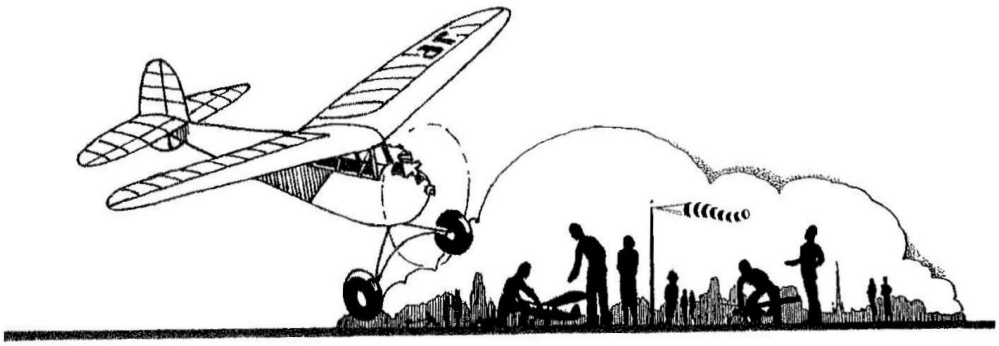


Sticks and Tissue No 69 – August 2012

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.

Cloud Tramp mass launch at Epsom Downs 4 August 2012

From Ted Horne

Here are some pictures that I took yesterday on the Downs. Tom was the winner with a flight of 50 secs.

The winner Tom Thompson

From Stephen Winkworth

I have just finished building my Fisher-inspired 'Mesapex'.

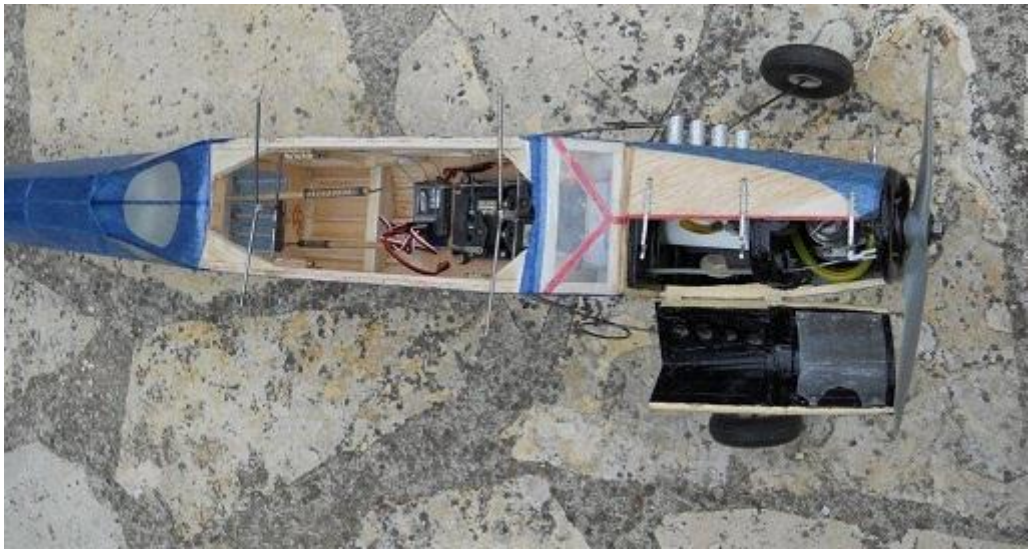
The engine is one of the first AM25s to be produced. I bought it from Henry J. Nicholls' shop in the Holloway Road in the 1950s. It saw some service in a twin-finned model designed by Fisher, and known in those days as the 'Apex', though this was many years before the days of 'Performance Kits'. This was sporadically controlled by a less than reliable ECC single channel radio. I then used it in a couple of models of my own design which I built while living in Rome, until one day its conrod parted company with a loud bang, and it remained idle for many years. Two years ago we had the privilege of meeting the Australian engineer David Owen, who replaced the conrod and restored the motor to functionality.

This engine is rather compact for a 2.5cc, and I thought it would be interesting to try a fully enclosed installation, which will also help to reduce noise (this is not a motor that is easily silenced). Hence the clamshell opening cowling and large exhaust extractor tubes.

Like the 'Apex' kit, this model has three fins. In my case I have devised a hidden linkage for the three rudders, using a push-pull system. The system appeared to require no less than seven belcranks, though some of these are in the fuselage, and this has made the tail-end rather heavier than hoped (plenty of lead now surrounds the motor).

The wings are retained by a system of hidden Y-shaped wires. I remember that one of Fisher's obsessions was to devise a method of wing attachment involving hidden bands.

So... plenty of things to go wrong. Reports of flight tests should folow in a week or so...



To complete the ‘Mesapex’ file, here are details of that mysterious wing-fixing method (derived, it must be confessed, from ‘Ooomph’).
Also just visible at the back-end of the fuselage opening is the ‘idler’ belcrank for the push-pull rudder system. Motion is transferred to the hidden tail linkage via a brass arm, with spigots that engage in holes in the main tail belcrank.

All vurry subtle, and of course the extra weight in the tail was designed into the model to balance the noise-muffling lead liner of the cowling. I am sticking to this position in the face of doubts raised by my engineer friend John Downie, who asks why I did not use the lightness pellets he advocates (see next email). He should have stuck to his...

My canine supporter and friend Dolly is not allowed anywhere near models during the testing period. As far as flight tests are concerned, I am waiting for some paint to dry – but am much encouraged by the success of ‘Curiosity’, the latest NASA Mars lander.

Apropos of model aircraft and satellites, did you ever meet Tom Patrick, who used to work for Mullard Space Science Laboratory, and flew model gliders? He used to make this mental connection between engineering space hardware and building radio-controlled models: same thing really if you think about it, only one costs a few million times more than the other.

STOP PRESS

The Mesapex has now flown!
Starting out early this morning for our larger flying field on the mountain meadow, I arrived at about 10 to find a fluky sort of wind blowing a little from every point of the compass. This eventually settled down to a steady 10-15mph southeasterly. The sun was bright in a clear blue sky.

The AM25 started easily enough: it's a very docile motor, almost as easy as a Mills. I have of course fitted a very high-tec home-made throttle. As the text books tell us, engines which, like the AM25, have a substantial amount of sub-piston induction, not only take badly to silencing, but are much less amenable to throttling. However, my AM25 had not read these text-books. And of course my throttle is pretty special. Here's how you make it:

Buy a 4.5volt cycle battery – the kind with two flat brass springs of unequal length. When your 4.5volt cycle has finished with it, cut these strips off. Cut a piece about yea long from the end of each strip, and bore a hole in the middle of each just big enough to slip over the spraybar. Slip strips over spraybar, do up the nut thingies on either side, and solder a small piece of wire across the back to keep the two in place.

Now comes the tricky part. Eye the spraybar from the side and drill a tiny hole (around 1/16 inch) through the brass strips just above the level of the opening where you put your thumb when you want to choke it. Make up a piece of 1/16 wire into the sort of shape you could imagine connecting a clevis to, ending with a straight bit which passes through the two tiny holes you have just drilled in the brass strips. Slip another piece of the brass strip across said opening, and under the wire. Take it out, and drill a smallish hole – about enough for a very little air to enter an idling engine – bang in the middle. Slip it back under the wire and solder it to said wire.

That's it: one high-tec throttle. It has to be said that while the idle is really slow, and full throttle is just that, there is not much in between. Moral: don't Mess with Mr In-Between!

How did the silencing effect of the clam-shell cowling work, I hear you cry? Well, it certainly made a huge difference to the noise when closed. I am not sure it really reduced the noise an awful lot: as silencers go, I would say that, compared to my BMW – well, let's just say that Bayerische Motoren Werke do not have a lot to fear.

However, after an initial run, when I cleaned up with some kitchen roll in the two compartments, I realised that the whole setup is going to make for some wonderful firelighting material for the drawing-room fire this winter. In fact, this model probably comes close to top in the oil-production statistics. It even beats the old Oliver Tiger I had, which David Owen discovered had developed an oval-shaped front crankcase housing after a crash. This engine used to leak so much oil – and all of it a lovely clear colour – that I thought of bottling it and using it in the central heating. Mr Owen put a stop to this idea by cutting a spiral groove inside the crankcase, forcing the oil back where it was supposed to be. But Mesapex, though its oil is of an inferior, blacker grade, is going to help the domestic economy not a little in these times of soaring oil prices.

Anyway, I set the idling beast in the middle of the meadow, with the AM25 ticking over, and opened the throttle. Not a lot happened for a few seconds, then she gave a sort of shake or lurch, and started trundling slowly off into the stiff breeze. After just a few yards, she decided to lift her nose, and ambled up into the blue. A few rudder corrections, and a little down elevator, and there was plenty of time to take in the beauties of the mountain scenery as she cruised in a ladylike fashion around the sky. After a couple of circuits I thought it best to land, as there were just beginning to be some stronger gusts of wind (it almost always blows up to about 25 knots by mid morning up here).

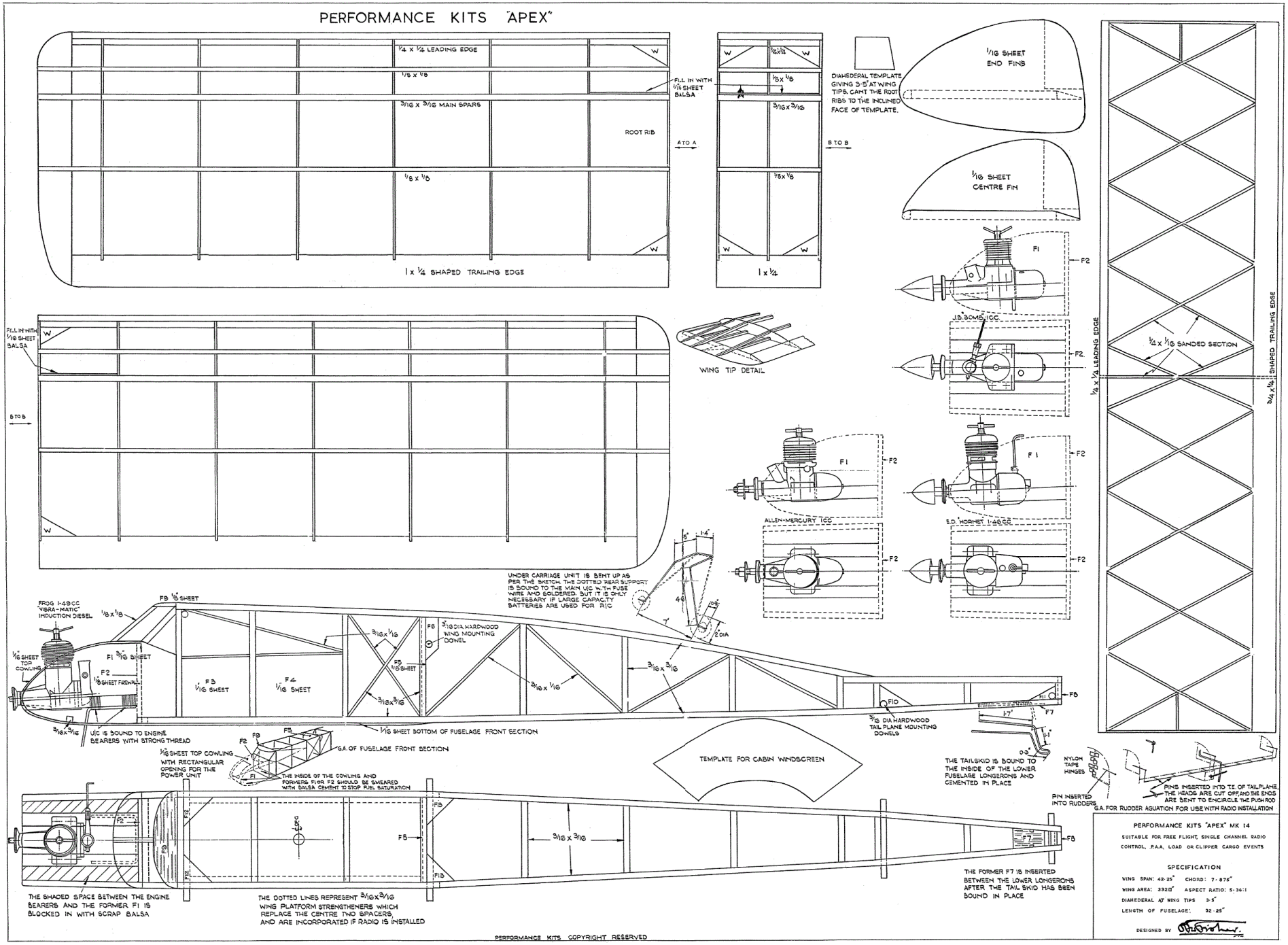
I don't want to boast, but there could not have been more than ten feet at most between the spot where she touched down – pointing her tiny toes at the daisies – and my trusty fuel can, which lay in a puddle of diesel marking the point of departure.

So – job done! It remains only for Herr Professor Downie with his mighty dB meter to assess the actual effectiveness of the Winkworth Double-Chamber Clam-Shell Cowling (pat.app.). The Winkworth Concealed Triple Rudder Actuating Mechanism (pat.app.) seems to have passed with flying colours.

I have just found this early photo of a predecessor of 'Mesapex', built in Rome around 1963-4. Three fins, connected by external push-rods (those tape hinges are pretty blatant!). The fuselage, with Warren girder effect, and the hinged dural tank covering plate, are pinched from Chris Olsen's 'Uproar'. The radio, which was a six-channel reed set I built myself, was also Olsen's design. I still have both transmitter (three valves) and receiver (one valve, three transistors) – as well as a couple of the 'Mighty Midget' powered servos – though needless to say I haven't used them for fifty years! But the motor – too blurred to see in the picture – was the very same AM25 recently restored by David Owen and now installed in 'Mesapex'.


SPEED DEMON .30
Mfd. by
EASTERN MODEL ENGINEERING CO.
40-16 83rd STREET, JACKSON HEIGHTS, L.I., N.Y.
Very early example
with machined prop. driver
BC
most had stamped "crinkly" washer

PERFORMANCE KITS "APEX"



From Karl Gies

This morning started with my granddaughter Hailey, Puppy Boy Fredd and myself going on a six mile bike ride/jaunt before it got to hot, especially for Fredd. When I got back it was pretty much dead calm so I loaded up my necessary stuff along with the Keil Kraft "Ace" a 30" ws cabin rubber job and a Modelcraft "Pacific Ace" another 30" ws rubber cabin model. When I got out to the old B-17 WWII runways it was 76 above, real calm and some real heady, stirring light classical music playing on NPR, the kind you would pick for the soundtrack if you making a movie of "The Little Prince" or "Jonathan Livingston Seagull." I had all of the windows down and cranked up the sound and the Harmon Kardon speakers in my Ford F150 pickup boomed out this great music to fly model airplanes by. After a bit of testing I decided that it was a moment of truth for both models. On 657 winder turns the Pacific Ace got up high enough to hook a moderate thermal. At this time I thanked myself for lighting the d.t. I did not have a stopwatch on the model but the d.t. was set for about two minutes and it brought the PA down quickly. Next up was the KK Ace and I got it up a little over 700 turns, lit the d.t. and turned it loose. It was in thermal air from the time it was turned loose and almost out of sight when the d.t. popped the stab. I had a real long walk after this model. This picture is from an earlier test flight but I did get another picture of it in the thermal and you will have to look close at it to see the model in the 10 o'clock position on the left hand side close to the margin. cheers, Captain Cornell Crawford, Neighborhood Hero, flying models in Lewistown, Montana the exact center of the Rural American West.

View of the Moccasin Mountains

The Modelcraft "Pacific Ace" awaiting its turn

Tools of the trade

Good shot of the KK "Ace" on its way up

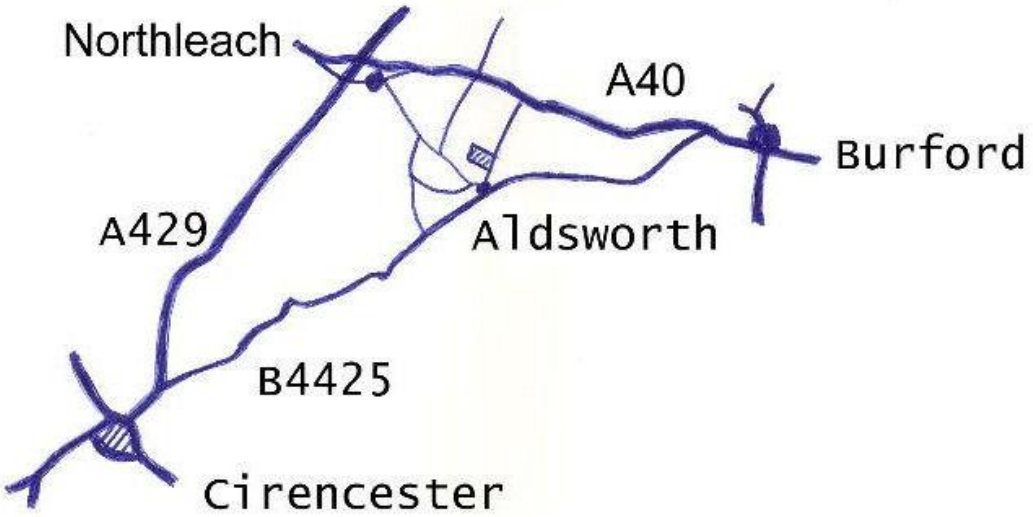
Keil Kraft "Ace" coming for a landing this morning about 11 a.m.

Cocklebarrow Farm

7th October 2012

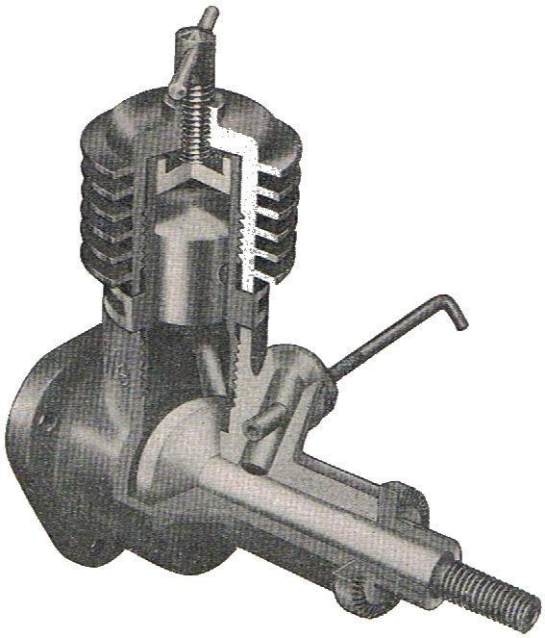
All types of R/C up to December 1965 including electric and glider.
Camping on field.

Contact R/C and Camping - P. Howkins
02476405126
email: valerie@jhowkins.plus.com
BMFA INSURANCE AND NUMBER ESSENTIAL



Due to Planning restrictions and the fact that SAM35 signs are a distraction to motorist!! signs will not be displayed in future. Just head for ALDSWORTH. Field will be just north of the village

Webra 2.46 cc from Model Aircraft February 1953



Through the co-operation of the Berlin firm, Modell-Technik, we have been able to conduct a test on Germany's most popular model aircraft engine, the 2.46 c.c. Webra.

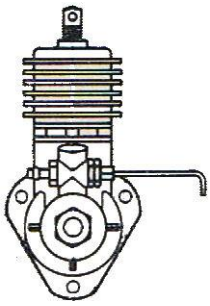
This is a diesel and follows the well-known International" class formula of a shaft-valve, annular porting and light weight. The Webra is actually one of the lightest 2.5 c.c. diesels yet seen and, in consequence, has one of the highest power-to-weight ratios realised among F.A.I. Class " I " diesels.

Brief details of the Webra's history and of its place in German modelling activities have already been given in MODEL AIRCRAFT (" Accent on Power"—December, 1952) and this report will, therefore, concentrate mainly on the engine's actual performance and behaviour. Suffice it to say that the Webra is a neat and functional design with a general standard of casting and machining well up to expected European standards.

For the benefit of those who immediately look to the performance curves to assess the merits of engines featured in this series, let it be said that, due to reasons given in the following paragraphs, our test unit did not quite reach the performance which we feel that this design is capable of delivering. Therefore, too much should not be assumed from the fact that the Webra may only appear as of "average" performance according to the figures obtained from this single test example

Specification

Type : Single-cylinder, air-cooled, two-cycle, compression-ignition. Induction via shaft-type rotarv-valve with sub-piston supplementary air induction. Annular type exhaust and transfer portingwith conical crown piston. Swept volume : 2.463 C.C. (.1503 CU. in.).



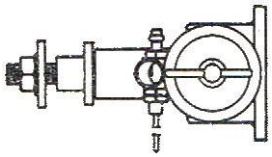
Bore: 14mm. (.5512 in.) Stroke: 16 mm. (.6299 in.).

Compression-ratio : variable.

Stroke/Bore ratio : 1.143 : 1

Weight : 3.6 oz.

General structural data : Pressure die-cast aluminium alloy crankcase with screw-in rear cover and integral main bearing housing. Hardened steel cylinder-liner, threaded into crankcase. Machined aluminium alloy cylinder-barrel, anodised and threaded on to cylinder-liner. Hardened steel crankshaft with full disc type web. Cast-iron, lapped piston with gudgeon-pin pressed in. Cast-iron contra-piston. Spray-bar type needle-valve with brass body. Dural prop. drive collet fitted on crankshaft taper. 3-point bulkhead type mounting lugs. .

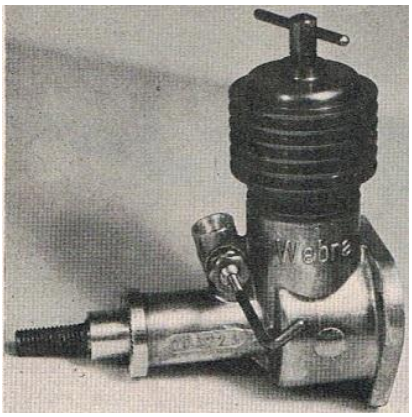


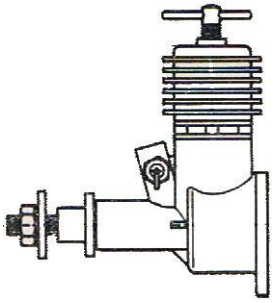
Test Engine Data. Running time logged prior to test : 1 hour. Fuel used : Mercury No. 8 (castor base).

Performance

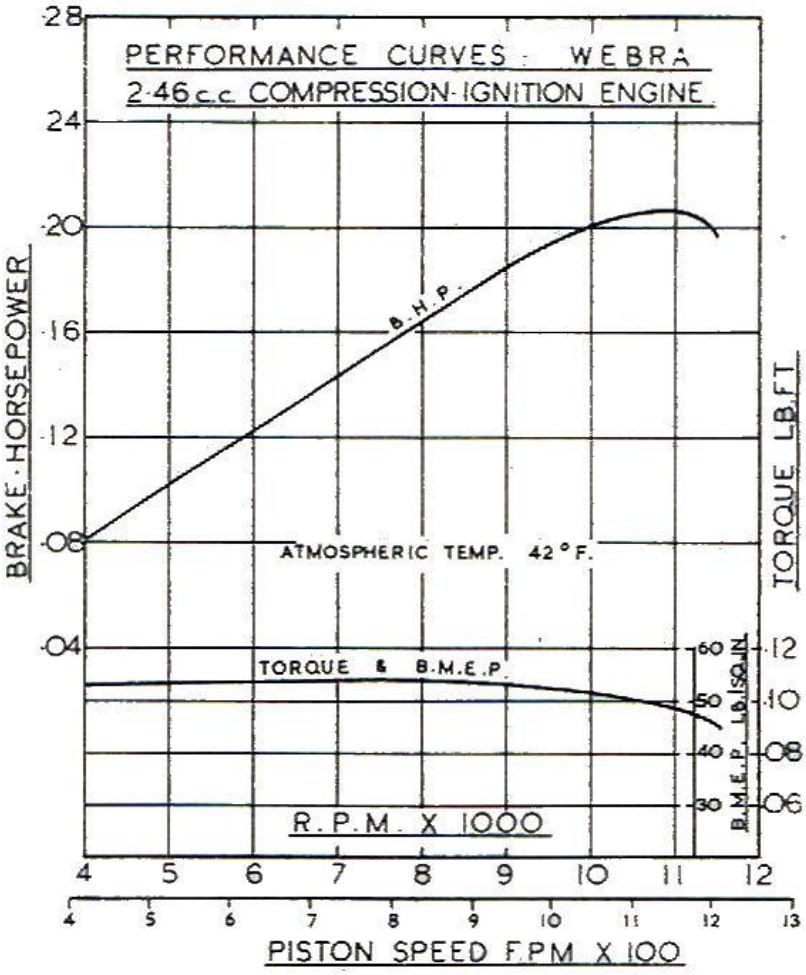
In general, all engines to this popular formula, i.e., 2.5 c.c., annular port, shaft valve, respond to much the same starting technique and the Webra is no exception. It starts very easily, hot or cold, and is not at all critical. With the needle-valve set in the running position— 1 ¼ turns open on the test engine— the Webra will start after a couple of choked flicks. When starting up from cold for the first time, about five choked flicks were used. At no time was it found necessary to prime through the exhaust ports, although this method can, of course, be used if preferred. It was not stated how long the test unit had been run before reaching our hands and a check run-in period of one hour was given before the test. From this, the engine seemed to be

reasonably well run-in and ready for high-speed runs: it held even speeds under load and power loss when hot was only very slight. However, our test engine did have one unfortunate fault. This appeared to be due to the cylinder not having been lapped out quite parallel, resulting in a tendency for the piston to tighten towards top-dead-centre and in an extremely tight contra-piston. This complicated the tests somewhat. As expected, the added frictional loss due to tightness at the top of the stroke resulted in a lower torque being developed than that indicated by the makers' performance figures, although, surprisingly, torque was still good and would therefore indicate that the Webra is actually capable of above average performance in this respect. We would, in consequence, judge the makers' claim of .22/.23 b.h.p. at





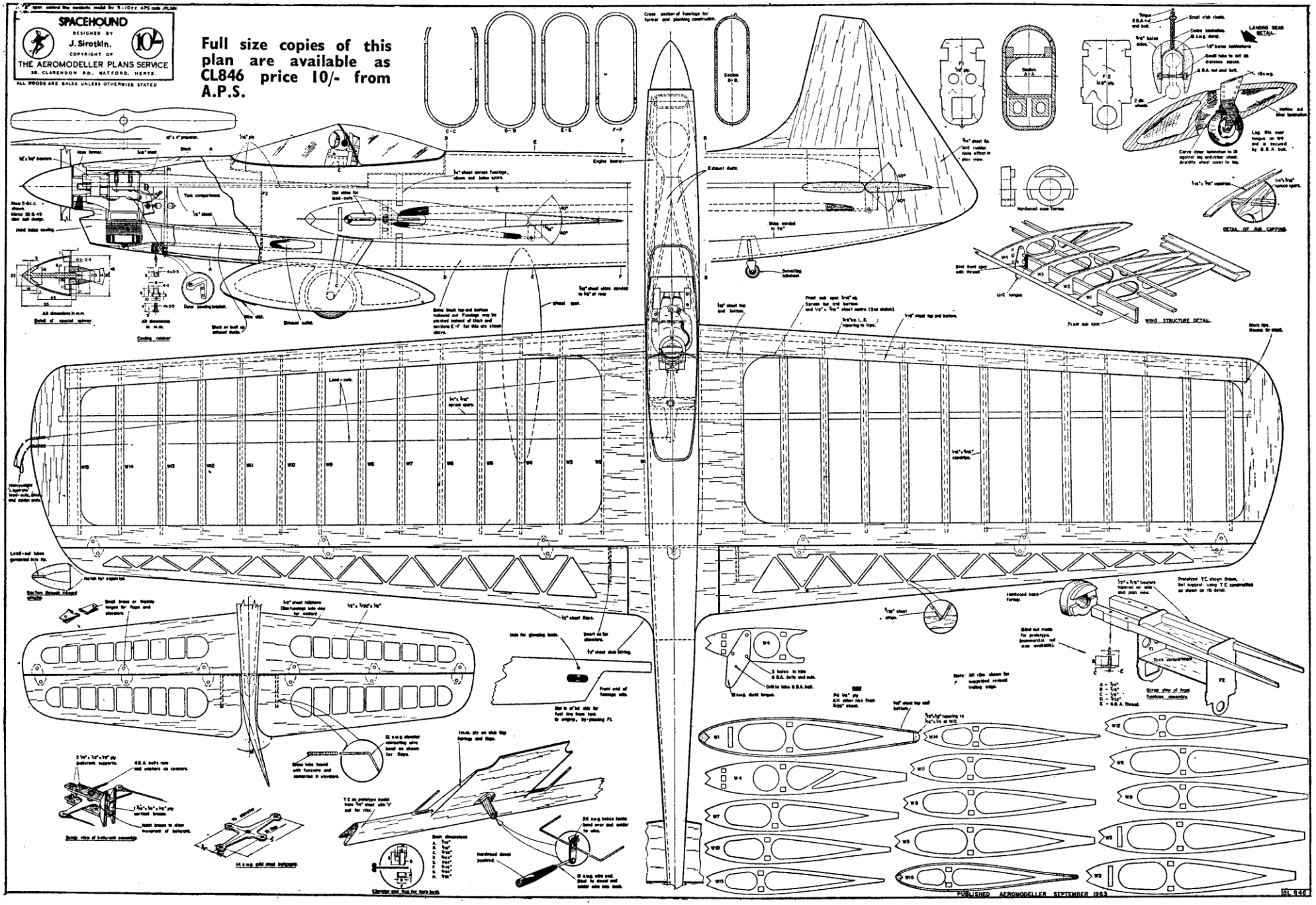
11,000 12,000 r.p.m. to be a fair one. Due to the tightness of the contra-piston, it was necessary, when altering compression to suit load,
to make each readjustment towards the critical setting by increasing compression only, and not by backing off from excess compression. This difficulty has of course, been experienced with other engines and was disclosed in a recent test of a British 1/2c.c. diesel. Once the engine was running, the contra-piston would not return when the compression-screw was released and, when hot, it also became difficult to increase compression. In all fairness to the manufacturers of the Webra, however, we must emphasise that the difficulty we encountered with our test unit is not likely to be generally experienced. We mention it because it is the purpose of these reports to give a full and accurate account of our findings and because it explains the fact that the performance obtained, though still good, is slightly down on the figures claimed. We would add that recent experience of another Webra engine, the new 1.5 c.c. model, disclosed no such similar trouble. Although the Webra shaft is of the plain full disc web type and makes no pretence of being counter balanced, the engine runs fairly smoothly. On test it also held even speeds under full load over a useful r.p.m. range. The needle-valve is responsive without being too critical and has the added refinement of locking-nuts on a split thread to give positive adjustment unaffected by vibration or wear. The Tee-type
compression-lever is fitted with the tommy-bar slightly off-centre which facilitates identification of control settings. There was no tendency for the cylinder liner or barrel to loosen on their threads, as is sometimes found with similar designs.



Propeller dimensions recommended by the manufacturers are well chosen and are as follows. Free-flight, 10in diameter by 4 in. pitch, or 9 in. X 4 in.; C/L stunt, 9X 6 or 8 X 8; C L speed, 7 X 10.
These, if of modern medium, narrow blade design, will allow revolutions to approach the peak output in the air.
Power/Weight Ratio (as tested) : .916 b.h.p./lb.
Power/Displacement Ratio (as tested) : 84 h.b.p./litre.

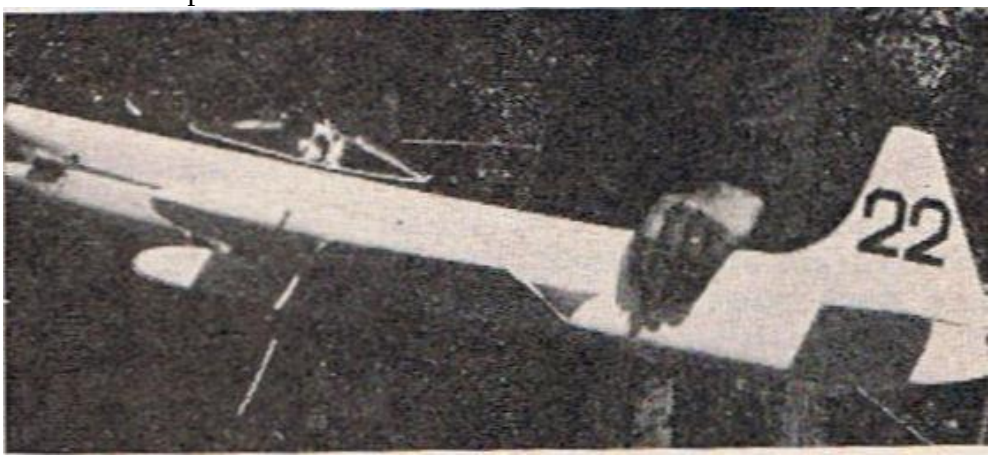
From Dave Platt

Thought some of your readers might enjoy this. Back in 1962 I designed a series of escapement RC models called the Executor. The 4th version was published in "Model Aircraft" for May 1963. Recently I built a copy of it, now using a 10-ch Orbit reed set and an Irvine .25. Here I am holding the new model and a copy of that magazine in an attempt to strike the same pose as the cover picture. Even though now 49 years old, the model still looks well alongside its other Vintage-RC pals.


SPACEHOUND
DESIGNED BY
J. Sirotkin.
COPYRIGHT OF
THE AEROMODELLER PLANS SERVICE
38, CLARENDON RD., WATFORD, HERTS.
10/-
ALL WOODS ARE BALSA UNLESS OTHERWISE STATED
Full size copies of this plan are available as CL846 price 10/- from A.P.S.
Section B-B.
Section A-A
Cross section of fuselage for former and planking construction.
Engine bearer.
Exhaust ducts.
Tank compartment.
Wheel spat.
Hardwood nose former.
Detail of spacial spinner
All dimensions in m.m.
Cowling retainer
Dural cowling bracket.
Exhaust outlet.
Wing structure detail.
Detail of rub capping.
Landing gear detail.
Section through fuselage
Hardwood nose former.
Tank compartment
Scrap view of front fuselage assembly.
Scrap view of bell-crank assembly.
Elevator and fin for horn bush
Note: All ribs shown for suggested revised trailing edge.
PUBLISHED AEROMODELLER SEPTEMBER 1953
CL 846

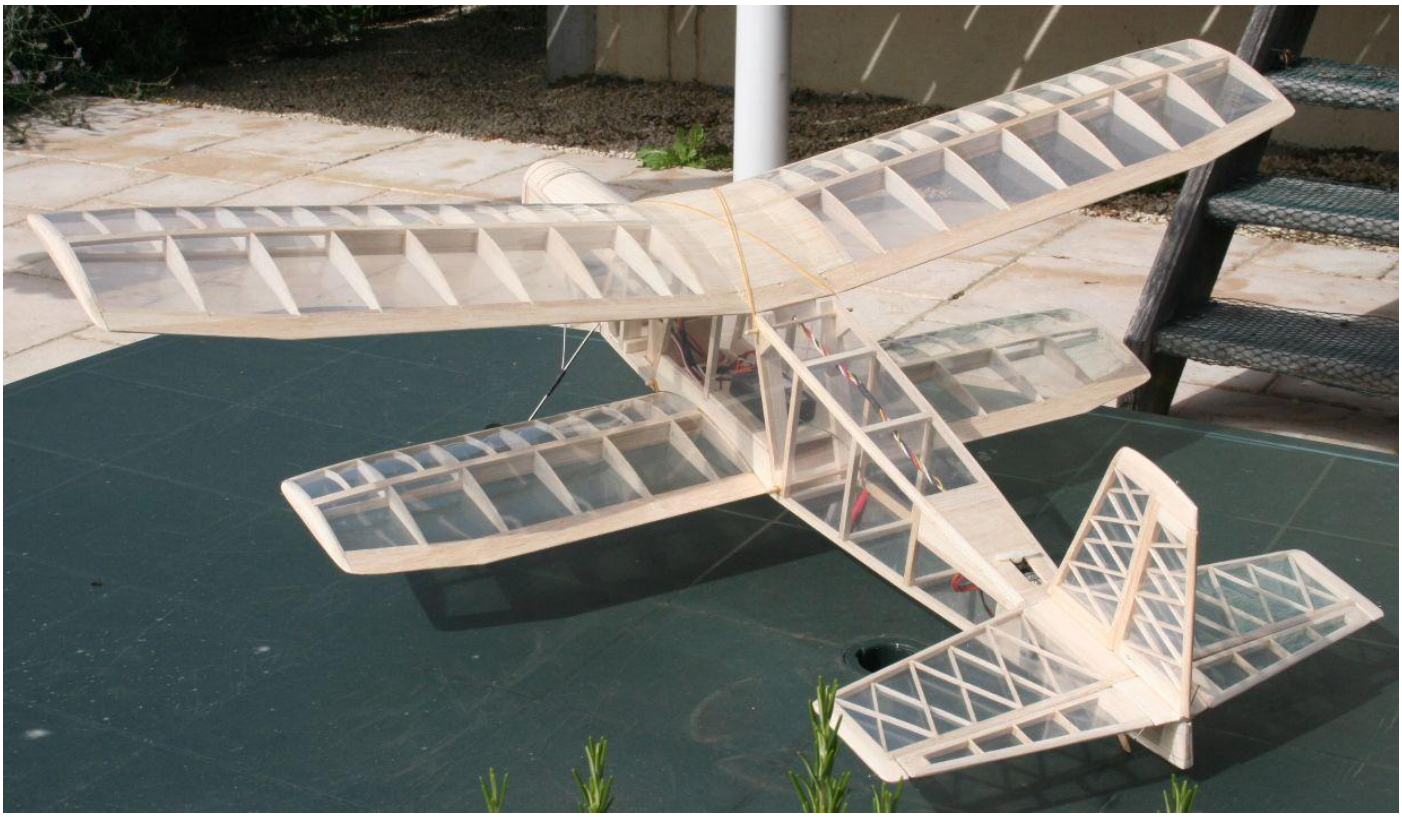
Sirotkin's Stunter From Aeromodeller September 1963

The deep bellied U.S.S.R. stunt designs which have rapidly zoomed to leading places in various International Championships are exemplified by Juri Sirotkin's "Spacehound". The vivid black and white colour scheme used by the Russian Stunt Champion enhances this sleek, up to date design which has achieved so great an International reputation. Sirotkin was eighth in the 1960 World Championships at Budaors. Hungary; second to Grondal in 1961 at the XIth Criterium of Aces, Belgium; and suffered the ignominy of mixing up the schedule when a clear leader in the 1962 World Championships at Kiev, Ukraine. Dame fortune should by rights smile more kindly upon him this year at Genk, for which he has been practising intensely. Flying slowly, with a fast revving fine pitch propeller, Sirotkin has a manner of manoeuvre presentation that has made him the most serious rival to Belgium's Louis Grondal. The model has large block areas in the fuselage; but our version of Juri's plan carries sectional bulkheads to permit planking. Similarly, it might be preferred to alter the spar arrangement and rib fretting. Whatever minor changes are made, this is a most impressive model, both in appearance and performance. It adopts the proportions of a Nobler and has the refinements of engine cowling and widespread spatted wheels which make it so attractive for the experienced control line stunt flier.

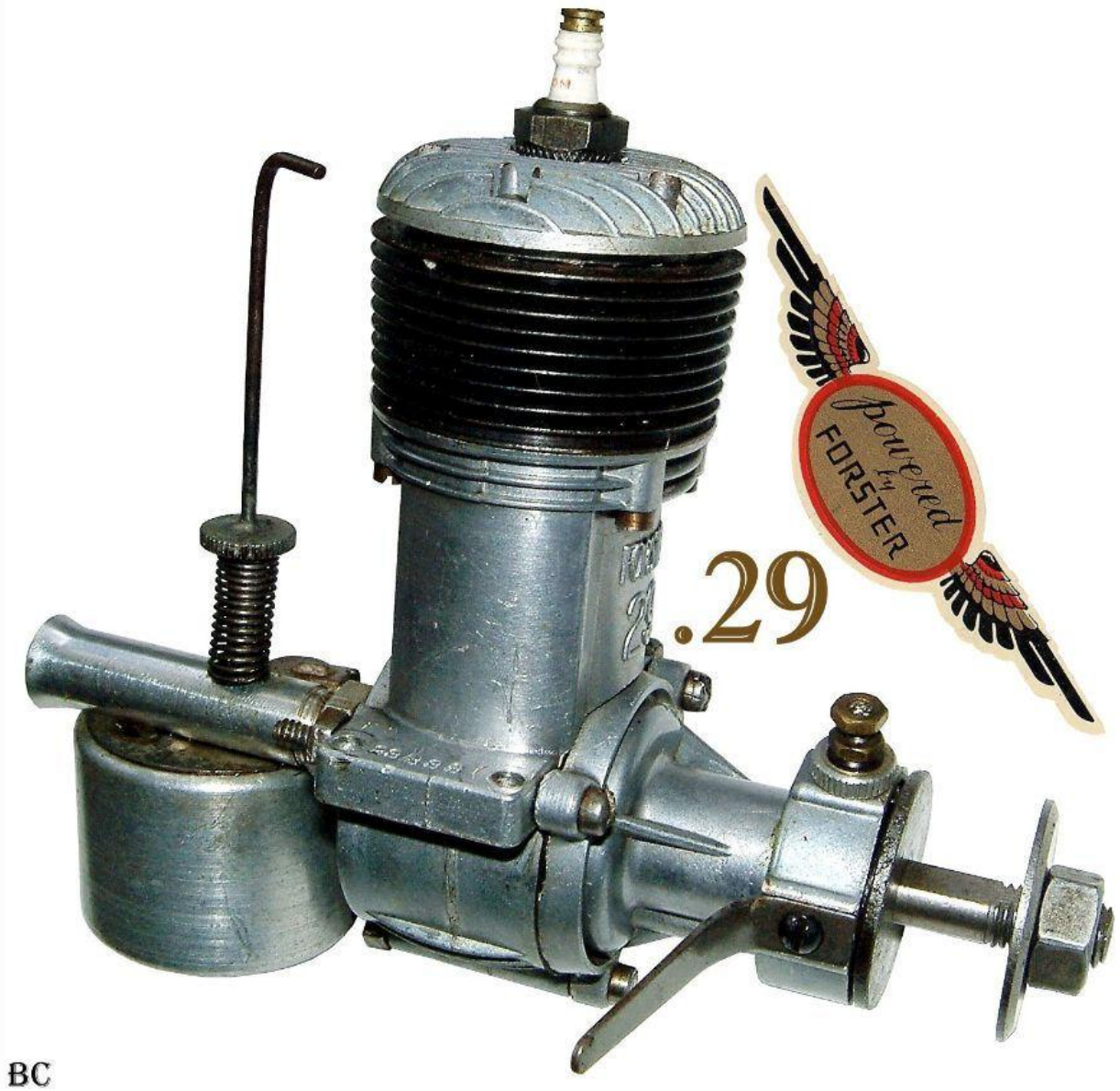


From George Stringwell

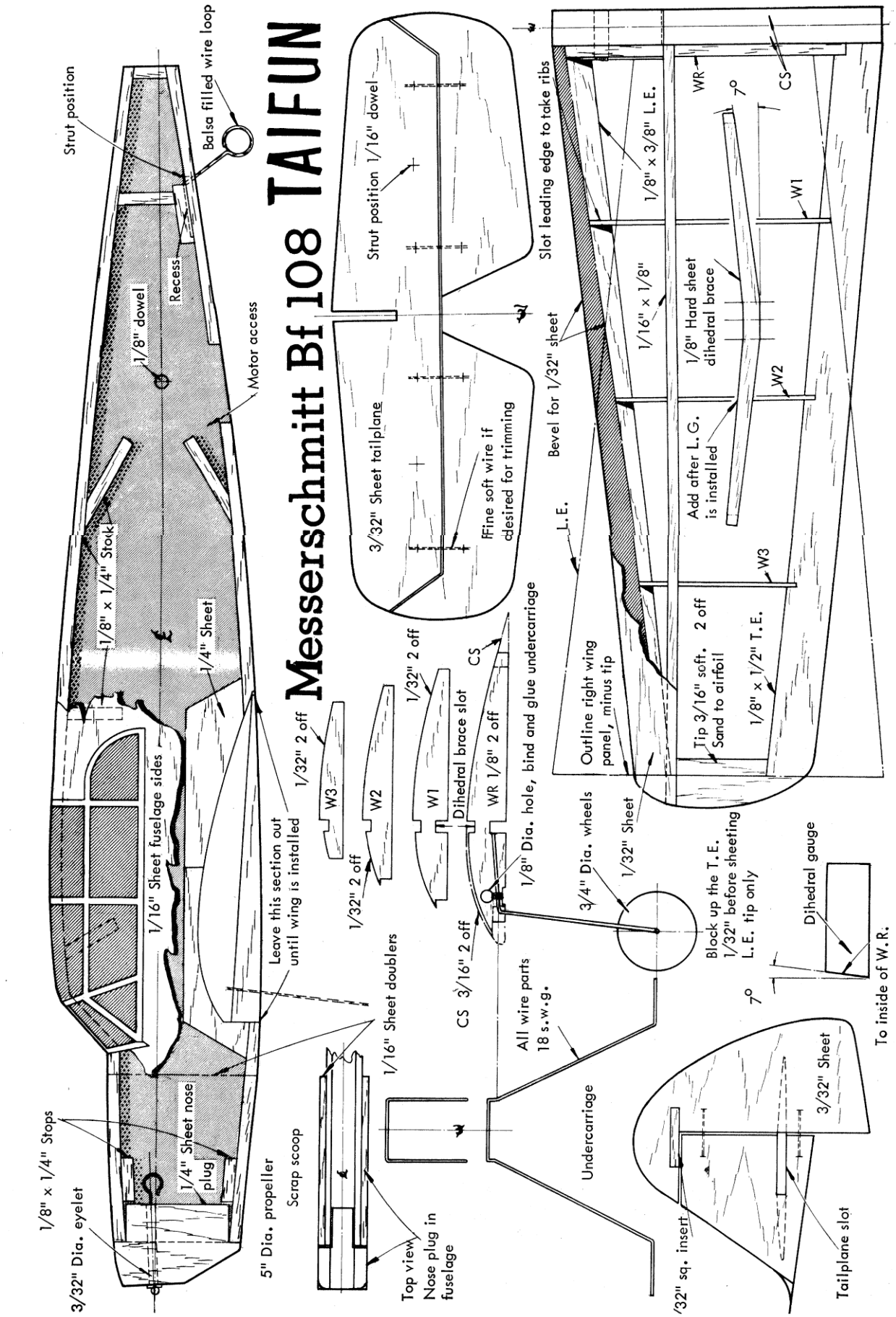
Following on from the successful scale ups of the Tom Tit and Mamba rubber models for electric R/C, I thought I would try another model I built in my youth. This is the "Mars" from the five model Mercury "Starflite" series, a somewhat quirky looking biplane.
Outlines are exactly twice size the original and completely accurate. The wing construction is changed to a sensible spar system, and the tail surfaces are built-up 3/16" thick in lieu of the 1/16" solid sheet of the original, but apart from that, and the obvious changes to give rudder and elevator control surfaces and mount the motor, it follows the original construction closely just using scaled up sizes - e.g 3/16" square in lieu of 3/32 for the fuselage frames. Motor is a BRC 150 watt outrunner, battery 2S 1300 lipo and the radio is a Turnigy 2.4 GHz with two 9 gram servos mounted at the back and a 20 amp ESC. All up weight, including 3/4 ounce of nose ballast (see later!) is 15.1/2 ounces. Covering is Esaki Liteflite tissue over 10 micron mylar, yellow with black tissue trim and black/red tissue lettering, finish is clear dope.
How does it fly? Well, the first flight was tail heavy and short, resulting in a broken prop and a somewhat chastened pilot! I had calculated the CG treating the model as a biplane, and it turns out that, due to the unusual layout of smaller, non-dihedralled, lower wing (it is more of a sesquiplane really) this doesn't work! I recalculated ignoring the bottom wing, just treating it as a high wing cabin model, and had to add 3/4 ounce (20 grams) of nose ballast. This did the trick and it now flies beautifully, very pleasant handling with ample rudder authority and pleasant pitch response.
It has the virtue of being quite different to look at from any of the other models in my stable and once again proves how nicely these rubber models scale up for electric R/C.




F-MARS



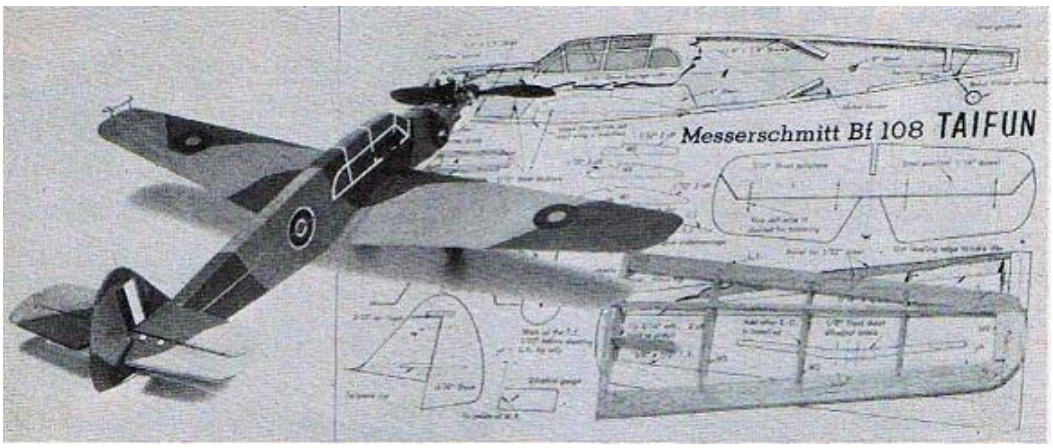
BC



D E Garret's rubber model with our control line conversion for Cox .020
Aero Modeller September 1963

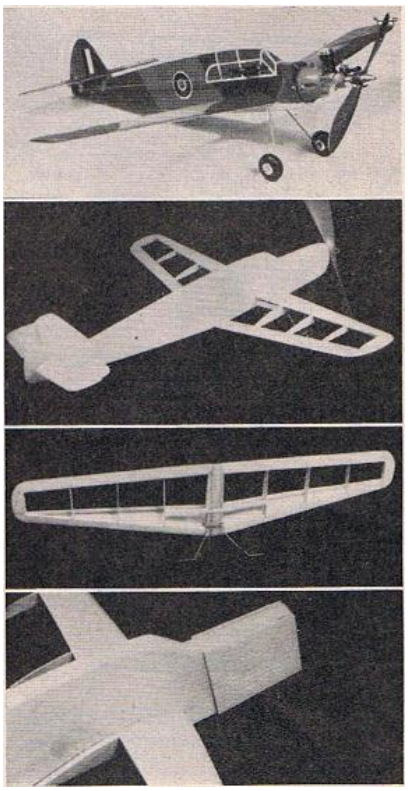
Two models in one, the rubber powered version shown as on the full-size plan, can be converted to a control line flyer for the Cox TD.020. The full-size aircraft was designated Bf 108 after the original title of the Messerschmitt Co., the Bayerische Flugzeugwerke and was the forerunner of the well known Bf 109 fighter, the flying surfaces being similar in planform. It is not general by known that the Bf 108B Taifun operated as a communications aircraft with the R.A.F. it was then known as the Messerschmitt Aldon and had a top speed of 187 m.p.h. They carried usual set-vice markings with green and brown camouflage and a yellow underside; as can be imagined this caused some confusion for aircraft spotters.

Start construction by building the left hand wing panel over the plan. First pin down the 1/8in. x 3/8in. L.E. and the 1/8in. x 1/2 in. TE. Notch out the L.E. and T.E. and add wing ribs making sure WR is true by the use of the dihedral gauge. The 1/8in. dia, hole must be drilled in WR before it is cemented in. Add 3/16in. tip blocks and leave to dry. At this point remove all pins except the ones at WR.



and insert the 1/32g in. packing under the T.E. at the wing tip. Cement 1/16 in. x 1/8 in. spar in and 1/32in. L.E. sheeting. When the assembly is dry remove from building board and sand smooth. The right-hand wing panel is built in the same manner, the only difference being W1 and W3 change places with WR and the tip block. Now cement CS ribs together and drill U/C binding hole. When dry cement both wing panels to CS and leave to dry. Add the dihedral brace, sand L.E. and TE. to section. The U/C should be bent from 18 s.w.g. piano wire as shown and bound through the hole in WR. and CS, it is also advisable to rub cement into the thread to make a secure joint.

The fuselage sides should be cut from medium 1/16in balsa and pinned directly above the plan as shown. Then add the 1/8in. x 1/4 in. formers and longerons. (Experience has shown that 1/8 in x 3/8 in gives better motor clearance). The wire tail wheel is inserted through to lower longeron and the 1/8 in. x 1/4 in, block cemented on top of it. When this is dry the vertical former is added to lock the wheel assembly in. The 1/4in sheet wing mount is then cemented in and left to dry. The other fuselage side should now be cemented on. Add 1/16 in. sheet nose doublers and drill 1/8in dowel locating hole. The nose plug is laminated from two pieces of 1/8in. sheet and 1/4 in. sheet core. Note that the 1/8in wide plates only extend to the dotted line shown on the side view. Now drill the 3/32 in. hole for the 18 s.w.g. bush and press fit in. Beads are used as a bearing for the propeller shaft, when the final assembly is made.

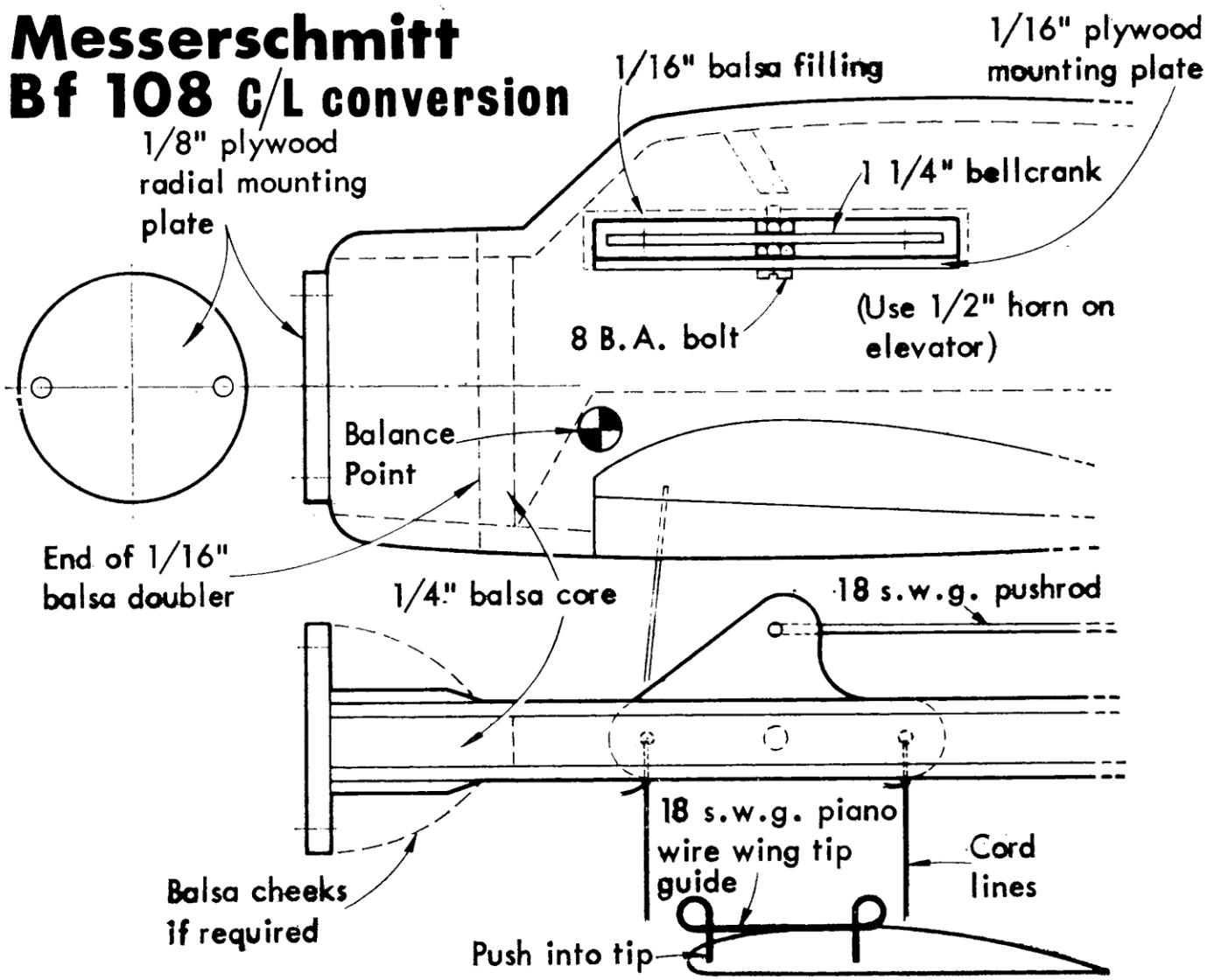


All tail parts are cut from 3/32 sheet, the fin and rudder having the grain run vertically. The control sections are shown separately as the rudder was sanded to a left lifting section on the prototype for torque connection. Pin all tail surfaces whilst the cement sets, so that they remain square to the fuselage. The wing should now be cemented onto the fuselage and the 3/8in filler block under the centre section cemented on.

Give the whole model a good rub down with fine sand paper and cover wings with light-weight tissue.

Give two coats of 50/50 thinned dope and decorate with colour. The motor is two loops of 1/8 in flat rubber and should be about 2 in. longer than the distance between the prop shaft and dowel.

The balance point of the model is about 1/4 in in front of the middle vertical cabin frame or 50 per cent of the rubber motor length. Great care must be taken to achieve best flying results and a fairly flat glide should be obtained from test glides.
C/L operators can modify as follows: Cut the nose back as shown and install a radial mount plate of 1/8in plywood. Prototype used a Cox T.D. .020. BaIsa fairings are then packed in behind the mounting plate to give some extra strength. A wire lead out guide should be push fitted into the wing tip and the elevators joined and taped on. The bellcrank should be installed by cutting a slot out of the fuselage and cementing an 1/16in. plywood mounting plate in. Balance point should be approx. on the front line.



Saga of Ooomph Part 3 from Stephen Winkworth

At 7.15 on a June day in 1987 I set out on a recce for the little bay which was a short walk from the flat where we were staying in Stintino on the northwest coast of Sardinia.

"The sky clear light blue, gentle W. wind, temp 18degC. Walked down to a silver sandy beach. This seemed a promising test site, so, later that day, after swimming, sailing, lunch at the club (spaghetti al pomodoro – delicious – then ice cream), prepared Sploosh for evening tests.

5.45, wind WNW, around Force 2-3.

#1. Tendency to 'nose-in' noticeable, prop hitting spray and slowing; however rose onto step once, even left water, but fell back, wallowing. Evidently over-elevated.

#2. Reduced 'up' trim slightly, but held stick back to lift prop out of water. After long run, in which I once or twice confused rudder signal with aileron (i.e. tried to steer on the water using aileron), hopped out of water and turned over, stopping motor. Clearly over-elevated but floats also set at too high an angle. So reduced trim and moved rear float strut to rear hole. This entailed shortening rudder pushrods – by pulling out wire ends and pushing back in to limit of movement. Did not glue as friction v. high. Removed silencer.

#3. Took off after about 30yd run. Still over-elevated. Moved trim back to minus ½, then forward to zero. Engine cut after 2 or 3 circuits. Flight fine but climb poor. Excellent landing.

#4. Took off after 20 yds, flew well but climb not good. Rudder very sensitive – banked steeply at one point. Throttled back, landed, taxied to shore, turned, opened up, took off again – this time very far out (100 yds or more). Throttled back after two circuits. Excellent landing: taxied in. Two small boys watched with great attention, one around four, the other six or seven. Told them Sploosh probably the smallest seaplane in the world.

There were several more flights on the smooth waters of Sardinia's northern shore – sheltered by the Asinara island. A couple of days after the above effort, some tests with various propellers resulted in improved performance, using an 8x4 wood. A local inhabitant, Sig. Piazza (I noted the name…) congratulated me on one of these flights and went on to tell me he won a model aircraft competition in 1923, with rubber power, and the prize was a single piece of plywood, one metre square!

The following day there was a change in the weather, with a stormy, cloud-covered sky but a light NE evening breeze at 6 p.m. My cousin Peter Winkworth drove me to the beach in his small green DAF automatic. (Peter lost a leg in a boating accident in Monte Carlo in the 1950's.)

"Water somewhat undulating, though no breaking waves – on same beach. On first try, ran into wave at shore's edge. Next try, rolled up jeans and waded in a few feet. Sploosh skittered over the water, took off quickly. Good flight. Loop. Next flight managed v. steep spin also. Landings fine. Take-offs no trouble now. Peter most appreciative."

Two days of bad weather followed; then on June 13th (I am NOT superstitious), the sea gradually calmed. I had rashly promised a demo 'fly past' for a friend of my cousin.

"At 6.30 took off in zero wind – straight into prevailing swell. Good short flight – no stunts, landed and taxied back OK. Small boy, son of boatman, was very irritating, demanding another flight, but I waited for the arrival of the others. Maurice (skipper of Peter's small motor launch) arrived 6.55.

Wind had started up – v. light, from east. Sploosh turned down wind and sped off at a great pace, but would not lift off. Rapidly became invisible – tried to turn after slowing motor (probably this worked) and attempted second take-off, but no good. Eventually closed throttle. Rushed to Peter's boat. Sploosh now not visible. Did not know whether engine still running. Lost switch jack plug in haste.

Boat mooring line would not undo. Maurice managed to untie it and set off – soon spotting Sploosh, sitting motionless on water at least 500yds away. Picked up and returned.

Second attempt: turned downwind, then faced upwind: no joy. Veered off course, tried to turn back, float dug in and stopped motor. Maurice rescued single-handed just before arrival of large powerboat. Shortly afterwards Jenny (my wife), Peter and his friend Carlino all arrived.

Wind now zero again. Carefully dried all tail surfaces. Still took 100yds to lift off, but no trouble this time, though flight sluggish at first. Good flight, rose to respectable height and demonstrated loop (crooked), then spin. Long slow approach.

There was one more flight, on a day of variable wind, which of course chose to start blowing hard just as Sploosh was about to take off. The flight went well however, and we returned in high spirits to London. Subsequent flights were from Clapham Common pond, which I note had 'plenty of room'. This does not tally with my recollection of the place: I think I was being optimistic. *'Runs fast across water but does not rise onto step fully in length of lake'* says a note on a subsequent attempt.

In fact, Sploosh was never a very reliable creature: the engineering of the floats was not ideal, and they could twist out of true. Much more power is needed for small seaplanes, and this tends to make them too lively for relaxed flying.

Sploosh and Clapham Common Lake, shortly before the hurricane. Note the tree beside the lake, which, unlike so many others, was unaffected.

However, I had carefully built Sploosh's wings using the same wire plug-in system as for Ooomph, and the wire spacing was also the same, so, now that my Pfeffers had been restored to life by Michael's Models, I decided to try Sploosh's wings, with their 20 percent greater area and superior section, on Ooomph.

27 July, Clapham Common. Several flights with Pfeffers engine now 100 percent – easy to start, smooth – superb. Performance with Sploosh wings so good that decided to use as standard. Faster, but also smoother – can still slow right down. Trim unaffected: CG still around 50 percent of chord.

In October, I fitted Ooomph with an old green-head Dart 0.5cc and had several flights in this mode. Also flying a Dart-powered model – a very light Sopwith Sparrow – was Chris Blyth, and several other enthusiasts including 'Malcolm and his son Matthew'. This is marked as a 'SUPER DAY'. It was so easy to change Ooomph's engines that I then tried using an Indian-made Mills 0.75cc replica, arranging an auxiliary tank with a gravity feed. This was flown on October 17th, two days after the terrible hurricane which hit the south of England in 1987.

"Trees flattened everywhere, but NOT the annoying central one, nor any round the pond!"

A week later I was flying this same set-up at Epsom Downs, managing one touch-and go (difficult without a throttle: you have to approach in a shallow dive and trust to luck).

Towards the end of November Jenny and I went to visit an elderly chemist, Bertie Blount, a bachelor, who lived in an old rectory by a stream in Tarrant Rushton, Wiltshire.

A model aircraft log-book does not have the same requirements for brevity and aeronautical relevance as others, so sometimes I let myself go a little. It was certainly a memorable event, and about as

special a flying site as it is possible to imagine (though the Okeefenokee swamp, mentioned in Part Two of this Saga, does spring to mind as a rival).

29 Nov. Tarrant Rushton House. Quite calm, faint sun and cloud. Cold and damp. A rambling, unheated rectory, crammed with curios: oriental and English pictures, German handguns (Bertie had worked for MI5 during the war), and odd collections such as Tibetan tinderboxes. One log fire – curtained off in the hall. Remainder of house freezing.

Superb Aloxe Corton '61 for dinner (cold chicken and beetroot). Bedroom ceiling black with fruit flies. Terrible khaki nylon sheets… Kitchen garden enormous. Medlars ripe. Many pear and apple trees. Rows of artichokes, asparagus beds, etc. Trout stream and mill house at bottom of garden (where Lord Todd of Trumpington stays). [I noted this fact without further explanation. Google tells me Lord Todd was a Nobel prize-winning chemist, who among other things elucidated the structure of vitamin B12: so, once again, Ooomph was mixing it with the great and the good.]

Flight from main garden – an Ooomph-only flying site: lawn on three levels, surrounded by tall trees. Chased rooks. Missed edge of lawn on landing.

We still remember those khaki nylon sheets. It was so cold in the unheated bedroom that we slept with our overcoats on.

Bertie is now quaffing the Aloxe Corton of the heavenly regions. Despite the discomforts of our stay, never equalled in our experience, we were remarkably happy. It was a very beautiful place.

The new year (1988) brought a move north to Campden Hill. A new flying site, Wormwood Scrubbs, was now much closer than Clapham Common. Despite its sinister associations, the Scrubbs was actually an excellent site. This vast flat area (much of it now taken up with football fields) in fact witnessed some very early full-size flying. The cartoonist Osbert Lancaster describes in his autobiography *All Done from Memory* (1963) how as a child, before the first World War, he saw a Rumpler Taube take to the skies over this marshy meadow. (My own model Taube, built from the Flair kit, had its maiden flight here too.)

The local flyers, who were largely helicopter enthusiasts, had a particularly arresting sticker

Various experiments with a PAW 80, and then the rebored M.E.Heron, showed Sploosh to be rather overpowered when flown without floats. However, with another holiday in Sardinia in prospect, I hit on the idea of converting Sploosh to a slope-soarer. There is a substantial ridge running behind the beach at Stintino. This, it seemed to me, might provide some excellent lift. I had seen birds skimming along above it at a considerable height.

So a pair of Jedelski wings were built to plug into the same fuselage tubes. During some wet London evenings I decorated them with Humbrol paints in suitably startling angelic colours. I am still proud of these little 'angel' wings, but it has to be said that the effect of plugging them onto that stubby, boxy fuselage – barely transformed by a bolt-on nose-cone plus underbelly – was fairly ridiculous. Here are the components of the 'Stintino Dove':

Anyway, after some tests from the 'local' glider hill (Colley Hill near Reigate: did we *really* have to drive 45 minutes out of London for a little slope-soaring?), 'Stintino Dove' proved her worth. There turned out to be a shallow south as well as a steeper north-facing slope above the little Sardinian village.

'13th June, Stintino, Torre Falcone: Sploosh Glider version. South wind around Force 3, gradually increasing, with thermals every ten minutes or so on the thorny maquis slope. At first slow to rise, but gradually increased height from 15 to 20ft above low ridge. Then found thermal, full of small birds, and rose rapidly a hundred feet or more. After that, cruised happily about at considerable height, at times followed by a kestrel, which appeared fascinated by spins, and at one time wings could be heard brushing together. Eventually kestrel flew off. 15 minute flight. Lands very slowly, settling straight down.

That same afternoon I replaced the engine and floats. This was a thirteenth without problems, so far.

13 June. Stintino Harbour (Ancora): Sploosh. With Allegra and other local kids; cousin Peter watching from near cabin. Wind W, Force 2-ish, water flat in lee of harbour but still choppy elsewhere. So launched from flat rocks to right of Ancora Club. Good take-off into wind – very quick. But in launching managed to splash top of Tx. At first no problem, but quite a lot of salt water around the sticks, so blew to disperse. Suddenly Sploosh started to lose elevation. Throttled back, but no response. Continued in tight circles, but not losing height, for a minute or two. Then suddenly went into steep dive, hitting water at great speed. Meanwhile Maurice was occupied in towing a large French yacht which had stuck in the harbour. Peter asked him to leave it for a bit in quest of Sploosh. On return, found fuel tank missing and trailing edge of starboard wing broken near joiner tube, and a small hole in fuselage near rear of stbd. wing.

So, the thirteenth struck again. Not that I am superstitious of course. Anyway after some simple repairs further flights both as glider and seaplane followed during the next few days, and there were celebratory picnics.

15 June: Torre Falcone: Sploosh glider. Caro Hobhouse photographed flight ["photos failed to come out", I noted in the margin!]. *Did not fly high, but did one spin, to lose height for landing. 'The Dove' does very steady bird-like hovering when coming in to land. Lunch looking out over Asinara island: brilliant blue, turquoise and ultramarine sea. C's binoculars helped to entertain. Sausage, cheese, hard-boiled egg, green apple, oily local bread. Water. Dragonflies everywhere. Not a soul on the hill. Jenny climbed down to cliff-edge like a gazelle.*

As so often happens in this hobby, there is an admixture of the sublime and the absurd: models are made with a passion and skill worthy of works of art, yet they are let down by silly mechanical details. At times they give great happiness and at others they fill one with despair at the futility of one's efforts. A bit like life, really.

The story of Sploosh continues with many successes and failures. As both floatplane and glider she returned to Stintino in subsequent years. At the invitation of another Scrubbs flyer, the music engineer John Jacobs, she had a couple of flights from Surrey Docks. She even followed Ooomph with a daring transatlantic crossing (in an airliner of course, but this time I left the can of diesel behind), landing at Miami. Diesel fuel was not easy to find in Florida, but eventually some came by carrier from Davis Diesel Developments in Milford, Connecticut. She then took off from the sea at Ocean Boulevard, Palm Beach, in December 1989.

It was time for something new. I was working at that time for the UK Solar Energy Society, and I had heard of a solar-powered glider being built in Germany. I had access to some reasonable photovoltaic cells (at a considerable price however), so I thought of building a large, solar powered version of Oomph (with ONE fin…). First, it would have to be tried with Nicad power. This is what it looked like, with its Astro Cobalt motor and vast flat surfaces on which to place the solar cells (the wingspan was five feet, with a twelve inch chord):

(N.B. There is a tiny 'oomph' with an AE 0.2cc diesel which has crept into this picture – more of that later.)

The first flight was at the Scrubbs on August 4 1990, using a very low voltage Nicad (4.8v) and a coarse prop (11x8). The low voltage was to see whether I could get away the fewest possible of those expensive, fragile solar cells.

David Kinsella's Column

Get This!

Colour, technology, astute editors (so special, there's two) and crisp work by Classic Printers of Crowland combine to give us a SAM 35 Yearbook to remember. Not forgetting the scribes - and there's more than twenty - No 15 in the series started by Peter Michel is a corkerl Set all aside, retire to the den and devour the stuff of real aeromodelling: glider, rubber, VTRs and how to build 'em, motors, plans, you name it. Get this wow factor wonder from Ron Knight on 0208 878 7014.

Peter's Pair

Rubber and glider ace PeterMichel is a jolly good stick and here he is with a brace of streamlined Wakes sporting the first-ever folding props. And Peter's installed fold away mono—leg undercart to complete the slippery shape as achieved by Bill Henery of the famous; TMAC South London club eighty years ago (when model flying was free and easy over commons and, parks and school playgrounds). Mike Beach must be mentioned here because he restored Henery's pioneering model Wilfred II some eight years ago. Sponsored by the Castrol king, competition rubber in the golden age of the 1930s is a fascinating subject rich in history and characters, deamon designs and epic flights. Phil Smith, of course, carried the torch and won the great cup (see his story in S&T). A splendid picture of Phil with the Queen's Oup hangs in Raynes Park MAC's club room near the great Stirling Moss in his Mille Miglia year.

One Way Ticket

Screening Titanic films to mark the 1912 disaster, the BFI at Waterloo put on an excellent, show of posters, pictures, models and books covering the huge spin-off since the icy encounter. New to me was the 1943 movie sponsored by Goebbels. Allard owner Olive Cussler wrote Raise the Titanic and Lew Grade (Charleston champion dancer) filmed it, saying that lowering the ocean would have been cheaper. Kenneth (Bader) More starred in what many say is the best Titanic movie (Night To Remember 1958). Not counting, there's a good dozen books on the boat right now, almost every nut and bolt covered.

Had Our Share

Sir Walter Scott may have coined Wars of the Roses, but the epic battles of that civil war were real enough. Bosworth ended it but Towton (1461) fought in freezing conditions south of York, savage and ghastly, saw sons kill fathers and fathers kill sons. In just one day 27,000 died.

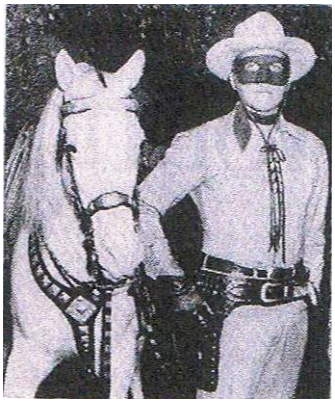
Tony's Terror

Stalwart of the Scale scene and regular scribe in SAM 35's journal, Lindsey Smith delivered a delightful Fokker DVIII a few years ago for a Ron Moulton day at Old Warden. German pilots worried at the time by the lack of lower flying surfaces and struts and rigging were put at their ease when several sat along the monoplane's wing - and nothing happened. Rock solid, the new fighter did well, was called the Flying Razorblade but came a little late to the proceedings as did the barrel-like Siemens operated by Udet (gir1friend 'Lo' remembered on the flanks of the red fighter). Keil Kraft sold the DVIII in their Flying Scale series, my one looking dangerous in bright orange.

Beau Geste Stuff

A fine fellow who collected scores and scores of model forts and castles has written a big book about them (surely a first?). Seen at the Model Soldier Show in London, the final draft and many pictures indicate a quality tome worthy of space alongside the standout books delivered by New Cavendish of London, Allen's firm covering Hornby, Frog, ERA and Silver Arrows over the years. Big boys in the forts and castles business were Triang in Wimbledon and Chad Valley near Brum. The show itself was big and impressive: jugs of iced water to keep us cool, acres of stands selling everything from Star Wars back to Persia and further still, books galore and pictures, all manner of kits and bits, fellows in Great War garb as if off to join the 29th Division or wade ashore to face the Turks.

Texas Ranger

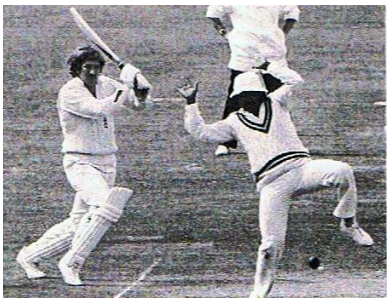


The Lone Ranger, along with Rawhide, Wagon Train, Gun Law and the Cisco Kid, vanished from our screens long ago. Tonto (Jay Silveerheels) and the Lone Ranger (Clayton Moore or John Hart) righted wrong then exited to the William Tell and High-Ho Silver, Away! After long development and a budget of 200M dollars, the Lone Ranger and Tonto (Johnny Depp) will ride again thanks to Disney. Sixty years ago the Lone Ranger had a close shave when the Allard he'd stepped out of at Pebble Beach went on to wrap itself around a tree! And it was States-famous 14b, the black and souped 6 litre owned by Porsche importer Tom Carstens of Tacoma. Put away and then made safe, 14b runs on as good as new today. Silverheels was really Harold mSmith who's father was a Mowhawk chief.

Misty Memories

As pictured in March, loads of goodies from ages past await in Southhampton's Hall of Aviation, Jetex and Frog in force. Loved too that Model Shop and just as I remember them from the good old days. Even a tiny place like Albrighton, Staffs, had a model shop, run by an ex RFC chap with one eye. Just north was RAF Cosford, then a BE training camp and service hospital. Lads in hairy blue with check cap bands (red, green, blue, yellow) bought their stuff there and soon had it flying over the huge grass airfield. Ah, halcyon days of long ago...

Dashing Knight



With flowing mane and disdain for headgear, young lion of England just 22 sends a certain leg-breaker to the boundary. Beefy Botham at his best, in the Second Test at Lord's he took 7 wickets for a mere 14 runs. Three years later at Headingly in 1981 Botham regularly sent the ball to the Cornhill-trimmed boundary for a mighty 145. A Fleet Street favourite, bat like a claymore, fund raiser Ian Botham (now Sir Ian) is one of cricket's great characters.

At RPMAC

Gerry, Domonic, Tom, Kevin and a dozen more filled Raynes Park's great club room in June, Very welcome was new member Peter (building a Vic Smeed design, Peter rides a fixed wheel lightweight). Drawn to Vic's many designs, I told Peter that Vic flew Spitfires, set up a model shop in Canterbury, was a key member of Canterbury Pilgrims MAC, became editor of Model Boats in MAP days and designed many boats too. Busy life! Moving from Canterbury to Croxley Green, Vic and Margaret's splendid house and garden sported a mighty tree which was awarded a preservation order. Vic's books covered several subjects. MEE days at Wembley saw Vic signing his bocks on the MAP stand. Great days.

From Bavaria

Regularly in the papers fifty years after he retired following the Goodwood crash, here's Sir Stirling Moss OBE united with the BMW 328 he first drove to victory in 1947. A quick and effective two-seater from the Munich firm, time in the Bavarian city will let you enjoy the fine museum by the river, the

movie site where Das Boot was shot, the old Olympic site and the top notch BMW museum where there's several bikes and aero engines and a dinky green Dixi (an Austin Seven made under licence). And in October there's lots of beer to sample.

On Course

In the old days Bill Boddy and Denis Jenks Jenkinson were the standout team at Motor Sport, Bill editing in the UK, Jenks in E-Type or Porsche covering events in mainland Europe, sometimes travelling with the teams to the great tracks now deemed too dangerous by far. And Bill, writing on doings at Rolls-Royce, inspired me to take the Chauffeur Course at Hythe Road. Gone now, the Rolls-Royce depot in NW10 serviced cars and ran courses, that for drivers managed by Frank Hutton. Frank kindly gave me a space as a privateer, the drivers with me being employees of industrial barons, rock gods or movie stars. Great fun driving the V8s and seeing how they worked, yarning with Freddy Farrow (supermarkets) and helmers for Lord Strutt, Burton/Tay1or and several more made the days pass quickly. Mayfair Rollers in for service were first driven hard up MI, shufflers amazed at carbon flames emerging from the pipes. Kenneth Horne (Triplex/BBC) called in. Arriving at Moore Park behind the famous Spirit is memorable.

Brave Man Remembered

At the magnificent Union Jack Club we remembered Lt Wilbur Dartnell VC of the Royal Fusiliers and Frontiersman, his portrait taking its place among other heroes of the Great War. An Australian, he won his Victoria Cross in East Africa when saving the lives of others. Several Frontiersmen attended in uniform, medals and shoulder chains shining.

Match King

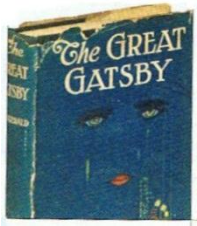
Money in matches? Certainly, if you sell enough of them. In the Roaring Twenties a dashing fellow from Sweden lent American dollars to Europe in exchange for match monopolies. On through the Great Depression his empire expanded, heavily financial now with shell companies, tax havens, financial instruments in use today and off balance sheet accounting like wow. A dash of forgery helped things along, but it all came crashing down and Kreuger paid the ultimate price. But did Ivar jump or was he pushed? Hard to say.

Beefy Racers

Fin, keels, plastic sails, broad hulls arid water ballast make the modern yacht a demanding speedboat, much out of the water as it charges on. Following the first America's Cup route around the Isle of Wight, several sporting bright colours and trade logos in action during Cowes Week. As well as massive masts and roller genoas, as pictured headboards give extra area to the main. Investment house Artemis, sponsors the 50 mile Artemis Challenge arid their boat enjoys the fun.

Balls RIP

Mr Moth's lunching on your socks, jacket arid old college scarf may cause a sprint to the hardware store for a box of Mothballs. Too late! Control has decreed that Naphthalene is now far too dangerous for us. Thus that heroic ball with bite that could clear moths like a hawk among pigeons is. history. It's the way of the world.



Crikey!

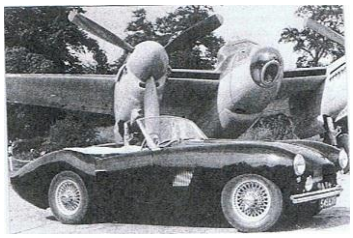
This copy of The Great Gatsby went for a staggering £330,000, jacket not too good either. Possibly signed by the author and perhaps Ladd (Gatsby in 1949) it's still a stiff price. Maybe the whole cast signed it too.

18 November

Fellows with old iron pre 1960 will not need that MOT certificate after 18/11, stats proving that ancient Austins or venerable Vauxhalls are in the pink with their proud owners. At least one piece of paper gone for good! And other losses or trimming downs would be welcome. Recently I saw some twerp demand a

certificate before another was allowed to film in Trafalgar Square. Why? It was only a tiny camera. Jack Kerouac busted loose from all this rubbish, hit the road, then pasted I4ft of paper together and crashed out his epic On The Road. Easy Rider must have drawn from this.

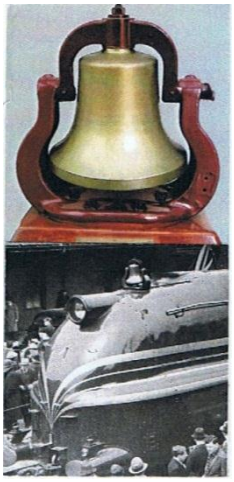
Wooden Wonder



To keep it secret Hatfield's De Havilland decided on moated Salisbury Hall to get to grips with their Mosquito, quick on even one Merlin V12. A piece I have shows outer covering, thin ply, balsa, ply again and paint. One of the great aeroplanes (with more than a dash of DH88 Comet) one with friend John set an Atlantic record (cover of Illustrated London News) and another was an essential in Mosquito Squadron (1968), me hovering as a member of the French Resistance. With two ED Racers the Mosquito goes well on lines. A long afternoon at Salisbury Hall, London Colney, is advisable. More so as Nell Gwynne, Churchill and Gresley lived there and it links with the Battle of Barnet. The car is a red Jaguar-engined Allard Palm Beach II.

Class Combined

I see tha. Audi s bought Ducati, brand leaders like wow! Good for both for sure, possible fine tuning will benefit the Italian superbike. Go to Berlin and there's clocks all over the place, an time and right vital if excellence is intended — and there's no doubt here Amazingly, there's still souls about who think the four rings are to do with the Olympic games of old.



Central Bank

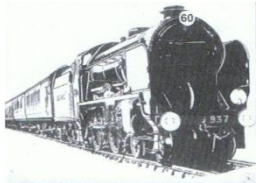
Climb the steps out of Bank station, cross Cornhill and there's the Bank of England. Royal Exchange on the right, St Paul's away to the left, what was once the old Stock Exchange in Throgmorton Street at the back and out of sight. The Bank even larger than it looks (4floors below street level,) boasts a courtyard garden in the middle and a museum too. The three-legged stool of Bank, FSA and Treasury run things in 2012. Long ago in silk topper days the raised eyebrow of Montague Norman was sufficient, Money Market men and heads of banks attending his office for an over-night sub to see them through. Not good to be seen doing this, an off-site meeting was once held in the loo (rest room) of a bank in trouble. Decorated in case it happened again, the Bank declined a second visit.

States Express

Edward Talbot has delivered 120 pages of standout stuff on Staniers uber streamliner of the LMS. By name LMS Power, Ed earlier wrote The Coronation Scot (2002) and each is an essential for the other. As a taster, here's the bell carried by red and gold Coronation and her train on the American tour in 1939 (carriages trapped there when war broke out).

The Italian

Emerging from his hotel in Kensington, dress perhaps a silk lightweight or leather jacket and loafers, star of serious Scale Cesare Milan often cruised the hardware shops measuring and comparing bits for his latest masterpiece. P E Norman, models examined and two owned, was really a stand-off man with models that flew (fan and pendulum employed), but were a touch basic. Cesare flew on wires and so his detail could be much more, his famous Bristol Fighter, Caproni bomber and Ansaldo standing up well though built fifty years ago. Hardware shops around London run by Leyland (there's 16) are well worth a visit if you build Scale that flies or floats. Try 0207 242 1130 for the nearest to you. Milani was a Scale judge at Old Warden, arriving in his mustard 3.8 Jaguar with aircraft clocks. He wrote fine letters and drove a V8 Porcshe when retired to Lake Como.



The Right Stuff

Epsom & Ewell MRC, celebrating sixty happy years, treated us to a view of their archive: 1960 Gamage catalogue, Hambling coach kits with litho sides, Wren and Peco track, a Zenith motor, Bond's paint tins, 3-track Hornby, many magazines, John

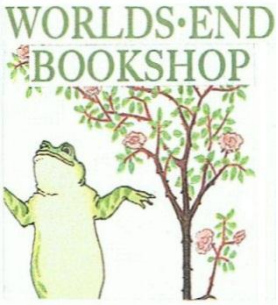
EPSOM & EWELL MRC

Skinley drawings, track-building tools and much more. The famed show was excellent, numbers well up on 2011. Good management and the NESCOT site guarantee a show to remember. Roll on 2013.

Classical RAF

He flew the top plane of the Short Mayo Composite, founded a sports car company, set up an airline to South America (oxygen on over the Andes and feet in the oven to keep warm, supervised by Eve Branson!), became Liberal MP and flew in the Berlin Airlift. But most of all Pathfinder Bennett. CB CBE DSO got. the Lancasters on target, ignoring Top Brass fury that he was way over his ops limit. He bombed Tirpitz, crashed because of it but got home via Sweden. The youngest Air Vice Marshal at 33, Bennett died on Battle of Britain Day in 1986. Flying long haul with Imperial Airways, setting many records, he was the ace navigator and championed air-to-air refuelling. With a touch of the Baders, Australian Don Bennett ruffled feathers and no doubt lost a knighthood as a result. Whatever, the Luftwaffe thought highly of him and his adventures generated books and mailes of text perfect for Boy's Own readers around the world. By Jove, Bennett.

Hot Stuff



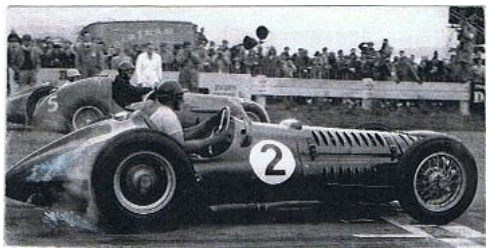
Addressed by the author, his book well and truly launched, jollies continued at Worlds End Bookshop for several hours thanks to groaning tables, a press of people from far and wide and music from vintage Longhair (think Chuck Berry as a guide). 357 Kings Road, Chelsea, is the place for the serious collector who goes for good bindings, ripping yams, military history or sport in the golden age of Grace and Pry. Try 0207 352 9376. Good too for early Bonds in mint jackets.

Models Of Models

Seen at the big NESCOT show was a layout over from the Netherlands – which started as a model of an aeromodelling scene: attentive chaps, tidy line of models, a helicopter that rose up and landed and a fellow flying a stunt routine! Never ever seen before, Uivernest (stork's nest) built by Jan van Mourik later sprouted a narrow gauge railway line around the flying field. Now trains rattle by as the yellow stunter goes through its routine and others prepare their models for take, off. Delightful.

Pampas Bull

Bare arms and brave F C K Ken Wharton smokes away in the V16 BRM, the hardly protected Boreham crowd enjoying the fun. Longer pipes in place of stubs, discs and much venting tell that it's a while since Mays launched the racer in lime green and smooth. A terror because of its narrow power band, and sawing away with the shift, Stirling and others did not care for it too much. Mighty complex for a back yard outfit bolting bits together from near and far, few could better the Pampas Bull - the great Gonzalez - when it came to controlling the beast But tiny V16s have mighty appeal and a big sael in the 1980s saw a hardback produced for the lots, one a board showing the firing order for the motor (V8s can be 15846372 - but I'd hate to remember twice that). A treat is to hear the Schofield recording or see one in the metal, running or not. Books exist, the best being Doug Nye's monument to the UK's first attempt to go Grand Prix racing.



From Bill Wells

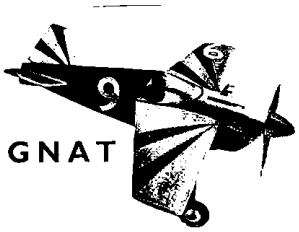
Way back in the 1960s before 1966 I built a Gnat Team Racer from the Foursome APS plan which also featured a Hawker Tempest, Scatterbrain and T-Tray. The Price on the Plan is 2/6 which in modern parlance is 12½ Pence. Not much you may think but my income was somewhere in the region of a £1 a week from part time work in my fathers business. As the model wasn't going to be raced a sensible choice of engine would have been a DC Spitfire or even a DC Merlin. But with the want of a fast model I fitted it with a relatively heavy and very awkward to fit ED Super Fury which may have contributed to its demise. I can not deny the model was reasonably fast and flew very well with recorded speeds of 57 and 61.7 mph. But

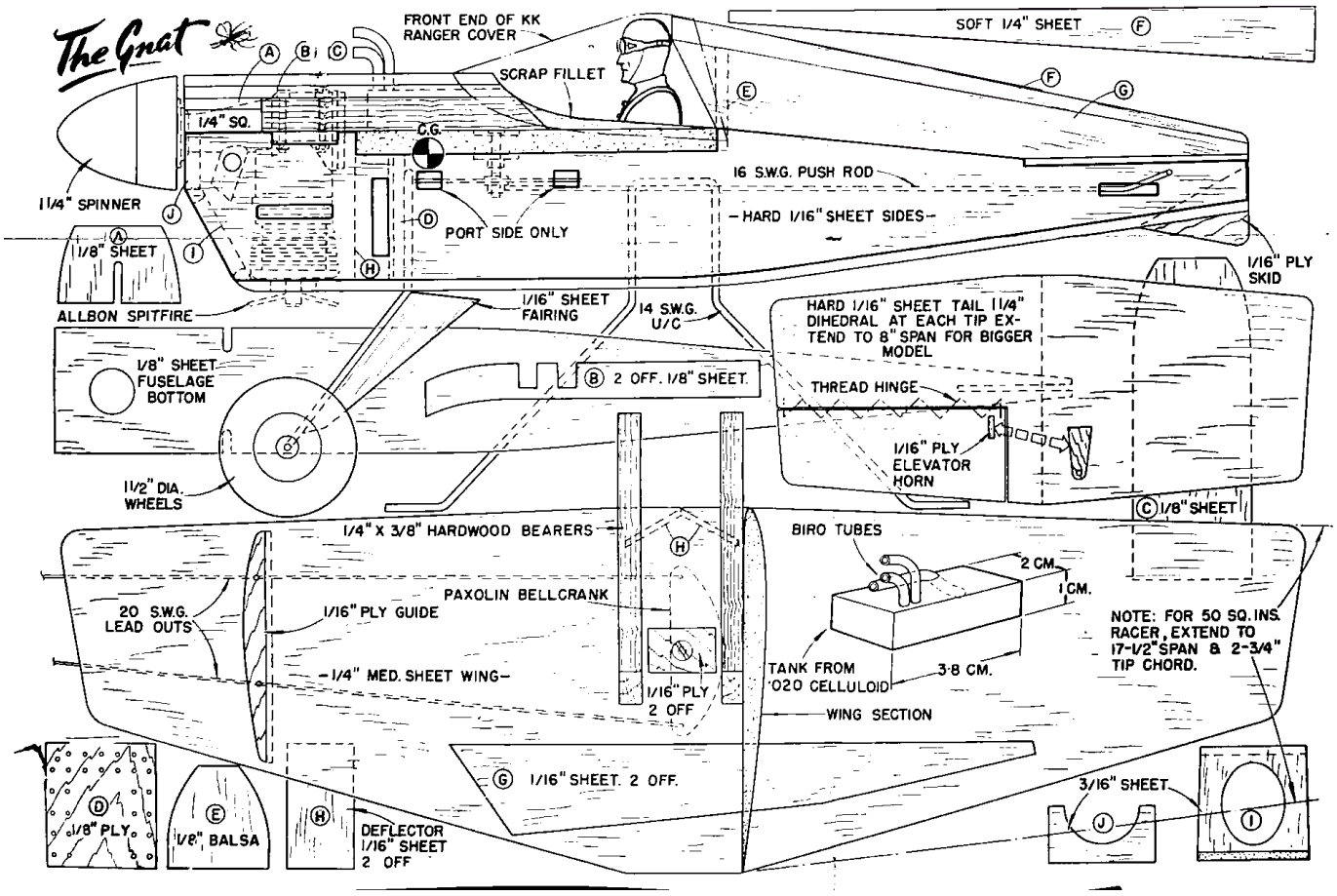
eventually the model tumbled badly on landing and the tail broke off just in front of the tail plane. I think the tumble was promoted by the heavy weight engine and this extra momentum was enough to break the fuselage. In those days how to mend it was a problem. While I was trying to sort out the damage and make some sort of repair the engine was put in a Marquis and the Gnat was shelved. Points of interest are a relatively short fuselage a vee tail with the elevator on one side. In the unlikely event of someone building this model for a 1.5cc motor I think extra strength is needed just in front of tail plane either with thicker wood, thin plywood or a fibre glass patch.

PS Thought you might like to see a Pee Wee that was bought at Auction before and after!

FOURSOME
For 1 cc. Control-line

2/6





Cocklebarrow Farm Vintage R/C, Sunday 12.08.2012. Tony Tomlin

The second of three meetings at this popular Cotswold site took place on an almost perfect flying day. The winds were light and the short shower mid morning soon dried up with the warm sunny conditions t improving throughout the day.
A few fliers had arrived the previous day and made the most of the conditions flying well into the evening. Early on Sunday morning, as the first of the models took to the air, many fliers and friends were arriving bringing an interesting selection of models. Fifty five modellers signed on with around 90 models listed on the signing on sheet. As always there were a good number of Tomboys in 36" and 48" versions, the majority to be flown in the popular Tomboy competitions. Models ranged in all sizes with the Lanzo Record Breaker of Graham Crawshaw, possibly the largest, down to the smallest, a Minnie flown by Derek Giles fitted with a .03 Giles front rotary diesel. A couple of Vic Smeed Ballerinas were seen, the version by Chris Haddow looking very smart. Rob Smith was flying his aged Super Scorpion, fully refurbished [rebuilt] after a wing fold last year. Unusually only one Rudder Bug was seen flown by Barrie Finneren. Chris Turner was flying a couple of interesting models, a Flying Flea and a Scale Panda, both powered by horizontally opposed four stroke twins built by Chris. As always fliers came from far and wide with Stephen Powell from King Lynn Norfolk and Ted Tomlin from deepest Devon with a group from Hull, probably the furthest travelled. The terrific amount of work required to organise these Cocklebarrow Farm events was, as many times before, carried out by Val and Paul Howkins with help from Mervyn Tilbury and others. .

Tomboy Competitions

Slight changes to the fly off rules limited the maximum flight time of the fly off to 10 minutes, with time penalties after 10 minutes, and exclusion from the results after 11 minutes. The reason for this was that at the last meeting at Cocklebarrow Farm there were fly off times in the senior class approaching 40 minutes which Tony Tomlin, who organised the event, felt was unfair to the other vintage sport fliers. The majority of fliers were happy with this and most agreed that it gave a little more interest to the competition. This rule will only be used if it is felt conditions require it.

Tomboy 3

Sixteen fliers had entered for this popular event with 14 managing the two preliminary 4 minute + flights to get to the fly off. As always there was an air of anticipation as the fliers lined up and were given 90seconds to start their engines and then a 15second no fueling delay before launching en mass. As before it was seen that many visitors had arrived from the local village to witness the launch. Ian Andrews lowered the start board and the air was full of Tomboys skilfully avoiding each other and climbing away. All the fliers were trying for the 10 minute max but as often happens the lift seems to evaporate. The first six were down in under 5 minutes with third place Chris Bishop, down a little under 8 minutes. Tom Airey claimed second spot with John Strutt at 9minutes 37seconds beating Tom by 8 seconds.

Results

1/ John Strutt 9min 37secs, 2/ Tom Airey 9mins 29secs, 3/ Chris Bishop 7min 55 secs,
4/ Brian Brundell 7min 52 secs, 5/ Derek Giles 7min 49secs, 6/ Stephen Powell 7min 04secs,
7/ Bob Young 6min 42secs, 8/ Brian Ball 6min 05secs. 9/ Tony Tomlin 5min 49secs,
10/ Ted Tomlin 5min 36secs, 11/ Steve Roberts 5min 18secs, 12/ James Collis 4min 56secs
13/ Derek Collin 1min 30secs, 14/ Derek Etheridge 00min 48secs.

Tomboy Senior

Ten fliers entered this event all managing to qualify. The mass launch went well with the exception of Brian ball who had a servo problem and remained grounded. Derek Giles was first to land followed by Stephen Powell a few seconds over 6 minutes, with Tony Tomlin seconds later and Barrie Collis a little short of 7 minutes. Chris Giles was out of luck and was down. This left the final four all close trying to make the 10 minute maximum.

Ted Tomlin who had flown well at his first Cocklebarrow event managed 9 minutes. As Mervyn Tilbury called out the final seconds the Klaxon sounded at 10 minutes dead John Strutt and Chris Bishop came in spot on time with Tom Airey loosing out by overrunning a scant one second and getting a 5 second penalty. All praise must go to these 3 fliers for their accurate flying.

Result Tomboy Senior

=1/ John Strutt / Chris Bishop, 2/ Tom Airey 9 min 55secs [5sec penalty]
3/ Ted Tomlin 9min 00secs, 4/ Chris Giles 7min 04secs, 5/ Barrie Collis 6min 45secs

6/ Tony Tomlin 6min 16secs, 7/ Stephen Powell 6min 02secs, 8/ Derek Giles 5min 24secs,
9/ Brian Ball DNS Servo problem.

Val Howkins presented the bottles and certificates to the winning Tomboy fliers at the prize giving and it was announced that a large water colour painting of a Tomboy event painted by Tom Payne and generously donated by Tom had been raffled and raised the sum of £170.00 for the Air Ambulance Service.


YAM AHA


SEMILENA


SEMILENA

TOMBOY SENIOR LEAGUE 2012

Results to date *[NB best 5 scores to count]*

Event / Name	MW 8.4.12	MW 6.5.12	WB 13.5.12	StA 2.6.12	CF 17.6.12	NB 8.7.12	CF 12.8.12	MW 26.8.12	MW 23.9.12	CF 7.10.12	Tot	Pos
John Strutt	9	-	-	3	-	3	10	c				
Tony Overton	2	1	-	-	-	-	-	a				
Wesley Denton	7	-	-	-	-	-	-	n				
Tom Airey	8	6	5	4	-	2	8	c				
Barrie Collis	5	2	4	-	4	-	5	e				
Peter Rose	4	7	7	-	6	-	-	l				
Tony Tomlin	3	4	3	1	2	1	4	l				
Derek Collin	2	-	1	-	1	-	-	e				
Bill Longley	1	-	-	-	-	-	-	d				
Andrew Fellows	-	5	-	-	3	-	-					
Chris Hague	-	3	6	-	-	-	-					
Richard Farrar	-	-	2	-	-	-	-					
Brian Ball	-	-	-	2	-	-	1					
Ted Tomlin	-	-	-	-	-	-	7					
Chris Bishop	-	-	-	-	-	-	10					
Derek Giles	-	-	-	-	-	-	2					
Chris Giles	-	-	-	-	-	-	6					
Stephen Powell	-	-	-	-	5	-	3					

CONTROL LINE Meetings - Sport flying all day

I can give further details JP. There will be mini speed, Spitfire Scramble www.wessexaml.co.uk

23 September Sunday Middle Wallop SAM1066 event

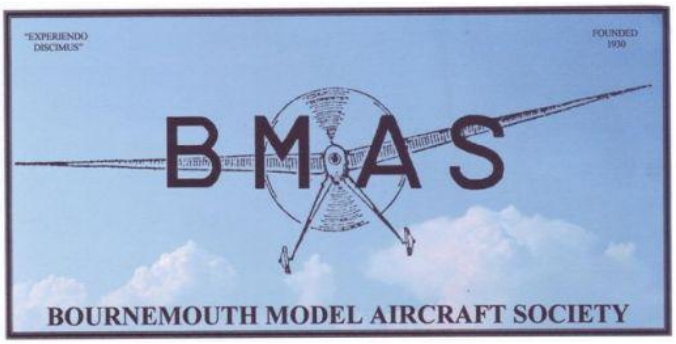
14 October Sunday Wimborne MAC Event (Site between Salisbury and Blandford Forum)

28 October Sunday Middle Wallop SAM1066 event

TOMBOY 3 LEAGUE 2012

Results to date *[NB best 5 scores to count]*

Event / Name	MW 8.4.12	MW 6.5.12	WB 13.5.12	StA 2.6.12	CF 17.6.12	NB 8.7.12	CF 12.8.12	MW 26.8.12	MW 23.9.12	CF 7.10.12	Tot	Pos
Jeff Fellows	-	5	-	-	3	-	-	c				
Tom Airey	1	8	7	6	-	3	13	a				
Tony Tomlin	5	6	2	3	7	1	6	n				
Stephen Powell	-	-	-	-	5	-	9	c				
Paul Netton	9	7	5	-	-	-	-	e				
James Collis	3	1	4	-	6	-	3	l				
Tony Overton	-	-	-	-	-	-	-	l				
John Strutt	6	-	-	5	-	2	14	e				
Brian Ball		-	-	4	-	-	7	d				
Derek Collin	2	-	-	-	-	-	2					
Bob Young	8	4	3	-	-	-	8					
Steve Roberts	4	1	-	1	2	-	4					
Derek Etheridge	-	-	-	2	1	-	1					
Richard Farrar	-	-	1	-	-	-	-					
John Taylor	7	3	-	-	-	-	-					
Chris Hague		9	6	-	-	-	-					
Brian Brundell	-	-	-	-	4	-	-					
Ted Tomlin	-	-	-	-	-	-	5					
Chris Bishop	-	-	-	-	-	-	12					
Derek Giles	-	-	-	-	-	-	10					



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TUESDAY 23RD OCTOBER 2012
TUESDAY 27TH NOVEMBER 2012
TUESDAY 22ND JANUARY 2013
TUESDAY 26TH FEBRUARY 2013
TUESDAY 26TH MARCH 2013

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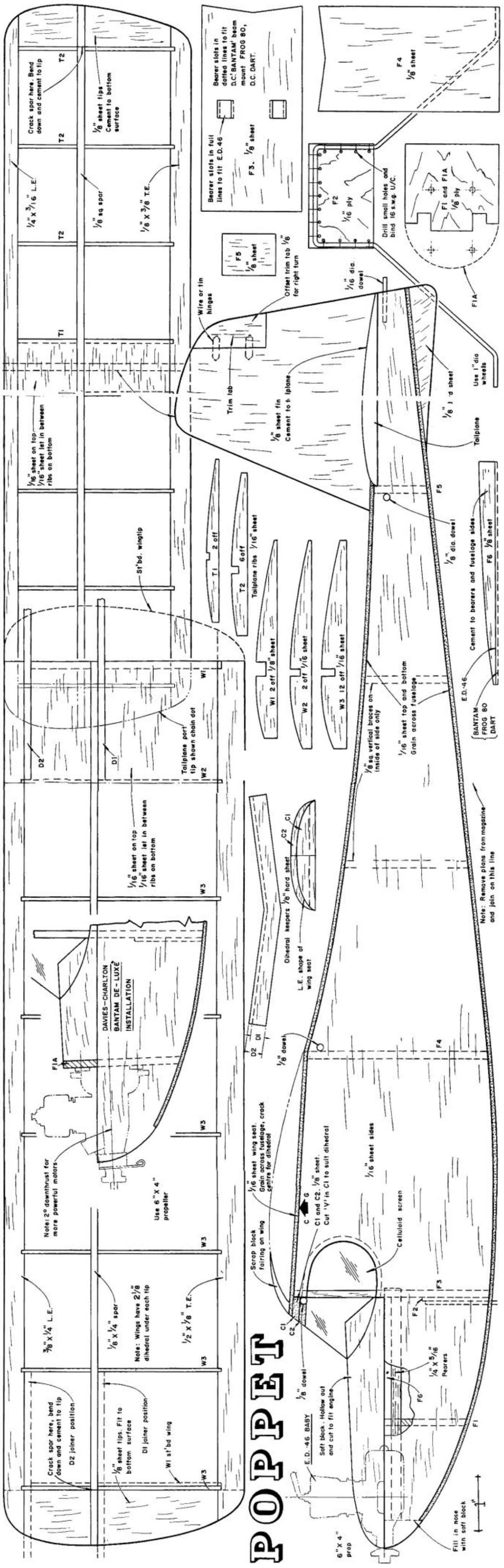
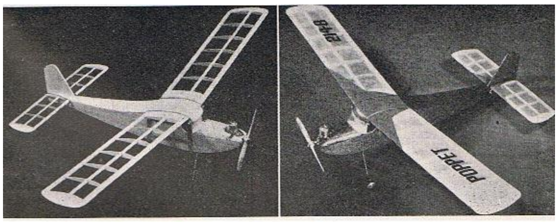
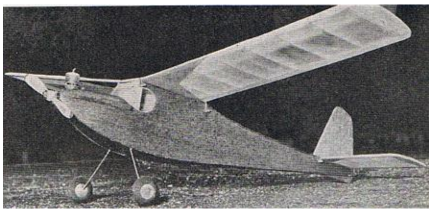


Poppet by Vic Smeed Aero Modeller May 1962

A trim free free flighter of 32In span for .5cc to .8cc engines

There is nothing particularly new or unusual about this little model—it follows what might be termed traditional design layout, shape, and construction. What does put it in a class of its own is its performance, for its size. When we checked out the first prototype it was a frosty, absolutely windless day with bright sunshine and just a little haze in the sky—in other words, ideal conditions. Glide tests showed a smooth glide which, with a shim under the tail trailing edge, became a floating descent. Banging on hard right tab, we launched with the engine at reduced revs and the model turned tight right and flew into the long grass. With "half" left tab and the same engine setting, we got 50 ft. diameter circles to the left, without climbing. Having thus established the turn characteristics in each direction, we set the tab about ten degrees right, adjusted the motor to maximum revs., and launched with what static ground tests (it was a new motor) had shown would be about a 15 sec. motor run. Forty-five seconds later we saw the motor cut, just; the model had climbed in one wide right circle and was a minute speck almost overhead, out of earshot, so that the only indication of engine cutting was a sudden change into about 50 ft. glide circles. Several minutes passed before we realised that it wasn't coming down, but drifting along in a weak thermal. We followed for about twenty minutes, towards the end catching only an occasional glint in the sun, until eventually we were forced to concede that it had gone—still at a dizzy height and flying well. The following day we learned that it had been seen to land on a golf course some 2 1/2 miles away just over an hour after launching. A second model is now under way, mainly because it is hoped to make a radio conversion. This is not recommended except to reasonably experienced R/C fliers, and no details are therefore shown on the plan. In passing, we should perhaps point out that wing section and dihedral tend towards a compromise for R/C use, and if you are

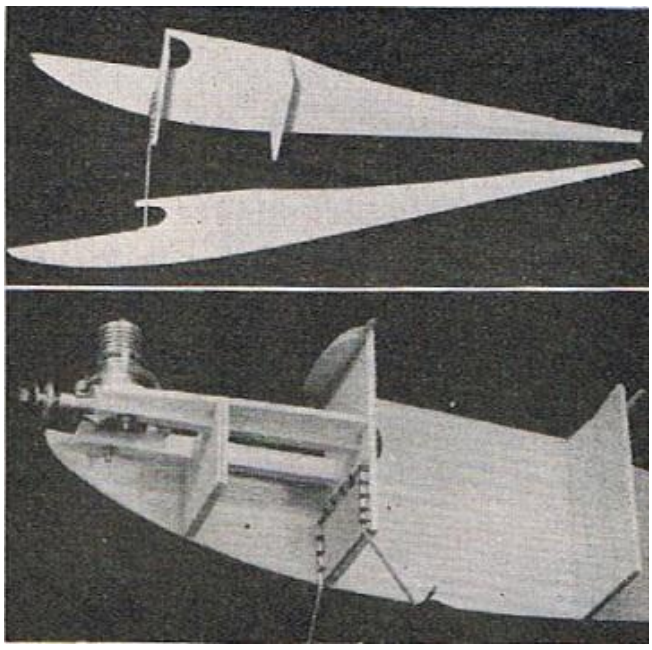




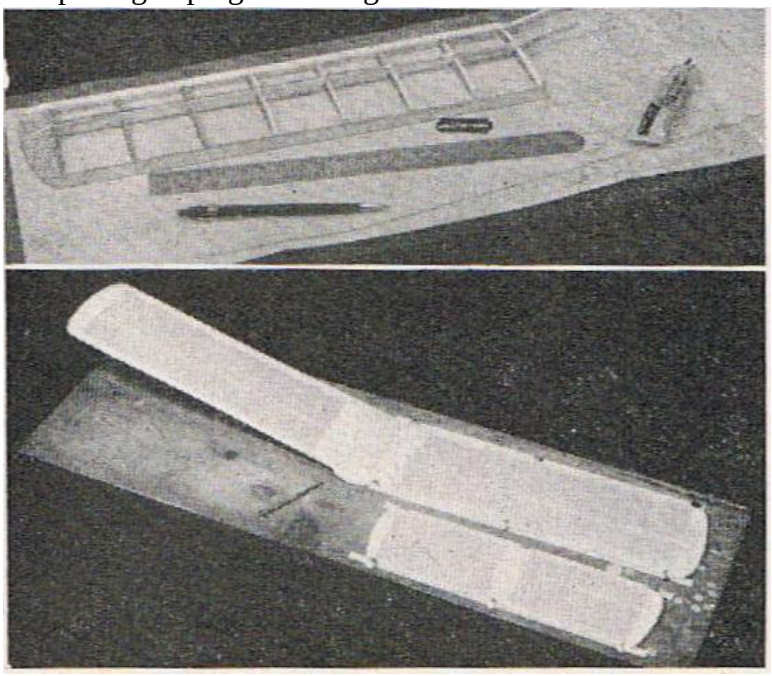
building the model purely for free flight, make sure you do not have less dihedral than shown; a little more makes no odds.

Construction

Decide first what motor is to be installed, i.e. whether beam or radial mount is required. A wide range of motors are suitable, from the Pee Wee .010 or .020— which would probably call for ballast in the nose—to any of the standard .049 or .8 c.c. engines. The prototype used an E.D. Baby .46 c.c. and flew very happily at an all-up weight of 6 1/4 ozs. Select stiff but light 1/16 in. sheet for the fuselage sides, trace and cut out and sand to ensure that both sides are identical. Cut bulkheads, bend undercarriage (this is "flat" to make accurate bending and axle line-up easier) and bind to F2 as shown. Small nicks in the sides of F2 will allow the thread to sit flush. Now cement F2 to F3 thoroughly, and allow to dry under a weight. Place one fuselage side near the edge of the building board, which in turn should be near the edge of the bench, and cement F3 and F4 in place, ensuring that they are at right-angles to the fuselage side. This is a convenient time to add the scrap 1/8 in. sq. stiffeners inside the fuselage sides. When dry, cement the other fuselage side in place, lining up carefully. Before any further steps are taken, sheet across the fuselage bottom between F3 and 4 and fit the wing seat. Now draw the tail ends together and add F5, checking for symmetry. Cement the tail ends together and when dry drill for dowels and fit. The top and bottom may now be sheeted.



At the nose, install the bearers, FI, and the F6 pieces. Draw the sides together, add top block and bottom sheeting after drilling bearers. Carve block to shape, cutting to suit motor. Add 1/8 in. sheet pieces for fore end of wing seat, plus dowel, fill in at nose with scrap block, add tailskid, and sand all over. Dope on tissue, then cut a paper template for the wind shield, cut out of celluloid or acetate, and cement in place before completing doping of fuselage.



If a radial-mount motor is to be fitted, construction procedure is identical except that the bearers can be omitted and F1 is cut as a complete bulkhead to include FIA. This bulkhead is now glued between the fuselage sides and the top block fitted up to it. To improve appearance the sides can be left extending forward as drawn. A strip of 1/8 in. sq. can be added each side, in front of and behind the bulkhead, for additional strength if required. As drawn, a small amount of downthrust is incorporated, for larger motors, though final adjustment of the angle will depend on flight tests.

The wing is a simple two-piece structure without a centre-section. Build one panel flat on the board; the L.E. and T.E. are notched with a file or razor to locate the ribs firmly and accurately. Fit the dihedral keepers in this panel; note that the root rib should be angled slightly. The wingtip can be fitted before removing from the board, cutting the spar at a separate gusset to continue the spar line down to the tip. Use a hard balsa spar. When thoroughly dry, remove and build the other panel over the plan, fitting the dihedral keepers into it by blocking the completed half at the correct angle. Measure to check that the raised

tip is not less than 4 1/4 ins, above the board. When dry, remove and sheet centre-section, then sand all over. Cover with lightweight Modelspan and put a tiny drop of castor oil in the dope; pin down to avoid warps while drying.
The tailplane is a straightforward job, taking care to avoid warps, and the fin is simply cut from 1/8 in. sheet and the edges sanded round. Note trim tab. Cement fin squarely in centre of tailplane after covering and doping. Do not forget to fuel-proof inside nose. When doping and colour trim etc. is complete bolt motor in place and fit prop. Check that the model is squarely assembled and unwarped, and that it balances on the mainspar. Add ballast if necessary. Glide into tall grass, watching that the glide is straight. Use a little right tab for power flights, running the motor at low speed until all is obviously well, then open up. Make sure the motor run is short and that you have your name and address on the model. To fit a D/T, cut a small triangle from the fin i.e. so that the whole tail can tip to —30 degrees; fit a dowel in the fin t.e. 1/2n. above the fuselage dowel and connect up the rubber bands in the usual way.

From Allan Knox

I have been mucking around with models for 52 years but have never flown off water (although I have landed in it a few times!) Blenheim MAC's annual event gives us the opportunity to fly off the near perfect Lake Pinot in the ARA vineyard (Marlborough, New Zealand). On the day the calm conditions were perfect and when the sun came out I had to shed the jacket despite it being mid winter here.
I had fitted my vintage Scram with floats so was keen to see if it would work.

The previous day I had tried Scram off grass at my own club's strip and it took off as if on skis. A circuit or two showed she flew OK so I approached the water operations with some confidence. I got started right away because it was calm; vintage models on floats in the wind are a handful I'm told. The model was soon in the water but as I opened up the throttle the floats dug in with spray everywhere. OK… so full up elevator and slowly open up…ah that works! Up on the step and away she goes. After a few minutes of low, slow,

lakefront passes it was time to line up and land. Gently down and then a flair onto the surface. All was well until she did the equivalent of a ground loop on water. No problem, although I can see how it could have flipped in a wind. The light weight and ample dihedral are the cause. Now to taxi in but wait….it won't steer! and just weather cocks into the light breeze. OK, high rate rudder and bursts of power…that's better. She was soon heading home. Cut the engine at the last minute and coast in. Well that was the first of 4 or 5 flights, each one looking more competent…Hey this is fun!

The info for float design came from the font of all knowledge, the Net. See http://www.seminolerc.com/EZ-Float-Design.html Mine are white foam skinned with Poplar Veneer and then glassed with 2 oz cloth and painted to match Scram. The link tells you how to rig them too.

For control in any sort of breeze a steerable water rudder is highly recommended. It need only be on one float and needs to be hinged and sprung down to pop up if hit. I didn't bother but if I did this regularly I would have a water rudder. Good fun, I can recommend it.

There are genuine vintage water planes out there. The one I really like is Swoosh. This one is under construction by club mate Chris Brew, don't you love it!