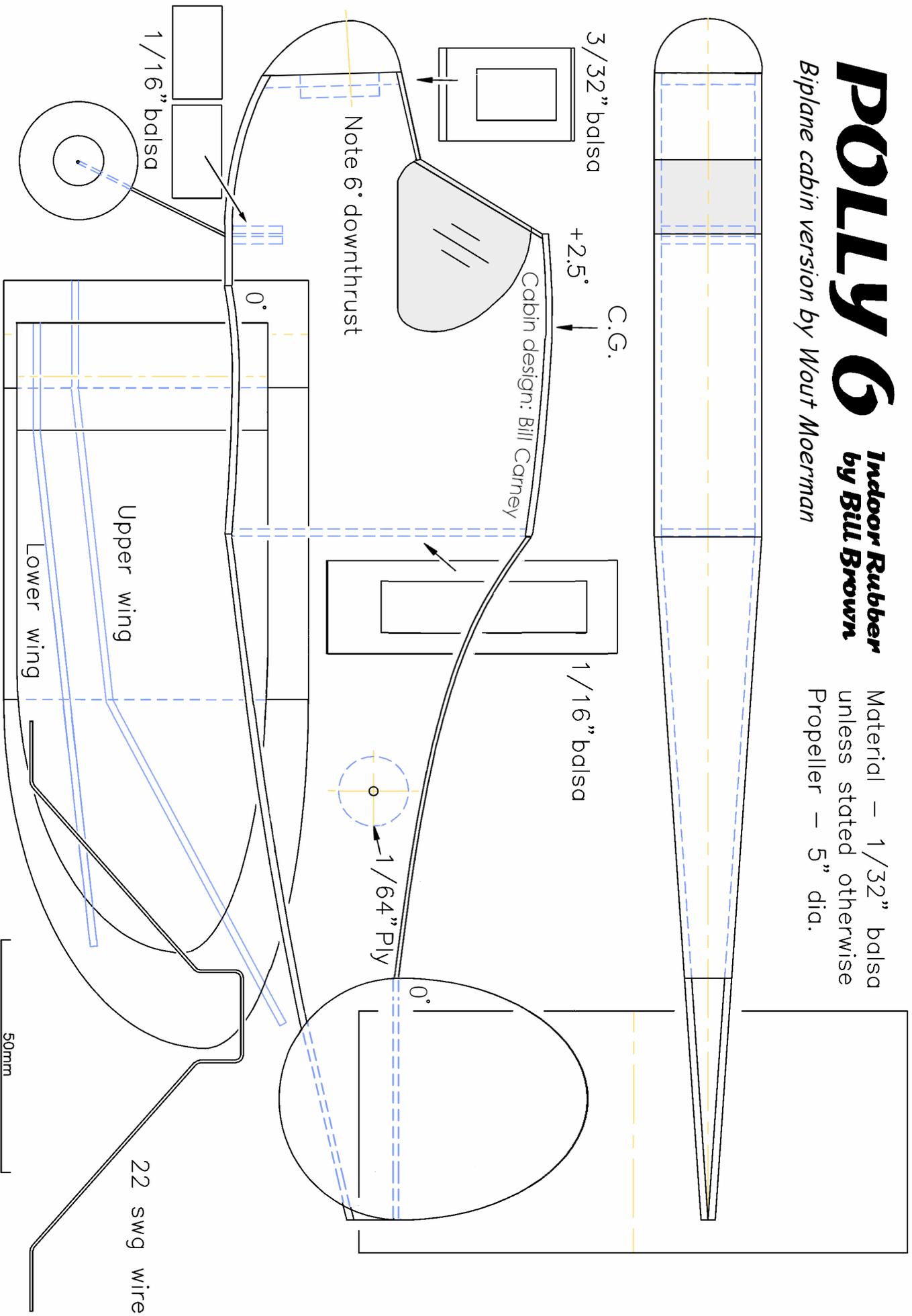
Last for today, not vintage but my Polly biplane which is based on the design of Bill Brown. Flight times are 45 seconds. The prop has a P/D ratio of 1.2

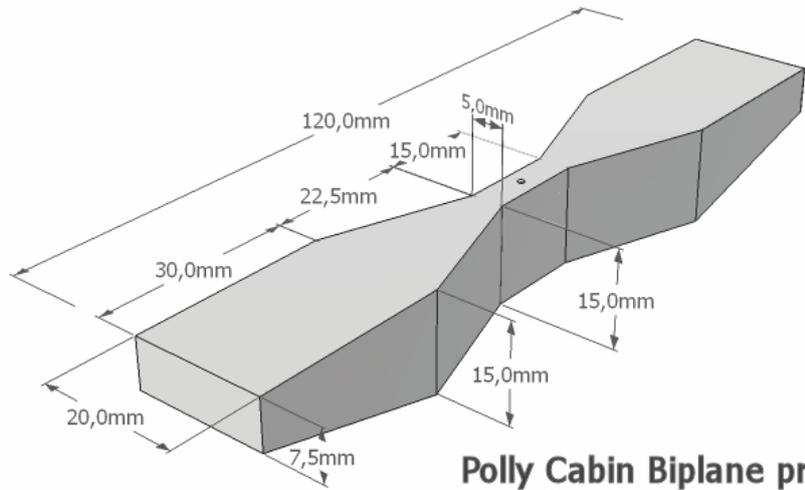
POLLY 6

Indoor Rubber
by Bill Brown

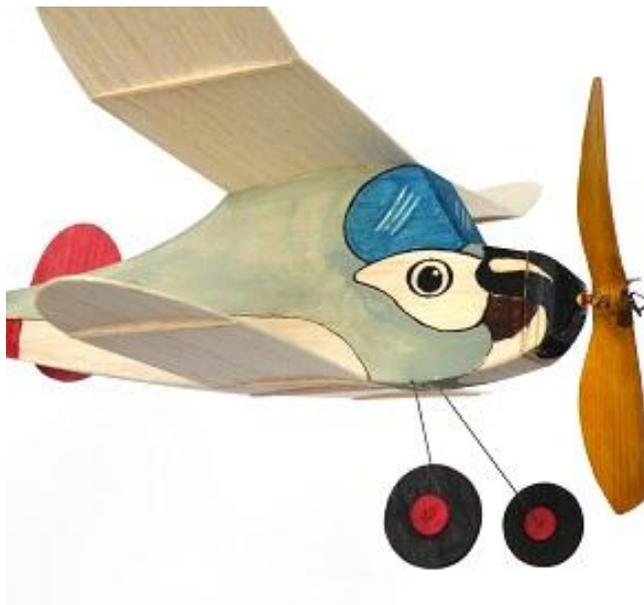
Biplane cabin version by Wout Moerman

Material — 1/32" balsa
unless stated otherwise
Propeller — 5" dia.



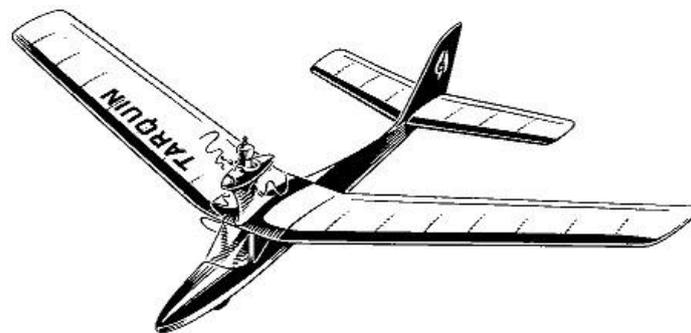
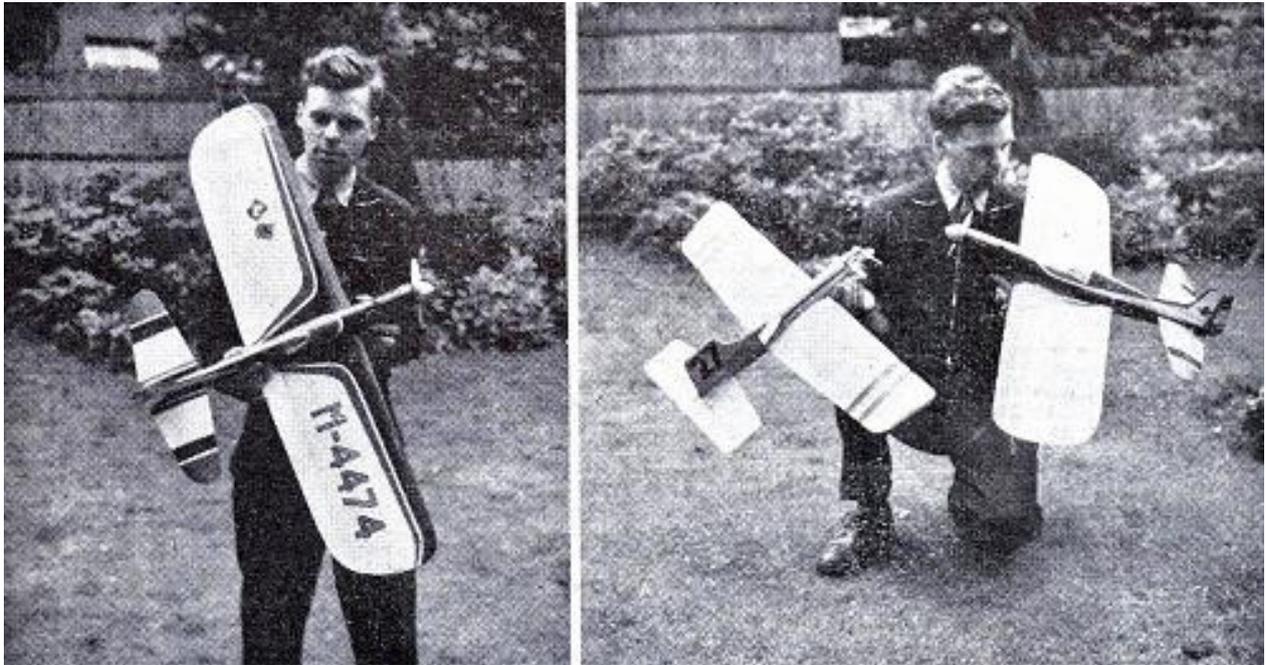


Polly Cabin Biplane prop
Wout Moerman 2010



Here a picture of Paul Tupker with two of his models. On the left is a small sized Thunderbolt with a 2.5 E.D. Racer. Colours are red, white and blue with golden lettering. The decoration is said to be in the style of Bob Palmer.

On the right is the same Thunderbolt, but also a Mercury Monitor with a Veenhoven Racer engine. Wout Moerman



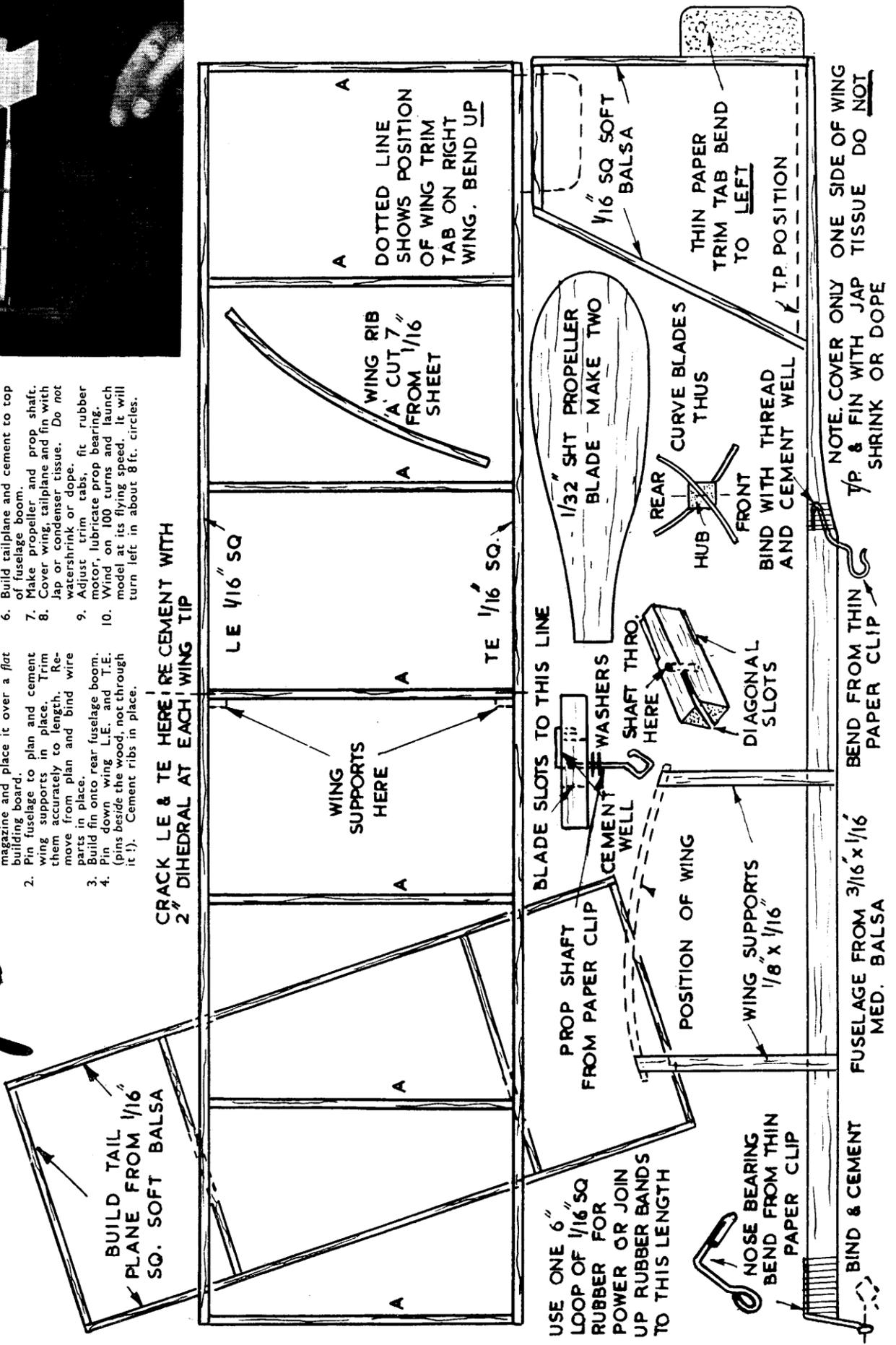
"Scraps"

A "dive" in the scrap box, one hour's work and you have this fine little flier—just the job for "circuits and bumps" round the parlour to add to the Christmas fun.

Building Sequence

1. Remove this page from the magazine and place it over a flat building board.
2. Pin fuselage to plan and cement wing supports in place. Trim them accurately to length. Remove from plan and bind wire parts in place.
3. Build fin onto rear fuselage boom.
4. Pin down wing L.E. and T.E. (pins beside the wood, not through it!). Cement ribs in place.
5. Fix wing dihedral and cement wing in place on supports.
6. Build tailplane and cement to top of fuselage boom.
7. Make propeller and prop shaft.
8. Cover wing, tailplane and fin with Jap or condenser tissue. Do not watershrink or dope.
9. Adjust trim tabs, fit rubber motor, lubricate prop bearing.
10. Wind on 100 turns and launch model at its flying speed. It will turn left in about 8 ft. circles.

CRACK L.E. & T.E. HERE! RE-CEMENT WITH 2" DIHEDRAL AT EACH WING TIP

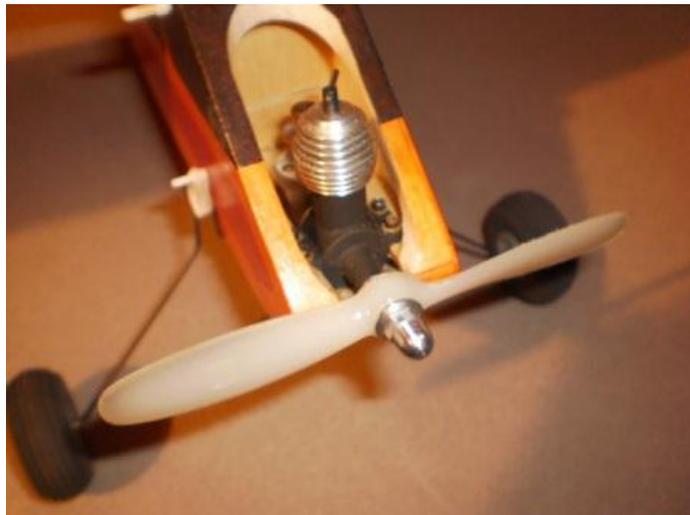


Scraps from Model Aircraft December 1960. Basis of a model for the indoor season.

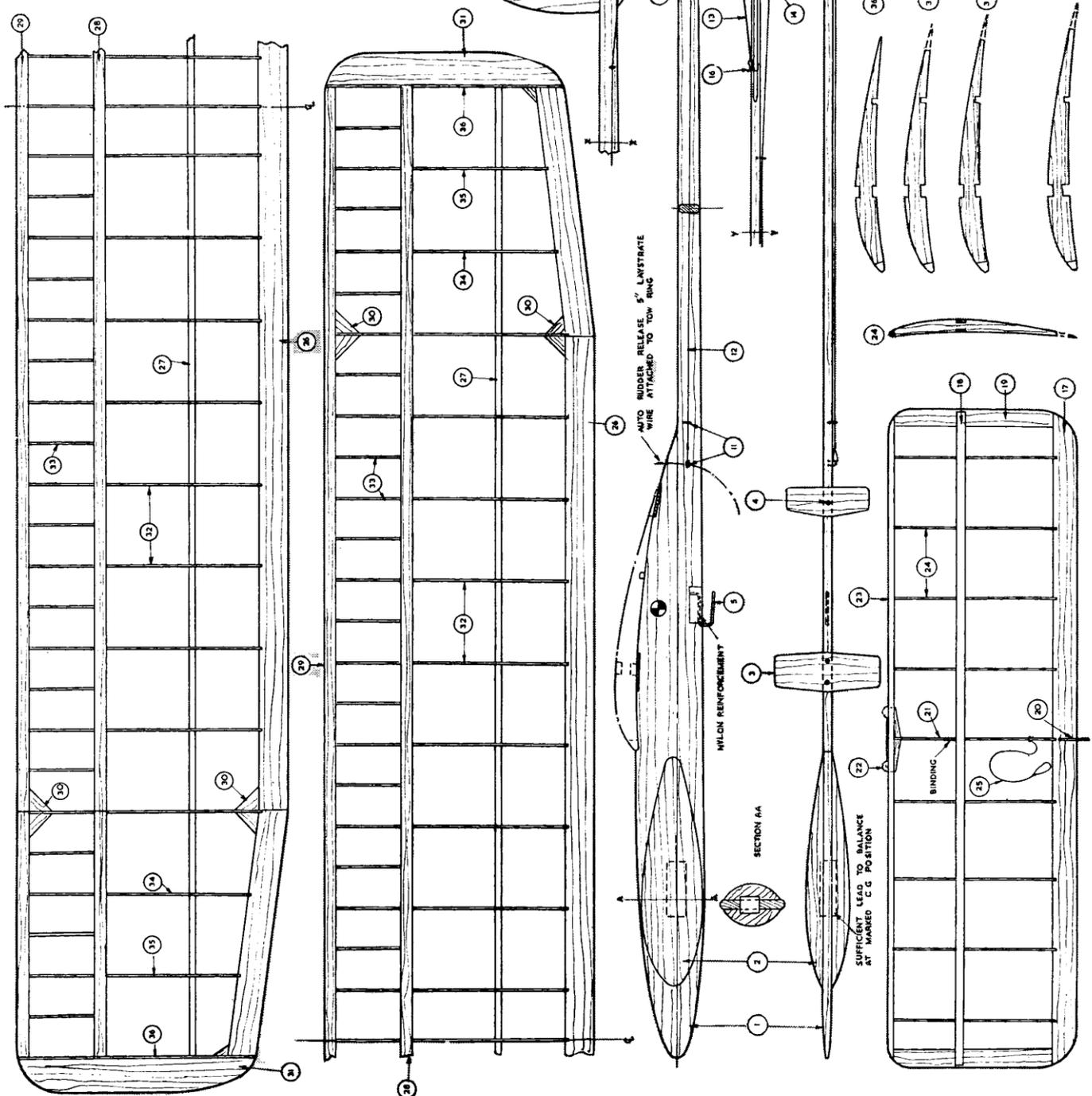
From Dave Acton, New York

Some photos of my newly completed Tumble Tot. Powered with a .4cc Russian miniature Mills, it is quite fast and very responsive.

Fortunately it is sturdily built and lives up to it's name, as it tends to get ahead of my 68 year old reflexes.



1	PUSELLAGE BACKBONE	1	3/16" SHEET SPRUCE
2	NOSE BUSTER	2	BALSA BLOCK
3	WING PLATEFORM	3	1/16" PLY
4	BRASS WOOD SCREW	3	1/4" NO. 4
5	TOW HOOK	1	16 G. PIANO WIRE
6	RUDDER STOP	1	20 G. PIANO WIRE
7	RUDDER HORN	1	1MM PLY
8	D.T. HINGE PLATFORM	1	1MM PLY
9	TAIL RETAINING HOOK	1	1/16" SHT. BALSA
10	AUTO RUDDER WIRE STAPLE	4	20 G. PIANO WIRE
11	RUDDER OPERATING CABLE	1	C.L. WIRE
12	RUDDER RETURN BAND	1	RUBBER BAND
13	CABLE TENSIONER	4	RUBBER BAND
14	RUDDER WING LOCK	4	RUBBER BAND
15	TAIL PLANE TRAILING EDGE	1	1/25" 1/16" BALSA
16	TAIL PLANE SPAR	2	3/16" 1/16" BALSA
17	TAIL PLANE TIP	2	1/16" SHT. BALSA
18	D.T. BAND HOOK	2	20 G. WIRE
19	D.T. ACTUATING HOOK	1	1MM PLY
20	D.T. HINGE PLATE	1	1/16" 1/16" BALSA
21	TAIL PLANE LEADING EDGE	1	1/16" 1/16" BALSA
22	TAIL PLANE RIB	9	NO. 40 LINEN THREAD
23	TAIL RETAINING THREAD	1	5/8 1/16" BALSA
24	WING TRAILING EDGE	1	1/8" 1/16" BALSA
25	UNDERCARRIER SPAR	2	1/16" SHT. BALSA
26	LEADING EDGE	1	1/4" 1/16" BALSA
27	WING TIP	2	1/16" SHT. BALSA
28	WING TIP	2	1/16" SHT. BALSA
29	WING TIP	2	1/16" SHT. BALSA
30	WING TIP	2	1/16" SHT. BALSA
31	WING TIP	2	1/16" SHT. BALSA
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36	WING TIP	2	1/16" SHT. BALSA
37	WING TIP	2	1/16" SHT. BALSA



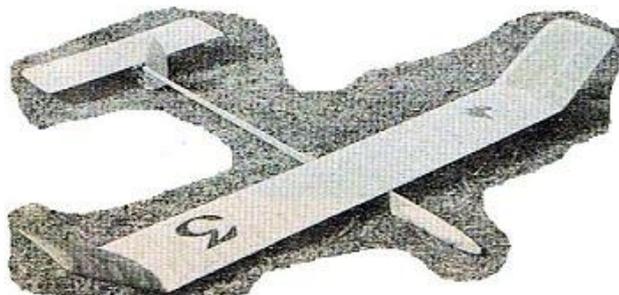
PLOVER
 M.A. 337
 A1 GLIDER
 C.S.WEST 4'6"
 SPAN 42" LENGTH 34"
 © MODEL AIRCRAFT 1950
 19-20 NOEL ST. LONDON W.1.

PLOVER by Cyril Werst from Model Aircraft January 1961 a 42" span glider

This model is a simple two-evening job for the experienced modeller and is quite within the scope of the tyro or junior given a little help and advice.

The fuselage is cut from 3/16 in. sheet spruce or hard obeechi and smoothed off with glass paper. Wing and tail mounting plates, made from scraps of 1/16 in plywood, are glued and screwed with small brass woodscrews in the positions shown, the fin and sub-rudder are glued on, and fittings for the auto rudder added.

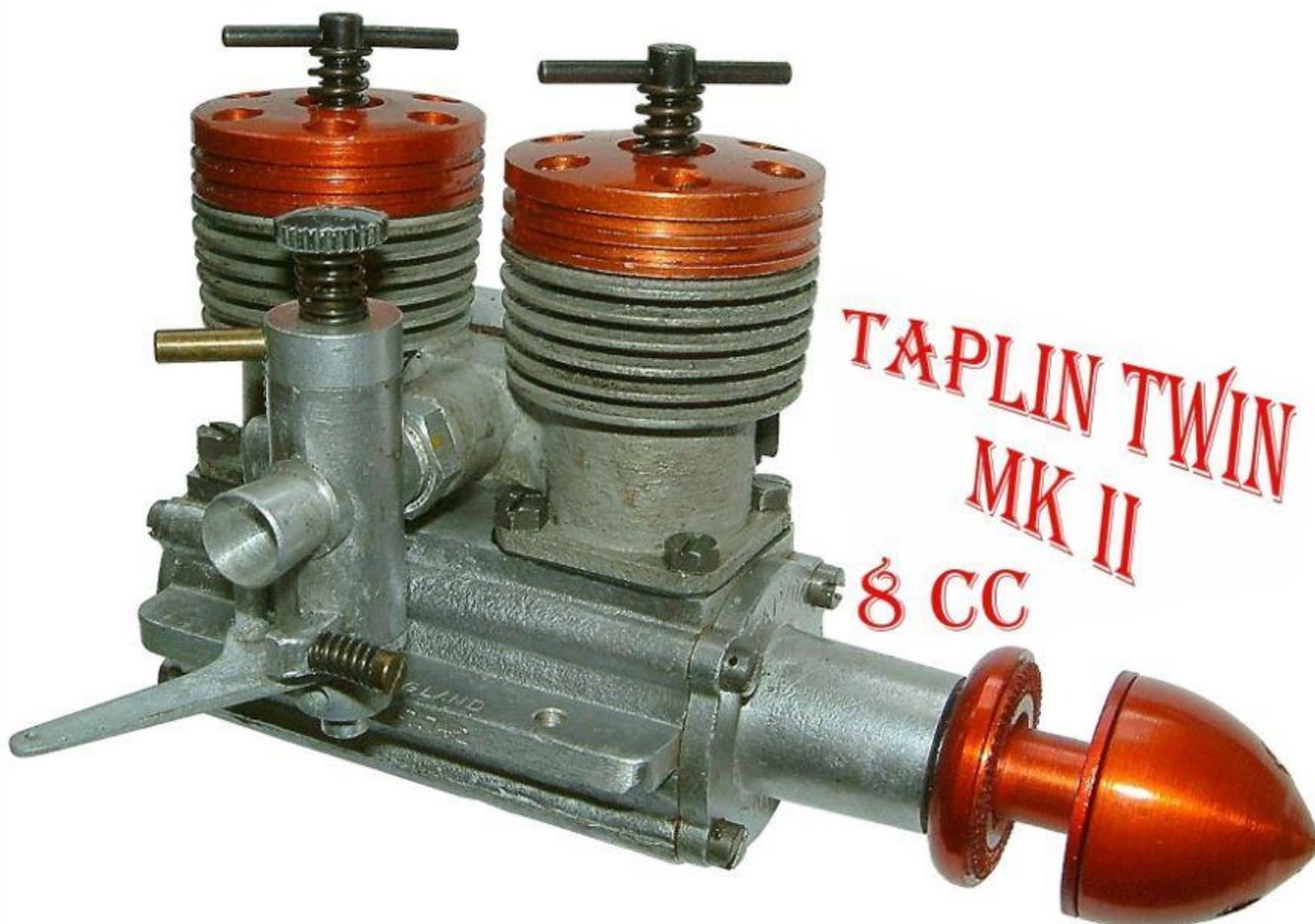
The first step in the construction of the wing is to cut a rib template, with all spar notches, etc., from 1/16 in ply. It is also advisable to make an extra template as a guide. A medium grade (but stiff) 1/16 in sheet balsa should be chosen for the ribs and these should now be cut using the plywood templates. Choose hard, straight grained, balsa for the spars and trailing edge, and medium grade for the leading edge. Assembly follows normal practice with a strip of scrap balsa blocking up the front of the trailing edge. Notch the trailing edge with a piece of hacksaw blade to receive the rear ends of the ribs. No special spar bracing is necessary at the dihedral break, but a good spar joint is essential.



Use two coats of cement before finally making the joint. The tips are made from soft block and finally shaped with glass paper when in position, also a slight reflex trailing edge is given to the tips when glass papering. The leading and trailing edges can be shaped when in position with a sharp blade and a glass paper block. Much the same instructions apply to the tailplane which is also under-cambered.

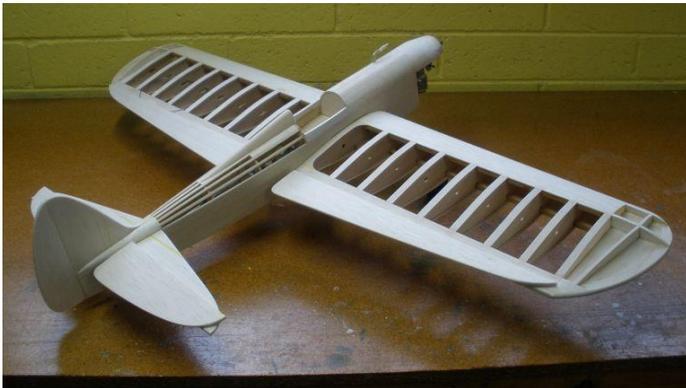
The dethermaliser hinge on the tail-plane leading edge should be given careful attention, as successful dethermalised descent is largely dependent on a well-aligned hinge. The auto rudder is operated by a piece of C/L wire on a plywood rudder horn. Rubber bands of different tensions apply "on and off" loads, while the travel is limited by 20 s.w.g. stops. The rudder is released to circling trim by withdrawal of a piece of multi-strand C/L wire attached to the towing ring. A finishing touch is given by the scrap balsa "cheeks" which cover and streamline the lead weight in the nose.

When the model is covered and doped it should balance just aft of the wing centre chord. Lead must be added to the nose to achieve this. One last word to beginners; don't forget your D/T fuse when you fly Plover.



From Bill Deal

A few photos from our recent "Control Line Gathering" in Tasmania



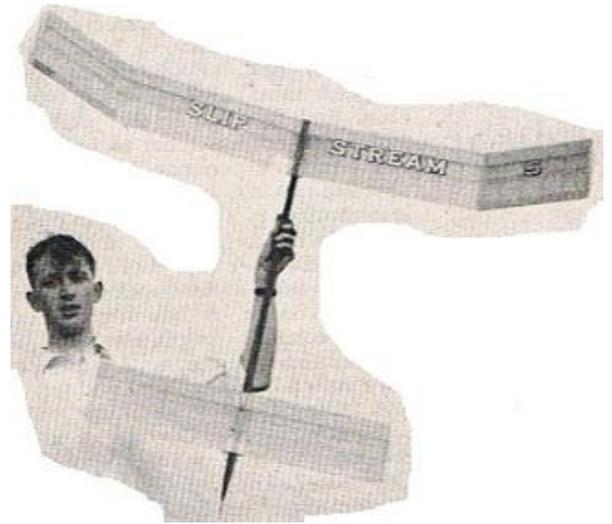


Slipstream an International class power model of 'basic' construction by Brian Cox from November 1960 Model Aircraft

A HIGH performance power model of very simple construction, Slipstream is capable of putting up times as good as many of the more complicated models which are seen today. During the development of the design two main factors were kept in mind, they were, high performance and simplicity of construction. This latter is of prime importance if you wish to develop a design through a series of models but have only a limited amount of time for building.

Development

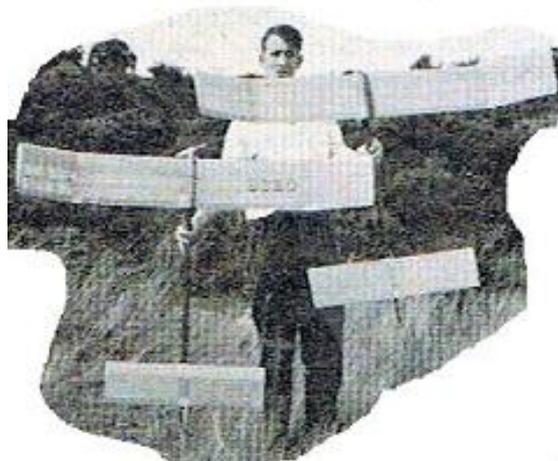
The original Mk. I was built in May, 1956, and was for an Elfin 1.5 c.c. It had a wing of 52 x 61/2 in., and a 40 per cent, tail on a 2 1/2 wing chord moment arm. It flew very well but had a few weak points in the airframe which were duly strengthened when the Mk. II was built. Two of these were built and were flown during the seasons of '56 and '57. One of these models took second place in the '56 Frog Senior with 12.00 + 2.14 and the other took second at the South Midland Rally at Cranfield flying under strong gale conditions. Both had a fairly thin flat bottom wing section which gave a fast stable climb, the large wing area giving a reasonable glide. The first of the 2.5 cc. Versions was built in January, 1958. This was virtually a scaled up version of the Mk. II with a wing of 60 x 7 1/2 in., and a 35 per cent tail on a three chord moment arm. After seeing



Draper's F.A.I. models at the 1956 World Champs. I decided that the flat bottom section could be retained without detriment to the glide! This first Mk. III had an Eifflaender 2.5 fitted, which was soon followed by a second one for an Oliver. This performed much better, having a better climb. This model was flown at the 1958 Nats, putting up over 11 mins, and it also took second place at that year's Devon Rally.

As the Team Trials loomed up in the contest calendar the Mk. IV was built. This had a greatly strengthened airframe with L.E. sheeting on both wing and tail. The aspect ratio of the wing was also reduced for structural reasons. The new wing, using the same section, was 56 x 8 in. also the tailplane was reduced in size a little. This model was a little over area and to suit F.A.T. ruling had to weigh 27.5 ozs. Engine fitted was an Oliver, and to aid recovery at the top of the climb an auto-rudder was incorporated. However, I must have collected some gremlins on the way to Hemswell for an air leak developed in the fuel cut-out which did not help matters when using an auto-rudder! At the second trials with a new cut-out fitted the Mk. IV put up an easy 15 min.!

The latest model in the series to be built is the Mk.V. This is geometrically the same as the F.A.I. Mk. IV with lighter construction although the leading edge sheeting was retained because I think this was in some way responsible for the very good glide of the Mk. IV.



As an experiment thread turbulators were fitted to both wing and tail but gave poor results, in that the stall was very sharp. Although the thread was of the right diameter for the Reynolds' Number of the wing its position may have been incorrect (2 per cent. chord). Due to lack of time, further work with turbulators has not yet been carried out. Because this is a fairly large model I think it is important that a really good motor is fitted, e.g. Oliver, Eifflaender, Frog, Enya "15," Rivers or similar. For open events a 3.5 cc. motor could be fitted very easily, the model being very docile to trim.

Construction

To anybody who has built a powermodel before, the construction is ultra-simple. The fuselage is built flat on the plan with the engine-bearers let into the pylon which is cemented together before fitting in the fuselage.

With the pylon, bearers, and 10 cc tank installed the second fuselage side is put on, after which the fuselage can be removed from the plan and the rear and under fin added. These are cemented together first and then slotted into the rear fuselage. The fuselage is covered with lightweight Modelspan and the flying surfaces with heavyweight. The whole model is given two coats of clear dope after water shrinking wings and tail.

Flying

The model climbs in a steep right-hand spiral with right glide. Hand glide to trim, and adjust turn by tailplane tilt. With wing warps checked try a 10-sec. run at about half power. Correct immediately if there is any tendency for the inside wing to drop. This can be done with the trim tab. If the climb is too tight it can be opened out by increasing tailplane incidence by small increments at a time. A flat climb is usually best cured by increasing wing incidence. With the power trim sorted out final adjustments to the glide can be made with ballast in the tail, and tailplane tilt for trim. Having trimmed for full power do not trim glide by altering any incidence settings!

From Richard Farrer

Remember that mystery fuselage I rescued from a deceased members collection and then fitted a 1.5 PAW to it with aileron wings? You helped me fly it at Cashmoor, the motor kept stopping on launching. When we did get it away it was massively over elevated but I had to keep flying it till it ran out of fuel! Well I realise it is a Dave Platt Half Tone. If I can get a plan I will build some proper wings for it and put a smaller engine in it.



On a different note have look at the attached press release and pictures. I have prepared this for The Force Z Survivors Association. My interest is that my Dad, Jack Farrer, was on the Repulse and he survived the sinking. I am heavily involved with trying to raise the last bit of money needed for the Memorial. My Sister and I have made a substantial donation as we feel quite strongly about this act of remembrance. Do you feel it is suitable for Sticks and Tissue?

Do you have any contacts in the Naval world who might be interested?

H.M.S Prince of Wales and H.M.S. Repulse Survivors Association

Patron

Rear Admiral Guy Griffiths AO, DSO, DSC, RAN

Chairman

Maurice Pink
5 Pollard Court
Holcombe Crescent
Ipswich Suffolk
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Press Release

The 10th December 2011 marks the 70th anniversary of the sinking of the battleship HMS Prince of Wales and the battlecruiser HMS Repulse in the South China Sea. In 1941 a powerful naval squadron known as Force Z was sent to Singapore to act as a deterrent to Japanese expansion in South East Asia. This consisted of the two capital ships and four destroyers. Crucially, the new aircraft carrier HMS Indomitable that was detailed to join Force Z had been damaged after running aground and never joined the squadron. Just days after the Japanese attack on Pearl Harbour that brought the United States into the war Force Z sailed from Singapore with orders to intercept and destroy the Japanese invasion fleet that was landing on the Malayan and Siamese coasts.

Following their sighting by a Japanese submarine and reconnaissance aircraft a large force of 34 high-level bombers and 51 torpedo bombers attacked the two capital ships. A fierce battle ensued but within eighty five minutes the lightly armoured Repulse had sunk following one bomb hit and five torpedo hits and a further forty eight minutes later the Prince of Wales also sank having been crippled by six torpedo hits and a subsequent bomb strike.

The death toll was appalling; on board Repulse 513 of the 1309 crew died and on the Prince of Wales 327 of the 1612 crew. The survivors were picked up by destroyers and taken back to Singapore.

To commemorate those who lost their lives the Force Z Survivor's Association is to dedicate a memorial on the 10th December 2011 at the National Memorial Arboretum at Alrewas in Staffordshire DE13 7AR. The memorial is to cost £12,000 of which £9,000 has already been raised. Contributions can be sent to the Association Secretary Hannah Rickard at 19 Crossways South Croydon CR2 8JP.

The Association website is at <http://www.forcez-survivors.org.uk/> and the secretary can be e-mailed at herrickard1000@aol.com.



From Bill Wells

So often these days' huge models with very large engines and masses of support equipment seem to be considered necessary for a modeller to get some satisfaction from the hobby!! It is difficult for me to understand why people spend hours on a model field assembling these large models, tinkering with engines, radio equipment and are then lucky to get a ten minute flight or worse still crash the contraption shortly after take off. There is a lot to be said for a simple small model easy to assemble and the support equipment being a small can of diesel fuel and piece of rag!

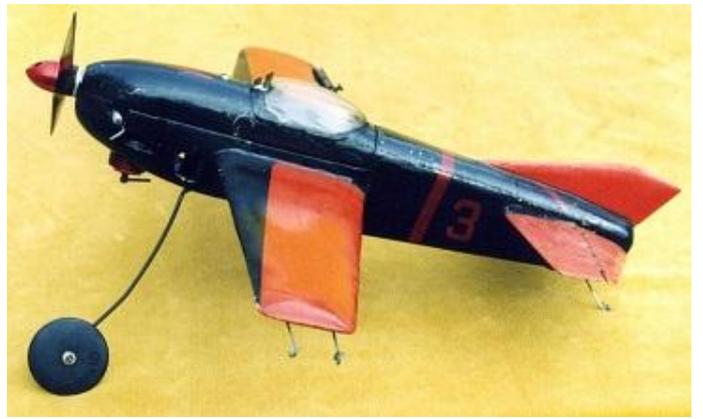
During the early sixties when other people were getting over the Austerity of the war years and things were looking up our household was lagging a bit behind. The family business was in decline and money was still tight. I desperately wanted one of those ready made plastic control line models. Adverts in magazines left open for all to see and big hints had absolutely no effect in the procurement of such a model. Not wishing to be out done I decided I would build my own model and utilize my DC Merlin. This wasn't my first design. I had made a very heavy, solid balsa wood, control line model Biplane which with full up elevator sort of flew. That model was last flown on the 26th August 2008 at a speed of 23 mph. Not one of my best designs! Anyway this model was going to be different with a built up wing and fuselage. Plans were drawn up and production of my 'Pacer' started. Unlike most control line models this was going to be different!! For a start it was going to have a high wing! The struts do not do anything but it seemed wrong not to include them on a high wing model. The model needs a FLAT surface to take off on and speeds recorded as late as June 2000 range from 34.5 to 37.3 mph. This defiantly is not a fast model and is rather heavy for its size. Apart from having to replace the tissue on the wing the model has survived from the 1960s intact!!

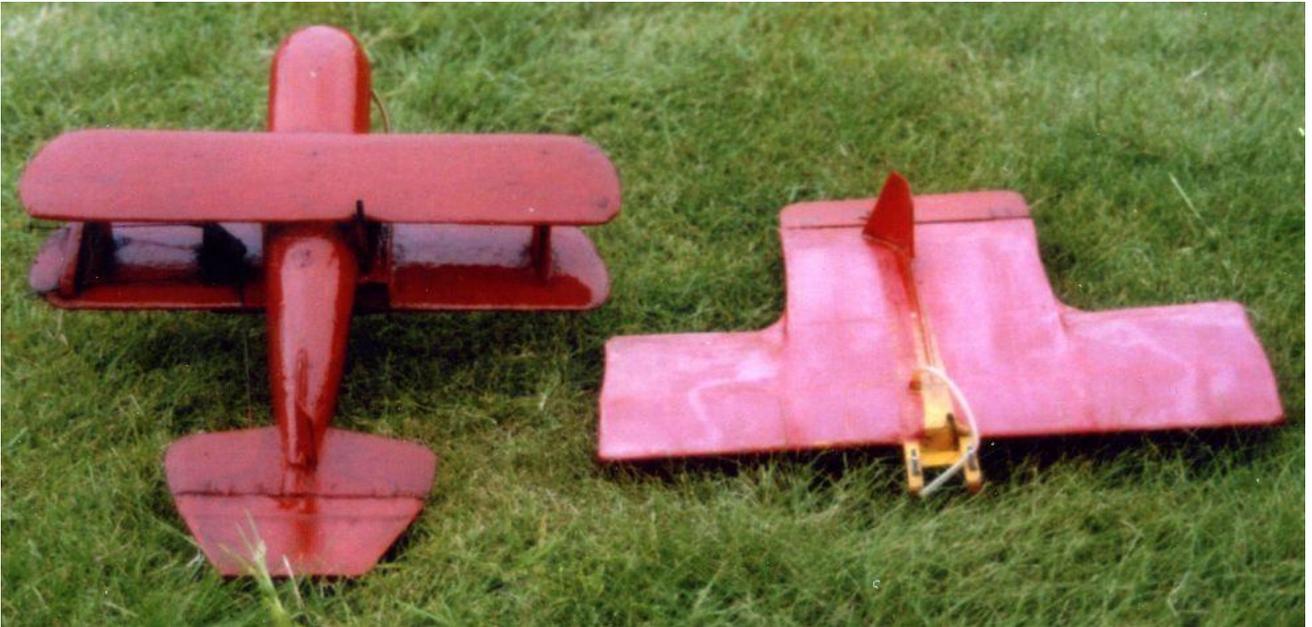
Sometime after 1966 I went to model meeting where 1/4A class of team racer was being talked about. The engine was limited to .8cc. So I set about building my own design 1/4 A Team Racer. Unfortunately I took so long building it the Club was thrown off its site and I lost contact of where they went. It wasn't a local Club anyway and transport was a problem. The construction was straight forward very thin long wing, mono wheel and tip skid with adjustable wing weights. The lower front cowling was made of a relatively new material fibre glass and the top half of the model was basically a cowling that gave access to the fuel tank and engine mountings. The model was flown at the time and then rested in the attic while other activities took my fancy. Anyway the model was revamped in 2000. The very smooth finish of the wing had cracked over the years as presumable the paint or sealer had contracted. Being a lazy --- I coated over the cracks with varnish and flew the model again. Recording speeds very disappointingly of 27 and 30 mph. The DC Merlin really isn't the engine for this model it wants something with a lot more go in it. A PAW 80/100, AM10 or a mini (1/2 size) Oliver Tiger Cub would have been a better choice of motor. Alas when the model was made no such choice existed for me.





Further to the previous e-mail here are pictures of my 1/4 A Team Racer and of my very solid balsa Biplane.





Biplane and Tee Tray



Model 'n Tip

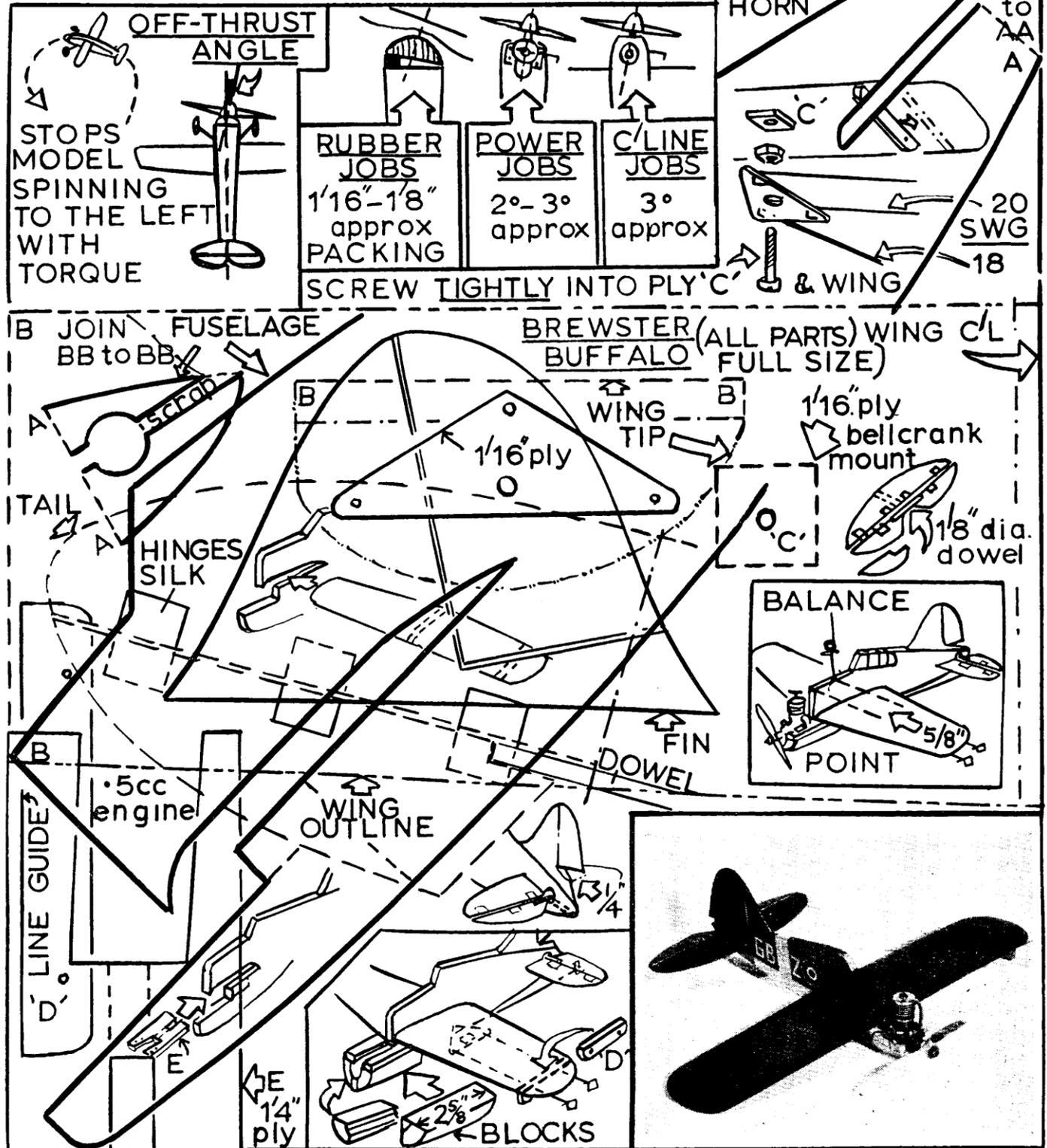
A special instructional feature for wingmen on the off-thrust angle, with FULL-SIZE plans to build a flying model BREWSTER BUFFALO FOR 0.5 c.c. ENGINES.

by Ray Malmstrom

ONCE the propeller is revolving under power, any model aircraft becomes subject to the demon of the piece—torque. This is a twisting action that often causes the model to bank so steeply to the left, that it ends up with its nose buried lovingly in Mother Earth! The cure is simple—point the propeller driving shaft to the right. The angle the prop shaft now makes with the centre or datum line of the model is called the *off-thrust angle*. The amount the shaft must be pointed to the right must be found by test, and depends on the power being used, but below will be found useful amounts and degrees of off-thrust for rubber driven and power models. One important reminder: the more power you use, the more off-thrust will be required.

Below are full-size parts for building, here and now a snappy C/L model of that tubby World

War II fighter—the Brewster Buffalo. The entire model is made from 1/16 in. sheet, except where noted. Tailplane and elevator of 1/4 in. sheet and the lower blocks are from laminated 1/16 in. sheet. You will notice the off-thrust angle has already been incorporated in the engine mount. Build it accurately, finish in colour dopes, adding transfers and a coat of fuel-proofer. Balance as on the plan and fly on 18-22 ft. lines. Use any 0.5 c.c. motor (E.D. .46, D.C. Dart, Frog 50). This little Buffalo (15 in. span) has "pep and performance plus," and really can be flown in the back garden! A larger tank can be fitted if desired. Happy landings.



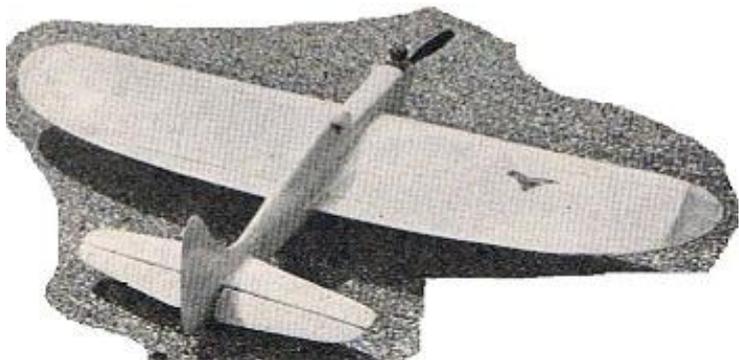
From Model Aircraft May 1961 of course by Ray Malmstrom Trying to work out the plan is the difficult bit!

From Bryan Targett

A few "Action" shots from Middle Wallop, pity about the low turnout



also two W.2's and W.3's from 1/16 in. sheet. Now cement the ribs to the 3/8 x 1/4 in mainspars, making sure that the spar joints are staggered. The two 1/8 in. W.1's are fitted on either side of the bellcrank mount. Cement the 1/16 in. sheet T.E. in position, followed by the 3/16 in. spars, again being careful to stagger the upper and lower joints. The 1/4 in. sq. leading edge can now be fitted. Cut out the wing tips from 1/8 in. sheet and cement them into position, together with the wingtip gussets. Cover the leading edge of the wing with 1/16 in. sheet back to the mainspar.



Fuselage.

Cut Out the fuselage sides and doublers from 1/8 in. sheet and cement together, then cut out formers F2 and F3. Mount U/C to F3, and bind on with strong button thread, cementing well. Drill a hole for the fuel line in F2 and cut two holes in the fuselage (port side) for the tank vents. Do not cement the fuselage ' sides to the formers until the wings have been completed. Cement the 3/8 x 1/2 in. engine bearers to the fuselage



as indicated on the plan, then cut out the remaining formers. After mounting the bellcrank in the wing, slide both fuselage sides down the wing and cement into place, positioning F2 ; and F3 at the same time, along with the fuel tank. ; Cut out the tailplane, and separate the centre section and the elevators, then cement the 1/8 x 3/8 in strip in place. Complete the tailplane by sanding leading and trailing edges to the section shown. The elevators are next assembled and fitted. Cement formers F4, F5 and F6 in place, then cement the rear fuselage ends together, separated by a scrap piece of 1/4 in. sheet. Fit the tailplane and connect the push-rod to the elevator horn. Mount the flap horns and fit the push-rod. Use 1 in. linen tape for flap hinges and cement tape securely around flap and flap horn. Use 1/2 in. tape for elevator hinges, with 1 in. tape to reinforce the elevator horns. Cement the tapered 1/2 in. sq. strip balsa spine to the fuselage top and then fit the 1/4 in. sheet sides; sand to a rounded section when dry. Cement the 1/4 in. sheet fin and rudder in position incorporating 10 – 13 degrees. The 1/2 in. sheet forward fuselage decking is next cemented in place and carved to shape when dry. Cement block balsa either side of the bearers and round off to F1. Cut away the top block to fit around the engine and cover the entire fuselage with lightweight Modelspan. Finish. Cover the wings and tail plane with heavyweight tissue or nylon and give the whole model two to three coats of clear dope, followed by a coat of sanding sealer, before finally colour doping and fuel proofing.

From George Stringwell George

Feeling smug as I have just had the first two flights of my latest creation, a double size (36" span) Frog Senior Series Tomtit for electric and R/C. Specs are:

AUW 16 ounces
Motor: BRC Hobbies A2208-14T outrunner/20amp ESC combo
Battery: 850 Mah/2S lipo
Prop: 8" x 4.3" GWS
Wing loading: 6.5 ounces/square foot.

It has turned out to be a lovely performer, straight off the board. The long rubber model nose means that the CG comes out spot on.

I built most of the Senior Series as a boy first time around, and they are all really pretty little models. The plans for all six can be found for downloading at www.houseoffrog.co.uk

I already know of electric R/C versions of the Raven, Redwing and Linnet, and I have enjoyed the Tomtit build so much that the next project is a 1.5 times Widgeon, the "V" tail shoulder wing model from the series. Framework, finished and flying photos attached.





Photos sent by Peter Renggli taken by Urs Brandt at the Antik Modellflugtag September 2011, Switzerland

Here are just a few of the photos sent by Peter the rest will follow over the next few months and brighten up our autumn and winter blues. Not needed by Southern hemisphere readers who will be enjoying sun, calm and loads of flying.



Hansjurg Freidg with his Taxi Enya 3.5 cc



Karl Petz and Antares 1 cc Schlosser diesel



Bruno Muller and Graupner Kapitän Speed 400



John Greising with HMG9B





Ernst Dallenbach and Telemaster OS FS60

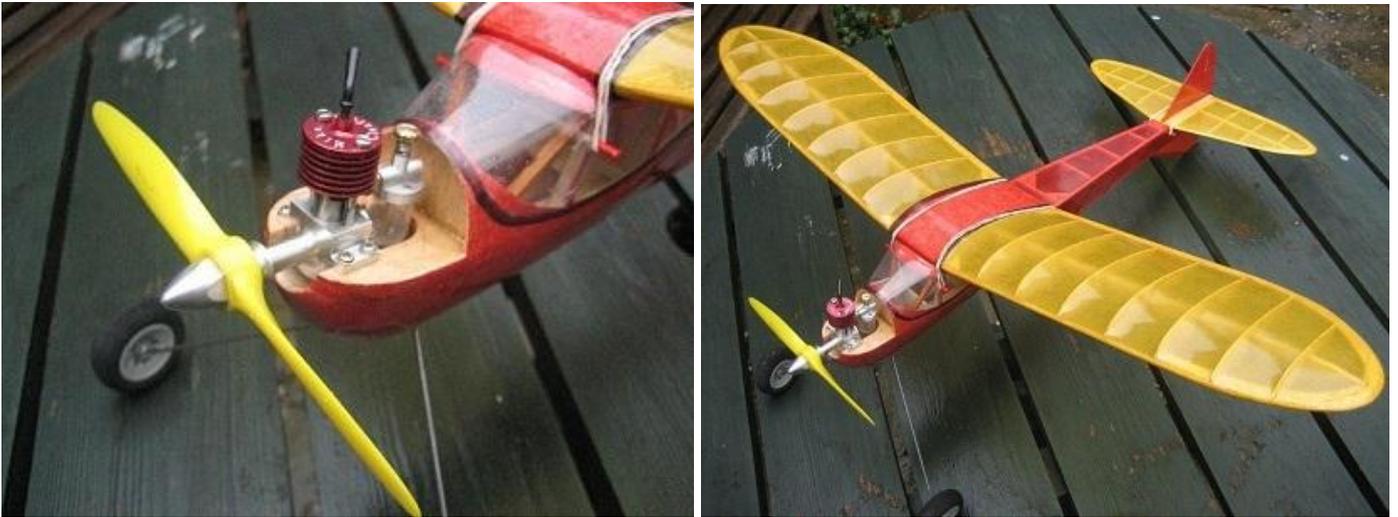


Peter Renggli and Miss 38 Mills 1.3

Sorry I didn't have time to include anymore but will make up for it next month JP

From Jim Woodside

I thought that the three attached pictures might interest Sticks readers. The appearance of Dave Acton's full size version reminded me of the 22" rendition I made some years ago using the Dave Banks free plan in an old Aero Modeller. Dave did a range of small FF models at that time to complement the first British made Clan 0.24 diesels. Mine is a lively performer when the winds of 2011 abate for a few hours. Some hope!



ONE MAN'S APPROACH Bill Longley

The first Power duration model that I ever built was a Brian Egglestone 'CREEP' way back in 1956 when I was 15, At that time I was a member of the Rotherham Club and flew at Herringthorpe Valley Playing fields, a most magnificent site imagineable, right in the middle of Rotherham, do they still fly there I wonder? Couple of years later, I flew a pair of George Fuller STOMPER's at Waterbeach Nats, Followed by DREAMWEAVER , DIXIELANDER and HEATWAVE plus others.

Interim years saw me competing in Combat, and much later being heavily involved in F3B & F3J Soaring but the delight in seeing a fast climbing open power model was still appreciated In mid 70's Pete Russell invented his 7.5 ccs formula. His idea was a 1cc diesel on 10 foot glider....2 minute engine run, 6 minute glide, So peacefull but he seemed to take umbrage at the first competition with what I had.... 150% scaled up DREAMWEAVER with a Copeman tuned Oliver...

Still air performance...35 second engine run to 1200 feet and a 14 minute glide PROVIDED you left it alone and only applied minimum trim change. This model has a very thin, highly undercambered wing section. It will only fly at one speed and attempts to do otherwise and it would sink like a brick. Absolutely no good when there was a bit of breeze

So what are we doing today.....

Here in Wessex I am endeavouring to promote VINTAGE POWER DURATION utilising minimal radio assist, so that these types of models can be flown from the current smaller club flying fields, instead of requiring full airfield for recovery.

If we are fit enough to do so that is, as example, at this years Barkston Nats, weather on the Monday was steady drizzle nearly all day, it lightened off a bit at 3 o'clock, out with the STARDUSTER 600, Torp 19, rattled off all 3 flights, 10 second engine run, average flight time 2 mins 40 seconds....ALL IN THE SPACE OF 20 MINUTES. Start to finish !!! And was good enough to get me the winners trophy.

WESSEX RULES are subdivided into 3 classes

- a) upto 1 ccs with 30 second engine run
- b) upto 3.2 ccs with 20 second engine run
- c) open with 15 second engine run

Max decided on the day, nominally 5 or 6 minutes (see full rules at www.wessexaml.co.uk)

SO WHAT IS MY APPROACH.

I have always believed “ a good big ‘un will always beat a good little ‘un “ So I tend to scale up most of the vintage designs , or use established size with smaller motors , see my +25% CREEP but there is inevitably going to be a trade - off, the larger model is going to be heavier, so with the same motor you are going to lose some climb height, then how much better is the glide and thermal hunting capability

When I look for design characteristics, I generally seek the following

- 1) flat or near flat bottom wing section, this improves speed range capabilities
- 2) the fin not integral with the tailplane, and preferably at the rear, this gives easy control couplings and also easier transport in the car.
- 3) Polyhedral is almost imperative, as 99% of the designs were thus. (exception to the rule is Wes Dentons “ Jumping Bean “ which he flies exceptionally well
- 4) Look for acceptable fuselage cross-section, the smaller 1/2A designs are very narrow, sure radio is now small but 1/16 sheet sides on 3/8 longerons will really tax your ingenuity
- 5) Pylon versus non-pylon, as you do have some control, albeit minimal , it is sufficient to overcome the old problems, refer again to Wes, who demonstrates admirable flight pattern
- 6) Engine timer. Now hard to find and expensive on ebay, and with the standard Tatone it is increasingly difficult to find tubing soft enough to pinch, fit through the metal curled edge and yet large enough bore size.

So I have now made myself some servo operated valves, this is operated at the transmitter by a 3 – position switch. With suitable mixing to the elevator, I now have :-

Position 1....up trim for climb

2....neutral trim for glide

3....gives motor cut plus bunt manoeuvre

- 7) For other than the 1/2A size designs, I fix the servos at the back under the tailplane, this gives short control rods, the connecting leads I make up with common power leads, servo power requirement is low so that there will be minimal voltage drop down the line. I only use 1 to 1.5 kg servos even on the big airframes, and prove quite adequate .
- 8) Tailplane tilt, since you will require to turn in both directions with the rudder, keep the tailplane flat.

A good source of designs is from the States, I am particularly pleased with the SAL TAIBI design STARDUSTER, which is drawn at 350, 600 & 900 sizes. Look on ebay in the States / Canada for plans from DrScribbens, he has a very good selection. Are only £3, and are sent by e-mail as a PDF, print full size via programme PAINT, using standard printer, although the Y-BAR took 14 sheets
But I do make recommendations for the following:-

Class A

SLICKER MITE, JUNIOR MALLARD, RAMROD 360, SPACER, SPACEROD
STARDUSTER 350

Class B

SLICKER, MALLARD, ZOOT SUIT, CREEP, DIXIELANDER, Y-BAR, EUREKA, JAYS BIRD,
HEATWAVE, SWISS MISS, DREAMWEAVER, RAMROD 600 / 800, SPACER 600 / 800,
SPACEROD, STARDUSTER 600, SATELLITE 650 etc

Open class

SUPER SLICKER, RAMROD 1000, STARDUSTER 900, SATELLITE 1000 or even 1300

There are many others, pick what you fancy, Hope to see more flyers in 2012. I do expect to be flying some of these models at Cocklebarrow Farm on Oct 9th



David Kinsella's Column

So Many

Sport enthusiast par excellence, Vic Smeed's designs fly well and look good. Although heavily into model boats (he edited Model Boats) Vic explained to me that much time was spent getting everything spot on and correct. At a glance he drew up all of 30 designs, probably more. Thanks to RPMAC'S Tony Tomlin the Tomby is well remembered with several contests arranged by him. The Pushy Cat at 44in is perfect for delicate engines and then there's Chatterbox at 30in and the biplane Coquette at 30in too. Vintage giants are great no mistake, but storage and transport issues can take the gilt off the gingerbread. Vic's stuff is pure fun, as I remember from my Tomboy and Dart flying so well and without damage when all the world was young. Red with yellow wings as I recall. And how about Lola (March S&T Special)?

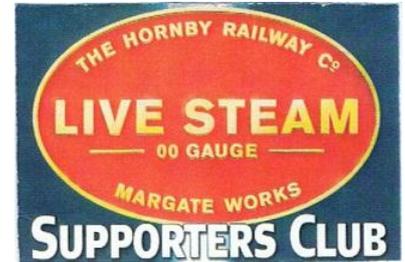


Duce's Delight

Brian Lever's valued Wires column started with a picture of Italy's MG-72 float plane racer, a total tool of tools if ever there was one. A vast V24 (two V12s in line) drove contra props and surface rads were arranged along the floats. Fuels ace Rodwell Banks helped Fiat cure backfiring in the long inlet tract and colossal speeds were reached in what must have been a hairy ride for the pilot! During a tour of Fiat's museum in Turin my guide pointed out a yards-long engine on a stand. Possibly the only one left of the few built for the MC-72 project, my presentation pack did not include a snap of the great piston engine that still holds a world record.

Very Popular

RPMAC's stand at the MEE welcomed enthusiasts across the spectrum. Talks with James Wright of the BMFA re the need for a proper model museum was soon followed by enthusiasts running Hornby's live steam 00 models and hoping to form a club. Then there were the boat boys, attracted by the fine RAF crash tender atop Malcolm Jagger's cabinet of rubber models. A great three days.



Rustler Range

If you need a reliable motor for your pusher design, Vic Smeed drew up at least one, Ian Russell (98 Elers Road, Ealing W13 9QE) has a 0.6 cc perfect for the occasion. And if Cubs and Tigers are your thing, standard or tuned, do tell him now. His new Oliver Majors are exquisite.

Since 1870

Unique to the Thames between Hampton Court and Surbiton, the 27ft A Rater with her towering 4ft mast and huge sails has been catching elusive breezes since 1870. Eight original boats of the class sail with new builds of cost-saving glass fibre, beautiful Ulva launched in 1898 and all wood the Victorian lady of the fleet. Smooth water sailing can be very satisfying, winches set to the last click, burgee and stay telltales watched with care. for a wind shif, 7ft longer than the beautiful Flying Dutchman (S&T No 39) a traditional Thames A Rater, all varnished wood and gleaming, paint, is a sight worth seeing, mast top visible above the trees as she glides by.

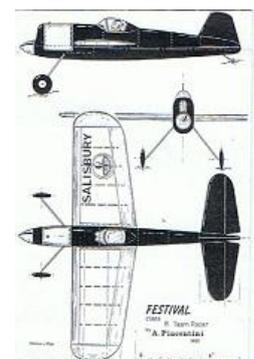


Dean's Deeds

Juice from across the Atlantic improved our engines no end (Frog 500, ETA 29, possibly ED too) but although Keith Storey's VTR The Key - solid block and sheet construction - bowed in Air Trails in 1949, Bill Dean still went ahead with delicate stringers and tissue covering when he drew up his Class A Ranger and Class B Pacer years later. Keil Kraft brightly coloured boxes made them look great and erected and finished they looked great too, but the pair lacked strength for serious circle action. Repping for Keil Kraft in the home counties, aware of what was happening in the USA and soon going to live there and publish books, it's hard to see his reasoning behind the designs. Mining Terry McDonald's rich seam of Team Racing history reveals several designs with built-up wings - Cardinal Puff, Mercury Mk I, Frog Vantage, etc - and so Bill was not alone.

On Dean Lines

And from Festival of Britain year, when the 365ft Dome and 300ft Skylon attracted eight and a half million visitors, comes Class B Festival from Salisbury MAC (Frog 500 upright, rib and tissue wings). Thanks again to Gordon Rae we have a fine 3-view of the racer complete with Festival logo and alloy cowling. The writings of Ron Moulton, Terry McDonald and Gordon Rae should be on the shelf of every VTR enthusiast.



Oil Man

Better known as Spruce Goose, the Hughes Herculés staggered me when I saw the giant flying-boat in California: eight engine pods set across a 320ft wing (Lancaster 102ft), its flanks like cliffs, just one hop with Howard at the helm, it's still little more than a pimple on the greater story. Thanks to the roller drill bit the young Hughes was the USA's first billionaire, well on the way there 65 years ago. TWA, the record flights, the book spoof, a trousers-off test flight at Hawker's Dunsfold site, movies such as Hell's Angels, The Outlaw and more, he was remote yet everywhere. Of Jane Russell and The Outlaw (1941) he advised the crew: "This is an engineering problem and I will handle it personally". Film buffs will know the story here.

Great Success

Clubs staging shows always run risks: sudden change in the weather, another event sprouting up nearby, transport strikes and so on. Epsom & Ewell MRC is always a winner on the model railway front thanks to perfect siting and inspired leadership. Held on the NESOT campus in Surrey, there's parking for 400 cars, a nearby station and bus links. Exhibits from mainland Europe, the Midlands and the North guarantee a fresh presentation every year. Since the 1970s one club project has been the modelling of the section from Waterloo station to London Bridge (planned in the Railway Age but not built due to lack of funds). Known as Southwark Bridge, sections are now complete and in operation. VTR enthusiasts also operate model railway layouts and I have been an Epsom & Ewell member for several years, getting along when I can. Many engines carried names linked with aviation Spitfire, Defiant, Hurricane, 92 Squadron, Swordfish, Wellington and several more.

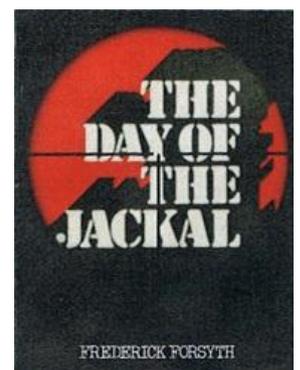
Viva Valkyrie

Here's Phil Smith gassing up his 1936 Comet II. Big fin and wheels, it looks the part as I know myself from the ex Les Duffy model in the same finish. Over many years Phil and Les built scores of great models - boats and cars as well as Premier Lions and other stunners - and several survive and fly on today. Like Michael Burke's splendid Valkyrie (S&T No 54) so beautiful in its vastness and reminding me of Old Warden days with Jack Humphreys, the big stuff was the thing between the wars and floated above the greenery of Wimbledon Common and London's parks before it was seen as being far too dangerous to continue... When I set off across the billowing main from Essex to Kent in my home-built boat, cash bags turned into sails, I was applauded. These days I'd be in the slammer for six months!



Jackal

In reprint even before it was published forty years ago, Forsyth's great against-the-grain thriller emerged from a well-stocked mind. At 32 with six languages, forty countries known, an ex RAF fighter pilot with bullfighting skills, a war correspondent too, the Tonbridge boy delivered a page-turner that's sold over ten million copies and hit the screen with Edward Fox as the fellow who demanded half a million dollars for a few minutes work in Paris. Out now, the special edition replicates the first edition pictured here. Many page-turners were to follow.



Classical RAF

Hating his prep school and hoping for the sack, young Hamish decided to burn it down. Instead he was caned. Captain of golf and cricket at Harrow, life in the Seaforth Highlanders was quiet apart from a swift retreat on a stolen BSA motorbike along with the BEF, roads to the coast strafed by low flying Stukas and 109s. Transferring to the RAF like many in the Kaiser War, Hamish Pelham-Burn was quick to solo and was soon on Hurricanes attacking supply trains and troop columns. Picked by the head of the SOE, he was deep in undercover action in France - instructing the Maquis resistance, attacking railways and factories - then he was off to Canada to teach his



skills, not easy at first for this posh Limey, even tougher in American Army bases. He ‘borrowed’ Tiger Moths to teach landings and pick-ups in fields. Back in the RAF Pelham-Burn was soon bombing with Wellingtons, then he was back in the SOE again. A Biggies/Barton/Bond/Boy’s Own character, commando Pelham-Burn didn’t marry and died at 92.

A Mobile

To take the Festival of Britain further afield, the liner Campania was set up with exhibits of industry, commerce and entertainment. She docked in Liverpool in September 1951 to great success, then denuded she sailed to Australia in 1955 to witness the A-Bomb tests. With so many great liners scrapped as passenger jets took over (the tipping point in 1958) what did they do with all the furniture, carpets, fittings and tableware? Hundreds of tons it on every ship.

Tough Bird

The low cost ED Bee - we’ve all got ‘em - caused a turn from rubber power to diesel in 1948. Out of the ordinary here’s a smart 42in Ladybird Special designed for rubber by H J Pridmore in 1948 but emerging as a plan for the Bee in 1950. With buses and bikes the transport of many sixty years ago, there was an option for two-piece wings. Plenty of flying through a long season saw the Lady emerge without damage.

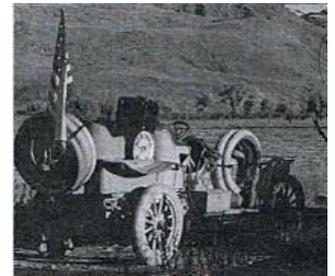


Belt of Belts

Sam Browne joined the cavalry as soon as he could. Soldiering in India he met Probyn (of Probyn’s Horse) who advised Sam to protect his shoulders with bridle chains against blows from sabres and axes. He did so but later gave them to another. In a furious battle Sam Browne VC lost his left arm to a downward blow. So was born the broad belt with the narrow strap across the right shoulder worn by thousands without knowing much about Sam.

Flag Flyer

Bill Harrah’s car collection - almost fifteen hundred examples - was the big experience in Reno. Used around town. to advertise the place, a friendly lift in a Packard took me to Showroom One where stood the Thomas Flyer of 1908. Hung about with spare tyres, extra tanks and a tow rope, the Stars and Stripes on a mast at the back, the Flyer had done the trip west from New York to Paris in 169 days in France and damaged, the pioneer crew adopted a bicycle for its lamp to meet traffic requirements, the proud owner also carried aboard! On a pedestal against the north, wall and facing west, the cleaned but unrestored Flyer was just as Schuster and his team knew it long before Lindbergh headed east to Paris. The Flyer’s race of 1908 was inspired by the Peking-Paris of 1907.



Good Start

These days Haynes Group cover the greats of aviation: Spitfire, Tiger Moth, Lancaster, Me109, all perfect for the Scale buff. And there’s a Haynes for anyone attempting a model of RMS Titanic, a bargain packed with info.

Interesting Times

In blue and white livery the aeroplanes of Ted Hillman’s domestic service were part of the 1930s scene in England, Ted earlier running a coach service often at high speed to beat the competition! In 1935 over Upminster the pilot of Hillman DH Dragon G-ACEV looked back to check on his passengers - only to find that both had jumped out! With another service a millionaire vanished over the Channel. Aviation ace Robert Bluffield writes about these happenings and in 2009 gave us his major work on Imperial Airways, ten years in the writing and certain to remain the leader in its field.



Dangerous Games

During, a lecture on banking at LSE we were told of the following experiment. A dozen bankers in a room were asked to pick the longest line drawn on the blackboard. The first eleven all chose line A. The last man was sure it was line C but decided to go with A, convinced that he was missing something. But what he did not know was that the first eleven were all actors, each told to pick A. Follow-my-leader is what we are all paying for now.

Good Reading

Ken Sheppard's RC Model Flyer is a treat these days and much improved over the years. Ron's Day, for example, spread over four pages with a Rascal plan and loads of colour pics. History, Scale, Vintage, Technicals, it's all there in 100 pages for just. £3.95. Along with Brian Lever of SAM 35, RC Model Flyer supported Ron's day to good effect as pictured here where Roger Gedge receives his trophy from Dinah, Ron's gallery and models in evidence. RC Model Flyer is a good and reliable read much enjoyed every month. Famous Dave Bishop rounds it off nicely with his column.



Beer Plus

The Oktoberfest is just one of Munich's many attractions. Down south and the capital of Bavaria, the hard-drinking junket (late September for 16 days) should not prevent a trip on the Isar or visits to BMW, the Olympic site and the magnificent Deutsches Museum, home to a Silver Arrow Auto Union. Rosemeyer drove the car to great success, was married to the flyer Elly Beinhorn (friend of Udet) and charged the autobahn at 260mph. Then there's the 870 acre movie site where classics such as Das Boot were shot. Language is not a problem, the answer to my question coming back in perfect English.

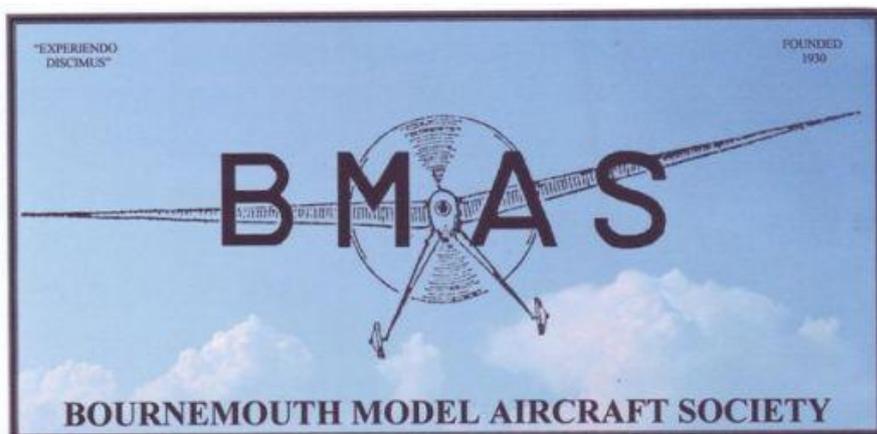
INDOOR FLYING

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**TUESDAY 22ND NOVEMBER
2011**

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ALLENDALE CENTRE HANHAM RD. WIMBORNE BH21 1AS
FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD
FREE FLIGHT ONLY

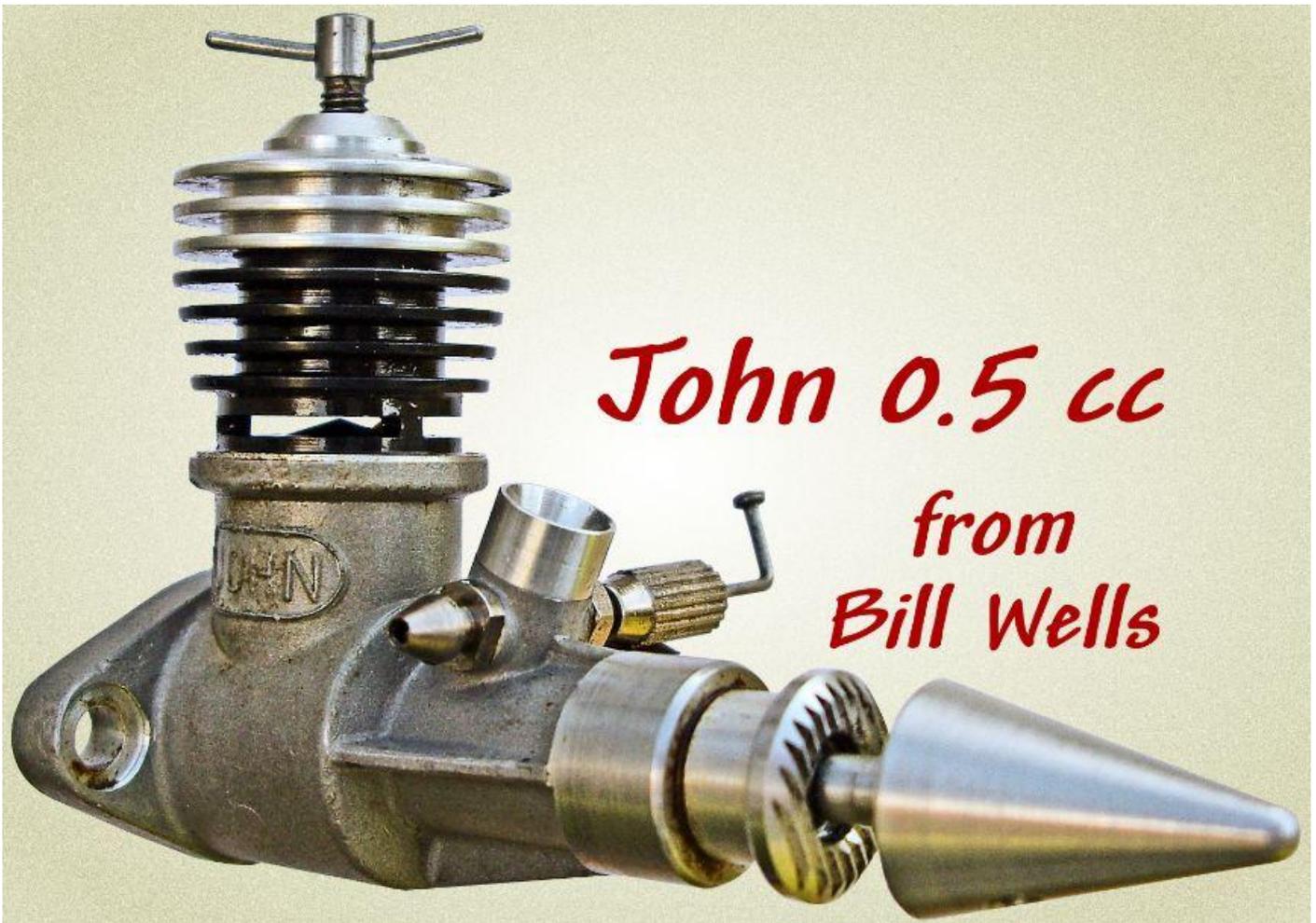
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Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS:JOHN TAYLOR TEL.No 01202 511502

ROY TILLER e-mail roy.tiller@ntlworld.com



From John Whitehead

My current and favourite models are shown in the attached image. My son designed this 40 inch span "RUBBERLEC" which should be available any time as a laser cut kit. The larger one was an accidental plan sizing mishap, rather than bin it I built and both are simply sublime models to fly. If of interest I'll ask Andy to forward details of it. Best regards, John (aka Victor Mildew)



Dens Model Supplies

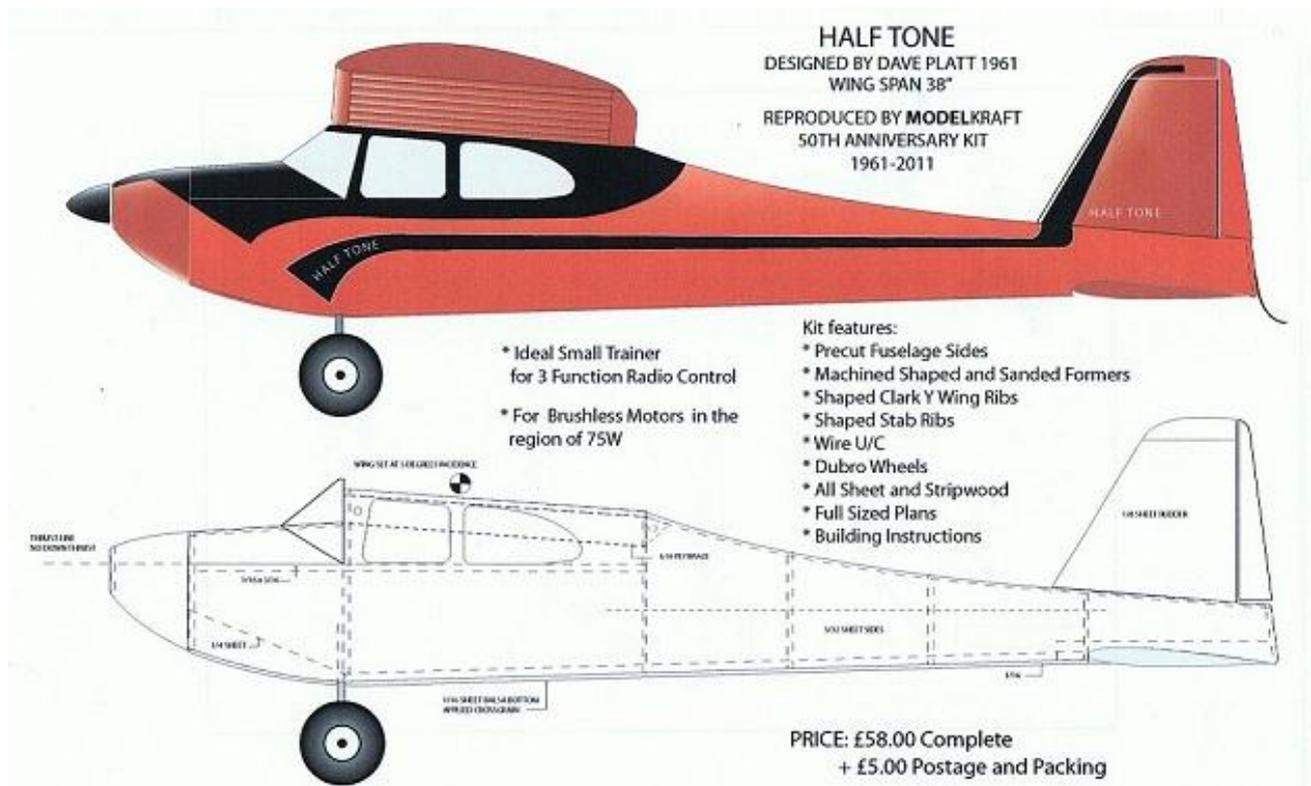
UK Stockist of 1940's, 50's and 60's traditional Control Line kits from American manufacturer Black hawk Modelssuch as the SIG Fokker D7 (top left) , Matt Kania Perky (top right), Goldberg Glo – Bug (bottom left) and Musciano Golden Hawk (bottom right)



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Gary Davie sent this detail of the kits he is producing along with a request for other plans he would like to KIT



If anyone can provide the Ion MK21 and MK23 and Noctule plans as scans. I'll send a free part kit.

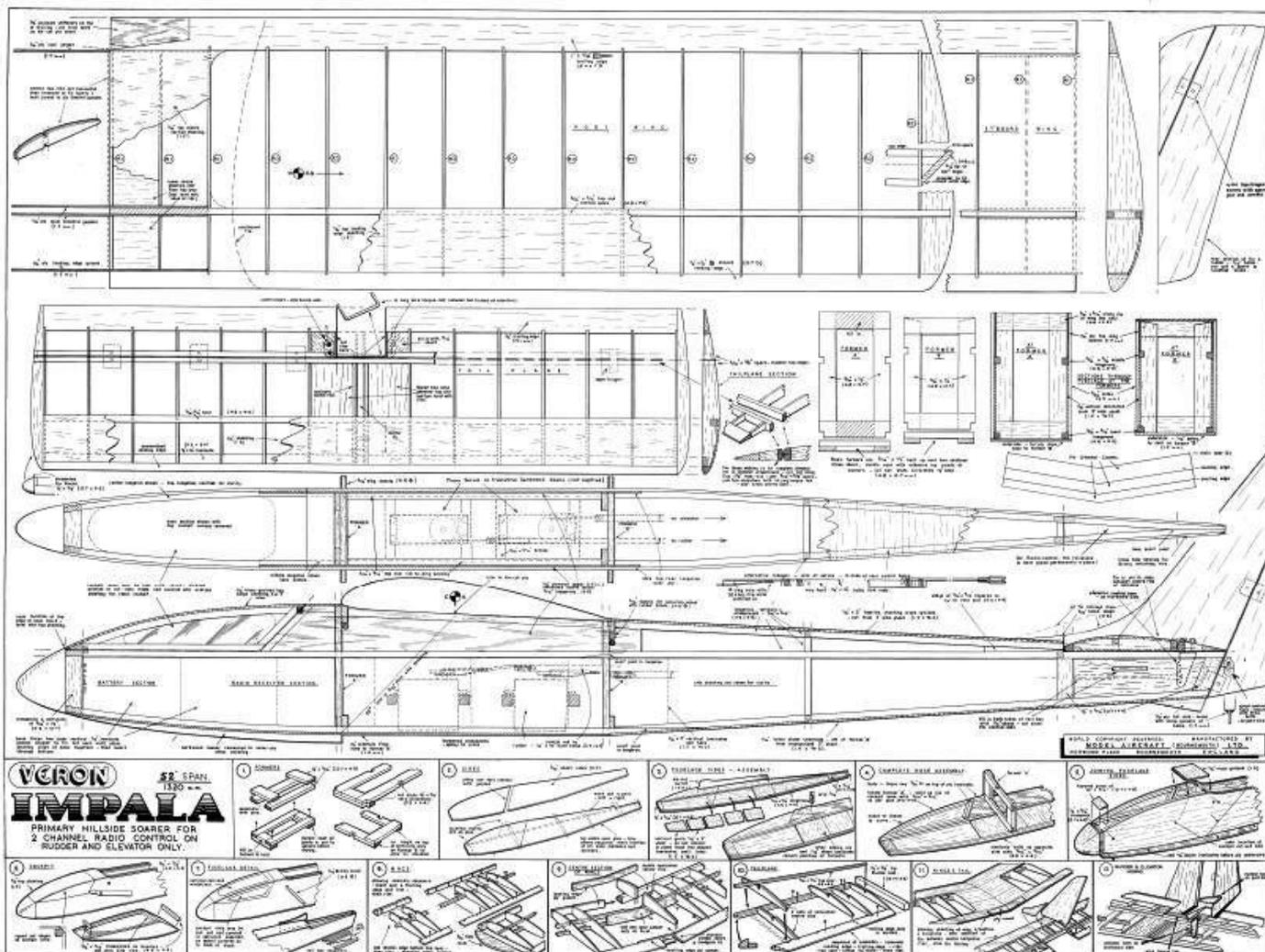
Gary Davie garyiandavie@gmail.com

CONTROL LINE MEETING AT WIMBORNE MAC ON SUNDAY 16 OCTOBER 2011

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FOR MORE DETAILS CONTACT ME JAMES PARRY ON 01202625825

jamesiparry@talktalk.net



Amazing I live close to many slope soaring sites in the Purbecks have several models, love slope soaring yet never seem to go flying them, there is always something else to be done! Anyway I finally got around to getting an Impala plan from Colin Smith and along with a hundred and one other things will make the model ready for next spring. Will maiden it at Creech where Phil used to fly when the wind was in the right direction.

If you fancy any Veron plans or all those that Phil used to sell then contact Colin on 07747722724 or write to

C P Smith, 8 Heaton Road, Ensbury Park, Bournemouth, Dorset, BH10 5AW. He says he'll have a PC up and running soon with email and website.

If you want a price list you'd posted ring Colin for details of SAE etc.