

Sticks and Tissue No 66 – May 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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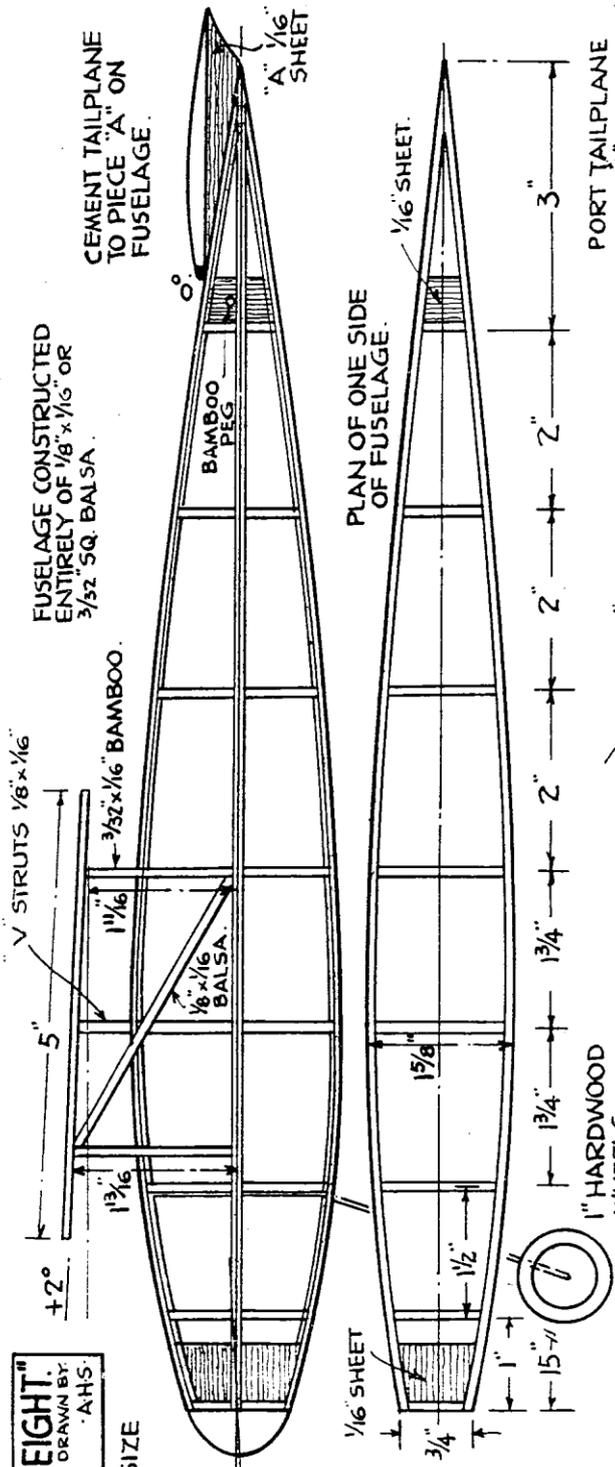
John Maddaford passed away a couple of weeks ago here seen at Middle Wallop



I daresay there will be a few obituaries around by people who knew him far better than I so I'll leave at these three photos. JP

"BABY LIGHTWEIGHT."
DESIGNED BY
L.E.W. BURBRIDGE. AHS.

SCALE: 1/2 FULL SIZE



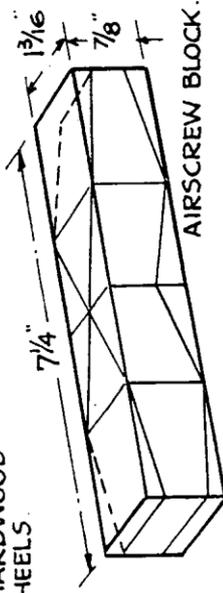
FUSELAGE CONSTRUCTED ENTIRELY OF 1/8" x 1/16" OR 3/52" SQ. BALSA.

CEMENT TAILPLANE TO PIECE "A" ON FUSELAGE.

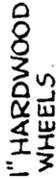
CERTIFIED PERFORMANCE	FLIGHT N°	SECONDS
1	57.4	
2	61.2	
3	63.8	
4	61.4	
5	73.4	
6	67.6	
7	81.2	
8	66.8	
9	76.6	
10	72.4	

AVERAGE OF TEN CONSECUTIVE FLIGHTS..... 63.18 SECS.

WHOLE MODEL COVERED WITH JAP TISSUE & WATER SPRAYED. DOPE WING ONLY.

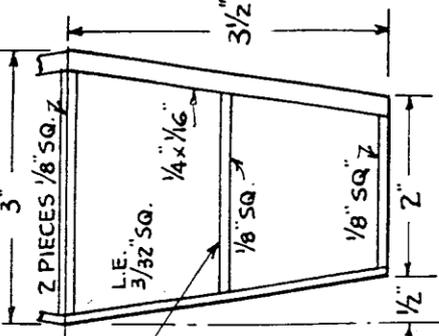


AIRSCREW BLOCK.
POWER: OUTDOORS - 2 STRANDS 3/16 x 1/20 15" LONG, MAX. TURNS 925 APPROX.
INDOORS - INCREASE DIAM. TO 8" WITH 2 STRANDS 3/16 x 1/50, 20" LONG. MAX. TURNS 1,500 APPROX.

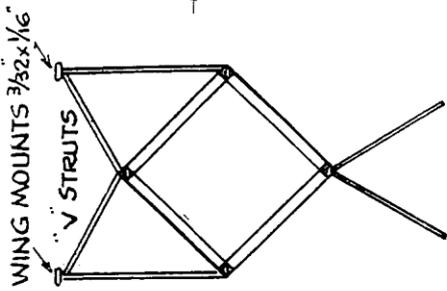


1" HARDWOOD WHEELS

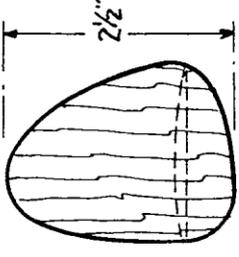
PORT TAILPLANE



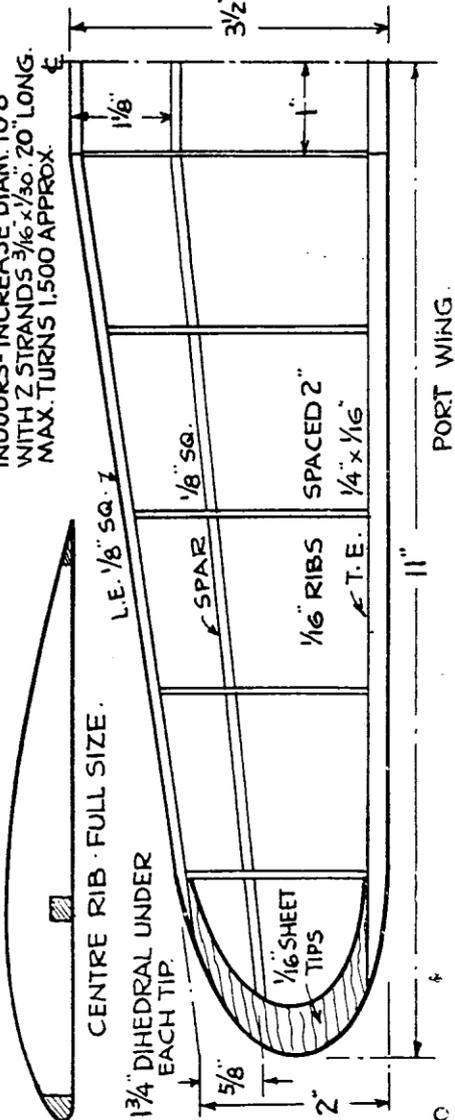
SAND 1/8 SQ. PIECES TO ROUGH AIRFOIL SHAPE



U/C BENT FROM ONE PIECE OF 20 S.W.G.



RUDDERS 1/16 SHEET BALSA



CENTRE RIB - FULL SIZE.

THE SAGA OF OOOMPH – Part 2 from Stephen Winkworth

I had made a pair of floats – later used in the purpose-designed floatplane ‘Sploosh’ – but had not had much success, as the long undercarriage and high wing made Ooomph liable to tip over. But you never know: seaplanes can be a lot of fun, and maybe this would be my chance to try them again. The following picture shows the two models together. Sploosh is using the same floats. The engine is an M.E. ‘Heron’ 1.0cc – much more powerful than Ooomph’s Pfeffer 0.6cc – but still barely enough to guarantee take-offs from water.



October 7th, White Oak. Not at all an easy proposition as a flying site, but after failing to fly at Bear Mountain due to frequency clashes, determined to try at all costs. Problems:

- 1. Trees everywhere.*
- 2. Very little open space, except paddocks in which million-dollar thoroughbreds roam.*
- 3. The river, otherwise possible for waterborne flying, is frequented by alligators and black moccasin water snakes.*

A possible, though very small, flying space would be right outside main building – small lawn and opening created by road would be just enough. However, on far side of road wire netting encloses rhinoceros, wild buffalo and other dangerous and nervous beasts.

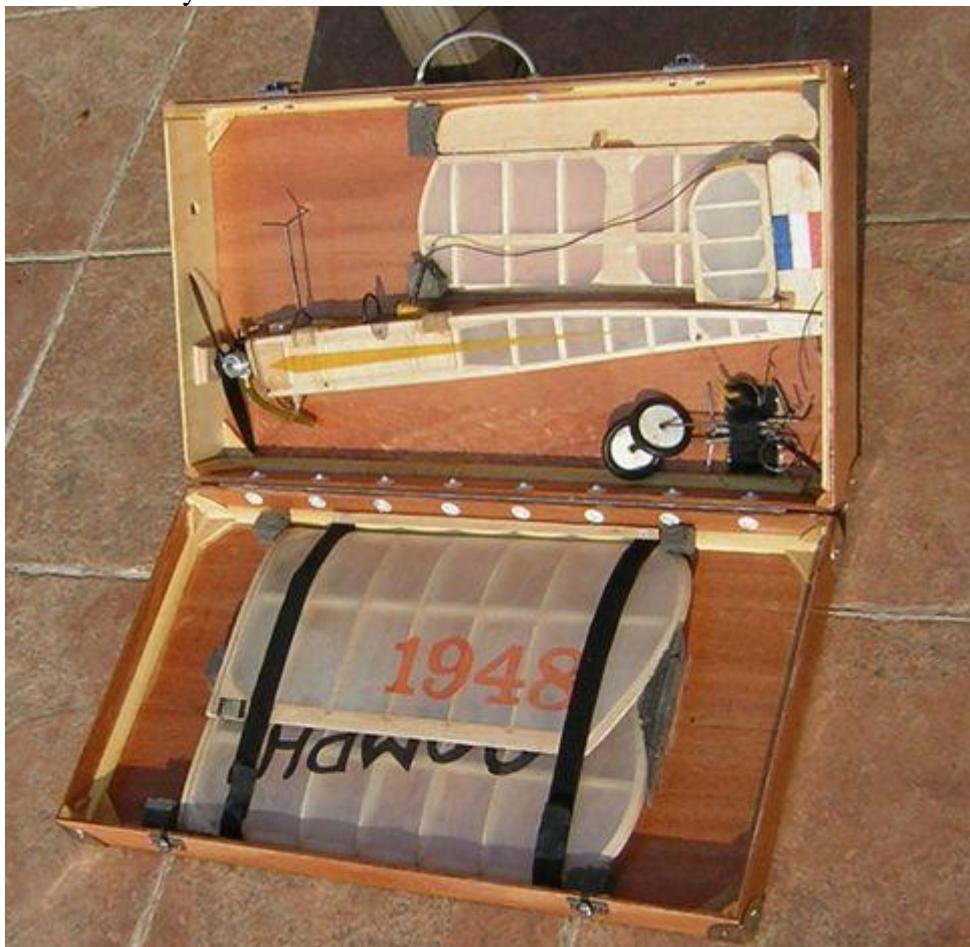
Walking back along the road toward the (ironically named) Mary Jo Kopechne Memorial Bridge, a diamond-shaped clearing about 150-200ft seemed just enough, despite large metal sculpture in centre. Very still morning, mist still heavy at 7.20: clearer by 7.45. Shortish flight, mainly in clockwise circle at about 10ft altitude. Perfect landing by box.

October 8th, White Oak. Attempts to find suitable site for water-borne trials unsuccessful. River St Mary's wd be OK, but recovery dinghy needed – not a good place to swim (alligators, snakes, etc.). Lake Lodge seemed possible, but canoes not visible, and much wild-life, large birds, snapping turtles etc. discouraged attempts here. So, on to Skeet Range – 60ft square with two wooden towers. Wind now noticeable after rain. Sun came out. Humidity high. Attempted take-off, but grass too long. After hand-launch – engine set to medium high revs – circling flight to avoid trees (barely 10 yds away sometimes). Gusts threw Ooomph about, but finally he cleared tree tops and from then on it was a question of pointing upwind – progress possible only with down elevator against stiff breeze. Long engine run – finally cut, glided down and landed perfectly. Jenny quite alarmed at danger of Ooomph getting stuck in tree-top or falling into alligator territory. She had discreetly organized borrowing of car for the trip. While Ooomph was being assembled for flight she searched for mushrooms.

The search for mushrooms eventually turned up some fine parasols (*Lepiota procera*), growing in the corner of a lush meadow. They had a curious greenish tint around the gills – something I had never seen in England. So we called Jasper Johns, who, besides being an artist, was an expert mycologist, and he explained that it had always been one of his great regrets that, unlike in Europe, parasol mushrooms in America are not safe. There is this poisonous greenish variety... Luckily we had not eaten any.

The assembling of Ooomph for flight became something of a ritual over the years, and it always took a little longer than I expected. Though the process consisted almost entirely of pushing ends of piano wire into brass tubes, which sounds fairly straightforward, there were sixteen such joints to be made every time: two each for the cabane struts, two for each half wing, and ditto for the tailplane halves and the two undercarriage legs,. There was also the business of attaching the dowel which linked the three rudders together. Tiny 24 gauge prongs had to be sprung back so as to engage in suitably tiny holes in the dowel. Lastly the prop had to be removed from its peg in the box, set at the correct angle on the motor shaft and the spinner done up tight.

I tried to design subsequent versions of Ooomph so as to leave as many components pre-assembled in the box as possible. A propeller that does not have to be replaced every time is a great time saver. This more recent version fits in its box complete with its 0.3cc PB, mounted sideways. The tailplane is in one piece and there is only one fin.



I discovered several other sites around New York where Ooomph could be flown. He was certainly by far the most adaptable and intrepid model I had ever possessed. By the way, 'he' was certainly of the masculine gender. There is a convention which holds that aircraft, like ships, should be referred to as 'she', but as for models – I have known some with voluptuous curves and feminine wiles, clearly 'shes', and some that merited no better than an impersonal 'it' – but little Ooomph, with his blunt, no-nonsense lines and his naked, squared-off blue Pfeffer sticking out in the breeze, was all male.

Oct 20th. Ward's Island. Grey humid day around 64degF. Set off with Ooomph in his box and Jenny's canvas bag for transmitter and spare parts, also corn bread and dried banana. Bus tokens in one pocket, \$5 in the other, wrapped in plastic, in case of dope fiend attackers. Slight rain fell while waiting at

86th St near J's flat for cross-town bus. Short ride to First Ave, then wait for M115 to 102nd St. Pedestrian bridge (painted mustard and violet with pink bits); took about 5 mins to traverse – noone on bridge at all. Ward's Park Island full of long grass, trees, rough asphalt perimeter track, with broken lamp-posts. Urban trash fairly widespread. Long narrow field (about 150yds x 30 yds) examined but decided no good. Ended on football field close to massive stone supports of Triborough Bridge. Four flights, all v. successful – last one good take-off from smooth patch, tank nearly full. Flew right under Triborough Bridge, round over football field and back under, then out over Hell's Gate, before returning to take-off area, and eventually coming in for perfect landing.

Oomph's last flight in Manhattan took place at the splendidly named 'Bronx Kill', which it turned out was a short walk from the equally lurid sounding 'Hell's Gate' I had visited the time before.

Nov 3rd. Bronx Kill. Walked across footbridge as before, turned left, then round outskirts of hospital, over 'toll' bridge. Then over football fields to bank of river at Bronx Kill. Marvellous view up East River, barges in distance. Wide area of rough grass leading to stony slope on which four or five Hispanic fishermen were ensconced. Used 8x6 cut down, carved away 'Power Prop' (US). (Note: I have that propeller to this day, as good as ever, though Marshall Streibert, the American friend who gave it to me, is no more.) Very steep climb; better than with 8x3. Great height, even with short run. Glided down well, almost slope soaring over Bronx Kill.

On the Air India return flight to London I noted: *Oomph stowed happily in coat rack, travelling as hand luggage. Rather strong smell of ether when rack was opened at end of flight.* There were more flights at Clapham Common, during which I remarked on the way those 110mAh button cells would seem to last 8-10 flights and still never run out. Then on Jan 10th 1985, after three flights, I sat down, switched on the transmitter and receiver, and with occasional movements of the servos, ran the system for three hours!

That February we had a visit from a Japanese television company, AKI TV. The Daily Mirror had printed an article about the pterodactyl and AKI wanted to film it. They also wanted to film everything they could about me and Jenny. They were hoping to film the pterodactyl in flight, and were quite unable to appreciate the need for the right weather conditions.

Feb 15th. AKI TV. Wind remained 'fresh – strong' (25 – 30 mph). Aki filmed from opening of the box, through assembly, which to the Japanese mind, was a fascinating ritual. Slow to start – backfiring: prop kept coming off. Finally launched successfully – away for a very violent and alarming flight. Managed to make 20yds progress upwind (full down elevator trim plus some pressure), but not much height gain. Blown back, hovered for some time, thrown over nearly upside down. Twice went far enough upwind to have to turn back, but when engine finally cut, Oomph glided backwards. Landed, blown over on back. No damage. 2nd flight. (AKI missed launch). Shorter, but equally alarming. Presenter Hugo brilliantly caught Oomph at moment of landing – congratulations all round. AKI then took non-flying shots of Pterodactyl.

Oomph could now claim to have become an international TV star. He had become quite irrepressible. I noted in the log-book that he could be heard muttering in his case to the other models in the workshop: 'Suppose you appeared on TV did you? Have any crashes? Oh dear! Were YOU flying in a full gale, then? Of course I've already been on American TV you know, as well as Japanese. (Not true!) Sorry none of you others could make it today. Earned £200 ready cash today. For one my size, that's rather rich!'

The following May I was testing a glider version – 'Oof' – intended to be launched by throwing, chuck-glider-style – F3K *avant la lettre*. This was never very successful, as the low aspect ratio and the rather high drag of the cabane attachments prevented high launch speeds from being achieved. But the model was very compact, and quite fun to fly in marginal lift in small sites where most gliders would have been at a disadvantage.



18 May. Bembridge Down, Isle of Wight. Wind SE 2. Many launches. Tried adding sellotape to wing join and tailplane gaps. Still not very fast on throws, and glide only fair. Three flights of Oomph. Auster aircraft swept low over cliffs as if to watch. Then, after dinner – about 8.30 – to St Helens. Calm and deserted. Grass very short and mossy – dry, like Walton Heath in summer (where, aged 12, I used to fly my first successful power model, a free-flight Sky Scooter powered by an E.D.Bee 1cc.) Oomph took off and landed five times.

During the following months Oof was gradually introduced to his eventual role, as a compact slope-soarer, and the log-book mentions various unsuitable-sounding sites – Alderney’s La Tourelle, and another Alderney site to the southwest overlooking Gull Rock; Norman’s Park, Bromley; Horsenden Hill Middlesex; Parliament Hill Fields – I used to take the little glider along in the back of the car wherever we happened to be. Oomph is mentioned less often, but still always with approval.

Oct. 14. Bembridge Beach, in the quiet of sundown: Oomph. Tide right out, air almost completely still, sky clear. Flight after flight – catching sometimes instead of landing on sand.

But, as always in the life of tiny aeroplanes, there were problems. Radios were not as reliable in those days. The good thing was the design was capable of absorbing an enormous amount of punishment. Spiral dive into the ground or crash into a brick wall, and the only damage would be a bit of distortion to the wire cabane. In the autumn in 1986 we went to stay with some friends in the Drome in southern France.

Sept 2. La Roche St Secret. Oof: three very bumpy flights from the falaise – one soared to a good height. Sido and David took turns fetching from field below. Oomph: one extremely bumpy flight, nearly hitting goat-shed, scaring horses.

Sept 3. Mont Ventoux. One hour or so via Nyons, or better (on return journey) via Buisson to Valreas, a faster road. Stopped in Nyons for coffee and croissants in Place Centrale – plum jam, red iron seats.

Vertigo as we climbed the narrow unfenced road to the top of Mont Ventoux (2000m). Top has radar station, and is covered in scree, with hardly a blade of grass. One flight of Oof, who hardly rose in near calm, and fell on rock 50ft below after long descending flight on south side.

Returned down north face to ski station, where a meadow reminiscent of Passo Sella falls away from a barely used road. (Passo Sella, in the Dolomites, saw some of my first experiments in slope soaring, with a sheet balsa, Jedelski-winged free-flight model, equipped with a rocking 'V' tail). Several hand launches of Oof, but wind westerly along slope. One bad landing on rock below, denting nose. Slight lift from time to time, but not enough to stay up. Oomph triumphant – tried to reach top of Ventoux – showed off to all.

Three flights (one taking off from grass). Could have flown more, but returned, after picking fennel from wide gravelly bed of river Aigne, to help Sido and David build 'Scirocco' glider.

Back in London, Oomph continued to fly – at Epsom, where, in a brisk wind, I managed several 'touch and goes' (not so easy with no motor control: the engine was set at reduced revs and he had to be forced down onto the grass strip with down elevator). There was a mysterious radio failure at Clapham Common, resulting in a right-hand spiral hitting the ground at full bore. No damage except a broken rudder connecting dowel and a bent propshaft stud. The following year, though, a very much more serious incident occurred.

31st January, Clapham Common. Calm, sunny day. Changed Rx battery and elevator servo, which had become twitchy around neutral. Just before starting engine, noticed tall youth in black track-suit and white boots who asked if I'd seen any footballers around. This youth remained as a spectator during first and second flights, asking the usual questions, and adding one of his own: 'What is the point of it all?' (What indeed? What is the point of anything? A question that has puzzled the greatest philosophers for millennia. Reminds me of the schoolmaster who asks the little boy, asleep at the back of the class 'What is electricity?' 'Sorry sir, I've just forgotten.') Black-track-suit was beginning to get on my nerves.

First flight, hand launched; flew well as usual, perfect landing. Replaced battery switch-plug to save battery, which had only had one recharge after being left idle for a year (marvellous, those old button cells). Started engine again, filling tank half way, with good lean setting on needle valve. Took off and circled smartly to left to avoid trees, but did not respond to further signals. Then realised Oomph never HAD responded – the left turn was pure luck! Had left plug in socket!! The model was flying in steady left-hand circles of around 30ft diameter. Ran in pursuit – wind due east along longest side of common. Engine cut at great height, still just visible – but outside boundary road. Meanwhile black-track-suit loped alongside. Oomph started to glide back towards the common and continued on this course for a long while, but then turned left and flew lower, along northside road. I was held up by traffic at The Avenue, and black-track-suit disappeared into the distance. So did Oomph, who was getting lost in the low, light mist.

No sign of Oomph when I reached Battersea Rise. Went back to pick up case, then to car, and drove down Battersea Rise. Searched briefly around side streets, but no luck.

I was very depressed that evening. A pint of Guinness in the White Ferry pub did not console. J. was most upset. The following day, a Sunday, I worked desultorily at building some shelves for the kitchen. A clergyman friend, the Rev. Charles Sinnickson, offered to light a candle to St Anthony for the return of the plane. This was nice of him, and I must say that in a previous instance some years back a similar prayer had proved most effective.

On that occasion – July 4th, 1981, my log-book tells me – I had lost a bunch of keys on Epsom Downs. It was in my bachelor days, before I had met and married Jenny. I had been enjoying a happy summer afternoon's flying, during which I had wandered pretty well all over the usual parts of that huge grassy expanse – had sat down, eaten sandwiches, started engines and done all the kinds of things which cause keys to slip out of pockets while one's attention is riveted on other matters. What was particularly annoying was that not only were these the keys to my flat, but also the key to my trusty Morris Traveller, in which I had brought my Veron 'Sky Skooter' and a biplane called 'The Wayfarer', together with all the equipment needed for a day out model flying. A kindly policeman who happened to be passing (did I flag down a patrol car?) resolved that problem for me by showing me how to break into the Traveller using a wire coat-hook inserted through the door seal, and how to start the engine – with a pen-knife for an ignition key! Cars were simpler in those days.

The flat was not such an easy proposition for amateur attempts at self-burglary, so I called Charles, my clergyman friend, who offered to put me up for the night. He also promised to say a prayer to the appropriate saint. (In view of the seemingly impossible task of finding a bunch of keys in all that long summer grass I suggested St Jude – the patron saint of lost causes, but I think he insisted on St Anthony. Bowing to his superior expertise I did not press the point.)

When I returned by train to the Downs the following day I searched everywhere I could think of. I even confessed my plight to a Downs Conservator in official uniform, and he kindly allowed me to riffle through a tin box full of long-lost bunches of keys. Fruitlessly. Disconsolate, I wandered back towards the

car park, where there was an ice-cream van, and quite a lot of people enjoying the sunshine. With head bent low I was revolving in small despairing circles, when I heard a woman's voice.

'Are you looking for something?'

'Yes,' I said, 'but it's pretty hopeless – it's some keys, and I dropped them somewhere in the grass yesterday.'

'I'm psychic, so I can usually find things when I try'.

Now I don't believe in all that psychic stuff, but she was a nice-looking young woman with a husband and a small boy in tow.

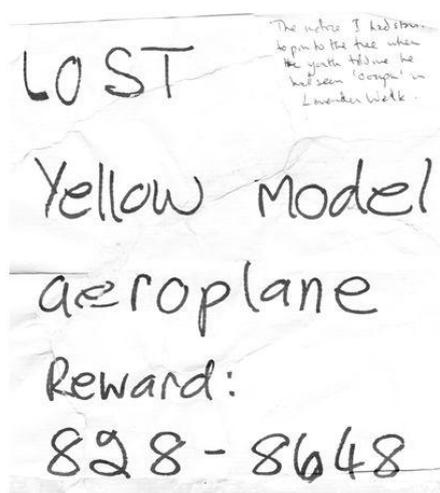
'How about my buying you all ice-creams while you go and look for them, then?'

We had just started on two large cornets and a choc ice when I heard a metallic jangle behind my left ear.

'Are these the ones?'

Of course they were. A small vote of thanks to St Anthony. (No, I don't believe in him either.)

But to resume the saga of Ooomph. Jenny had made up several 'Lost' notices, so, after lunch I decided to return to Clapham to explore the area where Ooomph had disappeared.



(I kept one of them and sellotaped it into my log book)

The first notice I pinned to a tree near the launch point.

There was a group of regular Clapham Common flyers there, and they were all most sympathetic. One, (named Malcolm, whom I identified in my log-book as 'helicopter bus-driver'), suggested ringing doorbells in the area in case Ooomph had landed in a garden. His little boy wanted to come and help in the search, but we both said 'no'.

Drove to the corner of West Common, parked and started to pin another notice to a tree. Youth came up as I was inserting fourth drawing pin. 'Was it only this big, with a broken wing?' Said he'd seen it the day before in a garden in Lavender Walk. I persuaded him to come with me. Long high wall protects back gardens on west side of road. But one garden, near end of road, was open, and derelict. There was Ooomph! A wing had come loose... Rejoicing!!! Gave youth £10! Chums rejoiced too! (New chum with delta-wing seaplane most appreciative.) Tea in front of fire in drawing room.

Damage was surprisingly light. One wing-tip had been crushed, and I had to recover an outer bay with some of the precious Esaki ultra-fine yellow silk he was covered in. The tank bay behind the engine had split open, and the prop-shaft stud, which I wrongly identified as 6 B.A., had bent, so I replaced it. A couple more flights are recorded, then in mid-March,

Allbon Dart 0.5cc mounted on ali plate in place of Pfeffer, which I took to Michaels Models for repair. Dart works fine with 7x6, 7x4 props. Uses more fuel and is messier and noisier. Power similar.

After this, Ooomph took a back seat, while tests started on Clapham Common Pond of his floatplane successor, Sploosh, in preparation for a summer holiday in Sardinia.



MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT Martyn Pressnell

This has just been produced to replace my former website which BT have declined to support and which I am now unable to maintain The new address is;

www.msp-plans.blogspot.com

This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.

I hope you find this a useful website which will be updated with more information from time to time.



What's wrong with a long nose? This pert little cabin design for small diesels and the new 049 glow engines will give hours of fun Cyrano by Keith Laumer from Aeromodeller July 1960

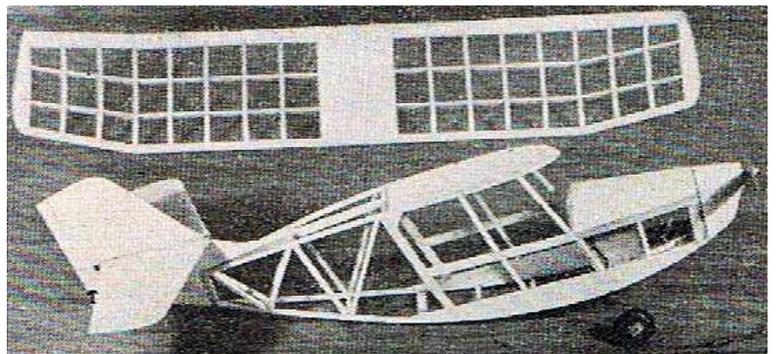
While on duty with the American Embassy at Rangoon, Keith Laumer found his model flying drastically interfered with by the lack of adequate fields of the type he was used to at home. There was a small field at the Turf Club with a concrete parking area adjacent, so he set out to design a model suitable for small-field operation; a model which would execute realistic take-offs and landings (to take full advantage of the car parking area) while limiting its range to the few acres available. Cyrano took shape as a small, sturdy box-fuselage ship with realistic lines

and simple construction. Since a floating glide was not desired, a solid landing gear, sheet balsa tail assembly and colourful paint job were included; the added weight gives Cyrano a smooth, fast glide down after a moderately steep climb under power. The first test flights showed the need for a small amount of ballast at the tail, after which the ship performed faithfully and stayed within the assigned boundaries, providing many hours of flying fun.

Complex construction has been avoided and you'll have no trouble putting Cyrano together in a few evening's work. Start by cutting out the two 1/8 in. plywood bulkheads F1 and F5, the seven sheet-balsa fuselage parts. Lay out the two sides (note that cabin is built separately) and while the cement is drying,

bend the 1/16 in. piano wire L.G. and lace it to bulkhead F5 with No. 30 linen thread. Attach the tailskid to F7 and prepare the firewall F1 for engine mounts. Join the sides on bulkhead F5 and add remaining structure. Score the cabin roof on the centre line, insert the front wing hold-down wire, then place the posts in the notches provided, with F6 and F7 fitted between them against the roof.

Add the cabin assembly, tail platform, support and platform, and cowling and sand the fuselage structure preparatory to covering.



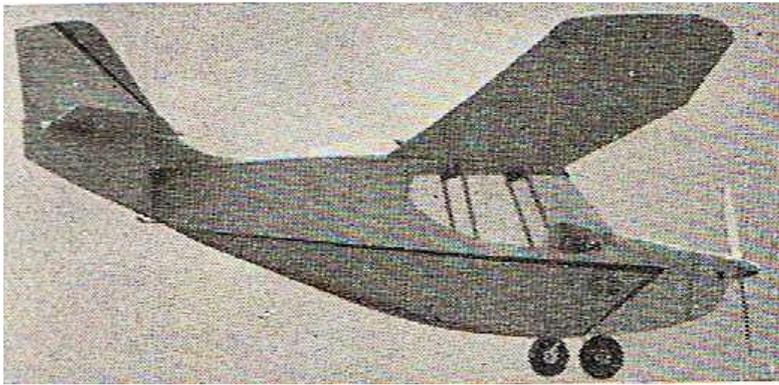
Start the wing by cutting 15 ribs W1, two each of W2, W3, W4 and W5. Build the two full-depth spars and the leading edge over the plan to establish proper dihedral angles. Cut the trailing edge from hard 3/16 in. balsa and bevel to cross-section shown on Rib W1. Pin the leading edge, rear spar, and trailing edge of one inboard panel to plan and add ribs. Tip wing up and add outboard panel ribs. Repeat for the other wing. The front spar is installed after ribs are in place. Tips are shaped from soft balsa and cemented to ribs W5. Shape the leading edge to the proper cross-section with a sharp knife, then add cap strips, centre 1/32 in. sheet and 1/16 in. sheet and sand the entire structure thoroughly. The strength of the wing will be greatly increased if all joints are thoroughly daubed with a 50/50 cement/dope mixture.

Rudder and elevator are cut from medium balsa sanded to a streamline cross-section and joined. Apply a coat of clear dope to both fuselage and tail assembly and sand lightly. Cut the rudder tab free and mount using soft wire. Cover wing and fuselage with lightweight tissue, continuing covering over balsa surfaces. Shrink tissue by wetting, then clear dope and sand lightly. Install the rear wing mounting dowel and paint the interior of the cabin the desired colour preparatory to installing windshield. Make a paper windshield pattern first to achieve exact fit, then transfer to celluloid. Cement the windshield along one side of the fuselage; when cement is dry attach the other side.

Mask off the window area, spray or brush the wing, fuselage and tail assembly with two coats of colour dope.

If smooth colour and complete coverage are not achieved with two coats, add a third; Cyrano can handle the weight very nicely. Cut the cowling free, dope the raw edges and install the engine, after which it will be

necessary to whittle a bit off the cowl here and there to fit it to the engine. Use an aluminum spinner to carry out the fuselage lines or carve one from balsa and cement it over the prop. Add the colour trim and any odd decals you may have lying around and solder wheel retaining washers in place.



Try your first test glides cautiously, since the long nose moment makes the model sensitive to slight variations in engine weight. If tail ballast is necessary, bore through the tail platform into the 3/16in. balsa platform support and drop BB shot in as necessary. When you have a long, flat glide (after a hearty toss; Cyrano is no feather weight), try a low power flight to check power turn. A gentle right turn under power should be achieved with a 1/16 in. offset of the rudder

tab. Be careful not to turn Cyrano loose with more than twenty seconds worth of fuel—or it may get high enough to snag a thermal and disappear OOS. Keith hates to admit it, but that's what happened to the original Cyrano. Say, hi's anybody seen a little model about so big. ..?

From Jim Newman

Guess what? I moved my Nav brief case of maps, charts, etc...and right behind it was another cardboard box marked PHOTOGRAPHS!

I culled through them and found this old APS favorite and mine....E.J. Riding's ABC Robin, 36 inch span, published in AEROMODELLER... mine having a FROG 50, .5cc diesel. (NOW you can see where my Peanut scale version came from.)

This was built 1950 and flew from the same RAF Lyneham apron where all the Handley Page Hastings and Avro Yorks were parked. On those calm, sunset Summer evenings, it was a joy to see it circling quietly at low altitude, with the Frog powered back.

In the black and orange dope finish of the original, in later years my research revealed that the windscreen was incorrect. As a result, my Peanut version had the correct form.

How many recall those beautiful Eddie Riding scale designs? ALL of them ideal for electric power these days, where we now can enjoy advanced electric technology.



I was re-arranging snap shots in my album (inspired by your request for tales) when I came across one of my - then - young son holding his model accompanied by two friends, one of whom was holding my little biplane that I had forgotten about. This would have been about 1964. Unfortunately that photo was your typical

"family group" and totally unsuitable for publishing. Anyway, I knocked off a little sketch that I hope might aid you.

That biplane was all sheet balsa, with a profile fuselage, and had appeared in the AEROMODELLER ANNUAL 1952, on page 18.

Being a mere 26 inch span, it looked like one of those simple models, that you could toss up virtually anywhere, on one of those calm Summer evenings. The model was named PLAY PLANE and was designed by the well known Dick Struhl, in the USA.

Two items I did not like. I have an aversion to profile fuselages, except on "chuck gliders" ...and what I considered to be an excess of dihedral. I'd had a bad experience with "Dutch Roll" due to an excess of dihedral, so I reduced the dihedral on the upper wing by half, leaving the lower wing "as designed".

I redrew the fuselage to make it an all sheet "box" structure about 1 1/2 inches wide. Everything else remained as Struhl had designed it. Covering overall was yellow tissue with several coats of clear dope.

I made a simple engine mount from bent aluminum, then attached my ever reliable Albon Dart .5 cc diesel. A fuel tank was rolled from celluloid and held about a two thimbles of fuel. This I glued to the exterior of the cowl where I could easily see it. Therefore, engine run lengths depended on how much fuel on board.

The first flight over at nearby RAF Hullavingdon (I was living in Chippenham at the time) was sheer delight. The only adjustment required was to tighten the turn a little, using the rudder trim tab. It would take off from the taxiway in a very gentle left turn, climb steadily to about 150 feet....then descend in a stable left turn, touching down a few yards away.

Because I was working at British Aircraft Corporation, over in Filton on the north edge of Bristol, that model resided in the boot (trunk!) of my little Austin A30. When homewards bound at the end the day, I would pause at my aunt's for a cup of "char" in Chipping Sodbury's Reading Rooms, then dally again at nearby Sodbury Common, to put in a couple or three flights before continuing homewards. NEVER ONCE did I ever put in an exploratory trim flight. It was taken out of the boot, fueled, flipped then launched. Always the flights were just like that second ever flight.

I was an avid reader of anything published by Colonel C.E. Bowden and by Dr. J.F.P. Forster. Their adventures with seaplanes and flying boats...Bowden down at Poole Harbor and Forster in the very familiar Porlock Bay, North Devon.... were always fascinating reading. The good doctor's flying boats were extremely elegant and all seemed to be based on the German Dornier design.

Then I had a bright idea! Not often that happened but, it really did this time! I would put floats on the little PLAY PLANE. So - very quickly, I built a pair of floats, based on the successful vee bottom flared design by Short Brothers. Construction was entirely 1/16" sheet balsa, covered in yellow tissue, then heavily clear doped. The forward attachment was by using the original wheel axles, while a new attachment was built into the fuselage bottom, at the lower wing trailing edge station.

My parents, being good Devon folk, often would drive down to visit relatives in Exeter and Torquay, so I needed little excuse to visit Torquay too. With the float equipped PLAY PLANE in the boot of the car (now a Triumph TR3A) I was quickly by the sea. A quick check of the Tide Tables told me that the sea would be "slack", i.e. the tide turning, at about 6 a.m. so, at that hour I was waist deep at Torquay's Oddicombe Beach, where the sea was like a sheet of glass and no wind.

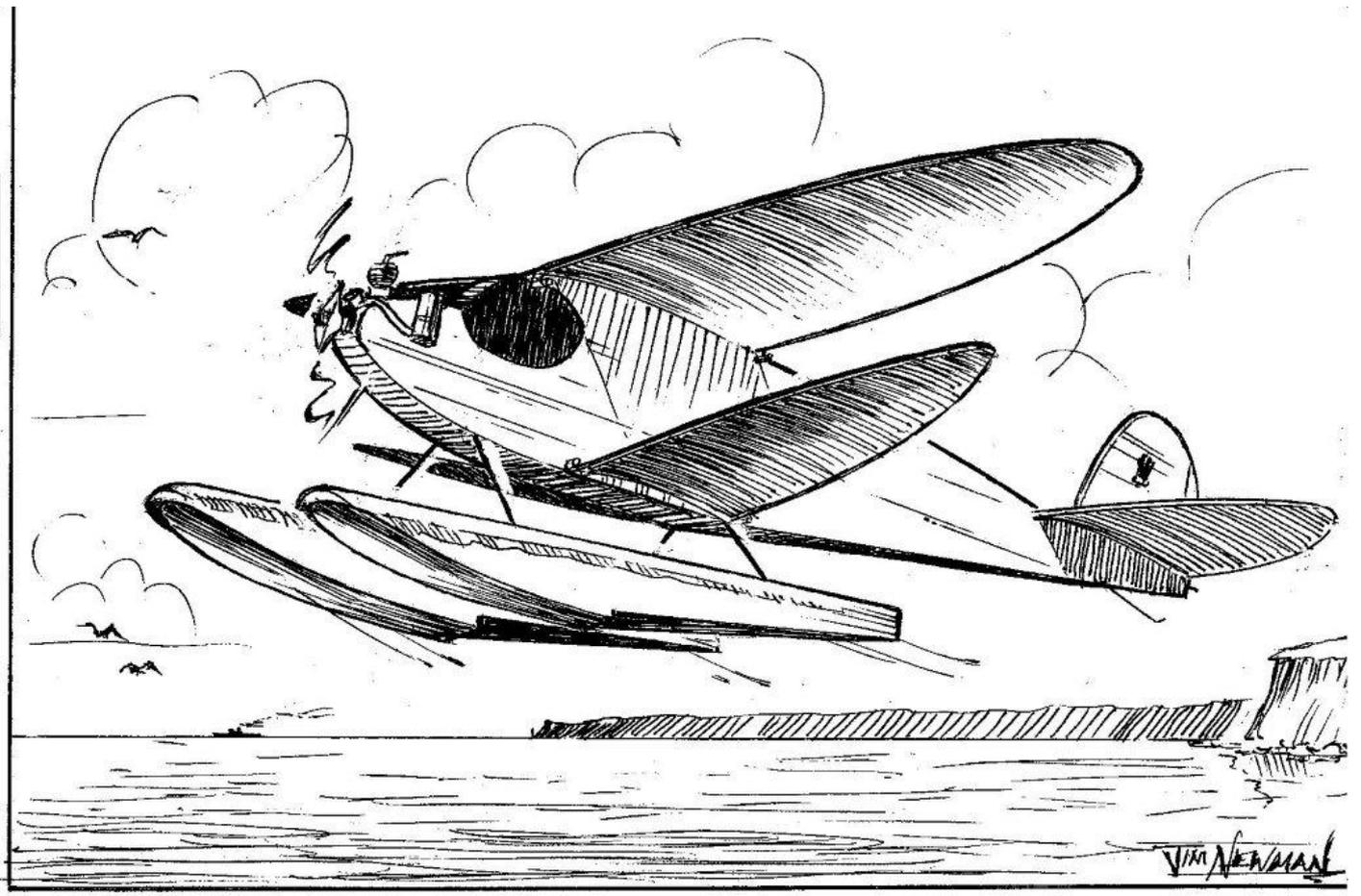
My guess that the generous fin did not need additional area proved to be correct. Placing the model on the water, with the high pitched buzz of the little Dart diesel echoing off the nearby red sandstone cliffs, it rewarded me with a smooth take off, the usual gentle climbing turn, followed by a stable gliding descent, to touch down with a couple of light skips across the water, a few yards distant.

Retrieval was only a short swim, followed by a series of hand launches until arriving back where my Alton Valvespout fuel can lay on the Oddicombe pebbles. I still have that Alton Valvespout, by the way, having purchased it in Swindon, about 1949!

And PLAY PLANE? I had it for so many years, flying both as a land plane and as a sea plane, until one day I heard an ominous b-r-r-r-r-r-r...then silence, as the propeller attempted to saw through the music wire gear legs. The engine, complete with front bulkhead, then departed earthbound in mid flight, while the airframe descended in a series of wild swoops.

The whole interior front the model had become oil soaked from years of faithful service, with no crashes at all so that, over the many years, it had become soaked with the residue of Mercury No. 8 diesel fuel.

The only fitting end, for such a brave and faithful friend, was the traditional Viking's Funeral.





"He sayeth he's trying to invent a Hobbye—whatever that meaneth",

Wimborne Vintage [or A Nice Day Out in the Country!]. Tony Tomlin.

Sunday, 13th May, 2012 saw a good crowd of vintage fliers making their way to the excellent flying site of the Wimborne MAC at Cashmoor. Excellent is rather an understatement as we had a large, perfectly smooth strip, covered spectator seating plus 'facilities' and an all day BBQ and, surprise surprise [after recent events] wall to wall sunshine for the majority of the day.

There was a good selection of models including Junior Sixtys, a pair [or is it a flock] of Buzzard Bombshells, NZ designed R6-B, Mini Super and PB2s, down to a pair of Wee Snifters. Rob Smith had a wing fold on his Super Scorpion that did it the world of no good and unfortunately Mervyn Tilbury had a coming together with the prop on his PB2 and spent most of the day in A+E.

Competitions had been arranged for Tomboys and a duration event was also planned for George Fuller designs. The George Fuller event [a still fairly new event with a number of models already in build], had 3 entries with Chris Hague and Tony Tomlin flying PAW 19 Zoot Suits, and Rick Farrar flying an electric Stomper. The engine/motor runs were set at 20 seconds with a mass launch flyoff. The mass launch was exciting and to quote an interested bystander "very quick!" Rick Farrar was soon in trouble with a trim problem on power and he unfortunately crashed with fairly major wing damage. Tony and Chris were at a terrific height as their motors cut and both were looking for lift. After a time approaching 10 mins, Chris glided in with Tony 30+ seconds behind. To Tony's embarrassment his engine had not shut off and was still ticking over at very low RPM. There of course followed a lot of leg pulling and a suggestion that perhaps there could be a whip round to buy Tony a carb. that was not clapped out and full of air leaks!!

The Tomboy 3 and Senior events had seven in each class with Tom Airey winning, followed by Chris Hague and Paul Netton. Tony Tomlin continued to have carb. problems, this time with his Irvine Mills stopping with the tank 3/4 full. The Tomboy Senior class went well with Peter Rose leading the way in a time of over 16minutes, followed closely by Chris Hague and Tom Airey.

The normal light-hearted prizegiving took place with Brenda Pearce handing out the certificates and awards. All thanks go to James Parry, Chris Hague and friends for organising an excellent days flying.

Results,

Tomboy 3	1/ Tom Airey 9mins 01 secs.	2/ Chris Hague 8mins 30secs.
	3/ Paul Netton 6mins 06secs.	4/ James Collis 5mins 36secs.
	5/ Bob Young 4mins 03secs.	6/ Tony Tomlin 2mins 02secs.
	7/ Richard Farrar 1min 55secs.	

Tomboy Senior	1/ Peter Rose 16mins 14secs.	2/ Chris Hague 15mins 33secs.
	3/ Tom Airey 11 mins 42secs.	4/ Barrie Collis 10mins 59secs.
	5/ Tony Tomlin 8mins 37secs.	6/ Richard Farrar 8mins 22secs.
	7/ Derek Collin 5mins 22secs.	

As Tony says above this was the first year since 2007 that the weather has been reasonable so that all could fly, here are a few photos. JP.



R6B



Buzzard Bombshell



John Perry's Electric J60



Stewart McKechnie's flew this J60



Bill Longley with one of his PD models



Chris Hague with 2 Tomboyeezers, .25cc and .5cc



Turned into a Meerkat convention!



Peter Rose launching his Tomboy

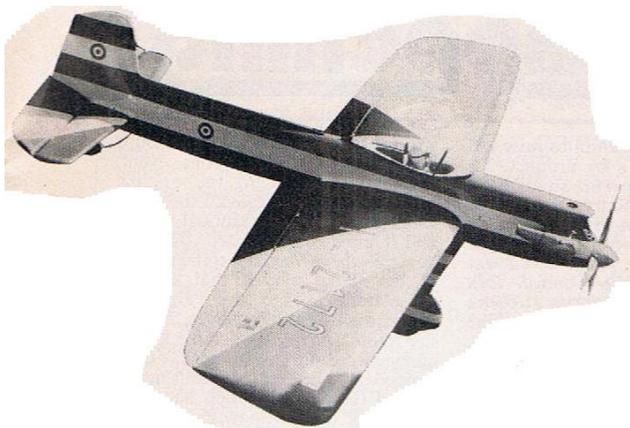


Spike Spencer's Spook



THREE BRAT .15 (OR .14!) ENGINES

FROM PETER SCOTT



**Tango 60 in span control-line Aerobatic design for 40
- -46 engines by Champion of Europe Luciano
Compostella Aero Modeller February 1978**

The more one studies this design, the clearer it becomes that it was created to satisfy one particular demand — practicality. Perhaps the general outline is not especially aesthetically pleasing, but when it gets down to basics, which is better — a ‘pretty’ aircraft which takes months of hard work to build, or a thoroughly good performer which is capable of providing hours and hours of flying without constant maintenance. That upright engine may

be a little passé as regards modern styling, but it means that you can start the engine without going through the ‘let ‘s turn the model inverted’ routine which always requires a second pair of hands to achieve. Tank blocked? Not to worry, unscrew the bicycle spoke nipple, pull off the cowl and there is the tank ready for inspection. Move it ½ in backwards and out it comes! Replace it, modify it, raise its position or do what you will. Is life so simple with your current stunter? Although the wing is not detachable, transportation should not prove too difficult, and the removable under carriage legs are quite a help. Hard landing? Never mind undo two bolts and a leg can be replaced or straightened. Tissue rips in the covering? Impossible with this design — the entire model is sheeted with 1.5mm balsa which should certainly give it a long operational life. No more minor repair work patching shock tissue-tears following a hard ‘arrival’, and the whole airframe is far less susceptible to fuel seepage. However, do be careful with your balsa selection, and be prepared to use that sanding block a lot, as it would be all too easy to exceed the original target flying weight of 1,700 grams (60oz). The wing construction will prove extremely rigid and accurate — once built, there is no way a warp can creep in. Building a warp-free wing is extremely easy (providing your building board is truly flat!) thanks to those aligning tabs on the underside of the wing ribs combined with the way in which the spar is left square until after assembly. It is best to cut part way through the wood where indicated so that when built, the excess material can be snapped off. When building the wing, make sure that the top wing sheeting is added while the basic structure is still pinned flat to your building surface. Use of PVA adhesive will also help to avoid building in warps. More practical points? Take a close look at that fully bushed and well supported bellcrank — designed for long and trouble free service. Note too how the engine is provided with a fair degree of offset, and this combined with the airfoil sectioned fin, greatly helps to maintain line tension in calm weather when you suddenly notice how much the wind normally helps to keep those control wires tight! In addition, tip weight is used. Worried about the lack of adjustable features? Forget it, if the model is designed correctly in the first place then you will not need them — and remember that this is the model that the current European Aerobatics Champion has flown for many years at both International and World Championship level. For his 1977 success his only ‘modification’ was to use an inverted engine installation. Clearly once you have a first class design, stay with it and practice your flying — that’s the way to success. With Tango, you are free to concentrate your leisure hours on bringing your flying performance up to

scratch, rather than being confined to your workshop. The original used the ever popular Super Tigre 46 power plant although most 6-7.5cc engines would suit. If you use the smaller engine, then choose a good ‘un, and build light. Luciano flies on a three bladed prop (10 x 6in Tornado) for a very good reason: the upright engine provides a low thrustline, but by using a 10 in diameter three blader instead of an 11 in diameter conventional prop, the length of the undercarriage legs are kept to reasonable proportions.

Luciano pictured at the 1974 Czechoslovakian World Champs, where he placed eighth. Uses plenty of control surface area and flies relatively fast. Very functional lines are evident - note use of upright mounted engine (Super



Tigre 46) and three bladed Tornado 10 x 6 prop. Model is one piece and very rugged.

A 2 1/4" SPAN FREE FLIGHT POWER MODEL FOR 032 - 0-46cc (APS CODE B)

PEE WIT
DESIGNED BY
P. Gasson

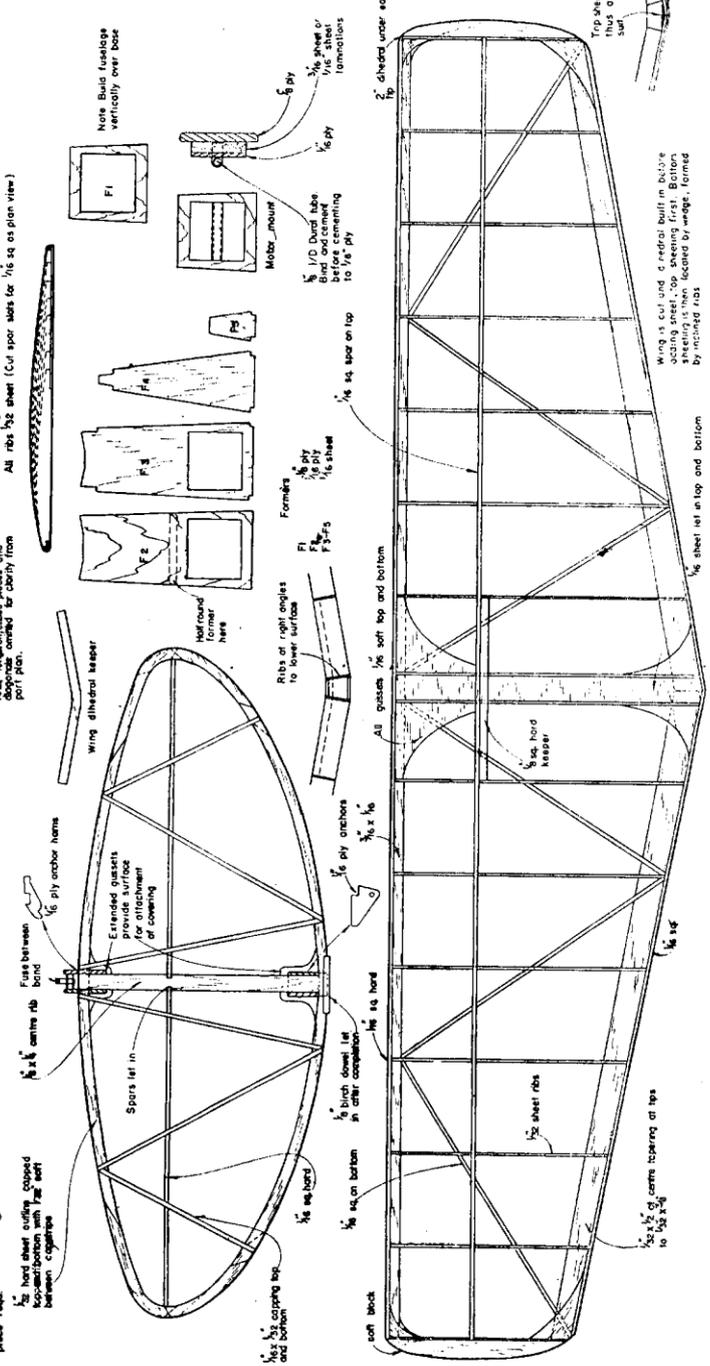
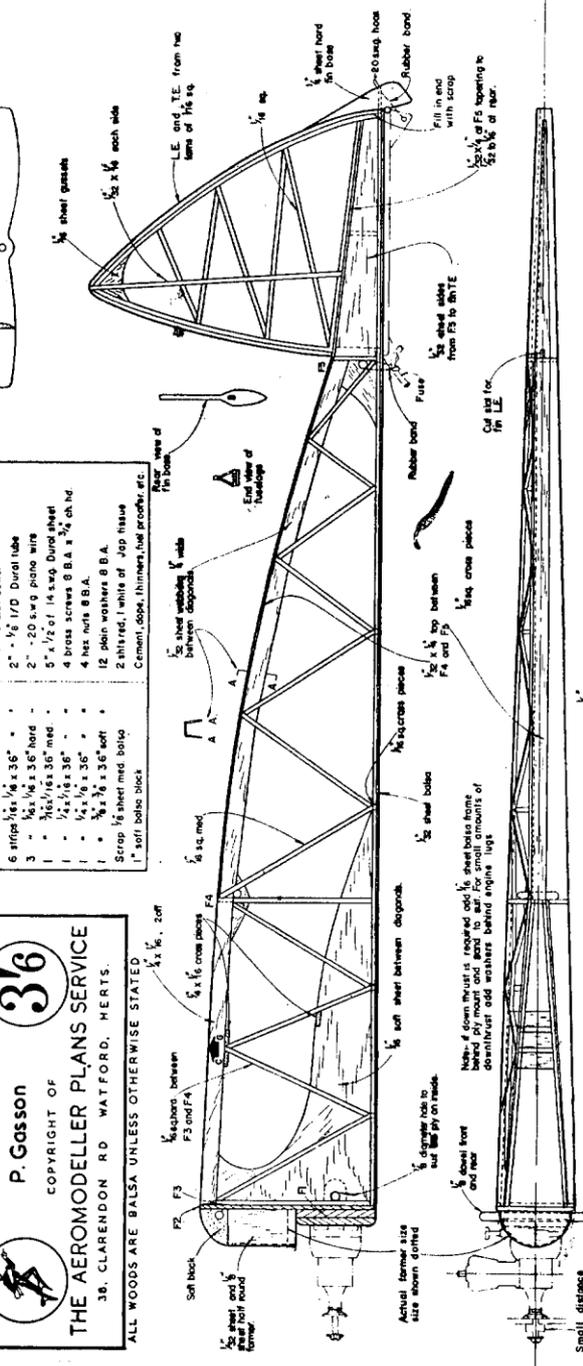


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THE AEROMODELLER PLANS SERVICE
38, CLARENDON RD WATFORD, HERTS.

ALL WOODS ARE Balsa UNLESS OTHERWISE STATED

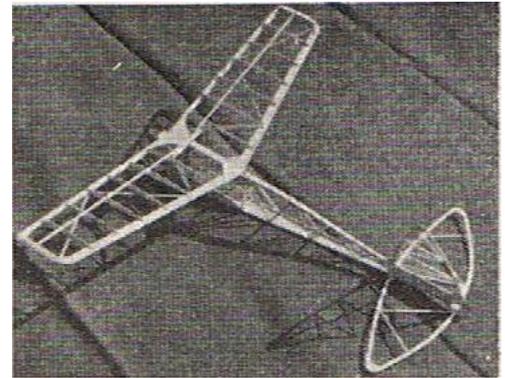
- Materials required**
- 1 sheet 3" x 1/2" x 36" soft balsa
 - 1 sheet 3" x 2" x 36" 1/8" ply
 - 1 sheet 3" x 2" x 36" 1/8" ply
 - 1 sheet 3" x 2" x 36" 1/8" ply
 - 6 strips 1/8" x 3/8" x 36" wood
 - 2" x 1/8" I/D Dural tube
 - 3" x 1/8" x 36" wood
 - 2" x 20 s.w.g piano wire
 - 5" x 1/2" of 14 s.w.g Dural sheet
 - 4 brass screws B.B.A. #4 x 1/4" ch hd
 - 4 hex nuts B.B.A.
 - 12 plain washers B.B.A.
 - 2 thin rods, 1 white of Jap tissue
 - Cement, dope, thinners, fuel injector, etc.



1/4A Offers new scope for the experimenter. Here's one viewpoint. Pee Wit by P Gasson From Aero Modeller February 1961

Until quite recently it had not been possible for English power enthusiasts to enjoy the use of a contest class miniature "IA" motor. The recent introduction of the Cox Pee Wee 0.3 c.c. glow motor which is now in abundance in the model shops, has provided the long awaited answer and is fast becoming a favourite. There is always a thrill to be had in contemplating the miniature and there are many modellers who have for years dreamed of an 18 in. fast climbing power job and have had to content themselves with models of at least 24 in. span and an engine capacity of more than 1/2 c.c. Here is an account of the type of model evolved to meet these requirements and to deal in particular with the layout and

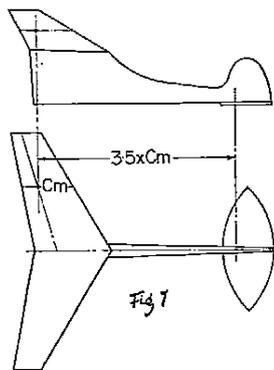
type of construction which is considered essential for a model of this size. To achieve a rapid climb it is always necessary to keep a careful check on the weight. Particular attention must always be paid to this requirement and the outside limit for a model of this type is 2 1/2 ozs. although by careful attention to wood selection it is not difficult to keep this down to 1 3/4 ozs. With a 1 oz. motor weight this allows only 3/4-oz. for the airframe. The fact that over 50 per cent. of the total weight is concentrated in the motor unit imposes a considerable limitation upon the choice of layout. The most obvious effect is to bring the c.g. well forward which means that the wings must be situated almost over the engine.



R. Annenberg solved this problem by using swept forward wings, thus bringing the wing centre of pressure forward whilst keeping the root section behind the engine (see Fig. 1). In smaller models such as described here, a swept forward wing produces structural difficulties if tip flutter during the fast climb is to be avoided. For this reason a straight leading edge is recommended and the e.g. problem solved by making the moment arm longer than usual (about 4-5 mean chords), which also allows the pylon to be lower than that originally employed by Annenberg (see Fig. 2). With this style of model it has been standard practice to mount the wing (but not the tail) outside the slip-stream, by which means it is claimed that the layout is less critical to tail trimming adjustments (see Fig. 3). Dihedral need not be excessive, 3 in. per foot of semi-span being sufficient for most layouts. If too much dihedral is employed then Dutch rolling will occur and consequently the glide will not be good. If, on the other hand, too little is allowed then the model will not be able to make full use of the high power because of its wish to side slip.

A tail area of not less than 30 per cent. wing area is usually required, although a long moment arm does help to reduce this minimum, providing inertia forces are kept small. In spite of its important function, the fin often appears in a very artistic, but often inefficient form.

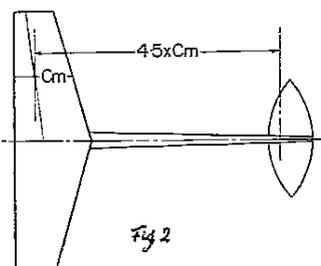
Fin area is obviously of some importance and proportions can be critical. Fins of a given area will have different effects if their heights are greatly different. A tall fin has a more pronounced effect than a short fin of similar area, but if made too tall will be structurally weak or, alternatively, will be too heavy. The fin



shown on the plan is a well tried shape and provides a long fuselage seating and sufficient width to provide bracing for its high tip.

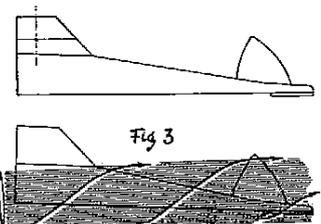
The size of the propeller is of vital importance and experiments should always be made before one is satisfied that the best type is being used. To this end it is convenient to use a metal (duralumin) propeller.

Pitch can then be adjusted and the diameter and blade area can be reduced if required. A duralumin propeller provides enough weight to allow the engine to run smoothly and in the event of a crash the blades will bend without damage to the engine, for it is a much easier job to straighten a bent propeller blade than to replace a broken crankshaft. To guard against too frequent bending of the propeller blades a wire peg leg was provided on the original model and saved the propeller from all but a bad crash.



The Cox Pee Wee motor requires a propeller of approximately 4 in. diameter and 4 in. pitch. This is meant only as a guide as the pitch will be found to depend upon the overall weight of the model and will need to be considerably reduced if the weight exceeds the recommended figure.

A deep triangular fuselage section is undoubtedly the most suitable construction, which is considerably simplified if the bottom spars are made flat. Building can then be commenced as follows:—

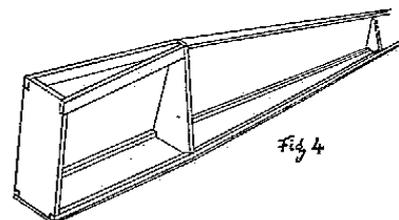


Construction Cut the plan form from soft 1/32 in. sheet and cement a 1/16 in. sq. longeron to each contour. Add the 1/16 in. hard sheet formers to the front and back of the wing position also the former at the tail end.

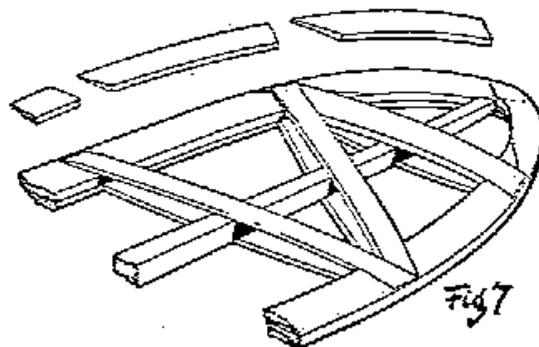
Build up top of wing mount and back bone using in by 1/16 in. (see Fig. 4).

The Warren Girder arrangement may then be inserted and finally the front side

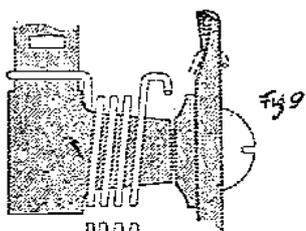
sheeting and back bone 1/32 in. sheet webbing and dowels added (see Fig. 5). Build fin flat on plan and cement to back bone when thoroughly dry. Finally, add bracing strips. Both the leading and trailing edges are of an "L" section. The leading edge is made from a piece of 3/16 in. by 1/16 in. laid flat on the plan and a piece of 1/16 in. sq. cemented on top to the front edge. The trailing edge is made in a similar way using in by 1/32 in. (tapering at tip) on top of which a 1/16 in. sq. spar is cemented (see Fig. 6). Although this method produces a rather thick trailing edge, this does not seem to affect the performance adversely, whilst it undoubtedly makes a very strong warp resisting structure. Parallel ribs of 1/32in, medium hard quarter grain balsa are placed at 1 1/2in. centres and a 1/16 in. sq. hard balsa spar placed on the top surface at maximum depth. Having built this structure it should be left pinned down for a couple of days before cutting the slots and adding the diagonal spars. Add dihedral keeper and root sheeting. The tail outline is built up from 1/32 in. medium sheet balsa and geodetic capping strips 1/16 in. by 1/32 in. and edge caps are then added. This produces a very reliable structure (see Fig. 7). The engine is bolted to a ply block (shaped like the nose block of a rubber model) to the back face of which a duralumin tube is fixed.



When the engine mount is plugged in a retaining pin is inserted through the side of the fuselage into the tube (see Fig. 8). Slight downthrust adjustments may then be made by sanding the balsa former on the fuselage, but flying field adjustments are best made by placing washers behind the mounting lugs of the engine. Some people will find it an advantage to fit a starter spring to the engine and a suitable one is illustrated in Fig. 9. Care must be taken to wind the spring as close as possible so that four or five turns of 18S.W.G. wire can be accommodated on the outside of the crankshaft bearing without the end of the spring fouling the propeller. The spring is only pulled forward to engage the propeller when actually in use. For those modellers wishing to fit an 0.2 c.c. Dragon Fly diesel, a suggested motor mount is illustrated in Fig. 10.

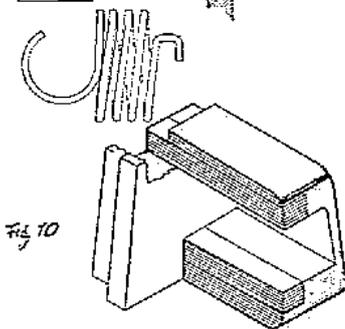


Coloured jap tissue is recommended for the whole of the model. Two or three coats of 50 per cent dope-thinners being suitable for the fuselage and two coats of 30 cent dope-thinners for the wings. Do not water shrink the tailplane and use dope very sparingly—1 coat at 15 per cent, dope-thinner. A normal type "pop down" tail D.T. is essential and ensure that the fuse is arranged to lie on the longitudinal centre line of the fuselage.



The Send Off

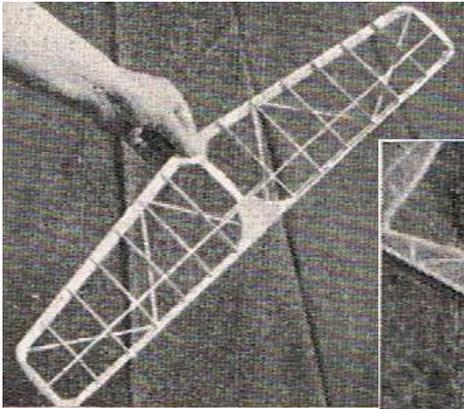
Before taking the finished model along to the flying ground it is advisable to line the model up very carefully, checking squareness of tail thrust line of motor and difference in incidence between wing and tail surfaces. No serious warps should be present, a slight degree of wash out is usually helpful so that if present, do not bother to remove it at this stage. Test glide into wind (initial test flights should always be carried out on a calm day or evening). There should be no tendency for the model to stall, it being preferable that the glide be rather steep. Motor downthrust will then be governed by the overall weight of the model and for a heavy model no downthrust will be required.



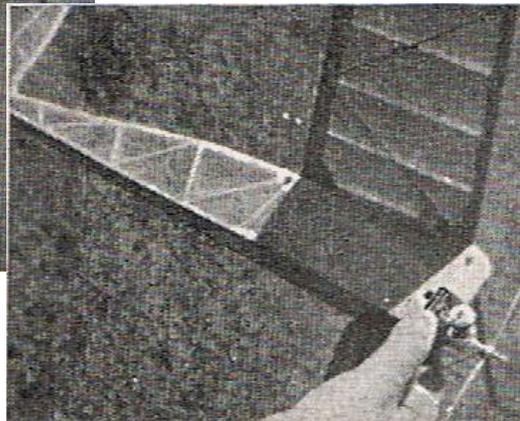
Use a fine pitch propeller for initial flights, as this can be tuned to maximum revs, without giving much torque and, at the same time, the thrust will not be large. Motor run should not be too short as it is almost impossible for any untrimmed model to recover from a near vertical attitude should the motor cut

whilst still near the ground. For this reason it is recommended that a motor run of 5 to 7 seconds should be employed. Measure fuel by eye dropper or convert Pee-Wee to a "tube" tank.

Do not be over anxious to achieve that vertical climb. The first few flights should be made using the fine pitch propeller which may be adjusted to give more thrust as the model is trimmed in a spiral climb. If the model is particularly light you may find that as the power is increased a loop results. This can best be corrected by a little down thrust, but if the amount required becomes excessive, add a piece of 1/32 in



packing under the trailing edge of the tail plane. (Note: this model has an underslung tail unit), and move the c.g. forward to balance out on the glide—this latter adjustment is best achieved by placing a piece of packing behind the motor, thus moving it forward. To obtain correct



circling, it sometimes helps if a trim tab is fitted to the wing or fin, otherwise the warp technique or a tilted tail is employed.

Although it is not possible for a model of this size to compete against its big brother, it is capable of giving a good account of itself and will give many hours of enjoyment to anyone who builds it.

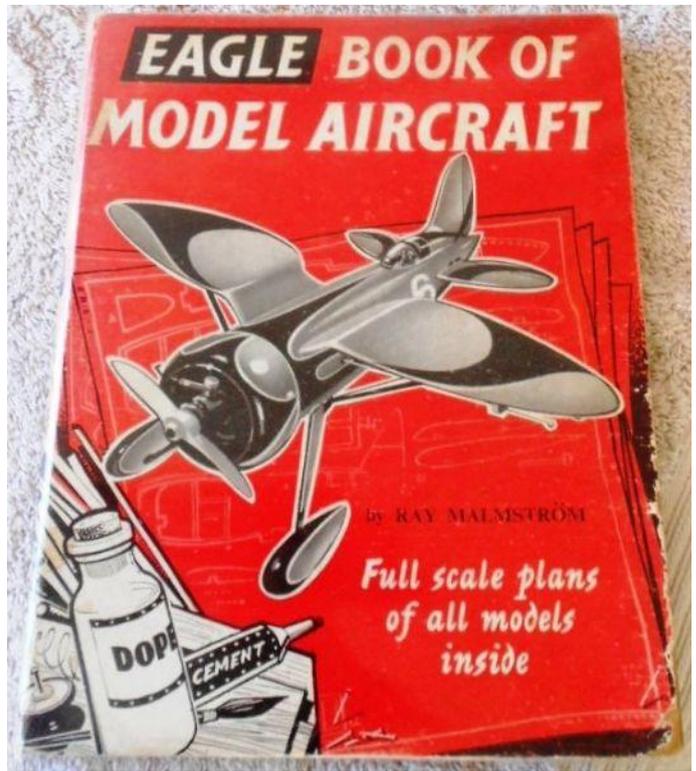
Andrew Burston - Malmstrom via Sydney

After a prolonged search, I finally located a copy of 'Eagle Book of Model Aircraft' [1959] by Ray Malmstrom in Felixstowe of all places. When I opened it in Sydney, I immediately fell for 'Skygipsy' and completed it three weeks later.

I have deviated a little from the plan, by using 1.5 mm sheet sides top and bottom, framed with 5 mm square, rather than the 3 mm sheet specified. The tailplane is flat/warp-proof instead of a lifting section and I made an aluminium undercart. It is difficult to obtain Airspan and I didn't want to use dope and tissue for longevity reasons, so I have used film covering. The motor is a Turnigy Park 300 driving a 7" prop and the battery is a 3S 1300 mAh LiPo. Not flown yet and weather for coming weekend looks poor, so we'll wait and see.

About the same size [36" span] as a Tomboy and equally as cute I reckon.





WATTS-AROUND ? From Spike Spencer

A modern Electric conversion of –



DON STILL'S "STUKA STUNT"

This classic control-line stunt design had its origins as long ago as 1950 – just a few short years after WW2. Perhaps a curious choice of prototype for a championship-contending stunter, given its infamous rôle in the Spanish Civil War and elsewhere? Maybe, but being a Texan and I suspect also a noncombatant, perhaps it didn't have the same associations for Don? Who knows. Whatever the case, the model was successfully campaigned in Budapest in the summer of 1960 and appeared as a large feature in the *Aero Modeller* in the January 1961 edition. A clearly-drawn plan served to inspire a certain spotty-faced, 17-year-old yooof, who immediately cadged a bit of leftover wallpaper from Dad and redrew it on the back, to the correct size. I can't remember much about the model that eventually emerged from my somewhat agricultural workbench in the garden shed, and I very much doubt it would have won any awards, but my word, I do remember that it flew extremely well! Unusually for me, it also survived the course, as I went on to learn various

manoeuvres I'd previously only dreamed of and seen in magazines. Eventually, still undamaged, it was sold on to a school friend and I heard nothing more of it. I hope he enjoyed it as much as I did.

So, skip half a century and the arrival of re-inspiration to build a successor. Why so? Well, at the end of last year a friend from my teenage years (but after the control-line phase) John Mellor, proposed building an electric-powered, control-line Midget Mustang (*reported in a previous S&T article*). Just for the hell of it,



you understand. I thought it would be fun to build something myself, to keep him company throughout the process and to have something we could compare notes on as we went along. But what to build?

A number of options were looked at and discarded for various reasons. Electrics demand a fair bit of space up front, so a generous nose-length is a "must", but unfortunately it's not the norm on most control-liners. Then I recalled the Stuka and wondered if it would do the job. I enlisted the help of our good friend Derick Scott, who not only provided a nice copy of the "Ambroid" kit version of the model, but also other useful additional information in the form of the original Aero Modeller article and drawings. Ah! Sweet nostalgia!

'Somewhere in Oxfordshire'

And yep, it looked a goer. A bit of research showed that the model's nose would have to be shortened a tad – one and a quarter inches/30mm would have been lost to take account of the slightly greater weight of the electrics. Otherwise, it all looked pretty straightforward.

Nearly time to attack the balsa but first, I needed to work out the best power train. What motor/battery? How much power would she need? How was I going to control it?

All this proved very absorbing and, as far as the motor was concerned, kept me in doubt right to the very end. There were one or two frustrations, largely self-inflicted, but I'm delighted with the outcome!

Following Mike Spencer's brave but ultimately drama-free maiden flight on the balmy morning of Thursday the 24th May, I took the handle and started re-living the summer of 1961. Priceless. Mike, John and I now have a dozen or so electric-powered control-line flights under our collective belt. I don't doubt there will be a lot more to come.

One of the biggest problems, from my stand point at least, was that as a flyer of several other kinds of electric-powered models, both fixed-wing and rotary, freeflight and RC, I know what works. But there's very little information out there concerning electric control-line. That means that any attempt we made could have been marred by underperformance. Being a pessimist, and firmly of the opinion that you can never have too much power available, I found I was constantly revising my estimates, upward, as the time for flight approached. I think I was proved right. So, from virtually a standing start, Mike, John and I have established our own ground rules for success. We've proved conclusively that this is not only the quietest and least antisocial way to enjoy control-line flying, but also that it's eminently practical for sport-aerobatics. And with more attention to weight control and refinement of the power train, it will do far more than that. After all, the RC world of competitive fixed-wing and helicopter aerobatics flying has seized EP technology almost 100%. It's now appearing in World-Championship Control-line as well. The power is there for the asking; no question (believe it or not, there's already a 1:1 scale, man-carrying EP sport aircraft flying successfully).

If anyone out there would like to have a crack at ECL, and would like to know more, we'd be happy to share our knowledge. It's not hard, just different.

Stuka Stunt Model Details:

Length 32.75"

Span 47.5" (1206mm)

Chord 11.125" at the root; 8.75" at the tip

Wing Area 466 sq.ins. (of which the flaps comprise 76 sq.ins)

Tail Area (total) 87 sq. ins.

Motor AXI 2814/12. A bit OTT perhaps, but has the flexibility to give a wide speed/ power band plus, of course, excellent mechanical strength and build quality.

Prop We tried an APC-E 9" x 4" initially, followed by a 10" x 5". I thought the lap speed was perhaps a shade too quick so I've ordered a couple of Zoar 10" x 4" (wooden!) to slow it down a bit.

Battery 3S - 2100MAh 35C and 2200 MAh 55C (The current drain is fairly high and I deliberately opted for higher "C"-rated packs in order to ensure that:

a) heat build-up in the confines of the rather crowded battery compartment was not excessive (I ensured there was plenty of through-flow cooling ventilation too!) and

b) on the other side of the same coin, to ensure good power delivery at reduced throttle settings (typically around 80%).

Weight of EP SS 40 ozs./ 1140 grams (compare 30 -32 ounces for Fox 25-powered original).

Motor RPM Using 10" x 5" APC-E Thin Electric Prop: 10,300 (compare with 9" x 6" on Fox 25 - exact RPM unknown but approx. 12500?)

Current Draw 35.41 Amps (equates to 16C constant current draw)

Watts Input 416 (yes!)

Input Power Loading 166W / Pound

Line Length 57.5' (17.52m) 7-strand Sullivan

Covering Fuselage tissue/dope

Flying surfaces 10 Microns Mylar/Esaki Lightweight Tissue/Dope. One coat white primer, followed by Halfords MINI "Chilli Red". A poor choice as it turned out, because although the substrate is relatively easy and quick to apply, the paint added excessive weight. Next time, I would use Profilm.

Flight Power Management Keith Reneclé "KR-2" <http://www.keithreneclé.co.za/Electric%20CL.htm> timer controlling a Perkins EnerG Pro 40 Amp Electronic Speed Controller, with 5V BEC (required to power the timer)



David prepares for the maiden flight



Airborne at last

General Comments

This reiteration of the Stuka impressed as being a very smooth and responsive model, without twitchiness - in fact, a classic stunter from the 50s/60s, clearly very carefully honed over a long period for competition work by the designer, Don Still. Incidentally, the reason he chose this semi-scale prototype was that the need for a competitive edge at the time was apparently pushing the c/l aerobatics fliers towards "different" styles of models. One can imagine that with judges having to sit through hours and hours of watching identical manoeuvres performed to very similar standards, anything which differentiated one model from another would help to impress them! I daresay the Stuka's distinctive lines achieved that aim.

No problems were experienced during our initial test flights, although test-pilot Mike felt a little more line tension would help. We therefore changed the prop to an APC-E 10" x 5" which sorted that, but maybe a little too well, the speed being noticeably greater. This will need to be adjusted. One idea I intend to try is fitting a pusher prop, so that the torque reaction pushes the nose outwards rather than inwards (try that with a glow motor!). I'll also try a Zoar 10" x 4" Wooden prop. (APC don't make a 10" x 4" E-prop, as far as I can see). This should still produce plenty of thrust, whilst holding the speed down a bit.

After the initial couple of flights, the consensus was that she was also maybe a little nose-heavy. The removal of 15 grams of lead from the cowl helped and there is more scope for experimentation in that respect, as in order to achieve the indicated balance point, I'd added about 50 grams in total. Otherwise, I'm pleased to say the model tracked extremely well and held a level line superbly. Landings and takeoffs were completely drama-free, even considering the long unmown grass from which we were flying.

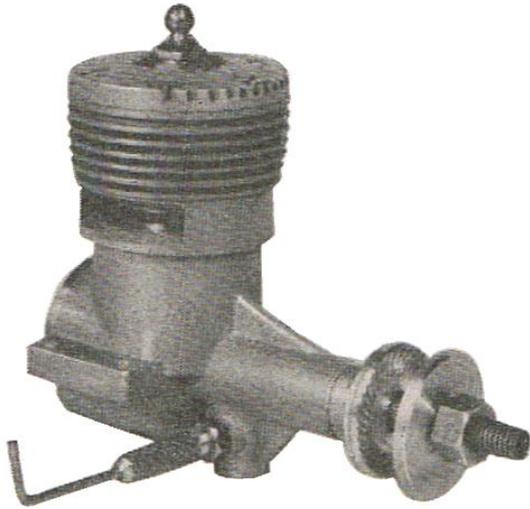
The power input figure was particularly illuminating. From the only prediction I could trace, I expected the model to be adequately powered with the AXI 2814-12 consuming about 250 watts on the APC-E 9" x 9.5". That equates to exactly 100 Watts per pound, but with the eventual 416 Watts input (166 Watts per pound - much higher than I'd anticipated) giving a spirited performance, I believe this is probably close to the output of the original's Fox 25. I haven't been able to find any specs for that engine but I reckon it must have been around 0.5 BHP/375 Watts - if anyone knows the exact numbers, I'd be pleased to hear from them.

If you fancied following a similar course, the available choice of brushless electric motors is huge and there's no need to pay silly money. Likewise, Electronic Speed Controllers are cheap, although I must mention a caveat I discovered only after extensive, frustrating attempts to get the timer to work reliably - do beware of using salvaged ESCs! The majority of Ready-To-Fly RC models use unbranded power components - in other words units which are mass-produced at a price. And of course it's tempting to extend their usefulness by re-using them elsewhere, but be careful. The KR-2 Timer didn't like the dirty output from the motor and ESC I'd salvaged from a crashed Ripmax Wot-4 E. The problems disappeared as soon as I substituted a better ESC. There are lots of c/l timers out there too, some very cheap, others less so. Yer pays yer money . . .

In conclusion, I'm delighted with my re-choice of model. It was quite long in the building (interrupted by other, smaller projects) but relatively uncomplicated and well worth the effort. I enjoyed the challenge and I think it has unquestionably vindicated the decision to convert from glow power to electric. Probably not up to scratch for modern competition but in the context of vintage contests, I'm sure it still would be. Certainly it will enjoyably serve the purpose of bringing its ageing owner/flier back to somewhere near to his youthful ability on the handle. Highly recommended.

David Lovegrove (Initial contact may be made via the Editor)

DC 35 G AND DC 350 MkII from Aero Modeller June 1952



Known as the D.C. 350 Mk. II, the new diesel shows many improvements over the prototype analysed in this series in the November, 1950, issue, particularly in its increased power output which now ranks highest in the 3.5 c.c. class. In its glowplug form, as the 35 (G), the peak output falls slightly short of the diesel figure, though in practice this difference will not be readily apparent. The small capacity diesel has always been recognised as an engine with greater power than its glowplugged equivalent, and we have no doubt that those who prefer glowplug operation will concede the superiority. Externally, the Mk. II diesel looks different only in its new "Vee" type compression screw, decreased fin area (there is one less fin, and the fin thickness is increased), and the spinner nut is

replaced by a tougher hex. nut. Internally, there are alterations to the porting and mode of assembly. By-pass channels in the cylinder liner are deeper though narrower, the carburettor bore is increased, and because of the revised assembly, it is now possible to ensure that two of the four exhaust ports register centrally with the slots in the cylinder jacket. This new "plain" liner is slightly heavier and still retains the unusual lack of contact with the cylinder finning.

As before, the crankcase back-plug is left plain and screwed home tightly to discourage unwarranted and often harmful dismantling.

TEST

D.C. 350 DIESEL, 35 c.c.

Fuel: Mercury No. 8. Starting: Excellent.

Running: Excellent at all speeds. Needle control flexible and easy to handle.

B.H.P.: Flat curve to maximum of P281 b.h.p. at 11,300 r.p.m.

Fall-off not so sudden as with the glowplug version.

Checked Weight: 571 ozs. (with fuel tank).

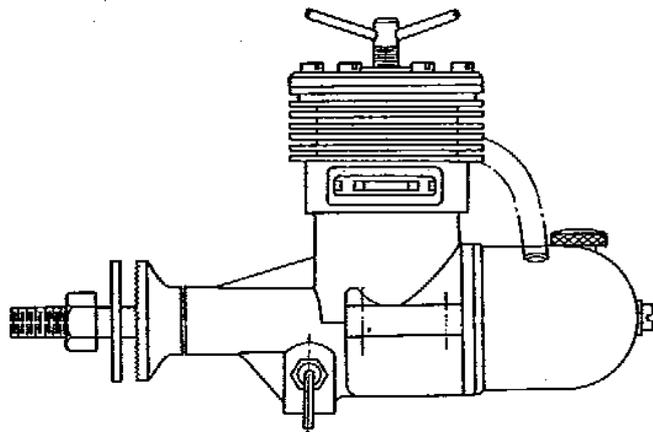
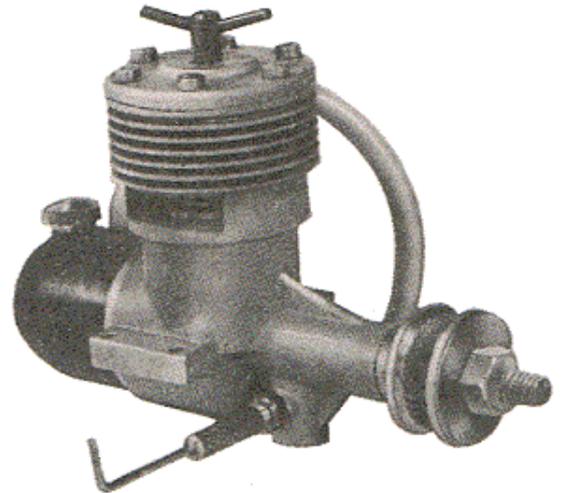
Power/weight Ratio: .7808 b.h.p./lb.

Remarks : The attractive grey finish to the clean castings of this motor are well displayed by the contrasting amber coloured plastic fuel tank. Its robust construction should make it an ideal choice for the radio control enthusiasts.

D.C. 35 (G) GLOWPLUG,

35 c.c.

Fuel: Mercury No. 5.



Starting : Excellent, facilitated by priming through exhaust port.

Running : Very flexible needle control, and smooth running are characteristics of D.C. motors and are well evident in the 35 (G).

B.H.P.: A good flat curve is obtained, with maximum output of 262 b.h.p. at 11,100 r.p.m.

Checked Weight: 54 ozs. (less tank).

Power /weight Ratio: .776 b.h.p. /lb.

Remarks: There is very little difference in the performance of these two motors, showing that there is considerable research in the glowplug version.

GENERAL CONSTRUCTION DATA

Name: D.C. 350 Mark II, and D.C. 35 (G).

Manufacturers : Davies-Charlton & Co., 13, Rainhall Road, Barnoldswick, via Colne, Lancs.

Retail Price : D.C. 350 Mark II, £3 6s. 6d. D.C. 35 (G), 5s. £3 5s 0d.

Capacity: 344 C.C., 21 Cu. /in.

Compression Ratio: 350 Mk. II, Variable. 35 (G), 865 : 1.

Mounting,: Beam. .

Recommended Airscrew: Free flight, 10 x 6 ins. Control line, 9 x 8 ins.

Bore: 11/16 in. Stroke: 9/16in.

Cylinder: Nickel chrome steel.

Cylinder Head: Alloy, retained by six screws.

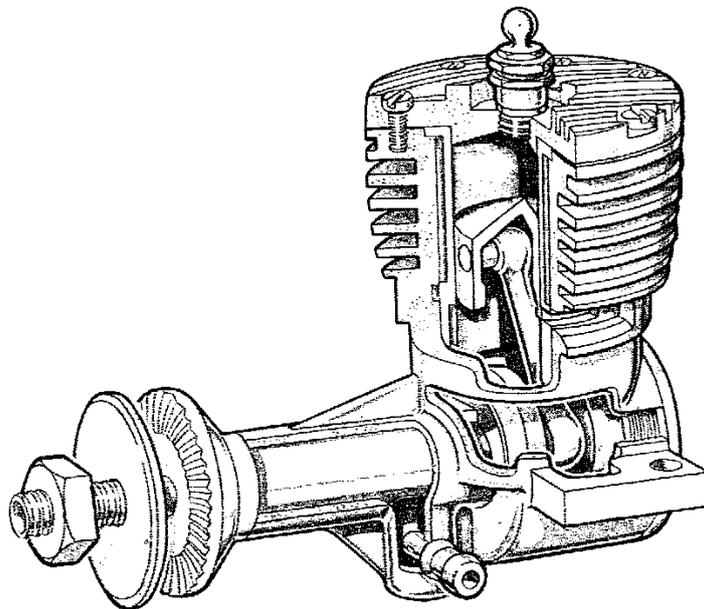
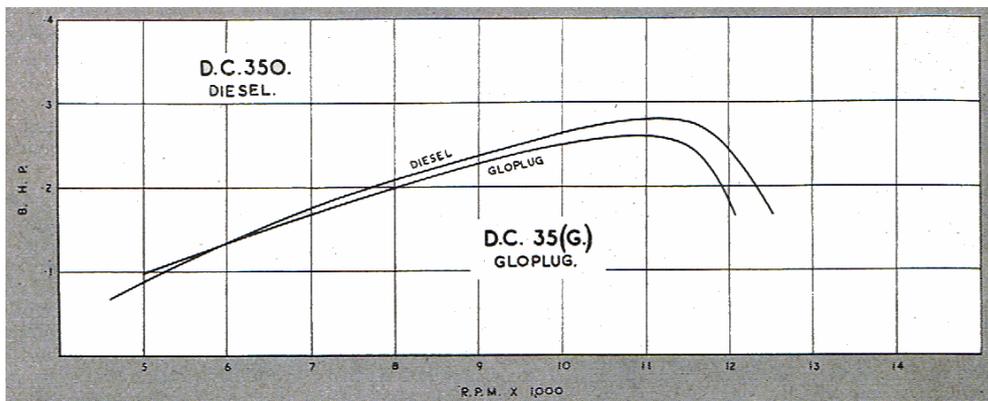
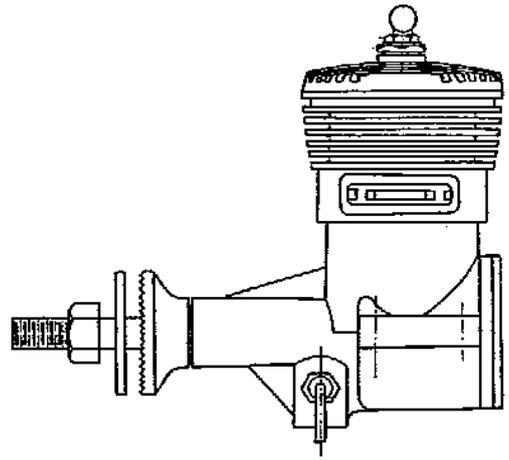
Crankcase: Die-cast D.T.D. 424.

Piston: Meehanite, ground and honed.

Connecting Rod: Duralumin.

Crankshaft: Nickel chrome, ground and honed.

Induction : Rotary crankshaft valve.



MASCO BUZZARD

2.8 CC



WESSEX TOMBOY LEAGUE 2012

Scores after Round 2 held at Wincanton Falcons on Sunday 27 May 2012

by Chris Hague

The second round of the 2012 Wessex Tomboy League was held by kind invitation of the Wincanton Falcons at their Templecombe flying site. This round had been postponed due to bad weather in April and was run in the morning as the Wessex 600RES electric thermal event was scheduled later the same day. The weather in the morning was superb, sunny, with light winds and plenty of lift.

Six pilots entered both classes with everyone qualifying for the fly-offs at 11.30 and 11.45. During an early morning test flight, engine guru, Derek Collin found his model (or rather didn't find his model!) as it soared upwards out of sight. Unfortunately Derek was not able to recover the model on the day, but we are optimistic for its safe return as the local experts from the Wincanton Falcons have very generously offered to hunt for it during the coming week. During the morning the models' fuel tanks were checked for fuel capacity, with every model conforming to the rules, just as you would expect. The clear blue sky with buoyant air suited the Tomboys, and the models were reaching a good height, so a 30 second delay was decided upon for the fly-offs.

Jeff Fellows chalked up his second win in a row and remains unbeaten in the Tomboy 36 class. Jeff's flight was two minutes ahead of second placed Tom Airey and three minutes better than Chris Hague in third place. The two Jameses, Parry and Collis, were only two seconds apart when they landed. Rick Farrer was

the first to land after a very short motor run time. However, Rick's fortunes were reversed in the Tomboy 48 class as a splendid flight of over 11 minutes gave him a comfortable victory over Tom Airey and Peter Rose. Andrew Fellows was flying to his usual high standard and finished fourth.

Wessex Tomboy 36" span league table

		R1	R2	R3	R4	R5	Total
1	Jeff Fellows	10	10				20
2	Tom Airey	8	9				17
3	Chris Hague	7	8				15
4	James Parry	6	7				13
5	James Collis	4	6				10
6	Paul Netton	9	-				9
7	Rick Farrer	2	5				7
8	Peter Rose	5	-				5
9	Dave Ashenden	3	-				3
10	John Myers	2	-				2
11	Derek Collin	-	1				1

1st Jeff Fellows 6 min 54 sec; 2nd Tom Airey 4 min 58 sec;
 3rd Chris Hague 4 min 08 sec; 4th James Parry 3 min 33 sec;
 5th James Collis 3 min 31 sec; 6th Rick Farrer 1 min 32 sec.

Wessex Tomboy Senior 48" span league table

		R1	R2	R3	R4	R5	Total
1	Tom Airey	10	9				19
2	Andrew Fellows	9	7				16
3	Peter Rose	8	8				16
4	Chris Hague	7	6				13
5	Barrie Collis	6	5				11
6	Rick Farrer	-	10				10
7	Bill Longley	5	-				5
8	Derek Collin	-	1				1

1st Rick Farrer 11 min 18 sec; 2nd Tom Airey 9 min 44 sec; 3rd Peter Rose 8 min 17 sec; 4th Andrew Fellows 7 min 06 sec; 5th Chris Hague 5 min 28 sec; 6th Barrie Collis 5 min 08 sec.

Our thanks go to our starter for the day, WMAC chairman Ian Pratt. Also to the host club, the Wincanton Falcons, for allowing the use of their flying field.

Remember it is the best four scores, shown in bold type, to count. The next round will be on Sunday 3 June at West Winterslow, the new site organised by Peter Rose. Email me if you require directions to the site.

Full details available on our website: www.wessexaml.co.uk

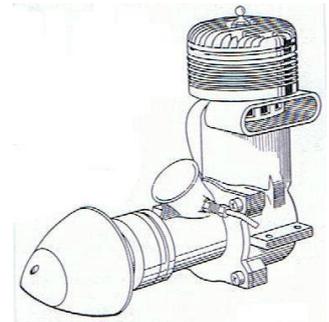


Wessex Tomboy 36 the big launch Photo by courtesy of Rick Churchill

David Kinsella's column

Wonderful Woody

If Yank iron hauls your Vintage wonder or that weeny bit stands between you and cabinet perfection (oh, the agony!) Woody Bartelt's beautiful book of oodles of spares is for you (with inserts some 50 pages!). Repro engines, originals, books too, MECA and flying events like Muncie, it's a treat just to sit by the fire and read it - and dream. A mere 20 dollars plus postage is all it takes and Woody will do the rest from Galesburg MI 49053 (269 665 9693). An essential to stand with Clanford, Goodall and Moulton. Here's Ira J Hassad's Blue Streak 65 TBR of 1948.



Finger Business

In mountains far away monks kept an ancient relic and charged visitors to see it. Said to be the hand of a yeti, boffins managed to borrow (?) a finger for analysis. Getting it out of the country was eased by tucking it in the luggage of movie superstar James Stewart, as detailed in S&T a Princeton man and USAF Brigadier General 'before Hollywood called. Others attend to luggage, of course, and in time it arrived at Clariges. Taken from Gloria's things the delapidated digit was tested and found to be - human! Human, but of a strand that long ago went wild and mutated? Some would say the jury is still out. Jimmy 'rejoined' the USAF in The Glen Miller Story (1953) along with June Allyson and members of Glen's band.

Charge!

Movies made and launched in Hollywood, young rising star Laurence Olivier returned to the UK with a magnificent Cadillac. Handing the keys to Ralph Richardson, Larry was amazed to see the big car streak along Piccadilly Ralph hitting 80mph past the Ritz and Green Park. Modest UK incomes kept roads clear to a point, but it took nerve in the days before the disc brake. Soon work would begin on Henry V, shot in Ireland and completed in 1944. RAF fighters sometimes interrupted knights played by Irish farmers!

Old Warden Stunner

Here's a fine repro of J W Bishop's Endeavour with proud owner Arthur Fox. A mighty model powered by a petrol Evra 50, a return to the skies is possible and would be a treat - as here where Arthur stands with his model in the 1980s.



Once Before

Arriving by yacht, liner or battleship (for the Empire Review) kings and princes, rajahs and chiefs and field marshals in their finery travelled in special trains of the LSWR to Waterloo. Growing in number as the Diamond Jubilee Procession drew near (22 June 1897), porters and clerks and the station's throng had seen nothing like it - or would again. Millions filled London and 47,000 soldiers lined the route from the Palace to St Paul's for the service at the steps. Tents were pitched in parks and 40,000 sat down to a free dinner in the East End. At Spithead ships from the China Station rode at anchor along with jaunty Snapper and Hasty and bigger fellows Benbow, Thunderer and Mars, in all 123 ships in lines miles long.

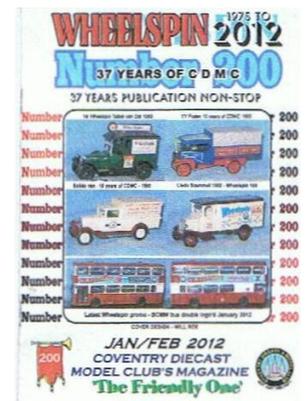
Specials

Before UK tracks churned cut TRs, Healeys and MGs (remember the Twin Cam?) after the war a gap in the market was filled by the Special. Based on the 750 or 1172 4-cylinder engine found in thousands of Austins and Fords, the removal of steel bodywork and trim massively boasted power to weight ratios and improved braking. Some - such as Buckler, Lotus and Reliant - grew into production but most were one-offs built in sheds or at the roadside by lads in duffle coats with a few quid and gallons of enthusiasm. Speed bits from Buckler, Derrington, Aquaplane and Shorrock coupled with standard hot rodding tricks - porting, stroking, relieving, boring - delivered serious power. And if the whole thing blew up? Well, back to Honest Jack's with a van and a spanner and another engine and box was yours for a fiver. A trip up A20 in a Dellow (by Dellengpole & Lowe) was rocket fast, we passing everything from Wrotham to London, the open exhaust

like a Sten on steroids, the straight-cut box by my knee screaming away. That famous Bond road is swoopy and at times we floated as the two-seater rose on its suspension. Scary stuff...

Pressing On

Coventry Diecast Model Club launched its 200th magazine in February, lots of colour and pictures over 28 pages. Editor Will Roe helms info on a wide variety of subjects, me offering two on the best of the LNER i. the age of speed records and proper luxury service not to mention on board dining, haircuts and cinemas. Members everywhere, CDMC started in. 1975 at Finham, the old meeting place long gone to make way for flats. Sic transit gloria... Links with Coventry Airport (where they have a display), CDMC hold meetings at the famous Transport Museum, purveyors of a beautiful BRG Alvis for my Mr Toad moment last summer. A Rolls-Royce man, Will's family were LNER too!



Last Cloth Bomber

Perfect far big scale, the lofty HP Heyford is tended here by ace of scale Martin Fardell at the Nats. Good info in a Profile of long ago, dustbin. turret remembered, the Heyford starred in a Boy's Own adventure set in the Spanish Civil war, followed to the conflict by a Mew Gull. Squadron colours were displayed on the wheel spats, as here, and the 75ft beastie pleased crowds at Hendon, Mildenhall and Duxford. Fact and fiction close to, General Milch am a 1937 air mission from Germany urged that a dozen should be sent to Spain. This was ignored by his Air Ministry hosts! A few were used as tugs for D-Day glider tests and one survived at Cardington until 1944



Shrinking Supplies

The SAM 35 Yearbook is flying off the shelves. He who hesitates...Full of good stuff and vital for the set started by Peter Michel, a call to Ron Knight (0208 878 7041) will get you started. The team headed by Brian Lever (SAM 35 President and Wires maestro) has delivered a corker to be read and enjoyed again and again. Verily, my dears, it is the real stuff.

Rockets And Cards

Not too early to think of Guy Fawkes or Father Christmas. Ripsnorter rockets from Kimbolton Fireworks (01480 860988) are serious Polaris-strength items and must be collected from the Cambridge factory. On the cards front I'll be sending a Roger Middlebrook showing a silver HP42 of Imperial Airways over Croydon (WWI combat stuff for the last three years so time for a change). Back to those rockets, they hit 200ft in six seconds and display in a most magnificent fashion. For a kick on the 5th only Kimbolton delivers to truly Rolls-Royce standards.

Promotional Pole

Press coverage, books, Chad Valley jigsaw puzzles, vibrant posters, trains and aeroplanes in corporate colours, the Cornish. Riviera invented and seen alongside the boat of Italy, though of poor sight Sir Felix Pole of the GWR strove for the complete out-there image for his railway. When the Southern launched their 4-cylinder Nelson, Pole countered with the more powerful Cathedral - soon changed to King - and the first as King George V went off to the USA and won a gold medal and a brass bell. Pullmans were OK, but Felix pipped George Mortimer with even grander stock. Breakfast baskets were there and blankets in cold weather. The Great Western built Ealing and the Swindon fortress that was the works of God's Wonderful Railway (the LNER et al made up other meanings for GWR!) Slipping intermediate coaches at speed - the main train charging on - was yet another wonder on the Western. Chocolate and cream Westlands were faster stills starting the UK's flight services.



Help From V2s?

After work on VI jets and V2 rockets on the Baltic, Walter Karden delivered wonders for MZ two-strokes (25bhp from 125cc!) Ace rider Ernst Degner won for MZ but saw a better life in the West. Operation Rose divided Berlin in August 1961, but with drugged children hidden in the boot his wife managed to get through. At the right moment Degner blew his engine and vanished into the race crowd, an easy win out of the question. Soon he too was in the West with son Olaf and sibling and shared his knowledge with the Japanese. He raced too, but suffered a terrible crash and burns. Later the Degners lived in Tenerife and Ernst died in 1983 (conflicting views here). When we fire up our tiny two-strokes do we owe a debt to Karden, Degner and those fantastic Japanese race bikes?

Interstate Express

The sensational Gullwing 300SL (S&T No 59) is a belter at 1:12 scale and perfect for the den. Prototype alloy Gullwings climbing towards £1 million these days, the big model of 300 plus parts; features the fold-away steering wheel, centre-lock wheels, opening boot and bonnet and weighs over 3lbs. On the blower to Grand Prix Legends (0844 887 8888) and this beautiful model will be on its way. You deserve it.

In Detail

Good to see that James Abbott and John Salmon have been busy with the SE5a, my choice of fighter from the Kaiser War. I built the Skyleada kit long ago, at the time not knowing of the many differences that existed: tube or wooden u/cart; long or short exhausts; headrest or not; geared or straight drive V8; dihedral variations; smooth or bulged cockpit sides, etc. Best of my eight references is the Windsock Special by J M Bruce 1993.

East & West

The Great Gatsby is under way, Leonardo. DiCaprio as the mystery millionaire. Ladd (1949) and Redford (1974) played Jay Gatsby with his sensational shirts and cars, neither giving much away as to the source of funds. Set in the age of Capone and Prohibition, its reckoned that Scott Fitzgerald based Gatsby on a lawyer who decamped to Ohio to brew hooch for high rollers in the East. Likely because the profits were vast. For me shortish Ladd in buckskins will always be Shane (1953) getting the better of Wilson (Palance) in one of the best Westerns ever, the black-clad killer pulling on a glove before drawing his sixgun to send a hypnotized farmer on his way.

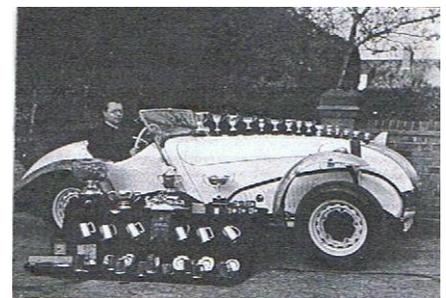


Lots Of Shots

The wonderful display of readers models continues, striking recently being those of Alan Douglas, Bill McGarvey, Darreni Parvin (ace AVM Johnnie Johnson loved the Mustang), Peter and Urs Brandt, James Abbott and Bill Wells. Fond of the beefy Amco 3.5 since seeing a Belfairs MA Junior Monitor with one, Charlie Stone's motor was a treat and most welcome. Full marks everyone.

North Downs Doings

Good to see Dick Roberts covering the Nordec. Never a great engine, North Downs Engineering Co of Godstone Road, Whyteleaf, Surrey along with L M Ballamy was housed in really a large garage. Within Roots-type Marshall-Nordec superchargers were made and LMB if's suspension systems (simply a front beam axle cut in half). A tiny Nordec two-seater appeared, like a Kl Allard and Ford 1172 powered, but the blowers were the thing during the great rough ground Trials age of the late 1940s Here's a JI Allard with Nordec blower of the famed Candidi Provocatores team of Appleton, Burgess (pictured) and Imhof. The twinrotor blower was SU fed and belt driven.



Metal Boots Await

Wind tunnels are an essential of performance car design. Tested ta 273mph anchored down, on the road the SSC Aero TT hit 256 and was still pulling. Part of the Shelby operation, the 1190bhp Aero beats the Bugatti

and McLaren by a small margin. Eventually tyres will be the problem, LSR devices running on metal for ages.

RFC Ace's Blower

With Barry at Raynes Park MAC, we were soon discussing clocks and watches (all RP boys have wide interests!) From Longitude and Harrison, we settled on the stunning watches by George Daniels (1926-2011) in museums or on the wrists of billionaires. Only a few exist anyway, each one taking a year or more, only-the glass being made elsewhere. A chum of Sam Clutton (watches and old cars) Daniels collected choice Bentleys and other marques, less than ten but each about the best. Their Goodwood sale is expected to hit £15 million, one on the block being the plum-coloured Birkin Blower Bentley (pictured) saved long ago by engineer Rusty Russ-Turner of Leatherhead. In BDC days in Kensington Gardens Rusty was always there with his Bentley, boot open with a large hamper ready. By a fluke Sid DeBank, line manager at Vauxhall, told me that he worked on the 4.5 Blower during his apprenticeship. Small world. Hard on cylinder blocks, Rusty had a few cast for his racing programme. Stopping on the grass at Silverstone, Rusty remained at the wheel to meet his maker. Note blower and huge carbs.



SAM Yearbook

Best to order if you have not done so. Ron Knight (0208 878 7041) will look after you - while stocks last. A gap in the set is just too ghastly to think, think, about. Ring Ron right now.

Move It

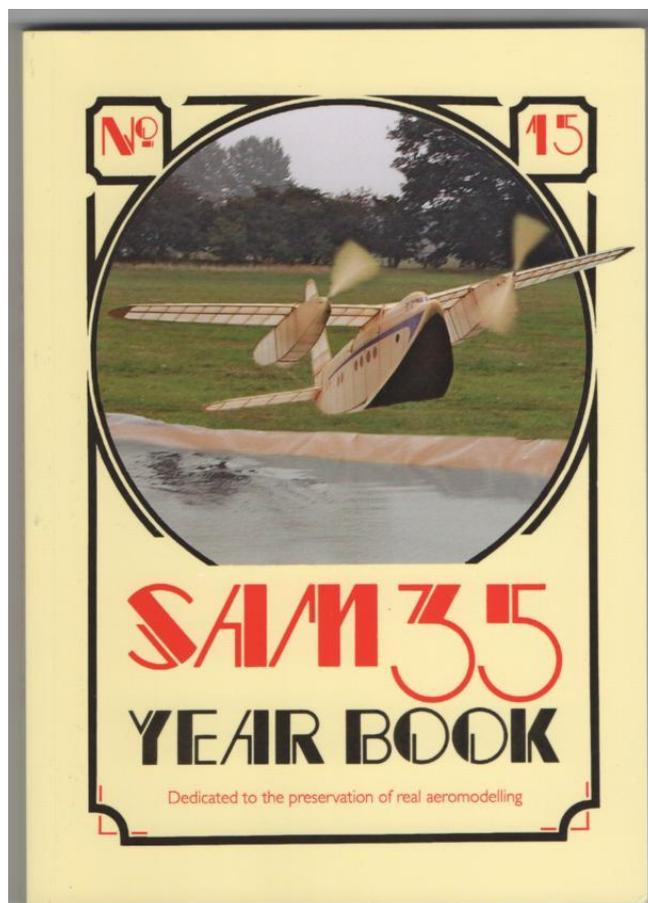
When racing outfits travelled around Europe by road, reliable multi-car transporters were vital. Daimler-Benz could shift its racing iron at 100mph, the other boys less so. Ferrari employed a big Fiat (soon becoming part of it anyway) to carry three cars. Now CMC offer a 1:18 scale model of more than 3200 pieces, doors, ramp, spares and even the rad cap movable. In red with Ferrari, Shell, Dunlop and Magneti Marelli logos in profusion, this is a king of models to stagger any visitor to the model room. Check 0844 887 8888 for supplies. It is the real stuff no mistake.

Cleave On

Tough times made easier with a good hobby to turn to, good sticks who read S&T feel even better after a turn at the bench. Possibly Brubeck or Beefheart help too (remember Worker's Playtime?) as balsa and ply is addressed for the greater good. So cleave on, lads, and all will be well.

Free Spirits

SAM 1066 holds forth at Middle Wallop, largest grass airfield in the UK. Old and strange designs soar aloft, flying- magnificently too, long before the dawn of the Safety Mania Age (and the steady retreat of Fun). Here John Close gets a delightful pusher away while Tony Johnson does likewise with a super rubber jobs fit for land or water. Love the great fan of that prop.



Charge!

As a booknut I picked up a bound listing of all who took part in the Charge of the Light Brigade, sold to me by a descendent of one who took part (later he fought in the American Civil War). Made by Woodfall (1968), David Hemmings was Nolan in the epic and for some years Adam Ant was seen around Chelsea in that 15th Hussars tunic. A slip of paper offered a gig in the movie but I am not a horsy type. Here I am with Austin Champ, Garand rifle and 25-pounder just minutes from Drury Lane after a run up from Wiltshire.



A Concrete Idea

Big spreads for B17s and 29s – Walterboro, Edwards, Smartt Field, Hendrick Field and dozens more - were safe and ideal for big auto races, unlike Watkins Glen and Bridgehampton! SAC chief General Curtis LeMay gave the green light and the first Sebring was run in December 1950, won by Fred Wacker and Frank Burrell in a Cadillac Allard. Here's Fred and the General and below Fred Wacker and Frank Burrell (right) who set up the car. Starting with MGs after combat in the South Pacific, Fred drove for Cunningham and GP cars for Gordini. Head of the Sports Car Club of America, Fred was a bike enthusiast, riding a Harley from Chicago to meet; me at Laguna Seca 2200 miles west. Route 66, of course. When in the UK we'd munch at Brown's Hotel



Bridge Reading

Mr Big's millions and billions watched by staffs in Docklands, on Wall Street and in skyscrapers Hong Kong way have been moving the screendots of his booty into gold. Stirling bowing to the dollar around 1925, buck weakness over the last ten years or so has boosted bullion no end. Profits for a Jersey CI based outfit mining gold have jumped 260 per cent. in a year! Meanwhile Mr Big aboard his superyacht surveys his private island with its clacking palms and beach huts. A lift or two takes guests up and down, the dance floor is lowered to become a swimming pool for afternoon sport as a chopper arrives with the FT, Wall Street Journal - and his customised copy of Sticks & tissue Yes, my dears, S&T sits alongside the pink 'un, and for Mr Big life could not better be. Only fifty aboard so plenty of room for everyone.

From John Lawes

Like most aged aero modellers I still have various things saved from years ago when I first started . I have recently come across the circuit diagram and build instructions for the super-regenerative receiver designed by F C Judd and published by the Model Aeronautical Press. This was the first receiver I built and used it in a Sky Scooter powered by an ED Bee with a rubber powered escapement. The transmitter was the ED transmitter 27 mhz carrier only.

WEIGHT APPROX. 3 1/2 OZS

SIMPLE RADIO CONTROL RECEIVER.

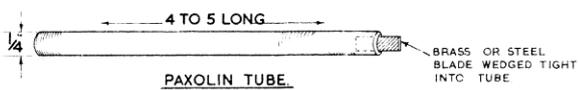
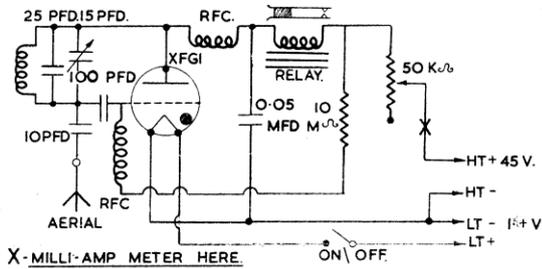


DESIGNED BY
F.C. JUDD. G2BCX.

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38, CLARENDON ROAD, WATFORD, HERTS.

THEORETICAL CIRCUIT. FIG. 1.



A TRIMMING TOOL. A TOOL SUCH AS THIS IS ESSENTIAL FOR TUNING. A SCREW-DRIVER WILL HAVE CAPACITY EFFECT AND RESULT IN INACCURATE TUNING.

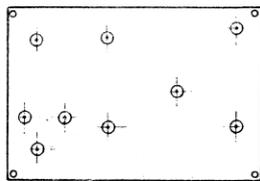


FIG. 2.

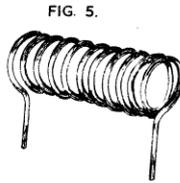
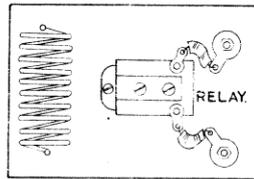


FIG. 5.

FIG. 7. RELAY CONNECTION ON TOP-SIDE OF PANEL.



THIS DIAGRAM SHOWS THE TWO CONNECTIONS BETWEEN THE SOLDER TAGS ON THE TOP SIDE OF THE PANEL AND THE RELAY. THESE TAGS CONNECT WITH THE TAG STRIP ON THE OTHER SIDE. CONTACT BEING MADE THROUGH THE FIXING NUTS AND BOLTS.

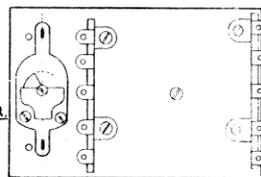


FIG. 3.

VARIABLE RESISTOR

FIG. 6. MAIN WIRING DIAGRAM. APPROXIMATELY TWICE FULL SIZE.

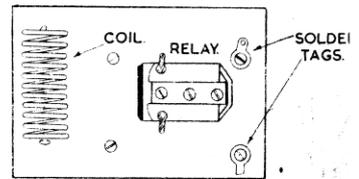
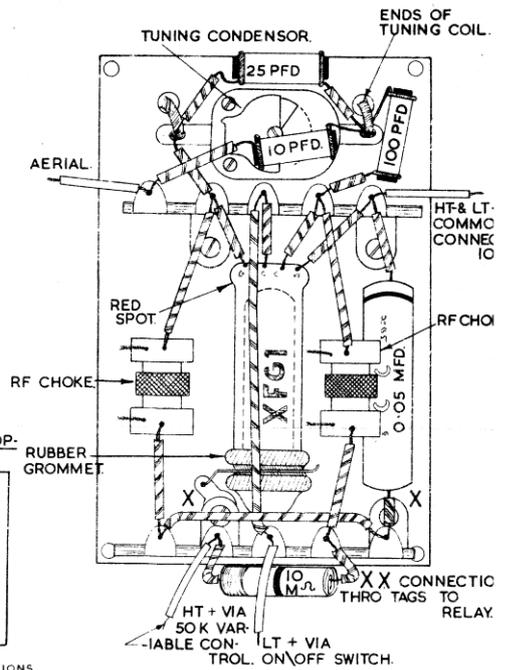


FIG. 4.

MM 23