

Sticks and Tissue No 65 – April 2012

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

The content does not follow any logical order or set out, it's "as I put it in and receive".

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

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John Strutt launching George French's Super Tigre powered Ramrod at Middle Wallop on Sunday 8 April.

From John Strutt,

The following might be of interest to you. Back in the 50s and 60s I flew FAI power usually with George French. (of Night Train fame) I have kept in touch with him over the years as he lives local to me. He packed up modelling about 1965 and put all his models away in the loft while he took up full size flying. Poor health curtailed this so he resumed model flying a few years ago. Just before Christmas he asked me if I could spare an evening to retrieve his model boxes from his loft after a period of 50 years.

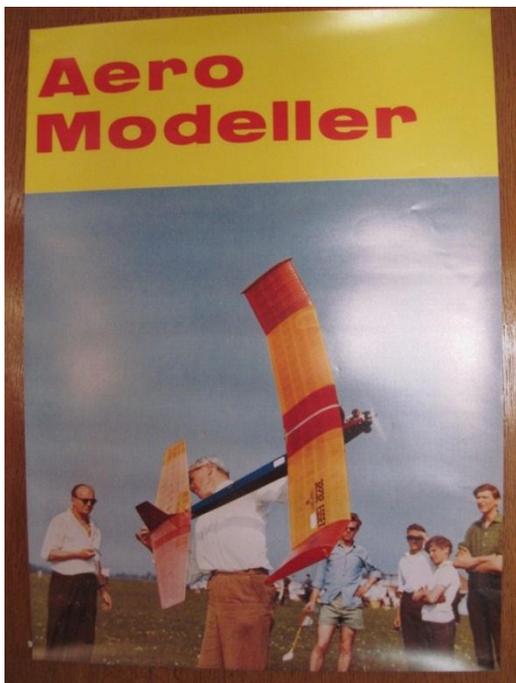
I discovered that he had several versions of Night Train and Ramrods. All in good condition except for the covering which was very fragile. Apart from his Trains his favourite model was a 750 Ramrod with which he had much success. It was obvious that he had fond memories of this model so I suggested that I would like to recover the model and install basic get it back radio gear. This idea was accepted by him.

This took me most of Jan and Feb. The most work involved was stripping the remains of the covering before recovering with mylar and tissue. All the basic wood was sound but considerable mods were necessary to the fuz. A Super Tigre 35 of similar vintage was installed.

The model was flown again for the first time after 50 years on March 14th on a fine sunny afternoon.

Photos are George, ramrod, George and yours truly, Front cover of Aeromodeller circa 1965 when he and ramrod were featured.





From Dave Cooper

I've just started work on a 1/4 scale Westland Wyvern project.

As part of working out the design for the variable pitch contra-props, I mocked-up a small planetary gearset in wood to about 1/20th scale to drive both of the props (1 in reverse).

It occurred to me that this might eventually find a home in a rubber-powered /small electric model of around 26" span. (Probably with plastic /nylon gears replacing the wooden ones).

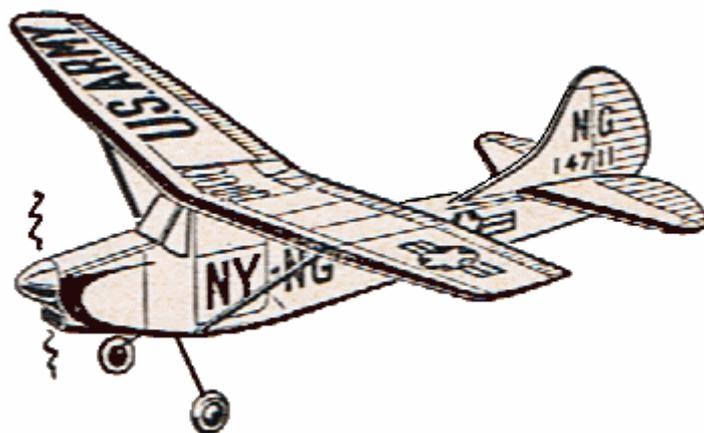
Just wondered if any of your "S&T" readers knew of such a plan or kit that was readily available ?

davecooper@3disp.co.uk

Coming up

Middle Wallop - in addition to the usual free flight there will be RC vintage and any control line bar combat on Sunday 6 May

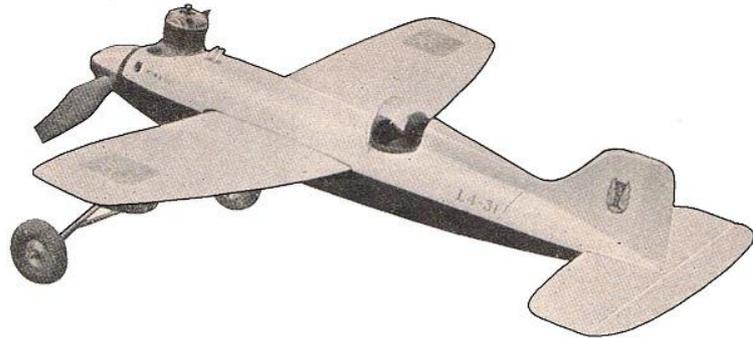
Sunday 13 May there will be RC vintage at Wimborne MAC at their site at Cashmoor off the A354 between Salisbury and Blandford Forum. Further details from James Parry 01202625825 jamesiparry@talktalk.net



This “easy on the eye” model is designed purely for sport flying, and it is a job you can really “relax” with . . . by that I mean it is not a stunt model, team racer or speed job, but a high performance model which will give any C/L fan hours of enjoyment, spectacular and care-free flying.

Although quite an advanced model, Minx III is especially suitable for the newcomer to C/L flying, because it is extremely easy to handle in the air, and construction is not difficult.

The model has a number of rather unusual features, among which are detachable main plane, tailplane and undercarriage, strong yet light unorthodox fuselage construction based on my latest speed model practice, extreme “transportability” (the whole model will pack into a box measuring only 24 in. x 6 in. x 6 in. . . . A good point this, especially when a ‘bus journey is necessary to reach the flying field !) easy access to engine, control system, etc., and internal rubber band main plane fixing.



So now to the work bench, and I feel sure that if you carry out the following construction procedure in conjunction with the full size plan you just cannot go wrong.

Fuselage

This is built in two separate halves—top and bottom—and is completely circular in cross-section.

The top half consists of parts F.1, F.2 and F.3, and the lower half parts F.4, F.5 and F.6. Mark these parts out carefully on selected balsa and cut out with a fret saw. Cut engine bearers and glue firmly to the parts F.4—use Durofix or Croid when gluing hardwood engine bearers, dowels, etc.

Cement parts F.1, F.2 and F.3 together to form the upper half of fuselage, and while these are setting you can proceed with the cutting out of other various parts for main plane, tail unit, etc.

When the engine bearers have thoroughly set, hold the two parts F.4, together at the rear by means of a strong rubber band, place the engine in position between bearers, then mark off and drill holes for engine mounting bolts. Use 6 B.A. countersunk bolts for mounting the engine—do not have them longer than necessary, and ensure that the heads are countersunk flush with the underside of bearers.

With the engine bolted temporary in position you can now go ahead and cement parts F.4, F.5 and F.6 together to form the lower half of fuselage. Keep the engine bolted in position until the cement has thoroughly set. The front end of the fuselage gains quite a considerable amount of strength from the engine in this type of construction, so when you remove the engine it is a good idea to make a small metal or plywood plate to fit over the mounting bolts—this will act as a substitute for the engine, and strengthen the fuselage while the shaping is done.

The two halves are now ready for shaping. This can best be done with the aid of a sharp knife and a sanding block, using progressive grades of sandpaper. The laminations are so designed that if you work down to their joins a fuselage of perfectly circular cross-section will result.

Before the final sanding make cockpit and engine cut-outs, the slot to take fin in fuselage top, fit front locating pegs, rear locating block and undercarriage drop-out tubes. The fuselage is now complete except for a few details—at the rear end the tail skid should be made and fitted as detailed on plan, and tail locating pegs fitted. Fit also the wing fixing dowels A and B, also the dowel at section D-D. Cut out and fit parts F.7 and F.8, also the 3/4in. x 1/2in. balsa block for control plate mounting. Very little shaping of the fuselage interior is required, in fact it should only be necessary to carve away the inside of the top half to clear the engine, although if a heavy grade of wood is used a little lightening of the interior at the rear will be to advantage to obtain correct C.C. position.

Fuselage is completed by sanding down to a really fine finish. This should be done with the upper and lower halves located together to ensure getting a perfect join.

Undercarriage

The undercarriage employed on this model is of the “drop-out” type, is quite straightforward to make, and therefore requires very little instructions for making.

Bend the legs and two cross supports to shape as shown in full size front view on plan, and bind and

solder all joints. Use only best quality 10 S.W.G. steel wire, ensure that the wheels are tracked straight and that the whole unit is an easy fit in the fuselage drop-out tubes.

For those who do not like using drop-out under-carriages, it is interesting to note that Minx III will fly quite satisfactorily with the undercarriage held in position with a rubber band, although, of course, a great improvement in performance and control will at once be apparent when flying with “undercarriage away.”

Main Plane

Select a light weight medium grade balsa for this very important item. Assuming that all parts are cut to shape, start by firmly cementing the front and rear halves of the main panels together. When these are thoroughly set cut three slots in each main wing panel to take the dihedral braces, which may now be cemented in position—carry out this operation on a flat building board, blocking up wing tips to correct dihedral and checking at all times for any signs of warps.

Fill in between dihedral braces with 1/4 in. sheet to form the centre section, then sand the whole wing to correct airfoil section. All that remains to complete the wing is the fitting in place of the C/L guide on the lower surface of port side. The upper half of fuselage must be cut away to fit snugly over the centre section of wing.

Tail Unit

Tail plane, elevator, fin and rudder are all made from medium weight 1/8 in. sheet balsa. Elevator is attached to tail plane with cloth hinges in the usual way. The tail plane is located in position on the fuselage by two short lengths of 1/8* in. diam. dowel, and is held in place by the pressure of the fuselage upper half. Cement the fin firmly in slot previously cut in upper half of fuselage then add rudder (off-set 20 deg. to give starboard turn). Carve cockpit fairing block to shape from soft balsa and cement in place. The appearance of the cockpit can be greatly improved cementing a piece of medium size plastic fuel tube round its edge, fitting a dummy “pilot” and by giving careful attention to the fitting of windshield. The model is completed by adding the control system and all other small details.

Finish

The prototype model is finished in red and cream— all upper surfaces being cream, and all lower surfaces red. The interior of cockpit and headrest should be doped black. A good finish is essential to any model, and Minx III is quite a pleasing model to dope because it has no tissue covered surfaces. A most satisfactory finish was obtained on the prototype with four coats of coloured dope and one coat of fuel proofer. Remember these four basic points when doping:— 1, Use a good soft brush. 2, Do not have your dope too thick. 3, Allow dope to dry really hard before applying next layer. 4, Sand all surfaces thoroughly in between each coat.



Flying

The best power combination for this model is a Frog “ 500” driving a 9 X 6 P.A.W. Tru-Cut prop. With these you get a really good snappy take-off, and the model is good fun. Use 52 1/2 ft. control lines (standard S.M.A.E. Class III and IV lengths) 0.010 dia.

Take-off technique is simple . . . lay out your lines with the model pointing downwind, fill tank and ensure that drop-out U/C is working freely. Start engine and get your helper to hold model firmly on ground to prevent U/C from vibrating out of tubes. When model is released give full up elevator . . . acceleration is rapid, and therefore take-off run is very short (less than 6 ft.) Immediately the model is airborne give slight down elevator to cancel out steep climb attitude. Undercarriage should release as model leaves the ground.

(I can see a new control line competition evolving in the Wessex League in 2013 JP)

Tiara photos from Dave Platt

Here are a couple of pics of the 12' Tiara. Flies well on 6 strands of 1/8" rubber for the hi-start. About 2m 10s early morning on the 50 + 150 hi-start.



(It's really great to see that Dave Platt is still building fine models having been so much of an influence in UK during late 50's and early 60's JP)

Stephen Winkworth's OOMPH part 1B (I should have included last month but brain wasn't working Part 2 next month JP)



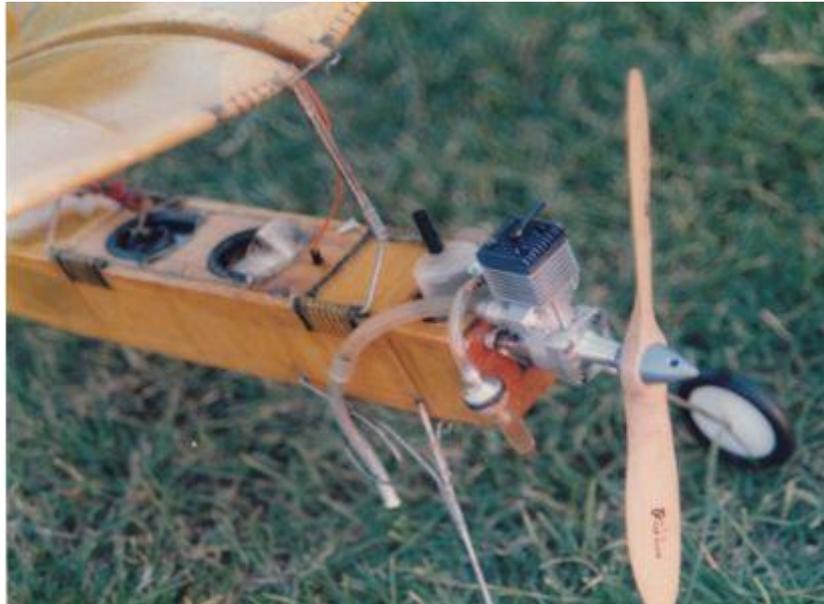
I find that keeping a log of flights pays huge dividends in later years, besides being useful in remembering what changes one has made as new models take to the air. Here is a description of Ooomph's first flight at Clapham Common, on July 14th, 1984.

9.30p.m.: with J. (my wife, Jennifer). Cloudy, cool evening, wind light. Some trouble starting. Prop 6x3: ran fast. Could try 7x4, 8x3? Not enough power to climb. Try less downthrust – much up elevator needed too. Glide not bad.

20 July, Clapham Common. Calm afternoon. 8x3 wood prop. One washer under lower lug. Full tank: flew well but too long – over ten minutes! Got to considerable height too. Landed perfectly. (Four more flights described... attempts at R.O.G. – grass too long, etc). Successful roll. Wd. not loop. Very pleasing slow flight with engine undercompressed and rich. An excellent machine – fun, rapid turns, small radius of flight. Lands perfectly every time.

21 July, Twickenham Fields. Sunny, slight W. wind, cumulus. Thermals. Took off for first time from short grass. Four flights. ½ tank is about enough for reasonable time. Jenny sunbathing. US kids, rather nice, came to watch. Much less oil now. Photos taken.





During this time my life was much taken up with nerve-wracking but thrilling work for the BBC, who were making a film for 'Wildlife on One' on pterodactyls. This involved frequent trips to Bristol and Devon, where most of the pterodactyl flying sequences were filmed. In between I would relax with quiet evening flights of 'Oomph' on Clapham Common – a short drive across the river from our small flat in Chelsea.

Early in September Jenny and I went to New York to sell her flat. Oomph travelled with us in his plywood valise, complete with tin of diesel fuel, fitting easily into the overhead luggage rack of the 747. Things were easier in those days. (There were one or two comments from other passengers about a curious oily smell.)

We stayed part of the time with friends in a rural part of Long Island. The first morning was calm and sunny. The field outside their house was covered in five-foot tall cattle maize, but there was a bare potato field with a grassy path round the edge, where I managed a short flight,

'the motor cutting when rather low so did downwind landing on potato-rut. No damage.'

'Evening, 8 Sept., after a beer, at 6.50, with the sun low in the sky, attempted take-off from 'lawn', next to house, no more than 80ft to trees and cornfield, with only a few feet either way for errors. Hit garden bench, but no damage – tried again. Skimmed long grass, grazed corn-cobs, but made it this time! Lovely flight, chasing swallows. Landed on narrow path next to cornfield – turned over but OK.'

We returned to Jenny's flat in Manhattan, and discovered that Sam, the son of a billionaire trustee of MOMA, where Jenny used to work, was a keen model flyer.

'Sept 24 Randall's Island. Cloudy, breezy morning. Picked up by Sam in stretched limo driven by a chauffeur with a peaked cap. Randall's Island has two parking lots between high expressways and railway tracks on bridges. Not a pretty place, but the lots, which were empty, are about 100yds by 150.'

'At first, too breezy for Oomph, who fluttered around and would not stay still on the ground. When I started the engine, Oomph bit me in both hands... Waited while Sam flew smallish helicopter with 0.45 cu.in. engine, mainly hovering: very smooth and confident – good landings.'

'In a calm interval, Oomph managed a short flight (engine rich). (Later) Two more flights, one very long. Goods train going by on overhead viaduct very distracting.'

Sam then organized a trip to a more attractive grass-field site a couple of hours' drive away, near Bear Mountain. Two stretched limos appeared this time, one for the models, and one for the humans: me, Sam, his artist wife, and another flying friend, also an artist, and his wife. There were several other modellers here, and I met a friend of Henry J. Nicholls – Joe Beshaw – who pointed out that my radio was on an illegal frequency for the USA – 35 mHz – so I did not fly.

We had a picnic on the grass with Sam and the helicopter-flying artist friend ('rather dim, with moustache'). I noted that *'in high humidity, doped silk slackens off, though not unacceptably.'* The following day we had lunch with a rather more famous artist, Jasper Johns, who told Jenny he lives 15 minutes away from where we had been flying: we should have come to lunch with him then. He mentioned that Bear Mountain is full of wild fungi – also a passion of ours.

Oomph was then taken on another glamorous trip when we visited a rich friend of Jenny's, Howard Gilman, who owned a wild-life park on the Florida-Georgia border. White Oak, on the St Mary's River, covered a tract of many thousands of acres of prime forest, and was dedicated to the preservation of endangered animals – rhinos, zebras and big cats. It was like a zoo in reverse. We the humans occupied our narrow cage, while the animals looked at us scornfully from their huge domains. Various halls and lodges were scattered among the trees, including a ballet studio, presided over by Mikhail Baryshnikov. Howard had sponsored Baryshnikov when he defected from the Soviet Union and we actually met the great dancer, who was very down to earth and amusing. Also present was a brilliant young classics scholar who was Julia Roberts' personal trainer. So Oomph was mixing it with the stars!

CLUB CLASSIC RUBBER – Middle Wallop Saturday 7 April 2012 from Martyn Pressnell



John Oulds with his winning Boxall model

This was the ninth year of this event, this time flown under the auspices of SAM 1066. The worthy winner was John Oulds with his trusty *Fred Boxall* Open Model. The event attracted ten entries and it is noteworthy that two *Boxall's* placed in the first three places, although *Last Resort* continued its run as the most popular machine.

The weather was cold with a fresh wind and sporadic rain throughout the day, with poor visibility. It proved necessary at an early stage to move the control across the airfield and there were several interruptions whilst four replica First World War aircraft took-off to practice their display routines over the airfield.

The maximum was set at two minutes generally to prevent models landing in sown fields as banned by local farmers. This seemed a satisfactory arrangement under the circumstances, but leading to more than half the entrants qualifying to fly-off. The fly-off was D/T limited at just one minute when the best models were nearly vanishing in the overcast at the top of their climbs.

The Bournemouth Club Classic events are now organised and run by SAM 1066, the Bournemouth club having bowed out of its Rally day. The rules and list of approved models remain under the control of the Bournemouth MAS committee who should be contacted on any technical issues. The next Club Classic Rubber event is at Middle Wallop in August 2012 competing for a new Cup to be presented by BMAS.



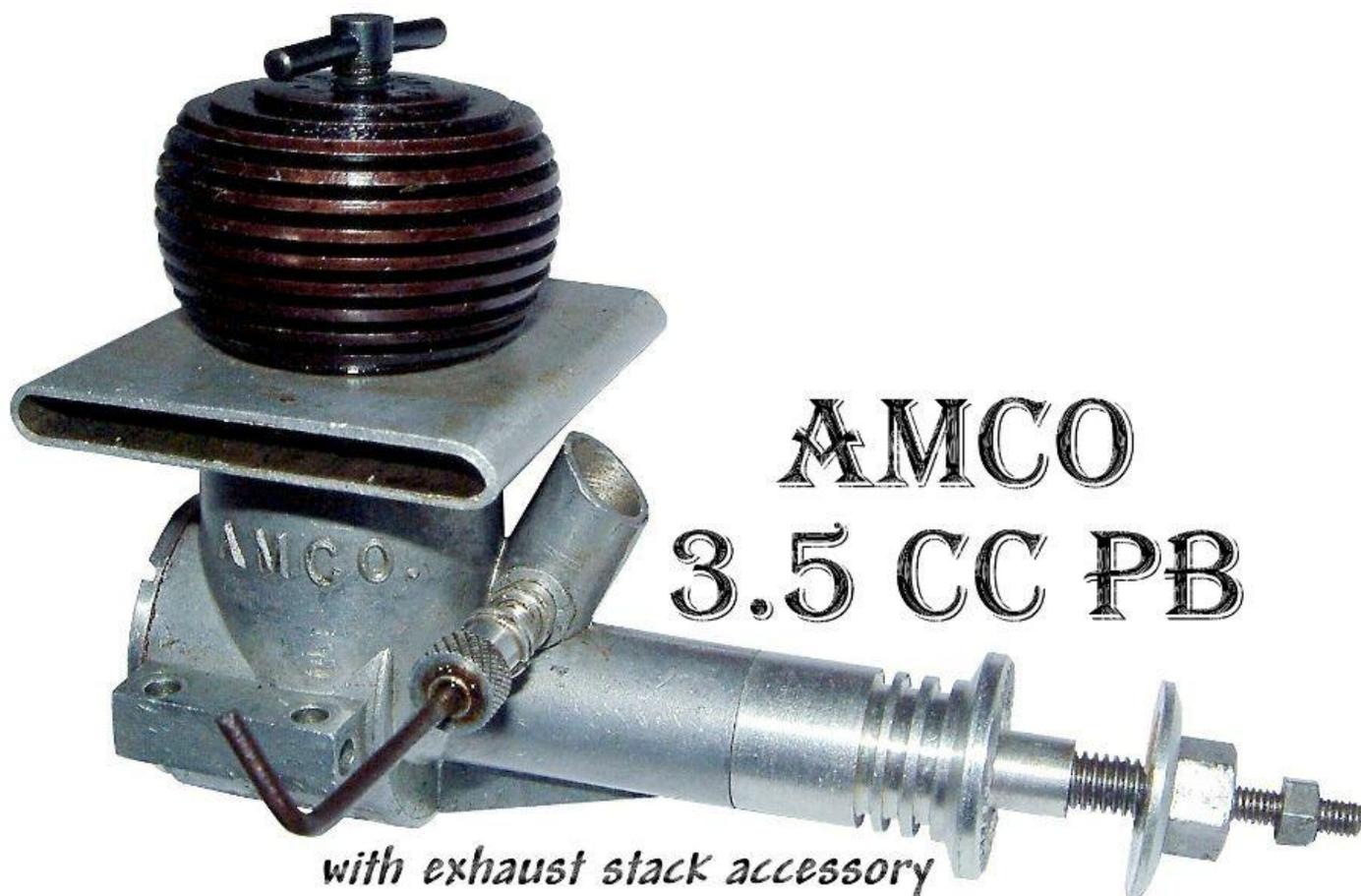
Ted Tyson, 2nd place



John Minshull 3rd place

Results

1	John Oulds	Boxall	6.00 + 1.42
2	Ted Tyson	Last Resort	6.00 + 1.39
3	John Minshull	Boxall	6.00 + 1.34
4	Alan Longhurst	Mentor	6.00 + 1.20
5	Robin Willes	Winding Boy	6.00 + 1.12
6	John Andrews	Last Resort	6.00 + 1.11
7	Peter Jackson	Marcus	5.46
8	John White	Last Resort	3.46
9	John Taylor	Last Resort	1.57
10	Ray Elliot	Mentor	1.40



From Jim Newman regarding a discussion on matchstick models and anecdotes

I regret to state that I did not see the picture of the matchstick fleet about which you Appsnetters seem to be remarking. That said, I can provide some input on the use of spent matches for modelling purposes. First off.....1939.....age four and living in the Married Families Quarters at RAF Upwood, just prior to the outbreak of hostilities. (The real one - not the one in the Mess queue!).

I was given a model of an Avro Anson, unpainted and about 10 inch span, as I recall....made entirely from matchsticks apart from the Ping-Pong ball turret. The model hung from my bedroom ceiling until the Air Ministry gave us 24 hours to evacuate the premises, when "the balloon went up."

That Anson was made by one of the many "employees" in blue - who passed it to my father on that thoughtful airman's sudden posting out.

Around 1943, an uncle in the Royal Navy and serving on that historic carrier, HMS Furious, brought home a model of Furious and gave to me. It, too, was unpainted to reveal all of the matchsticks and was about 12 inches long.

A feature that stuck in my mind, all of these years, was the slightly speckled look of each of those models, caused by the blackened end of each of the multitude of matchsticks.

My uncle told me that "matchstick modelling" was carried out by quite a few of the carrier's crew to while away the hours, since matchsticks were in plentiful supply due to the heavy smoking. Many young men took up smoking even though they previously had never smoked. (My father was one such, once he was posted overseas.) On board, part of a man's "tiddy" was his issue of tobacco in a small, tubby tin with a soldered-on, light guage top to keep the contents fresh. I can't recall the brand, but one of you with a better memory might. The colorful label bore a bust of a bearded sailor framed within a life preserver ring. Players tobacco, perhaps?

Anyway, while uncle was on shore leave, for many hours I derived great amusement from replenishing his stock of "fags", once I mastered that intriguing cigarette making tool.... and applying just the right amount of slobbery "gob" with my tongue, to those tissue paper rectangles in the bright orange packets.

Sadly, because of our many moves during WW2, I lost track of both the Avro Anson and the HMS Furious models. Anyway.....That matchstick model of Furious figured in my life, many years later.

1944...and bear in mind that my wealthy, business-people uncle and aunt were in the habit of inviting three or four GIs up for dinner, from the encampment in Torquay's nearby Ellacombe Park. Uncle was a Sgt in the civilian Home Guard ("Dad's Army") and so really felt for these young men so far from their homes.

Suddenly, one night, they all disappeared. The event was D-Day, of course.

Fast forward to 1975 and to here in the USA. I was manning a company's booth at a Radio Control Convention in Toledo, Ohio. A tall, older man came up to the table and, on detecting that I was from the UK, he mentioned that he had been in the UK during the war. After some difficulty with the town's name, I finally determined that he had been in Torquay and Ellacombe in particular...and had been invited to dinner with an English family!

It was then I enquired if he recalled a small boy with several small model aeroplanes. He most certainly did...and also recalled that the boy had a model of an aircraft carrier made entirely of matchsticks. It was then that I told him that he was now looking at that "small boy".

In further conversation I found that he lived barely five miles from me, just southwest of Chicago, so we became good friends, as a result. That friendship lasted for about two years, until suddenly he passed away....from an injury recieved during the Normandy landings, June 6th, 1944.

This is what makes it all worthwhile, James.

My son and grandson came up from Indiana to visit us. While he was here I fixed a small problem on his little electric RC Tiger Moth....and the note was what he left for me on my workbench.

Now a few remarks of explanation about myself. As for anno domini....suffice to say that I was born mid 1930s at the center of the RAF, in those days....at RAF Uxbridge, where my father was serving in the RAF. During that period of residence, my father sometimes drove us over to Croydon Airport for the day, so that we could watch the airliners, etc, of that period. Not long after that, I remember one of those big, silver, Handley Page 42 biplane 4-engine airliners passing low overhead Uxbridge. There also was a little red Cierva autogyro that used to clatter around, too.

Also during that period he took us over to what could only have been Denham airport, where a lot of movie stars, of that time, kept their 'planes. It seemed that red, silver and light blue were the popular color schemes

then! Anyway, there was a lot of activity, with many take-offs and landings, that fine Summer Sunday afternoon before the war.

Something else always stuck in my mind also. While I was perched atop that farm gate, two boys were attempting to fly a rubber model in that nearby field, but they did not seem to be having much success, since it always came to earth in that legendary long grass, a few yards away! In retrospect, they must have been trimming flights. It is possible that it was here that the seed was sown.....

It must have been not too far hence that I found myself perched on my father's shoulders, watching tied-together silver biplanes doing aerobatics....and other biplanes bombing a "castle" in the middle of the airfield. The bangs, flashes and clouds of white smoke were quite frightening to this three year old.

The event must have been the last RAF Air Display at nearby Hendon, before the war broke out. When I think back to the journeys - including down to Exeter a couple times - made by that little 750 cc sidevalve, wire wheeled (1934?) Austin Seven, it certainly tinkled its way reliably around the UK. With a huge suitcase strapped on the external luggage rack and sans heater, we made it to Exeter in Devon, from Upwood, in Northamptonshire one Christmas, my father stopping to buy a clothes line to wind around the back tires, in lieu of chains to combat the snowy roads. Many times he stopped to consult a sign post on the way. Sign posts! Remember those? No Motorways in those austere days.

Just prior to the second World War breaking out, in 1939, we were at RAF Upwood and two of my most vivid memories was seeing, first, the Duke of Kent taxiing in, quite nearby to the fence between the hangars and the RAF Married Quarters. He was flying his well-known Airspeed Envoy, the crimson, silver and blue G-AEXX, a rubber driven model of which was later listed in Aeromodeller Plans Service, I believe. By Howard Boys, I am certain.

My second memory of Upwood was being lifted into the cockpit of a Fairey Battle, where the ring on top of the "joystick" - as it then was known - towered above my head.

I suppose there really was a third and momentous memory....that of staring out of the rear window of the family Austin Seven and seeing our meager goods and chattels, piled up in the porch of our Married Quarter, to be picked up by RAF truck for storage. It was September 1939 and war had been declared, so the powers-that-be had given us 24 hours to vacate the premises.

Subsequently, we always seemed to be moving as my father was posted hither and yon... Exeter, then Hoylake where, from the beach, I viewed German bombers in their box formations, at around 12,000 feet, as they bombed the Liverpool Docks and the Sunlight Soap factory. Staring up at the Ack-Ack bursts between the aircraft, it never occurred to my little boy's mind that there would be falling shrapnel and spent rounds!

In more modern times, here in the USA, one of our church members suggested that I walk over to their nearby house, where he had something interesting for me to see. Once there, he opened a book about England in World War Two. One page was a large photo, taken from one of those German bombers over Liverpool/Hoylake, at 12,000 feet. Had we been able to digitally enlarge that picture, you would have seen two small boys staring intently upwards from the beach!

Eventually we arrived in Skegness, on the east coast, that was almost entirely taken over by the RAF and the RN for recruit training. Butlins Holiday Camp became HMS Royal Arthur that, one day, was attacked, being dive bombed then machine gunned by a lone Dornier 217e that cheekily flew right down Rutland Road, northbound, at virtually tree top height, so that I could plainly see the front gunner/bomb aimer who naturally got a wave from this little aviation enthusiast!

My mother ensured that I paid dearly, for that act of treason, by warming my rear end in no uncertain fashion! (The pen and ink sketch is a compound sketch that shows where first I spotted - and instantly identified - the Dornier turning in from the south...then passing low overhead at tree top height.)

Later that night, I think almost everybody in Skegness was hysterically rolling on the ground, as we listened to Germany's Lord Haw Haw (as he was dubbed) claiming that the Luftwaffe had sunk HMS Royal Arthur...a shore establishment!

We then lived in the Maisonnette Flats, opposite the park and near Scarbrough Road, before moving down to Sunningdale Crescent, which was closer to my father's HQ on the corner of Castleton Boulevard and the Roman Bank. It was there, at age seven or eight years, that I used to assist my father to teach the "Rookies" the art of Aircraft Recognition.

Here, again, I encountered models, every single one being painted all black and used in the Recognition instruction. In later years I learned that they were carved from wood, but one or two had suffered damage

and I distinctly recall a plaster-like substance in their molding. Later, the models molded of a Bakelite resin material and these were extremely heavy.

Skegness also was there that I first saw the movie, Target for Tonight, while sitting amidst hundreds of trainee airmen. The movie obviously was designed as a morale booster for the British people - featuring a Vickers Wellington and a Wing Commander Pickard who, later, was killed when his Mosquito was shot down, following the low level attack on Amiens Prison to free French guerilla warfare civilian prisoners, awaiting execution.

One of the things I recall most about that movie was the airmen laughing hard at the Wingco's grossly effected accent. It produced gales of laughter each time that he spoke. In those days, radio telephone transmissions always ended with "Over!"...to signify that the speaker had completed his transmission. We know better today, of course! Anyway...from the Wingco it always came out as nasal "Oo-oo-va-a-ah!"

Skegness was bombed frequently by night. The photo shows my son, Scott, in recent years standing in the center of Scarbrough Road, just around the corner from Rutland Road.

This must have been late '42 at a guess, when a bomber made a low level night atyack, dropping a "stick" of bombs. One bomb hit a boarding house full of airmen, on the corner of Rutland and Park Avenue. The other hit what was then known as the Red Lion Hotel (I think) - a big red brick building - on the opposite corner and which was full of soldiers. One exploded where Scott is standing in the photo. I never did find a fourth, so maybe it was a UXB?

All this leads up to another aeromodelling situation in later years....Ron Moulton (Aeromodeller's Editor) stayed with Kathy and me in Indiana, while I was employed by Midwest Products. Later, while at the Toledo RC Convention, we were admiring a beautifully finished large scale RC Westland Lysander. I remarked how, during the war, I had witnessed a Spitfire collide with a Lysander, that was target towing just offshore Skegness, both aircraft crashing into the sea.

Ron looked dumbfounded. "Well! Where were you then?", he asked

I replied that I was a just a kid roller skating along wide, concrete Promenade...where the trainee airmen often practiced their foot and rifle drill. Following a few more questions, we determined that Ron and me could not have been more than twenty yards apart. He was one of the many airmen drilling and shouting "One - Pause - Two!", while I roller skated nearby, that day!

Skegness was again where I was introduced to models. My father had found, in a nearby corner toy shop, one of those imported wire and silk covered wind-up models. I spent quite a few hours throwing it (You could not call it "launching" by any means.) that model in the park across the street. Eventually it became to tattered to fly any more. Then for a while, my father carved a few solid wood models for me. Dopes seemed not to be available in those early wartime years, so they were "doped" with a variety of colored inks!

One day he came home with what I have since learned was a Miles Kestrel kit, produced by Astral. He was a fretsaw hobbyist, not a model builder, but he persevered and built and tissue covered a creditable model that seemed to be painted in pink nail varnish, as I recall!

During his absence I took it outside and soon destroyed it.

On another occasion, in our shopping trips around Skegness, we found what appeared to be a model shop down a sidestreet. Hanging in that shop window was a large (to me) model of a Short Sunderland and, from then on, I made every excuse to make that short walk to stare up at that model flying boat.

Shortly after that my father was sent to India then Burma...so my mother, sister and myself were moved down to Torquay, Devon, to stay with an uncle and aunt...following a brief period at Topsham, near Exeter, where that ancient Roman city took a hefty bashing from the Luftwaffe.

During that time in Topsham, my aunt walked me out to Clyst St. George, where a Blenheim from Exeter's 263 Sqdn had crashed in the field, opposite the George and Dragon pub, just inside the gate and a few scant yards from the pub. While at the crash site my young aunt "chatted up" the sentry, so I took the opportunity to stuff about ten rounds of (still linked) .303 live ammo up my jersey!

Information on that Bristol Blenheim crash site and the pilot can be found on Google.

It was while at Torquay that I saw my first real flying models, sometime in 1943 or '44. I used to walk from Ellacombe to Babbacombe, via Walls Hill Downs, to pick up my Aeroplane Spotter magazine.

On one of my trips I saw a group of modellers flying various models...gliders and rubber driven. I never knew of engine powered models, since they were banned during the war. One Sunday afternoon, as we walked across the Downs, we spotted a formation of aircraft, out at sea, and at a very low level inbound.

"Typhoons" we thought..... WRONG!

As they swept overhead, just a few feet up, we instantly spotted the black crosses and equally black bombs beneath each. Great documentation shots, had I a camera! They were German Focke Wulf 190s and as they passed over they commenced firing and indiscriminately dropping bombs on that innocent holiday town.

Anyway, I was "hooked" and soon found the Torquay model shop. From there I quickly learned of balsa, glue and found a model magazine. I think I was able to buy a sheet of balsa. Anyway, one of the pictures in that magazine showed a model glider that had a triangular cross section fuselage - and wings on which the outer panels were turned up. I did not know why wings were turned up, but it looked nice - so I copied it! I don't recall drawing a plan, but somehow I did copy that glider and built it on the steel topped air raid shelter that served as our dining table. My uncle gave me some wrapping tissue so I "wrapped" the glider, knowing nothing of shrinking, doping nor banana oil!

I took that glider just around the corner from Egerton Road, to where there was a high embankment overlooking Ellacombe Park. (There are houses on that bank now.) Pretty soon I had achieved, somehow, a creditable glide and so, over and over, at every opportunity I launched over the tall Poplars, gliding to a smooth landing on the grass near to the Band Shell. I was ecstatic and now there was no holding me back.

I was luckier than most. I was getting balsa wood! Overseas servicemen were able to send home limited numbers of Duty Free parcels. My father chose to send home from India boxes of tea. What is more, that tea came in roughly 12" x 12" BALSAM WOOD boxes with sides, top and bottom approximately 1/4" thickness!!! It was beautiful wood, light and almost pure white. It was carefully cut and stripped to the sizes I needed.

The war over and the Air Ministry found us an RAF Married Quarter at RAF Filton, near Bristol. We bid farewell to Torquay and my uncle and aunt, putting down our roots at the home of the Bristol Aeroplane Company and also 501 County of Gloucestershire, on the edge of Bristol.

Joy, oh, Joy! I had a whole airfield to play with and, what is more, in nearby Horfield was a REAL model shop, a short 'bus ride distant. Down near the Bristol Center was also the Bristol Model Airport. That little shop also produced the well known Bristol Beauglider kit that flew extremely well.

One excellent feature of the glider was the huge, bent wire skid, that also incorporated bends that served as the tow hooks.

A great blessing on this youngster was that, just a few doors along in those Married Quarters, was an RAF Corporal MT driver who also was a rubber driven model builder. It was from Corporal Dowling that I learned an enormous amount about designing and building. In fact, he really was the ONLY person that I ever had met who knew anything about model building. I now knew what I had to do...so saving my two "bob" (shillings) a week, I eventually obtained a Keil Kraft Eaglet kit. Designed by Bill Dean and by carefully following Bill's well thought out illustrations and paragraphs, I built my first successful rubber driven model. At that time, I found, Bill Dean as still serving in the RAF.

In fact, Bill taught me more than just how to build from a kit...his style of drafting showed me how to draw plans instructions that later led me to drawing for Aeromodeller, Radio Modeller, RCME, Carl Goldberg then Midwest Products, as well as magazines here in the USA.

As it happened, after finding that I could draw at a very early age, even while serving in the RAF in a career that commenced as an RAF Apprentice at Cranwell, I also became a successful cartoonist for model, motor cycle and car magazines. One of my first well-known cartoons appeared in RAF Flying Review and my colleagues, returning from short Detachments overseas, told me that they saw it Crew Rooms everywhere! I guess it appealed to the average Erk.....

My CO became extremely agitated and, calling me into his office one day, he let it be known that he felt it highly crass that one of HM's little lads in blue should publish cartoons. (I suppose that, had I offered to cut him in on the payments, he might have changed his mind!) So for a couple of years I used a short simple nome-de-plume of BoT.

THEN I discovered that there was Wing Commander also publishing and so - having feelings about a goose and a gander - I uttered a very rude phrase and reverted to using my own name, never looking back.

Returning to the tale of kits: Anyway, another kit soon followed. This was the delightful, 30 inch span FROG Fairey glider. The kit had a degree of pre-fabrication that one could only dream of in those days. Die cut ribs and formers, fuselage sides, etc, and it included tissue, two bottles of dope and a tubes of tissue and

balsa cement. What is more, the huge balsa noseblock was shaped in two planes and drilled for the provided lead ballast discs.

It also had hardwood wing spars...something I never had considered so, as a result, it was virtually indestructible against my enthusiastic, off-the-ground, high speed towing. I had that model for years and often flew it when everything else in my inventory was grounded for repairs.

The Fairey was followed by a FROG Vanda, a glider of around 40 inches. That, too, flew extremely well and so led me to designing my own. In 1948, father my father having returned from overseas in 1947, we were given a brand new Quarter at RAF Lyneham in Wiltshire, not too far distant. It was here that I met more model builders, including Eddie Catten of Zephyr glider fame and who was serving out his RAF National Service. There were others, too, all of well known model clubs and who contributed to my modelling education. Pretty soon I became acquainted with the Swindon model club...but I see that the wheel has now turned a full circle.

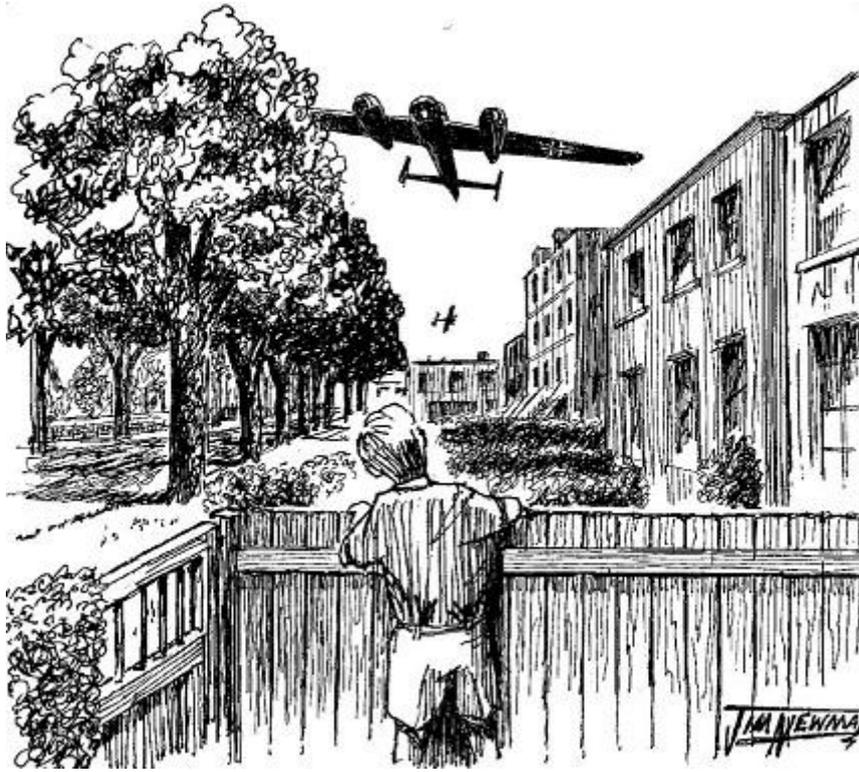
However, I should add that aeromodelling led me to studying aeronautical engineering...a second career path. I soon learned about airfoils, airflow, incidence, lift, drag, etc. So don't let anyone discourage you, because model aircraft are NOT toys...they are an object lesson in teaching tools.

James.....It is not intended that you use all of this, but feel free to cull from it what you feel might be of interest. On looking back at WW2, I have to wonder how we managed to do any aeromodelling at all! You will need to edit this to link up with other stuff I have sent. Photos are also coming in support of this. I will save this piece on file for my son. He is a peacetime modeler and so knows nothing of our wartime shortages.

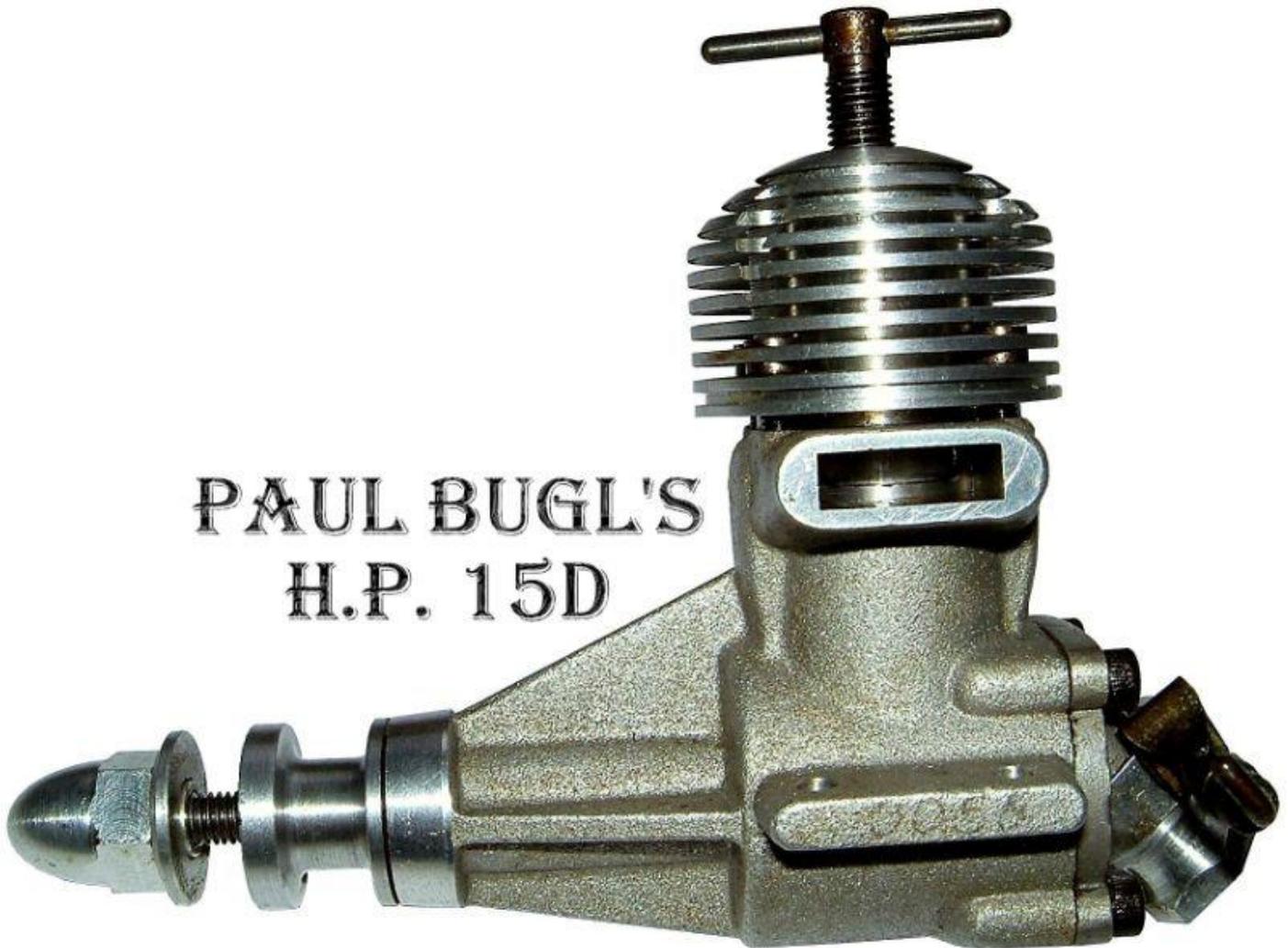
Stay well and airborne, my friend. Anything else I can help with... please shoot an e-mail across the water.
PER ARDUA AD ASTRA.

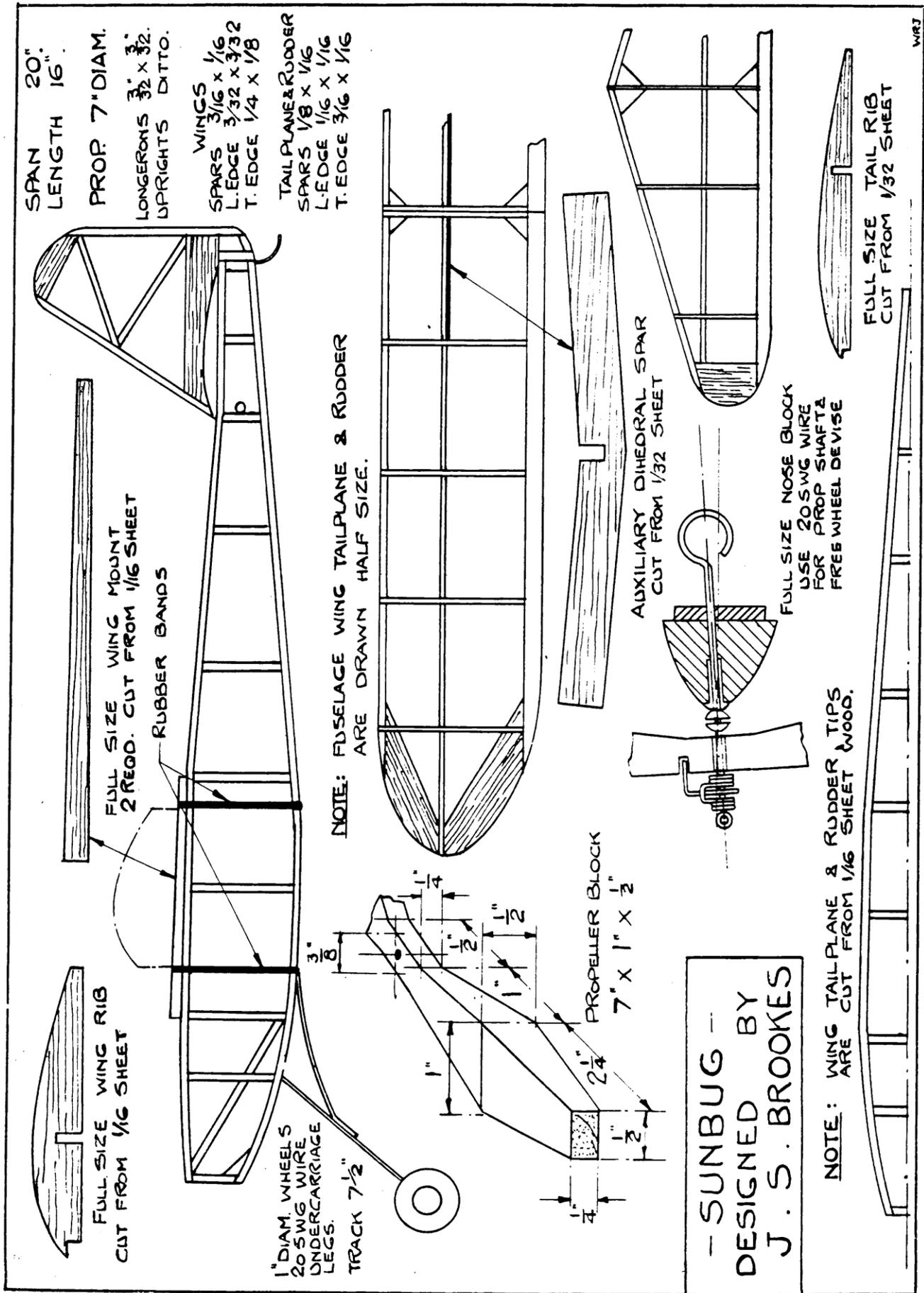


This is the site of the bomb crater (one four in that area) in Skegness with our son, Scott, standing in what approximately was the center. This was shot in 1985. That bomb crater was deep, since Skegness was on sand and all you could see was sand in the crater and everywhere else!



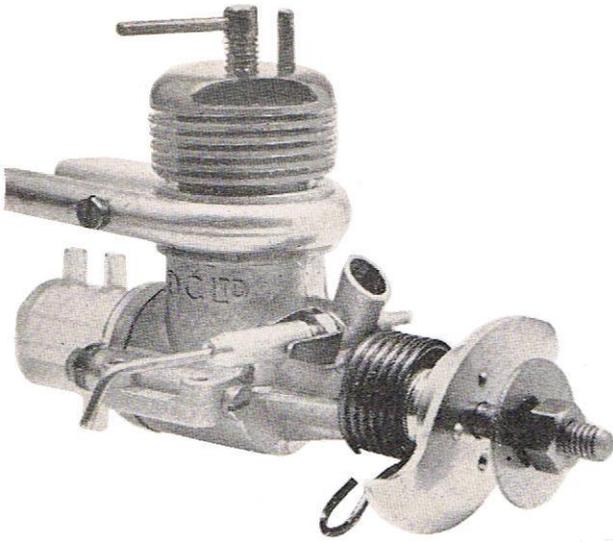
Composite sketch..... The Dornier, when first I saw it south of the town....and as it passed overhead at tree top height.





Only info on the above plan apart from Aero Modeller February 1941 and powered by 4 strands 1/8 or up to 6 x 1/4

ENGINE TEST by Peter Chinn D-C "Quickstart" Spitfire from Aeromodeller July 1966



It is now thirteen years since the original Allbon Spitfire 1 c.c. diesel, designed by Alan Allbon and manufactured by Davies-Charlton. Ltd., was introduced, and more than nine years since it was superseded by the entirely redesigned Spitfire Mk.II. The present Spitfire is basically the same as the 1957 model, but incorporates a few small changes, plus the addition of a starter spring and, as an extra, a silencer unit. D-C were one of the first British manufacturers to offer silencers for their engines.

The D-C silencer is a very simple and modestly priced affair: just a U-shaped aluminium tube, suitably cut away at the centre, where it is wrapped around the upper part of

the crankcase to cover the two exhaust outlets, and secured with a 6 BA screw and nut. The twin tailpipes thus formed are then packed with steel wool to form twin absorption type silencers.

When originally tested on the .8 c.c. Merlin and 1.5 c.c Sabre, we found that this type of silencer could cause quite an appreciable reduction in power, but, as tested on the Spitfire, the power loss was quite modest. Prior to actual prop/r.p.m. and torque tests, we took the precaution of removing the old oil-soaked packing and lightly repacking the tailpipes with fresh steel wool.

The general design of the Spitfire follows that of the 1.5 c.c. D-C Sabre model. The main casting comprises the crankcase and front bearing, including carburettor intake, plus a pair of very thick beam mounting lugs. These latter contain the long backplate mounting screws which also serve to retain the fuel tank or, if the tank is omitted can be used as an alternative means of mounting the engine—i.e. to the front bulkhead or firewall instead of to longitudinal beam mounts.

The crankcase extends upwards to just above the level of the exhaust ports, where it is widened so that the flange on the cylinder sleeve drops down inside until arrested by an annular seating in the casting. The finned cylinder jacket then drops over the cylinder sleeve and screws into the top of the crankcase so that its lower edge butts against the liner flange, thereby securing the complete cylinder assembly.

The cylinder ports are of the radial type. Three exhaust ports are located at 120 degree intervals through the flange and below them are three slit type transfer ports. As is usually the case with this type of porting the exhaust has a very considerable timing lead on the transfer porting. In the case of the current Spitfire, the transfer ports are open for a modest 104 degrees of crank angle but the exhaust ports are open for nearly half a complete revolution—actually an unprecedented 178 degrees on our test engine, which is about 40 degrees more than one normally encounters with for example, a loop-scavenged glow engine.

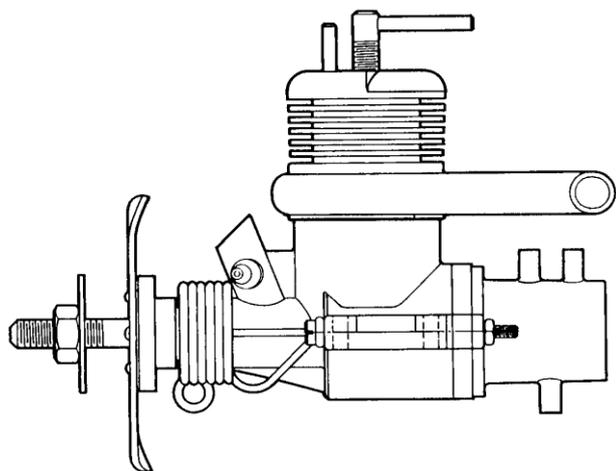
The measured rotary-valve timing was also somewhat unorthodox. The valve closed at 45 degrees after top dead centre which is quite normal, but did not open until the crank was 85 degrees past B.D.C. A circular crankshaft port of 5/32 in. dia, is used and this registers with a circular port in the main bearings. The crankshaft runs direct in the crankcase material and employs a plain non-counterbalanced disc web.

The Spitfire is equipped with Davies-Charlton's "Quickstart" spring starter assembly. This consists of six coils of 17 s.w.g. spring steel wire, surrounding the crankcase nose and anchored by the left hand crankcase screw. The free end of the spring is formed in a loop to engage a dural cam behind the prop.

A stop-pin is fitted to the Spitfire cylinder-head to limit the compression lever movement to one complete turn. This is a useful addition to a beginner's engine for two reasons. Firstly, it reduces the extent to which the beginner can get muddled in finding the correct compression setting, especially if he, or someone else, has as often happens, previously fiddled with the compression screw and disturbed the factory setting.

Secondly, it minimises the risk of damage to the connecting-rod gudgeon-pin or crankpin, through attempts to start the engine at too high a compression setting. A compression stop has only one disadvantage. This is its tendency to limit the extent to which the engine can be controlled on the largest and smallest props that it is capable of turning. In the case of a beginners engine this is not important as the prop sizes generally used will hold the operational speed range within fairly close limits. Actually on the Spitfire, we found the range of available compression adjustment more than adequate. When a stop-pin is fitted to a diesel, we have sometimes found it necessary to remove the pin to enable the ignition timing (compression setting) to be

adjusted to the highest and/or lowest speeds and thus allow the engine to be tested over its full r.p.m. range to determine torque and power curves. On our test model Spitfire, however, the stop-pin position permitted



operation on props ranging from 9 x 4 down to 6 x 3 covering a static speed range of 5,300 to 15,200 r.p.m. Starting was good. Priming through the exhaust port was not necessary and the use of the silencer did not, therefore, complicate starting procedure. Beginners may find the Spitfire easier to start using the starter spring, but experienced modellers will find it just as easy by the conventional method of flicking the prop. It should be noted that, unlike the starters on some glow engines, the spring should be wound back only about half a turn. A very strong spring is used and half a turn is quite sufficient to spin the engine vigorously on release. The beginner is warned not to let the prop blade slip when winding the prop back against the spring: this can result in

a painful rap on the fingers. The idea of a separate dural plate behind the prop, instead of using the prop blade, itself, to engage the starter spring, is a good one, especially with the strong spring necessary on a diesel, which tends to scar a wooden prop.

Most of our tests, including torque tests, were carried out with the silencer fitted. We also checked the Spitfire with the silencer removed and found that the greatest power loss came, surprisingly, not at the highest speeds but in the middle range, around 10,000—11,000 r.p.m., with a loss of about 5 per cent. Loaded for a speed of 8,000 r.p.m., removal of the silencer raised speed by only 150 r.p.m. and at 13,500 the loss was only 250 r.p.m. The actual peak output of the Spitfire, just under .085 b.h.p. at approximately 13,800 r.p.m. was, therefore, little affected by the removal of the silencer. The peaking speed was higher than had been anticipated and resulted in a slightly greater maximum output than we obtained with the earlier Spitfire Mk.II tested without silencer some eight years ago, despite the fact that the older engine started off by developing higher maximum torque.



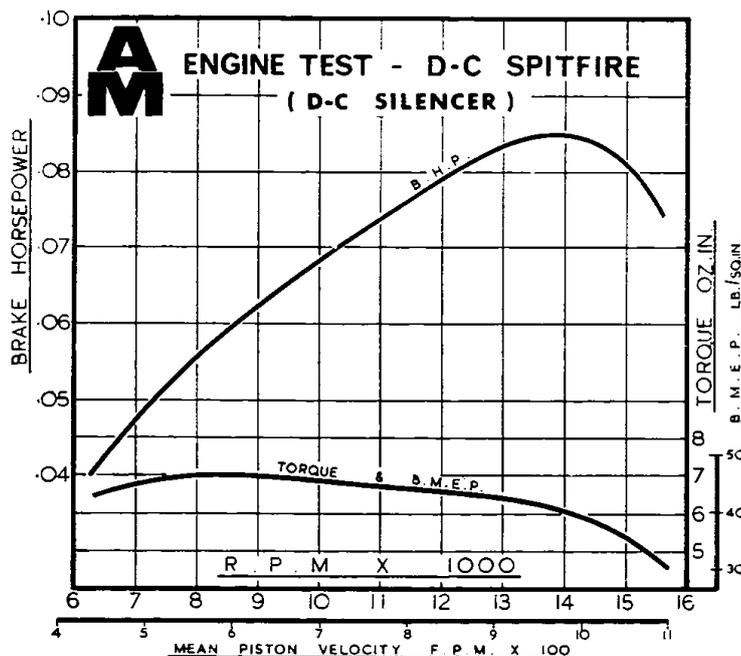
Prop/r.p.m. checks included the following:

7,200 r.p.m. on an 8 x 4 Tornado nylon, 8,100 on an 8 x 3 1/2 Top-Flite wood, 8,100 on a 7x5 PAW., 9,300 on a 7x4 Top-Flite nylon, 11,000 on a 7x3 P.A.W., 12,600 on a 6x4 Power-Prop and 13,400 on a 6x4 Top-Flite wood.

One of the best, and certainly the most complete, of instruction leaflets, accompanies each D-C engine. This is packed with useful information for the newcomer to power models and, added to the easy handling qualities and robust construction of the engine, helps to make the Spitfire an excellent choice as a beginner's first engine. Power/Weight Ratio (as tested complete with silencer): 0.37 b.h.p./lb. Specific Output (as tested complete with silencer): 86 b.h.p./ litre.

SPECIFICATION

Type: Single cylinder, air-cooled, reverse-flow scavenged two-stroke cycle, compression ignition. Crankshaft type rotary-valve induction. Plain bearings. Bore: 0.425 in. Stroke: 0.420 in. Swept Volume: 0.0596 cu.in. = 0.976 c.c.



Stroke / Bore Ratio:0.988 : 1

Weight: 3.4 oz. less silencer 3.6 oz with silencer

General Structural Data

Pressure diecast aluminium alloy crankcase and un-bushed main bearing unit, with detachable rear cover. Hardened steel crankshaft with disc web, 0.312 in. dia. journal, 0.156 in. dia. crankpin and 0.140 in. bore gas passage. Hardened steel cylinder liner, flanged at exhaust belt and located by annular seating in crankcase. Machined aluminium alloy finned cooling jacket, colour anodised blue, screwed into crankcase to secure cylinder assembly. Lapped cast-iron piston with conical crown and pressed-in 0.125 in. dia, solid gudgeon-pin. Forged Hiduminium connecting rod. Machined aluminium alloy prop-driver fitted to taper on crankshaft. Brass spraybar assembly. Combined beam and two-point bulkhead mounting lugs. Detachable transparent fuel tank. Optional absorption type silencer unit.

TEST CONDITIONS

Running time prior to test: 2 hours.

Fuel used: Keilkraft Diesel.

Atmospheric Temperature: 50 deg.F.

Barometer: 30.00 in. Hg.

Silencer Type: D-C Quickstart as recommended

Crystals from Rick Farrer

Having read George Stringwell's plea for crystals in S&T March issue I went and checked my stock. Unfortunately I can't help him. It is getting difficult to get 35 mHz crystals especially in dual conversion form and like George I have concentrated on just a few frequencies. My requirement is for Single and Dual Conversion Rx crystals on channel 68 or 89. Surplus to requirements I have the following:-

Rx dual conversion 74 80 84 86.

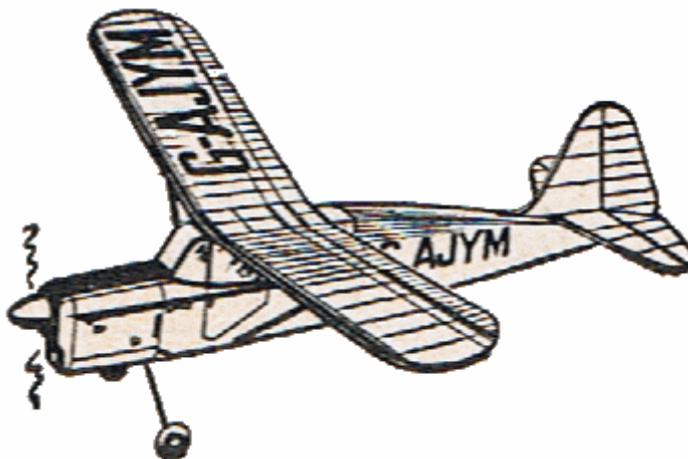
Rx single conversion 74 84.

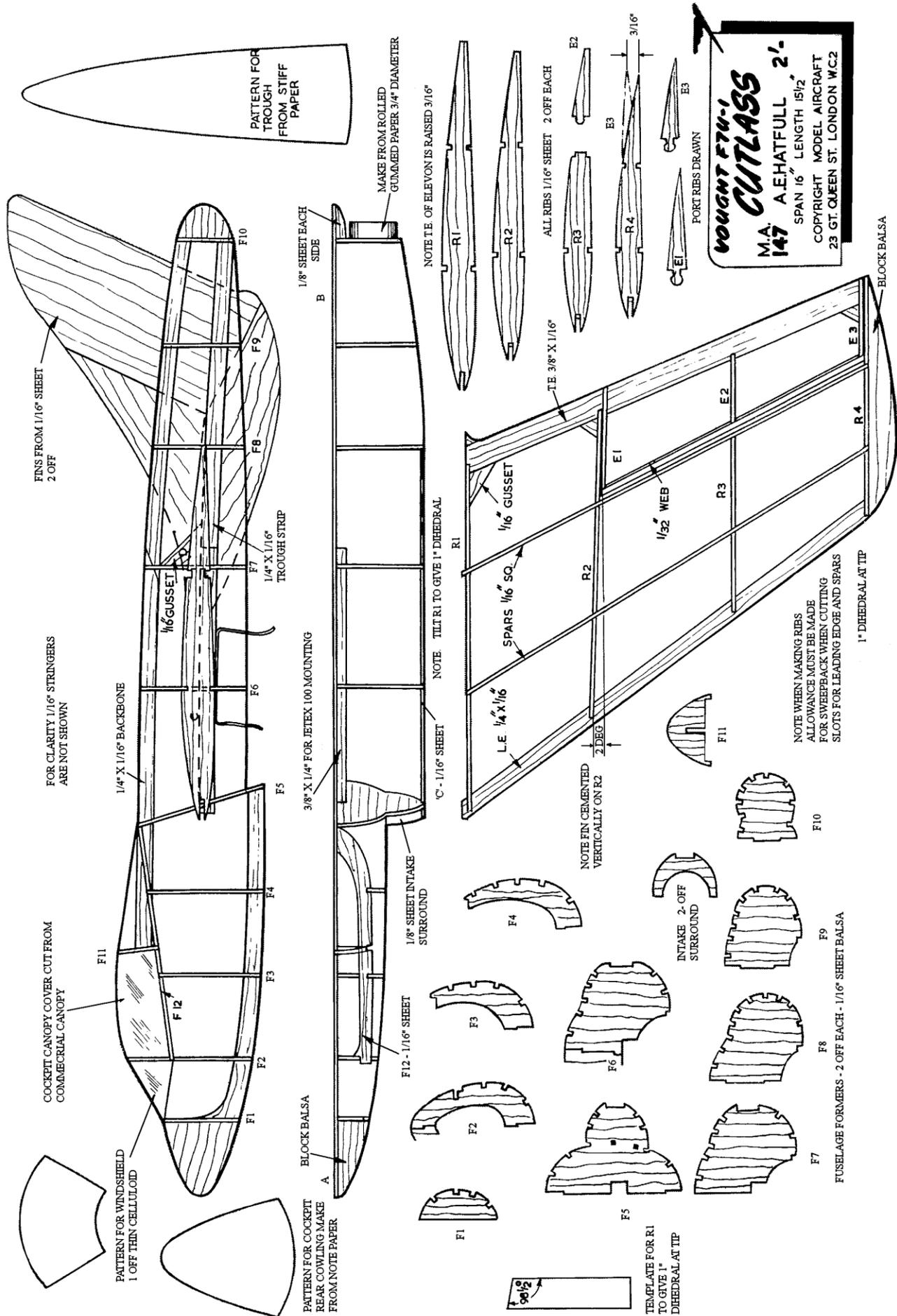
Tx 70.

I don't want any money for these but a swap would be nice.

Maybe we could start a crystal bank for us dinosaurs who have yet to go to the "dark side"

I am working on the George Fuller Stomper - it will be electric with the same power as a PAW149 - much less messy!





**VOUGHT FTU-1
CUTLASS**
M.A. 147 A.E. HATFULL 2 1/2"
SPAN 16" LENGTH 15 1/2"
COPYRIGHT MODEL AIRCRAFT
23 GT. QUEEN ST. LONDON W.C.2

NOTE WHEN MAKING RIBS
ALLOWANCE MUST BE MADE
FOR SWEEPBACK WHEN CUTTING
SLOTS FOR LEADING EDGE AND SPARS

TEMPLATE FOR R1
TO GIVE 1" DIHEDRAL AT TIP

FUSELAGE FORMERS - 2 OFF EACH - 1/16" SHEET BALS

NOTE FIN CEMENTED
VERTICALLY ON R2

NOTE TILT R1 TO GIVE 1" DIHEDRAL

NOTE T.E. OF ELEVON IS RAISED 3/16"

MAKE FROM ROLLED
GUMMED PAPER 3/4" DIAMETER

PATTERN FOR
TROUGH
FROM STIFF
PAPER

FINS FROM 1/16" SHEET
2 OFF

FOR CLARITY 1/16" STRINGERS
ARE NOT SHOWN

COCKPIT CANOPY COVER CUT FROM
COMMERCIAL CANOPY

PATTERN FOR WINDSHIELD
1 OFF THIN CELLULOID

PATTERN FOR COCKPIT
REAR COWLING MAKE
FROM NOTE PAPER

BLOCK BALS

3/8" X 1/4" FOR JETEX 100 MOUNTING

1/4" X 1/16"
TROUGH STRIP

1/4" X 1/16" BACKBONE

1/16" GUSSET

FINS FROM 1/16" SHEET
2 OFF

1/8" SHEET EACH
SIDE

PATTERN FOR
TROUGH
FROM STIFF
PAPER

F1

F2

F3

F4

F5

F6

F7

F8

F9

F10

F11

F12

R1

R2

R3

R4

E1

E2

E3

TE. 3/8" X 1/16"

1/16" GUSSET

1/32" WEB

SPARS 1/16" SQ.

LE 1/4" X 1/16"

2 DEG

1" DIHEDRAL AT TIP

1/8" SHEET INTAKE
SURROUND

1/2" X 1/16"

1/4" X 1/16"

1/8" X 1/16"

1/8" X 1/16"

1/8" X 1/16"

1/8" X 1/16"

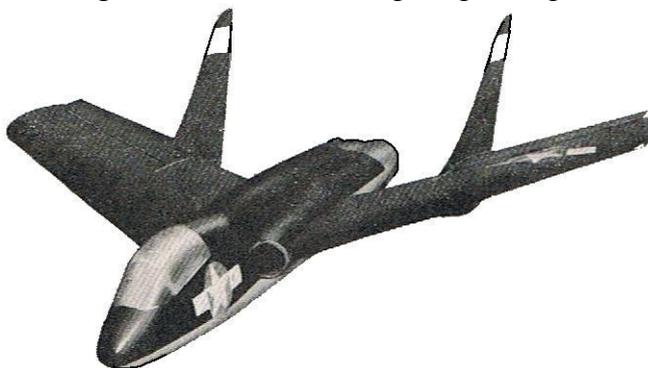
Vought F7U-1 Cutlass by A E Hatfull February 1953 Model Aircraft

The Cutlass is the U.S. Navy's first tailless twin-jet fighter and although rather large for duty as a carrier based fighter it has been enthusiastically acclaimed by those who have sampled its flying qualities. Readers of the American magazine Aero Digest will no doubt have seen the comprehensive write-up on the Cutlass.

An important feature of the model Cutlass is the 2 deg. "toe-in" on each fin giving a drogue effect which contributes to directional stability.

Fuselage

Pin pieces A add B to the plan. Note that A carries the nose block profile, and B carries the profile of the fairing between the twin jet orifices at the rear. Pin 1/4in. x 1/16- in. "backbone" and "trough strip" pieces in place, cementing joins. Cement piece D in place on the trough strip. Cement half formers 1, 2, 5, 6, , 8, 9 and 10 perfectly upright over their positions on the plan.



Add piece 12, which forms the cockpit cover base, then cement formers 3 and 4 in place. Cement piece C into the notches in formers 5 and 6, 7 and 8. Cement the 1/16in. square stringers into the notches in the formers. Remove this side from plan when dry, and cement the opposite side formers and stringers, etc., in position. Add former 11. Cement the piece of 3/8 in. x 1/4 in. balsa into the slots in formers, 5 & 6 and the recess formed by piece D and former 7. Add the noseblock in two halves and also the pieces of 1/8-in. sheet on each side of B at the rear. From a commercial "bubble cover" cut the centre portion of the cockpit cover, add the windscreen cut from celluloid to the pattern shown, and the rear fairing cut from notepaper to the pattern shown. Cement the note paper trough pattern in place in the recesses in formers 7, 8 and 9. The original model required the addition of a small amount of nose weight; this may be avoided (to advantage) by filling in with 1/16-in. sheet between stringers and between formers 1 and 2. Cement and screw the Jetex "100" clip in the position shown. Add the 1/8-in. sheet surround to the air intakes on former (each side) and sand off the corners. Sand off all former protrusions and rough corners on the stringers, etc. Tissue cover

the fuselage using" bands "of tissue wrapping around the fuselage, one former bay at a time. Water shrink and clear dope.

Wings

Pin the lower spars in place on the plan. Cement the ribs in place, tilt rib R1 to give 1 in. dihedral where shown when assembled to the fuselage. Note the angular offset of R2 which forms a base for the fins. Cement the 1/4-in. x 1/16-in. L.E. into the rib slots. Add the top spars. Note the L.E. and rear spars are left protruding to fit into piece C of the fuselage. Build the elevons in place while the wing is still pinned down, this ensures a good fit. "Web" the elevon spars as indicated with 1/32-in. sheet. Remove the wings from plan, separate the elevons. Add the block balsa tips, gussets, etc. then sand wings smooth all over. Tissue cover the wings and elevons separately. Water shrink and clear dope. Cut out the fins as indicated (multidirection grain avoids twisting) sand smooth and free from saw marks, clear dope and sand smooth again. Cement the elevons lightly (for adjustment) in place with their T.E.'s raised 3/16 in. (as shown) from the T.E.'s of the wing rib R4. Carefully assemble the wings to pieces C on the fuselage, cement the fins directly over the ribs R2 (above and below), check the fins are vertical in the front view, and that they are flush to the inner faces of E1. Midnight blue being unobtainable in dope the original was "doped" with Belco brushing cellulose.

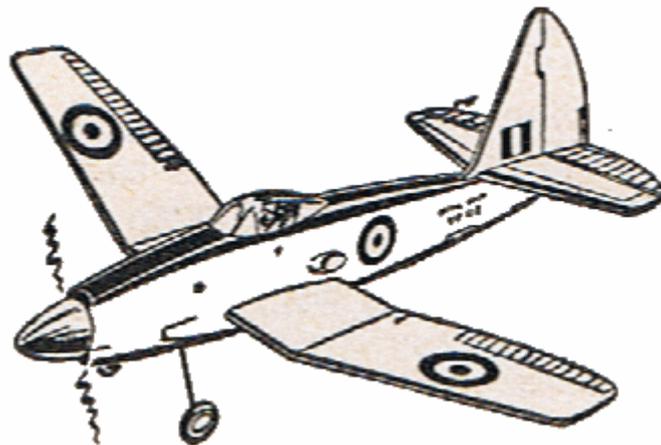
Flying

Test glide the model with the Jetex "100" loaded. Use plasticine to obviate dive or stall. If you notice a pronounced tendency to turn in either direction it is hardly likely to be the fins, so check this out on the elevons. A truer picture of the model's condition of trim will be found if it is launched from a hill top. Take care to balance the model in a lateral direction as well as longitudinally as it is important with block balsa wing tips that balance is obtained. When the glide is straight and fast, light the blue touch paper, etc. Incidentally, a strip rubber catapult launch (as solid glider practice)

has proved far superior to hand launching for these scale jet fighters.

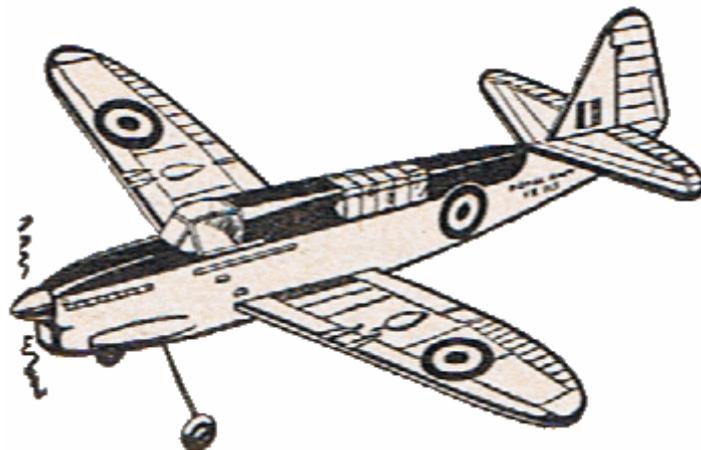
From George Stovell Member of Hullavington M A C

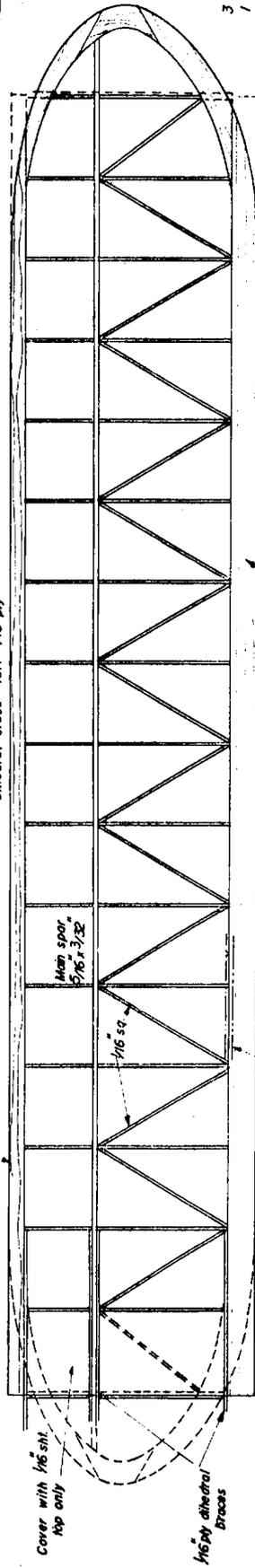
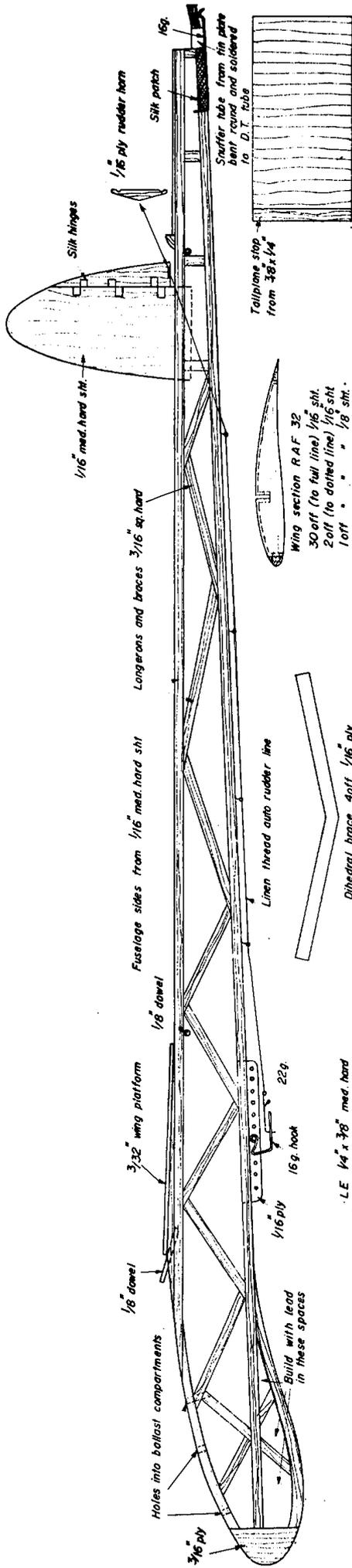
I have enclosed two photo's of my R/c Southerner Sixty,weighing 1.1kg (ready to fly) it is electric powered AXI 2820 /10 10X4 Graupner cam prop,3lipo cell pack 2200 mah pack producing about 270 watts, which gives it a very spirited performance, take off can be short hardly moves forward before jumping into the air followed by a vertical climb,or a nice and lazy 3 metres run with a nice gentle 40 degree climb on half power, very stable which ever you chose.On a warm day this March I had several flight of about 20 minutes on a10 -15 seconds motor run ,it was harder to keep it down than let it rise out of sight ,reminded me of my free flight days, except there is no chasing or losing the model,I covered the model in Litespan, looks similar to tissue but much stronger,and it doesn't require doping, which is a bonus. All the decals are water slide transfers which I made myself ,with the aid of a computer. The model was built from an old Kiel Kraft plan,my only regret is that I should have built the Slicker ,with a climb like that it would have looked more in keeping,



Picador from Bill Wells

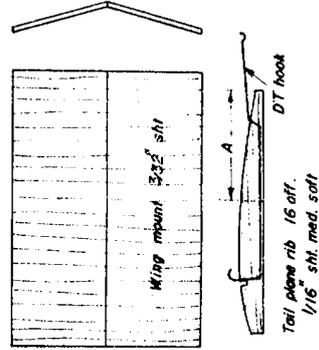
Who remembers Mercury models? I am sad to say my Mercury Picador is just one of those 'I will finish it and fly it one day' projects. However you might find it interesting and it might just bring back memories. I have the box and the price is marked on it as 9/3 although I think the '1' in front of the 9 has been rubbed out making the price 19/3 or 96¼ Pence in new money. The model has travelled all over the place residing in various lofts. The years were not kind to the original covering of tissue paper which fell apart and was replaced with nylon. The intended engine is an AM15.





Materials List

3 pieces	1/16 x 3/32 med. hard balsa
1 "	1/8 x 3/32 " "
2 "	1/32 x 1/8 " "
2 "	3/32 x 5/16 x 36 " "
3 "	1/16 sq. 36 " "
2 "	1/8 sq. 36 " "
5 "	1/16 sq. 36 " "
1 "	7 x 4 1/2 mm ply



JUSTIN
390
B. R. GLENNY
 LENGTH 32" SPAN 49"
 © MODEL AIRCRAFT 1964
 19-20 NOEL ST. LONDON W1

JUSTIN A glider designed to the International A-1 formula, by B. R. GLENNY From Aeromodeller April 1964

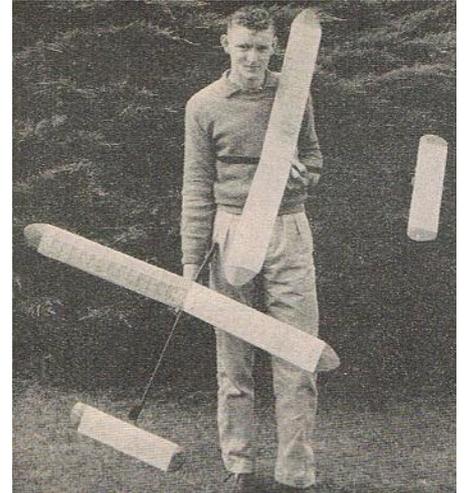
This easily built A-1 is the developed version of a basic design which has been successfully placing in New Zealand contests for over four years. It is ideal as a club "one design contest" project, being quickly put together, very economical in materials and presenting no difficult trimming problems.

Wing. Begin the construction by pinning down the L.E. and T.E. of the wing on to the plan. Do not forget the packing under the front of the TE. After cementing the ribs into position the main spar can be fitted. Now finally, before removing the structure from the plan, cement the diagonals of 1/16 in. sq. in place.

Fuselage. First Cut both sides out of 1/16in. sheet. Now pin one side down on the plan and cement the longerons and diagonals in place. After this cement the other side in position and remove from the plan. Finally cement the wing and tailmount; rudder, etc., in position. The rail construction is self-explanatory.

Covering. Cover the whole model with light weight Modelspan, water shrink and apply two coats of dope.

Trimming. I trim all my Nordics for a fairly tight right hand turn. The best tow hook position for this model was found to be in. in front of the c.g.



From David Mills in USA

Please find attached two scans of photos recently gleaned from unrelated literature searches. Happenstance resulted in one of the Greatest Generation checking in, in the guise of a young Lt. Leon Shulman, free flight luminary and subsequent foe of the dreaded Third Reich in the war-tossed skies of Europe. .

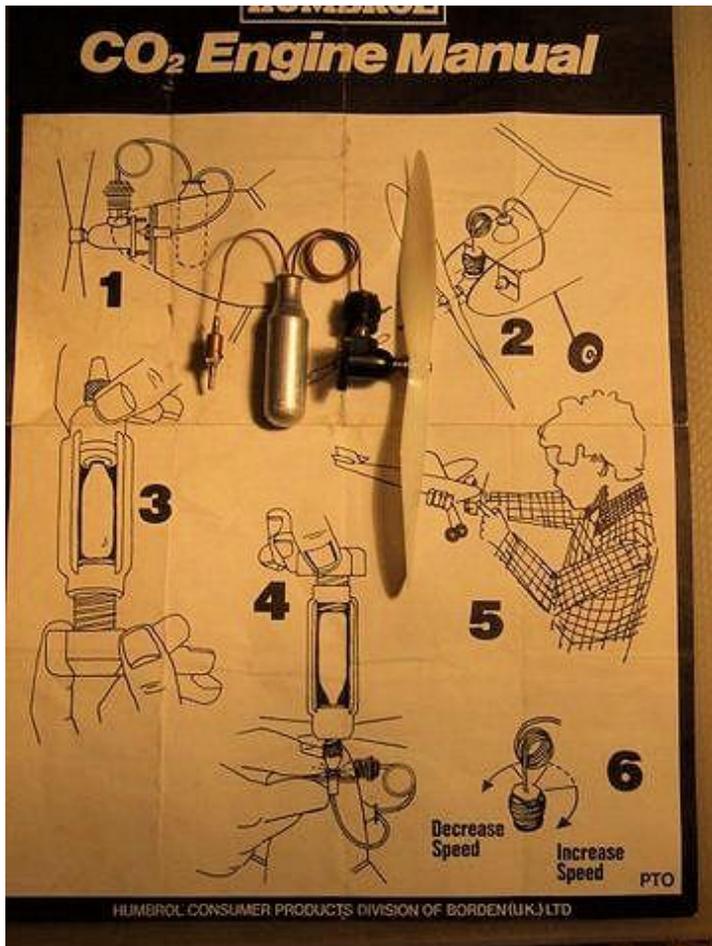
One recalls the gas-powered Zomby and later Banshee of 1940 and 1941. The latter was and is known for its superb performance, particularly its voracious climb, barely being held in check by force arrangements seen as a bit extreme at the time.



How appropriate that we find Shulman over Europe and behind the yoke of the demanding Martin B-26 Marauder, of "One a Day in Tampa Bay" ill repute. You might recall, early in its service the B-26 had the reputation of a widow maker in training and operations. Eventually, the wisdom was gained that the twin-engined bomber was seriously shy of wing area and also burdened with the coffin corners of the Davis airfoil. No less a sage than Jimmy Doolittle remedied these infirmities by flying the Marauder peddle to the metal, or rather throttles to the firewall. The recommended increased speeds turned the lumbering deathtrap into a capable hotrod and reduced service losses to the lowest of any bomber in the European theater. One marvels at how well suited Lt. Shulman was to the task. Tellingly, the rather shy and tentative countenance of the model flyer can be contrasted with that of the later cocksure combat veteran.

Thank you, sir, for your service in defense of liberty over the skies of Europe in WW II.

From Harry Witney



Hi James , thought you might be interested in these. A little Humbrol CO2 engine I was given a few years ago complete with about 10 Sparklet bulbs running a 5.0 in x 2 in ? pitch prop., have never built anything small enough to try it yet. Second a little DC Ltd. diesel I think 0.5cc running a 4.5 in x 2 in prop. fitted to a 2ft span FF model used by late Pete Wright as a fun flyer . fitted with a minute 5/8 in x 5/8in x 1/4in Perspex tank on one side and his Address and phone no. on the other in case of an OOS situation in the hills of N.Wales.



WATTS-AROUND ? From Spike Spencer Salisbury

A 'Triple-Maiden' Electric Control-Line flight

On Thursday 5th April, I joined former schoolday chums and members of the Abingdon MFC, John Mellor and David Lovegrove at a (for now) secret site near Wallingford. The aim was to get some much-needed C/L practice in before the WMAC meeting at Cashmoor on the 15th. Additionally, this would be a major milestone in our combined exploration of Electric-powered C/L (ECL) with the maiden flight of John's recently-completed Midget Mustang.

After confirming that this site was entirely suitable for both IC and Electric flight, we set out the gear and unreeled my set of lines and handle. We all had a go with my VECO .19 Glow-powered Junior Flite Steak

(mini-Peacemaker clone) as I had completed and flown it a few times in 2011. Although somewhat lively, this was a reasonably well-known quantity for me to tutor my colleagues who had not stepped into a C/L circle for some 40+ years !!

After establishing that datum, we then hooked up one of David's models (ED Racer-powered FIREBIRD) for him to get back into prop-flicking practice and to inhale a few Ether fumes (heavy nostalgia). We then continued with another slightly less sprightly couple of tankfuls. The photos look tame enough but I resisted the urge to take a snap when John actually fell over from dizziness after just making it through his first full tank to a landing. I have to admit that I am in need of much more practice myself before I consider my own balance organs to be sufficiently desensitised. [Big 'thinks' bubble here:- I wonder if I can get the Institute of Aviation Medicine interested in C/L as part of the aircrew airsickness-desensitisation programme ?]. After this brief refresher, we felt that the time had come to make our first electric C/L experience and so, John's M/Mustang was transferred to the waiting lines.

For those who are not familiar with ECL, there are several ways of achieving the desired motor control for both power and flight time. A summary of those various techniques may form part of a later article when I review the completed C/L version of Alan Bond's timer. Rather than the complication of any 'down-the-lines' signal or an RC Tx in the handle, the method we have adopted stays closest to the original experience by using an onboard signal generator/timer. The model is a converted IC design using a Brushless outrunner, driven by a standard Electronic Speed Controller (ESC) and LiPo battery. Instead of an RC receiver to supply the Throttle signal to the ESC, a tiny electronic timer is connected to that signal input. This device produces an appropriate servo signal for a preset time (30 seconds to 15 minutes) and the maximum power level can also be preset. Although settings are available to introduce start-up delays, we had considered that there would usually be a helper to restrain the model and to press the "START" button whenever the man on the handle was ready. From previous experience, our first time periods were set at no more than a couple of minutes. That was "Plan A"

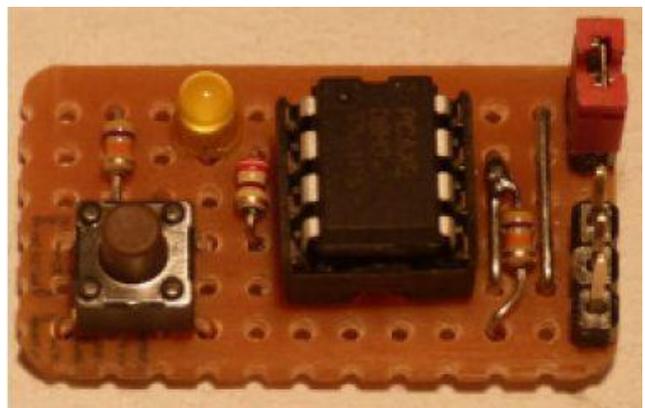
"Tune for maximum smoke"

All Vintage (Valve) RF Engineers will recognise that test bench maxim.

Earlier that day, I had joined them at David's nearby home as they were interfacing and setting up a KR timer with the ESC on John's Midget Mustang. We had some problems interpreting the setup directions for that device and there also seemed to be a fault*. I substituted my own KR timer but at some stage, the +ve battery lead came into contact with an exposed pin on the back of the timer which emitted a most impressive plume of smoke. Thus ended "Plan A".

Plan B

Fortunately, I was able to produce my own outrunner testbed complete with a prototype Alan Bond timer that I had brought along to demonstrate progress with that development project. Alan may be known to some in the Southampton area for his electronic devices primarily for RC model boats. He is also to be seen flying "Mr. Floppy", a freeflight electric Indoor model with an earlier, smaller version of his timer weighing less than 3 Grams. I have been working with Alan over the last couple of months to develop this device to a form better suited to ECL. A further advantage of 'normal' C/L models is that the former miniaturisation of the timer is not so important, resulting in a design that may be available as a pre-programmed PIC chip plus a small number of other simple components for DIY assembly at low cost (see picture). What we had was a first prototype with software features arrived at from much discussion but no actual flying experience. This timer was quickly transferred onto the battery strap of John's model and temporarily fixed in place with a Velcro pad. A few quick button presses had the initial power and time settings and we quickly went with that to the field before we could destroy any more circuits. (There was no "Plan C")



Alan Bond Mk I C/L timer

[* After an exchange of emails, the KR 'fault' later turned out to be a missing instruction in the 'manual'.] Not only was this the maiden flight of the Midget Mustang but also our first joint attempt at ECL and also the first use of this timer for anything other than on a test rig. It rather offended one of the first rules of Test Flying "change only one Alan Bond Mk1 C/L timer thing at a time". With such a 'Triple-Maiden', we were moving into unknown territory. As I had a full year of recent C/L practice behind me (all of three tankfulls and the ability to fly continuous Horizontal Eights if I became dizzy !), I was voted into the centre spot. I took up the handle and when I gave him the nod, John simply pressed the "START" button and we were immediately airborne from a hand-launch with no fuss at all.

Two minutes later, the timer ended the run and a smooth landing ensued. A quick change of pilot and further simple presses of the "START" button enabled all of us to have more flights without any drama or needing to recharge the onboard LiPo battery.

The chosen power train was a little marginal but it produced adequate line tension and flew in a manner quite suitable for a basic trainer. I'm not sure that we had as much power as we really needed but that was a motor/prop/battery consideration and a rather windy day, not the timer's fault. It is also possible that I hadn't actually selected 100% power when initiating the timer for its unexpected first live flight. *(the setup instructions were 100 miles away at the time)*

While I am a confirmed member of the "Oily-hand brigade" and revel in operating all types of IC engines, I am struck by the (potential) simplicity of ECL and the scope for cheap indoor activities as well. As our experience of ECL is still in its infancy, I will not say any more for now until we have learned more. The CL version of the Alan Bond timer remains under development and a Mk2 with even simpler setup procedures will soon be airborne. Once we have gained that experience, I will write again to S&T with our findings and any tips will be passed on.

Midget Mustang Model Details:

Peter Miller free plan: RCM&E May 2009

Span: 42"

Weight: 2lb 3oz

Motor: Brushless outrunner XYH35-36 1300kv 25A (from Giant Cod)

ESC TORNADO XQ40A

LiPo: Overlander 2200/3S

Prop: 9" x 4.5" (Not yet optimised for model/powertrain combination)

Lines: 42ft



David Lovegrove starting the ED RACER in his FIREBIRD



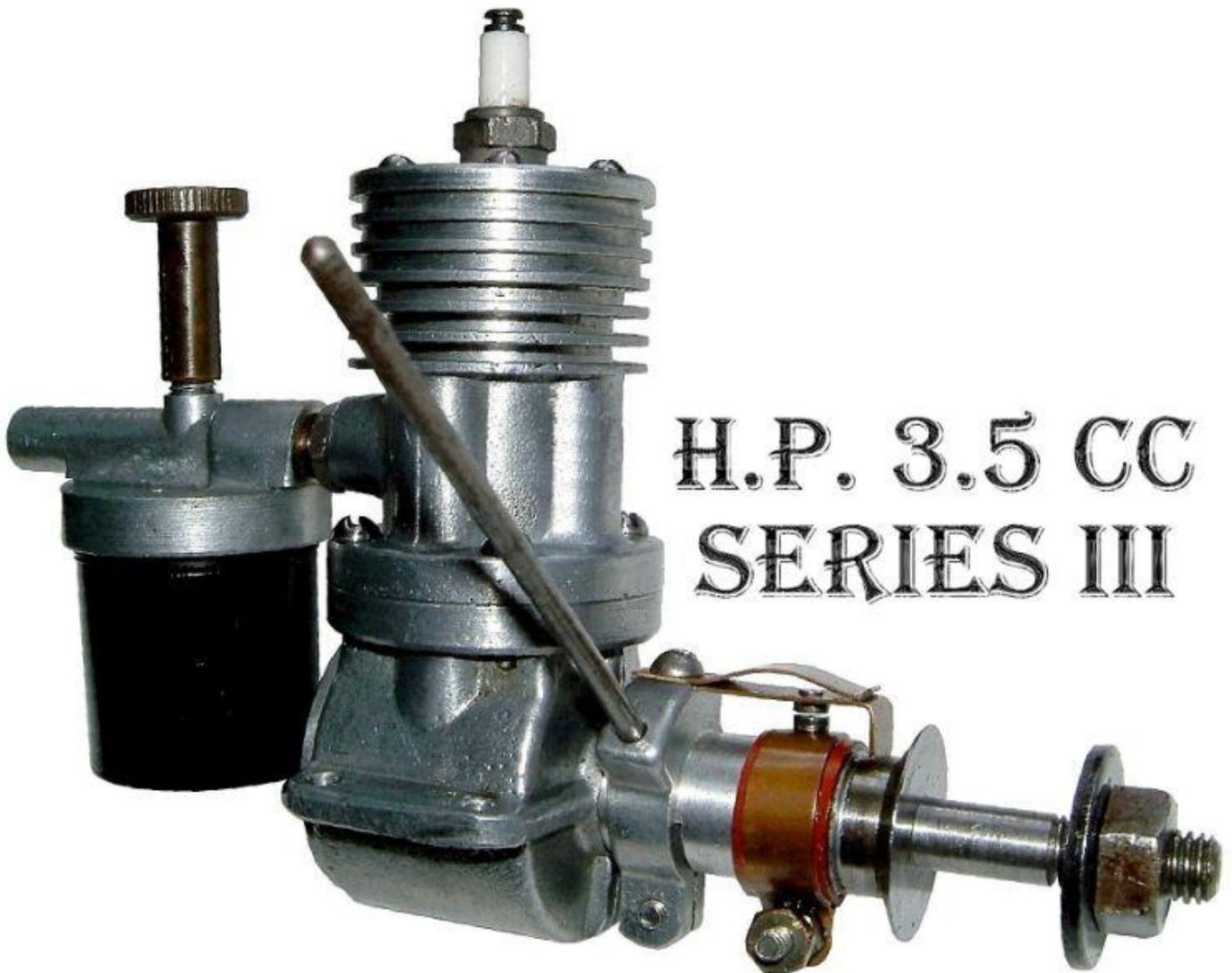
Maiden flight of electric Midget Mustang



Oh yes ! It all comes flooding back



Maiden flight completed - Proud builder (John Mellor)



H.P. 3.5 CC
SERIES III



Hellbender from Model Aircraft February 1962 An open power model for 29 engines by M Green

This model is the latest in a series of open designs and was planned originally for a .19 glow motor. It was, in turn, developed from a model having a smaller span and lower weight and using a 2.5 c.c. diesel. Hellbender should still perform well on a good 2.5 cc. motor, particularly if care is taken over the weight and span is reduced by 2 to 4 in. After seeing other .29 jobs perform, I decided to fit an Eta 29, the results being well justified. These highly powered models are more tricky than their 2.5 counterparts, but not exceptionally so. More care is needed during the initial stages and adjustments tend to be finer, but once trimmed you

really have got something!

Construction

Fuselage. The only feature a little out of the ordinary is the method of fixing the engine bearers, which was devised to take into account the rear intake on the Eta 29. Remember to glue the bearers to the ply plate with Araldite or a similar glue—not balsa cement. Apart from this the construction of the basic fuselage and pylon is self explanatory, but care must be exercised to keep things “straight.” Tank and Timer. A tank of some 30 c.c. Capacity is needed for a .29, so if you dislike soldering, I suggest using a team race tank. Some thought should be given to the tank installation etc., before the fuselage construction gets too far advanced, as precise details inevitably depend on the motor used. Needless to say, the timer must be 100 per cent accurate, capable of cutting the motor consistently at the desired time.

Wing. Use good quality wood of the correct grade. Pin down L.E. and T.E., and glue or cement in the ribs. Do not forget to pack up the front of the T.E. by 1/32 in. to give the correct droop—likewise the wash-in on the right inner panel. The tip ribs are rather a wangle, but ultimately work out O.K. Cut the notches for the spars. Assemble the whole wing, taking care over dihedral angles. When set - not before - cement the spars and remaining dihedral braces in place and then sheet cover the L.E. Sand to correct section, cement silk or ; bandage reinforcement where needed. The wing is now ready for covering.

Tailplane. This is quite straightforward, but do not forget the hooks for the bands. Fin. I recommend a built up fin, as simple sheet fins can warp. Build up the outline shape, cement to root rib, add spar and ribs. When dry, carefully trim, sand to section and cover with 1/16 in. soft sheet. Cement top and bottom fins to fuselage accurately.

Covering. Use Modelspan on fuselage, fill with one or two coats of sanding sealer and colour to choice, i.e. black! For the wing I advise lightweight silk - alternatively Modelspan or jap tissue. I have used jap on one version, but it is rather a worry when taking hard D/T landings, or getting “treed.” Double jap on the inner panels would have been better. Use a good dope which does not shrink too violently (i.e. plasticise with a few drops of castor oil), or there will be trouble with warps later—two coats on wing will be necessary. Use jap tissue or lightweight Modelspan on the tail and give two thin coats of dope. Fuel proof the fuselage and 8 in. or so of the inner wing panels. If you want to fuel proof the tail, go very easy, and make sure you use a reliable fuel proofer. At all times there should be precautions against warps. Pin down after doping for a day or two and watch for any changes during the next few weeks. Unwanted warps should be steamed out.

Dethermaliser. I am now sold on clockwork D/Ts which, for one thing, simply test flying. One can do a great deal of useful testing in a small field, whereas a fuse D/T cannot be adjusted so finely. However, provision for a fuse D/T should be made, in case of a fly-off, when over six minutes may be wanted!

Auto rudder. This is an optional extra and I advise its fitting only if there is some difficulty with power/glide transition. It should operate about 1/2 - 1 sec before the motor cuts. Any device like this should only be used if absolutely reliable.

Trimming. Check that the model balances about 1/2 in. forward of the T.E. There should be no unintentional warps, just the slight wash-out on each tip and the 3/16 in. wash-in on the starboard inner panel. , The

longitudinal dihedral of the trimmed model is in the order of 1 deg. or less, but the exact amount will depend on the weight and CG position. The tail tilt is approximately parallel with the inner wing panel. The cut-out must work reliably and the D/T, if clockwork, must not get snagged. With a clockwork D/T there is a slight risk of the tail not seating properly. Make absolutely certain that the T.E. sits right down and cannot float upwards, as such a movement, if undetected, can cause considerable trouble. Find somewhere with long grass and hand glide. If the above points have been followed the glide should be correct and the turn perceptible. If you wish, make one or two flights with the prop on backwards and shortish motor runs (5-6 sec.) mainly to check the glide. Set the D/T for 30 sec. However, with this type of model it is a waste of time to continue testing on low power, so once reasonably happy, set the timer for 4 sec. and let go. This motor run should not be long enough to lead to disaster, but sufficient to show the trend of events. Work in the power turn by adding small pieces of balsa— 1/4 x 1/16 in. wide x 3/8 – 1/2in. long—to the T.E. of the fin. The glide turn is obtained by tilting the tail, as is now normal practice. Remember that this also affects the power turn a little, so go easy and only make one adjustment at a time. When things look O.K. increase the motor run slightly (1-2 sec. at a time) and proceed. The eventual flight pattern is a right hand climb turning about three times in 15 sec., followed by a flat right glide. I do not recommend too tight a glide turn. For the final trim add ballast to the rear, but do not overdo this as the model may develop a stall in turbulent conditions. I do not normally use down or side thrust, although I have no deep rooted objections to the latter. Persistent spiral diving under power can be due to too much negative on the tail—shim up the tail LE. This is nerve racking at first but experience provides the necessary judgment. One final point, try to do your trimming away from the sports fraternity, or from the public in general—it leads to clearer thinking.

Middle Wallop Radio Assist and Tomboys by Tony Tomlin

Sunday, 8th of April was the date of the first of four Radio Assist and Tomboy meetings to be held at Middle Wallop in 2012, [courtesy of the Army Air Corps MAC].

The day could have been considered a lucky day for the R/C fliers, as it poured with rain on the journey down, then we had the unenviable job of constructing the gazebo, used for the R/C control, in heavy drizzle, [thank you John Perry and James Parry!]. It was thought that due to the conditions very few would arrive, but within 30 minutes the rain had stopped, the wind had dropped to a light breeze and fliers were arriving. In total 29 fliers signed on with around 55 models. In the morning the visibility was good and the flight line was always busy with 2-3 models in the air and abundant lift. There were Tomboy fliers spiralling down from great heights trying for their required plus 4-minute preliminary times whilst others were standing around catching up after the long winter break.

The models seen ranged from the largest, possibly the twice size Spook of Paul Netton and the Lanzio Record Breaker of Mick Butler, to the smallest, a Dakota biplane flown by Colin Hutchinson. A not often seen Vick Smeed Electra design, was flown by a flier new to Middle Wallop, Dave Bailey. An unusual model, the small Shaurouski flying boat of Mike Phillips, was powered by pylon mounted twin diesels in push pull mode and which flew well. Another model not often seen was the 1955, R6-B design from NZ by Alan Rowe, flown by Tony Tomlin. With its pod mounted pusher engine and its 'drawn around a dinner plate' wing section, it required a mighty heave to get away. John Strutt was flying the ex George French Ramrod from 1960. John had completely refurbished the model to a high standard and its performance in climb, with its Super Tigre 29 and its glide, was very impressive. As always at these events, a number of electric models were seen, including a smart Matador and a Junior 60 flown by Stan Rose.

Tomboy 3 Competition. There were 10 entries to this popular competition, but unfortunately only 9 made it to the mass launch flyoff having achieved 2 preliminary flights of plus 4 minutes. Tony Overton was sidelined with engine problems and recorded no times. It was good to see some new entries with Bob Young and Steve Roberts flying at this event for the first time. Nick Skyrme was the starter and at the signal to launch all models got away well. Tom Airey, last years runner up, was in trouble with a premature engine cut and was down in under a minute, followed by Derek Collin, a minute later, also with an engine problem. James Collis, who had qualified well, floated in at a little under 5 mins followed by Steve Roberts, a few seconds later. The rest had climbed to a great height and with engines stopped were all on the glide. Shortly after 8 minutes Tony Tomlin landed, followed by John Strutt, John Taylor and Bob Young all within the same minute, leaving Paul Netton to claim first place at 9mins 34 secs.

Results 1/ Paul Netton, 9mins 34secs. 2/ Bob Young, 8mins 42secs. 3/ John Taylor, 8mins 36secs.
 4/ John Strutt, 8mins 19secs. 5/ Tony Tomlin, 8mins 15secs. 6/ Steve Roberts, 5mins 07secs.
 7/James Collis, 4mins 43secs. 8/ Derek Collin, 2mins 18secs. 9/Tom Airey, 00mins 58secs.

Tomboy Senior Competition Nine fliers made the flyoff with Wesley Denton flying for the first time in this competition. At the start signal the models climbed away into a freshening wind that had started to blow just before the launch. The models seem to settle down into what could be described as layers, with three models in each group, at different altitudes. The lowest group of three landed first with Bill Longley at 7 minutes dead followed by Derek Collin and then Tony Tomlin all in the same minute. The second group were led by Peter Rose at a few seconds over 8 mins, with Barrie Collis and Tom Airey still within the same minute. This left the final 3 who had separated and were making use of the available lift. Wesley Denton claimed 3rd place, a few seconds under 10 mins, followed by Tony Overton at 10 mins 36secs, leaving a delighted John Strutt the clear winner at 12 minutes 17sec.

Results 1/John Strutt, 12mins 17secs. 2/Tony Overton, 10mins 36secs. 3/Wesley Denton, 9mins 56secs.
 4/ Tom Airey, 9mins 01secs. 5/ Barrie Collis, 8mins 09secs. 6/ Peter Rose, 8mins 07secs.
 7/ Tony Tomlin, 7mins 22secs. 8/ Derek Collin, 7mins 02secs. 9/ Bill Longley, 7mins 00secs.

The Tomboy awards were presented by Brenda Pierce to bring to an end what had turned out to be an excellent days flying.



Shaurouski flying boat of Mike Phillips



Paul Netton and his Spook



Tony Tomlin's R6b



Vick Smeed Electra by Dave Bailey.



Ian Andrews and his Stentorian



Control Line at Middle Wallop Sunday 8 April 2012 James Parry

As has been the norm for the last few years control line was flown adjacent to the RC vintage. This year there are four such meetings (Next is 6 May). Given that there is room on the grass for perhaps 150+ circles with added pleasure of FF and RC vintage going on along with the boot sales and Flitehook it is surprising that so few turn up to fly their control line models. Competitions could be arranged be it F2B or F4B and so on but until there is more interest that will not happen.

On 8 April we had a first real attempt at Spitfire Scramble despite the breeze but it was embarked on. Pit men and flyers being prevailed upon at a seconds notice to make up numbers. For what would appear to be such a very simple competition it is in fact the opposite. Cox 049 engines, 25 ft lines and 15 laps two in the middle not to be sneered at. I'm not sure how many teams there were but as a taster for the future the whole thing was fantastic fun. Hopefully from the few teams there are at present by the end of the year there will be some serious contenders. See www.wessexaml.co.uk for more details. I doubt that serious team racers could handle the competition but it would be interesting to see.

The other competition was the monthly times for Mini Speed again see the above website but with the wind no one put in times waiting for better weather at their own site. Again these models are dead simple but to get above the "sticking" point speeds is bloomin hard work. Den Saxcoburg and Chris Hague are really up for it and have been gradually increasing their speeds over the last couple of years, me well mediocre. Still with airframes being made more efficient and engines being tweaked, lines messed with the ultimate of 100 mph will be reached this century! Anyone can join in you can do monthly times wherever you want, why not give it a go?

It was nice to see Steve Betney with his Voestak with a Ron Moulton pilot! Also Dick James and Chris Hague had their Mercurian Mites. Dick Roberts was also there along with Dave Hume and others whose names I can't remember.

If you enjoy a bit of control line, FF and RC vintage you know where to go.



Dick James and his Mercurian Mite (Enlarged)



Chris Hague's Spitfire scramble



Paul and Ollie Harris's Spitfire Scramble (They make kits which include engine, line and handle for about £40!) see www.wessexaml.co.uk for info



Steve Betney's Voestak and RM pilot





A few mini speed models



Chris Hague fuelling up

Dick James the same

Thought your readers might like to see this video. Middle Wallop Easter Sunday 2012.

Mick Butler

<http://youtu.be/2F5NM6E3Hp>

David Kinsella's Column

Frank Discussions

SAM 35 Speaks carried references to Vanwall, De Havilland engineer Frank Costin much involved. Because of his vital shell bearings Tony Vandervell was able to field his Thin Wall Special (a green Ferrari), then the home grown Vanwall Special and finally Vanwall. Because of Tony's reach Daimler-Benz permitted fuel injection., again with aviation roots. The 4-cylinder engine (Norton-type top, Rolls-Royce bottom end) finally used 130 octane Avgas, race regs preventing a methanol/petrol mix which ran cooler and gave more power. Frank's Hatfield—honed skills went into Lotus, Lister, Marcos (much wood) and Maserati. Confusion occurs because there was Mike, Frank's brother. With Duckworth, Mike delivered the mighty Cosworth V8 with Ford assistance which, of course, powered Lotus and others to worldwide success. Vanwall fitted Goodyear disc brakes while others employed drums.



Oh Boy!

Joined in perfectiom, the shape and livery of the famous Bob Palmer Thunderbird is magnificent and memorable. Certainly one of the great models from North America, Bob Palmer gave a demonstration of his design at Woburn Abbey, Bedfordshire fifty years later CLAPA (the Control Line Pilots Association) held a celebratory event at Woburn on 17, 18 and 19 August 2007. Every year the De Havilland Moth Club stage a fly—in at Woburn, several dozen attending, and they and the presence of vintage cars and motorcycles added much to the tribute to Bob. Mary, Duchess of Bedford, took up the Moth in 1927 and Ron Moulton's classic on control line gives us the mighty Thunderbird in a variety of finishes. A super model.



Youth Shot

Old KK rubber wheels a bit baggy around the hubs? Viagra in the shape of new hub's with larger flanges will make them young again, and our Mike Crisp. is just the man to make them for you. These Keil Kraft rubber wheels are so right for a model of the 1950s and in my experience the rubber holds up well. My Ranger (ED Racer, red fuz, clear wings with a bold Dan Dare) stands tall on improved rubber thanks to Mike's good work. Blower is 01473737393

By Jove!

Here's Mervin Tilbury with his magnificent Dragonfly of 1938. Vintage looks to its wing tips, the Charles Williams design sports an open cockpit perfect for Biggles and a flowing silk scarf. Most models were big then, more space and less regulation in the age of Croydon biplanes and Austin 7s and the first of Billy Butlin's holiday camps.



Rome Remembered

SPQR. Cut here and there in the balsa and ply walls of epic movies like Ben Hur, Quo Vadis, Spartacus and Gladiator, we'll spot in gold paint SPQR (the Senate and People of Rome). There's a certain ring about it and big and bold it's certainly impressive. Near Trafalgar Square there's a cafe with SPQR above the door. Better still, there's a 6ft centurion to your right as you step inside and another fellow in full armour to your left. Sword and sandal and SPQR epics were perfect for Hollywood where a circus maximus extended from the lot into the street a Cecil Bount DeMille spent weeks on an orgy scene. Sullied now by CGI perhaps, that chariot race (1959) is still sensational

All About Go

Henry's Model T Ford put the world on wheels and kick-started the globe's tuning industry. Early with their valve-in-head uplift, Rajo and a growing band in the USA made the Ford fly. Hot camshafts helped too. The Camfather - Ed Iskenderian - listened to Ed Winfield and Isky Cams were soon the sticks to fit for hot street action. Hot Rod Magazine wisely took racing to proper quarter-mile drag strips and great names - Edelbrock, Offenhauser, Ardun, Halibrand, Schiefer, Pink and Smith - designed, campaigned and influenced the big boys running production lines. Uprated from an £8 investment an age ago here's the T-Roadster still owned by Ed Iskenderian, now 91 and full of beans. Publicity prone from the start, Ed issued books and info sheets and named his cams: 404, 5—Cycle, 505 Magnum and 590 Torquemaster. The good deeds of Ed and chums shortened the Careers of wheezing heaps hard put to best sixty - down hill. Thanks to Aquaplane bits we did amazing things with the 750 Austin and 1172 Ford, the latter in my Dellow.



Pine Trees Tales

From the cover of David's Clarion a smiling George Fuller signs a Dixilander kit won as a prize 40 years before by Swedish rubber champ Lennart Hanson. From page 7 of the same edition John Wingate (4oz Wake winner at the 2004 Nats) may have mantelpiece concern! In booklet form SAM 1066's Clarion of some 40 pages delivered a healthy punch in July 2004: Hornet, Fleetwind, Cannon and Barker engines in 3-view; 14 plans ready for enlargement; Mike Myers writing from Glendale CA; John Andrews on the Nats; Peter Michel telling us of the terrible storm and lightning strike at Barkston which claimed the life of Peter Harris. At the epicentre of 'don't try this at home' came the 38ft glider kit of 1944 and the Glide-O-Bike of Texas (big flying surfaces attached to the trusty treader!) which could bank, sideslip and stall! As even a modest kite can cut up rough is windy weather (do let go) the possibilities of the Glide-O-Bike defy imagination. SAM 1066 and all that was an assured treat in Weston Favell days.



Kiting Days

There was a boom in kiting; in the 1970s and '80's. Ron Moulton and several scribes wrote about them, kite festivals were held at Old Warden, kite shops sprang up - two good ones in London offering made-to-measure at a price! - and vast creations were seen in the sky controlled by truck-mounted winches. Baltimore USA was a strong kiting area and I remember a store in Manhattan doing brisk business. I still have a few good ones, the best made by Dick Godden of the pre World War One (!) Clapham Common. Kite Club, he the last man standing. All Ribstop and coloured tape piping and varnished wood (light tube if you asked for it) Mrs G didn't care for big Cody kites taking over the place, but Dick would press on with a 10-footer or so and the end result was always magnificent. I took an 8ft Cody to Ron's Day last May. Best of all are the beautiful delta kites by Dan Leigh — 5000ft up no problem.



Campfires Recalled

Scouts past and present enjoy the excellent uniformed figures produced by Tony Burley. Perfect for a parade with model soldiers or as a set in the cabinet, uniforms down the ages are faithfully copied in great detail. Tony's address is 63 Brookfield Avenue, Sutton, SM1 3QL. Tony regularly attends the big shows in London. Time to check woggles, gentlemen.



Biggles Bikes

In the good old days BRB - Before Rice Burners - you could hear a Square Four or a Scott a mile off. No sound like 'em! So what a treat to see the super Scotts of Roger Cooper (chum Clew's book on Scotts is vital reading). Brit bikes of stature - Norton, Vincent, Scott, AJS and more - running on strange brews and Castrol R remind us of Pope and Free in his shorts and back-to-front cheesecutters and the call of the open road.... (my experience was limited to a BSA, Dot and New Imperial with a TT tank).

Not Quite

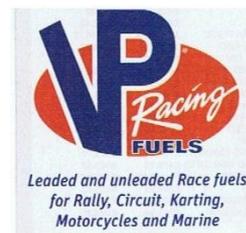
12-Metre Sceptre went to America with high hopes, even a box for the Cup to ensure its safe journey home to the Royal Yacht Squadron. Marley Tiles chief had lent his 12 for working-up trials and beefy fellows from the armed forces were sure to do a good job. Hot and more than ready with 700 racing miles under her keel against famous Vim and two new boats, 12-Metre Columbia and her crew (honed at a Cunningham-funded training camp) overwhelmed Sceptre 3-1! 1958 and the America's Cup secure in Manhattan until Alan Bond appeared with his winged-keel in 1983 Briggs Cunningham had launched repeated attempts at Le Mans since 1950, had built his own sport and track cars, worked with Bill Lyons at Jaguar and continued with his museum in California. Ever the great sportsman, Briggs had offered to switch boats with outclassed Sceptre to make a race of it. Different times, different men.... Here's Sceptre in the



Solent with Evaine the Marley chief's 12-Metre. Briggs also produced the superb Cunningham C-5 saloon, each chassis shipped from Florida to Italy where Vignale fitted stunning two-tone coachwork (expensive, 25 were built).

Getting Gas

Possible for the modeller, certainly for lads with hot bikes and cars, brews in leaded and unleaded form are ready at VP Racing Fuels (01803 391740). A rich pong from Castrol R and juice for the tank is all part of the fun.



PAW Essentials

We've all got the engines, but a call to Macclesfield works (01625 423 891) will deliver spares, Staystrate and an estimate of service costs. The family much involved with engines and control line flying, Chris Eifflander and John Broadhead collect the Wharfedale Control Line Cup at a recent SAME dinner, an impressive 175 guests attending!

Beautiful Boomer

David Baker's amazing enthusiasm for the Vintage scene - SAM. 35, SAM 1066, flying models in Italy and the USA, one year at Old Warden distributing plans from a trailer while waving a huge flag to gain attention - still left time for lots of building, power as well as rubber and glider. His models now far and wide, here's one fettled and held by Tony Radford. In full view at the main entrance during Wembley's MEE days, David arranged an impressive display of scores of the best. Perhaps Boomer Bus was one.



Pres Approval

Casino Royale a slow burn at first until Jack Kennedy gave 007 the thumb's up, the circus was motoring when Dr No (1962) launched on a modest budget (the star got £20K) and by Thunderball (1965) round-the-block hordes crammed in to endless screenings - when cinemas were big. Fleet Street carried Bond know-how, London's Hilton had a Bond Bar, a Bond Suit was offered by Montague Burton, there were books about Fleming, about Bond and even more about how to be an 00 agent on your days off! One had a double cover (for secrecy) which proclaimed in purple on white The Bible. Back then setmaster Ken Adam in his Mercedes 540K drophead EFY 402 called on Ian at 16 Victoria Square, tunesmith Barry there for the ride. Fleming died in 1964 but other scribes (e.g. Colonel Sun by Amis) carried on the good work to this day. A Bond in Motion display (50cars) is on at the NMM Beaulieu

Missed It!

One evening long ago a lad was passed by an amazing car. It was a Cord and he decided to have one - by writing about a Cord in adventures stories! Via hero Dr Jason Love (David Niven in a movie in 1965) the supercharged Cord arrived, JL 678 in mid green and magnificent. And with it a Wiltshire manor house and staff. I still have the letters inviting me to see the Cord with its Lycoming V8 engine and fold-away headlights. Sadly, one of the things not done. As a concession to the Cord's age the aircraft type blower (5 times engine speed) had been disconnected. The 1930s Cord, featured, front wheel drive, electric shifting and did away with a heavy chassis.

Mag Models

Fred Longbon designed the green Puss Moth and Jim Bridgewood the Vultee Vigilant, both appearing in our magazines of long ago. Light planes were perfect for private operation, the Moth and Puss Math favourites for those with a few bob. Glen Kidston, Le Mans winner, distance flyer, had a Puss Moth (red G-AAXZ used in the 800 mile King's Cup in 1930) and with the Moth was popular in Africa in Happy Valley days (movie White Mischief 1987). Probably a minority activity now, mega. Scale has a strong following with the LMA and other bodies holding events such as the Bowden.



None Better

Autosport did a Moss special recently, 17 pages devoted to Sir Stirling and his cars. Of his 529 races he won 212, the Tourist Trophy 7 times and the hair-raising 1000kms at the Nurburgring 4 times (leaps, dives, mist and blind corners around that frightening course). A signed display of Stirling and Jenks in the 1955 Mille Miglia hangs in Raynes Park's club room.

Maximum Effort

Pro writers really go at their craft. It's said that Sartre could crank out 20,000 words a day. Regarding a 460 page doorstep at Hatchards, the author said that all had to be pushed to one side to get it done. Some painters do the same, studios more scrap yards than temples of creation. Lecturer and author Quentin Crisp told me that he did not recognise housework, dust never advancing beyond a certain point.

Dan's Delight

Roger Simmonds is delivering good stuff these days in SAM 35's generous helping of real aeromodelling subjects. Like most lads of the time I was an Eagle fan and flew various Jetex models: Hunter, Javelin, Swift, Sabre and several RTP devices smaller and faster (for a pole we used one of those telescopic masts that came with an ex RAF rubber dinghy). Eagle's arrival in an austerity Britain still littered with bomb sites was a sensation., Dan's Anastasia two seater usually front page and still a stunner after fifty years and more. Well done, Roger. Keep going!

Good Reading

Aeroplane Monthly is perfect for the Scale fan. Plenty of pictures and info, interviews, flying experiences, strong on the prop and biplane era, adverts and book reviews and lots more. On the shelf at Smiths, they're based in Cudham, Kent TN16 3AG (01959 543541). Designed by David Boddo Boddington for a Biggles movie, here Mat Boddington lifts off in his repro while in Sweden Mikael Carlson patrols his Jasta 68 DVII with pukks motor and linen.



Don't Delay

Gordon Rae's big book of air racers crammed with info and dozens of VTR 3-views is still available – just! Traplet (01684 588500) of Malvern have a few. Details have appeared in S&T from time to time.

Who knows the answer?

What is happening with Old Warden as regards model flying there after this year? There were rumours it would be stopped, these were countered by various reports in mags etc if I recall correctly Ken Shepperd but same rumours are gaining momentum again. So does anyone know for certain if so please send me an email so I can include in next S&T. JP

From Colin Stevens

I have written a number of items for the late Reg Heath's online mag "Modelflight" (<http://www.modelflight.regheath.com/>). Reg was a lovely man who made writing a pleasure, and it's a shame that not many modellers are aware of the mag. A lot to enjoy in its archives. This item of mine might have some relevance to S & T - "Pollux" - <http://www.modelflight.regheath.com/mf113/airspaceset.htm>

If any of it is useful, perhaps we can cobble it around.

My friend Mike Notter is very much into what we might call retro-modelling, with such models as his small Elf biplane (a short item attached), KK Pirate, Fokker DVIII, KK Super 60, A Veron Hawker Tomtit now in my ownership, and a miscellany of small control line models - KK Phantom etc. He too also contributed to Modelflight and like me, does the occasional one for Hawkes Bay Radio Flyers newsletter in New Zealand.

Please put these notes in your magazines please so that SAM and other modellers may know about our changes. Thank you. John Harvey and Wit Lai

Once upon a time, many years ago and far away and over the hills.(Well, Aldershot.) The late, great Mike Kemp presided over the Old Ford Set. Once a month for many a year I joined this crowd of wonderful SAM folk. I received friendship, advice and suggestions and learnt so much. The years rolled by and after advice and encouragement from Mike it was decided there would be an equivalent set up near Southampton, at British Aerospace Social Club at Hamble. This would, we thought, assist some SAM folk who had to journey too far to get regularly to the Old Ford.

We have now been at Hamble every month until we are now in our 21st year. April this year will be our last meeting at Aerostructures which British Aerospace has become. From May we will have a new meeting place. We will be at Stoneham House, courtesy of Wit Lai, which is in Bracken Place at Chilworth Southampton. For those wishing to find it who have sold their soul to the great God satnav it is at SO16 3NG. For the rest Bracken Place is immediately to the left of the main entrance of the Hilton Hotel. Quite a land mark and signed and lit up. The Hilton is off the roundabout and fly over where the slip roads from the M3 feed into it if coming South. The Avenue, one of the main roads out of Southampton feeds into the same roundabout if going North. There is also a road up to the same roundabout from the M27 from the Eastleigh Airport turn off. Basset Green Road. Vehicles from Romsey also feed onto the same roundabout. How handy is all that!

Once in Bracken Place just continue on. Over the single lane Motorway bridge which is there for use of the few houses on the far side. Immediately over the bridge turn right. There is a notice in front of you indicating to turn right for Stoneham House. You will soon come to the electric gates for the house. Press the button, easily reached from the drivers window and they will open. (No intercom, just come in.) Park where you like. Bags of room. No more jostling any more to try to get in an already full car park. Ring the door bell and one of the care home staff will let you in, unless I or Wit Lai have seen you drive in.

We have a big meeting room downstairs. Just for our use. No more sharing with a big TV showing football. No, it's not underground, there are a row of patio doors looking out over the grounds. There is a lift which goes to just outside our meeting room door, so no problems with stairs or creaking joints. Unlike Hamble there is not a bar but we will arrange tea, coffe or soft drinks. You may bring alcahol if you wish. We will not now have the use of Hamble's dance floor for miniature RC helicopters. But there is a lounge up on the entrance floor which is big enough, but has a lower ceiling. It is adequate, we have tested it. Again use the lift, it takes you to the short corridor to the lounge.

We look forward to seeing SAM mates old and new. And anyone who just wants comfortable surroundings where fluent modelling is spoke! Your support will keep the meetings going.

First Wednesday evening of every month, you will be most welcome.

For more details or directions email johnharvey111@yahoo.co.uk or phone 02380 552517.

From Phil Bolderson after reading Stephen Winkworth's OOMPH part 1

Email 1 - Hope the following helps to clear up the mystery surrounding the designer of the little "Oomph" design featured in S&T 64.

Francois d'Huc Dressler was a French aerobatic pilot, who among other things flew a Stampe SV 4C in the Lockheed Aerobatic Trophy series of contest. These were mostly held at Coventry Airport between 1955 and 1965 and, although d'Huc Dressler never won he was noted for his meticulous approach to the sport.

Indeed there was considerable discussion back then whether the Spanish pilot Aresti or F. d'Huc Dressler was the true originator of the aerocryptographic shorthand used today by all aerobatic pilots. The system Francois devised was first published in the April 1955 issue of 'Aviasport'.

Hope that helps, I can't imagine there were two people - not even French people - with the same rather distinctive name.

(Email 2) - Don't know if this is of any interest, but as a footnote to last night's eMail:

There may be those who wonder why, if Francois d'Huc Dressler really was the instigator of the aerobatic shorthand - or aerocryptographic system - in daily use by every aerobatic pilot on the planet, he should be such an obscure figure. As the 'Oomph' article indicated, he placed third in one of the Lockheed

Trophy contests as well - roughly the equivalent of being third at a world championship - so how has he vanished so completely from sight?

In France he was probably second only to Leon Biancotto and seemed destined for great things. By the time it was published in '55 his aerobatic notation system was well under development and was the preferred system up to 1962. Indeed, his system was tried out for writing the contestants' Free Programmes in the 1960 World Championships. Sadly for young Francois, he had died in 1957 before he could develop his system any further and a decision was made in 1963 in time for the 1964 World Championship; which was hosted by Spain, to go ahead with the Spanish system. This became colloquially known as The Aresti System and was the standard until revamped by Swiss aerobatic pilot Eric Muller, since when it has been known more prosaically as the FAI Catalogue.

Francois d'Huc Dressler last flew in the Lockheed - 'a delightful programme', it was said - in 1956, but contravened the minimum height limit and was accordingly disqualified. In May the following year 'he lost the wing of a Turbulent' and was killed.

His work on an aerocryptographic system was not forgotten. When the vote was taken by CIVA to adopt Jose Luis Aresti's Dictionary a touching note was made in the Minutes paying tribute to 'the late aerobatic pilot d'Huc Dressler, who was the originator of Aerocryptography'.

References: The Lockheed Aerobatic Trophy; by Tony Lloyd. [Midland Counties Publications.]

Flight Fantastic - The Illustrated History of Aerobatics; by Annette Carson. [Haynes.]

From Phoenix Model Products

The Good News

The good news is the first batch of Pzazz Mk2 kits are now on the shelf with over half the batch sold. The first batch is priced at £64.95 plus P&P but unfortunately due material price increases and the time it takes to manufacture each kit the second batch will be £69.95 plus P&P. There is a bit more in the box than a pair of foam wings and a few sticks of wood! I personally get a lot of pleasure from flying models I have built. Call it self gratification if you like but it does give you a warm feeling inside, particularly if you know you have produced a half decent model.

Producing this kit has been both a pleasure and a huge learning curve. It is a more comprehensive kit than we have previously produced due mainly to the facilities we now have i.e. a CNC Router and Laser cutter plus Digital AO printer / copier. The full size Corel draw plan is similar in style to our previous plans but with a more professional look. The main differences between the Pzazz Mk2 and the original are, cross-tail instead of Vee tail, built up wing instead of foam veneer wing and twin aileron servos allowing the ailerons to be used as Flaperons thus significantly enhancing the models aerobatic performance. The Pzazz Mk2 will perform almost any manoeuvre that a glider is capable of subject to conditions.

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Post S&T

Not S&T

From Dave Meesam

I wonder if you might give my website www.brickplayer.co.uk a mention in your newsletter. I am an avid collector and builder of this little known but charming fifties construction toy which may be of interest to your readers who were lucky recipients of this fine toy during that period. I attach a photo of a recent exhibition I did at a Barry Potter Toy Fair which shows some of the various models and a selection of the kits. The website includes a brief history of the rise and fall of Brickplayer, many photos of the models and kits etc. Feel free to use any of this material if you wish.

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