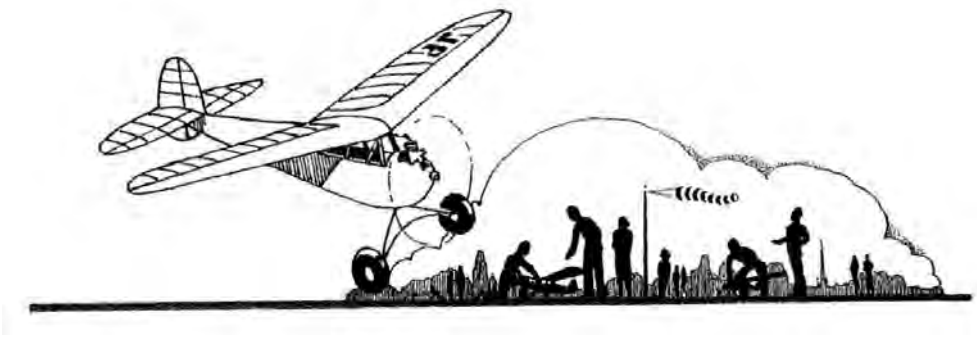


Sticks and Tissue No 71 – October 2012

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.

John Taylor's Puss Moth, more information page 29

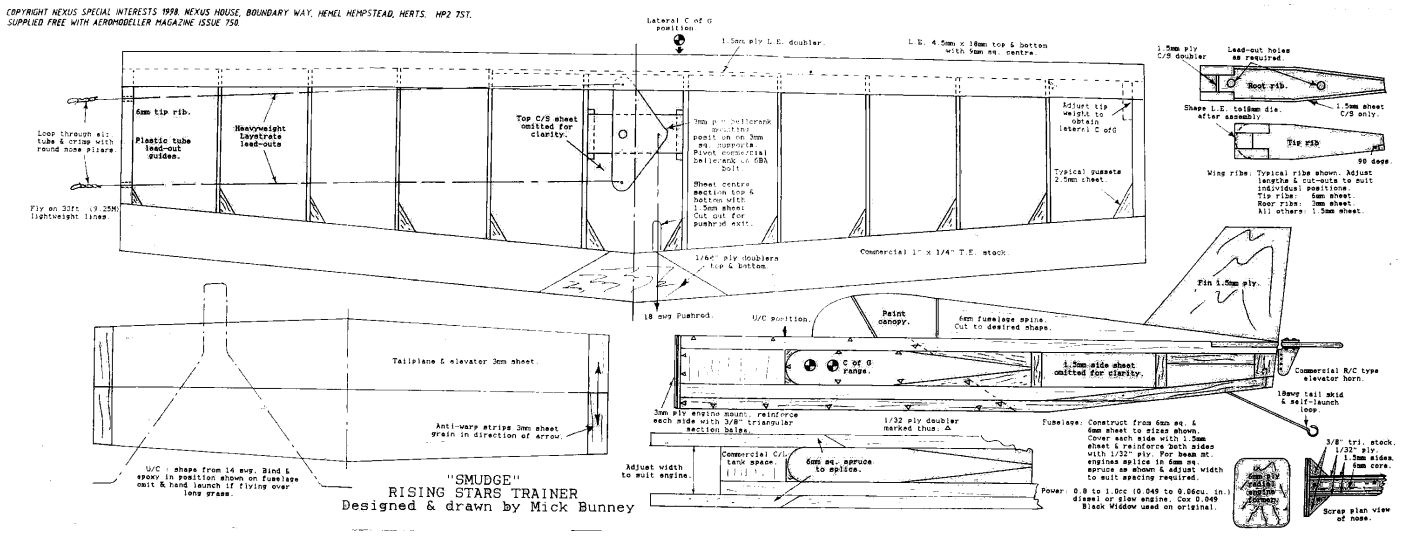
Last month there was a great article about the Cavalier but somewhere I managed to miss the contributor's name so apologies to David Lovegrove

Hello James From Tom Miller USA,

Could you see that George Stovell recieves the following information re: the CG of his Gas Champ? If this is the same model with the official name "Eastern States Gas Champ" designed by Russel Simons I have the following info. I recently finished construction of the Gas Champ and installed an Oand R .60 ignition power plant in it. For various reasons I took out the OandR and put in a Torpedo Greenhead .29 glow engine. On the advice of Bob Stalick(the NFFS magazine Nostalgia Editor), put on a 12 inch prop to slow the engine down to a more reasonable speed. I haven't flown it yet, but I've test glided it and so far it looks OK. I'll try to send you a few pictures of it soon. My wife thinks she knows how to send them via computer. (I don't). I checked my plans and they don't show a CG position. Many old timer plans didn't. However, the very short artcle I have on it says," A good starting point is 25 to 3o% back from the wing's leading edge, but watch the lifting stab. The designer calls for a 1/4 inch of wash-in inthe left wing(trailing edge down), and no thrust offsets."I have my CG at 30% and it seems to be close.

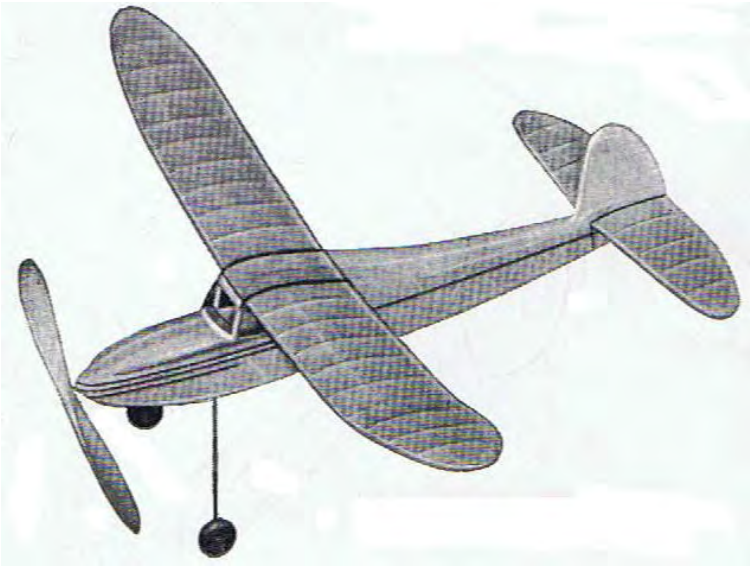
From Bill Wells

By 1998 I was staying in Bearsden and was busy flying small control line models in the corner of a local council field which was well within easy walking distance. Having got SAA insurance I wrote to the local council and told them of my intended activities and to my surprise they said it was OK I had their permission. This was very important as it kept the insurance valid. I was a few hundred yards from houses but had no complaints about noise. Admittedly I had a job that allowed me time off during the week so I usually had the place to myself. My main problem was finding a launcher so most of the models flown there had fixed or drop off undercarriages. I wanted a new small model and the Freebie Plan of the Smudge in Aeromodeller seemed to fit the bill. I had just purchased a Mike Crisp Sparey and was keen to use the engine in a model but the Smudge would have none of it so I re-engined it with a PAW 06. To give the model a chance I fitted it with a drop off undercarriage. I had covered the model with tissue to keep the weight down and it flew very well. After a year or so the tissue became brittle. I had moved yet again and the friendly helper split the covering so I re-covered the model with nylon. The speeds with this model averaged out at about 45 mph so it doesn't hang around for a small low powered model. I have to admit that around this time I was becoming interested in Radio Models so control line flights were beginning to be less numerous. Because there was long gaps between flights I only got round to loops and wing overs.


COPYRIGHT NEXUS SPECIAL INTERESTS 1998. NEXUS HOUSE, BOUNDARY WAY, HEMEL HEMPSTEAD, HERTS. HP2 7ST.
SUPPLIED FREE WITH AEROMODELLER MAGAZINE ISSUE 750.
Lateral C of G position.
1.5mm ply L.E. doubler.
L.E. 4.5mm x 18mm top & bottom with 9mm sq. centre.
1.5mm ply C/S doubler.
Lead-out holes as required.
Root rib.
Shape L.E. to18mm dia. after assembly.
1.5mm sheet C/S only.
Tip rib.
90 degs.
Wing ribs: Typical ribs shown. Adjust lengths & cut-outs to suit individual positions.
Tip rib: 6mm sheet.
Roor ribs: 3mm sheet
All others: 1.5mm sheet.
6mm tip rib.
Plastic tube lead-out guides.
Heavyweight Laystrata lead-outs
Top C/S sheet omitted for clarity.
Adjust tip weight to obtain lateral C of G
Typical gussets 2.5mm sheet.
Loop through etc. tube & crimp with round nose pliers.
Fly on 30ft (9.25M) lightweight lines.
Sheet centre section top & bottom with 1.5mm sheet. Cut out for pushrod exit.
1/64" ply doublers top & bottom.
Commercial 1" x 1/4" T.E. stock.
18 swg Pushrod.
U/C position.
Paint canopy.
6mm fuselage spine. Cut to desired shape.
Fin 1.5mm ply.
Tailplane & elevator 3mm sheet.
C of G range.
1.5mm side sheet omitted for clarity.
Commercial R/C type elevator horn.
18swg tail skid & self-launch loop.
Anti-warp strips 3mm sheet grain in direction of arrow.
3mm ply engine mount, reinforce each side with 3/8" triangular section balsa.
1/32 ply doubler marked thus: Δ
Fuselage: Construct from 6mm sq. & 6mm sheet to sizes shown. Cover each side with 1.5mm sheet & reinforce both sides with 1/32" ply. For beam mt. engines splice in 6mm sq. spruce as shown & adjust width to suit spacing required.
U/C ⌊ shape from 14 swg. Bind & epoxy in position shown on fuselage omit & hand launch if flying over long grass.
"SMUDGE"
RISING STARS TRAINER
Designed & drawn by Mick Bunney
Adjust width to suit engine.
Commercial C/L tank space.
6mm sq. spruce to splice.
Power: 0.8 to 1.0cc (0.049 to 0.06cu. in.) diesel or glow engine. Cox 0.049 Black Widdow used on original.
3/8" tri. stock.
1/32" ply.
1.5mm sides.
6mm core.
Scrap plan view of nose.

ROCKET VICTOR .45

BC



From Frank Schwartz USA 86 years young building and flying for 76 years, in Hendersonville, TN USA

Your latest Sticks & Tissue is one of your best !!
I especially enjoyed Jim Newman's reminiscences. It triggered something that I remembered as a young lad. I had been building models since I was ten years old after watching my father build a Megow scale model on the den table, much to my mother's objections. This was in 1935. I built models from that date on continuously, often to the lack of getting my school homework done. I saved every penny and it went into model kits and glue, or sometimes a good western motion picture. A real hobby shop opened in about 1937 by a young man from West Virginia named Kenwood Carter and his wife, Ruth. I still have the newspaper clipping with their picture. A new business during the depression in our town was an event to be written of in the papers. My father took me there and from that time on I was a constant visitor and customer. There was a smell of model dope that hit you when you walked in and it, to this day, is something I remember vividly. Kenwood had a table saw in the back of the shop and he often cut balsa blocks to the saleable sizes. To this day, I know of no other shop that ever cut their own balsa from large planks.
I should add that Kenwood was also a master builder and I greatly admired the planes he built. Five cents took me to town on the electric street car and another ten cents bought me ten one sixteenth square balsa sticks, ten cents for a tube of Comet glue and another five cents for the trip back home. Thirty cents well spent. I could build for almost a week. In those days, one could send in a dollar to Boy's Life magazine for a year's subscription and also receive a free model kit. Also the ten cent stores such as Woolworth's and S.H. Kress carried Guillow's and other brands, most from ten cents to twenty five cents, being the better or larger kits.
Kenwood Carter carried everything. Motors, rubber, coverings and everything the model aircraft modeler could need. I loved just going there and looking. Some kits even cost up to three dollars! As I grew older and was in my early teens, my father would take me to the local field where the "big boys" flew the "gassies". I was totally entranced. I saved my money and worked part time in a grocery store and when I thought I had enough saved, I went to Ken and told him I wanted to build a gassie and what did I need. He took from the shelf a Carl Goldberg Zipper kit, just arrived, and said that was what I should build. Then from the glass display case, he placed a Hi-Speed Bullet on the counter and said I should also buy that. I was ready! He also provided a battery box and an Austin pneumatic timer and some stranded wire.. I rode home on the street car clutching my treasures and as soon as I arrived home, I went to my little workshop in the basement and began construction. Glue was slow drying then, but in a week I had the plane structure done and set about covering it with the tissue provided. More dope was needed and a distress call to my father was made to ask him to bring me home a few bottles after he left work. Finally it was completed. Motor mounted and it was a beauty. I tested it for hours in the street in front of the house gliding and trimming it. Wonderful !
Then I set about test running the engine. I spent two days flipping the propeller Ken provided (a Class B prop, as he called it) to no avail. I would get a weak spark and an occasional pop, but nothing more. I tried everything.
I knew my fuel was right as I had prevailed upon my mother to take me to the local Auto filling station where I purchased a quart can of Valvoline SAE70 weight oil and a gallon of unleaded gasoline. I mixed up a bit of 3 to 1 ratio fuel and with a metal squirt can, was ready. I even had a couple of those large 1 1/2 volt doorbell batteries wired in series as boosters for starting. Still the engine would not run. I called the hobby shop in despair. Ken said to bring the plane to him and he would see what he could do. Finally, maybe I could have a running engine!!!
Back to town on the street car carefully holding my fuselage.
I walked in the shop and Kenwood, or Ken as we called him, said, "Hello, Frank Schwartz, let's see whatcha got!"
Ken never called me "Frank" or "Kid" or "fella"..always by my full name. I never thought to ask him why...even when I was grown and after WWII he still did that.
Ken picked up the fuselage and looked at my coil, condensor and wiring and said, "Oh, oh. I see what you did!"

Going back to the rear of his shop, he set my fuselage on a workbench and picked up a "thing". I asked him what it was, and he said it was a soldering iron. I asked what it did, and he plugged the cord of it into a receptacle and said, "Watch this!" After a while the "thing" got very hot and he placed it on all my wiring joints. He said, "I've got to burn off the glue you put on them. Why did you do that?" I said, "I put the glue on the wires so they would not come apart." and he said, "You insulated them...now I will solder them up for you." and he launched into a dissertation on soldering and why and such. I was fascinated ...and astounded. He soldered up all the wires I had glued and putting some fuel in the tank of the Hi-Speed Bullet, pulled out the Austin Timer knob, flipped the engine twice and it fired and kept running ! I was absolutely amazed !!! All was revealed !! I left the plane for a while with Ken and went to Woolworth's and bought a fifty cent soldering iron and twenty cents worth of resin core solder. I was ready now !

Back home and I filled the basement with the most rewarding smoke from my running engine. I could never have been that happy! I then proceeded to solder everything I could find and learned quickly "by doing". This iron would get so hot it would literally vaporize solder, so I had to use it until it got red hot, and then unplug it until it cooled a bit. I could handle that. I should add that when I went in the Naval Aviation Program and was flying Stearmans at the Naval Air Station in New Orleans and had just graduated to the SNJ., we were told the program was being scrubbed as they had too many pilots...I was sent to electronics school to learn radio and radar. My Chief Petty Officer teacher was very happy with me in the radio repair class as I was a first class solderer !!! I ended up in the Philippines on a PT Boat and nearly got killed by the Japanese.

Soon I was ready to fly the plane. My father took me to the field and I had everything ready. After a few flips the engine started and I advanced the timer and the Bullet was screaming. I pulled out the timer arm and disconnected the booster batteries and let the plane take off. It screamed skyward and began an enormous loop, coming back down right at us. My dad was in a business suit and he hit the ground flat on his face to avoid the errant plane. It was the first and only time I ever heard him curse!. The plane kept looping gaining altitude with every loop. Finally the timer shut off the engine and it went into a beautiful glide with me running to keep up with it. I did not know how to deal with this looping tendency and resorted to flying the plane with the timer retarded. None of the older modelers ever came to me and said, "Hey, kid, put some downthrust in that engine !" I was too timid to ask and it was a long time before I found out about downthrust. It was a new phenomena to me.

A word about Kenwood Carter. He worked with Bob Chunn who made the first Chunn Chum gas engine in the middle and late 30's. They used junked Dodge engine aluminum pistons for their castings for the crankcase and the piston, which was ringed. It was small for its time and Ken flew a plane with this engine at the U.S. Nationals. A few versions of the Chunn engine were made, the Chunn Rebel and a later version of the Chum which had a moveable timer, as the first Chunn Chum had fixed points. They also made an inline twin. The war put an end to the production and the engines are highly prized collectors items today.

By the time WWII came, I had my trusty Bullet, a Bantam 19...which always seemed to backfire and get my finger, and a Chunn engine (five dollars) and my planes and stash of balsa and plans. I went off to the War...my dad was already in service. I was in the Pacific when my mother wrote me that she had sold our house and my 1931 Modal A Ford Roadster had also been sold and a War Bond had been bought for me with the fifty dollar proceeds. On my return from the War, I found that all my modelling things, wood, engines, plans, planes along with my tools for the car work had been trashed.

Kenwood returned from the War after serving in the Air Force flying the "hump" over the Himalyas, and re opened his hobby shop. I became a regular customer again. Ken seemed a nervous person after the war, his hands shook and he had a drinking problem, we found out later. However, I was experimenting with radio control and I made a transmitter and receiver and actuater in 1948 and we put it in one of his big "gassies" and got our first successful flights. Ken later closed his model shop and never returned to the hobby. I would see him from time to time and never was able to talk him into modelling again, or even to come to the flying field.

I am now approaching 87 years young. I am still building and flying. I build and fly tiny electric R/C planes and some larger types up to chain saw gas engine biggies. I gave up Pattern and Quickie 500 and Pylon racing due to eyesight and reflexes...but only about ten years ago. My happiest and most peaceful moments in my life have been at the flying field flying with my buddies and sitting quietly at my workbench building a new plane, some from scratch, some of my own design and a few from kits. I see the modelling world as I knew and loved it, slowly disappearing. It is a sad state of affairs. Something worth while is

being lost. One can buy a ready to fly plane cheaper than one can build it. We have buy and fly modelers now. I cannot really refer to them as modelers, as they cannot build or repair a model. They are not modelers, they are just flyers. They buy it and fly it. There is no achievement there at all. How very sad. There is no greater feeling than to bring a model to the field and have someone ask where you got it, and to tell them you built it yourself. That is what it is all about, as I see it.
Finally I attach two photos of the Zipper and me taken in 1940 or 41 by my dad with the family Kodak box camera...just prior to that first flight!!! I was 15 1/2 years old....

I recall meeting Ron Moulton and found him to be a very fine chap indeed. On my first trip to London back in the sixties, I think it was, I took the underground and found 308 Holloway Road (was it) and entered Henry Nicholls model shop. I introduced myself to Henry and he invited me to tea in the upstairs of the shop. We had a nice chat and he told me that Merco was coming out with a new engine, a .49. I said I'd like to have one, and he said to come by the next day. I made my purchases, a couple of Keil Kraft kits and left. Next day I was back as the gentlemen came in the shop shortly with a first run, probably the first one off the line, Merco 49.
I ran this engine for years and never had the first moment of trouble with it. I retired it and only a couple of years ago did I give it to Brian Hampton in Australia who told me he would like to have it. I suspect it is still running down under
Henry was one of the RAF types with the moustache to match. He took me for a ride in his MG through downtown London and I felt we were at the races. Henry drove with, for lack of better words, verve and panache....scared the heck out of me. I later learned he always drove that way.
Next trip my wife and I took Henry and his wife out to dinner. Later I saw him at the US Nationals, and enjoyed re-connecting with him. I know Henry is gone and I read somewhere that the shop at 308 is gone as well. Seems to bear out my theory of life...that is....everything good gets discontinued.

A 36" SPAN FREE FLIGHT SEMI-SCALE MODEL (FOR A.P.S. POWER GROUP B-C).

ACE OF DIAMONDS

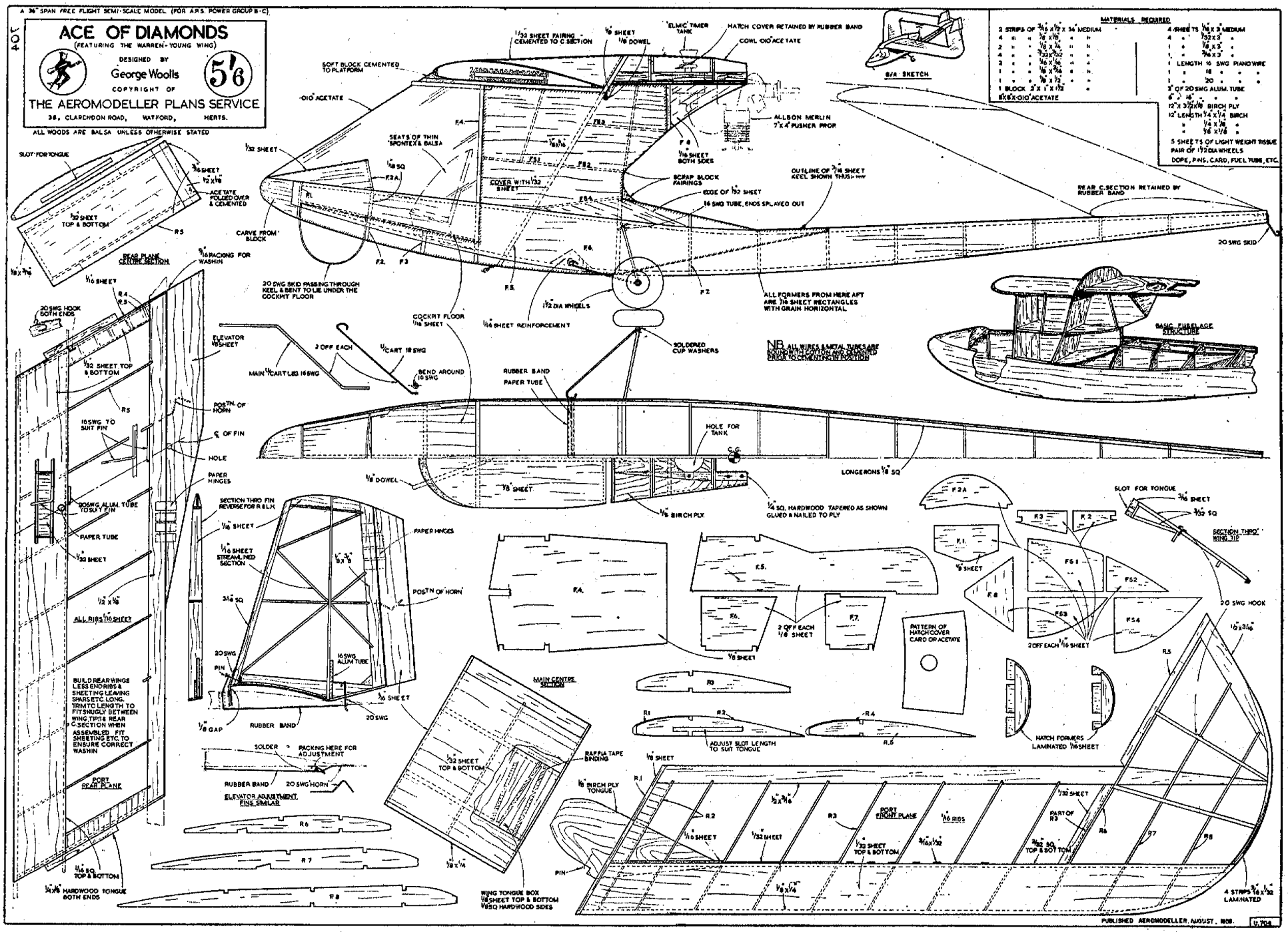
(FEATURING THE WARREN-YOUNG WING)

DESIGNED BY George Woolls

5/6

38, CLARENDON ROAD, WATFORD, HERTS.

ALL WOODS ARE BALSA UNLESS OTHERWISE STATED

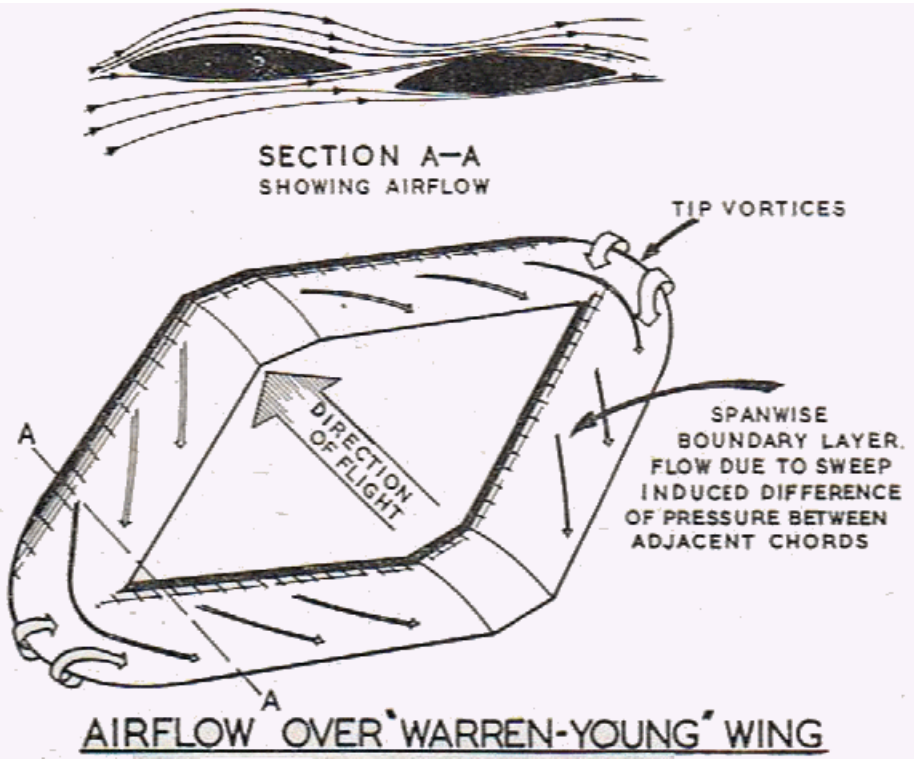


PUBLISHED AEROMODELLER, AUGUST, 1958.

U.704

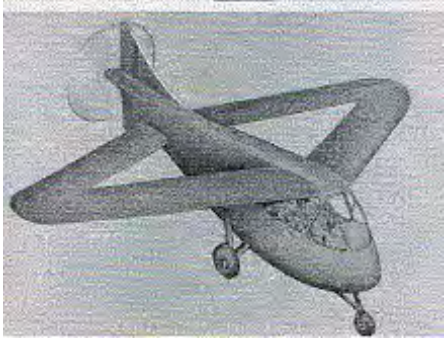
Remarkable semi-scale 36 inch model proves the stability values of a full-size project by G. WOOLLS
The Warren- Young Wing Aero Modeller August 1958

Possibly many readers will look at "Ace of Diamonds"—smile tolerantly, and mutter something about odd looking aircraft without other purpose than to look unusual. In order to straighten the record, let it be stated that the model is based on a full size project and appears to bear out the advantages claimed for the original aircraft. It was back in 1926 that Mr Norman Hall-Warren, A.R.Ae.S. created a wing design which would be stall and spin-proof and have a very large speed range. Ex-R.F.C. pilot and well-known sailplane enthusiast, Rex Young later joined forces with Hall-Warren and in December, 1937, a patent (No. 508022) was granted. A private backer for the building of a prototype was found, but the international situation at that time (just prior to the war) prevented fruition of the project. Since the war, rising production costs and official obstructions (Warren states) have prevented the production of a full size aircraft.
The theory behind the Warren-Young is largely concerned with the Boundary Layer flow over the wing. One of the features of swept wings is that the Boundary Layer moves in a spanwise direction, towards the tips in the case of sweepback, and towards the root when the wing is swept forward. This outward movement normally causes tip stalling, and fences are often used in an attempt to cure this.
A study of the diagram opposite, will show how the combination of sweepback and sweepforward causes the Boundary Layer to move from the front plane centre section, around the tip and thence back to the rear plane centre section. This continuous removal of the boundary air prevents stagnation of the airflow and stops the lift from decreasing at angles of attack greater than that of maximum lift, i.e., both front and rear planes will have a flat lift curve. There is also a slot effect between the front and rear plane near the point of juncture. This has the effect of speeding up the flow over the trailing edge of the front plane, preventing early separation, which might otherwise occur at this position.



In addition, the relatively large chord of the wing tip spreads the tip vorticity, preventing an early local stall and as with all low aspect ratio aerofoils, the Warren-Young tip surface will continue to develop lift up to an exceptionally high angle of attack. In fact the stalling angle of the tip is beyond that attainable in flight and is probably well over 40˚. Another anti-stall characteristic of the Warren-Young wing derives from the fact that the rear plane is always operating at a lower angle of attack than the front plane, due to the decalage indicated by stability considerations, and also to a smaller degree due to the downwash, and the rear plane is therefore still lifting strongly when eventually the lift of the front plane starts to fall.
The stability of the Warren-Young aeroplane is exceptional, due to the large area of wing surface located with an effective arm about the centre of gravity. There is no onset of instability or upset of balance at very high angles of attack, corresponding to very low forward speeds. In fact it is impossible to spin the Warren-Young, nor in the accepted sense, is it possible to stall it.
All this means that the Warren-Young aeroplane will take-off after an exceptional short run and can be climbed very steeply in complete safety. Also it can approach a landing in an almost vertical path, with no risk of loss of balance or sudden loss of lift. The calculated figures for the Warren-Young Skycar, a two-seater, 100 h.p., light plane version, are still-air minimum level flying speed 28 m.p.h. and approach and touch-down speed of about 20 m.p.h.

Coupled with the aerodynamic advantages, the Warren-Young wing is an exceptionally stiff structure, due to the triangulation in both the horizontal and vertical planes, and is thus proof against any distortion. Moreover, it is a proven fact that the Warren-Young aeroplane will tolerate relatively large changes in locus of centre of gravity, without reducing stability.



It is interesting to note that the Russian aircraft designer, Mikoyan, has stated that the Rhomboid type aircraft (i.e., Warren-Young type) is the shape of things to come in supersonic flight (see R.A.F. Flying Review, June, 1955). Readers who require detailed technical descriptions of the Warren-Young wing may refer to the following publications:
—Flight, November l8rh, 1943 The Aeroplane, March 5th, 1948
May 18th, 1944 June 25th, 1948
August 10th, 1950
Brit. Pat. Spec. No. 508022 of
Aeronautics, March, 1948 December, 1937

"Ace of Diamonds" may be described as a semi-scale model of the projected Warren-Young "Sky-Car". That aeroplane has its propeller at the extreme rear of the fuselage, but as the necessary extension shaft would add complication to the model, the prop. was moved to a position between the wings. The first powered version went O.O.S. on its third flight, being recovered some 21/2 months later from a Cornfield! A second powered version (seen above) won the Unorthodox Concours at the 1957 All Britain Rally and made several excellent demonstration flights. The model is not an absolute beginners project, but this does not mean that it is so complicated to be beyond the powers of anyone who has already built a couple or more orthodox power jobs. Although the model will bear out the stability claims made for the Warren-Young Wing, it must, in common with any other aircraft, be rigged correctly in order to give it a proper chance to fly properly.

Check that C.G. lies where indicated, and that there is no side thrust, as, due to the proximity of the prop. to the fins, this has a very powerful effect. There should be approx. 6° of wash-in on the rear wing, and with this, the elevators should be shimmed up until their back edges are about in. above their front edges. Ensure that the rudder trim tabs are not offset. Trimming, if any, follows the usual pattern, remembering that the model is a scale type, i.e., tight spiral climbs should not be attempted—at first anyway!

From Stephen Winkworth Reply to aerodynamic query

I was intrigued to learn of John Taylor's problems turning his 'A-frame', since they bring to mind my experiences with my unorthodox 'Pteranodon' glider of the 1980's, made for the David Attenborough film. (A photo of yours truly launching this model appeared in a previous issue of S&T.)

In the initial stages of testing this unusual shaped aerodyne I had great difficulty in obtaining reasonable turning characteristics. Mark I Pteranodon had a span of about 7ft, and used strip ailerons which occupied the majority of the wing. It also had feet which could be moved to act as twin rudders. It never turned easily, and in some situations a curious snap dive would occur as the turn developed. This could be avoided if the nose was kept firmly up during all turns. I reasoned that the problem was due to the swept forward wing overcoming the longitudinal stability achieved by the reflex wing section. If the turn was not axial, the leading wing in a turn might have 'up' aileron and the trailing wing 'down', thus counteracting the raised trailing edge of a reflexed section. It was difficult to avoid this kind of uncoordinated yaw occurring, as the

feet, with their ultra-low aspect ratio and closeness to the centre of pressure, were not very good at steering. Coupling in the head, with its curious long crest, as a forward rudder, helped slightly but did not solve the problem.

Something else was needed. Watching film of birds turning in flight, I seemed to see a twist occurring in the tail, or even the rear of the wing. Since Pteranodon did not have a tail, I reasoned that the slightly dihedralled rear centre section of the wing could be made to function in the manner of a 'V' tail. Later 'Marks' of Pteranodon model used independently movable tail surfaces as elevators. When these were made to move in the sense of a 'V' tail – i.e., to turn right you raise the port elevator and lower the starboard (opposite to ailerons) – there was an immediate improvement and full yaw control was restored.

I wonder if the rear canard wing of John's 'A-frame' is producing the same effect. Or is it simply that the drag of the down-going aileron is having a much more powerful effect than the increased lift on that side – the common problem of 'adverse yaw'? To reduce the effect of adverse yaw in later models I tried using 'leading-edge' ailerons, and these are shown on the plan of 'Pteranodon IV' which appeared in R.C.M.&E. in the 1980's . The down-going leading edge, adding drag on the inside of the turn, is also made to move twice as much as its counterpart. This helped produce smooth turns, but the independently moving elevators, acting like a very flat 'V' tail, gave a really powerful yaw. I was surprised, as well as gratified, to discover this.

I believe adverse yaw may be a contributing factor, but my money is on the 'V'-tail effect. Incidentally, a modeller who wrote to me after constructing 'Pteranodon IV' from the plan asked whether I had made an error in specifying that the elevators should operate in opposite sense to the ailerons. He had assumed I was wrong and made his elevators follow the ailerons. He found it terribly hard to control!

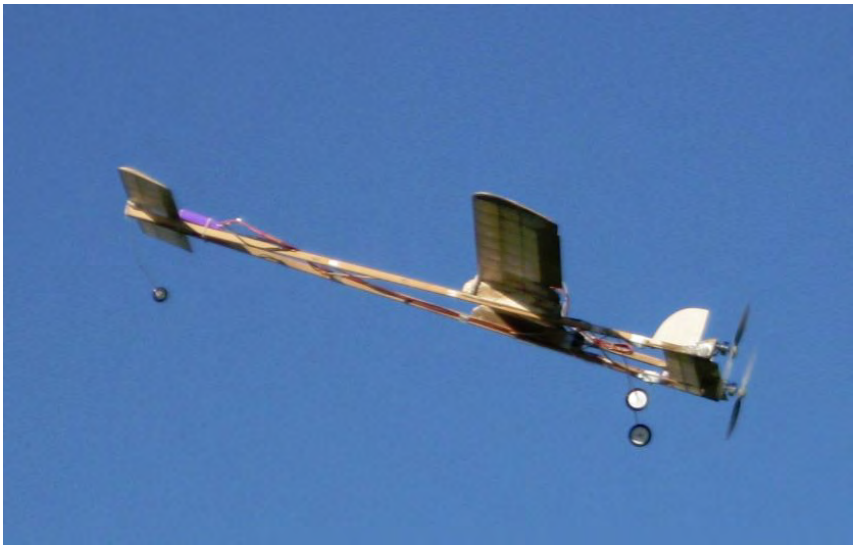
P.P.S. To really settle the question, I wonder if John Taylor would like to build a new rear wing, with small, highly differentialled ailerons, near the tips (for minimum adverse yaw) and opposite-sense elevons near the centre section! Probably not, I imagine...

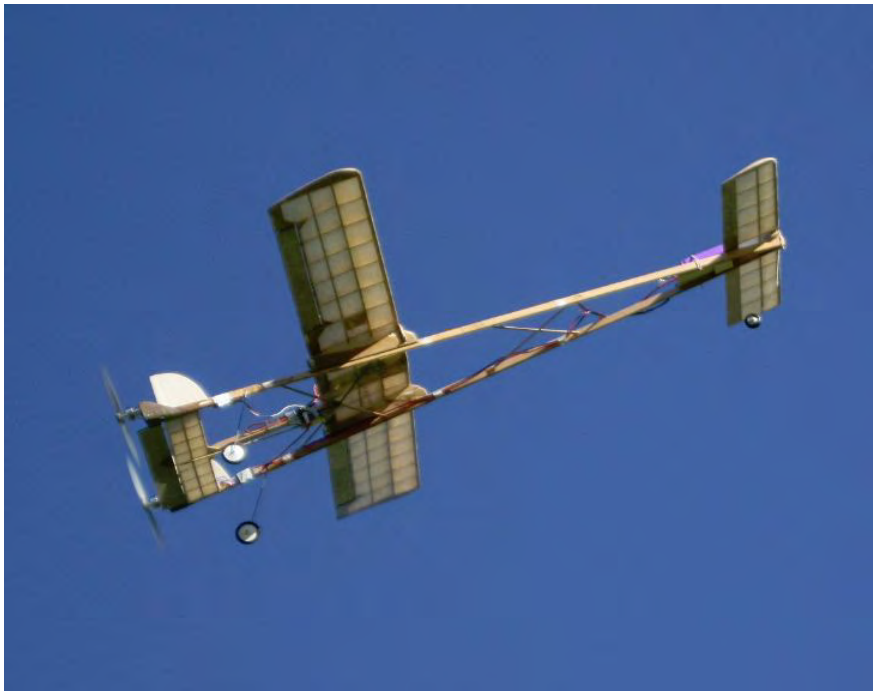
From Ron Marking Reply to aerodynamic query

I've just got around to reading ST70 and if you have not yet had an answer, I'll try.
An aircraft "pivots" about its Aerodynamic Centre and since the "mainplane" is behind this then any change in the aerodynamic forces which tries to move it to the left will move the nose to the right! Hence an apparent reversal of control. Compare with tilting the tail of a typical SLOP model.

John Taylor Wimborne M.A.C.

Hello James.
Here are the technical bits about my A Frame.
Fore plane 16"x 31/2" set at + 6 degrees
Main plane with ailerons 38"x5 3/4 set at 4 degrees 23" back from nose.
Tail plane with elevator 10"x 3 1/2" set at zero.36" back from nose.
All sections Clark Y.Centre of gravity 2 1/2" forward of mainplane Flying weight 16 oz..
Two simple pole & stator motos each weighing 15 gms [1300Kv] drive contra rotating
8"x3.8" pusher props trimmed to 7" dia. Using a 1300MAh 2s lipo just over 40 watts is produced.
Steering is achieved with ailerons pulled up with thread connecting the servo to the aileron horn and returned to level against a stop with a rubber band. Two small fins are mounted on the tailplane.
Thanks to all those people who gave helpful advice which has made this unorthordox project a success.
(John resolved the problems with the model by adding the fins and ailerons only move up, to turn therefore only one aileron is activated now explain that does it turn through drag or what but turn very well it does)





From David Lovegrove

Something happened to me last week which I think is worth sharing with fellow S & T readers. It links to the news about the unfortunate schoolboy in Swindon who was struck by lightning outside his school on Wednesday and severely injured. In fact, he was clinically dead for several minutes but was saved by the prompt actions of staff who ran out from an adjacent leisure centre.

Our local forecast that day was for showers, starting at around 1 o/c. I'd earlier arranged a flying session with a friend, at his local cricket ground - we optimistically thought there was a decent chance of getting some flying in before the weather deteriorated. By about 11:30 we'd each enjoyed a few r/c flights and decided to indulge in a bit of control-line flying before lunch. At that point it was heavily overcast, with some nasty black cloud mixed in with the lighter stuff, i.e. looking likely to start raining in earnest any minute. But at that moment, it was just a few heavy drops -not enough to deter a couple of silly old farts intent on circular aviation!

I rolled out the lines, stuffed a 3-cell LiPo in the model's battery space (this was my EP Stuka pictured below) and went out to the middle to pick up the handle. John switched on and soon the model was in the air. I flew a couple of laps to settle in and then pulled a loop. That's when the fun started, as I suddenly felt a repeated sharp pricking near my right thumb, accompanied by a rapid clicking noise. I looked down and was surprised/alarmed to see electric sparks jumping from the top line connector to my hand. O-er!

I quickly brought the model lower down and as it dropped below about 25 feet the sparks stopped. But hardly believing my eyes, I just had to repeat the experiment to check (yes I know . . .) and yes, it was definitely still happening! Below that 25 feet ceiling, all appeared to well, which is puzzling. Maybe someone out there with knowledge of this sort of phenomenon can explain it?

I should make it clear that there were no obvious signs of an electrical storm while this was going on - no thunder, no lightning. It was obviously going to rain pretty soon, but as far as we knew, that was it.

Afterwards, reflecting on the might-have-beens, I realised that I'd possibly been very lucky. That feeling was heightened when I heard the news about the Swindon schoolboy. The shocks I'd felt hadn't been too severe or debilitating and the wrist-strap on the c/l handle stopped me from letting go, as I might have done otherwise. But had I continued aerobatting the model, I wonder if those 60-foot steel wires might have provided the perfect conduit for a more substantial electrical discharge?

Incidentally, this phenomenon can't be blamed on the electric power set-up in my Stuka Stunt. The flight battery, which boasts a mere twelve-point-something nominal volts certainly couldn't have been the cause of

the shocks I felt. And after lunch, when we resumed flying in clear, sunny conditions at the same spot, there was no repeat of the morning's shenanigans.

From Bryan Passey

Hello James, This engine has recently come into my possession and i was interested to know if any of the readers of Stick and Tissue would know any thing about it's background.
The crankcase has Magnum 91 cast on it,and it would seem that it sports an Irvine carburettor.
It is in very good condition except for some surface rust on the induction pipe,and i doubt if it has any running, if at all !
The Web shows lots of modern Magnums but nothing off this obviously old model

More from Bryan Passey

Earlier this year I wrote asking if any readers of Stick and Tissue knew my old RAF friend Neil Webb,and what had happened to him in later life.
I had lots of response to my query including information on his untimely demise at a competition on the continent.
I was repatriated back to England from RAF Larrbruch before Neil, but we kept in touch until we were both demobbed in the early sixties.
From time to time he would visit me in Gloucester and I would visit him in Wantage.
Something happened a few days ago that brought back forgotten memories of Steve and aeromodelling.
It was brought to my attention that there was a control line Vickers Viscount for sale on EBay,accredited to a Neil Webb,and had been left in the attic,to be found by the present owners of the house.The asking price was £100.
Now I'll rewind to 1962 or thereabouts,when on a weekend I was visiting Neil in Wantage for the first time.It was when being shown around his cramped bedroom / model room that I noticed two models that stood out from the rest.One was a control line Mitchell B-25 that I gave to Neil when I left Germany to return to the UK.I still have a couple of photographs of this model.The other model was a large part built control line model of a Vickers Viscount as I immediately recognized as the one designed by M Bodey,well known for his multi-engined control line models of the day.
Since we had a whole week-end spare I suggested that we made an attempt to complete the airframe at least,and to leave Neil to do the finishing.With lots of effort we did manage to complete the airframe before I had to return to Gloucester.Neil kept me in touch as to progress,but I know that he finished the model in BEA colours.He must have flown it but where and when was was not made known to me,I can't explain that I have every reason to believe that the model for sale on EBay is the very same model we toiled over some 50 years ago!
It's looking very sad now and is showing the same problems as I experienced years later when I built the same model, that being the breaking up of the area where the long engine mounts join the wing.
Just recently I purchased the plan for the Viscount intending to build it at a later date,but that will be after ther completion of another of the M Bodey designs, the Handley Page Halifax that is almost ready to paint.!

A 51¼" SPAN A/1 CLASS SAILPLANE

FINNAIR

DESIGNED BY

I Haahtela

4'6

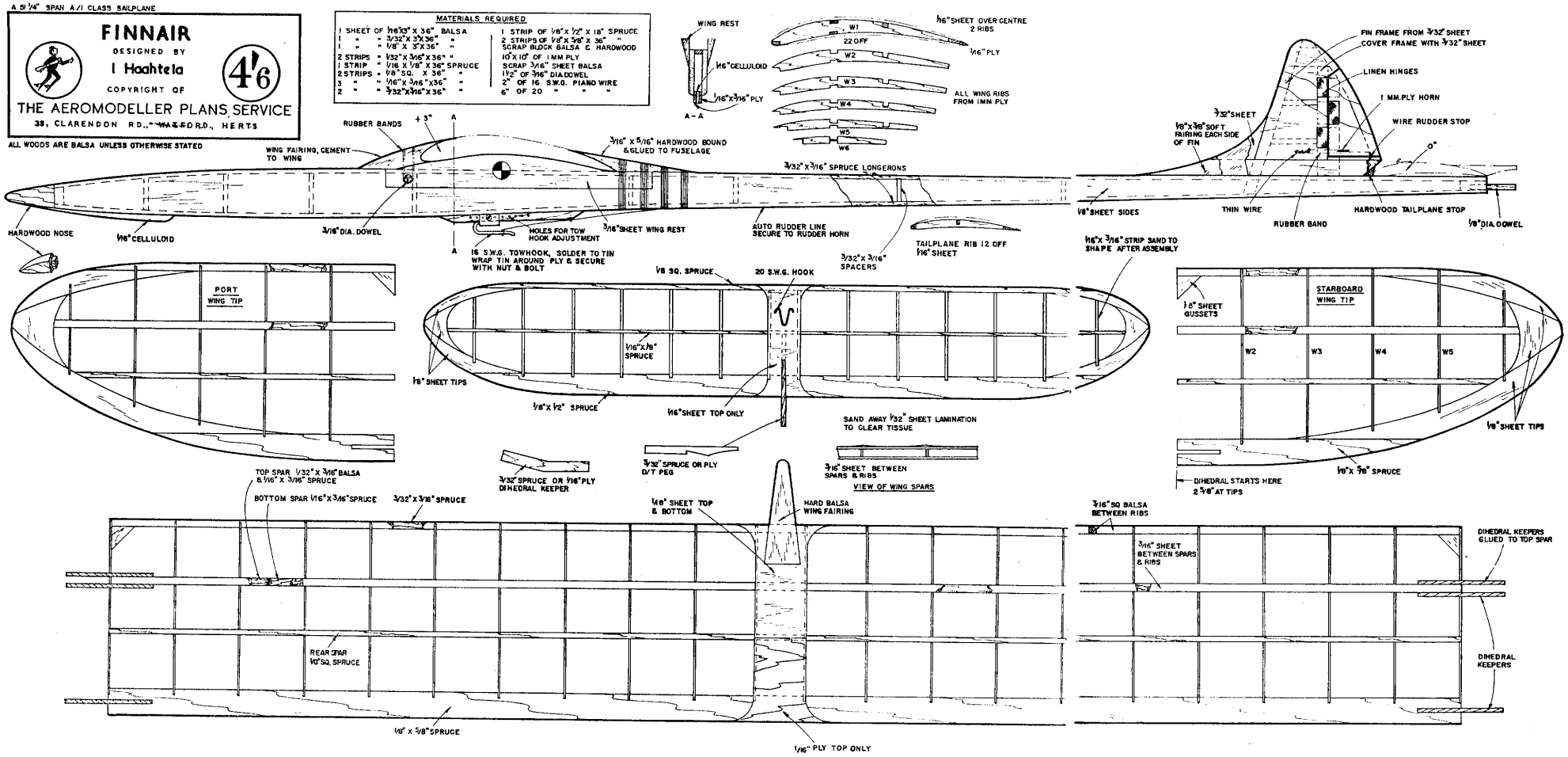
THE AEROMODELLER PLANS SERVICE

38, CLARENDON RD., WATFORD, HERTS

ALL WOODS ARE BALSA UNLESS OTHERWISE STATED

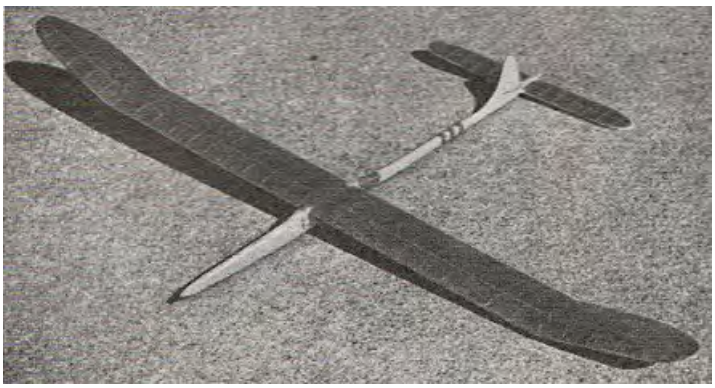
MATERIALS REQUIRED

1 SHEET OF 1/16"X3" X 36" BALSA	1 STRIP OF 1/8" X 1/2" X 18" SPRUCE
1 " " 3/32"X3"X36" "	2 STRIPS OF 1/8" X 5/8" X 36" "
1 " " 1/8" X 3"X36" "	SCRAP BLOCK BALSA & HARDWOOD
2 STRIPS " 1/32" X 3/16" X 36" "	10"X 10" OF 1MM PLY
1 STRIP " 1/16 X 1/8" X 36" SPRUCE	SCRAP 3/16" SHEET BALSA
2 STRIPS " 1/8" SQ. X 36" "	1½" OF 3/16" DIA DOWEL
3 " " 1/16" X 3/16" X 36" "	2" OF 16 S.W.G. PIANO WIRE
2 " " 3/32"X3/16"X36" "	6" OF 20 " " "



Finnair by Llpo Haahtela A contest winning A/1 glider from Finland. From Aero Modeller September 1957

From Turku in the southwest corner of Finland comes this neat and workmanlike A/1 Glider that has achieved excellent results in Finnish contests where competition in the A/1 class is keener and better supported than in Great Britain. For those who do not know, or whose memories are a little rusty, we quote the A/1 formula as follows: 18 sq. dm. maximum projected surface area, and loading of 8 grammes per square dm. minimum, which becomes 279 square inches maximum for a minimum weight of 5.08 ounces. In FAI events, the loading is increased to 7.61 ozs. min, and Finnair prototype weighs 7.7 ounces.

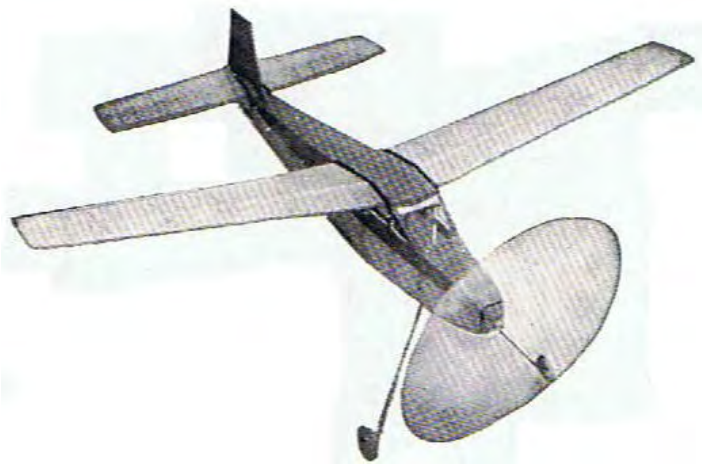


Designer-builder Haahtela of the "Karpanen" club is at Turku University studying natural sciences, in particular, zoology. He points out that the problem of building down to weight does not arise with the A/1 class, hence the ply ribs spruce spars, etc. Built in this fashion the model will with stand the roughest treatment without coming to harm and has an average "still-air" duration of approx. 2 min.

The prototype needed a touch of right auto rudder setting for towing and a tight circle to the left on the glide is recommended for best results. Slightly more than the minimum ballast weight is also suggested and we gather that with the above trim the original climbs fast and straight, and as the designer puts it—"Goes easily up in thermiks".

Ilpo confirms our own experience that A/1 gliders due to their smaller areas are not so happy under windy conditions as their bigger brothers, particularly when it comes to fast towing. He does guarantee, however, that "Finnair", which is the ultimate development of a whole series of A/1's, will tow up fast without any weaving straight overhead, curving away to the left immediately after it is cast off.

Construction is orthodox although balsa cement is best replaced by a slower drying glue such as "Durofix" when it comes to glueing spruce spars to plywood ribs. Ilpo recommends double covering for the wing as follows. Use lightweight "Modelspan" with three coats of dope and allow to thoroughly dry. Then apply a further layer of tissue using acetone, stroking this on with a soft brush. No more dope is applied and this method gives a very strong and well finished wing!



From Tom Miller

Here are the pictures of the Champ. Sorry for the background clutter but we had no decent place to take pictures. They are yours to do what you wish with them.

The Saga of Ooomph. Part 4 - Recreating the ideal from Stephen Winkworth

The idea of using solar power was what attracted me to exploring electric flight, and it resulted in an aircraft with a huge flat tailplane (where some of the cells could be deployed) and a broad, low aspect ratio wing, the flatter rear part of which could also be covered with cells; the two being linked by a minimal, stick-like fuselage. The parasol wing, with its 'y' shaped wire attachment system, was directly copied from 'Ooomph'. I chose, contrary to current practice, to use a high capacity 4.8v Nicad, with the idea that, if successful, this would allow a smaller number of solar cells to be linked in series.

In the event 'Emf' (Electro Motive Force) was just able to get airborne when I tested it, in the summer of 1990, its Astro 05 geared motor driving an 11x8 prop, carrying 7oz of Nicads, for a wing loading of only 10 oz/ft2. That winter occasional snowfalls allowed experiments with skis: first Ooomph, which took off from Epsom Downs to cries of ''Aint 'e flash!"; then, in February, at Wormwood Scrubbs, a memorable flight of Emf on skis (15 ½ "x 1 ¾" bent ply). A thin coating of snow, a calm day and bright sun after an arctic spell, and Emf, with a five-cell 1.8 Ah Sanyo red Nicad pack, and an 11x11 prop, performed "lovely take-offs – dozens of touch-and-go's – all smooth, silent, superb, ghostly. Electra-glide in blue. Even took off with four cells." I wrote in my log-book.

Electra-glide in blue: I had seen the phrase somewhere – something to do with motorcycles – but it fitted Emf's silent snow flight so well, and Emf was blue against the dazzling white, and was electric. Maybe electric flight had its own special charms after all. I remember the scene still, but it was never

repeated. On the few occasions I tried, either the skis were badly set up, or the snow was too soft, and the model refused to rise.

Shortly before this, Ooomph had a violent crash on Epsom Downs, caused by flying on the far side of a transmitter on an adjacent frequency. The Century receiver, though ahead of its time in size, weight and current consumption, was not immune to interference. "Went in very hard – bending shaft, detaching nose bulkhead, and shock damaging both wings – outer panels all torn. Fin also detached." One of the advantages of Ooomph was its simple structure (apart perhaps from the triple fin/rudder assembly), and it was flying again before long. I used to snatch odd moments before and after work. "April 10. After getting home at 5.30, quick change to jean s and on to Scrubbs for three flights. Fine evening. But footballers deterred me (other flyers absent). Stopped at Windsor Castle pub for pint of Bass and sausage before dinner."

That August we stayed with my cousin Peter again in Sardinia. Sploosh was in good form, both on the water and as a glider. "Stintino – Lonesome Pine. 10 August. Rose well from the hand, gained 10-20feet, then cruised at that height before picking first of about three good thermals. During the second a falcon (? broad-winged bird of about same span) shared the lift and became curious, calling out and swooping close to examine – then, disappointed at the lack of response, slipping away below. Last thermal extremely powerful – nearly lost sight and had to do prolonged tight spiral until some risk of bending wing dowels. Landed when lift died down."

"12 August – Sploosh – West of Ancora harbour. Light Levante wind, clouded sky. Noone on beach at 9.30. Started from little seaweed-surrounded bay – last before Roccaruja hotel. Wavelets, but Sploosh rode out well and bounced into the air after a short run. Was surprised by slowness of flight. Climbed well but throttled back and flew around several times, aiming to turn just in front of me at low throttle to touch down not too far ahead."

A few days later, Sploosh was showing signs of reluctance. Maybe it was the repeated ingress of salt water, or maybe the fuel, which had been stocked in the outhouse in Sardinia since the previous year, had lost too many volatile components. The compression setting was getting tricky: too much and the M.E.Heron would overheat, too little and there would not be enough power to take off.

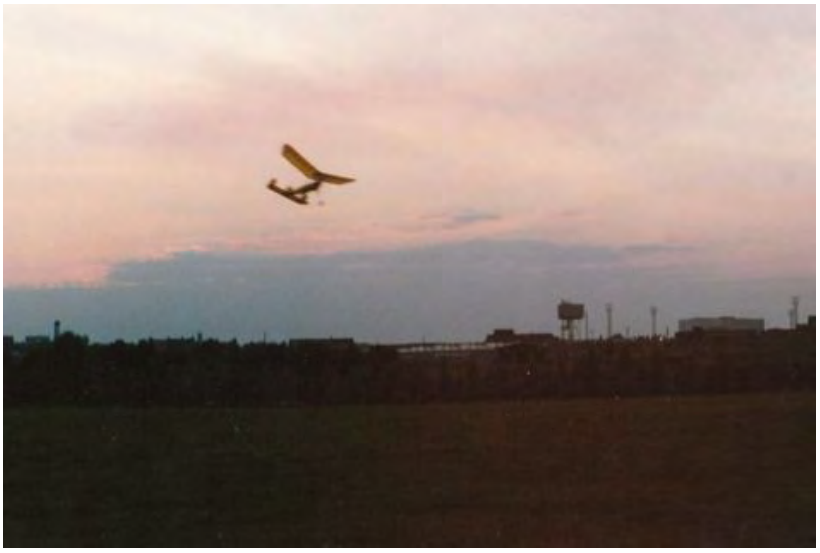
"Motor seems definitely 'tired' – comp setting v. exact, and inclined to lose power when hot. Many runs up and down towards harbour wall. Finally discovered that down elevator, as soon as planing speed is reached, shortens take-off enormously. Build up speed with down on, then ease back and lift off. In the evening returned with Violetta (my cousin's grand-daughter), now aged seven, who was typically impatient, but quite interested, though she said 'bring it down' after a couple of minutes. She then reminded me that her maternal great grandfather was Francis Lombardi, the famous pilot. All the way home she asked if she could try controlling it, saying that she steers the boat, has steered the car, and so on."

The last entry for that holiday I noted "Motor now very feeble – could not climb far. But the technique of down elevator followed by relaxing the stick always works." Then there was a crash, caused maybe by the interference I had found the year before, or just as likely by low battery voltage. "Dived rapidly into water. Only damage was displaced float rudder belcrank and starb'd float rear spring came out." Very small models do have the ability to bounce and come back for more. And Sploosh was to bounce again that autumn: this time battery failure was definitely the cause. The battery I was then using was tiny: 50mAh, and I had been leaving it on between flights. With three servos – albeit the very low current-drain Century micro type – there was no margin for error.

That autumn I had many flights with Emf, the giant electric version of Ooomph, and became more and more delighted by its slow flight and the incredible stability resulting from the parasol wing and enormous tailplane. I settled on five cells – four were too much hassle. With five Emf would take off, do touch and go's, and climb to a reasonable height. It would never stall or spin, no matter how tightly I turned or how slowly. The idea of solar cells began to recede in my mind. Why go to that expense? They seemed fragile, tricky devices, and a sufficient number to get Emf off the ground would weigh a lot more than the Nicads.

Ooomph was beginning to show signs of age. "6 December. Epsom Downs. Perfect sunny day. Light ENE. Three or four others, inc. Dave Horton with 4-stroke SE5 (Flair kit). Ooomph very high and bright yellow in the evening sun at 3.0p.m. N.B. Rudder centre wood is soggy and broken where link rod engages. Using new battery: some intermittent contact when first switched on. Probably Century plugs, but needs thorough check. Whole airframe very soggy."

Incredibly, however, that June Ooomph caught a thermal! We were staying with friends near Chitterne in Wiltshire, and I flew from the small field beside their house "Birds joined Ooomph as his descent was prolonged by a couple of minutes. Must have been SOME thermal, as he has a very steep glide. Plonked down on tussock of long grass, avoiding beech trees, apple trees, etc. Not easy, but quite safe in calm weather."


Ooomph aging and soggy

Aging and soggy though he now was, there were many more flights in the old airframe. The Notting Hill Carnival that August posed a problem. "Tube to East Acton, because N.H. Carnival made use of car undesirable – would not find parking place on return. Bright sky with clouds, light – mod. wind. Left home at 4.00. Arrived at copse 4.35. Four flights. Had not recharged since June 27 and had three flights at Epsom in July." I was really asking a lot from those tiny batteries, though Ooomph's were the ever reliable 110mAh button cells, for only two servos. And there are many more entries: that autumn I noted that during an after-work flight, arriving at 6.15 at the Scrubbs, he managed four passes through goal posts. "Home via pub", I triumphantly noted. Then he flies through a hailstorm at Epsom in 1994, and makes his last flight in the UK in February 1995.

"Rather too windy: only just able to penetrate. Put hand through starboard wing while trying to catch on landing. Three good flights: one catch, one three-pointer. Dancing about in the clear blue sky in the lee of the trees by the Clapham Common bandstand."

OOOMPH AND EMF IN FRANCE

The next entry in the log-book was "27 February. Plateau de Caussols. First day of light wind since arriving on Feb 22. Sprinkling of snow, so tried take-off with skis. Did not succeed: skis look too toed-in. Eventually from downhill run managed and flew OK." A year later, more or less installed in the Provencale village of Le Bar-sur-Loup, Ooomph was taken with some other models to lunch with friends, the de Glanvilles of Mouans Sartoux, whose sons Orion and Milo joined us for some flying. Milo, I reported, was able to fly Ooomph very easily.

From then on, most entries detailed flights of Emf. (1998) "13 December. Greolieres village field. With Dodo (our Saluki -cross bitch) and J, picking 0.6 kg of blewit mushrooms. Dead calm, grey/veiled blue, warm. Three flights using blue (7.2v) batteries and 6v reds – only just climbing with these last. Sanyos v.good. Dodo v.good. To Vieille Auberge inn for beer and Orangina, sitting outside. Met several paragliding friends."

Emf's radio began to give trouble, and the motor seemed to need a higher voltage than when new. Next August, the day after a storm, Emf managed to thermal for ten minutes with a buzzard. Dodo the dog continued to take an interest, and chasing models (though never touching them when they landed) became her chief form of exercise.

Ooomph then made something of a late come-back, when I acquired one of the new 'slow-flight' servos, which made the old Century ones look huge, and was able to install it so as to give motor control to a new Pfeffer BB R/C. But the radio – or maybe those tiny button cells – became less reliable. There were some crashes, and the motor then broke a ball bearing. Undaunted, I substituted the old plain bearing engine, taking the R/C spraybar from the broken motor.

As recorded in Logbook No. 13, on June 13th 2000 a radio failure caused a vertical dive into the ground, and much damage. But as I am not superstitious I patched the whole airframe together again, and took Ooomph to Spoleto, in Italy, where a gentle flight on a neighbouring mountain meadow was to prove his penultimate. Four days later, back in France, the fuel-soaked fuselage disintegrated as Ooomph's last flight ended with a gentle 'arrival' at my feet.

OOOMPH'S SUCCESSORS

There were other Ooomph successors apart from Emf. The son of a friend, Joshua Gordon, was keen to try building a model, so I designed 'Oops!', for a 1 1/2cc diesel, with enough room in the fuselage for two standard servos. The construction was simplified, but basically it was a single-finned version of Oomph, suitably scaled up, with flat-plate fin and tailplane. It flew very nicely.

I had a couple of very small diesels, and I built an 18 ½ inch span version , (later increased to 23 inches), with a wide fuselage, to accommodate interchangeable motor mounts. This made various powered glides with a Clan .02, and a few good flights with an AE .02. Eventually, the spraybar assembly of the AE parted company with the crankshaft, and that was it.

The model was covered in silk from an old chiffon scarf, which had a rather pleasing mauvish colour with a green stripe. The tailplane assembly was experimental. The two halves were hinged to the fuselage, and propped in place with 22 gauge wire struts hinged to the fin. I was to use this idea in two subsequent models: Foldybird – an ambitious attempt at a fully folding model with swivelling wings, and Goldybird, which had a plug-in wing and a folding 'V' tail.

Foldybird could in theory be taken out of its box, given a good shake and all flying surfaces would adopt their correct position, requiring only a little fiddling to lock solid. This did not work out in practice. In fact

initial tests caused more than a little angst. The nosewheel was awkward to fit. The motor refused to start. Blood was drawn.

I am still trying to convince myself that with the logical successor to 'Foldybird'= 'Goldybird' – I have achieved everything that Ooomph represented and surpassed the original. Goldybird has a better glide, is much quicker to assemble, and the PAW 50 with its throttle is easy to start and more robust than the

Pfeffer. It has fancy spoked Czech wheels, a planked teardrop shaped fuselage, arty decoration based on the 'Golden Section' (hence the name), and the 'V' tail is quickly unfolded and pinned in place. The elevators are controlled by closed-loop wires, taken from servo arms projecting out of the fuselage on each side. The wings and undercarriage plug in. It takes really very little time to assemble out of the carrying case.

Goldybird in fact fits in the very same case I had built some 25 years previously for Ooomph. This still bears the much faded 'Air India' sticker it acquired during its glamorous transatlantic journey all those years ago. Spilled diesel has soaked in, but the sticker has clung on.

I then built ‘Oomph 1948’ – a closer approximation to the d’Huc Dressler model from which the whole series started. This originally used a Paul Burford 0.3cc R/C (shown in the photo), which wasn’t quite enough power. Various other engines were tried in it, and it now features a Mike Clanford 0.5cc gold head, which has no throttle, but gives a lively climb.

But maybe Ooomph’s true successor is the little elliptical-winged electric ‘Pimf’ (Pico Emf), which is far more controllable and able to cope with tiny flying fields and outrageous conditions. With the instantaneous, reliable motor control you get with an electric motor, Pimf has certainly flown a hundred hours for every hour of ‘Goldybird’s’.

It is ‘Pimf’ that has become the default dog-exerciser.

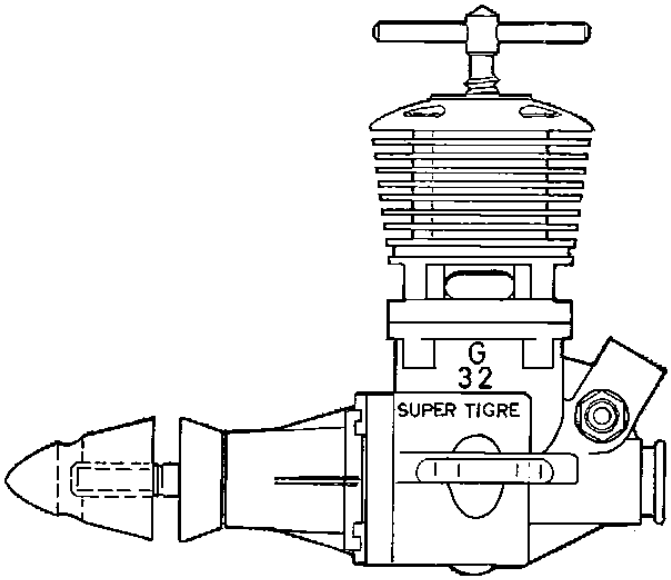
It entertained our Saluki-cross bitch ‘Dodo’ for most of her life, and is now keeping our Belgian shepherd ‘Dolly’ at full stretch.

Super Tigre G-32 review by R H Warring Aero Modeller September 1958

This must be one of the most complicated small engines ever turned out on a production basis, including as it does a (single) ball race main bearing, drum type induction and many "big engine" engineering features. Everything is beautifully made and it is particularly happy as regards running at the upper end of the speed range. Yet, although it peaks in the region of 15,000 r.p.m., its actual performance is by no means outstanding compared with, say the best of the British plain bearing diesels of similar capacity.

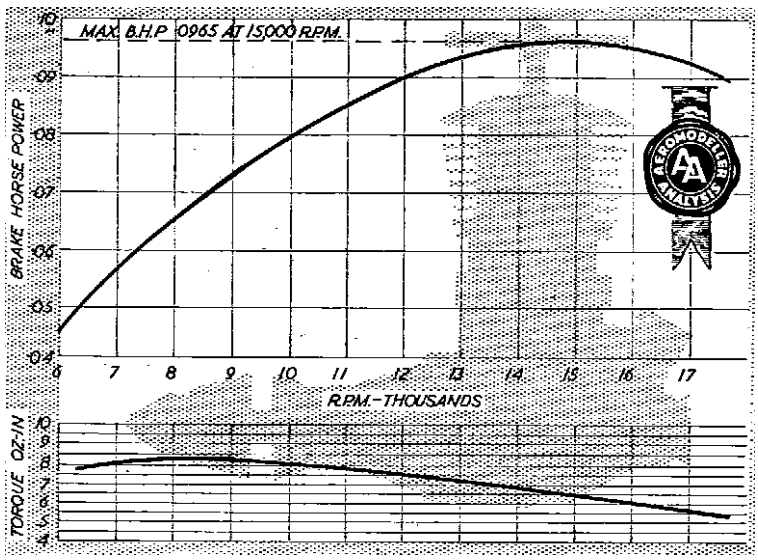
The piston fit on the engine tested was just about perfect for running, but just that little bit too slack for easy starting. Lacking a complete compression seal, it needed a lot of fuel to start, calling for a generous prime through the exhaust when cold and considerable finger-choking when hot. It was also found necessary to open the needle valve beyond the normal running setting to ensure that the engine would not die out after starting, so that the running setting has to be re-established each time with the same propeller. We would rate it, in fact, something of a "difficult" engine to start, although relatively easy to adjust when running. It does not "cut" on too lean a mixture, for example, but misfires, leaving plenty of time to readjust the setting. Nor is the compression setting particularly critical, even at the highest speeds.

The G.32 is assembled around a rather elaborate crankcase casting which incorporates a rear bearing for the drum valve, driven by the crankpin, as with conventional rotary disc induction. In this case, however, the disc is merely the pick-up member for driving the drum, which can be regarded as a second crankshaft with a normal type of port formed in it, aligning with the choke tube. Like a crankshaft, the drum is of hardened steel, .256 in. diameter, and runs in a bronze bearing which has been reamed to fit. This fit is equivalent to that of a close-fitted crankshaft and main bearing to eliminate possible leakage. The end of the drum bearing is open and a moulded rubber cap is fitted over it, locating in a machined groove, to act both as oil and dust seal. It would almost be possible to tum the G.32 round end-for-end and make it into a plain beating engine, fitting a suitable back cover to replace the detachable front bearing unit. This would, of course, need a new crankshaft and the bearing length would be a little too short; The drum bearing length represents the full length of the casting and so the manufacturers have obviously not had this in mind for an alternative production. The front end of the G.32 consists of a separate casting forming the main hearing, machined to a close plug fit in the front face of the crankcase (which is also machined). It is held in place by four short screws fitting tapped holes in the casting. The bearing length is fitted with a cast iron bush, which itself is a good "bearing" fit on the shaft, the rear end of the shaft being carried by a ball race pressed into a recess machined in the cover face. The race actually forms the spigot for the plug fit into the crankcase, necessitating the machining out of the crankcase bore to fit. The crankshaft itself is 5 mm. (196 in.) diameter, slender but solid. The front end outside the bearing is tapered down to a .156 in. (4 mm.) threaded length. A balance weight is machined on the circular crank web and the whole unit is hardened and tempered back before the shaft length and crankpin are finally finished by grinding. The shaft is a very nice sliding fit in the ball race.



The crankpin diameter is 35 mm. (.137 in.) stepped down at the extreme end to a short protrusion of approx.

1/16 in. diameter, which engages the slot in the drum valve disc. The connecting rod is turned from dural, both big end and little end bearings being a close fit. Gudgeon pin diameter is .118 in., the fixing being unusual in that it is an easy fit in the piston and locked in place by means of a small wire spring.
The piston is of meehanite finished by grinding between centres and with ground deflector edges on the crown—two "flats" diametrically opposed coming opposite the transfer passages. Internally the piston is lightened by milling away excess metal. The cylinder is of robust design, featuring a conventional flange seating on the crankcase casting and sealing with a gasket. It is of hardened steel, ground inside and out and the bore presumably finished by honing. The hoe is quite markedly tapered, giving a very slack piston fit at the bottom of the stroke. Two large rectangular exhaust ports are milled in the cylinder walls, diametrically opposed, immediately above the flange, with two extremely large transfer ports cut at an angle upwards through the cylinder walls below the flange at a 90° to the exhaust (circumferentially). The upper edges of the transfer ports overlap the exhaust by an appreciably amount. Transfer passages ("fore and aft") are formed in the crankcase casting. The cylinder is held in place by four screws through the two-ended dural jacket, the latter being a tight plug
fit over the cylinder and locating (in depth) on its four "legs". The contra piston, of cast iron, is nice and long and an excellent fit in the cylinder. The compression tommy bar is also well made and nicely proportioned. The spraybar assembly is of brass, the needle valve locking by means of a split thimble. The needle valve extension is quite short, but since this control is located behind the cylinder, it is easy to reach and manipulate. The propeller driver on the crankshaft fits the shaft taper and is turned from dural with a rather coarse helical knurl on the driving face. A solid turned spinner is used in place of a propeller nut. The length of threaded shaft is a little on the short side, limiting propeller pitches to about 6 in. maximum, unless the hub is cut back.



Summarising, a most interesting—and complicated— design of engine, characterised also by beautiful workmanship throughout. But in terms of performance, it appears that you get nothing at all for these "extras".

SPECIFICATION

Displacement: 9471 c.c. (0578 cu. in.)
Bore: 414 in. Stroke: 429 in. Bore/stroke ratio: 1 : 1.003
Bare weight: 3 ounces Max. B.H.P.: 0965 at 15,000 r.p.m.
Max. torque: 8.8 ounce-inches at 8,500 r.p.m
Power rating: 1.02 B.H.P. per c.c.
Power/weight ratio: 032 B.H.P. per ounce.
Material Specification:
Crankcase: light alloy pressure diecasting
Cylinder: hardened steel
Cylinder jacket: turned aluminium alloy, anodised dark red
Piston: Meehanite
Contra piston: Meehanite
Crankshaft: hardened and tempered nickel chrome steel
Connecting rod: machined aluminium alloy
Main bearing: single ball race and cast iron bush
Drum valve: steel Drum valve bearing: bronze bush Spraybar: brass
Manufacturers: Micromeccanica Saturno, Via Paolo Fabbri 4, Bologna, Italy Price: 4,800 Lire

PROPELLER—R.P.M. FIGURES

Propeller dia. x pitch	*r.p.m.*
8 x 4 (Tiger)	9,500
8 x 3½ (Tiger)	10,000
6 x 4 (Frog nylon)	16,000 (max.)
9 x 4 (Trucut)	6,900
8 x 4 (Trucut)	8,800
8 x 3 (Trucut)	9,400
7 x 4 (Trucut)	11,200
7 x 3 (Trucut)	13,000
6 x 4 (Trucut)	12,500
5 x 3 (Trucut)	16,200
6 x 6 (Trucut)	10,700
8 x 4 (Stant)	9,200
7 x 4 (Stant)	10,600
6 x 4 (Stant)	12,800

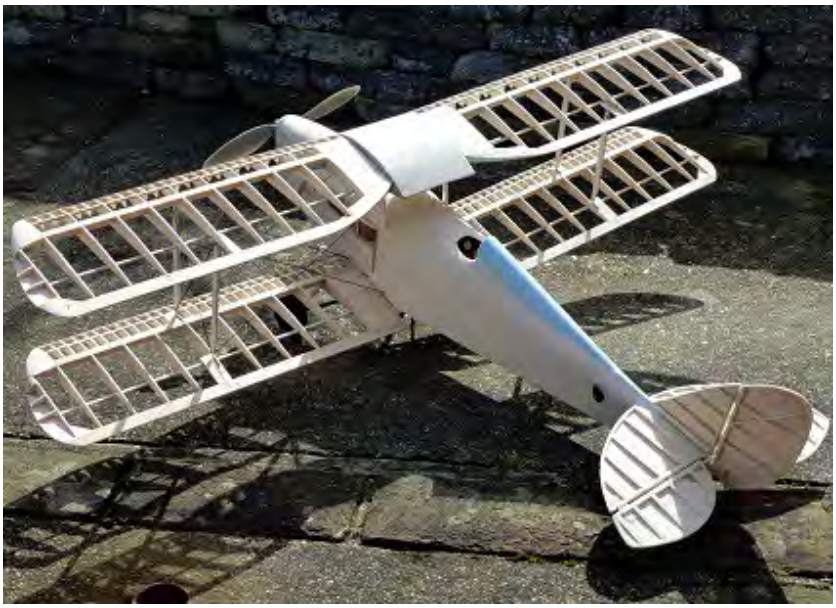
John Taylor's Puss Moth Wimborne M.A.C.

The Dh 83 Fox Moth was designed in 1932 by Dh chief designer Mr Hagg as a light transport four seat plane powered by Gipsy 111 of only 120 HP.Its range was 360 miles and was marketed at less than £1000.Nearly 100 were built.
This aircraft ZK-AEK was first owned by the Prince of Wales in 1933.After two years it was sold to Air Travel New Zealand Ltd who used it for passengers and freight and quite a few mercy missions.In 1943 whilst flying over the southern alps in N Zealand it was caught in a violent downdraft and crash landed on a glacier. The occupants escaped with minor injuries. It took 3 weeks of manhandling on sledge, raft and truck

to retrieve the wreckage which was restored to flying order and used by N Zealand national airways before passing into private ownership.

My model was built from an original diesel powered free flight plan. The plan is in the David Baker Heritage Library See sam 1066.org for details of thousands of plans and how to access them.

Construction is in Balsa, covering is Polyspan on all flying surfaces doped and sprayed with silver acrylic from a can. Fuselage is covered in Oracover.Span is 36" Weight ready to fly is 22 ozs.Power is from a 1450kV Brushless motor from BRC Hobbies [D2822-14] weighing 38 gm.A 20 amp esc and a 1300MaH 2S Lipo completes the power system The motor runs at 7200Rpm on a 9x4.7 E flight prop and draws 11Amps Producing over 80 Watts.This is more than enough for a brisk climb out. At cruise speed over 10 mins of realistic flight is achievable.

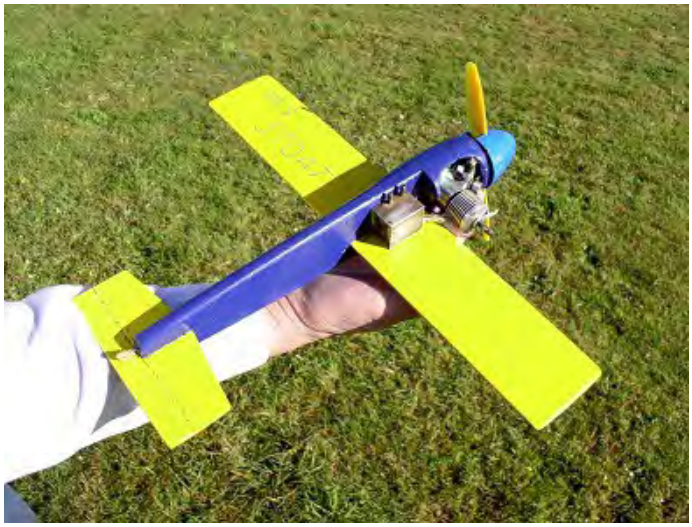



ZK-AEK
ZK-AEK


ZK-AEK
ZK-

Control Line at Wimborne MAC Sunday 14 October 2012

The second CL meeting of the year hosted by Wimborne MAC, the site now being more control line friendly with the Dick (I wonder which is stronger the 4' barbed wire fence or my Weatherman) James having been removed. The facilities at the site being first class with portaloo, sitting area, battery charging station worked by solar panels all appearing in the last year or so. At an approximation there is room on the 3 acre site for about 7 circles obviously that depends on size of circles but a mixture ranging from and coping with 25' 75' lines. It was an oasis day in that the weather forecast was awful right up to about the Thursday before but on the day conditions were superb, not so the numbers attending compared with previous years, shame. Still flying went ahead with the Caulkheads making the most of their trip from Isle of Wight. Also were the Harris team, Paul and Ollie with their Spitfire Scrambles, along with those from Chris Hague and Ken Wyskor there were dozens of them. Enough for a team race which was duly held. Standards hadn't improved over the year and what would appear to be an easy event that being two models flying at a time for 15 laps using 2cc of fuel and a Cox 049 surestart was anything but simple. The engines performed magnificently as did the models with 2 pit stops being the norm, the weak points being the pilots and pit crews, but what fun it could be described as the barrackers paradise really, combined with egging on, no limit to the comments being made all in good heart. Normally proficient flyers and pit crew were reduced to look ridiculous in their attempts, it was brilliant. Discussions over next years Wessex mini speed were had with plans for even faster models and revolutionary designs. Can't wait. Both these events are open to anyone and Mini Speed can be flown from your home site. See www.wessexaml.co.uk
Here's the photos taken by myself and Chris Hague.

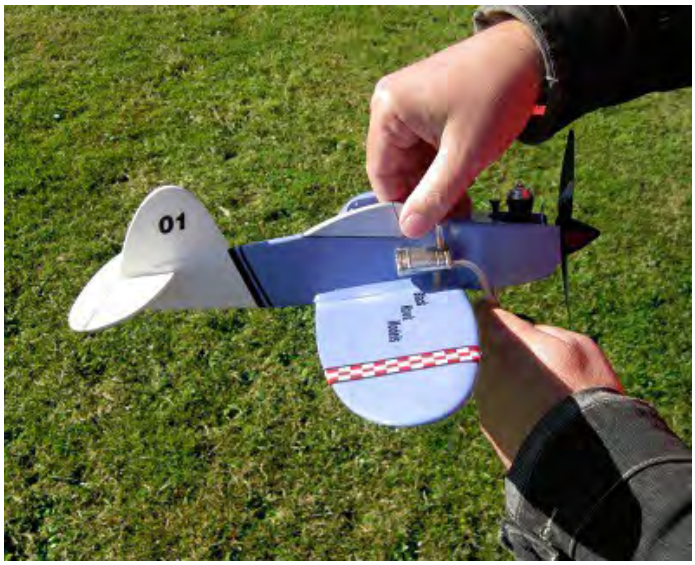


Mike Stretch's mini speed model the Stoat a revolutionary design, I can't spill the beans but it is advanced engineering where it matters

Lonely Spitfire Scramble

Some of Paul and ollie's fleet

Ken Wyskor's Rascal - in trying to get the new PAW 1.49 to run it's name was upgraded from Rascal, can't say what to though, still all was well in the end. Know your engine! (The airvents in the trousers are to keep my knees cool)



Bob Roullier's twin electric flew very smoothly and well Den's hands holding model not sure where rest of him was

Den's new model a Champion

BOURNEMOUTH CLUB CLASSIC RUBBER
Middle Wallop 27 October 2012

Reported by Martyn Pressnell

This is the normal 'summer' Club Classic event normally held in late August, but this year postponed due to army air corp. activity at that time. The day offered promise with clear skies and sunshine in the morning, but spoilt by a very cold strong north wind, carrying models out over Nether Wallop village or fields beyond. The maximum was chosen as just 90 seconds to avoid too many losses. In the event we could only attract just four entrants this year and no one managed a full house!

The winner was Bob Taylor his first win at Club Classic. The four die-hards and their scores are as follows:

1	Bob Taylor	Mercury Mentor	3 min 19sec
2	Peter Jackson	Urchin	1 min 40 sec
3	John Lancaster	Mercury Mentor	1min 30 sec
4	Mike Gilham	Urchin	-

The Mentor proved itself able to cope with the conditions although most models were beaten down by the ground turbulence. The next Club Classic event will be at Easter 2014 at Middle Wallop, all being well, and I am assured a glorious warm sunny day with light winds.

Bob Taylor with his Mentor 1st

Peter Jackson with his Urchin 2nd

John Lancaster with his Mentor 3rd

Sticks and Tissue 71 Part 2

The nice things about a 2 parter is that the blunders in part 1 can up to a point be admitted to. I have developed a problem with recognising the difference between a Fox and Puss Moth despite it being written in John's notes. Whilst in apologetic mode this type of blunder will no doubt continue as the age lines increase! Whilst this is on its own just one of those things I was greatly alarmed the other day when I drove from Blandford St Mary to just before Sturminster Marshall, through 2 speed cameras and do not remember one single thing, total blank! Worrying or what.

Second nice thing in part 2 I can include replies to queries raised in part 1 like this response from Derick Scott:-

The Magnum .91 4 stroke was sold for a time through Powermax where I used to work. I had one in a Double Diamond and it suited it very nicely.
Best regards Derick http://www.model-plans.co.uk/

(Really with that model any engine would be fine even if clapped out and not startable etc just remember a Double Diamond works wonders JP) (Sorry to many readers this won't mean anything but was in fact an advertising campaign from I guess 40 years ago for a bottled beer, it did work wonders after a few you fell over and memory went blank, hey perhaps that's what happened to me the other day?)

A 47" SPAN SEMI-SCALE STUNT MODEL FOR A.P.S. CODE HJ. (35-5cc) MOTORS

SKIFFLER

DESIGNED BY

Dave Platt

COPYRIGHT OF

THE AEROMODELLER PLANS SERVICE

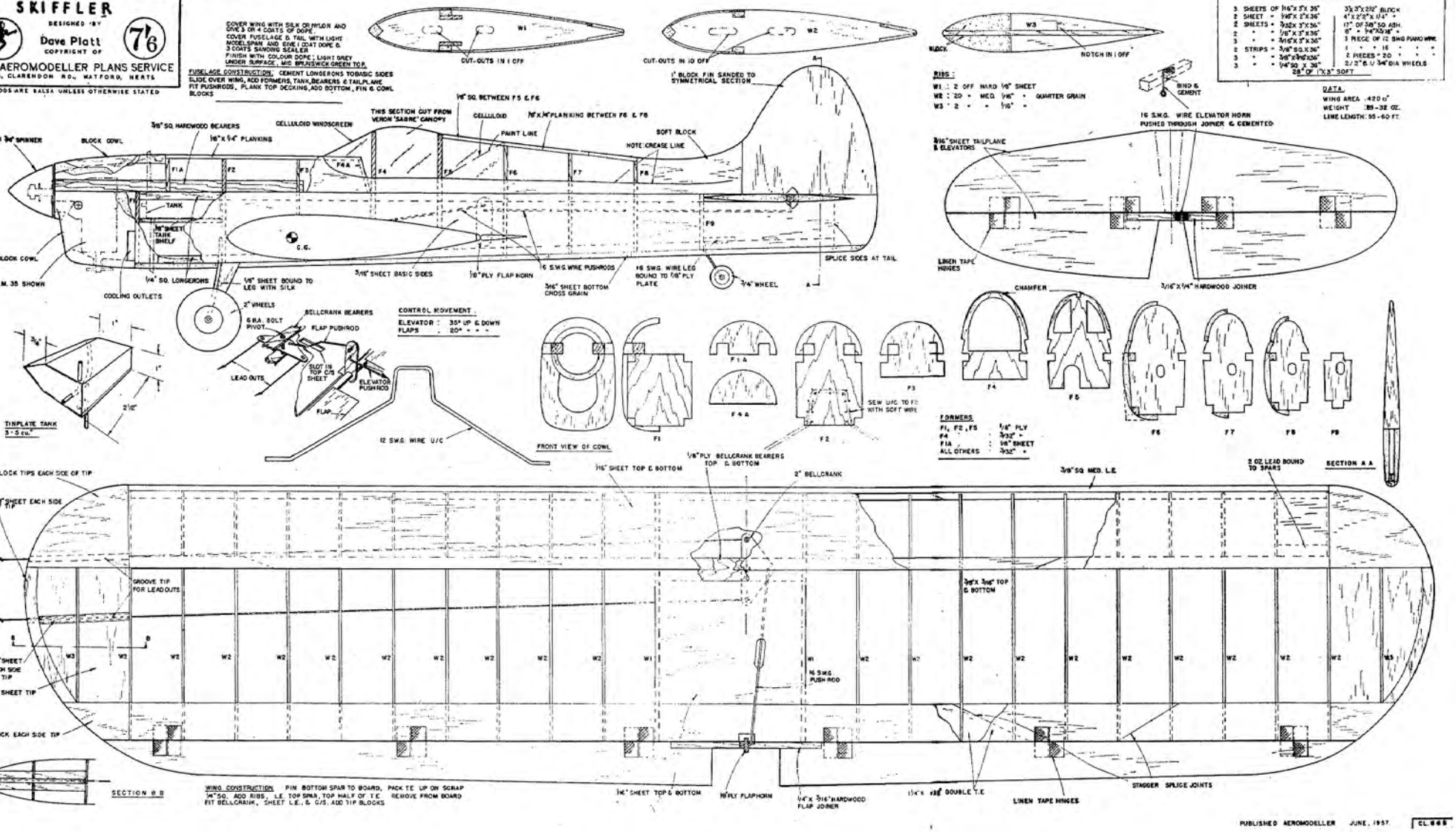
36, CLARENDON RD., WATFORD, HERTS

7/6

ALL WOODS ARE BALSA UNLESS OTHERWISE STATED

COVER WING WITH SILK OR NYLON AND GIVE 3 OR 4 COATS OF DOPE.
COVER FUSELAGE & TAIL WITH LIGHT MODEL SPAN AND GIVE 1 COAT DOPE &
3 COATS SANDING SEALER
FINISH WITH COLOUR DOPE; LIGHT GREY UNDER SURFACE, MID BRUNSWICK GREEN TOP.

FUSELAGE CONSTRUCTION: CEMENT LONGERONS TO BASIC SIDES SLIDE OVER WING, ADD FORMERS, TANK, BEARERS & TAILPLANE FIT PUSHRODS, PLANK TOP DECKING, ADD BOTTOM, FIN & COWL BLOCKS



WING CONSTRUCTION: PIN BOTTOM SPAR TO BOARD, PACK T.E. UP ON SCRAP 1/4" SQ. ADD RIBS, L.E. TOP SPAR, TOP HALF OF T.E. REMOVE FROM BOARD FIT BELLCRANK, SHEET L.E., & C/S. ADD TIP BLOCKS

RIBS:
W1 : 2 OFF HARD 1/8" SHEET
W2 : 20 " MED. 1/16" " QUARTER GRAIN
W3 : 2 " " 1/16" "

BIND & CEMENT

16 S.W.G. WIRE ELEVATOR HORN PUSHED THROUGH JOINER & CEMENTED

3/16" SHEET TAILPLANE & ELEVATORS

LINEN TAPE HINGES

3/16" X 1/4" HARDWOOD JOINER

MATERIALS REQUIRED

3 SHEETS OF 1/16" X 3" X 36"	3" X 3" X 2 1/2" BLOCK
2 SHEET " 1/16" X 2" X 36"	4" X 2" X 2" X 1/4" "
2 SHEETS " 3/32" X 3" X 36"	17" OF 3/8" SQ. ASH.
2 " " 1/8" X 3" X 36"	6" " 1/4" X 3/16" "
3 " " 1/16" X 3" X 36"	3 PIECE OF 12 SWG PIANO WIRE
2 STRIPS " 3/16" SQ. X 36"	1 " " 16 " " "
3 " " 3/8" X 3/16" X 36"	2 PIECES " 20 " " "
3 " " 1/4" SQ. X 36"	2 / 2" & 1 / 3 1/4" DIA WHEELS
	28" OF 1" X 3" SOFT

DATA.
WING AREA : 420 sq"
WEIGHT : 28-32 OZ.
LINE LENGTH : 55-60 FT.

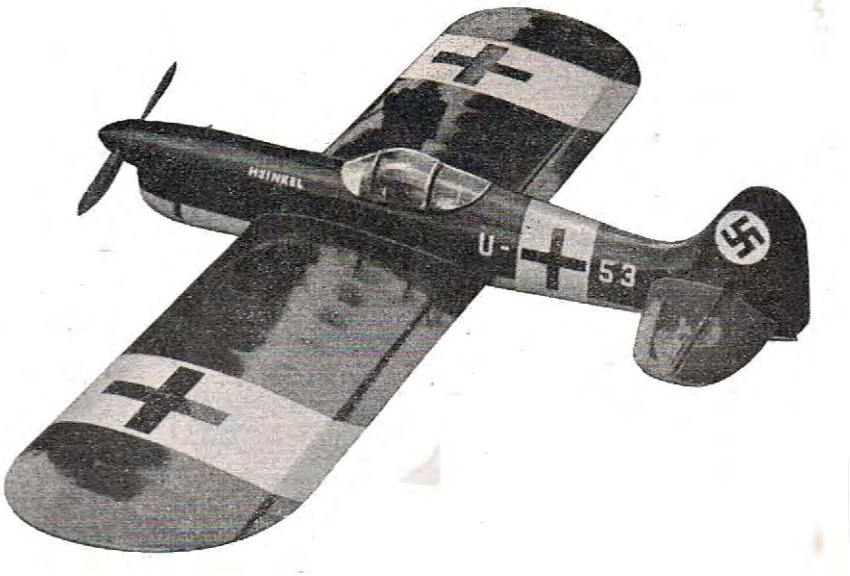
PUBLISHED AEROMODELLER JUNE, 1957 CL 668

Skiffler A super-stunter with sleek lines and contest winning performance by Dave Platt from Aero Modeller June 1957

For some time now, modellers outside of the British Isles have wondered why we in this country have persisted with relatively small size stunt models which stand little or no chance against the smoother flying, heavier, larger and higher powered American designs fostered by that famous modeller Bob Palmer. The basic answers to these points, are, of course, the ever-present problems of noise, transport and availability of flying fields in Great Britain. Many a bus conductor has frowned upon a one-piece 50-in, span "35" stunter, but it is surprising what a little friendly persuasion will do, and most modellers flying this size seem to have over come the transport hurdle, although the noise and flying field problems still exist.

It is in response to many requests for an "interim" model that we reproduce Dave Platt's "Skiffler" which he flew in last year's Gold Trophy at the Nationals. The original had lines based on the pre-war Heinkel Fighter and was, in fact, decorated with German type insignia. It had a K & B 19 glowplug engine, but unfortunately, a most unusual faulty motor run spoiled Dave's chances in the Contest.

"Skiffler" is not for beginners. It is specifically directed at the experienced controline flyer who wants something right up to date for 3.5 c.c. and upwards, combines relatively light construction with all of the very latest trends and with its big 420 sq. ins, of wing area, it will whistle through the "book" without any difficulty. One point that Dave Platt wishes to emphasize is that the tank which must necessarily be home constructed, should be adjusted in length to suit the type of engine (whether rear or front induction) with the length given on the plan for the front rotary motors and the length shortened where it is necessary for the rear carburettor of other types to project through the bulkhead. In varying cases, the actual platform position of the tank should be adjusted so that the tank centre line coincides with the needle valve position of the carburettor and there will be an equal amount of gravity effect with a full tank during upright or inverted flight. The experienced modeller will find the drawing fully self-explanatory, the wing being made first, fuselage sides slide on and the fuselage is assembled over the wing because of the flap mechanism. The elevator motion is transmitted through the flap horn and it is emphasised that the horn joint must be very secure, in fact Dave recommends Cascamite slow-setting glue for such strain-taking parts, especially where hardwood or ply is involved. Elsewhere, use Britfix cement and cover with heavyweight Modelspan or silk. The centre of gravity position should certainly not be farther aft than that shown, and control surface movements should be accurate for top performance. With an all-up weight of 34 ounces on the prototype, wing loading was quite low, giving a very nice tight turning radius by virtue of the 16 per cent, thickness wing and good flap action. Note that the inner wing is 1 in. longer than the outer panel, this maintains line tension during high level manoeuvres and helps to carry the weight of the lines.



In calm weather, "Skiffler" has been flown out to 90 ft., but the general recommendation is for 60-ft. lines using 30 gauge piano wire when airspeed will be between the 55-65 m.p.h. range, according to the power used. As with many other stunt fliers, Dave uses a fine pitch propeller to give a good constant pull though all manoeuvres and for excellent acceleration, a 9 X 4 on the K & B 19 Torpedo proves adequate for all wind conditions. For the modeller who wants to bring his standard right up to top class, Skiffler is the ideal design for the latest powerful British diesels.

From Jörgen Daun. (2 emails)

Hi James sending a couple of pic,s of the Lola and Chatterbox and the maiden of my Couqette.
Hi James sending you some pic,s from last winter spring and summer building frenzy.There are Popsie from Belair ,Ballerina and the Wee Snifter still waiting engine and spinner,from Old school model factory .The Ballerina is covered with Solite and powered with an org Mills 0.75 flyes great .Popsie is cowered with Polyspan and painted with with Randolh dope and the dark red is Pactra formula U org Mills 0.75 still not flown. The Wee Sniffter is also Polyspan and painted with Aero gloss butyrate dope and waiting for it,s MP Jet 0.6.











SAND


PARIS
FRANCE

BC

Jim Newman Kent City Michigan USA

Michigan is a bit on the cool side at the moment, so I have sought refuge in front of the computer.
The piece on the FROG Fairey, 30 inch wing span glider, awoke a few memories. It must have been 1947, when I was 12 years old and while we were living in the RAF Filton Married Quarters. My father was at long last home from India (staying to turn out the lights in Bombay, I presume) and was now stationed at RAF Lyneham....coming home to us at Filton on weekends, because the MQs at Lyneham were not yet completed.
On one of those weekend trips, my father purchased a Frog Fairey kit for me. After a diet of Astral Bristol Blenheim and Miles Kestrel kits, with their tough "Orange box" printed wood, I was completely stunned by what I saw on opening the FROG kit box.
As I recall, die cut balsa wood wing and tail tip parts, ribs, formers, fuselage sides, top and bottom. What is more, a huge, solid balsa noseblock, smoothly machine finished in both plan and side view and drilled with a blind 5/8 inch hole in the left side for ballast. All I had to do was carve and sand it to round it off. All of those advanced features did not see regular kit use until some years later, in the UK.
Also enclosed were sheets of gently folded tan tissue, three small glass bottles of dope (clear, metallic blue and gold, in my case). Also a bottle of amber colored glue that, sadly, had dried solid! That glue I quickly replaced with a tube of O-MY cement (following a quick out and back 'bus trip from Patchway, to the model shop at the top of the hill, in Horfield). An even bigger surprise were the wing spars of 1/4" x 1/8" spruce for so small a glider.
Fuselage construction was the now familiar tab and slot assembly, that virtually guaranteed alignment for this very inexperienced 12 year old. The only help I could find was from a Cpl Dowell, an MT driver in a nearby Married Quarter...and he was almost as much of a beginner as was myself, but his craftsmanship was much better than mine!
The consequence of this was that the model was completed in a week, with homework suffering as a result! Come the weekend, it was a few minutes walk to the grassy area of the airfield, enclosed by the curving taxiway north of the RAF Guardroom and several parked disused Bristol Brigands and Buckinghams.
I never had seen a model glider launched, but it seemed logical to lay out about 100 feet of heavy thread with a small curtain ring on the end (No pennant!) ....then loop that ring over the tow hook on the bottom of the glider. A quick sprint and the little Fairey was snatched off the ground, to climb straight and true until I stopped running. At that point it released to assume a fast stable glide. I knew nothing of 'bus tickets or balsa shims for trimming, so a slow, soaring type of flight never took place and consequently it never stalled, either!
At some point before we left Filton, the Bristol South Model Club had a contest at the north end of Filton 'drome. Of course, I cycled up the taxiway to watch - and from those "professionals", my model flying techniques took a marked upwards turn.
Around 1949 or 1950, I obtained the next FROG glider kit....the 40 inch span Vanda. Everything that I have just written describing the Fairey, applied equally well to the Vanda. This kit, too, went together very quickly and I flew it at every opportunity in the meadow, at the far end of RAF Lyneham's Married Quarters, often missing cows by scant inches during some of the landings. Cows seemed to be attracted to the scent or taste of the dope, because that roundel blue (Thanks, Dad!) and silver dope model often came in for some vigorous licking before I could retrieve it!
On witnessing my success in model building and flying, my father purchased ED 2 cc "Penny slot" diesel for me. Following many years of use, I still have that engine, in good condition, after 62 years.
For those who might wonder, FROG was an abbreviation for Flys Right Off Ground!

From Peter Renggli

I hope the readers of S & T will like these pictures all in the world.
Our president and CD director Urs Brand has shot them during the Antikflugtag 2012 in Bern
Besides that Urs Rindisbacher of the group of Birsfelden (Basel) also has contributed some quite excellent Pics.
Our Oldtimer Meeting isn't for certain a great event, we are just a small country.
The crowd of the supporters of this classic Art of modelling is also correspondingly small.
That`s shure not to compare with the great Events in your country.
But the terrific and friendly atmosphere which is celebrated at our meeting has got round.
The friends of the old models come from all of Switzerland arrived.
We were very lucky with the weather this year.
A wonderful, sunny autumn day. Hardly any disturbing wind, even thermics for the filigran Sailplanes
And there is again and again to admire new creations and preciousnesses risen from the dead again.
A really old classic Tomboy was even here for the first time.
We will hardly manage, a regularized class like yours "Tomboy Competition`s"
The interests of the participants are too different. Everybody has another engine. Most equipped with Glows or Electric`s.
And unfortunately far too seldom the lovely smoking and smelling old diesel engines
We have been able to admire a cloud of "Kadett`s" after the lunch break to the sky
We are already for the next year happy. I know, that some new creations are on the building boards.
If somebody of the readers is interested in a certain model: Not hesitating, simply asking.
Of most constructions old plans or drawings still exist.
Look at a lot of joy the pictures and kindly greetings from Switzerland Peter Renggli
hp.renggli@hispeed.ch

(Here are the first batch of photos taken randomly from Peter's DVD there are enough snaps to keep us happy until spring returns or if in Southern hemisphere winter. JP)

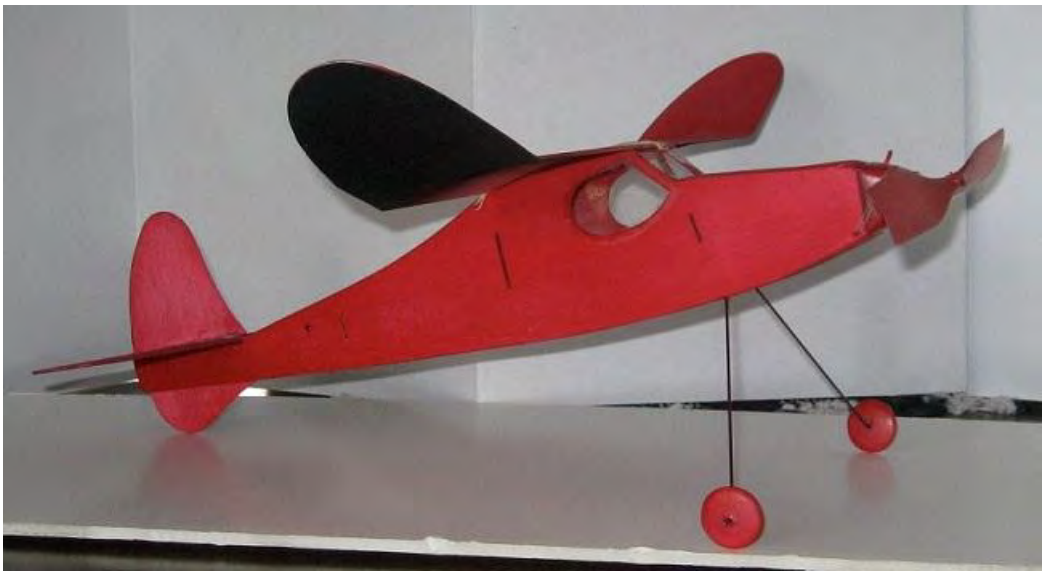

24
Coronet 1941


Jumbo Riedstern

From Karl Gies

Modified Li'L Rogue, designed by Gerald Zeigenfuse, Model Airplane News. February 1961 & the influence of Ed Lidgard

Ed Lidgard had several little all balsa sport rubber designs over the years. Back in the 70's whilst teaching grade school I also had an after school model airplane class with kids of many ages. Midwest then put out a packaged kit of several simple models for beginners and the last one was the "ZIP" which I am sure that Ed L. designed. A boy in my club, Wade Cline, built the Zip and reported great success with it. Wade was in my 5th grade class and was obviously to become an engineer, which he did achieving a mechanical engineering degree from Montana State University. This institution is famous for the quality of the engineering department. I built one later on and it was a great little flyer. Later on I ran across the Li'l Rogue by Gerald Z. who was motivated by an early Ed Lidgard all balsa sheet sport flyer. Somehow I connected many years later with Ed Solenberger of Santa Rosa, California who kitted a modified Li'l Rogue. Ed increased the wingspan from 14" to 17 3/4" and changed the fuselage slightly. Whilst cleaning up my total disaster of a shop in the basement I ran across this kit bought back in March of 2010 from Ed S.. Motivated by a desire to build it the shop got cleaned up - somewhat. I forgot the nylon nose bearing plug so this picture displays excessive down-thrust. The weight of the model at this stage is 29.6 grams/1.04 ounces. I intend to lightly fleck it with Design Master Floral Spray and follow that up with Krylon clear in an attempt to distinguish it from the balsa colored grass/weeds where I fly. I will follow this up with a picture of the model with some color added, the windshield/windows and of the nylon nose



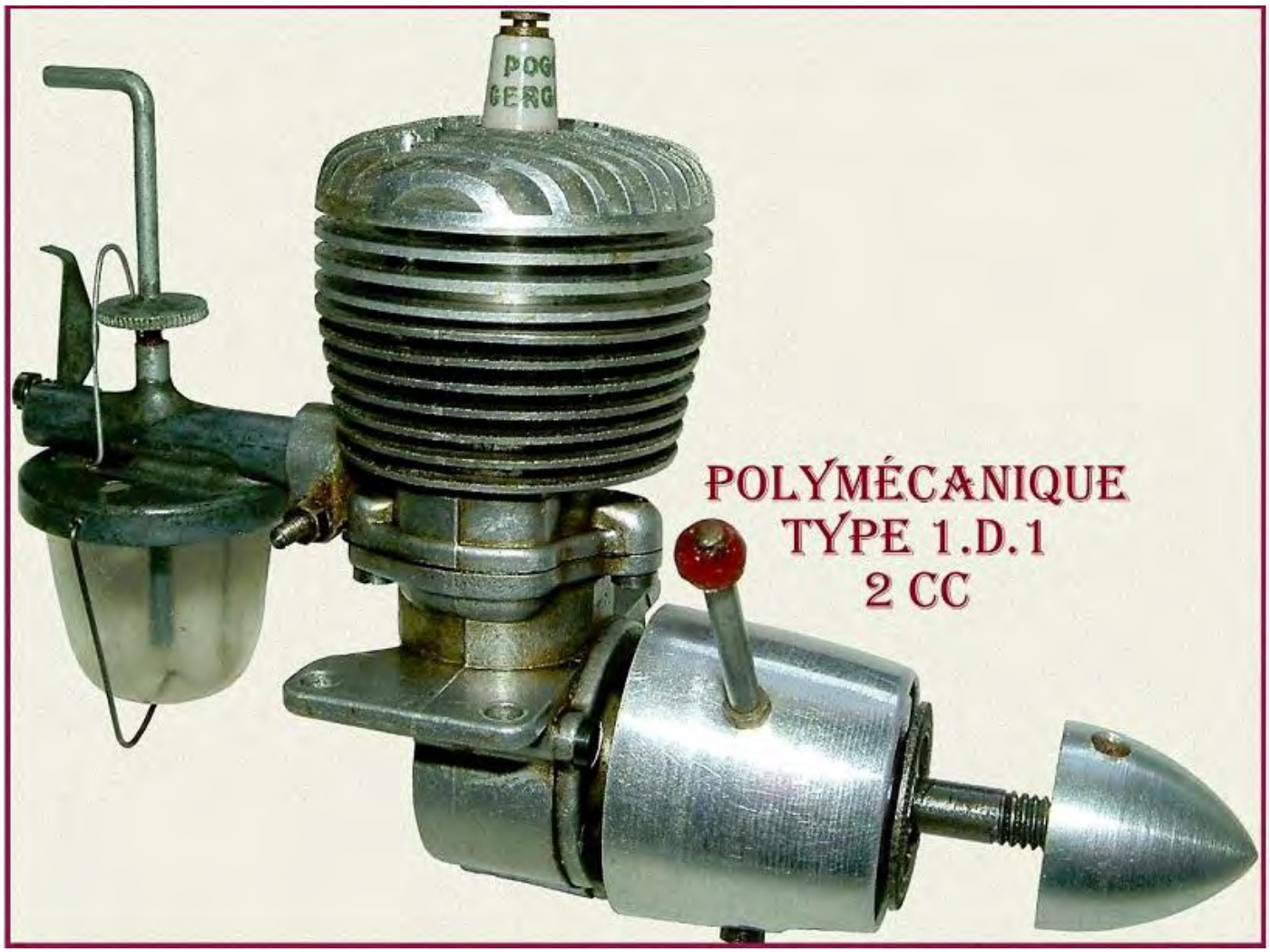
Before going overboard with the Design Master Floral Spray the model weighed 29.6 grams/1.04 ounces. It now weighs 32.7 grams/1.15 ounces. It is raining today and presently only 38 above. Hopefully there will be a break in the weather so I can fly this little model.

That is Lewistown, Montana International Airport in the background and a portion of the sci fi movie "The Thing" w/James Arness et. al. was filmed there. I sure hope there will be more calm weather before winter hits. I could fly models until I drop.

Recently I posted pictures of the Jerry Zeigenfuse design, The Li'l Rogue and there were a lot of e-mail postings to this regard. A couple of days ago I started looking through the dark and murky cabinets where models are stored and voila there was the model below. I had sort of forgotten about the John Oldenkamp all sheet balsa designs, the Half Korda and Half Cahill. I built this model in 2002 and it flies ok but not as good as the Li'l Rogue. It is fairly large for a sheet balsa model, 25" ws and is quite a bit heavier than the Li'l Rogue, mainly due to size and the construction using 1/16" balsa sheet. I used high quality, light contest grade balsa sheet to build the model. It is the second Half Korda I built. the first one was built and on misted with some Krylon clear. It got up a little ways and landed in a ripe, uncut wheat field. I looked for it over a couple of days but could not find it.I would like to think that it slowed the combine down somewhat. Disheartened I built the one in the picture. Oldencamp was a prolific designer. Now I am thinking about dragging out the Half Cahill plan and endeavoring to build it much lighter model probably using a combination of 1/20" & 1/32" sheet or maybe reducing the size to so as to use 1/32" sheet only. Or perhaps just forgetting it.

I made an error when stating that Oldencamp also designed a Half Cahill. I went down and dug the plan out and it is half size Cahill International Wakefield Champion by Paul Denson and appeared in the "For The Tenderfoot Series" in what ever they called the AMA magazine in Feb. '73 and I am guessing it was called American Aircraft Modeler back then.

It has a 24" ws and the front 1" of the wing is 1/16" sheet balsa and the rest of the cord is 2" of 1/32" balsa. The tailfeathers are 1/32" sheet balsa. The sides of the fuselage and formers are 1/16" sheet balsa and the top & bottom of the fuselage is 1/32" balsa and or tissue. The plan calls for a 7" plastic prop. It shows a detachable wing. cheers, karl



Middle Wallop Sunday 28 October 2012

You know when there is a Middle Wallop event as soon as you wake up, the trees are bent over and windows have water running down them. Driving there in a light drizzle and further North I headed the less the wind was. At 5˚C and with damp air it felt really cold. In the end it wasn't too bad and if wrapped up flying was no real problem so all in all there've been worse days. Turnout was not good and numbers were well down judging by activity and number of cars.
I got a few photos so here they are.

Dave Ashenden's mobile pits

John's Fox Moth again

Ron Marking (He's started up a Kernow League for Tomboys using the MP Jet has 6 competitors building at the moment, called this be the start of an inter county league?)

Andrew Longhurst looks pleased

I made Ken Taylor jump with this photo

Pierre Dupin design "Cekoadon". The name is intended to be a phonetic abbreviated form of the phrase"C'est quoi donc?" (So what is it?)i.e. it's the French equivalent of the English "Whassat?"(BC)

Roy Tiller winding ready for the Jimmie Allen fly off

David Bolt

Peter Rose's Enya 19 twice size Tomboy ***Bill Longley giving me a bit of a look***

John Taylor getting ready for A frame flight

John Perry and Tony Tomlin

BC

From Den Saxcoburg

I have attached some pics of my models…..the Champion is of course based on the KK Champ and will be available as a kit from me shortly ……as you saw flies great with an MP Jet and I am sure will do equally well with a Mills 0.75……the blue model is a Blackhawk by American designer Paul de Gato, (died in the 60's at an early age, but he was well known over there and the Blackhawk is typical of his very attractive work) don't know about that as a kit yet.
I think you might guess that in my opinion, all sheet models are very satisfying to build and fly, are great value for money and can be very attractive…..I love em!!
Keep having fun

Attached is a picture of my recently completed Black Hawk Models Zero.....shows what can be done with a bit of imagination, bits of scrap and artistic licence....this is an all sheet model with a hollow log fuselage....great for good old fashioned balsa bashing....comes fully prefabbed and with canopy, decals and plastic cowl for £27.50 + P&P....bargain!!

David Kinsella's Column

Geat Guild Gathering

Aviation art at its best, there were originals for all at the Mall Galleries off Trafalgar Square. Opened by the Rt Hon Michael Portillo, these days of television and radio fame, the Preview morning let me chat with Eric Winkle Brown, Sir Frederick Sowrey, Michael Turnr and Roger Middlebrook. Eric said that his favourite aeroplane was the DH Hornet and that he was with his father when he met fighter ace Udet at the Berlin Olympics in 1936. His work on walls around the world, Roger's four featured a stunning Flying Scotsman racing an Imperial Airways HP42 on the way to Scotland, the LNER express picking up water as it charges on. Good to. see RPMAC's John Eggs, chums from city days, Chris Heath from the GAVA Coventry show and many more keen on art and proper aeromodelling. Full marks to the Guild of Aviation Artists and roll on 2013. Not to be missed d ates are 22 to 28 July.

Get It Right

Recently a piece on the wireless covered the flight by ATA girl Joan Allen from England to Singapore aboard Fairchild Vega G-VRRB. I knew one ATA girl very well, her log books recording a huge variety of aeroplanes delivered in often highly dangerous conditions: Spitfires, Typhoons, Beaufighters, you name it. Too bad the script was not vetted for 'plane' and 'aircraft'. At a GAvA exhibition I was firmly corrected by a flyer of the time. He insisted that it was 'aeroplane and only 'aeroplane'. Nothing else would do! Over the ether I also heard that Nelson was at Waterloo and that HNS Belfast was 91,000 tons...Even big gun ship Yamtato was only 63,000 tons.

Piston Power

Joe Martin's stunning museum at Carlsbad, San Diego, hosts model shows of stature. Strong on stuff that runs, regular demos keep the boys happy. Pictured here and ready to go, we have the fuel injected Ardun V8 and an 18 cylinder Pratt & Whitney. Encouragement comes from active societies (AEHS, BAEM, WEME and others) keen to maintain the piston engine and its great hstory at the front of things. I'd say its position is secure, the jet not quite doing it for me.

CobraKing

Late for a race near Port Worth, Carroll Shelby took the wheel still dressed in chicken farmer overalls - and he continued to do so. Le Mans winner for Aston Martin in 1959, the Texan's career was built on drives for Charles Brown and Roy Cherryhomes, the latter's two-tone Allard catching fire in a 620 mile road race in Buenos Aires (Shelby saved the car by performing a natural function over the engine). Harbuck's tuning helped and he may have had a hand in the early days of the Ford-engined AC Cobra, a fine monument to a tough racer who died earlier this year, for years dogged by heart and other health problems. His personal twin turbo Cobra staggered the boys at Road & Track. Scores of replicas have appeared in the UK and USA.

Barton Remembered ,

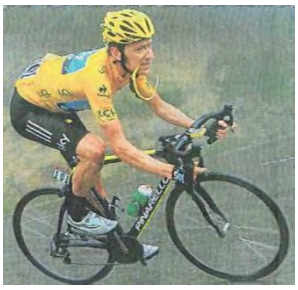
Here Noel Johnson, at left with cigarette, hands over to Duncan Carse, the new Dick Barton. Carse had sailed in windjammers , served in wartime convoys and for three years was a member of the British Graham Land Expedition. Perfect as the new ex commando captain, fan mail rolled in by the sackfull. Long after he was no longer Barton, Carse still replied - as to Miss Trotter of Fitzroy Square when he advised by card on Eskimos. Listener figures were always high, In Town Tonight. with Brian Johnston topping 20 million on the Home Service.

Records

Stephen Winkworth showed us how in S&T's April edition, a tidy case for his free flight Ooomph and examples of his records of ooomph in the air — both here and in the USA! Flight data as well as magazines and newsletters keep us in touch with past joys and are excellent for that November evening when the day's building has been done. Logbooks written by Gibson, Stanford Tuck and Barnato Walker are inspiring as is Mannock's and those flying biplanes in the desert. For those heavily into records, game books from the big shooting estates list the tally in detail and the guns who were there. Back to Diana Barnato Walker (daughter of Woolf), as a lead pilot in the ATA she flew everything from fighters to heavy bombers. Unarmed, without radio and alone it was risky business and some, such as Amy Johnson, vanished. Fighter ace Laddie Lucas bet Diana fiver that she couldn't write a book on it – and, of course., Diana did it. In letters she described her life and times.

Classical RAF

With Eaton, engineering studies and the RFC and RNAS behind him, The Master of Sempill - the Hon William Francis Forbes-Sempill-— found himself in the Royal Air Force, soon to Japan to supervise the emerging naval air service. He wrote on commercial flight, fuels, engines and his work in Japan. But, some say, the link with Japan lasted too long and one or two of his team spent years in the slammer. Sempill didn't and enjoyed his house in Hampstead and the estate in Cornwall. He often flew from Croydon and Woodley. Churchill was not happy with the development, especially after Pearl Harbour in December 1941.



Wonderful Wiggins

A Brit winning the Mille Miglia? Then came Moss. Now - after more than 100 years Bradley Wiggins has won the Tour de France. Toiling up mountains, flying down again at 60mph, stages of 100 miles, keeping at it for three weeks, racers have died at it. Well done, Bradley! Sensational! And Olympic gold medal too.

Magnificent Maja

Many fine boats arrived for the Olympics, Masa from Denmark being one. Laid down in 1909, improved and given a third mast in German ownership, this big topsail (say topsul) schooner was all wood and wonderful: masts, spars, inch thick standing rigging, big blocks geared 6-to-1, mighty sheets more than ready for any ocean. Nearby was Hutantian (happiness from above), a proper Chinese junk, eight months earmarked for the trip home! Gin palaces with pools and lifts and chopper pads are ok, but personally I prefer to be a touch closer to the action.

Sail Ho!

Fully restored after the fire, clipper hip Cutty Sark awaits in SE London. All sails set - that 's 34 plus anything else to hand - the crew numbered less than thirty, On the long haul from Foochow or Shanghi, China's main tea parts, Australia to the left, the tip of Africa to the right, a good run took all of sixteen weeks. One of the crew was cook Tony Robinson, found as a baby on a raft in mid-ocean. Alone too, he had no idea where he came from

Tea Boy

Gve a thought to Robert Fortune when downing that next cuppa. Sent to China by the British East India Company, daring Bob disguised himself as a Chinese merchant and managed to spirit away tea plants - strictly forbidden by the government! Daring worthy of 007, Fortune took the plants to India in cases designed by Nathaniel Bagshaw Ward, plus a team of Chinese workers to see to their planting in Darjeeling. Many of the first plants died, but the venture was a success long term. A Scotsman, Fortune lived in Gilston Road SW10 and died in 1880. Two lumps, please.

Thanks Boys

Good to hear from VTR enthusiasts re my piece in SAM 35's Yearbook. Good wishes much appreciated, chaps. It was a great weekend, still clear in my mind after a dozen years. And it was great thanks to all the VTR boys who turned up and joined in the fun. Strong on looks of the 1950s, here is the Red Lightning (K&B Torpedo') of Roger Gedge, a prime mover in VTR action.

Going Down

Battleships Nelson and Rodney carried their 1in guns forward of the bridge. Nine guns each in turrets of three, problems inside the guns required the services of a very thin man who was first roped and then lowered inside to the breech end. Work done but feeling sick because of the smells of oil and cordite, the lad would be hauled out, revolving slowly due to the rifling. One who did the essential work was young Rippon, later father of media star Angela Rippon. HMS Rodney fired ten torpedos in the great Bismarck action of late May 1941.

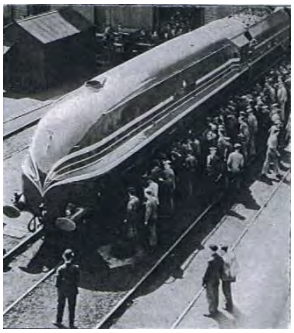
Ready To Go

Dominic Winter near Swindon (01285 860006) sells aviation, road transport and military items. Sales start at around 11am, lush catalogues collectables in themselves. Upstairs and friendly, surrounded by the stuff of dreams, at the end of the day it's all down stairs again for a spread in the café before heading home with that SE5a prop, diver's helmet or flintlock pistol. A Frank Wootton at £3000 can't be bad.

They're Out There

Udet was an uber ace of the 1914-18 war (Blue Max, 62 victories, famous DVII in red, white and black). Stunt dares saw him fly through hangers, create combat scenes for movies in California, earlier give Winkle Brown a fright when he inverted on final approach, right way up as the wheels touched! Good books hard to find - Udet Mein Fliegerleben 1935) a Udet A Man's Life (1960) - were recently sourced from David Bancroft (see below).

Shining Bright



The famous speed stripes along the flanks of those LMS streamliners were extra bright thanks to ground glass being mixed into the silver paint at Crew Works. Painter Jack Hassall confirmed that the first three engines - Coronation, Queen Elizabeth and Queen Mary - so benefited for the famous photo shoot which inspired King Boris of Bulgaria to attend in white boiler suit for a drive out of Euston on 5 November 1938, the royal enthusiast sporting goggles and a black beret.

Learned Leonard

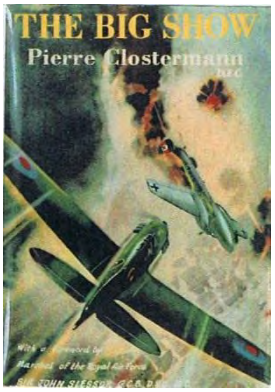
The word 'supercar' is common currency these days, but who invented it? Bristol enthusiast, books and text in Car magazine to his credit, a barrister too, Leonard J K Setright is said to be the man. Hardly seen these days, the Bristol in its various forms (spiffing names like Beaufighter and Brigand, Chrysler V8s in later years) suited Setright perfectly. He last seen in Leatherhead in a red one, cavalier looks and beard straight out of The Three Musketeers, readers were often greeted with a line or two of Latin before Leonard let rip.

Too Much Trouble?

They don't really hang together these monetary unions. Set up in 1866 the Latin Monetary Union collapsed in 1914. But that's modern stuff. Traces of these infernal devices may be found in Roman times . No room for Canute here, the great Walter Bageot said that such things were not possible. And right now old plates used to print the banknotes we saw in mainland Europe are being dusted off - just in case.

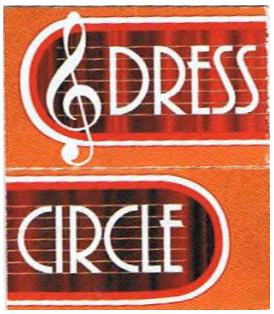
Premier List

David Bancroft's booklet of belting books for buffs lists 150 hard to find hardbacks - many signed and inscribed - dating back to the 1920s and beyond. A call to 01983 759069 will get you started. Here's a signed The Big Show.



The Must See

Held as the UK's equal of Citizen Kane, The Life And Death of Colonel Blimp (1943) is restored and bright again in full colour, covering as it does the life of Clive Candy from Boer War to World War II. Churchill didn't want it made and Olivier was not released from the Fleet Air Arm. Yanked from a munitions factory, perfectly voiced Roger Livesey took the lead with Deborah Kerr (3 parts) and Anton Walbrook as the German officer, the three together throughout. The duel, for example, influenced Raging Bull (1980) and Blimp (163 mins) delivers old England: romance almost hidden by honour, retinence and fairness even at personal cost. Iit packed 'em in for two weeks at the BFI.



Doors Shut

From Broadway to London's West End, blue-fronted Dress Circle on Monmouth Street covered Showbiz in depth: posters, books, DVDs, pictures, rare stuff too. Set up in 1987, it closed in August. It's the BFI now - which is doing well with special seasons a regular feature. Great value.

Not Only PPI & Tickets

Sharks cruise the Internet, on the home straight when a needy or greedy soul is found. I know of three who sent money for models - and they're still waiting! Then there's the SIPP (self invested personal pension). Arriving via a cold call, funds travel abroad for better returns - and then vanish! Reported in the broadsheets, a fellow arrived to buy a sports car. No rush, he called twice more and offered a banker's draft. Safe as houses? Well, he sailed off in the car and the draft proved to be a fake. Then there's that golen oldie: a table is sold to A, who does not remove it. B turns up and offers more. A returns to collect the item but is paid off with a handsom bonus by the greedy owner - who is still waiting for B to return.

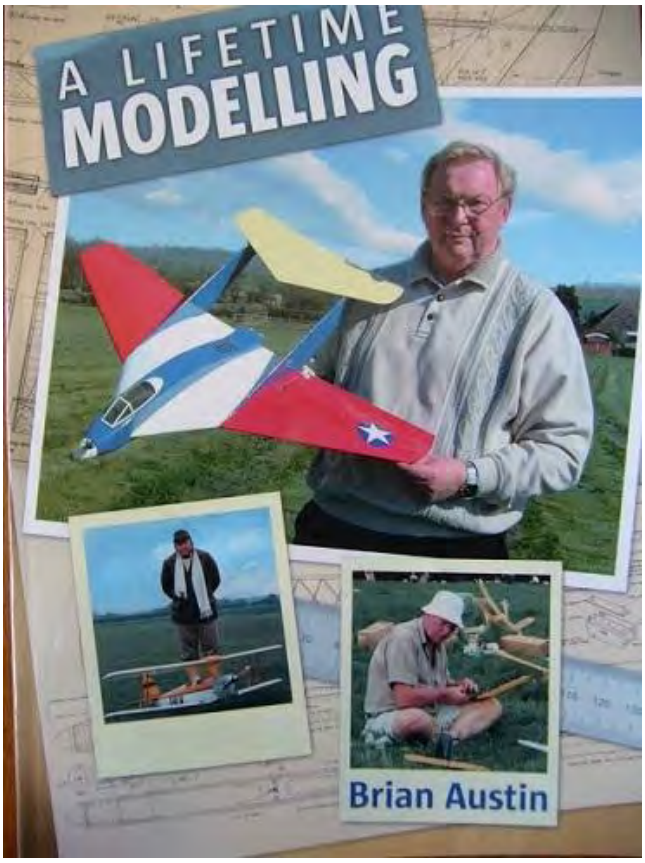
From Brian Austin

Hi James

Have finally got the book printed on my 60 years in model flying, see attachment. Goes thru from 1950 up to the present

If you can give it a plug would appreciate it as it has cost me money so need to move a few!!!!!!! Only available from me £15 plus P&P

b_austin@talktalk.net



AeroModeller Announcement to S&T Readership from Martyn Cowley

News of the pending re-launch of AeroModeller magazine, now scheduled for December 18th. For the computer savvy modeller, an electronic version of the publication will also become available (for your Computer, Smart Phone, or iPad device) from the first launch issue onwards, at approximately half the price of the snail mail version (due to associated printing and postal charge cost savings). Details to be announced shortly. It is also intended to make use of the ADH website to post free plans, extra content and photos of additional material, that will not fit into each month's issues, so keep an eye on their site:

www.aero-modeller.com

- So, until next time...

From Belair

Product Code ot-brdodg
Product Name Brookyn Dodger
Price £52.00

Sal Taibi's Brookyn Dodger - 55 inch wingspan with 459 sq inches of area.

All parts including intricate stringered formers, bulkhead, wing ribs, tip outlines, stab mount, dihedral braces, plus smaller parts. Just add strip and sheet. Plan is included and shows basic RC Assist modifications.

http://www.belairkits.com/Productdetail.asp?Id=588

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UK Stockist of 1940's, 50's and 60's traditional Control Line kits from American manufacturer Black Hawk Models ....such as the SIG Fokker D7 (top left) , Matt Kania Perky (top right), Goldberg Glo – Bug (bottom left) and Musciano Golden Hawk (bottom right)

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