Sticks and Tissue No 67 – June 2012

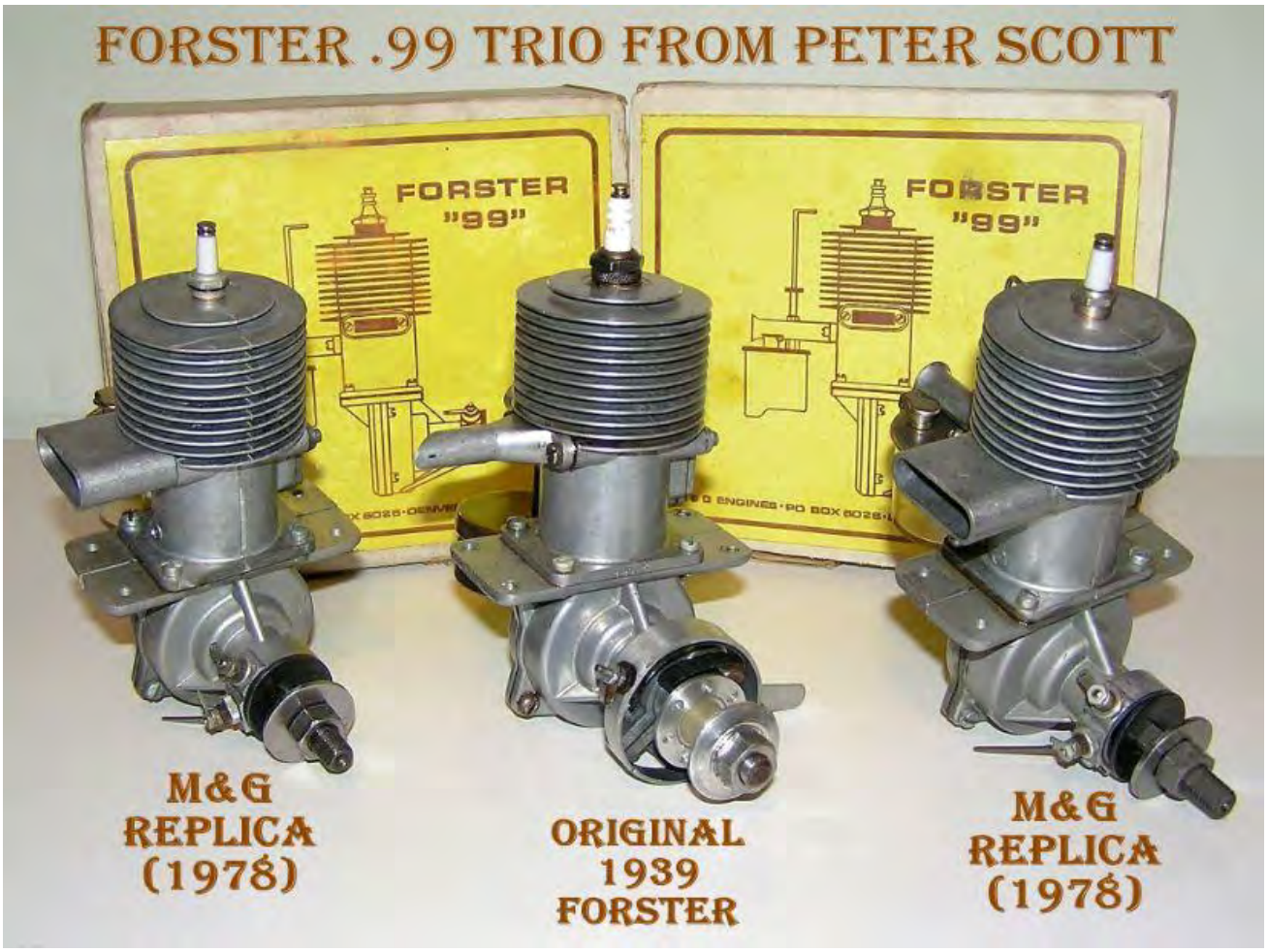
If you can contribute any articles, wish to make your point of view known etc please send to or phone 01202 625825 JamesIParry@talktalk.net

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

Writings and opinions expressed are the opinion of the writer but not necessarily the compiler/publisher of Sticks and Tissue.

I seem to have overdone it this month so have split into two parts



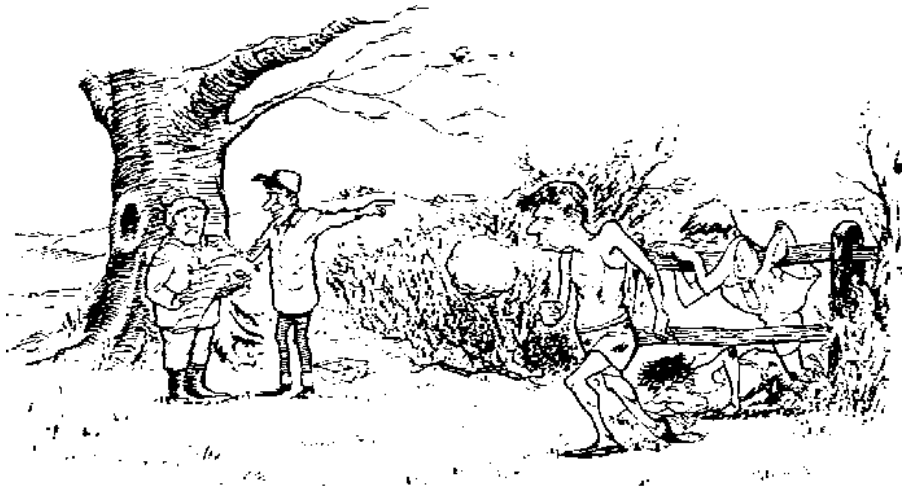
Photos from RAVEN x2 From Bryan Targett

This is a model I have just completed, from a free plan in the October 2011 Quiet & Electric Flight.
The Author ended his article by stating" Pictures of a Raven 2X covered in Doped Tissue are eagerly awaited "OVER HERE" - Woo's game for that one!
Well here one is, Covered in Heavy Weight JAP Tissue, (Courtesy of FLITEHOOK)
50 Watt Brushless, 2S LiPo 8x4 Prop.

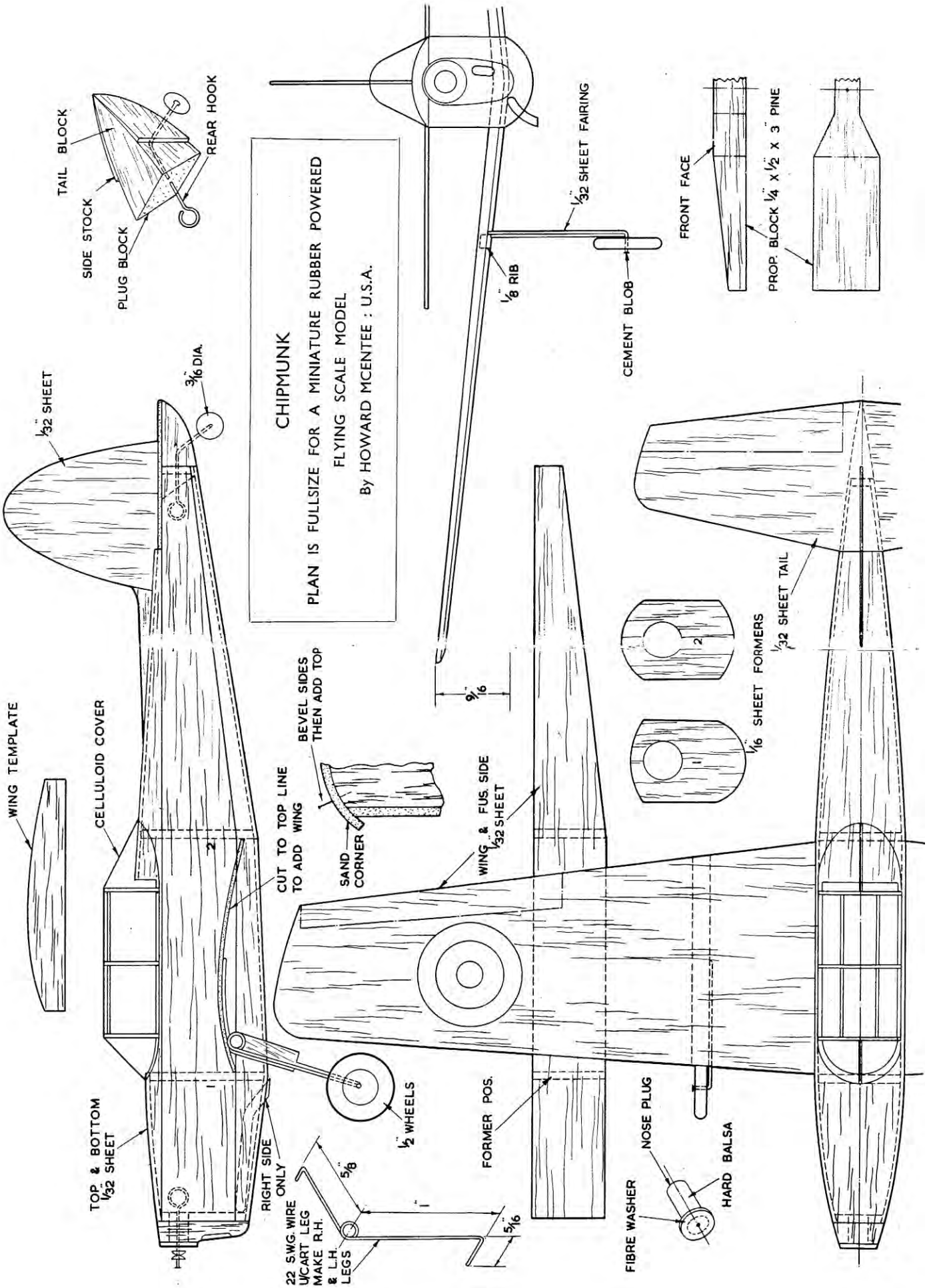
From Mick Butler

A couple of photos of a Veron Sentinal, A 34" vintage rubber powered by Phil Smith. Converted to electric, Micro Brushless Out runner motor, 7.4 volt 2s lipo.7"x 4" slow prop. Weight 6oz. Flies well. A link to a short video taken at the Cashmoor meeting. http://youtu.be/4h0hEEaDzM0

James - I'm trying to find the original Bowden rules. Could you post this question in next S&T? I'd guess they can be found in any old SMAE rule book up to about 1955?
Regards, Ian Russell. rustler@aero.fslife.co.uk



"Olympic Training, Nothing!—That's our Wakefield Team!"



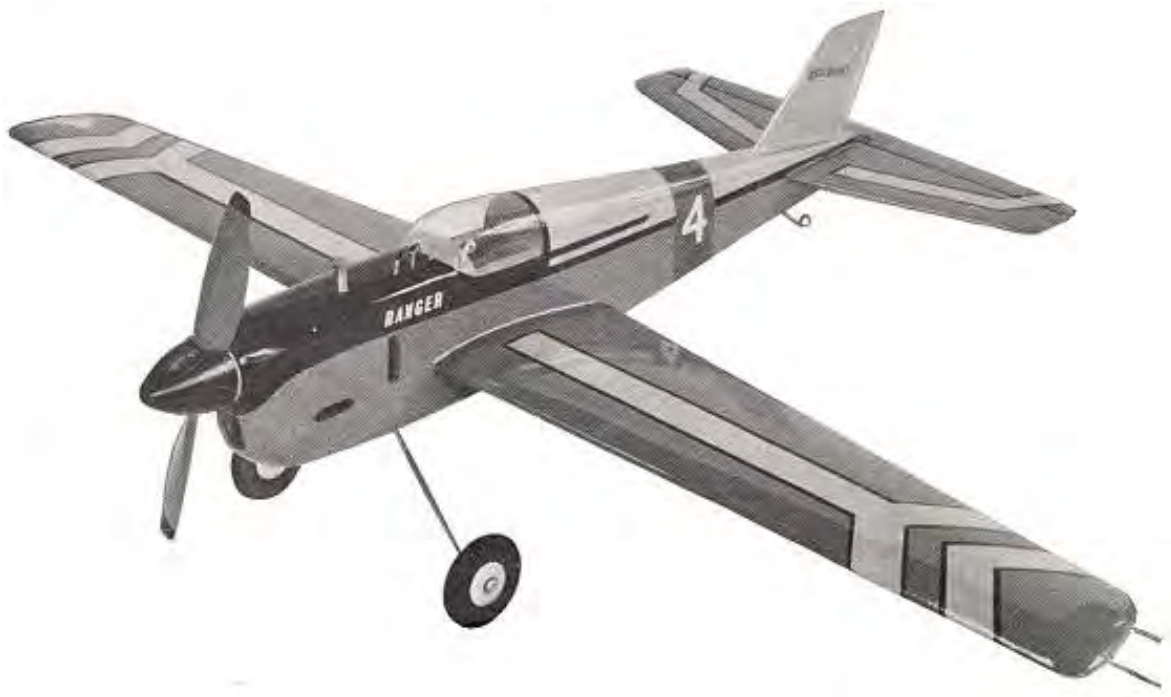
Chipmunk from 1953 Aero Modeller

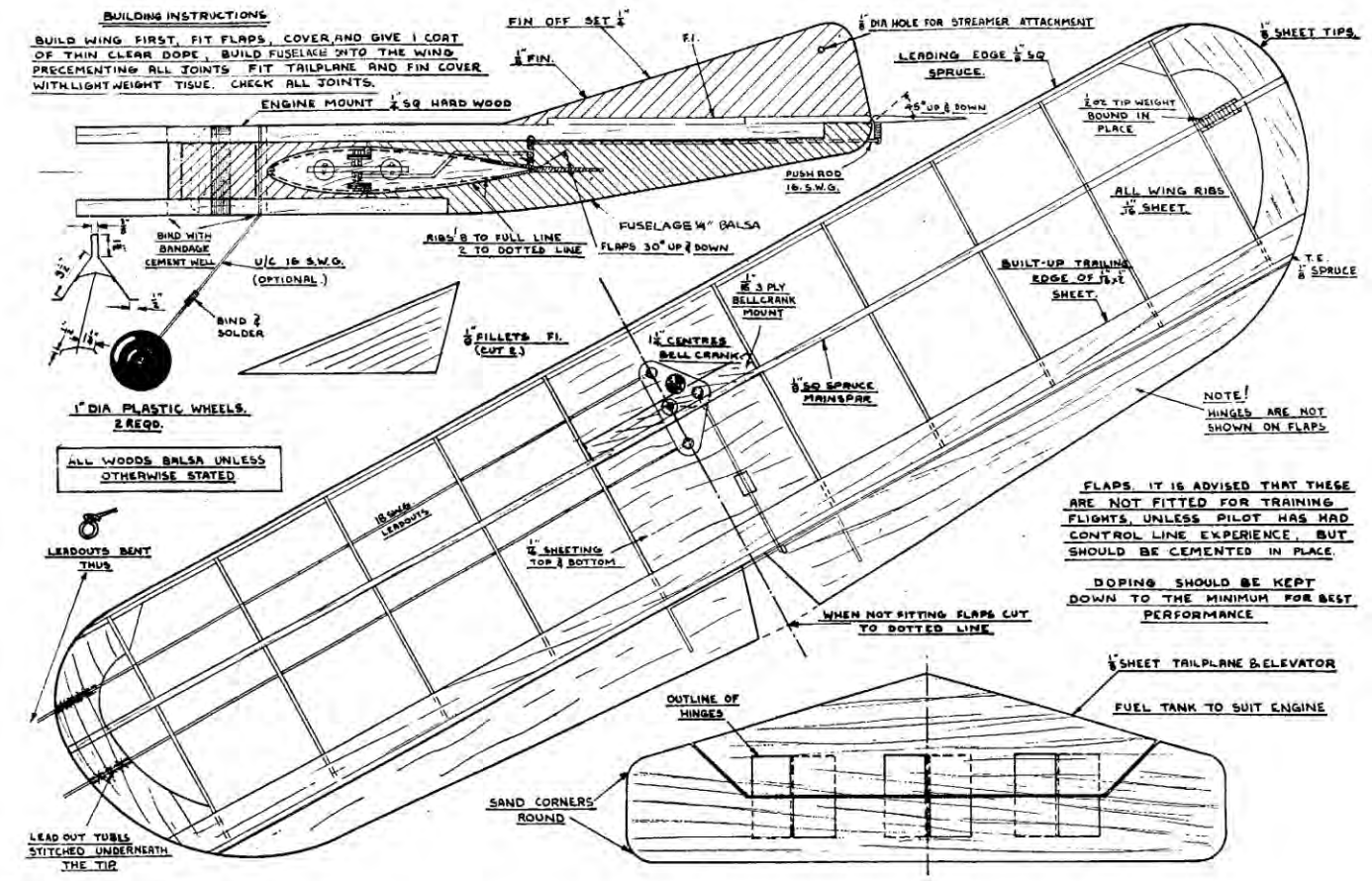
Eddie Riding competition 2012 David Lloyd – Jones

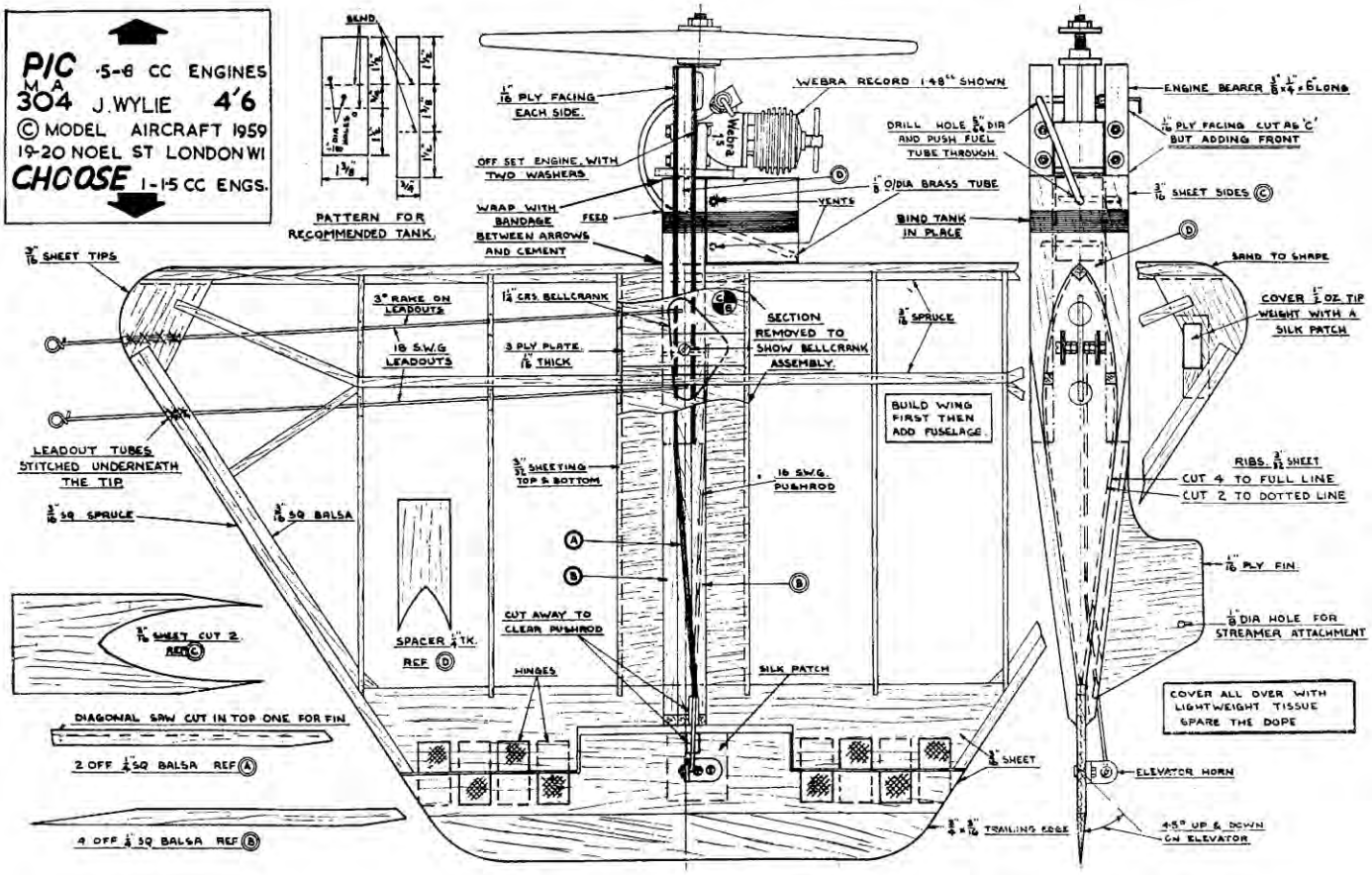
Well, Guys . . . sad news!
I have looked at 7 different sites in the North West including 2 airfields and have to report that we are either not welcome, or the site is unsuitable bearing in mind our requirements of access to the upwind "end" depending on the day.
It is with a heavy heart (after 50 years, the BMFA Northwest Area has regretfully decided to defer the competition until next year (2013) - this has been also affected by the short time left to try to reorganise it . . Those who have written to me will be informed by the return of their entry fees etc.
Various factors have decided it for us, including Free Flight frightening people (despite my description that "they do not fly very far" (!), few Tarmac runways in this area, layout of possible venues being unable to cope with wind changes, etc.
It is anticipated that Woodvale may well return in 2013, so keep watching the modelling press for announcements!
Thank you all for your tremendous support over the years, and we hope to see you at the next one!
BMFA North West Area Chairman and Event CD

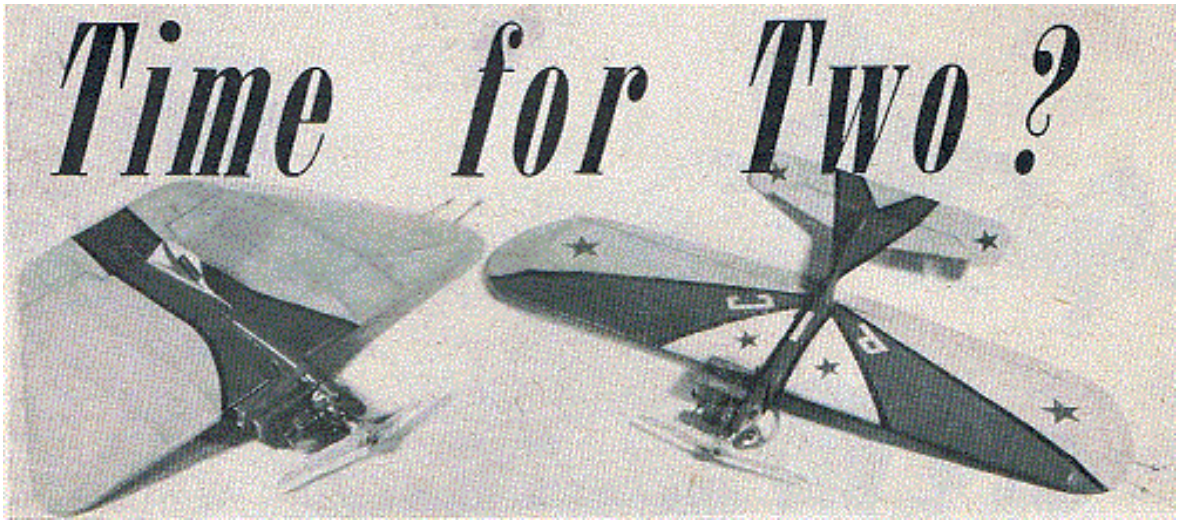
Anecdote from H.Witney

Was reminded of this by all the fuss about jubilee and olympics. Wembly- Festival of Britain 1951. I was acting as mechanic to my cousin Pete Wright and having started his speed model, not sure which model, but after release at some point on the take off it hit a divot or boot hole and jumped off the trolley, shattered the prop and started a "shaft run", acting like a good mechanic I grabbed it, dug the nose into the turf and stopped the motor. At that point an "OFFICIAL " ran up and in very strong terms told me off and added that if he saw me doing that again I would be banned from Wembly for life. As an ardent Cricket lover to be threatened with a life ban for desecrating the "Hallowed Turf " - not much of a threat?
Pete went on to take 1st in Class 4 at 125.54mph.
I wonder if there are other stories out there of that unique event, If I remember it was enjoyed by fliers but did not seem to have been widely publicised to the general public.




BUILDING INSTRUCTIONS
BUILD WING FIRST, FIT FLAPS, COVER AND GIVE 1 COAT OF THIN CLEAR DOPE, BUILD FUSELAGE ONTO THE WING PRECEMENTING ALL JOINTS FIT TAILPLANE AND FIN COVER WITH LIGHT WEIGHT TISUE. CHECK ALL JOINTS.
FIN OFF SET 1/4"
1/8" DIA HOLE FOR STREAMER ATTACHMENT
1/16" SHEET TIPS.
1/8" FIN.
F.I.
LEADING EDGE 1/8" SQ SPRUCE.
ENGINE MOUNT 1/4" SQ HARD WOOD
45° UP & DOWN
1/2 OZ TIP WEIGHT BOUND IN PLACE
PUSH ROD 16 S.W.G.
ALL WING RIBS 1/16" SHEET.
BIND WITH BANDAGE CEMENT WELL
U/C 16 S.W.G. (OPTIONAL)
RIBS 8 TO FULL LINE 2 TO DOTTED LINE
FUSELAGE 1/4" BALSA
FLAPS 30° UP & DOWN
BUILT-UP TRAILING EDGE OF 1/16 x 1" SHEET.
T.E. 1/8" SPRUCE
BIND & SOLDER
1/8" FILLETS FI. (CUT 2.)
1/8" 3 PLY BELLCRANK MOUNT
1/2" CENTRES BELL CRANK
1/8" SQ SPRUCE MAINSPAR
NOTE! HINGES ARE NOT SHOWN ON FLAPS
1" DIA PLASTIC WHEELS. 2 REQD.
ALL WOODS BALSA UNLESS OTHERWISE STATED
FLAPS. IT IS ADVISED THAT THESE ARE NOT FITTED FOR TRAINING FLIGHTS, UNLESS PILOT HAS HAD CONTROL LINE EXPERIENCE. BUT SHOULD BE CEMENTED IN PLACE.
DOPING SHOULD BE KEPT DOWN TO THE MINIMUM FOR BEST PERFORMANCE
LEADOUTS BENT THUS
18 SWG LEADOUTS
1/16" SHEETING TOP & BOTTOM
WHEN NOT FITTING FLAPS CUT TO DOTTED LINE
1/8" SHEET TAILPLANE & ELEVATOR
FUEL TANK TO SUIT ENGINE
OUTLINE OF HINGES
SAND CORNERS ROUND
LEAD OUT TUBES STITCHED UNDERNEATH THE TIP


PIC MA 304
.5-.8 CC ENGINES
J.WYLIE 4'6
© MODEL AIRCRAFT 1959
19-20 NOEL ST LONDON W1
CHOOSE 1-1.5 CC ENGS.
BEND
PATTERN FOR RECOMMENDED TANK.
WEBRA RECORD 1.48" SHOWN
1/16" PLY FACING EACH SIDE.
ENGINE BEARER 1/8" x 1/4" x 6" LONG
DRILL HOLE 5/64" DIA AND PUSH FUEL TUBE THROUGH.
1/16" PLY FACING CUT AS 'C' BUT ADDING FRONT
OFF SET ENGINE WITH TWO WASHERS
1/8" O/DIA BRASS TUBE
3/16" SHEET SIDES (C)
WRAP WITH BANDAGE BETWEEN ARROWS AND CEMENT
FEED
VENTS
BIND TANK IN PLACE
3/16" SHEET TIPS
SAND TO SHAPE
3° RAKE ON LEADOUTS
1/4" CRS BELLCRANK
COVER 1/2 OZ TIP WEIGHT WITH A SILK PATCH
18 S.W.G. LEADOUTS
3 PLY PLATE 1/16" THICK
SECTION REMOVED TO SHOW BELLCRANK ASSEMBLY.
3/16" SPRUCE
BUILD WING FIRST THEN ADD FUSELAGE
LEADOUT TUBES STITCHED UNDERNEATH THE TIP
3/32" SHEETING TOP & BOTTOM
18 SWG. PUSHROD
RIBS 3/32" SHEET
CUT 4 TO FULL LINE
CUT 2 TO DOTTED LINE
3/16" SQ SPRUCE
1/16" SQ BALSA
1/16" PLY FIN
1/8" DIA HOLE FOR STREAMER ATTACHMENT
CUT AWAY TO CLEAR PUSHROD
SPACER 1/4" TK. REF (D)
3/16" SHEET CUT 2. REF (C)
HINGES
SILK PATCH
COVER ALL OVER WITH LIGHTWEIGHT TISSUE SPARE THE DOPE
DIAGONAL SAW CUT IN TOP ONE FOR FIN
2 OFF 1/4" SQ BALSA REF (A)
1/8" SHEET
ELEVATOR HORN
3/4" x 3/16" TRAILING EDGE
45° UP & DOWN ON ELEVATOR
4 OFF 1/4" SQ BALSA REF (B)



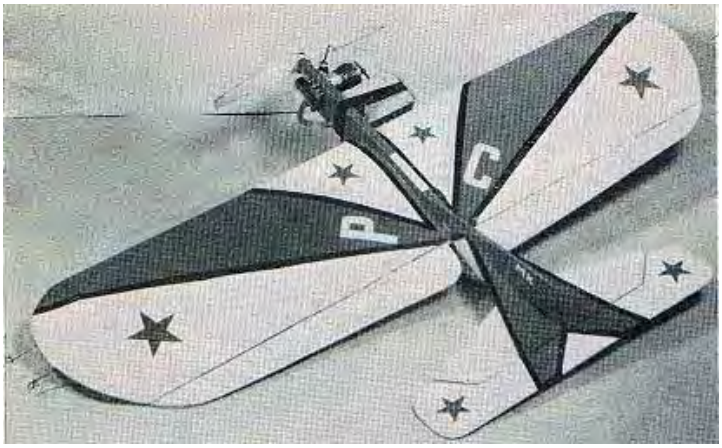
From March 1959 Model Aircraft

….Or only one if you wish, but a newcomer to C/L flying couldn't make a better choice than PIC, or CHOSE, or both! Simple, cheap, robust and easy to fly, J Wylie's double attraction will appeal equally to any C/L addict.

When the club budget time came around we were amazed to find how much had been spent on model building. If funds get low something has to be done, so obviously something cheap is wanted, yet giving the fun of combat and stunt flying. Pic and Choose are the answer.
Pic has done very well indeed with a selection of engines, e.g., Dart, Merlin, Mills 0.75, etc., but the best power plant, in our opinion, is the diminutive Webra Piccolo. With this motor it proved to be extremely fast, highly manoeuvrable, yet robust enough to do a wingover on to a tarmac playground with only a split fuselage, and shattered tissue to show for it.
Choose was designed with the same objects in mind as for Pic, but for larger motors, in this case 1-1.5 c.c. It is just as easy to build, but a little more responsive to fly, though still remaining an ideal beginner's combat/stunt design.

PIC

If you are looking for something cheap, rugged, simple, highly man oeuvrable, and able to do "the Book" in the hands of the right person, why not try Pic? Construction is straightforward—even the club's biggest idiot managed to complete one successfully, and even fly it!
Pic has gone through five different Mks. each one better than the last! A bomb-site in South London provided a flying ground or combat field, as the case may be, and when flying commenced the design became popular with the club, most of the members building one or two.



Construction

This begins with the wing. Eight ribs are cut out to the full line, two ribs to the dotted line, as shown on the plan; these two ribs are the centre ones. Take four ribs and drill holes as shown, so that the leadouts can be threaded through. The wing is then built in the ordinary way, and completed by adding the tips, stitching the leadout tubes in place, and cementing the tip weight firmly in position. The bellcrank is mounted on two pieces of ply (1/16 in. thick X 1/2¡in. wide-length to suit distance between centre ribs) and secured with a 6 B.A. bolt and nut (as shown). This assembly is firmly cemented in place.
Hook up the leadouts and push rod, fit flaps, hook up, then ensure that the flaps are giving the same movement 25 deg.-30 deg. each way (up and down). Finally sheet in the centre section top and bottom, cut ting a hole to clear the push rod.

CHOOSE

Build the wing first (some of the construction notes for Pic will apply) and when completed add the bellcrank assembly, hook up the push rod and leadout, then sheet in the centre section. When dry cut holes in the top and bottom for the engine bearers, cutting a notch to locate on the spar. Fix "D" between the bearers before the cement is dry. After the bearers are secure on the wing, add the ply facing (cut as C" but adding front piece), then add "C." After this, cement " A" and " B" in place cutting the slot for the fin in the top one - ref. "A "- add the fin, sand down, then cover with tissue. Finally, remember to keep the dope down, as too much will ruin the performance; also keep the controls as free as possible.
Flying
The model was flown on 40-45 ft lines with a streamer to S.M.A.E. specifications. It is fast with a 1.5 and highly manoeuvrable, so be careful.
The fuselage is cut from 1/4 in. thick medium balsa. Note that the fuselage is built in two pieces, one half pushed on from the front and cemented well, the other from the rear and cemented well. The bearers are cemented, one on top running right along to the tail, the other on the bottom. Wrap bandage around the nose and cement (this stops the nose splitting).
Fit the tailpiane, cement well, and add the fin giving 1/4 in. offset, then add the fillets, and hook up the controls, making sure that the elevator gives the same movement each way (about 40 deg. to 45 deg.). One does not use all the movement when flying but it comes in handy for those last minute pullouts. Cover with lightweight tissue, giving two coats of thin clear dope, and one of thin sanding sealer; sand lightly when dry-finish off with two coats of thin colour dope. Do not add too much as this will affect the performance. You now have a tough little model capable of a surprising performance and hours of fun. When flying, the u/c is optional but it comes in handy for landing on hard ground. Mount the motor with two washers under each front bolt hole in the lug giving out-thrust. Fit tank by binding in position.
Flying
The lines used are approximately 30 ft. long and these are just right for combat flying with a 1/2in. x 3 ft. streamer, plus 2 ft. of thread between model and streamer. It is recommended to fly over grass as one can often do a wingover straight on to the ground, and get away with only a few tissue splits (but it is not recommended-it does not always work).

From Bill Wells – Failures

I must confess that when trying out new models or new ideas I sneak down to the field when I know nobody else is there this ensures maximum attention to what I am doing with no distractions! It also has the added benefit that failures do not attract the attention of other club members. I feel a bit like the Russians in 1960-70 who announced their successful space flights after they had been achieved!

Not all my models were (are) successful so here are some of my miserable failures, which are all good for a laugh if nothing else. After the great move in 1966 I made three control line models for use in the garden. The models had to be small and the chosen engine was the Cox Pee Wee or in the case of the Little Biplane the Cox Tee Dee .01. With built in fuel tanks these engines got around the problem of making and fitting a tank. The wackiest was Hoppity which was based on a Scooter car popular at the time.

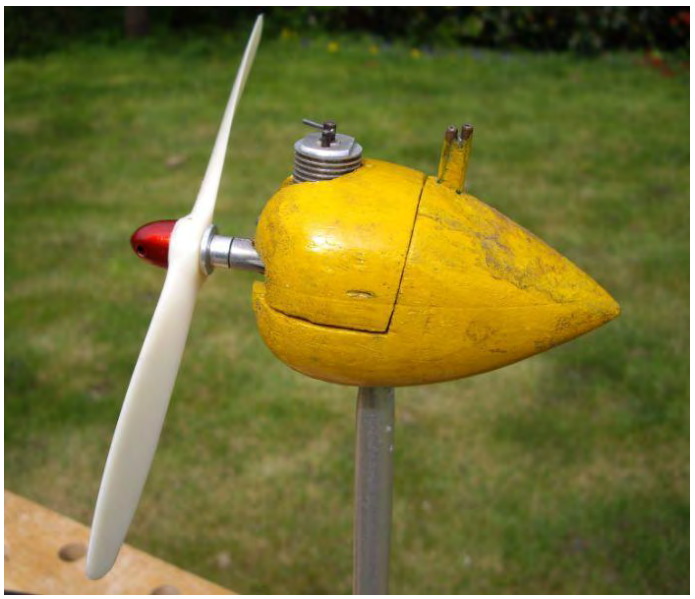
Hoppity was basically a flat plate flying wing with a tall cockpit just for fun. It started with a tail skid and was a tail dragger with the Cox Pee Wee just in front of the canopy. This didn't work so the engine was moved forward on a forward fuselage extension to make the MK II. To help protect the engine a small nose wheel was added. It didn't fly!!

The monoplane was the best chance but it had a mind of its own on the ground so it was modified with large amount of engine offset. Again a nose wheel was added although it was basically a tail dragger. I still think that if I had made a firmer undercarriage it would have stood a better chance of flying.

Lastly I made the little biplane to be powered by a Cox Tee Dee .01 held in place with rubber bands for crash protection. It had a small undercarriage and try as I may I just couldn't get it to fly. Perhaps if I could have found someone to hand launch it instead of a ROG it may have worked. But development stopped and my job changed and I started getting jobs in far off places.

Before the move in 1966 podded engines were being used on jet aircraft rather than sticking the engines in the wing. There were several reasons for this not least of which was engine access for maintenance which was much improved. But from an aerodynamic point of view the engines being separate from the wing meant the wing would be cleaner and more efficient. I thought a bolt on engine pod or 'Power

Egg' complete with fuel tank would be a good idea. It is made from solid balsa laminates for a DC Merlin and has a metal fuel tank. My intention was to mount it above a wing on a small pylon. It seemed a good idea at the time although it was never used the 'Power Egg' still survives.



Tony Tomlin's new Tomboy Senior

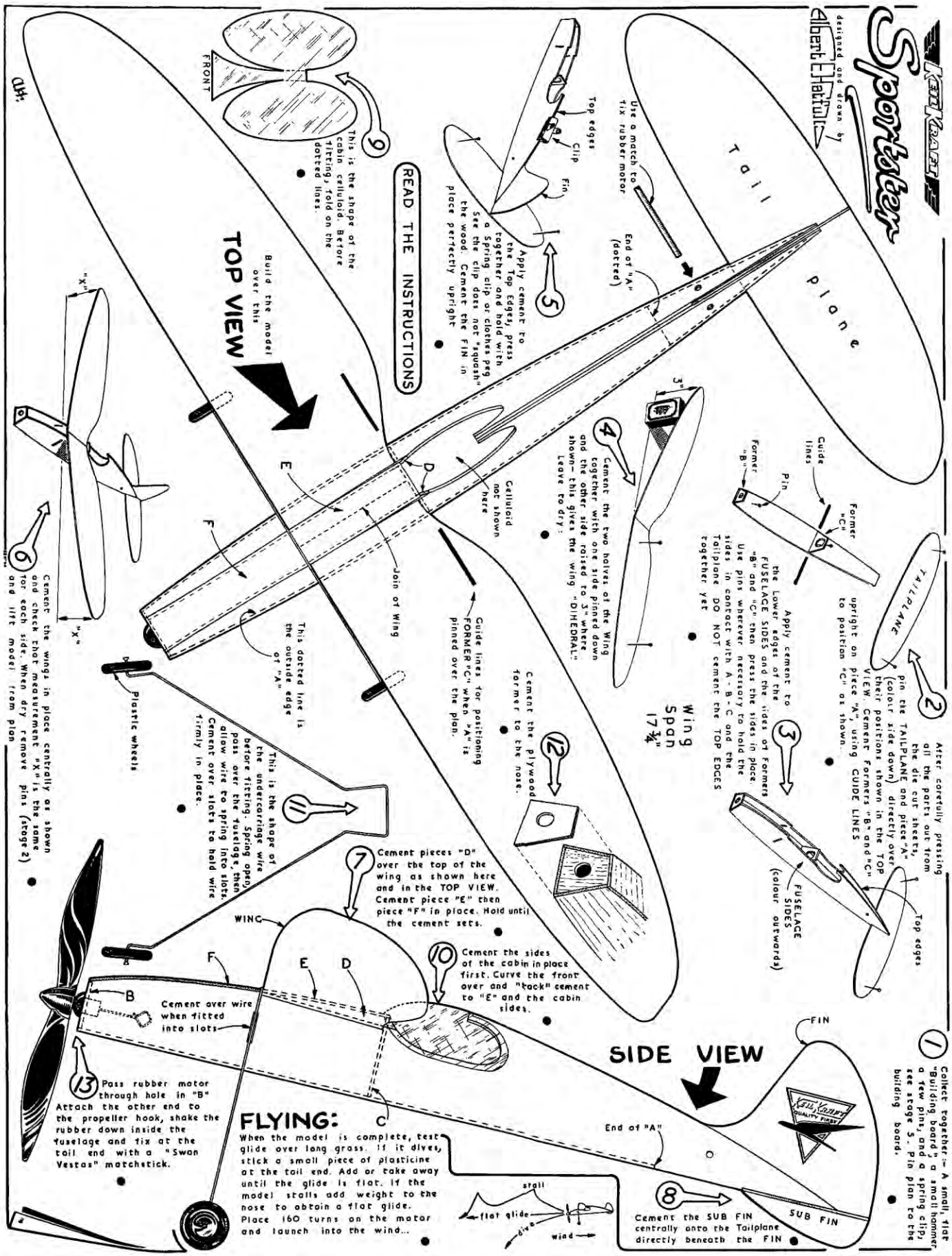
Will No. 2 be better than No 1? [New model has no stickers and a stripey finish.] This is covered in Silk over Mylar and weighs around 1.5LBS as opposed to the original that weighs 2lb 3 ounces and is covered in Solartex. The original model was built from a plan supplied directly by David Boddington. The new model is a kit from Old School Model Aeroplane Factory. Fingers crossed for the first test flight that will be as soon as the wind drops a little.

From George Stringwell

Following on from the success of the FROG build off that we ran on the Ezone, there is now a "Britkit" build off running until the end of the year. If you go to http://www.rcgroups.com/forums/showthread.php?t=1644819 there are full details plus links to the build logs of the various models. Models can be designs from any UK kit producer who was marketing kits prior to 1960, and as usual scaling up or down, changes in power systems and flight type (i.e F/F or C/L designs

to R/C etc.) are allowed. There are 14 or so entries so far and three models have been completed and flown to date, a Veron Phoenix, KK Gipsy converted to electric and just finished my own KK Eezee Built Sportster scaled up 1.8 times for electric R/C. I had originally intended to make it 1.5 times but that would have made it too tight for the equipment. Of course, the original (by Albert E Hatfull) was an all sheet model, so I had to work out an alternative structure for mine, but the outline is totally authentic. Specs are:

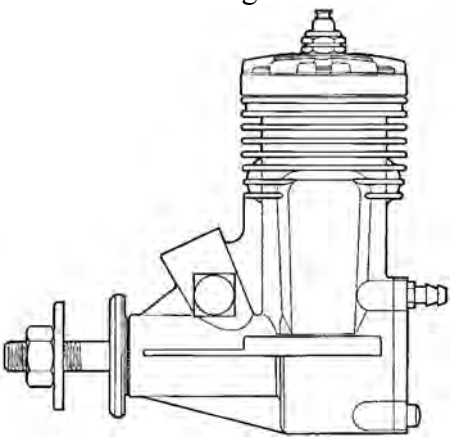
Span: 31.5"
AUW: 146 grams
Power: BRC 1811 10 gram 50 watt outrunner, 6 x 3 GWS prop
Energy: 300 2S Lightstorm Lipo
Equipment: 6 amp BRC ESC, Hobbyking Orange 2.4 gig Rx, two 3.6 gram Blue Arrow servos.
It is a delightful flier and I am very pleased with it



Kell Kraft
Sportster
designed and drawn by
Albert E Hatfull
Tail plane
READ THE INSTRUCTIONS
TOP VIEW
SIDE VIEW
FLYING:
When the model is complete, test glide over long grass. If it dives, stick a small piece of plasticine at the tail end. Add or take away until the glide is flat. If the model stalls add weight to the nose to obtain a flat glide. Place 160 turns on the motor and launch into the wind...
Build the model over this
This is the shape of the cabin celluloid. Before fitting, fold on the dotted lines.
FRONT
Top edges
Clip
Fin
Apply cement to the Top Edges, press together and hold with a Spring clip or clothes peg. See the clip does not "squash" the wood. Cement the FIN in place perfectly upright
Use a match to fix rubber motor
End of "A" (dotted)
Cement the two halves of the Wing together with one side pinned down and the other side raised to 3" where shown– this gives the wing "DIHEDRAL". Leave to dry:
Wing Span 17¾"
Apply cement to the Lower edges of the FUSELAGE SIDES and the sides of Formers "B" and "C" then press the sides in place. Use pins wherever necessary to hold the sides in contact with A-B-C and the Tailplane DO NOT cement the TOP EDGES together yet
Former "B"
Former "C"
Guide lines
Pin
TAILPLANE
After carefully pressing all the parts out from the die cut sheets, pin the TAILPLANE and piece "A" (colour side down) directly over their positions shown in the TOP VIEW. Cement Formers "B" and "C" upright on piece "A", using GUIDE LINES to position "C" as shown.
FUSELAGE SIDES (colour outwards)
Top edges
Celluloid not shown here
Join of Wing
Guide lines for positioning FORMER "C" when "A" is pinned over the plan.
Cement the plywood former to the nose.
This dotted line is the outside edge of "A"
Cement the wings in place centrally as shown and check that measurement "X" is the same for each side. When dry remove pins (stage 2) and lift model from plan
Plastic wheels
This is the shape of the undercarriage wire before fitting. Spring open, pass over the fuselage, then allow wire to spring into slots. Cement over slots to hold wire firmly in place.
Cement pieces "D" over the top of the wing as shown here and in the TOP VIEW. Cement piece "E" then piece "F" in place. Hold until the cement sets.
WING
Cement the sides of the cabin in place first. Curve the front over and "tack" cement to "E" and the cabin sides.
Cement over wire when fitted into slots
Pass rubber motor through hole in "B" Attach the other end to the propeller hook, shake the rubber down inside the fuselage and fix at the tail end with a "Swan Vestas" matchstick.
FIN
End of "A"
SUB FIN
Cement the SUB FIN centrally onto the Tailplane directly beneath the FIN
Collect together:– A small, flat "Building board", a small hammer, a few pins, and a spring clip, see stage 5. Pin plan to the building board.
stall
flat glide
dive
wind

The VECO 35C 5.7 c.c. from Model Aircraft January 1961

The U.S. built Veco 35C is a development of the standard Veco 35 Series 100 engines featured in the M.A. Engine Test series three years ago. The "C" suffix stands for "Combat," the engine being originally intended for C/L combat flying where sustained high speed, high power performance, rather than maximum stunt
flexibility, is desirable. Accordingly, the 11/32 in. bore carburettor is not equipped with a venturi insert and is intended for use with a pressurised fuel system. A crankcase pressure take-off- is provided. This latter is in the form of a nipple which screws in place of the upper lefthand backplate screw and where the modeller prefers to use the system is thus of the low-pressure type. For stunt and other installations where the modeller prefers to use standard suction feed, however, a 7/64 in. i.d. venturi insert and a spare backplate screw are supplied. Several other features distinguish the 35C from the standard 35 introduced in 1957. The most interesting of these is an entirely new crankshaft which is hardened and follows the modern trend towards larger journal diameter, increased counterbalancing and more generous porting. Journal diameter is increased from 0.440 to 0.475 in. and the gas passage through the shaft is opened up to 3/8in. dia.—an increase in cross-sectional area of some 44 per cent. The valve port is made slightly wider in order to maintain approximately the same induction period and timing as on the earlier engine—35 deg. ABDC to 50 deg. ATDC. Extra counterbalancing has been effected by a deeper counterweight and by cutting away the web flanks either side of the crankpin.



To accommodate the new shaft, the bronze bushed main bearing has merely been bored out, using the existing casting which embraces crankcase, main bearing housing and cylinder block. A new cylinder liner, of improved material and with larger ports is used, however. Ports are deeper (bottom edge only), to give approximately 45 deg. Of supplementary air induction below the piston skirt on the exhaust side and a less abrupt entry on the transfer side.
An aluminium "blow - out - proof" gasket is now used under the cylinder head. In all other respects, the 35C is of typical current Veco design. The connecting-rod is provided with a floating bearing at the big end, the purpose of this being to allow the bush to be extracted separately when dismantling the motor and so permit sufficient angular movement of the rod (after withdrawal of the cylinder liner) to enable the complete piston and rod assembly to be removed. This is necessary because the one-piece main casting renders it otherwise impossible to remove the piston and rod assembly or to extract the gudgeon-pin for removal of the piston and rod separately. When using the pressure fuel system it is necessary to have a sealed fuel tank, preferably with three outlets in addition to the normal delivery pipe. One of these is coupled to the crankcase nipple and the other two are used as filler and vent pipes and are securely plugged. Alternatively but less convenient, a single filler can be used and the delivery line detached from the engine and employed as a vent during refuelling. The Veco Products Corporation make a range of suitable tanks and one of these was used for tests on our engine.

Specification

Type: Single-cylinder, air-cooled, loop-scavenged two-stroke cycle, glow-plug ignition. Shaft type rotary valve induction with sub-piston supplementary air induction. Baffle piston with ignition plug offset to exhaust side.
Swept Volume: 0.350 cu. in. 5.73 c.c.).
Bore: 0.784. Stroke: 0.725 in.t
Stroke/Bore Ratio: 0.923 : 1.
Compression Ratio: 8 : 1,
Weight: 7.2 OZ.

<u>General Structural Data</u>

Pressure diecast high tensile aluminium alloy one-piece crankcase/cylinder/main-bearing unit with phosphor-bronze main bearing bush. Heat-treated alloy steel counter-balanced crankshaft with taper-drive

steel driving disc. Drop-in cylinder liner flanged at top and secured by die-cast alloy cylinder head retained with six Phillips screws. Meehanite piston, relieved 0.0015 in. for lower 9/32 in. of skirt and with 5/32 in. dia, fully floating gudgeon-pin. Machined aluminium alloy connecting rod with fully floating phosphor bronze big end bush. Reversible spray-bar type needle-valve. Beam mounting lugs.

Test Engine Data

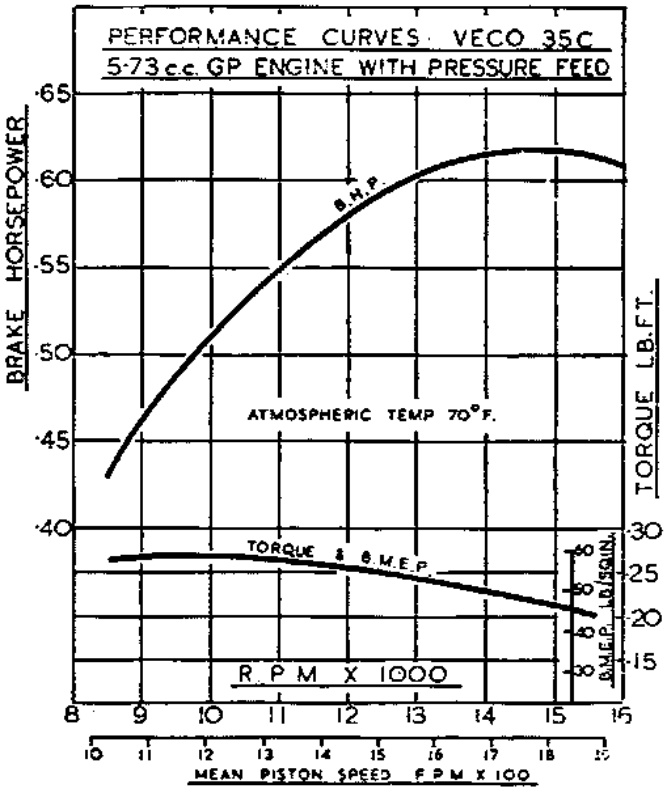
Running time prior to test: 8 hours.

Fuel used: Running in: 70 per cent. Methanol, 30 per cent. Shell Castor G. Dynamometer test: Record Nitrex 15 (15 per cent, nitro- methane).

Ignition plug used: Veco "Hotshot" long reach, cold rating.

Fuel system: Veco T-31C tank pressurised from crankcase.

Performance

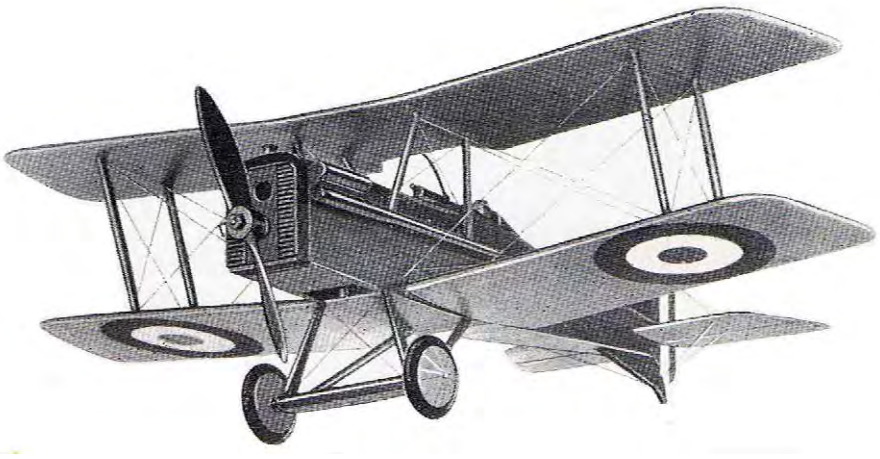


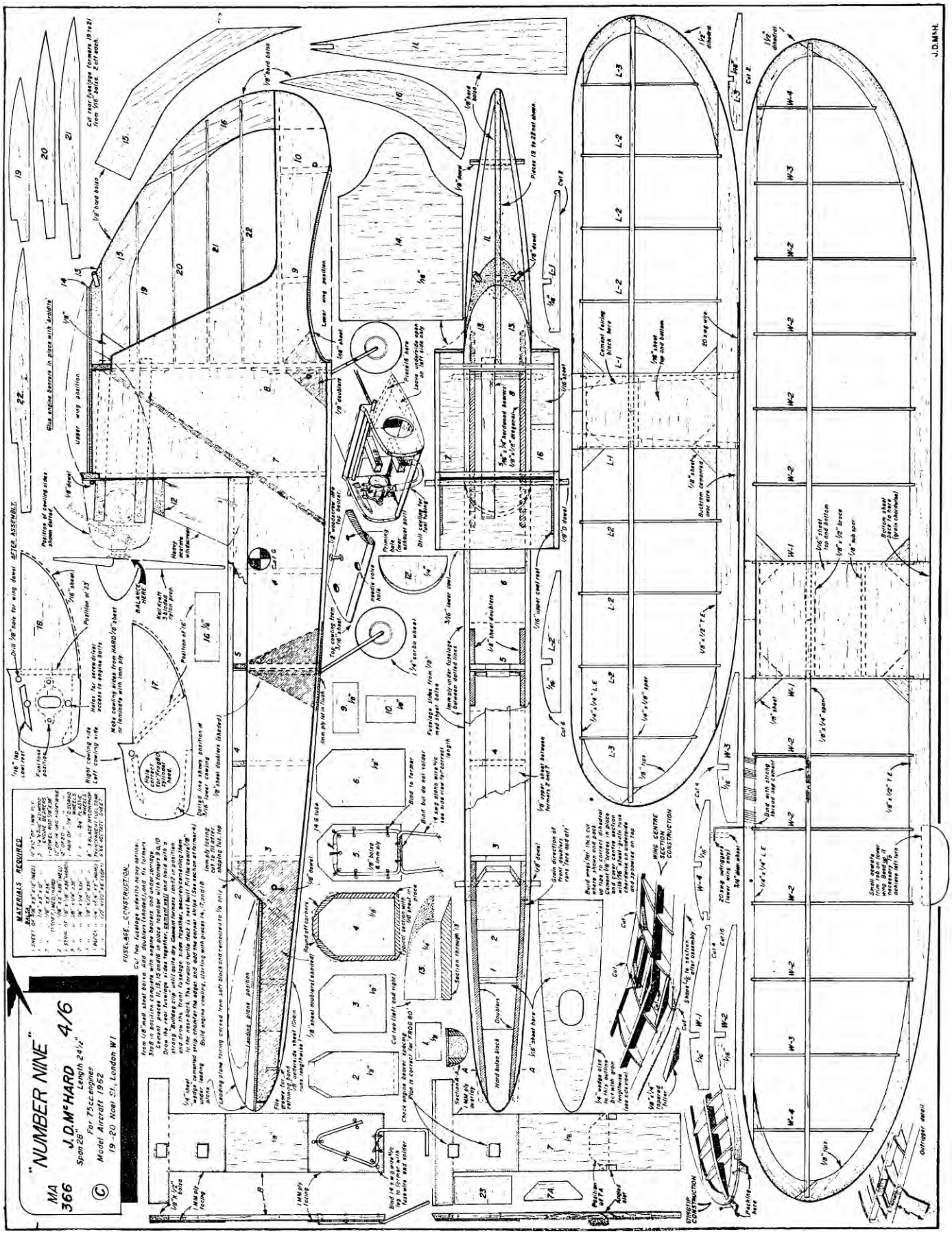
General handling characteristics of the Veco were good. Despite a higher all-round performance, our 35C was, in fact, a much better behaved motor than the standard 53 tested earlier, which was not all that we would have liked. The pressurised fuel system presents no starting difficulties provided one remembers a few simple rules. Firstly, due to the forced fuel delivery, the needle-valve should be opened only about 1 1/2 turns. The engine is then primed through the exhaust in the usual way. When restarting after a run, it is also necessary to port prime, since choking the intake is not effective. If a fuel cut-off valve is inserted in the fuel line, however, it is possible to stop the motor then restart instantly without further priming on re-opening the cut-off. The fact must not be overlooked that the tank also acts as a pressure reservoir and when the engine is stopped at any time with the tank partially full, the needle-valve must be closed or tank pressure released to avoid flooding, if the engine is not to be restarted immediately.

Running qualities of the Veco, following adequate running-in, were good, with smooth, even operation over the most commonly used r.p.m. range. Torque was up on that of the earlier 35 test, over the entire tested speed range from 8,ooo to 16,ooo r.p.m. reaching a maximum of 0.27 lb. ft. at approximately 9,500 r.p.m. and giving rise to a maximum b.h.p. at just under 0.62 at between 14,500 and 15,000 r.p.m.

Power/Weight Ratio (as tested): 1.37 b.h.p./lb.

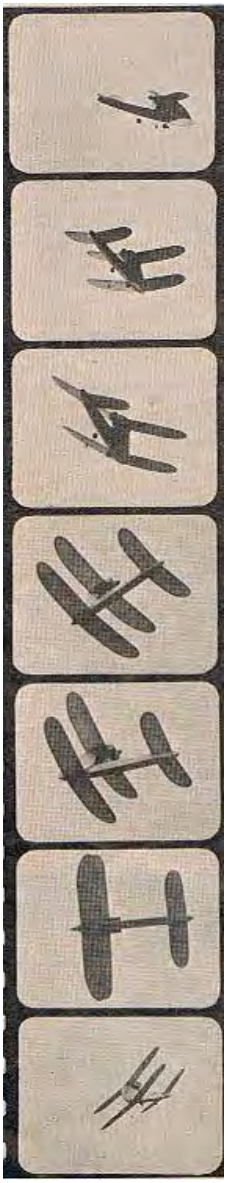
Specific output (as tested): 108 bhp./litre.





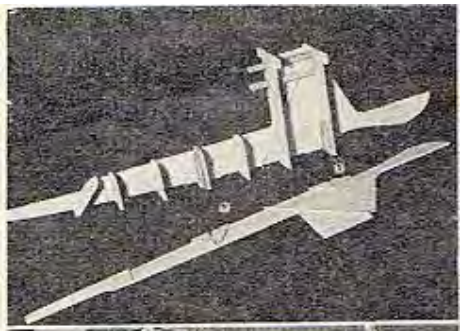
Number Nine by J D M McHard from Model Aircraft May 1962

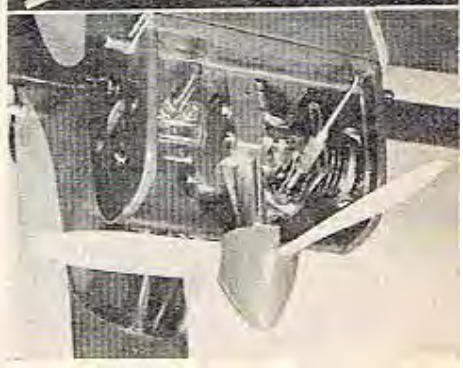
A free flight Canard for 0.8 cc engines



For those of you who feel like having a go at a canard, this little biplane will make a first class project. The plans are completely self-explanatory and, as you can see from these photos, the construction is quite straightforward. It is important to keep weight at the rear down to a minimum and it will probably be necessary to add a little weight to the nose in order to achieve the correct e.g. position. There is no need to skimp the structure of the leading plane (which takes quite a beating in the event of a cartwheel) and this should be soundly constructed. Providing the incidence angles are as shown on the plan, the only trimming necessary is e.g. adjustment.

Number Nine will turn safely in either direction, but prefers a left-hand power circuit. The side-mounted engine gives a natural left circuit, but a small trim tab where shown may assist. The original model weighs 12 oz., including several coats of colour dope, giving a loading of about 7 oz. per sq. ft. Thus the glide is quite slow but at full bore, the Frog 80 provides a most exciting and zippy power flight.





A 29" SPAN POWER DURATION MODEL FOR ½ A MOTORS

CELERITAS

DESIGNED BY

T. STRASBERGER

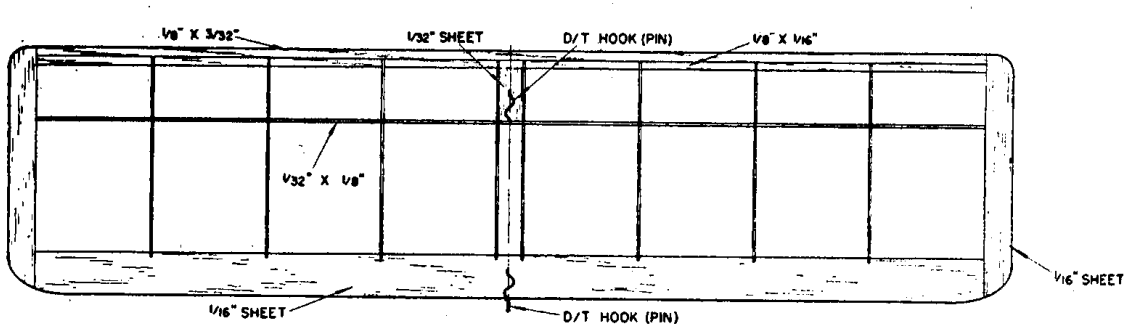
3/-

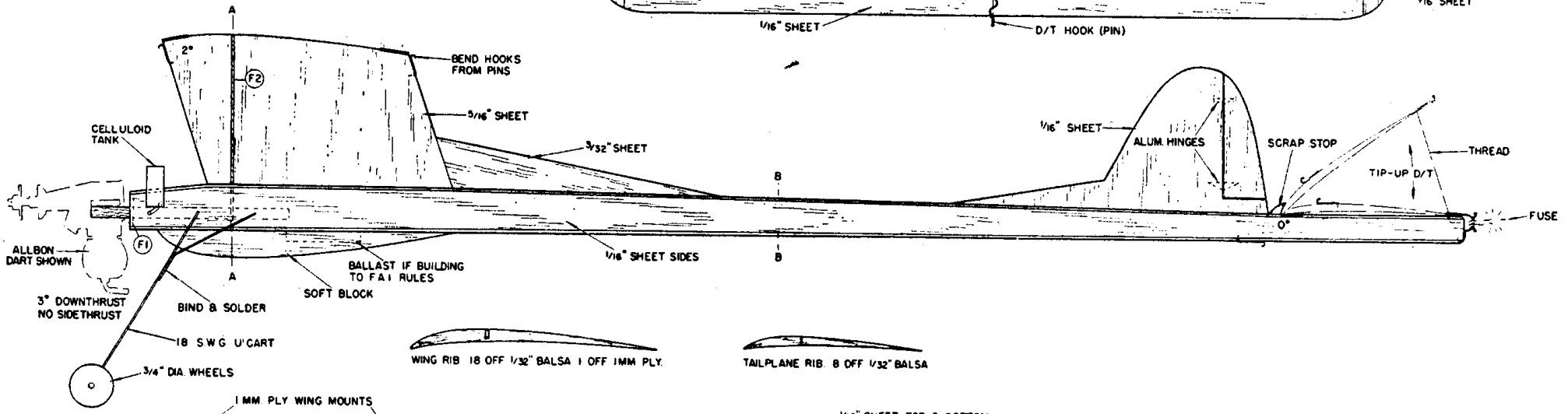
COPYRIGHT OF

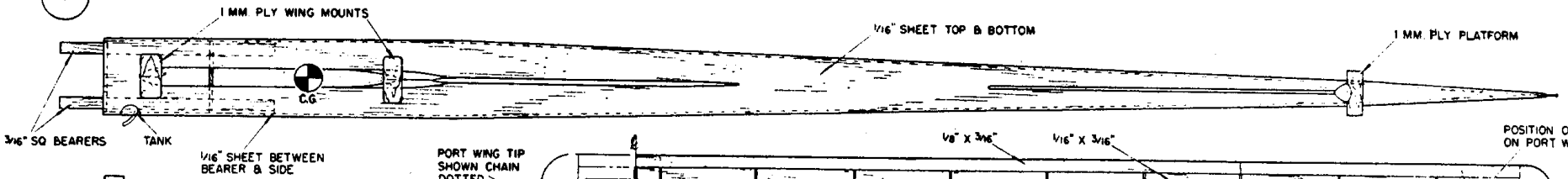
THE AEROMODELLER PLANS SERVICE

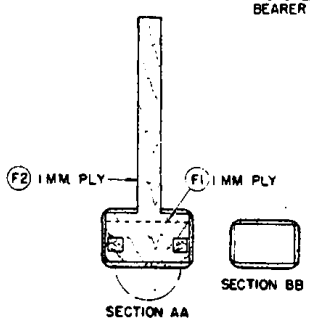
38 CLARENDON RD WATFORD. HERTS.

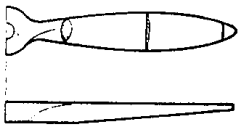
ALL WOODS ARE BALSA UNLESS OTHERWISE STATED.

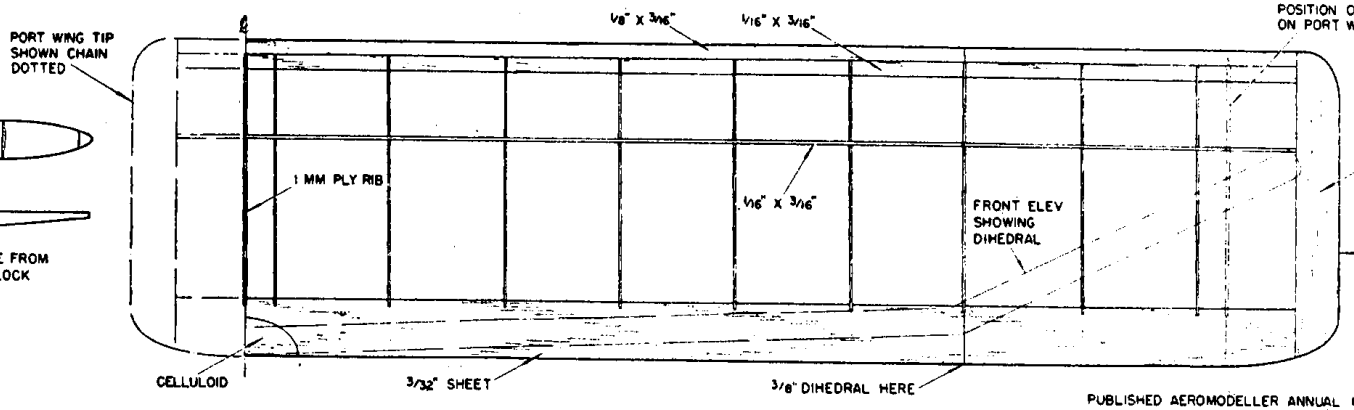












PUBLISHED AEROMODELLER ANNUAL 1953 PETAA 527

Celeritas - Jugoslav Power Model By T. STRASSBERGER from 1953 Aeromodeller Annual

Celeritas is designed round the Allbon Dart, a treasured possession of contributor T. Strassberger from Jugoslavia. It follows conventional lines, and indeed should be a very suitable small contest model for the novice to attempt. It is important, however, to keep to prescribed weight. Bare weight of complete job, with motor but without ballast, is 105 gms., a further 30 gms. (just over an oz.) must be added where shown, bringing the flying weight up to 135 gms., about 4 oz.
By thus keeping weight well down, and pylon fairly high, a good degree of pendulum stability is achieved. Normal flight pattern gives a circling climb for 17-19 sec., attaining about 450 feet or more, which will then normally result in a time of 210-240 seconds.
It is worth making the special propeller that designer offers as this gives it that little extra urge. However, lazy builders may prefer a similar commercial pattern, in which case they must be content with slightly less performance.

Cocklebarrow Farm Fliers Beat The Weather By Tony Tomlin

Sunday, 17 June, was the first of the 3 R/C Vintage events planned for 2012 at this excellent Cotswold venue. As before, [in fact for over 20years], this was organised by Paul and Val Howkins with sterling help from Mervyn Tilbury and friends. For many days before the event, there had been strong winds and rain and on the preceding Saturday, when a good deal of vintage flying takes place, the rain was horizontal with the handful of fliers present firmly grounded. Luckily, when Sunday dawned, spirits were raised as the wind had dropped to 7-12 mph with occasional nasty gusts, but no rain and the sun had started to shine!
Soon fliers for this event, which over the years has become a great social occasion, were gathering. Some faces were missing, which was understandable given the weather conditions of the preceding days. It has been said if there was as much flying as there was chatting, the sky would be black with aeroplanes! By the end of the day over 50 parked cars had been counted with approaching 40 fliers signed on. There were also many interested watchers including quite a few supporters from the local village of Aldsworth.
Many different models were there including two R6-B, NZ designs by Allen Rowe. The version by Mervyn Tilbury was electric with the other, by Tony Tomlin, using an OS15. A pair of PB2s were often airborne as were a couple of Majestic Majors, the version flown by Nick Skyrme having a rare Laser diesel. Various Vick Smeed designs were seen with John Lairds 3X Mamselle looking very imposing in the air. There was the normal handful of Tomboys in both 36" and 48" span, mostly to be flown in the Tomboy competitions. Ian Ralph was flying a Super Tinker, an enlarged and updated version of the David Boddington evergreen design, with lettering and trim hand cut from Solartex which looked superb. A model not seen often was the Orbit Gas Buggy of Mike Gilham that flew well, as did the Frog Jackdaw of Mike Soper. The smallest models flown were a Sharkface and a Wee Snifter, often flying with what appeared indecent pace due to their small size.

<u>Tomboy 3 Competition</u>

Entries were a little down for this competition with 8 fliers competing. Conditions during the morning were difficult due to turbulence, thus requiring only one 4 minute + flight to qualify for the mass launch fly off. Sadly Derek Collin fell foul of the conditions losing his model in the crops downwind, whilst attempting to qualify. Last years League winner, Jeff Fellows, was flying alongside of a strong field of James Collis, Derek Etheridge, Steve Roberts, Tony Tomlin, Stephen Powell and Brian Brundell. As Nick Skyrme gave the start signal all models got away well. Derek Etheridge and Steve Roberts were out of luck and were down in around 2 minutes. Brian Brundell and Jeff Fellows, who were both having an off day, landing at just short of 4 minutes, whilst the others were all high apart from Stephen Powell who having lost the lift was next down at 4mins 27 secs to claim 3rd place. James Collis was flying well, circling tightly to the right at around 200 ft. but not losing a great deal of height. Tony Tomlin who had been parked in lift for most of the flight was now out of the lift and swiftly descending. Luckily managing a very low final circuit, he

avoided the drystone walls that ring the field and are like a magnet to many fliers, to win by a margin of 14 seconds.

Results 1/ Tony Tomlin 6min 15secs.
2/ James Collis 6min 01secs.
3/ Stephen Powell 4min 27secs.
4/ Brian Brundell 3min 47secs.
5/ Jeff Fellows 3mins 42secs.
6/ Steve Roberts 2min 08secs.
7/ Derek Etheridge 1min 57secs.

Tomboy Senior Competition

Again the number of entries was down, with six fliers qualifying, all seasoned Tomboyists. Peter Rose, winner of two events this year, was hoping to continue his winning ways. He was joined by Barrie Collis, Derek Collin, Tony Tomlin, Stephen Powell and the league winner last year, Andrew Fellows. Since the Tomboy 3 competition 30 minutes earlier, weather conditions had improved rapidly with very little cloud and only a light breeze. Nick Skyrme was the starter and as he rapidly lowered the start board at 14.30hrs, all the models climbed quickly away. Peter Rose, Barrie Collis and Stephen Powell were soon very high and in lift as their 6cc of fuel was used up. The other three were high but comfortably in view. Derek Collin was first to land at a little over eight minutes followed by Tony Tomlin a minute later. Andrew Fellows was next down in a few seconds under 14 minutes, this would be generally considered a winning time for the Tomboy Senior class. However, all eyes were still looking skywards at the other three. They were only just in view, with heights estimated by various watchers to be of a minimum of 1500 feet, but possibly a good deal more! All were close and for the next 15 minutes seemed to be parked in the sky with only very little changes in altitude. Barrie Collis was the first to break away and was slowly descending, being shadowed by Stephen Powell only a little higher. Peter Rose still very high, was also on his way down and a cat and mouse situation developed as all looked for any available lift. Positions were swopped a number of times until Barrie Collis landed at 37 minutes dead. Stephen Powell claimed second spot, at 38 minutes 46 seconds and Peter Rose literally holding on, to land in first place 41 seconds later. Praise must go to all 3 fliers for their exceptional performance.

Results 1/ Peter Rose 39 min 27secs.
2/ Stephen Powell 38min 46secs.
3/ Barrie Collis 37min 00secs
4/ Andrew Fellows 13min 56secs.
5/Tony Tomlin 9min 22secs.
6/ Derek Collin 8min 18 secs.

At the end of what can only be considered a good days flying after the awful weather of the previous few days [weeks], Val Howkins presented the winners with their certificates and awards. Thanks as always go to Val and Paul Howkins for their efforts in making this probably the most popular event of the Vintage Flying year.

Super Tinker with hand cut decals in Solartex, fantastic finish built by Ian Ralph

T.T and Mervyn Tilbury with R6-Bs TT's is the proper one!

R6-Bs in convoy

K Vulture MK2 in Buzzard Bombshell.

Stephen Powell setting up Senior Tomboy 2nd in fly off

Bill Longley X2 44" Tomboy

Jeff Fellows with R/C (CL conversion) T Tray exciting flier.

John Laird with huge Ma'mselle

TT's R6B

David Kinsella's Column

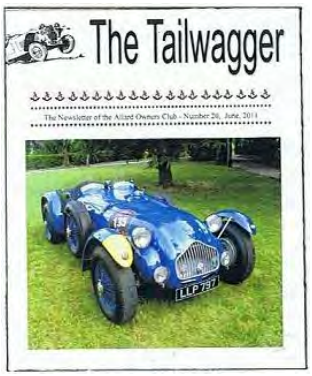
Better_Still
Premier club Raynes Park MAC now sports a splendid veranda/sun deck, ideal for chums to enjoy in the cool of the evening when the last Mills falls silent and skeins of mist visit the lush grass of the flying field. Inside, of course, an abundance of Vintage models, pictures, books and magazines await the enthusiast, several bringing engines and other gems for their fellows to examine. Recently, good egg Ian wowed us with a spiffing Ira Hassad 60 and an Oliver twin, the former a mighty lump with a brass flywheel and those crazy exhaust stacks. Partial to an Ira invention myself, one 60 displays an outrageous spinner all of 4in long! I had a boxed Rivers Silver Streak with me plus a spare Goodall. Oliver book (a good stick in need should
call 07544 379 622). A great box of kits and plans appeared thanks to Ted. Always a treat to see him, Keith showed us Corgi aviation diecasts, big and boxed and beautiful. Barry invested in a Cox and a Mills and talked of collector post cards, Tigers and Elites (those with the holes in the top). Love that sun deck Dominic, John, Mike, Gerry, Tom and other good fellows made it a very enjoyable evening - as it always is.

Plans In Plenty
The proud gonfalon of Veron flies on thanks to Phil's son Colin. As listedin February (S&T No 63) dozens and dozens of famous plans - Keil Kraft, Bowden, Mercury included - await at modest cost. There's boats too: just £8 for the 42in Huntsman, £7 for the Marlin and likewise for the Police Launch and others in the set. The background to Phil Smith's famous fliers was covered over several months in 2009, and now's the time to get ta gips with his Queen's Cup Winner, a beefy Stentorian or a VTR champ or two. If size is important a fine 96in Falcon or Bowden Bee at 84in tempts the true enthusiast of proper' aeromodelling (ARTF get thee hence!!). Great value awaits.

Mille Miglia Plus
At 130mph on a broad curve in the 1952 Carrera Panamericana (a two thousand mile road race across Mexico) a 30lb vulture crashed through the screen of the leading 300SL, knocked out the navigator and popped out the rear window Works driver Karl Kling charged on in the confusion and eight bird bars were fitted at the next tyre change. Kling and Hans Klent won in the silver Mercedes (with gull wings). Several deaths and encounters with cattle, rock faces and plunges into 800ft ravines saw the last Carrera run in 1954 and won by Maglioli in a 4.5 litre Ferrari (entered by Allard enthusiast Erwin Goldschmidt of New York). Kling moved sideways to admit Moss in 1954 and the Carrera was revived in 1988. Rudi's 300SL was a sensation.

Classical RFC
If they had money, survivors of the Great War set out to have fun. One was 'Tim' Birkin of the Royal Flying Corps, returned from service in Palestine. With a fortune from lace and land, Sir Henry Ralph Stanley Birkin Bt flew De Havilands and raced Bentleys and partied in Le Touquet and on his Norfolk estate. He won Le Mans twice with Barnato and Earl Howe, won dinner from the former by setting a Brooklands record in the famous plum red single seater bodied by Reid Railton. (Le Touquet, Brooklands record, Le Touquet in a few hours) and was third at Tripoli in Bernard Rubin's new Maserati (his DH88 in British Racing Green GACSR..flew in the great race to Australia, won by red G-ACSS now at Old Warden). Earlier Tim had won the French Grand Prix in a stripped Blower, using its horn to clear slower cars! Always dapper and dashing famous for his sports shirt with BRDC badge, spotted scarf and a wide body belt, Tim's bare arm touched the Maser's exhaust when reaching for a lighter. Bouts of malaria and lack of penicillin didn't help and Tim (after comic Tiger Tim) died on 22 June 1933. Near Bentley Corner in Berkley Square, Tim stands with diamond king Barnato back from the sunny Med.

On Paper



Clubs worthy of the name have space on the www. Good stuff to encircle the globe, but it's fun and personal to retreat to a corner and scan a club newsletter as pictured here. Published since the 1940s, the Allard O C sends The Tailwagger of 32 pages to owners and enthusiasts far and wide. The Buggati Owners Club, Ferrari Owners Club, Bentley Drivers and Mercedes-Benz do likewise. Sure you can lug a laptop, but escape by plane or train with your beloved SAM Speaks has a lot going for it. For the record the J2 pictured was first owned by Colonel R A R de Larrinaga, Olympic skier and yachtsman. Ardun powered and restored in the USA in the 1980s (where I heard it run at a shade past midnight!!) LLP 797 is back in the UK and runs in the Mille Miglia and other events. American V8s of 5 to 7 litres power the J2. Many wisely print and. bind their S&Ts.

Contacts

Just a few handy details to jot on the wall. Phil Smith plans (many! S&T 63). Terry McDonald plans 01332 510150 Diecast models 0844 887 8888. On site repairs to watches and typewriters 020 7353 4195 and 0208 204 3914. Printing 0207 911 0172. Collector books 01920 466676. Classic bus hire 01727 866248. Engines and engine repairs 01283 713715 and 01473 737393. VTR wheels 01535 002231. Rare books 0207 352 9376. BFI movie books 0207 815 1350. More VTR bits from Paul Winter 0208 958 6731.

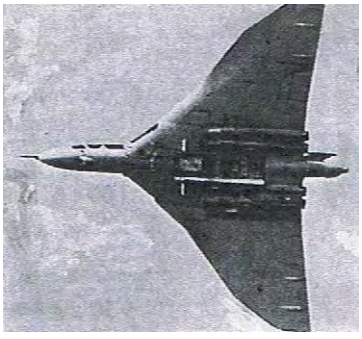
Thanks, Harry

Good to read Harry G Witney (S&T No. 63) with more info on Gordon Bennett. Well done, Harry! Witney (with an h) is famous in the USA, the Whitney Cotton Gin causing Manchester UK to zoom and filling a line in a New York hit when Porter and Berlin ruled the roost. Retired to Puerto Rico, a friend as a lad delivered flowers to Porter's glittering apartment, the Yaley WASP telling the boy that he was strictly Broadway.

Boy's Stuff

Rare and collectable now, cigarette cards from Player's and Wills dealt with aeroplanes and ships, railways and cricketers, soldiers and flags. Albums were issued to hold them, others appeared in framed sets of thirty or more. Planning and printing, for the 100th anni of Waterloo in 1915, the Kaiser War put the brakes on (France might be offended). A few sets did slip out and are mighty impressive in framed form. As with Nelson in 2005, it's likely that repro cards and many books on Waterloo will appear in 2015. With the clamp on smoking visible in 1988, I managed to write a set on railways with pictures by Eric Bottomley.

Bombers And Boats



We all know the famous names: Mitchell, Gresley, Sopwith, Camm, Collett, Colt and Gatling. But away from the spotlight were others of powerful influence: Smith and Sigrist with Sopwith, fuels ace Banks, Hives at Rolls-Royce. The controls error that killed Roy Chadwick of Avro saw Roy Evans carry the big Chadwick delta forward to become the better B2 Vulcan of great range able to fly above 60,000ft and launch missiles as well as gravity bombs. Uprated engines, 12ft on the wings and a changed leading edge did the trick and 16 hours in the air would see 8000 miles covered. Retired to Cornwall, Ray took up boats and sailing (as did several in the industry).

Prop Problems

At the BFI recently I saw the Donat version of The 39 Steps (1935) rightly described as a ripping yarn with pace. All the trimmings are spot on because it was shot by Hitchcock as a right-now event and not an historical story. So we see Flying Scotsman (engine 2595 Trigo) depart King's Cross, teak carriages shining, waiters in LNER rig, even wheelslips as the Gresley 4—6—2 c1imbs Gasorks and Ccpenhagen. Because of a raft of reasons what we see of the past is littered with boo—boos: Sam Brownes worn indoors, locos too

modern by miles (Bulleid express in the 1860s), Tiger Moths in WWI (Hughes got it right), helicopters in WW2. If in doubt, leave it out! Young Ray Milland was the fireman in Flying Scotsman (1929) before going to Hollywood. The LNER sold a booklet for a shilling (5p).

White Gold

Cotton almost gone when I was in Manchester I did manage a summer in a fine old mill, these days serving as offices, flats and studios. Rot, noisy and dusty, lip-reading helped and you didn't wear much. Men did the spinning, women the weaving, this a direct opposite to the old cottage days (Silas Marner was a weaver) because spinning was now harder. The mills were of several floors and big too, surrounded by rows of back-to-backs housing the workers. Shuttles were steel tipped, one I have ail of 14in long. An old fellow I met said he was glad when WW2 broke ou!l Once of massive size, the white gold made in Manchester went up the famous Ship Canal to Liverpool and so on around the world as a major export.

Mighty Thirst

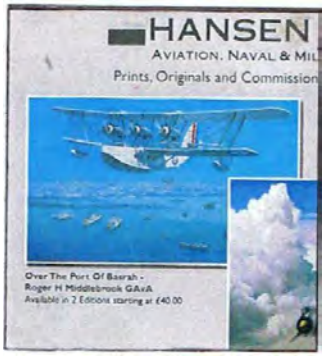
Dragster ace Don Garlits was months in hospital after an engine explosion cut his rail in half. Aware of Auto Union's success before the war, Don had time on his hands and drew up his first dragster to have its engine at the back. But pipping him was Californian Tony Nancy with his 8-litre Wedge, rear engined too, but visiting the UK in 1964 (with four spare V8s which were blown up at meetings around the country). These days rear-engined rails cover the quarter-mile in 4 seconds, gallons of Nitro used in the process. Much support for the old days is headed by the museums of Garlits (Florida) and Parks (California) and require a long afternoon. Here's Gary Casady ready to go at Blackbushe in 1965. Exhaust and rubber fumes were a problem with front-engined machines as suggested here.

Flukes

In Northampton to collect a big SE5a kit, I met a golfer proud of his hole—in—One tie. It looked good and I was impressed. But what can compare with Edward VIII's three successes? Sports goods and china shop owner Joseph Wells (father of H G) took 4 wickets with 4 balls consecutive, but Charles Parker did it with 5 although one was declared a no-ball. Dumping change on a table a 50p coin. stood still on edge - never to be repeated by me?

Never Again

Vintage Bond movies are noted for several non—CGI stunts. In the tenth (Golden Gun 1974, Moore as 007) a car does a 360 degree barrel roll as it files over a river. Near suicidal, Cornell University did computer research and on the day cranes, divers, ambulances and firemen were there and ready. Pedal to the metal, Bumps Willard took off like a scalded cat - and landed perfectly. Guy Hamilton asked for another take but Bumps refused.



It's Tops!

Hansen Fine Art is here (0844 544 4671 and www too). Great prints at great prices let you cover the wall safe or that gap you've always hated. And lots of originals, even a special one painted just for you. Check the half-page in Fly-Past (March page 103). Selling through Hansen Fine Art, the famous artists you love - Middlebrook, Bottomley, French, Murray - are just a call away. Hansen Helps You.

Coming Together

Before Alfa and Ferrari joined Fiat, motor racing and collectable cars were way off central stage and pretty low budget too. Stuck for a car in the 1950s Enzo accepted V8 racers from Lancia for Fangio, Collins and de Portago (running sports cars and single

seaters was too much for Lancia - but not for Daimler-Benz). Sixty years on it's difficult to slip a fag paper between sport, business and entertainment, each needing the other The UK's Classic Car mag was launched by IPC in 1973, all within possible for a fellow with a reasonable job (I recall sitting in a Ferrari Daytona in Tolworth marked at a few thousand). Now the choice GTO Ferrari (0 for Omologato) will set you back £20M, the one pictured going from London to Spain for £20,200,000. Just 39 were built for the Championship of Makes, challenged by the Cobras but really flying when helmed by Hill. The Picasso-class GTO has been business funded for ages (plastics, property, music etc).

Harrier Harris

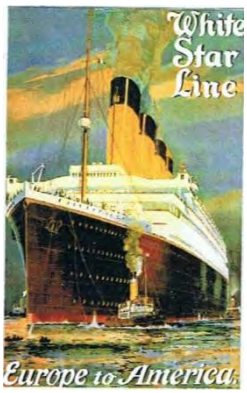
Now that blades of willow are sending balls of leather all over the shop it's time to consider Lord Harris (George Robert Canning Harris). Captain of Oxford U, Kent and England, born in Trinidad in 1851, Kent's finest cricketer, there may be a link with George Canning, Tory PM and Foreign Secretary. A maverick at times, his statue stands in Parliament Square.

Beautiful Boats

Good stuff from Tony Ashenden! Vic Smeed was a keen model boat man, writing books and editing a magazine on the subject. In the water and testing one of his boats on Wimbledon Common my bare legs were passed by two large fish! Possibly left in the pond by someone moving house, I sought dry land at
speed and left it to the swans and gulls. Long ago I bought an A-Rater from Vic, a tiny Chinese lady sitting on the deck as I brought the big boat on a crowded Tube.

Some Ambition!

On the Thames to Southend shooting Twenty-One Days (1938) Vivien wowed the crew. She, she said, would play Scarlett O'Hara! Six thousand miles away scouts were out looking for a gal to stand with Gable in Gone With the Wind. (1939). Even without a female lead David O Selsnick had started the: movie with the burning of Atlanta (old props on the back-lot turning Culver City skies red). By Queen Mary to New York, TWA to California, Vivien Leigh arrived as the glow was receding. Introduced with the famous words "Meet your Scarlett: O'Hara' - Viv won an Oscar (10 in total for GWTW) and was world famous at 26. Chutzpah! Olivia was soon in the Fleet Air Arm, as pictured, before fighting Agincourt as Henry V on the estate of Lord Powerscourt near Dublin. An enduring hit, Henry V (1944) features an epic charge backed by Walton's stirring music. Larry kept the horse, joining cows Cleopatra, Ophelia, Titania and cat New at Netley Abbey and its 70 acres.



Passenger's Guide

I met author John Blake in Waterstone's. Of 128 pages, his dinky book on the White Star Line's Titanic puts us right in it (but safely!) with the folk aboard the great liner: flags, food, life-buoys (from Bilston), cabins, furniture, boilers and pools, it's all there for the passenger. Lots of old prints and plans of the tri-screw liner of 883ft, a peep at the age of elegant travel pre Kaiser War costs £8. Booknuts will love it!

Road Racers

Before the big stage races get going in the summer - Tours of Italy and France — several one day events are held, some dating, back to the 1890s. The Spring Classics, a big book of 225 pages, tells the story along with many pictures. Aces such as the mighty Merckx, winner of the 180 mile Milan—San Remo seven times (!), feature strongly. A snip at £25 for those who take cycling seriously. For me the modern road bike costing thousands – light years removed from the doughnut-tyred horrors that knocked the stuffing out of us on rainy newspaper rounds - is so slim and beautiful, even collectable like Fender, Gibson and Les Paul guitars. I have a couple of Viscounts and a SWB MKM (Mason Kitchen Metcalf) in Bugatti blue and gold. Yummy!

Hot Hydro

Link Ferrari with racers Ascari and Villoresi, add plane racer Castoldi of 24-cylinder MC72 fame, and the result was a stunning speedboat good for 150 from its twin blower V12 engine. Bought from Nando dell'Orto (another famous name) in the 1990s, the wooden wander of sixty years of tender care is nowin mint condition for show or go. What a beauty! A £1 million sale is expected this summer.

National Tomboy positions after 5 rounds from Tony Tomlin

TOMBOY SENIOR		**TOMBOY 3**	
Peter Rose	24	Tony Tomlin	23
Tom Airey	23	Tom Airey	22
Barrie Collis	15	Paul Netton	21
Tony Tomlin	13	Bob Young	15
John Strutt	12	Chris Hague	15
Chris Hague	9	James Collis	14
Andrew Fellows	8	John Strutt	11
Wesley Denton	7	John Taylor	10
Stephen Powell	5	Jeff Fellows	8
Derek Collin	4	Steve Roberts	8
Tony Overton	3	Stephen Powell	5
Rick Farrer	2	Brian Ball	4
Brian Ball	2	Brian Brundell	4
Bill Longley	1	Derek Etheridge	3
		Derek Collin	2
		Rick Farrer	1

The North Berks Radio Model Aircraft Society are hosting a Radio, Vintage and Tomboy Competition on Sunday, 8th July, 2012.

This is at their excellent Landmead flying site and will follow the format of the very successful event held there last year. The is making visitors very welcome and there will be a BBQ during the day. There is plenty of parking and onsite facilities.

DIRECTIONS

From the South; On A338 via Wantage, about 3 miles past East Hanney, turn right adjacent to a 50mph sign onto a concrete farm road [if you see Venn Mill you have passed your turning 200yds back!]

From the North; On M40 exit at junction 9 onto A340 at Abingdon, onto the A415 through Marcham and turn left at the "T" junction onto the A338. After about 3 miles turn left on concrete farm road 200yds past Venn Mill

From the West; On A420 just past Faringdon turn right onto the A417 to Wantage. At Wantage take A338 to East Hanney and follow directions above as from the South

From the East; On M40 exit J7 turn left on A329, to Little Milton and Stad Hampton. At Stad Hampton turn right onto B4015 to Clifton Hampton, then take A415 to Abingdon and follow route as from the North as above.

For drivers using Tom Tom the ref is; N51 deg. 38 mins 56.41
W1 deg. 22 mins 54.80

NB The concrete farm track is a little broken up in places.

For further info contact; Tony Tomlin, 020 8641 3505, email.pjt2.alt2@btinternet.com
Paul Goddard, 01235203073, email. pbg1944@live.co.uk

THE NORTH COTSWOLD MODEL AERO CLUB

BMFA MID-WEST 166

'FLY FOR FUN'

EVENT, 2012

AUGUST 11th & 12th

AT

FAR HEATH FARM

MORETON-IN-MARSH

GLOUCESTERSHIRE

Signposted off the A44 Moreton to Chipping Norton road

TWO DAYS OF MODEL AIRCRAFT FLYING, FEATURING:
RADIO CONTROL SPORT, SCALE, VINTAGE, AEROBATICS, GLIDERS, ELECTRICS, ETC.
ALSO-
CONTROL LINE
AND
SMALL FIELD FREEFLIGHT

RC FLYING 'OFF THE PEG' ALL WEEKEND
(PILOT'S PROOF OF INSURANCE REQUIRED.)

SPECTATORS AND FLYERS WELCOME,
COME AND JOIN IN THE FUN.
CAMPSITE FOR CARAVANS & TENTS WITH ON-SITE TOILETS & WATER

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

REGULAR ATTRACTIONS:

We will once again be running our

MODELLERS' BRING & BUY SALE

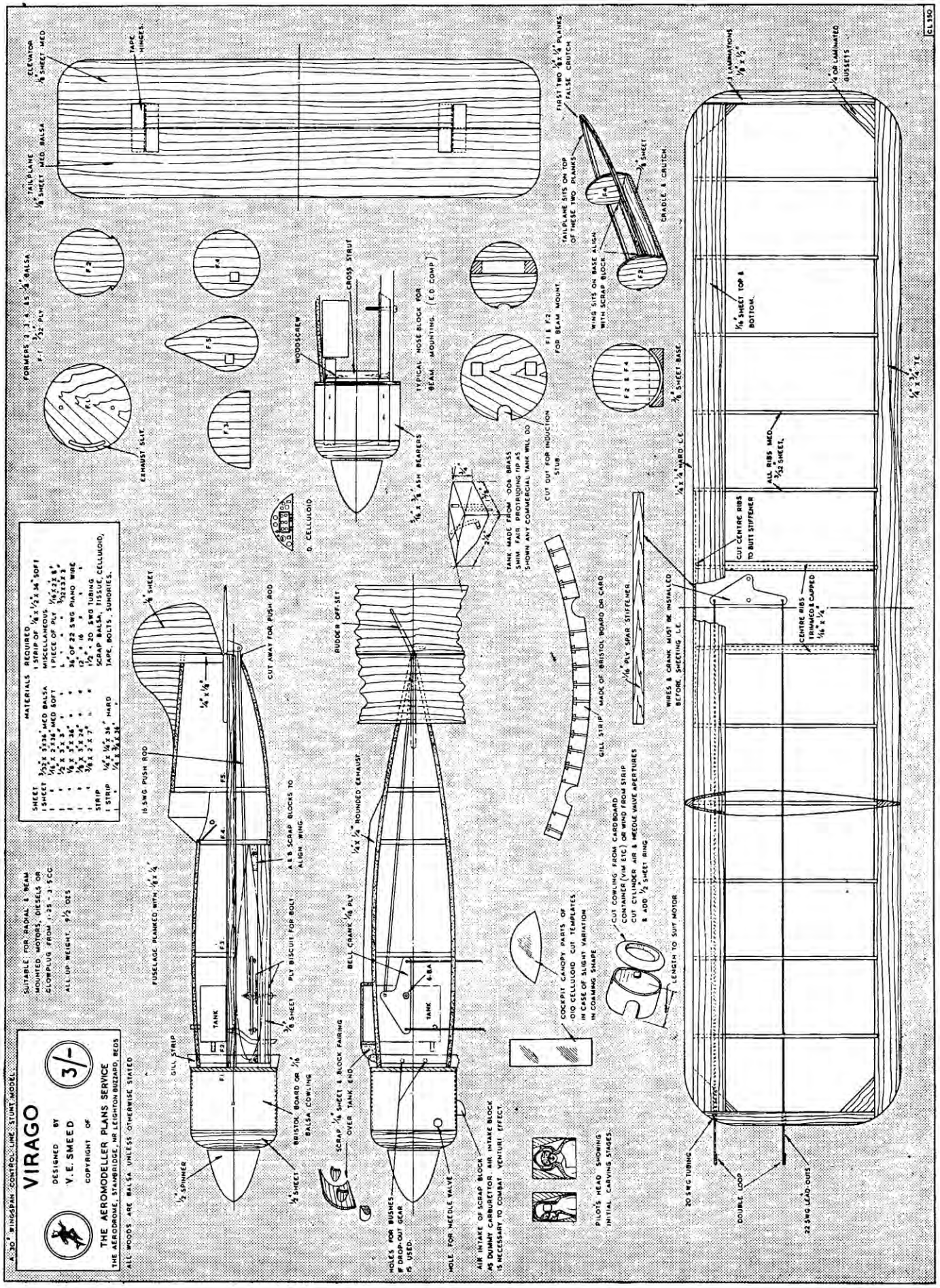
Come and pick up some real bargains or bring your own models/equipment to sell.

CIRCLE FOR CONTROL LINE MODELS

By popular request, there will no longer be any engine capacity limit.
Maximum line length 55ft.
Never flown C/L? Ask for a trial flight with one of our club trainers.

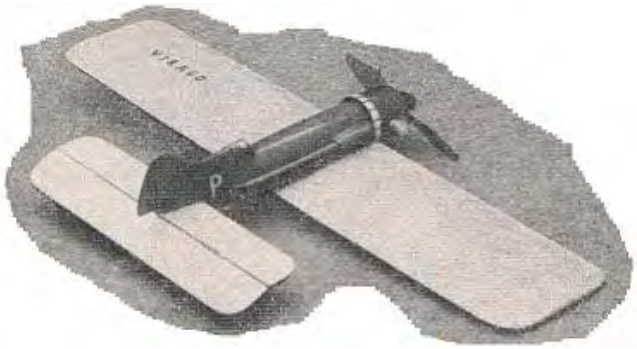
Website: https://sites.google.com/site/northcotswoldmac/home

Sticks and Tissue 67 part 2

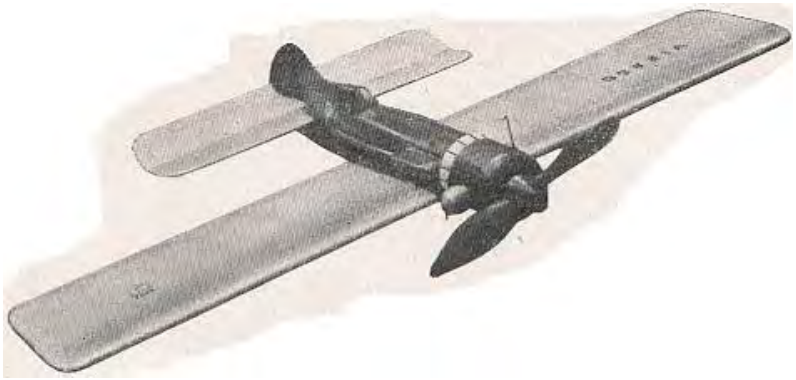


Virago a 30 in span semi-scale stunt model by Vic Smeed 1.25 to 3.5cc From AeroModeller January 1950

I t was felt that the lines of a typical stunt job could be worked over to improve the appearance, and while no one would say that this model is exactly beautiful, most people seem to find the general aspect attractive.
Construction.
The wing must be built first. Notch a length of standard 1/4 in. x 3/4 in. trailing edge stock to receive the ribs and cement these in. Glue a 1/4 in. wide strip of 1/16 in. ply to a hard 1/4 in. x 1/4 in. (leading edge) and cement in place. Add the tips, which are three laminations of 1/2 in. x 1/8 in. soft, and the tip gussets. Insert the lead-out wire bushes. The lead-out wires, already attached to the bell-crank, must be fitted at this stage. Add the soft 1/16 in. sheeting top and bottom and the centre-section capping and sand the wings
Cut the formers and the soft 3/8 in. sheet base. Cement F2 and F4 to each end of the base, leaving 1/8 in. below the formers to make a step for the later addition of the planking.
If a beam-mounted motor is to be used, F1 and the bearers should be attached at this point. Assemble the bearers and the cross-strut on F1, using plenty of glue and two 3/4 in. screws. Let the lower bearer into the 3 /4 in. base and see that the whole unit is well cemented. The wing is now cemented into the cradle between F2 and F4; pack with scrap beneath the leading and trailing edges and line the assembly up accurately. The bell-crank attachment bolt hole should now be drilled and small ply biscuits added above and let in below to prevent the bolt from working in the hole. Bolt in the bellcrank, using washers to bring it level.



Two 1 /4 in. x 1 /8 in. strips are now cemented in position and drawn together at the tail. Since the tailplane will, rest on the top of this " false crutch," accurate alignment, is essential. With the 3/8 in. base flat on a board the tops of these strips should be 1 5/16 in. from thd board. Add F3 and F4 and plank the underside of the fuselage, using soft 1 /4 in. X 1 /8 in. strips. The central strip cements to the false crutch at the tail and the other planking is taped to fit. A slot is later cut at the extreme tail to accommodate the push-rod movement. All gaps occurring between the centre-section ribs and the fuselage base should be filled. Install the tank at this stage, using scrap for support. The top planking provides most of the tank mounting. A commercial tank was used on the original and projected through the starboard side; this was camouflaged" with a small fairing and a long exhaust. Finish interior details (fuel lines, push-rod, and so forth), add tailplane and rudder post, and complete the planking. The whole fuselage should be glass-papered down to 3 /32 in. thickness. An instrument panel and pilot's bust were fitted up in the original's cockpit—the extra trouble is well worth while from the appearance point of view. Attach the elevator—tape hinges are quite suitable if the centres are kept free from cement. If a radial motor is being used, F1 may now be firmly cemented to F2, ensuring that the bolts are already in place.
The cowl should be constructed from an old cardboard packing ring of the type sometimes found in crates of bottles, cut to correct length. It may be wound from 1/32 in. or 1/16 in. sheet if desired. After cutting all necessary holes, cement on to a circle of 1/2 in. sheet and round off. Install the motor and glue or cement the cowl in place; make a very strong joint as during starting and landing the cowl may be subjected to some buffeting. Finish all details, sand ail over, and cover the entire model with rag tissue. Two coats of clear dope may be applied all over, but it is best to confine coloured dope to the fuselage only.



All-up weight should be approximately 9 1/2 ozs.—with proper grading of materials this can be reduced to 8 1/2 ozs. without sacrificing necessary strength. The model should balance on the front lead-out wire (3 1/2 oz. motor).

PANDAS Single Channel and Vintage R/C meeting, Sunday July 1st at Pontefract Park

First of all a sincere thank you to all who have contributed prizes for the event, your generosity and support is very much appreciated. The names of all contributors will be prominently displayed at the awards ceremony during the event.
The prize fund is fantastic; we've been overwhelmed with the response to the event:
We have a Veron Robot kit, a Vic Smeed Tomboy kit, a substantial voucher for a kit of your choice, covering film, adhesives, an Icarus Champion Glider, electric flight accessories, Bolly props, wine… The prizes will be awarded based on the following classes, with a full explanation given at the morning briefing:
1) Single Channel spot landing with a bang-bang 'button' transmitter. This will be marked on distance radially from the spot.
2) Single Surface spot landing with any form of 'proportional' transmitter. Again this will be marked on distance as above.
3) Concours. This will be open to any model present, even if unflown. The judges will be looking for a nicely built, well finished model, not necessarily the shiniest!
4) Innovation. This is for someone who has shown outstanding cunning and initiative in the build or design of the model, or a really clever solution to a problem. Maybe a really unusual but technically sound installation - or just for the use of some really clever and original idea.
5) Best PANDAS Vintage. This is an annual Pandas tradition open to anyone. This will be marked on an estimated time 'dead stick' landing.
6) The 'furthest travelled' of all the flyers on the day.
In order to share out the prizes, the organizers have decided that, although you may win more than one event, you may only accept one prize.
The organisers will be flying but are not eligible for any of the prizes.
Please make sure you attend the morning briefing as Ponty is a public park so there are a few things you will need to be aware of. The briefing will explain the layout of the flying area as this will be finalised on the day, and details of the classes mentioned above. The briefing will also cover things like frequency control using peg-boards and on-site spares availability from Concept Models.
There will be a large BBQ facility available, but we won't be providing food so please bring your own sausages, burgers etc. We will have free tea & coffee all day and cans of pop for sale.
We will have a bring-and-buy area so don't forget to bring your unwanted models and gear, and a table, but be prepared to take home even more! Tables are one thing we are short of so if you have a folding table you could bring, that would be very helpful.
We will have toilet facilities on site, funded by the BMFA (thank you!)
The main gate to the park will be signed "Model Show" or something similar. Enter via the big white gate on the A639 (Park Road), cross the racetrack and turn right into the inner lane. Follow the lane around to the left and you will see the club cabin and car park. Please remember that the speed limit in the park is a strict 10mph maximum.
On Saturday at around 4pm we're meeting at the Park for a final recce and anyone staying over the Saturday night is welcome to come down either to fly or to just have a look around.
Details and updates are on the PANDAS website http://www.pandasaero.co.uk/ and on the vintage R/C site http://www.singlechannel.co.uk/
Theres also a discussion thread on RCMF: http://www.rcmf.co.uk/4um/index.php/topic,89857.0.html
We're very much looking forward to meeting everyone and hoping the weather will be kind. That's the one thing we can't organise!
See you there!
Cheers Phil PP Pandas Committee

Middle Wallop Radio Assist and Tomboys by Tony Tomlin

The second of the four, Radio Assist and Tomboy meetings for 2012 took place on Sunday, 6th of May at Middle Wallop, [courtesy of the Army Air Corps MAC].
After the last meeting four weeks earlier, in conditions that were considered a little short of arctic, we were hoping for something a little better! We were disappointed as there was a cold north wind for much of the

day. James Parry, who is known for his ability to wear shorts whilst the majority of fliers are wearing heavy coats and woolly hats, admitted that for the first ever his teeth were chattering!
As the time came up to the start of flying at 10.00, there were already a fair number of fliers arriving, and by the end of the day 29 fliers had signed on, which considering the conditions was good. We were pleased to welcome Richard Alford, Roy and Mike Sims and Dave Lovegrove, all new fliers at this event. As always there was a good mix of models with around 45 models counted.
Colin Hutchinson flew his twin engine, Cook 45 Riser, A frame model, adequately powered with a pair of .06 MP Jet engines. A model not often seen was the WHC Taylor designed, Whiplash flown by Tim Mountain, this was a favourite model of Sid Sutherland and other well known fliers in the West Essex Club in the fifties. John Laird was flying his 3x Mamselle that had great presence in the air and there was a very pretty scale Farman Moustique, of 1936, flown by John Taylor. This was originally a rubber model but was fitted with a 2 cell lipo and an outrunner motor and flew steadily. Other models seen ranged from Junior 60s, a Spook, Scram, Majestic Major, Rambler, and a Hermes, down to many Tomboys both in 36" and 48" versions. Three R/C George Fuller designed Zoot Suits were flown. The models by Chris Hague and Tony Tomlin were PAW 19 powered, with an electric version by Jeff Fellows. In the afternoon there was a simultaneous launch of these models, the electric version had the fastest climb and it was also the winner on duration, from Chris Hague, by a small amount. All models were circling in close proximity for many minutes having a terrific glide performance, finishing off what had been a good days flying.

Tomboy 3 Competition

Nine fliers qualified for the mass launch flyoff having made the required two, 4 minute +, preliminary flights. Tony Overton was hoping to make it to the flyoff but was grounded by engine problems. Nick Skyrme lowered the start board and uncharacteristically, both Steve Roberts and James Collis failed to get away due to starting problems. James Collis had achieved some excellent times whilst qualifying so this was very unfortunate. There was a fair amount of lift to be found but John Taylor was unlucky and was down at a little over 4 minutes followed by Bob Young, a minute later. Jeff Fellows, winner of the Tomboy League in 2011, had hit a patch of turbulence, with his model spiralling down and spoiling his chances, landing at 6min 37secs. He was followed by Tony Tomlin a little under a minute and half later and Paul Netton, who had been flying steadily, but unable to find any worthwhile lift, claimed third place, landing gently. This left Tom Airey and Chris Hague both close and at an estimated 600ft. There was a fair amount of entertaining cat and mouse flying going on but Chris claimed first spot at 14mins 46secs a little under half a minute more.
Results 1/ Chris Hague 14mins 46secs, 2/ Tom Airey 14mins 19secs, 3/ Paul Netton 10mins 39secs
4/ Tony Tomlin 7mins 53secs 5/ Jeff Fellows 6mins 37secs 6/ Bob Young 5mins 05secs, 7/ John Taylor 4mins 9secs. No Time: Steve Roberts [non start], James Collis [non start]

Tomboy Senior Competition

The wind had strengthened as the larger, Mills 1.3 powered, Tomboys lined up for the mass launch. Seven fliers had managed to reach the flyoff with fliers new to the Tomboy Senior class, Richard Alford and Roy and Mike Sims, having engine and trimming problems and not returning times. Again Nick Skyrme was the starter and all models got away. Tony Overton was soon in trouble trying to fly another competitors model as his, unseen, gently vanished downwind [found later on the airfield, undamaged]! It seemed to be a flyoff of two parts with Barrie Collis first down at 4mins 36secs, followed by Chris Hague and Tony Tomlin within 2 minutes. The other three of Peter Rose, Tom Airey and Andrew Fellows had found lift and were all 'parked' at around 800ft. A lot of concentrated flying took place as each took turns to be the highest until the lift started to die away. Andrew was slowly descending, landing a little after 14 minutes. Peter just managed to stretch his glide to land 48 seconds after Tom, at four seconds short of eighteen minutes, and a worthy winner.
Results 1/ Peter Rose 17mins 56secs, 2/Tom Airey 17mins 08secs 3 / Andrew Fellows 4mins 11 secs 4/ Tony Tomlin 6mins 28secs 5/ Chris Hague 5mins 19secs
6/ Barrie Collis 4mins 36secs,
No Time Tony Overton [model lost].

The prizes were presented by Sarah Andrews to bring to a close a good days vintage flying. Lets hope the next one is warmer!

Whiplash by Tim Mountain

John Taylor and Farman Moustique.

Tomboy 3 fliers gather for the flyoff.

Peter Rose winner of Tomboy Senior.

Cook 45 Riser by Colin Hutchinson

I didn't get a chance to include the above last month but hopefully rather late than never. In addition to the radio side of things there was quite a bit of FF going on and some CL despite the wind. Mini speed took place and a go at Spitfire Scramble. These tow CL comps really are great fun added to which the mini speed causes some scratching of the bonce to try and get that extra 1 mph out of the model whilst keeping within the spirit of things.

Probably one of the potentially best competitions in fact I prefer to Tomboy now is the George Fuller. The models fly well and do not get anything like as high as Tomboys in other words you can still see them comfortably. Problem is there's not much interest so at the moment its just down to tinkering about with them. Kits are available from Old School and Belair and engines from PAW. I guess the models may be bit more complicated to build but heaven's sake with a kit it's not much more than slotting together.

See www.wessexaml.co.uk

Anyway I wandered around taking some snaps below.

Chris and Gus Hague with Andrew Fellows in background getting ready for a George Fuller test flight

Tony Tomlin's Zoot Suit

Chris Hague's Zoot Suit

Jeff Fellows' electric Zoot Suit

Chris decided he'd have a go at spot landing
(Actually it was blown over)

Roy Vaughn getting ready

John Perry starting a sparky (Formerly Ray Page model also seen last month being started by John Maddaford)

From this point on I got bored with reducing the photo sizes

G-AMAW

Wee Sniffer

Wee Stinker

Ballerina FF from the Old School MAF kit

1066
Pirate

Tom Thompson catching his model

Ted Horne

Someones Chrub up and away

Simon was selling a few models and giving a couple away

Nick Skyrme and his RC assist Hermes

Following are photos from Peter Renggli taken by Urs Brandt at last years Swiss vintage meeting

Ernst Dällenbach and Telemaster OS FS 90

Karl Studer with Dyno powered by a Dyno

Peter Däppen's Taxi Enya 3.5 cc

Karl Studer's Dyno again

Heinz Goepfert Coronet Taifun Rasant / Electro

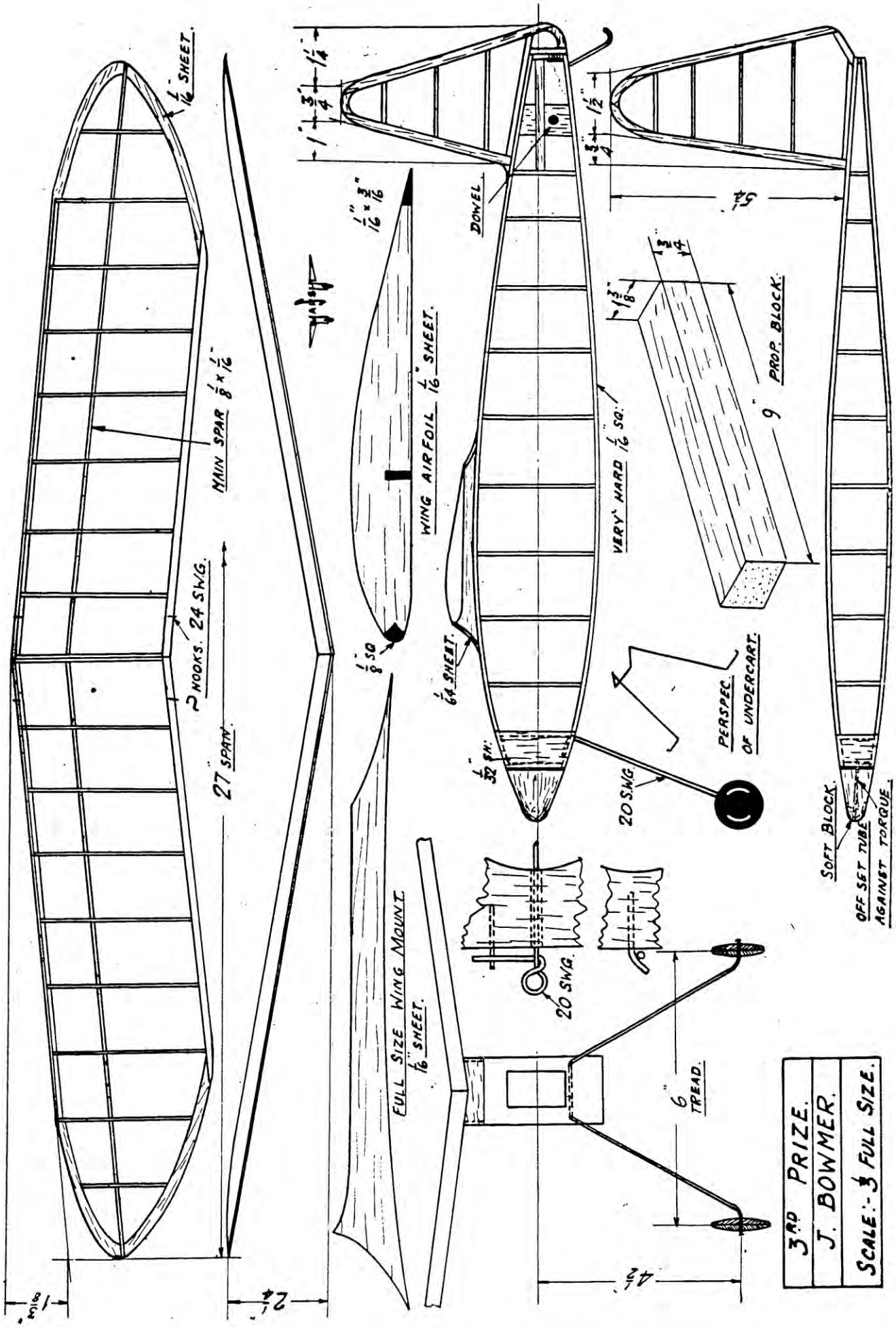
Peter Műller's Piper Pa 22 Tripacer Webra Mach 2.5 cc

ZS-500I

BE - 02
BE - 02

1940

ZS-5001

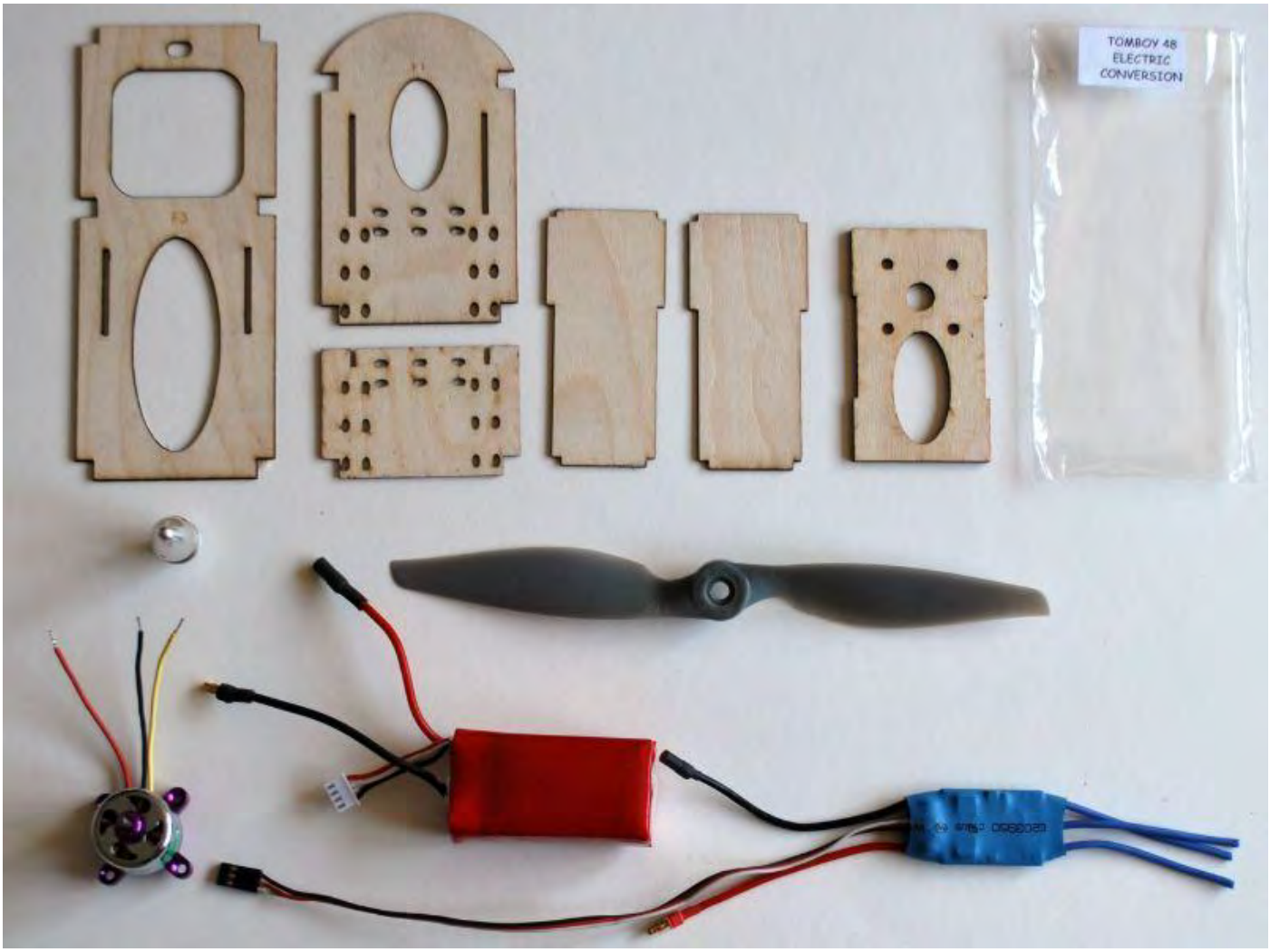


From Aeromodeller October 1938 Prop block 9 x 1 3/8, 6-8 strands 1/8 in

Last of all Old School Model Aircraft factory now have an electric conversion for their Tomboy 48 as shown in photo below. Contact Derek Foxwell on 02086471033 or derekfoxwell@btinternet.com For more details

I have attached some pictures of the finished model. It is my intention to sell a conversion kit with our well established Tomboy 48 kit. Obviously we will omit engine bearers and ply formers and replace with the necessary parts to fit an electric motor. This will not affect the price in any way. So the Tomboy 48 Electric version will be the same price as the I/C which is £40.95.
I will also be able to supply with the new model the battery, the esc, prop adaptor, motor and propeller for an extra £45.50. The battery motor configuration will give just over 1.6 lbs static thrust for around 12 to 15 minutes. With frugel use of the throttle you could probably get this up to 20 minutes.
The plan will be as the original Tomboy 48 with an A4 overlay of the engine and undercarriage mount. There will also be instructions for the battery box and hatch and a perspective drawing of the front of the aircraft.
I have attached photos of the finished model and the conversion kit. I am hoping to have the whole thing ready in the next 3 to 4 weeks, but as most of my customers know after my heart attack in November I have to go back into Kings for more heart surgery mid July. This may hold things up, but I will do my best.
Regards
Derek Foxwell

Oldschool
Aeroplan
Tomboy 48


TOMBOY 48
ELECTRIC
CONVERSION