

## Sticks and Tissue No 59 – October 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](mailto:JamesIParry@talktalk.net)

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

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



Peter Renggli sent this photo taken by Urs Brandt of the Pilot 4 glider, Switzerland, 3 September 2011

## The following from John Hoyle



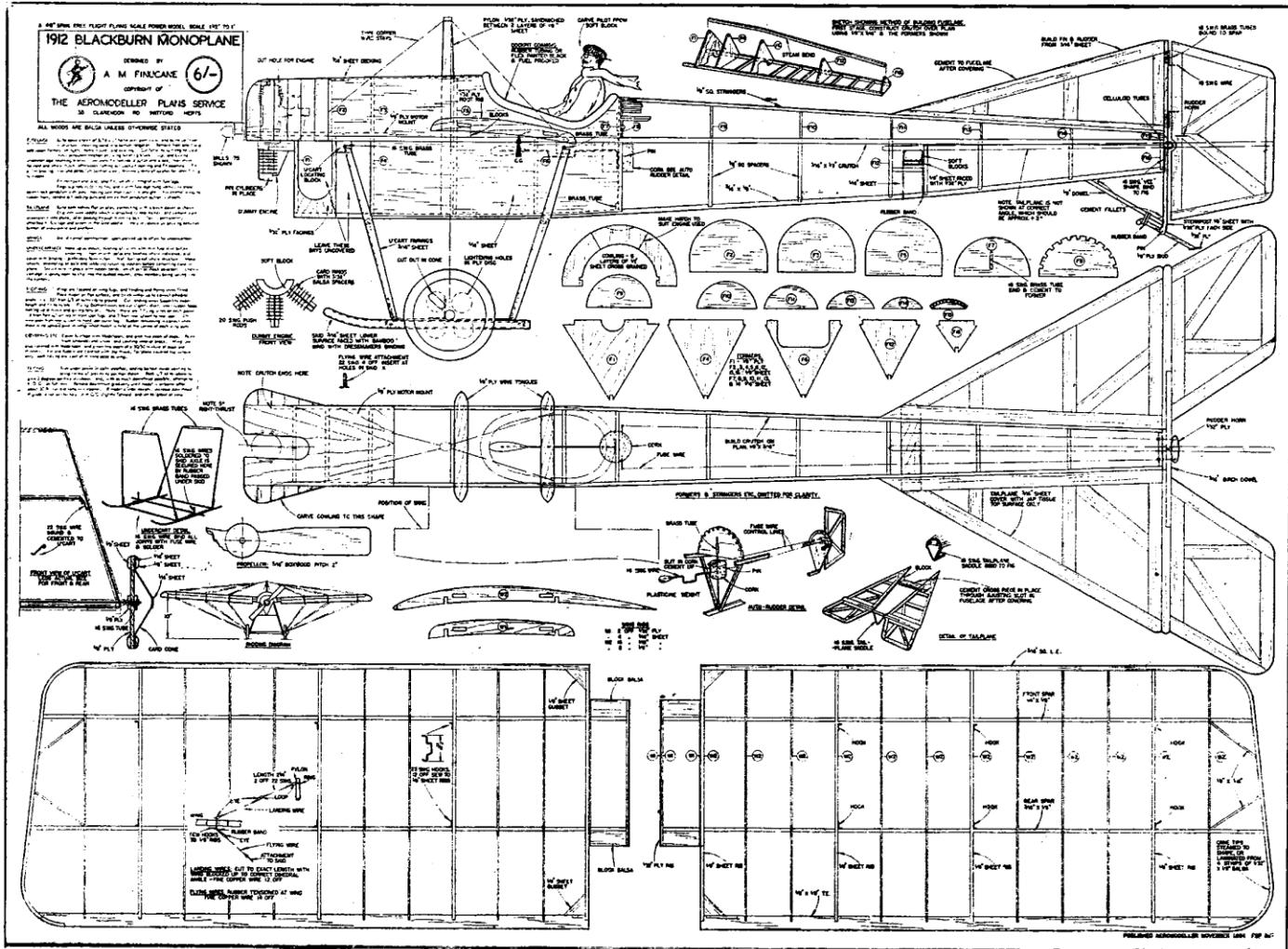
I spent the whole day flying vintage yesterday so took these photos at the same time. Note the inflatable wheels on the little one, I bought these as a teenager about 60 years ago! One still has original air it, the other is punctured but still does a turn on this light aircraft. I am trying to remember when Phil built the full size model, probably about 1990; at all events I built mine very shortly afterwards and both were flown at an Old Warden Vintage Day. The little one was powered initially with a home brew Sparey 0.6cc ( actually 0.8 ) but had a service ceiling of only 10-15 ft so I replaced it about five years ago with the Mk1 Mills for which I also made a throttle, making it so much more controllable. Both models are well past their pristine best but such a delight to fly!

*(Second email soon after the first)*

It is surprising how ones memory plays tricks when recalling events of the past! I turned up these two photos of Phil's Comet 2 in my album today; the first I took no later than the mid 1980's at Old Warden where the new Comet 2 was on display, powered by a sparkie I don't recognise. Might it be a Keil K6? Your readers will no doubt let us know! At all events the model had not yet been flown, there are no controls yet to the tail surfaces. The placard states – "Comet 2 designed by A E Brooks, kitted by Model Aircraft Stores ( Veron ) in 1936. Researched by Phil Smith." The second photo was taken some while afterwards in Phil's garden, the model now re-engined with a Webra and I had built the smaller Comet 2 powered initially by the Sparey and Phil had produced an even smaller version for CO2. I apologise for the quality of the photos which may not be good enough for publication but it is the best I can do!

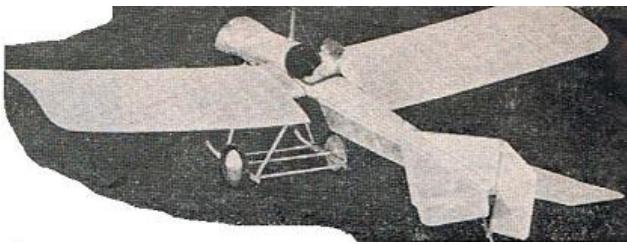
I was correct in saying that the big model was finally re-engined with an Enya 35FS and now flies with a similar motor.





## Blackburn Mono: by A M Finucane from April 1965 Aero Modeller

THIS VERY PRACTICAL subject is a replica of the machine so well preserved by the Shuttleworth Trust. Eighteen months of development produced this exact scale model-not for the piano top-but for safe scale type flight. Thanks to the low wing loading, auto rudder, generous tail area and a flexible power of a .8 c.c. diesel this can be achieved. The model is always R.O.G.'d and never pushed. Hard-bitten power duration



men stand and gape when, with the engine gently misfiring, auto rudder wagging and the intrepid aviator's scarf blowing in the slipstream, the Blackburn rolls forward. A 35-40 ft. take-off run is followed by a gentle right hand climb to a 30 ft. "ceiling". For an unknown reason - probably connected with auto-ruddery and pendulum inertia-the normal wide circle flight pattern is

sometimes enlivened with a figure of eight. The tank has a 1 1/2 minutes flight capacity-so old "hat-on backwards" has got some hours in. Low airspeed-about 7 m.p.h. flat out-and light weight reduce the chance of serious damage. It is, however, essentially a calm weather job-as also is the prototype which cavorts regularly at aeronautical flying displays. And there's a point there, for if your club is one of those publicity minded cooperative groups that are constantly asked for demonstrations at local affairs, the Blackburn is a certain crowd-puller.

Full building instructions are included on every copy of the full-size A.P.S. plan; but to whet the appetite, the rather novel trimming system makes an interesting reading. The model is best trimmed under power on a calm evening. Add ballast inside the cowling to bring centre of gravity to position indicated on plan. Pack leading edge of tail to give approximately 3 deg. positive incidence. With as much downthrust as possible, attempt an ROG, on full revs. Walk beside the model. It

will probably rumble forward tail up and remain on the ground. Remove downthrust in very small doses until the model comes unstuck after 30 ft. and stays airborne. If it climbs steeply, lay it by the heels and put on more downthrust. Don't worry about turn. The rudder takes care of that. No other trimming for glide was required on the original; but if necessary the centre of gravity can be moved slightly and the tail set at zero.



Back in August Tony Tomlin sent a few photos of the Cloud Tramp meeting at Epsom Downs and whilst I included the write up I of course omitted to include the photos well rather late than never



Tom Thomson getting ready along with Malcolm Jagger



## From Peter Scott

I was amused by the meteorology re Middle-Wallop at the weekend. I made it there on Monday after battling with the New Forest bank holiday traffic, in an attempt for the first flight of my just-completed 'Miss 38' built in anticipation of the Vic Smeed event at O-W in ten days time.

Anyhow the engine I have used, a Brat ign, is hardly a power-house even when it's behaving itself; before I strip it out and insert something more normal like an ED Bee, I seem to recall you have built one or more ? Where was the CG (it's way back on the plan, due to lifting tail, which I have never quite got my head around), and there seems to be too little incidence. What flying weight was yours / engines used ? (My model weighs 23oz which is the same as the prototype of 'Ethereal Lady' according to A/M 1948, which has an extra 6" span and used the much more powerful Ohlsson 23 -- maybe I should have built that instead !)

Any thoughts will be greatly appreciated !

*(I have replied to the email but it may be that a reader will built a Miss 38 for FF and would like to comment? JP)*





## Email to Tony Tomlin from Allen Teal in NZ

Have been having fun recently flying a Heron Gas Buggy – still in the process of trimming it out but it flies nicely and at a slow sedate pace. It is fitted at present with a Boddington Mills 1.3cc diesel.

Wanted to use my original Mk 1 Mills but have had running issues with it so opted to purchase the new one to get the model in the air.

Main reason I am writing to you is that I see in the latest issue of Sticks and Tissue (57) a report on the recent meeting at Middle Wallop with pictures. On page 49 the last picture is of a Simplex (yellow/white) with a spark ignition engine. I have just started a build of the Simplex which will be powered by an Ohlsson 23 sparkie. I would be interested in having an email conversation with the owner of that Simplex if he would be open to communication with a modeller on the other side of the world!



# Fletcher F'D-25

## Defender

drawn by  
W.C. Hannan

**all parts are  
actual size  
for a 17" span  
model**

A 6" DIA. PLASTIC PROPELLER  
TRIMMED TO 5 1/2" WAS USED  
ON THE ORIGINAL MODEL

WASHERS

1/16" DIA. ALUMINUM  
PROP SHAFT BEARING

BALSA SPINNER  
 $2^\circ$

NOTE:  
L/G WIRE IS  
INSERTED  
BETWEEN TWO  
WING RIBS.  
GLUE LIBERALLY

22 SWG. PIANO WIRE

DROP OF GLUE

PAPER WHEEL DISC

1/32" SHEET

13/16" DIA. HARDWOOD WHEELS

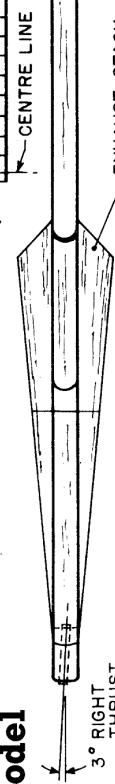
DIHEDRAL JOINT

1/16" DOWEL MACHINE GUNS

1/16" SQ  
LEADING  
EDGE

1/32" MEDIUM BALSA RIBS  
(MAKE EIGHT)

3° RIGHT  
THRUST



EXHAUST STACK  
(CARVE FROM 1/4" SHEET)

1/16" DIA. ALUMINUM  
PROP SHAFT BEARING

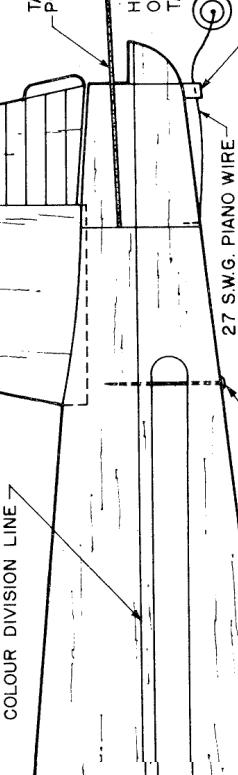
ALL "LINES" ARE  
DRAWN WITH A  
BALL POINT PEN

POWER: ONE LOOP OF  
1/8" FLAT RUBBER  
WINDER WOUND FROM  
REAR OF AIRCRAFT

COLOUR DIVISION LINE

TAILPLANE  
POSITION

HARDWOOD  
OR PLASTIC  
TAILWHEEL



27 SWG. PIANO WIRE

REAR RUBBER  
RETAINER (STRAIGHT PIN)

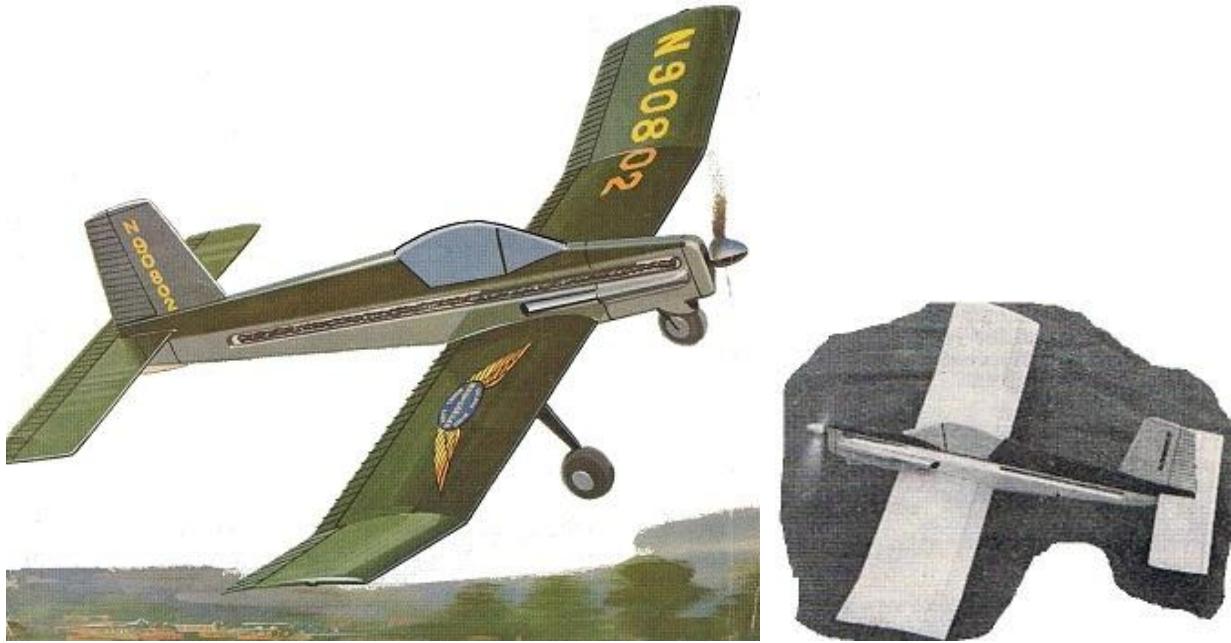
HARD BALSA BLOCK

L/G FAIRING  
1/32" SHEET SECURED TO  
PIANO WIRE WITH TISSUE  
AND GLUE

1/32" SHEET

PAPER WHEEL DISC

13/16" DIA. HARDWOOD WHEELS



### **FLETCHER FD-25 DEFENDER A Simple Sports Rubber Model Designed by W. C. Hannan From June 1966 Aero Modeller**

The basis for this little caricature model was the Fletcher FD-25 "Defender". First flown in 1951, the FD-25 was designed by John Thorp, of "Sky Skooter" fame, as a potential "COIN" fighter, for close-in ground support work. The prototype shown in our photo, was constructed largely of magnesium, but later editions employed the more conventional aluminium.

Powered by a Continental E225 engine, the FD-25 had a usable speed range of from 41 to 187 m.p.h. and was capable of carrying a large variety of external armament in addition to two 30-cal machine guns. The distinctive exhaust stacks are the visual manifestations of the unique Fletcher "jet-cooled" augmenter system, which added approximately 35 h.p. to the engine output.

Altogether, this was a remarkable aircraft, and one which, had it been put into production, would undoubtedly have been a useful military tool in today's trouble spots. A more comprehensive description (with photos and a 3-view) may be found in the January, 1965 issue of Air Progress magazine. Now to our model. The selection of balsa wood is important if good performance is to be achieved. The fuselage should be light, but stiff to resist "bowing" under the strain of a fully wound motor, and the tail surfaces should be very light to minimize the need for nose ballast.

The wing should be made from medium weight sheet balsa, with a hard 1/16 in. square leading edge stiffener. There are two inboard wing ribs per side, spaced just far enough apart to permit the landing gear wire to be inserted. When forming the dihedral, it will be necessary to trim both sides of each dihedral joint to a concave shape in order to obtain the correct angle. (The problem will present itself quite clearly when you try it!) Some quick-drying glue will facilitate what almost must be a hand-held-while-drying assembly operation. Note that two 1/32 in. wing ribs are used at each dihedral juncture to ensure adequate strength.

The section of the fuselage beneath the wing opening is removed temporarily while installing the wing. In the interests of saving weight, the light grey of the full-size machine is represented by the natural balsa colour on our model. We also elected to omit the olive drab on the wing and horizontal tailplane—not because of the weight penalty, but for fear that the camouflage would be too effective against the dark green foliage of our Sepulveda Basin flying field!

To those of you who are flying over light-coloured terrain, this would present no difficulty. An alternate colour possibility is the all-over black that one night-fighter version of the Fletcher carried.

# OHLSSON MINIATURE .56



More of the Peter Renggli / Urs Brandt photos



Anders Maurer with his Kö C



Christoph Renggli and Knilch



Rudolf Gerber and Pilot 4



Peter Däppen and Taxi



Hansjürg Freidig and Amigo 3





Peter Renggli's Miss 38







## Knilch 1.4 \*

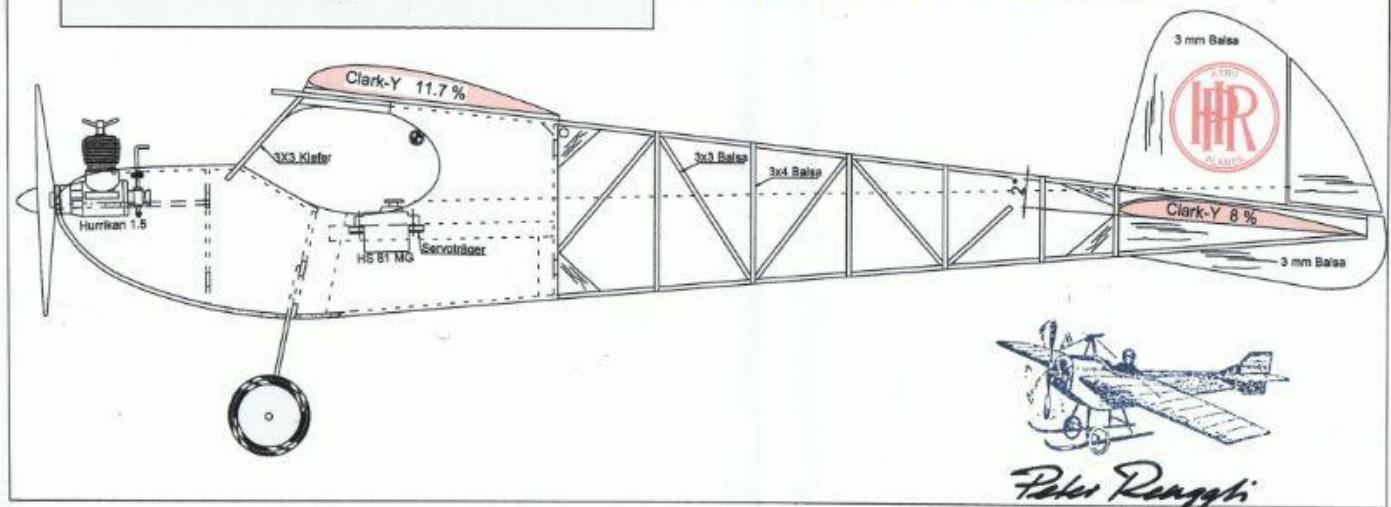
Karl Heinz Denzin "Modell" März 1959  
Freiflug-Sportmodell

Spannweite Original 90 cm  
für Dieselmotor 0.5 ccm

### CAD Bearbeitung und Modifikationen:

- RC Einbau Seite / Höhe
- Vergrössert Faktor 1.4 auf Spannweite 126 cm
- Für Dieselmotor 1.5 ccm

Hermann Peter Renggli 28.Dez. 2008



## From John Foster

Hi James, I have just received the S&T #57. Of particular interest to me the R6-B, my first R/C model with a Wright Relator system. ( I latter lost the system in a half size Smog Hog with a cherished Webra Piccolo). I liked too your comments re the weather for Middle Wallop. I was there on Sunday, spent much time chatting to the free flight heroes and arrived at the R/C area only just in time to see the Senior Tomboy completion. I took a few photos as they were packing up, so the ones in #57 filled in some blanks. I was struck by the Miss America, photo attached, particularly as I bought a kit of one from the estate of a club member, that was produced by "Prokit Products", also written about in #57. I must admit that I thought I was buying a Falcon kits half size version. The full size version is just too big for me. Best regards John Foster. PS I also attach a photo of me with my half size Falcon kits Brigadier.



Miss America



Enfield 21stAug11 John's Brigadier 36

## From Michael Burke

Junkers JD1 electric Chris Golds plan



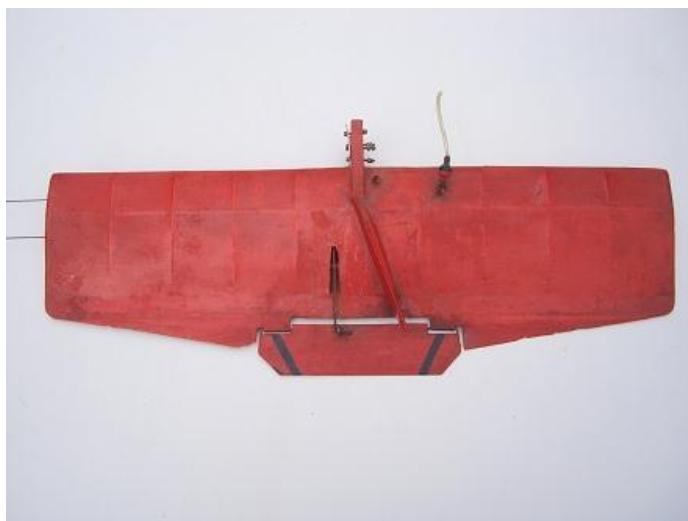


## From Bill Wells

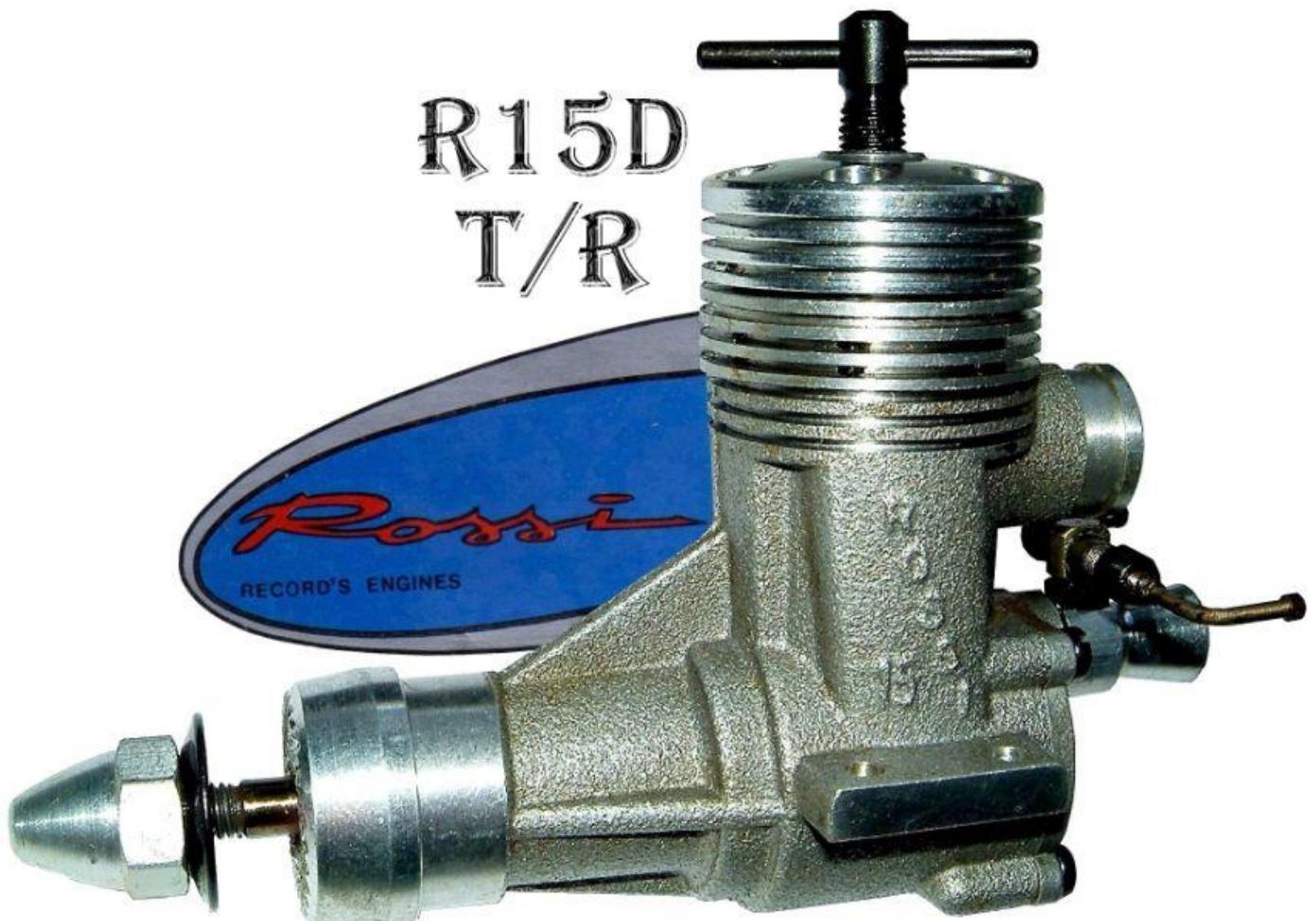
During the early 1960s I was attending lectures which included some aerodynamic theory. Although not entirely correct I figured a model with a high incidence on the main wing would fly very slowly. A slow control line model could be flown on very short lines. However a small control line model flying slowly is vulnerable to the effects of wind. After a lot of thought I decided a small model utilizing a Cox Pee Wee would be worth a try. Construction would be simplified by not having to make a fuel tank! The wind would be taken care of by flying the model indoors!! My father had commercial premises which allowed the use of 12-15 foot lines. But the down side was a concrete floor. So I made a model which I called Stofals short for Slow Take Off Flying And Landing Speeds. The wing has a two foot section of 3 inch wide curved balsa. The tips have small curved and slotted plywood end pieces to maintain the curve and to strengthen the tips also to make lead outs on the left wing. A profile fuselage was made with a flat plate balsa tail plane with a large elevator. The undercarriage was made of piano wire attached to the engine mount and fitted with 1½ KK plastic streamline wheels. The next problem was the concrete one hefty crunch onto that and the propeller / engine might become history. So inspired by the Avro 504 I initially thought of a forward skid to protect the propeller. In the end I made a wire cradle soldered to the undercarriage wires and put a small wheel on the front. This added weight to counteract the long fuselage and made certain the engine and propeller were protected.

The model flew extremely well and slow enough on the short lines not to cause me a problem. The nose wheel saved the prop and the engine and the model never flipped over. The high speed flying attitude was with the wing almost horizontal with the tail high up. Slow flight could be achieved with lots of up elevator and the wing at a high angle of attack. The stall was practically non-existent, put full up elevator on it quickly the model had so much drag it didn't rise significantly and it would mush down onto the concrete and land. When on the ground putting down elevator on the model it would accelerate and take off. By careful manipulation of the elevator instead of landing the model it could just be flown slowly. I had in effect made an aerodynamic throttle!! On the sale of my father's business the model was tried in the garden but apple trees got in the way. Many years later the front cradle was removed and the nose extended on a yellow block of plastic to keep the C of G in the right place. On very calm days it was flown over grass on 15-24 foot monofilament wires. Recorded speeds varied from 10.1 to 32.1 mph with an average a little over 24 mph. Slower speeds were with a 5x3 propeller and faster speeds on a 4.5x2 prop. First flight was before 1966 and the last flight May 2001.

On a different note I made a Splatt designed by a Mr. M. J. Platts (APS) in the 1960s. This model was reasonably successful although under powered with a DC Sabre. I only have one recorded speed of 38.5 mph. My launcher went off to do other things and I then lost interest in the model it hasn't flown since.



R15D  
T/R



### Vintage Radio and Control line at Middle Wallop By Tony Tomlin

Sunday 28<sup>th</sup> August saw the third Vintage Radio and Control line meeting at Middle Wallop in 2011. We all hoped for better weather after the last meeting in May when we were literally blown away, with no flying taking place. The day was blustery with occasional sun and a lot of lift available in the morning. Overall 25 R/C fliers signed on with around 50 models, a few were hanger maids but the majority flew. There were also the 8th and penultimate rounds of the R/C Tomboy competitions for 36" Tomboys [Mills.75] and the 48" Tomboy Senior class [Mills 1.3]. Other R/C models ranged from a tiny [32"] Cutlass, to a pair of Majestic Majors flown by Mick Butler and Dave Ashenden and the Mercury and Miss America of Garth Pierce. The evergreen Junior Sixty's were out in force, with 8 counted. There were two control circles in use most of the day and models seen flying ranged from 1/2A speed models to a 1950 Unlimited and a Rascal both flown by John Goldsmith over from France. Den Sax Coburg from the Isle of Wight with fellow 'Caulkheads' brought along a number of interesting models and Gus Hague was seen getting to grips with a nice looking stunt model based on a Zero.

#### Tomboy 3 Competition.

Nine fliers lined up at 14.00hrs for the mass launch flyoff all having qualified by making a flight of 4 minutes or more during the morning. They were all time served Tomboy fliers with the exception of Steve Roberts flying in his 2nd event. Ian Andrews was the starter and as he lowered the start board all models got away well. Some stayed low pushing forward, mindful that there are markers placed downwind and to land beyond gives disqualification, others zoomed upwards with very slow forward progress. New man Steve Roberts and also Derek Collin both had short engine runs and were down in under 2 minutes. James Collis, who is the youngest competitor, about 1/4 the age of most of the fliers [and that's being nice to most!], landed

next followed by Paul Netton at 5mins 24secs, with Tony Tomlin down a little over a minute later. Some of the fliers who had elected to climb fast at the launch were now diving to avoid being blown back. Tony Overton landed just behind the downwind markers and was disqualified. Third place was claimed by John Strutt who, although well back, made it just inside the downwind markers 3 seconds short of 6 minutes. The final two, Jeff Fellows and Tom Airey were close with Tom holding on to land 15 seconds after Jeff at 6min 20secs, the winner!

Results TB3 1/ Tom Airey, 6min 20secs. 2/ Jeff Fellows, 6min 05secs.

3/ John Strutt, 5min 57sec. 4/ Tony Tomlin, 5min 34secs. 5/ Paul Netton, 5min 24sec.

6/ James Collis, 4min 09secs. 7/ Derek Collin, 1min 48sec. 8/ Steve Roberts, 1min 39secs.

Tony Overton Excluded..landed out.

#### Tomboy Senior Competition

The number of fliers in the Mills 1.3 [48"] Tomboy class were a little down as some fliers were at the nationals at Barkston Heath. Even so all six entrants reached the flyoff. Tony Tomlin had problems whilst qualifying with an intermittent fuel problem with his Irvine Mills. This necessitated a quick strip and clean of the fuel system. At 14.30 Ian Andrews lowered the start board and five of the six models got away all climbing well. Unfortunately Tony Overton was having a bad day and was unable to get started. Tom Airey, Andrew Fellows and John Strutt were soon in the cloud base with Andrew the highest. Tony Tomlin landed at a little over 2 minutes after a short engine run, his fuselage covered in fuel as the engine had gone ultra rich. Derek Collin was also down 2 minutes later unable to find any decent lift. John Strutt was next to land to claim third place a few seconds under 5 minutes.

Andrew Fellows was still very high and his model was getting very hard to see. Tom Airey was out of luck and in sink and landed at 6min 51secs. This enabled Andrew to spiral down from a great height landing around 2 minutes later to a ripple of applause and one wag was heard to say he must have gone to Specsavers!

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Results Tomboy Senior 1/ Andrew Fellows, 8min 48secs. 2/ Tom Airey, 6min 51secs.

3/ John Strutt, 4min 54sec. 4/ Derek Collin, 4min 10secs. 5/ Tony Tomlin, 2min 19secs.

Tony Overton Excluded non start.

Sarah Andrews presented the awards to bring to an end a good days flying.

### **Wimborne MAC Control Line meet Sunday 16 October 2011.**

For once the weather was perfect! A good turn out of 30 flyers and a good selection of models. Non stop flying with 5 circles and a small 6<sup>th</sup> one for 25' line models.

This is a sport flying meet although several flew their Wessex League Mini speed flights the completion finishing at the end of this month. That'll give a few months to improve models etc for next year. With a few more competitors, from Raynes Park, joining at the meeting there should be a good number competing next year. We all intend to break the 80mph barrier by this time next year.

Paul Harris and son Ollie joined in and as last year brought along their Cox 049 Spitfires which ended up being flown in a form of team race. This again was great fun and so for next year something along the same lines will be organised by Wessex League. Permission being sought to fly the comp at Middle Wallop on three occasions and at Wimborne Club Cashmoor site on two. Hopefully that'll all be approved and go ahead. For more information regarding the model see <http://www.topcocameley1.com> for the model details and downloadable plan and [www.wessexaml.co.uk](http://www.wessexaml.co.uk) more information and [www.densmodelsupplies.co.uk](http://www.densmodelsupplies.co.uk) for the Cox 049 Sure Start engine Now the photos



An RC model converted to electric CL



Much more of this model below



A couple of Weseex League mini speed models







Dick Stepney brought along a few models including an uncovered Icarus. Will be ready to fly soon.





Mike Clanford brought along a few stunt models and spent all day flying them



Two Mike Clanford's models including the twin stunt model powered by two Fox engines



Paul and Ollie getting ready



Mike Clanford lighting a match?



Dick Stepney launching in Spitfire Scramble



Dave Ashenden launching in Spitfire Scramble



Couple of Spitfire Scramble models brought along by Paul and Ollie



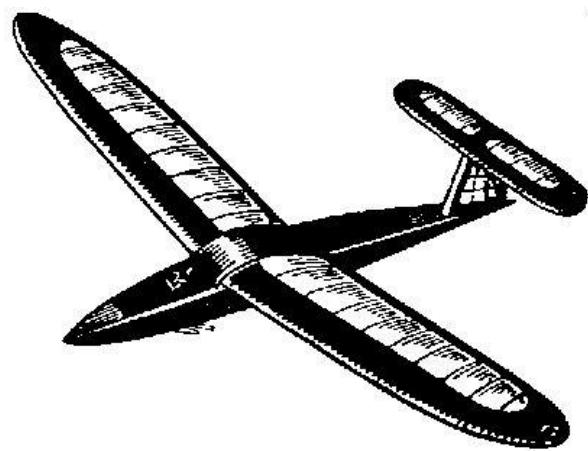
Richard Place and Dick Stepney in Spitfire Scramble

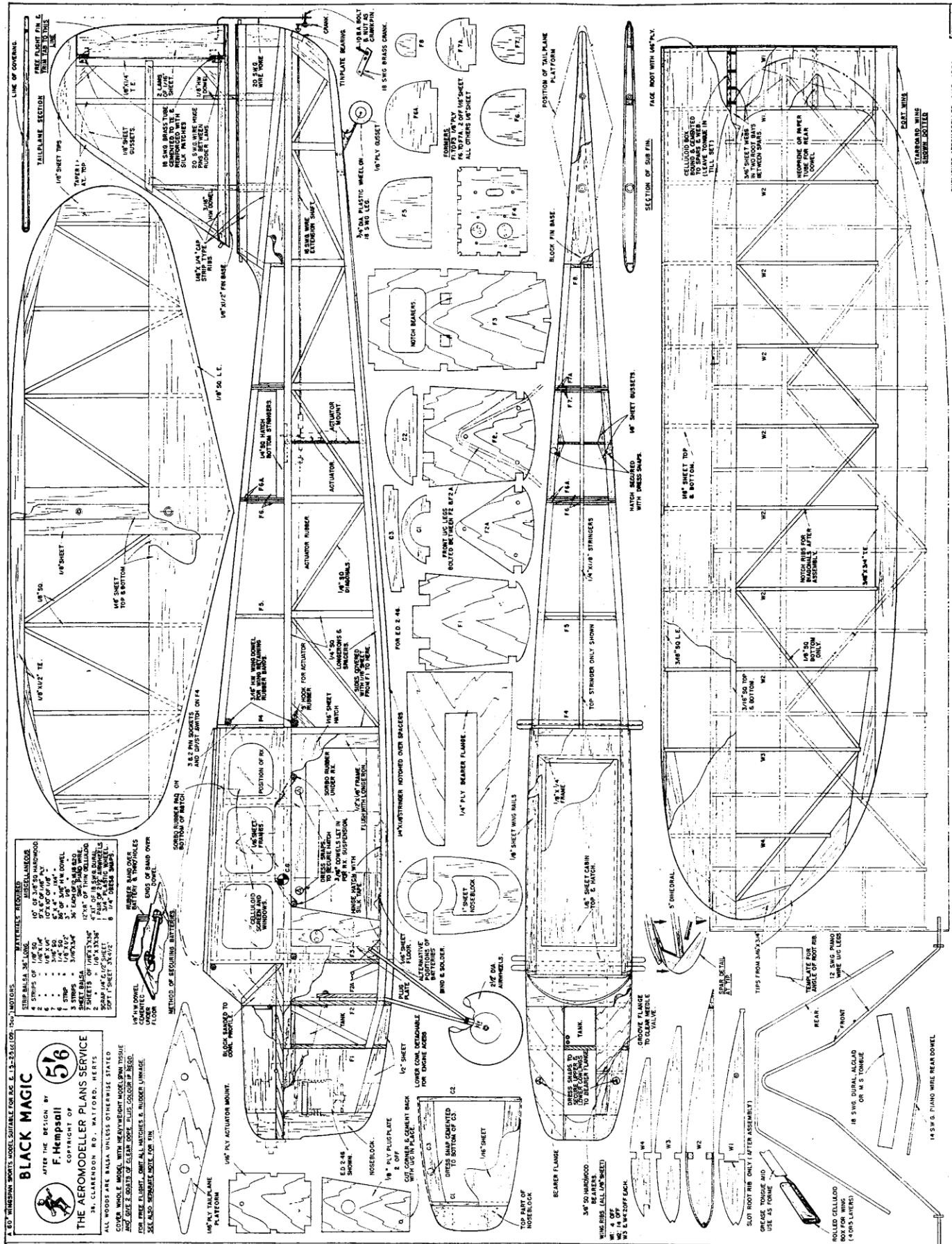


Dick Stepney crossing Spitfire Scramble with Morris dancing!



A fantastic days flying thanks to hosts Wimborne MAC and roll on next year.





**Fred Hemsall's 9year old 60-inch span Sport Model re-designed and re-issued in A.P.S.for radio flying as built by R. GARMAN From August 1956 Aero Modeller for 1.5 cc – 2.5 cc motors**

BLACK MACIC was first published in the September, 1947, "AEROMODELLER" and has been a firm favourite of thousands of sport fliers ever since. Good looks, clean lines and snappy reliable performance have accounted for its success. Reader R. Garman, searching for a suitable radio control design for his E.D. 246, decided Black Magic had definite possibilities and wrote to the Editor regarding structural modifications. It was decided to strengthen the mainplane anchorage, the fuselage cabin structure and the wing tips. The fin area was increased and the original knock-off plate type engine mount replaced with an adaptable ply plate on bearers, which will accommodate varying sizes of motor. Mr Garman still favours the old type mounting, however, and says it has saved his crankcase on several occasions, so we leave this particular design feature to the choice of the individual builder.

The new drawing shows installation for the normal battery sizes, e.g., B122 or B123 for H/T and U12 for L/T, etc. Mr. Garman, however, uses a set with fairly heavy current consumption and therefore employs heavier batteries. He uses a B101 Batterymax for H/T, a U2 for L/T and a 1239 for actuator, which total

1 lb. 2 oz. in weight. The B101 lies on the floor

between the rear undercarriage wire and a 1/2-inch square block with 1/8-inch dowel let in for rubber band anchorage stretched between undercarriage wire and the

dowel. His U2 battery also lies on the floor immediately to the rear of the B101 and the escapement battery goes in the compartment between F.2 and F.3.

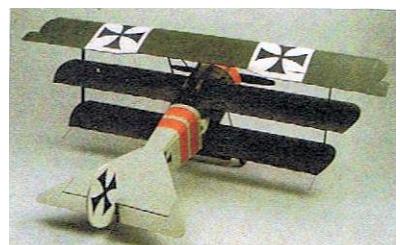
Those people who have flown radio models extensively will appreciate another suggestion by Mr. Garman. Instead of leaving the rear undercarriage legs as one complete length of wire he cuts it through the centre, taps the two ends 4 B A and joins them by means of a 4 B A sleeve. This enables the undercarriage to be replaced when necessary without disturbing the structure. Those people without taps and dies could easily solder a copper sleeve over the two ends, which would do the job just as usefully.

Another scheme would be to insert a hardwood block between formers F2 and F3 at the bottom of the fuselage and attach by means of bolts inserted in the block, a 14-gauge strip dural one-piece undercarriage. This provides an easily removable unit which can be replaced when necessary and is a popular method in America particularly with radio control kit models such as the Trixter Beam and Live Wire series.

## David Kinsella's Column

### Key Sales

Good stuff is guaranteed at the regular Dominic Winter sales near Swindon, this Fokker DrI for example. Notices in the Telegraph alert the dedicated and catalogues are top quality (01285 860006) with lots of detail and rich colour. Special sales for collectors are held in May and November. Big Scale jobs, pictures, even a Liberty V12 aero engine.

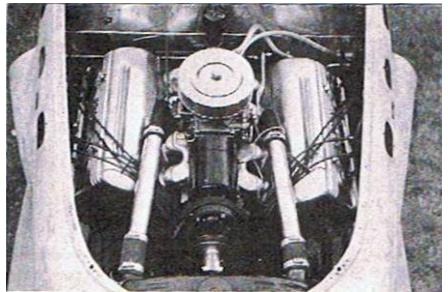


### Advertise!

Questions following a talk I gave made me realise that aeromodelling is a distance off its centre stage position of the 1950s and 1960s, some who once flew Keil Kraft models not sure that it happens now! Banished for the most part from parks, commons, factory sites and aerodromes, soppy regulations too, it's a reasonable supposition. All the more reason to take advantage of London's MEE and other exhibitions as Raynes Park MAC did this year and David Baker did so well in the good old days at Wembley. Mike's RPMAC stand drew many keen to know more, models by Ted Horne and Malcolm Jagger showing up well. As I know myself it's a good fun time and more clubs should give it a go. It would help the model shops.

## Ardun

Mention of the ohv Ardun V8 kit generated interest. Sold sixty years ago for £160 the uprate for the 24-stud Ford and Mercury comprised two massive heads with valves and rockers, pushrods, twin inlet manifolds, gasskets, dual valve springs and instructions for a slick DIY job. Being made again in the USA to original drawings by Arkus—Duntov (S&T No 55) Tom Senter in California told me that the Ardun hemi would sing out to 300bhp when a GMC blower was attached. In the UK oiling was a problem until Castrol R was employed. Beefy looks are obvious in this picture.



## Vitai Lampada

Brian Lever is writing good stuff in his Wires column, the torch passed from Mike Rolls to Terry McDonald to Brian, each with their own style delivering joy for the control line buff which runs back more years than I care to remember. All three took part in VTR 2000, dressed in appropriate togs to match their models and carried home prizes from the jolly celebration at Old Warden. The heading lifted from Newbolt's famous poem, which in the end haunted him, could not be resisted and comes from the age of high Empire. Sir Henry John Newbolt was a Clifton College boy, a school with strong Army and Empire connections, and hailed from Staffordshire.

## Age Of Clubs

Here's a fine badge issued to mark 50 years of model flying by South Bristol MAC. The merchants of Bristol responsible for one of the world's greatest railways, it's good to see that Brunel was remembered when the club design was drawn up. So cheers to Phil and Brian and Digby, Tim Andrews too, and all who fly on with the uplifting Olympian. Tradition is important.



## A Nice Piece

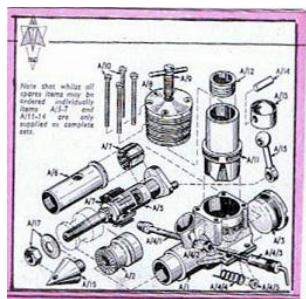
A shot of Brooklands from the air, surrounded by more than 100 signatures, mounted on a 20in x 16in. card and perfect for the model room was offered by John Lewis (01420 562 811). Possibly a leaving present for a Vickers man of long ago, £75 made it a steal. Certainly Barnes Wallis and Spud Boorer would have been on it.

## F2A Supplies

The nine days of the MEE at Wembley encouraged visitors from far and wide to gather in almost a village-like community. For those close at hand the MEE was a must not to be missed. Ian Mander always put on a good show, at Sandown too (again much missed), and once or twice I helped out on the F2A Supplies stand. Some ten or so years ago Ian set off for New Zealand. His engine booklets with their light blue covers listed Russian motors, CS Olivers, support items and things and today are handy for reference. At Old Warden one year I found a MkI Racer on the F2A stand. A spot of work to make it beautiful again, Mike Crisp entrusted and he did a magnificent job I saw Mike at the MEE this year but what of Ian? A model shop was planned. Ian had a chum and engine man in Wolverhampton, met once on a quick visit..

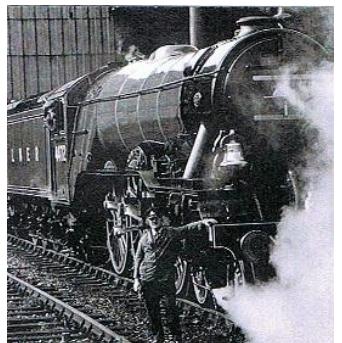
## Rivers Rolling On

Earlier in the year a magazine, listed a Silver Streak and Stant props for £250. Apart from the repro years ago, nothing has been made since the 1950s and so supplies must be limited. Twenty years ago a case of 80 or more was sold by an enthusiast bent on restoring an old fireengine. John Goodall has one now and then. Can anyone offer more history on this engine?



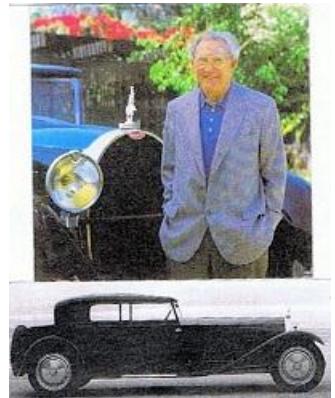
## Top Loco

Proud Alan Pegler stands in front of Flying Scotsman as cylinders are warmed before a start from Manchester. In the age of steam Flying Scotsman was two things: the 10 o'clock from King's Cross and No 4472 Flying Scotsman, the 3-cylinder express engine of the LNER. Sometimes they ran together' but not always. Bought by Pegler and run across the USA, Sir William McAlpine took the famous engine over Australia. Now part of the National Collection and usually at York, Scotsman sometimes hauls holiday steam specials. Famous to all since she took pride of place at Wembley in 1924, the 4-6-2 was the vital part of a movie with Ray Milland as her fireman. It's believed that the name dates back to the age of the stagecoach and DickTurpin.



## Kingly

At the Albert Hall on 19 November 1987 the hammer fell on lot 10 and a 21ft Bugatti Royale was sold to a Swedish tycoon for £6.3 million. In France with two cars for the 24 Hours, Briggs Cunningham bought two 12.7 litre Royales, throwing in two GE fridges then unknown outside the USA. Bricked up behind a false wall during the war the giants, powered by 8-cylinder engines designed for aero use, joined the museums run by Briggs and Bill Harrah in Nevada. Production killed by the Depression, engines built were used in Bugatti rail cars able to touch 122mph. Thanks to head man John at Cunningham's magnificent Costa Mesa museum I was able to helm the Royale that was sold in London, the silver elephant on the radiator seeming a mile away. Here's a snap of Briggs with his Royale (chassis 41.141 and known as the Kellner Coach after the Paris builder). It was the London Motor Show car of 1932.



## Eyepopping

Barons of newsprint were / are a race apart, none more so than the man behind Citizen Kane. A staffer on one of his Chicago papers had a false eye. When a dramatic shot was required, he would be positioned near the man with the camera and - at the right moment - do the necessary. Horror to complete collapse was guaranteed and usually made the front page. This and other tactics financed an estate of 250,000 acres, a castle and a collection still much unpacked.

## Correct

Yes, it was me on BBC Radio in the late summer. Off air after the very enjoyable show, Jonathan Dimbleby told me of his father's wartime flights in a Lancaster bomber and a fun ride in Richard's M-type Allard, used by the famous broadcaster to cover the Monte Carlo Rally with Brian Johnston in 1952.



## Great Guild Gathering

Roger Middlebrook's pictures (S&T No 55) were tops at the London show. For the fifth time Best Picture, four other awards were gathered by Roger's six biplane era studies. As here, the DH9a / Fokker DVII combat scene sold in the first hour and was judged the Best Picture of the 450 hung by the Guild of Aviation Artists. Many friends met there. It was a great week and for Roger it certainly was, splendid awards from BAE Systems, Fly Past, Winsor and newton, Messrs Dowty and Cross & Cockade makking it so for him.



## Brighton Winner

Here's Ted Martin (Stentor and Amco designer) examines Phil Smith's blue and silver Veron Midget Mustang, 57 just visible. The shot was taken in 1951 at Hullavington during the SMAE Nationals. Thanks to Ian Russell of Rustler Engines, Phil and Ted met up again after a gap of more than fifty years, Dr John

Hoyle (also model aeroplanes and railways) taking Phil to Ted's house for an afternoon enjoying Ted Martin's huge model railway - 14 steam engines - laid out on three acres of his garden in Oxfordshire; Phil's Midget Mustang set the ball rolling for Team Racing in the UK when it was first at Brighton in 1950 (celebrated with VTR 2000 at Old Warden).

### Atten-shun!

The next big model soldier show takes place on 3 December at The Royal National Hotel near Russell Square. Biggest in Europe - subjects range from Stone Age to Space— marching boots and iron rations should get you round in one piece. Masses of stuff to see, buy or just dream about. King and Country have a huge stand of top quality models just waiting for a budding Napoleon to take command. One up the spout may be a good idea.

### Silver Arrows

From a painting by Ian Finlayson here we have Fangio leading Moss in their W196 Mercedes-Benz Grand Prix cars. Winning first time out in France in 1954- expected but astonishing all the same, the German team on streamliners - Stirling was invited to join Stuttgart thanks to his fine showing in his own Maserati 250F. All bases covered in construction and operation, the cars featured built-up crankshafts of Hirth design (many pieces, serrated edges and bolts) and a desmo valve system, the camshaft able to turn by finger and thumb due to lack of valve spring resistance. Fuel injection too, of course, and for high speed work in their sports cars there was the amazing wing-brake operated by a stalk below the steering wheel.



### Britannia

King Emperor George V helms Britannia in a firm breeze, the famous blue yacht that died with him in 1936. Built in 1892 for the Prince of Wales and passing through various hands, one the maker of Bovril, she won 231 first prizes and 124 others, With George after the death of King Edward, the big racer was uprated with a Bermudan rig and wheel steering, her 14ft tiller on show at Greenwich. Mainsheet gearing confirms the vast triangle above and the afterguard is there to support and advise. On the King's death she was scuttled south of the Isle of Wight. The King was an exceptional shot and kept two loaders busy.



### Modelling Carin II

Good to hear from a reader in New Zealand who is building a model of Hermann Goering's motor yacht Carin II. Copy pictures and info have been sent on the 100ft craft which still exists and was linked to the Hitler Diaries spoof of the 1980s which boosted Fleet Street circulation and caused red faces in high places. See S&T Nos 26 and 53 for pictures.

### Super 300SL

As the Festival of Britain closed, thoughts among designers in Stuttgart were homing in on a new sports car of staggering performance and beauty. Within months the first of the disguised 300SL Gullwings could be seen along the autobahn, Daimler-Benz poised to deliver a knock-out blow on the road as they returned to the Gran Prix and Sports Car scene with an army of stars headed by Fangio. Prized in Germany and the USA, many rebuilt and fitted with knock-ons as here, the 300SL has loks to suit, the most costly at £430 or so. Dicing with this very car long ago', many will remember Mike Hawthorn along the Hog's Back in Surrey... Alloy cars cost £700, 000.



## Great Guy

It's a good idea to mark the calendar as a reminder for fireworks. Old Guy Fawkes has been remembered for 400 years and more, a tradition that just refuses to be swept away by 'modern' thinking. Standard of Huddersfield was the one for me, boxes of various sizes sold as well as single rockets or bangers. Wind direction found, a length of pipe angled towards it would let the rocket go forward but gradually curve back until it was high above your head, perfect for the explosion of stars when it came. On a misty November night there's nothing better. So fly the flag for Guy!



## Sound Barrier Man

Rattigan's work funded a castle, a house in the Caribbean, twa Rolls-Royces, an Eaton Square flat and made-to—measure- everything. In revival in the West End these days, silver screen and aviation buffs should consider The Sound Barrier (1952), Nigel Patrick as the test pilot filmed in the De Havilland works and aeroplanes. Malcolm Arnold's music and upper-crust restraint and accents remind us that it was shot sixty years ago.

## Sailing On

The demise of Captain Oates on the Scott Antarctic expedition of 1911 needs no introduction. Although an Army man, Lawrence Oates was a keen sailor with 20 ton Saunterer, built in 1900 to a design by Charles Sibbick. Found in early 2009, much, run down and beached by a shed in Scotland, the 48ft yawl was brought south and fully restored by a man and wife team working to a tight budget. Bermudan rigged since the 1930s, here she is as Oates knew her. Sibbick, vanished two months before the explorer in the freezing waters of Cowes Harbour.



## GRP Helps

A page in Classic Boat and a practical at the Essex Yacht Club let me see how the 18ft Estuary One Design is doing. An amalgam of the 1911 TEOD and the 1919 EOD, both 18ft and of wood, the Estuary was introduced in 1966 to keep 18ft sailing going by introducing a cheaper boat made of GRP. A strong fleet was the result with plenty of good sailing, minimum maintenance and a low first cost (the early TEOBs cost £36 but in wood today would be all of £12,000 with regular work in the yard). Half-decked, with a steel centre plate operated by a winch, a crew of three can sail to France or further in the GRP EOD. Since 1890 the Essex YC has always had a proper boat as its HQ. These days it's ex Royal Navy ship Wilton - in GRP!



# TASUMA TROPHY SERIES

Proposed amended rules for 2012 WESSEX LEAGUE competitions

## Rules for Vintage/ Nostalgia Power Duration Events

### Object :

To encourage the flying of nostalgic F/F power duration type models, flown with R/C ASSIST. Whereby the control should only act as basic guidance and to facilitate landing within say 50 metres of the take off point, thus eliminating the chore of retrieving with your old legs, but still allowing thermal hunting

3 classes

- A) 1 ccs, COX 049 / 051 , MPJET ED Bee etc
- B) 3.5ccs PAW 19, TORP 19, OS 19, AM 35 etc

C) Open TORP 45 or any other , now found mid – 50's Enya 60 !!!

- I) Models to have been designed & or published by the 1<sup>st</sup> Jan1961.
- 2) Designs may be scaled up or down, with appropriate changes to material sizes. Rib spacing may be changed, but aerofoil section to remain as the original.
- 3) Covering material. Modern adhesive or other film type material, including Solartex, discouraged. Litespan or Airspan is acceptable, along with tissue, silk, nylon
- 4) Motor size according to class. only plain bearing crankshafts. And no Schnuerle ported motors.
- 5) Motor run  
Class A 30 sec.  
Class B 20 sec  
Class C 15 secs  
(C.D. could make alternative decision on the day, in consideration of prevailing weather)  
This may be controlled either by radio or a clockwork timer, . Only one "no flight" allowed per round, either as a result of an over-run, or a flight less than 30 sec.
- 6) Weather conditions permitting, competitors to make 3 flights, each with a maximum depending on conditions, but probably at 4 or 5 minutes. Aggregate score to count. If necessary a final fly-off round will be held.

Possible suggested designs

- A SLICKER MITE, JUNIOR MALLARD, RAMROD, SPACER, STARDUSTER etc
- B SLICKER, MALLARD, ZOOT SUIT, CREEP, DIXIELANDER, Y-BAR,  
SWISS MISS, DREAMWEAVER, HEATWAVE, TOTOTL, RAMROD 600 / 800,  
SPACER 600 / 800, SATELLITE 550 / 650  
STARDUSTER 600 etc
- C SUPER SLICKER, RAMROD 1000, STARDUSTER 900 SATELLITE 788GLH  
SATELLITE 1000 / 1300 etc

**All enquiries to BILL LONGLEY 01258 488833  
or [tasuma@btconnect.com](mailto:tasuma@btconnect.com)**

The previous national level rules used at previous SAM 35 events has had a separate classification for cabin / non-pylon / sport models

To ascertain continued interest in this direction, I propose to offer possibility of competing with ' SPORT ' models in the same 3 engine capacity classes, ie 1 ccs, 3.5 ccs and open

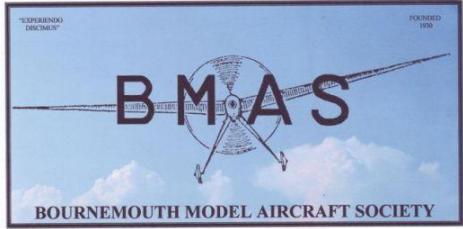
The engine design still being non-schneurle, plain bearing, except for open class, to allow 4-stroke, with ball raced shaft, but NOT allow supercharged, ( as per Yamada )

With engine run times of 45 secs in class A, 30 secs class B, 22.5 secs for open

Suitable models.... Tomboy ( and variants ), Outlaw, Pirate, Matador etc  
( NOT Playboy with cabin, this classed as performance duration )

My hypothesis being to try to have effectively a handicap system so that in perfect conditions all types would achieve the same flight times, can but hope

IT ALL DEPENDS UPON INTEREST BEING SHOWN



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TUESDAY 22ND NOVEMBER 2011

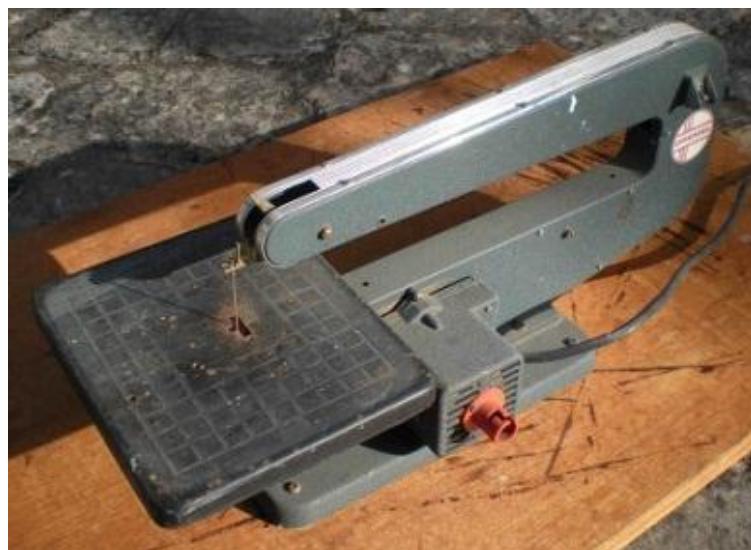
TUESDAY 13TH DECEMBER 2011

TUESDAY 24TH JANUARY 2012

TUESDAY 28TH FEBRUARY 2012

TUESDAY 27TH MARCH 2012

***For Sale. Dremel Fretsaw, see photo and view at Allendale Indoor Flying Meeting, Wimborne, Tuesday 25th October.***



## **Electric Control Line at Cashmoor**

Sun Oct 16<sup>th</sup> saw a first at the Cashmoor CL meet when IoW Caulkhead Bob Roullier arrived with a pretty little electric Control Line model., Bob reports:-



*Model is a Ring Rat 100 - manufactured by Stevens Aero in the USA. It is a comprehensive laser cut kit that goes together beautifully. I decided to order the hardware pack to go with the kit which gave you everything except glue, covering and the LiPo's. Delivery was about two weeks from the USA.*

**Basic details are :- 18" span, all up flying weight 5 1/2 ozs, Motor is a 2204-19 (300 size), Electronic Speed Controller 10 Amp, and the power and duration are controlled by an E-Flite control line timer. We flew it on a both a 8"x4.3" and 7"x 6" electric prop using a 320mah 7.4 volt Lipo battery - this gives around 7 amps and there was plenty left in the battery after a 2 minute flight.**

**Den Saxcoburg test flew it on 35 foot kevlar lines using an 8"x 4.3" prop and found the CoG a little too far back so changed prop to a 7"x6" and moved the battery forwards. I took the handle for the second flight and managed to keep it in the air for 2 minutes - not bad considering that was the first time I had flown control line for 45 years.....(and I DIDN'T fall over at the end!) All in all a well thought out, pretty little model that would be ideal for people flying in noise sensitive areas. For further details have a look at their web site at [www.stevensaero.com/](http://www.stevensaero.com/)**



*Bob launches the test flight*

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Dallaire 1/2A 54"Span Full Kit £75.00

Dallaire 108" RTF £350 1/2A £200

Bombshell 71"Span PK £75.00

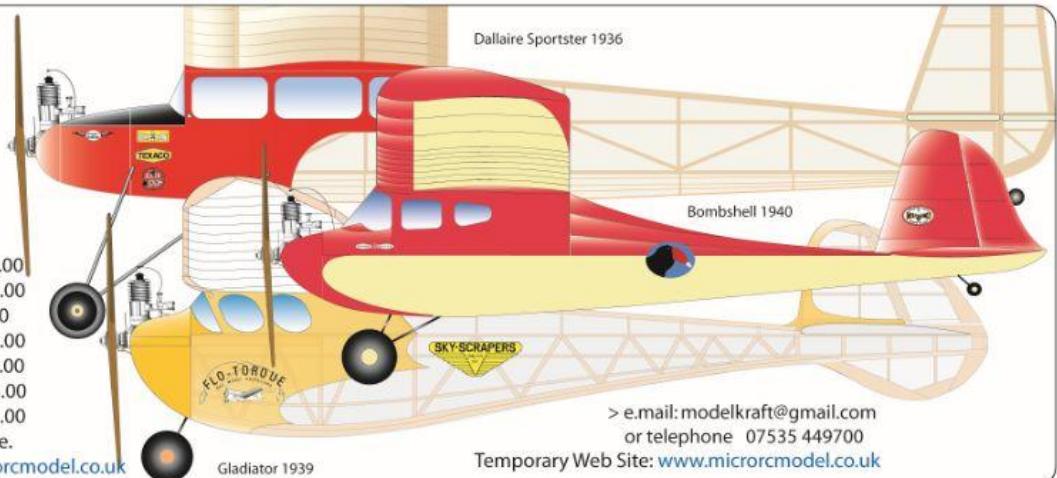
Bombshell 1/2A 35.1/2" £65.00

Gladiator 68"Span PK £75.00

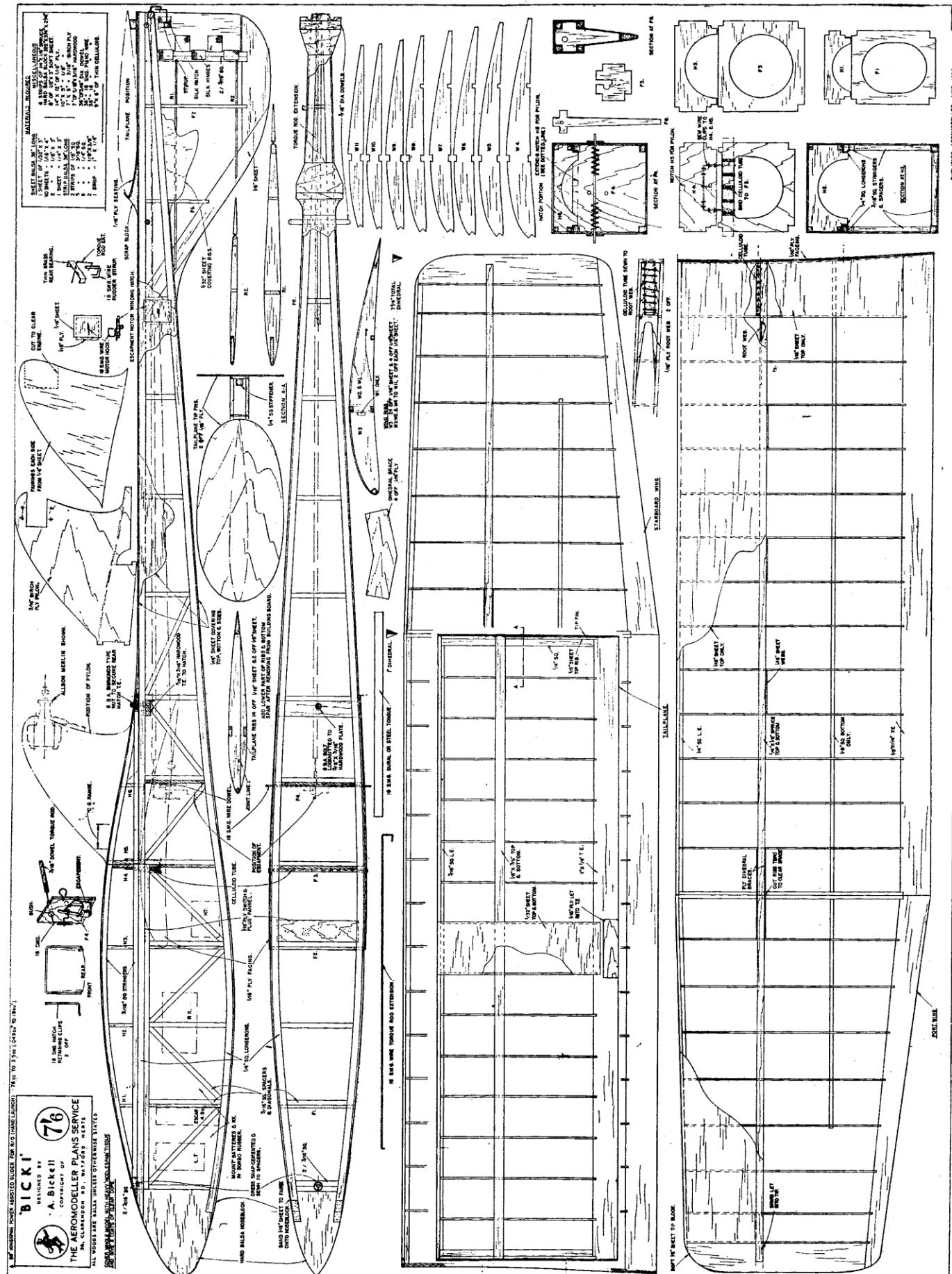
Gladiator 1/2A 33"Span Full K £65.00

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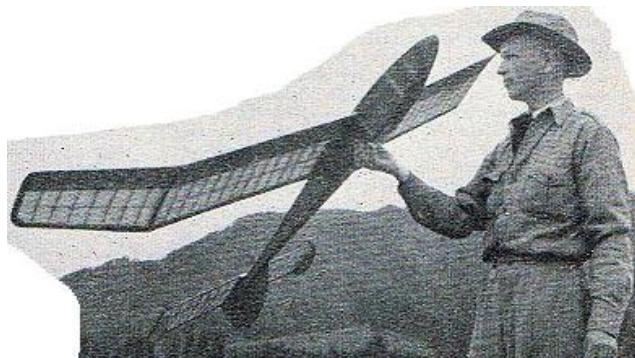
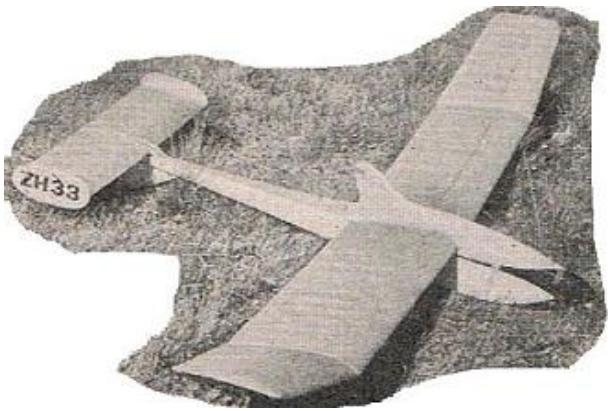


Just when you thought it was all over another plan below!



**"BICKI BY A. BICKEL A 7ft. span Radio Controlled Glider Winner of the 1955 International Radio Control Contest at Essen Germany. From Aero Modeller June 1956**

Photo shows "Bicki" with power.pod in position, this being the designer's original machine



On the left is another version by Nievergelt who designed the radio equipment used in both models

We are pleased to welcome this excellent radio-controlled glider from the mountains of Switzerland, knowing how well it fills a long-standing gap in our range of "AEROMODELLER" plans. A well-tried and proven design, it has been flying in several different versions in its home territory for over three years. As a radio glider, a slope soaring glider and as a power-assisted glider it has enjoyed remarkable success, placing second in the R/C Glider event at the 1954 Swiss Nationals, and taking top honours in the same class in 1955. As a glider its best performance was probably at the 1955 International radio control contest at Essen in Germany. Here against strong opposition from all over the Continent it carried off top honours, with designer Bickel demonstrating superb piloting skill ably assisted by Arnold Degen who did the launching from a 200 metre line. Particularly impressive was "Bicki's" fish tailing ability when it came to spot landing, the pilot bringing it in right on the button, sensitive control reaction obviously contributing much to the excellent performance. Bickel's original machine carried a home-made single channel receiver designed by his clubmate Nievergelt, using four hard valves, operated by a modulated transmitter.

To operate the control surface a servo motor drives an extension shaft by means of a worm gear, this shaft connecting to the rudder horn which is spring-loaded in the opposite direction. We have shown on our A.P.S. drawing the normal reverse escapement system which permits a nice long rubber motor for those who want prolonged soaring. Readers will also note the straightforward yet practical structure. (Take a look at that dural or steel wing tongue!) The modification for power conversion is very ingenious. The normal rear hatch being removed and replaced by the hatch-pylon arrangement which keys with fuselage formers F3 and F4 and secured by the 8 BA Simmonds nut shown on the drawing. Another point for constructors is, that although "Modelspan" heavyweight tissue is specified on our drawing, we do recommend silk or nylon for those who can afford it, as these materials certainly provide a really permanent covering.

One final point. Remember that "Bickie" is a glider and a sucker for thermals. So make sure you can spin the model down by having sufficient rudder movement to promote a tight turn.

## THE END