

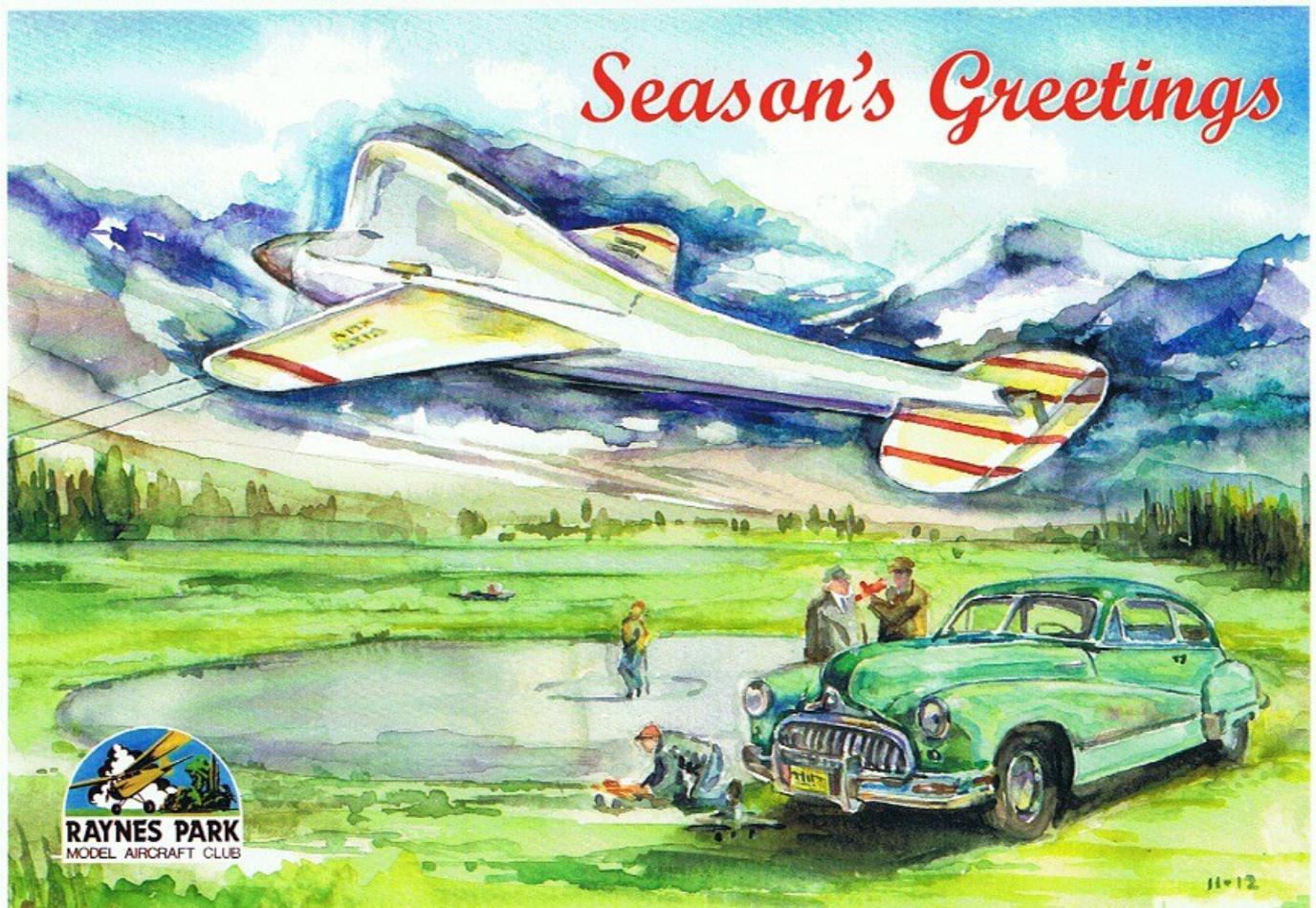
Sticks and Tissue No 73 – December 2012

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.



Mike Cummings' water colour Raynes Park MAC Christmas card

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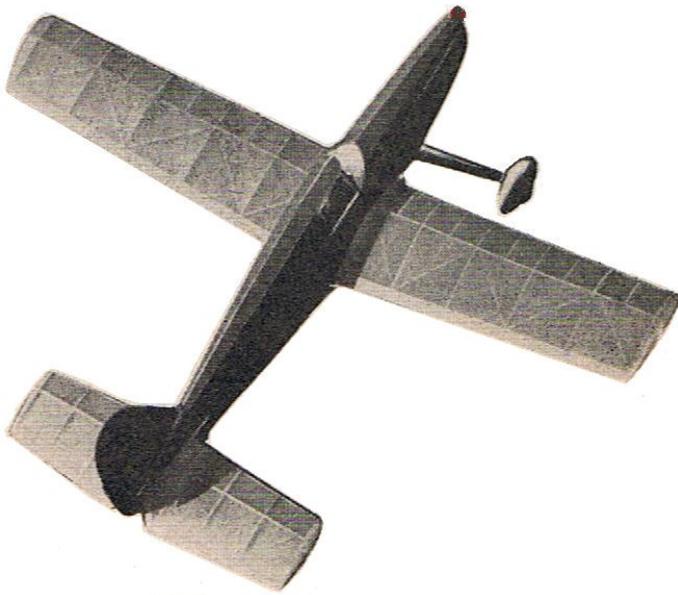
DEVELOPMENT ENGINEERS

18, VILLIERS ROAD, KINGSTON-ON-THAMES, SURREY, ENGLAND.



Red Admiral by R S Brewer. A 32" low wing high performance sport model from Aero Modeller

Many of we "Oldie" modellers will remember with not a little affection the delightful Cruiser Pup low wing kit model which was so popular among the sport flying fraternity in those very pleasant flying days of almost twenty years ago, when contests were a rarity and flying fields no problem.



"Rip's" little Pup was the perfect introduction for the beginner and would flit around the field in a very stable manner for 60 seconds on any flight. Mr. Brewer's Red Admiral design brings back these fond memories with its similar layout, embellished with modern trends of thought in larger fuselage proportions and using more area, more power and a larger propeller to obtain high performance and longer duration.

Construction is within the capabilities of any beginner and the flight trim procedure is as simple as one could desire—why not tackle it as a one-design club model, or build one to while away pleasant moments on the local playing fields?

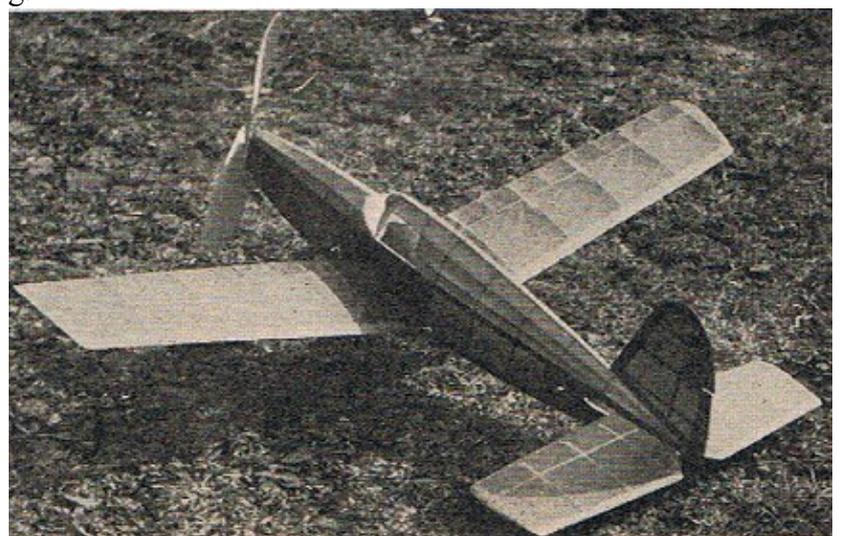
Cut Out basic fuselage from light 3/32 sheet, add vertical spacers and stiffeners. Mark position of all

formers and bottom spacers and then join the two sides using forms F.6, F.8 and F.10 and their corresponding bottom spaces, check for squareness and allow to dry. Then pull in at front and rear and add the rest of the formers and spacers, holding both ends together with rubber bands. Add stempost, stringers, fairings and u/c tubing. Make up tailskid, cement to 1/16 sheet fill-in at stern, and cement assembly firmly in place. Make up u/c legs and braces, insert them in the tubes on the model, adjust for correct take, bind with fuse wire and solder. Bind fairing securely in place, assemble spats, allow to dry and then carve and sand to shape.

Put spats and wheel on to u/c leg and cement to strut with four successive fillets.

The tail and fin are built directly over the plan. Tail ribs are from 1/4 by 1/16 notched to accept spar, and sanded to section after assembly. Care should be taken to make good joint at the trailing edge breaks. The fin is cemented to the fuselage after covering.

Build two halves over the plan in the usual way, then prop each tip up 3 3/4 in. and join with centre section adding gussets and 1/16 dihedral brace. It is easier to add the diagonal anti-warp bracing and wing tips after removal from the building-board. Note that the centre section fuselage fairing is added after covering the wing. The propeller shown in the plan is very efficient and should be carved from hard balsa. If this is too daunting, an 11-in, commercial propeller may be used, cut down to 10 1/2 in. A simple free wheel is shown and is recommended.



Cover the whole model with lightweight model tissue. The original had red fuselage and fin, blue wings and tail, and silver spats and propeller. A good opaque effect can be obtained by painting the fuselage with a thick water colour solution after tightening the tissue with water spraying. The sort of paint that is sold in small tubes is the best to use. Give the fuselage two coats of dope, and the wings and tail one coat. Check that Red Admiral balances just aft of the mainspar at the point shown on the plan.

The model should have a very flat glide with some right turn. Avoid packing the tail with more than at a time. The tail chord is very narrow at this point and any adjustments are very noticeable. No downthrust was needed on the original, and sufficient sidethrust is built in. The model should climb in a wide right spiral. Flights in the region of 60-70 seconds may be expected on 3/4 full turns (about 400 turns) and 90-100 seconds on maximum turns (about 625). For a really hot performance, use eight strands of flat when the climb will be pretty spectacular.

Normal motor is made up of 10 feet of 1/4 in. flatstrip tied into one loop and divided into three for six strands. This should be pre-tensioned by winding the loop backwards, and allowing the lot to wind itself into a "rope" when divided by three. Wrap rubber bands at each end and use bobbins if your model shop stocks them. The model is very stable and can hold a tight turn either way without spiralling in. Do not try to trim right on the stall because stall recovery is not immediate with models of this type which have a fairly short tail movement.

From Bryan Targett

I was reading David Kinsella's column in the last S&T where he mentions the German ENIGMA Coding machine.

I would think that most if not all your readers are unaware that after the war British forces developed a similar but more sophisticated system.

I was chief chemist in the company which designed and built much of it, this was in the late 1950s-early 1960s. The principle was the same as Enigma, but we used 5 Rotors (Commutators) each with 36 contacts, Enigma used 4.

Development was highly secret and security was high. Although we designed much of the device and manufactured all the rotors,

Wiring within it was assigned to another company, along with several other operations, Also we never saw drawings of the front end first input wiring, or

a complete machine and to this day I do not know if it was ever put into service, although we made and shipped thousands of rotors.

We also designed a case

Remember this was just as the Design Centre was being built, so our interpretation bore little resemblance to Enigma, It had more the appearance of a top range typewriter, pretty, but hardly suitable for field use,

I doubt it would have been accepted

Maybe there is some ex military person in communications who can remember if this system was used, or was it abandoned in favour of electronic high speed scrambling..

I thought this may be of some interest.

From Martyn Cowley

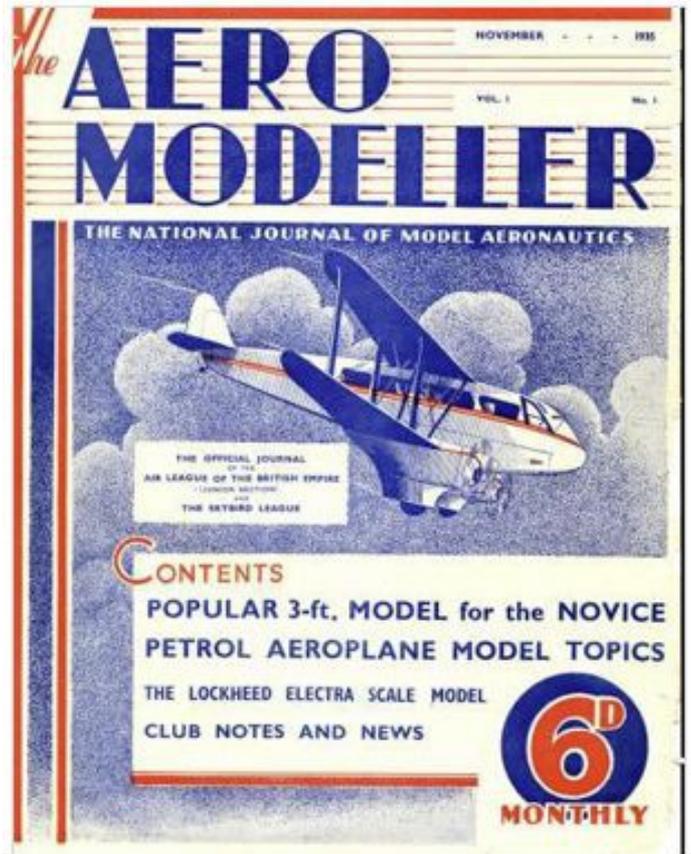
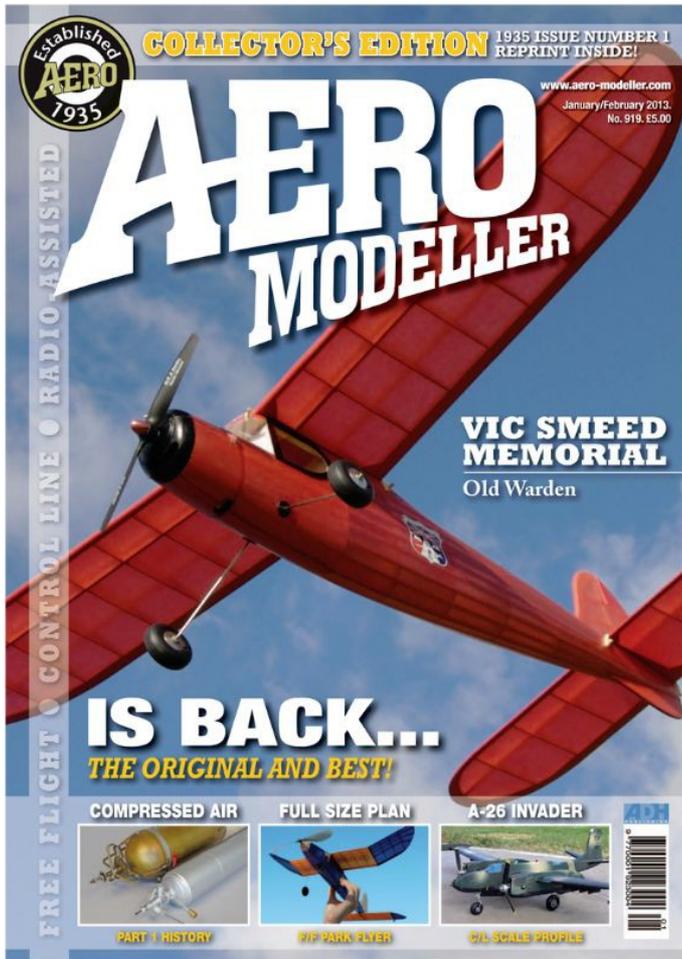
Latest news from new AeroModeller Editor, Steve Higginson, is that the magazine has gone to Press on schedule as expected and will be on newsstands such as W H Smiths starting December 13th. Look out for the NEW Cover with the Red Mams'elle (not the yellow Junior 60, shown previously, which was just an Art Department design exercise — so don't worry, you haven't missed any issues, yet !).

This really will be a BUMPER issue, in the old-style of Christmas A/M editions, with a free insert re-print included, of the very first AeroModeller, issue #1 from 1935 (which is also available as a free electronic download at either of the following websites):

<http://pocketmags.com/viewmagazine.aspx?titleid=1305&title=Aeromodeller>

<https://itunes.apple.com/us/app/aero-modeller/id570979402?ls=1&mt=8>

The magazine will be available both in print, or electronic version (at a reduced price because it saves the cost of printing and postage): www.aero-modeller.com



From Karl Gies

Success is the ability to go from one failure to another with no loss of enthusiasm. Sir Winston Churchill

This quote most clearly describes my early model airplane building efforts. I started with building Jack Armstrong card models obtained from Wheaties Boxes during the war to end all wars, probably around 1944. After the war in 1946 we moved from Missoula, Montana to Lewistown, Montana. It seemed like every boy I knew built or tried to build model airplanes. I got into building balsa model airplanes between the ages of nine and ten. Many of these early attempts were not fully completed as I often tried building models that were too difficult.

I remember building a Cleveland glider kit, probably the one below, with a boy that was two years older than me, Skooky Bertus. The kit cost us one dollar, a princely sum back then, but was said to fly at least a mile. The 6' foot wingspan really appealed to us. Skooky was a much better builder than me and we built the model together at his house. When completed we took it to a nearby park and started to tow it up and the wing folded up.

This did not deter us and we fixed it up and got some fairly decent flights out of this model before smashing it up. It did bother me that the already built



models like the A. J. Hornet R.O.G. flew much better than any model any of us kids built. The more disappointments and failures that I met seemed to fuel my enthusiasm. I had some early success with Comet

Phantom Flash R.O.G, models. My first real success was with a Scientific Korda Victory at about age twelve. A neighbor's dad was a farmer, civil engineer and flew his own airplane. He had also built some model airplanes. We each built a model under his guidance, mine being the Victory. It flew at least as high as 50' and I never looked backward on this hobby. I have built model airplanes for most of my 75 years. I have advanced to being a builder/flyer of intermediate skills but attempt to improve my skills with every model I build. And with no loss of enthusiasm. cheers, karl gies p.s. this is an insanely great hobby.

From Brian Austin

Not sure as to whether or not I have sent this to you before. Was friendly with the above when he was a member of the Anglia club in the late 60's -70's. He passed away in the late 90's 2000. His wife sent me a tatty typed manuscript of his modelling life & times which I re typed onto a PC, see attached. He was quite a figure in the RAFMAA.

Used some of it in my book, but left out a lot of the later bits as I thought they would not fit into what I was doing. It has been published in SAM35 mag some time ago.

Memoirs of Eric Cable (Sqd/Ldr RAF Ret)

I don't know about girls that year, but 1931 was certainly a good year for air-minded schoolboys. Two things stand out from those days, both arrived from the USA, balsa wood & the film "Hells Angels"! I recall a certain Saturday morning in the local model shop when Charlie, the proprietor lightly wafted a length of balsa sheet in my direction, with the words "What do reckon that weighs, it's called balsa?" It was probably of about 1/32" thickness. As it settled on my outstretched hands, he quickly added, "Smell that". Heady stuff on a heady Saturday morning! Balsa Cement, always referred to thereafter as "that stuff that smells like pear drops" by my uncles & aunts.

Overnight the old order gave way to the new. Spruce & silk were replaced by balsa & tissue.

The "Silver Hawk" with its single surface wings of spruce strip, assembled with glue & 1/4" nails & covered with oiled silk suddenly became a museum piece, certainly as far as the younger generation were concerned. Oh yes its tail was a soldered piano wire frame covered with Jap silk. Power came from ten strands of 1/4" rubber, well lubricated of course! Duration was the name of the game & the "Hawks" 30 seconds, or so was soon a fading memory as under the influence of American magazines all balsa creations with their wings covered top & bottom with tissue & slowly turning "airscrews" appeared on the scene. These creatures, urged gently upwards by a multistranded motor of 1/8" rubber, would with luck encounter the elusive up currents. Sorry, that should be "thermal"; the word had entered the vocabulary. Likewise "airscrew" left it or was relegated to the pages of the "Model Aeroplane Constructor", a magazine not noted for pushing back the frontiers of model aviation. Propellers could be folding or freewheeling to stretch the glide. Some were even single blade! How sophisticated can you get"? All this too, on two shillings a week pocket money!

How did we manage it? Well for a start by carving our own props & making our own balsa cement by dissolving a toothbrush (less bristles) in a test tube (ex chemistry lab) of Acetone. It would not have threatened the sales of cyno, but it did stretch the pennies of the pocket money further! My piece de resistance of the period, the mid 1930's, must have been my own scale version of the "Bellanca Pacemaker" of 4foot span. Rubber powered, but wait for it, the propeller of scale proportions was geared to turn at twice the speed of the rubber skein. The gearbox was a bit of a challenge, especially as it involved heating the soldering iron in the kitchen fire, but per ardua ad astra as they say.

The kitchen was also the scene of early engine running sessions! The confined noise, the dense build up of blue smoke was awesome and it was all too easy, in the Stygian gloom, to misdirect the little tornado from Detroit (10cc Syncro Ace) on to the glowing coals of the kitchen range! Great balls of fire resulted from this, which made it all a great tribute to parental tolerance. My schoolmaster, who after a two-day absence remarked I suppose you will be

off to join the RAF next, then equalled this? He knew that Latin grammar could not compete with Alan Cobham's Flying Circus!

And so it came to pass, that 1940 found me a member of 201 Squadron, flying Sunderland Mk1's. The Sunderland was a big bird in its day, but most exciting of all, In its cavernous hull towards the rear, it sported a workbench, complete with vice! There were few diversions in the Shetland Islands where our base was, so I was able to resume construction of a semi scale parasol monoplane using the aforesaid bench & vice. Power being supplied by a 10cc Ohlsson Gold Seal. This must be some sort of record, surely planes within planes, but please dear reader do not think I frittered away the time of day in my floating workshop whilst others were fighting on the beaches. Furthermore & I state this quite categorically I never indulged in my modelling whilst actually airborne! Mind you the temptation was often there, as from time to time we carried a third pilot & occasionally a second navigator as well! When so crewed, it would not have been too difficult to leave the flight deck for the workbench & knock out a few wing ribs. But this sort of thing would hardly have been conducive to [good flying discipline] & certainly not covered by Air Ministry orders.

Meanwhile in America, still at peace, somebody called Leo Weiss was said to have flown a model aircraft by radio control!! Now there was an incentive to whole affair business of trying to defeat Hitler over with & settle down to making models that did not need the long trek, down & upwind to retrieve them. The mind boggled at what could lay ahead. But any boggling thoughts proved to be somewhat premature. First we had to endure the torment of the pylon wing mounted model! This type of model with their high mounted, polyhedral wings brought not a little excitement to the post war-modelling scene. Their engines screaming, they would spiral heaven wards as though trying to bore a hole in the sky! Many of course did not quite make it, but fell victim to the current demon of the day, spiral instability. After a dramatic 180degree turn they would reduce themselves to inconsequence on terra firma. With their powerful high revving engines, they were very tricky to trim. This was due to the destabilizing amounts of torque & precession generated, not to mention spiralling effect of the prop- wash! Just for good measure an additional force came into play, which gave rise to a knife-edge situation. This new force was the one that struck the side of the model as it yawed, or skidded, in the tight circular flight path that it was trying to follow.

This side pressure acts at a point called the Centre of Lateral Area (C.L.A), which leads us onto a gentleman, one Charles Hampton Grant, for many years, the editor of the Model Aeroplane News. He propounded a theory on the C.L.A in a book that he wrote. (I cannot remember the title of the book & my copy was last seen at the Chester Club, for when the RAF decided that I had been at Harwarden Station long enough & moved me on, I left it behind. Come in Frank Wilde, I may be able to waive the extended loan charges that it has incurred. (36 years at 5p per week!!)

His method of locating the C.L.A involved cutting out a reduced scale silhouette of the model in thin card, with double the thickness for dihedralled wings & twin fins. To locate the magic point one took a needle & thread & probed around until the cut out, when suspended hung level. Eureka!! As I recall the point in theory should lie at about 15% of the Tail Moment Arm, behind the C.G, on a line parallel to the thrust line & below the Thrust Line! Got it? So the panacea for spiral problems was...Increase the downthrust!

Recently my wife, delving into family archives uncovered amongst other aero modelling treasures & photographs, the cardboard cut outs for my first two radio models the (Cats WhiskerMk1) powered by an Ohlsonn29 spark ignition. There would not be a prize now for guessing now, as to why this shapely creature met such an untimely end! It happened on a rather blustery Sunday afternoon. The model lurched around the perimeter track of Harwarden airfield, not discernibly under any form of control, radio or otherwise, until, very close to the lee side of a hangar, it commenced to flounder in the turbulence created by the hangar! Almost immediately a strong Dutch rolling started, the tail flailing madly from side to side. The end came very quickly; Mk1 rolled onto its back & plunged vertically into the tarmac!!! Very dramatic & what was left became a real dustpan & brush job.

Looking back I am surprised that it took so long to realize that I could never have got away with the half size fin. Mind you small fins were all the rage in those pylon days. Never the less I have taken a very jaundiced view of Mr Grant's 15% theory ever since. After this little setback! It was not so much a case of "back to the drawing board" as back to the "Red Lion" so that I could ponder what had gone wrong, with a pint or two of catalyst in my hand to stimulate the mental processes. In the ensuing weeks, the catalyst flowed freely, after all this had become multi pint problem, of some magnitude!!

The shape of the Mk2 soon began to emerge from the haze of the catalyst. The C.L.A was now at 25% behind the CG, a pusher engine (same Ohlsson 29 on spark) mounted behind the wing and a twin tail. This idea was to minimise the difference in rudder response between power on & power off flight. This problem had first come to light, on a friend's "Rudderbug" (Frog 500 on spark). When the engine was cut (this was done with a Kodak Autoknips camera timer), it was noticed how ineffective the rudder was, due to the lack of propeller slipstream over the tail surfaces. The problem was largely cured by the arrangement whereby a secondary upper rudder, was released by a timer to fall & lock onto the main rudder as the motor cut. With the Mk 2 "Cats Whisker", in theory at least, the slipstream from the propeller passed between the rudders leaving them to operate in unchanged conditions during the transition from power to glide.

The high consumption of catalyst in the design of the Mk2, paid off, as it proved to be a fine flyer. This did not extend to take off's as they were well nigh impossible, without a nose wheel & rudder control to control to correct any swing. Power too was very marginal for take off, but hand launching was a piece of cake.

Modellers of today might be forgiven for wondering if the pusher layout of the Mk 2, imposed a balance problem in regard to the CG, getting the aforesaid far enough forward. This was not a problem courtesy of the Ever Ready Co. In those days, models of the Radio Controlled variety did not lack disposable weight!!! There were HT & LT Batteries for the home made single channel single valve receiver, a torch battery for the ED Clockwork escapement plus another one for the ignition coil, on the engine! All these must have weighed about 14 ounces between them. At that time, Ever Ready had never had it so good.

For old time sake I am constructing an Mk4 version (I think this must have been in the 1970s BJA) The single Ni cad pack is stuffed into the hard wood nose block, with the servos close behind it. But as yet, I am not happy that the CG will end up within design limits. This sort of thing can be rather worrying & lead to many sleepless nights, so it pays to keep some catalyst handy, just in case to settle the nerves!! But I digress, with an OS 25, I reckon that the Mk 4 will leave the ground like a homesick angel, nose wheel or not! Watch this space.

When digital proportional had finally established itself in the 1960s, like many others, my thoughts turned to building a Radio Controlled version of my favourite aeroplane, the racy looking "Travelair". Racy is a trifle misleading, after all the "Travelair" was bigger than a Tiger Moth, with considerably less power. But to a ten-year old boy, gaping at those aerial shots in the film "Hells Angels", racy it definitely was. It was Walter Beech's first aeroplane, built in collaboration with Lloyd Stearman from 1924 onwards. Because of the superficial resemblance to the Fokker D7, few of which were still available in flying condition, many Travelairs were used in early films on aviation, about the First World War, notably "Hells Angels" & "Men with Wings"(circa 1938). The movie conversions consisted of covering over the front cockpit, a false radiator & of course a riotous colour scheme, that was a total waste of time as we could not appreciate it as the films were all black & white!! Some were fitted with Hispano Suiza engines instead of the original. The model is based on Joe Nieto's plans, using an original that resides in the Smithsonian Institute, Washington DC. This is an OX 5 & is real "ansome"! Perhaps if summer ever arrives this year, I will have some photos for the scale fans.

Eric D Cable

Footnote

I joined the Anglia MFC in 1968, when I moved to South Woodham Ferrers. The Chairman at the time was Eric who had recently retired from the RAF. We formed a friendship whilst serving on the committee, that has lasted for many years, up to his passing away in 2002. My abiding memories of him are (1) His ability to judge the opening time of the local pub, without a watch on. (I think this was by the height of the sun at 12 noon, as he only seem to fly on clear days) The model that he was flying at the time was "Big John OMT", as published in the Radio Controlled Modeller Magazine, powered by a KB Torpedo 29. The radio was a Logictrol Proportional, with open gimbals stick units, the first that I had ever seen. (2) He moved from this area in 1972, when he took up running a Post Office, in Ports Catho in Cornwall. We visited him whilst down that way, some time later and while we there he asked if we would like an ice cream. Our agreement to this led to a long search in the fridge to locate the ice cream, whilst muttering away "Dam nuisance having to keep the sea fishing bait in here as well as the ice cream"!

I do not know as to whether he ever did fly the "Travelair", as it was in an uncovered state when he left this area.

Brian Austin

From Jim Newman

I knew Henry Nichols well...and Ron Moulton. Both stayed with us in Indiana, back in the late '70s, while visiting Midwest Products where I earned a few crusts. One of my proudest possessions is a signed and dedicated copy of his book, Flying Scale Models, left for me by Ron.

Ref Page 22 (S&T 72) and mention of the Lanc. This ex-RAF "type" is very familiar with the Lancaster... and the Lincoln and the Shackleton.

The Lancaster was very much all metal with fabric covered rudders and elevators only.

It was the Vickers Wellington that was fabric covered overall. As an ATC cadet I frequently flew in Wellington mk 10s out of RAF Hullavington, where they were used to train Navigators.

From Eric Clutton

History is slowly slipping away ! Please tell Dave Kinsella that only Wellingtons (Wimpys) were fabric covered. All others were stressed skin and covered with aluminium. In spite of this it was very difficult to break a Wimpy and they sometimes came back with most of the fuselage fabric missing. Grand old birds indeed. ERIC.

From Bill Wells

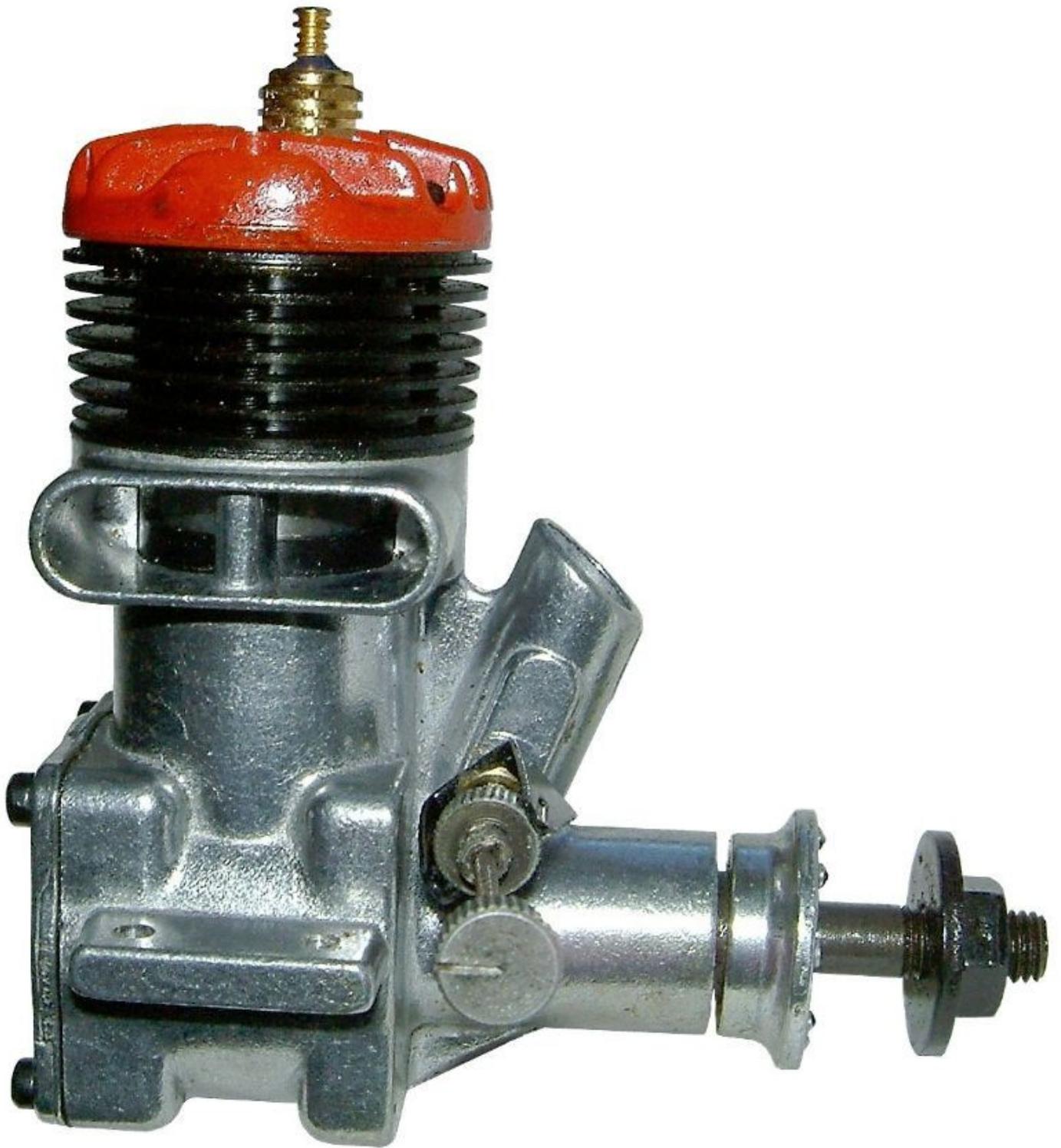
My first real full time job was a two year contract in Aberdeen during the oil boom years of 1980 - 82. Accommodation was really horrendous and I was moving all around Aberdeen shire. At the very first temporary accommodation I started cutting the wing ribs out for the Coy Lady and laying out the wing. Being constantly on the move did not help the project which didn't really get finished until 1984. By which time my job in Aberdeen was terminated and I returned home to Essex and the Coy Lady went into storage. Temporary jobs and family problems then predominated until 2001 when the Coy Lady finally emerged and was at last spruced up and flown. Unfortunately I was more into R/C flying by then and dealing with a lot other models. The Coy Lady had engine mounting problems and there was a delay in sorting out suitable control line wires. As the flying site is well out in the countryside I didn't use a silencer and yes it was great and well worth the wait. The wing is covered with nylon and then an iron on film a precursor to Solarfilm ironed on top. In a way I wish I had not been attracted to R/C flying and just built and flew control line models the size of the Coy Lady. Incidentally I was just stuck for decoration so the sun burst seemed a good idea at the time! In practice I wish I had given the matter more thought! Well the left wing is bigger than the right so it was difficult to get the sun burst the same both sides!

Wing Span is 54 inches Length 38 inches and it weighs 2lb 8.65ozs. The engine is a McCoy 35 Red Head, the early model with holes not slots for the front mounting screws and no stiffening web under the exhaust or either side of the main bearing. The last bit was for you engine buffs! I got the engine new for Christmas 1962 it cost £3.

P.S. Gildings Auction was good but small diesel prices were going a bit silly for my pocket. From a heap of bits for spares I have one engine going and I am hopeful of getting another one going. Hammer prices are on the Gildings Website but remember every £100 attracts £18 in fees and vat!







McCoy "35"

RED HEAD STUNT ENGINE \$11.95

SPARE PARTS PRICES

Illust.	Part No.	Part Name	Price	Req.
1	2935	Head Screws	.05 ea.	3
2	6008	Glow Plug Washer	.10	1
3	6000A	GOLDEN GLOW PLUG & Washer	.05	1
4	3535	Sleeve Screws	.05 ea.	3
5	3506	Head	1.50	1
6	3556	Head Gasket	.10	1
7	3502A	Matching Piston & Sleeve	5.00	1
8	3509A	Wrist Pin	.50	1
10	3511	Connecting Rod	1.00	1
11	3555	Sleeve Gasket	.10	1
13	1927	Spray Bar	.40	1
14	3547	1/4-28 Propeller Hex Nut	.10	1
15	3549	Propeller Washer	.15	1
16	3546	Propeller Spacer	.30	1
17	3501	Block	5.00	1
18	1831	Ratchet Spring	.15	1
19	1928	Spray Bar Nut	.10	1
20	1929S	Needle Valve	.50	1
21	3557	Backplate Gasket	.10	1
22	3513	Crankshaft	3.50	1
23	3504	Back Plate	.40	1
24	2935	Back Plate Screws	.05 ea.	4
25	3514	Crank Throw Spacer	.15	1
	3560G	Gasket Set	.25	1
	3561G	Screw Set	.35	1

FOR SUPERB ENGINE PERFORMANCE IN CONTEST FLYING, USE THE ALL NEW TESTORS X-99 CONTEST FUEL

PROPELLER RECOMMENDATIONS

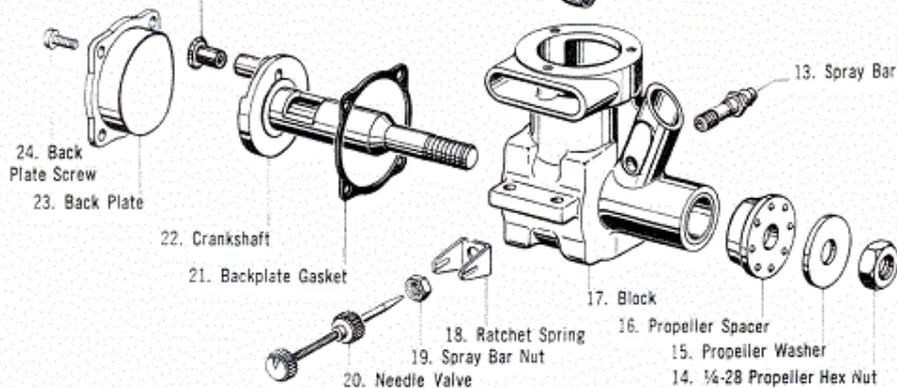
Free-Flight10 x 6
P.A.A. or R.C.12 x 5
Stunt10 x 6
Speed7 x 10

ENGINE SPECIFICATIONS

Bore......775
 Stroke740
 Displacement35
 Weight7.0 ounces
 H. P. Rating60 at 12,500

NOTE: SEE IMPORTANT INSTRUCTIONS ON OTHER SIDE OF SHEET.

25. Crank Throw Spacer



- Buy a fuel tank suitable for your plane from the many good ones available at your local hobby dealer. It is important that the fuel tank be mounted so that the top of the tank is level with the needle valve. Connect the fuel line from the tank to the fuel inlet on the engine. If you prefer the needle valve on the opposite side of the engine, simply remove the spray bar assembly, reverse, and reassemble on the other side.
- Use Testors "39" Glo Fuel.
- Use a 9/5, 9/6, or 10/5 propeller for breaking-in and for flying until your engine runs without stopping when the needle valve is adjusted for peak speed. After the break-in period, you may use a 10/6 propeller for best performance.
- Fill tank with Testors "39" Glo Fuel. Screw the needle valve clockwise into the engine until it stops. Do not force. Now unscrew counter-clockwise 5 turns. A white dope line on the needle valve knob will make it easier to determine the 5 turns, and to mark the proper setting for your engine after this has been determined. Turn the propeller so that piston is down at bottom of stroke and the exhaust port is open. Prime engine through exhaust port with five or six drops of fuel. A few drops of machine or lubricating oil placed in the air intake or in the exhaust is good practice and will aid in starting a new motor.
- Connect one battery wire (using 1 1/2 volts only) to the top of your GOLDEN GLO PLUG. Attach the other lead wire to any part of your engine for a proper ground. Determine that the GLO PLUG is properly glowing by looking into the exhaust port while the piston is down. If you are not certain the plug is functioning properly, remove it from the engine and attach your two battery leads to the plug body and to the stem. The platinum element in the plug should glow immediately. Use a flashlight bulb to check the power of your battery.
- To start, flip propeller counter-clockwise. After priming, it may be necessary to crank several times in order to vaporize fuel properly and cause firing. Loud

popping and failure to start indicates need for repriming. If engine runs in short bursts, then stops, hold finger over air intake opening and turn engine over two or three times.

- When engine is new, do not remove wires from GLO PLUG until engine is running smoothly as it may stop if the battery connection is removed too quickly. After engine starts and is running smoothly, remove wires and adjust needle valve to running speed, making your adjustments by sound. Once you have arrived at a correct running setting, leave the needle valve set and practice starting following the foregoing instructions. For a beginner, it is much easier to start and adjust the engine on a test block firmly attached on a work bench, table, or similar solid object. The engine should not be run indoors or in other places where there is poor ventilation. After a few test runs, you will find it easy to start your McCoy "35" Red Head Stunt Engine quickly and easily. When flying, best results will be obtained from a slightly rich needle valve setting, as the mixture will become more lean when the plane is in the air.
- If engine fails to start there are three common causes:
 - Glo plug is not functioning; check per 5 above
 - Battery not functioning; check per 5 above
 - Needle valve is set too lean or too rich
 - Soft explosions or no firing indicates a flooded engine. Work out excessive fuel by continual cranking.
 - Loud single pops indicate a lack of fuel. Engine should be reprimed.
- Follow instructions and you should have no trouble. Once you become accustomed to your engine, you will enjoy the satisfaction and the thrill of its superior power and performance.

Caution: In order to avoid damage to internal mechanism, never place any hard object in the exhaust port.

THE TESTOR CORPORATION

ROCKFORD, ILL.

McCoy "35"

RED HEAD
STUNT ENGINE
\$11.95

The new McCoy "35" Red Head Stunt Engine was developed for the beginner and expert flyer alike. Its easy starting, smooth running and dependable performance under all conditions are unsurpassed. You will find it a rugged power plant for your trainer or advanced stunt model. Extensive field tests have proved that your engine will give you trouble-free performance for many hours of flying fun.

CAUTION:
DO NOT FLY CONTROL-
LINE MODELS IN THE
VICINITY OF ELECTRIC
POWER LINES.

GUARANTEE

McCoy engines are guaranteed for a period of 60 days from date of purchase to be free of all mechanical and material defects. Do not rework your engine. To do so voids the guarantee.

Send \$1.00 to defray handling charges for engines returned to factory for service.

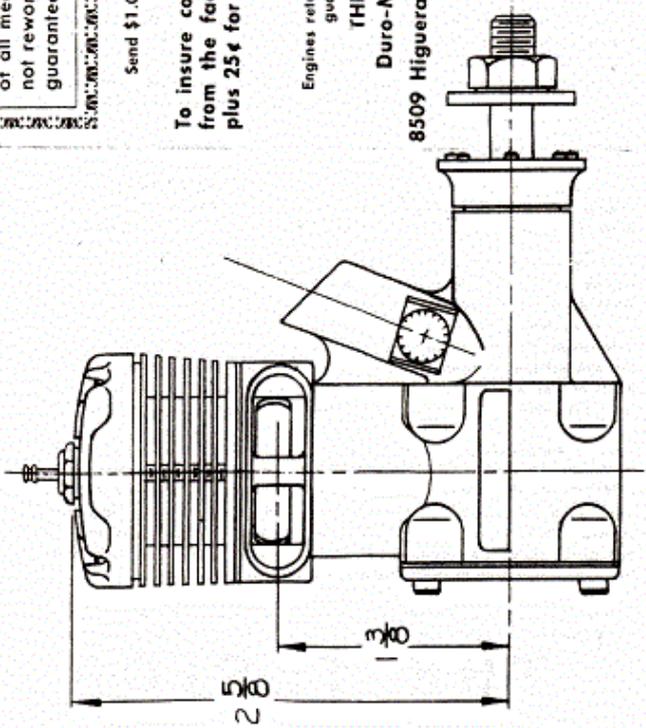
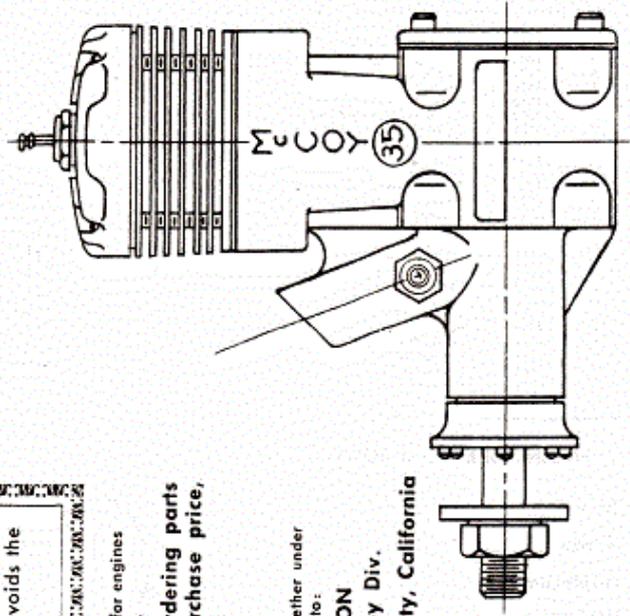
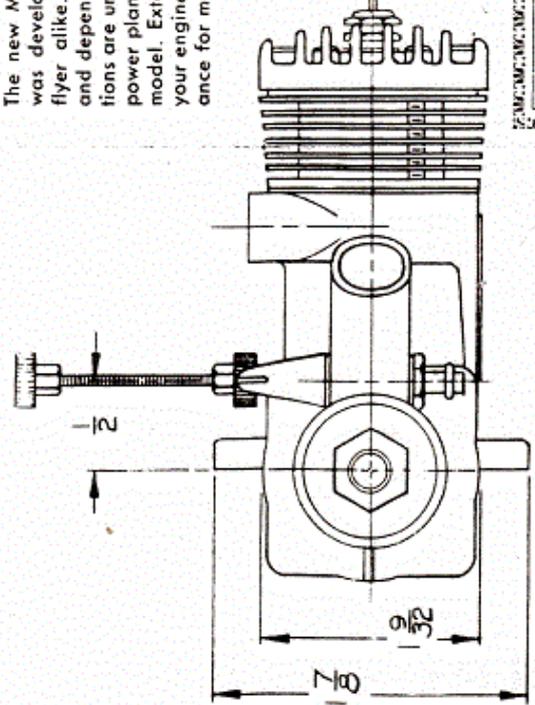
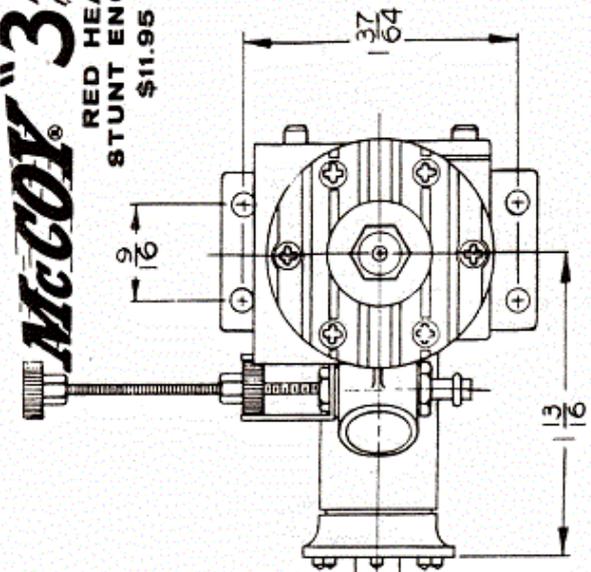
To insure correct delivery when ordering parts from the factory, please remit purchase price, plus 25¢ for handling and postage.

IMPORTANT

Engines returned to factory for repair, whether under guarantee or not, should be sent to:

THE TESTOR CORPORATION
Duro-Matic Products Company Div.
8509 Higuera Street Culver City, California

SCALE — FULL SIZE

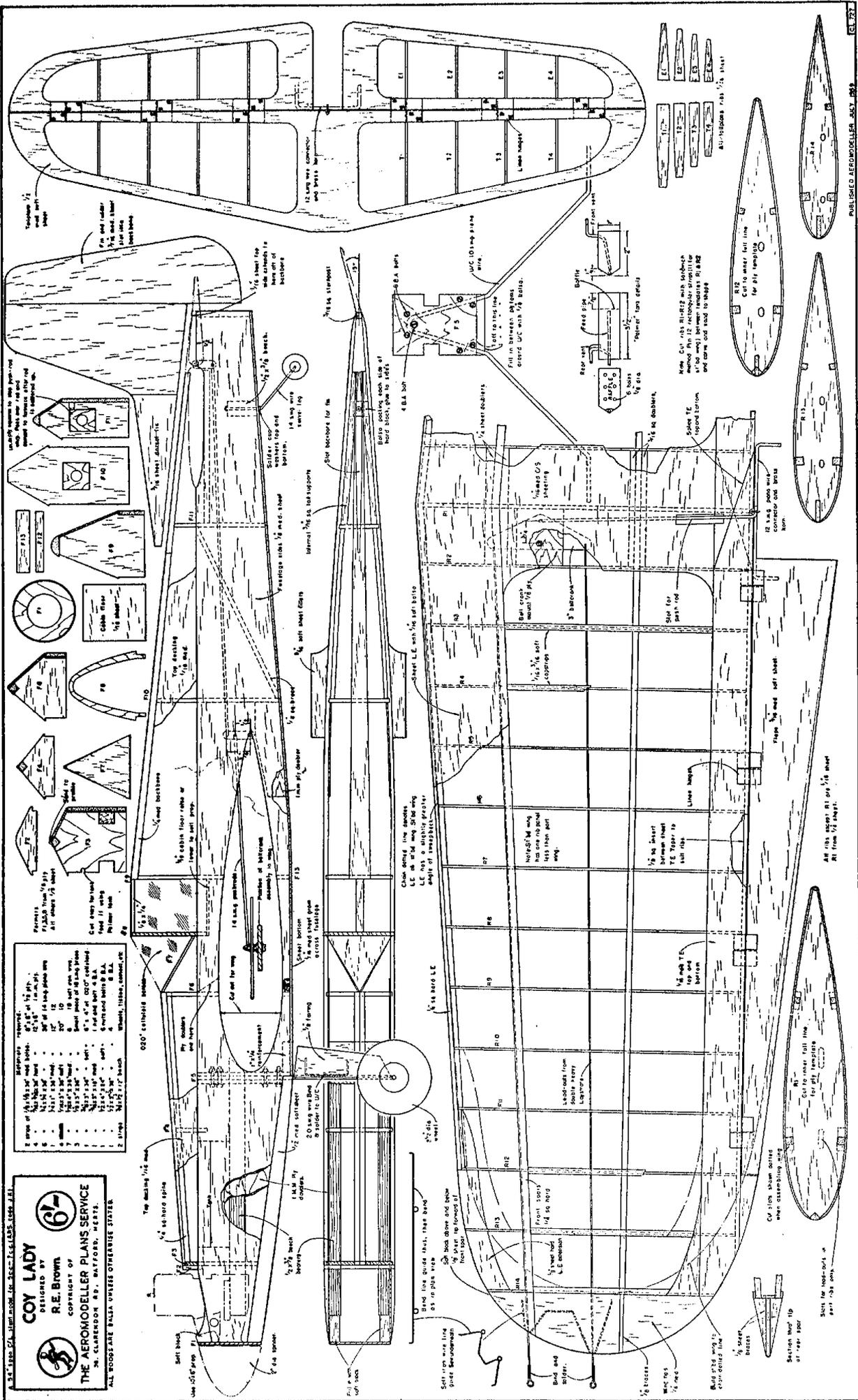




*Very early
production
Bee*

September 1948

BC



COY LADY

 DESIGNED BY

R.E. BROWN

 COPYRIGHT OF

THE AEROMODELLER PLANS SERVICE

 26, CLEVERDON RD., SAFFORD, W.Y.

 ALL RIGHTS RESERVED UNDER PATENT

Coy Lady By R E Brown Unanimously voted the smoothest stunt model at the Nationals. This 580 sq in design for 29 and 35 engines placed within 3 points of winning the 1959 Gold Trophy

Originality in stunt model designs is said to be difficult; but when one examines the number of new models which appear each year in aerobatic circles, the hard fact of the matter is that controliners always prefer to take the easy way out and copy their more successful predecessors. .

In Coy Lady, R. E. Brown of Portsmouth, has produced a fairly new line of thought—and certainly includes the attributes of the latest U.S.A. designs while retaining an easy-to-build structure and handsome appearance. Moreover, it stunts like a true champion—the only limit to its performance through the toughest schedule, is the operator's ability, so why not pick your "29" or "35" from the galaxy now in the shops and get cracking?

Sandwich 23 rib blanks between 1.8 in. ply master rib templates, shape, sand and cut spar slots. Cut out R13 and R14. The Wing is built in two parts, and joined with 1/4 in. sheet webs and braces, etc. Ribs are first assembled on the T.E. and lower rear spars. The bottom T.E. sheet is pinned down, and the 1/8 in. square insert is glued on top, the 3/16 in. square rear spar is blocked up to obtain an accurate taper, the top rear spar is added, also the top 1/4 in. main spar and leading edge. The 1/8 in. square insert is then tapered and the top sheet T.E.

added. When dry and removed from the board, the lower 1/4 in. main spar is added, and sheeted L.E. and - 1/8 in. sheet tip L.E.; Finally, the 1/8 in. sheet tip-plate and webs and sheeted L.E. Care must be taken to avoid a "built-in" warp! Flaps are then shaped from 3/16 in. medium soft sheet, joined with the control horn and hinged with tube and wire or tape according to preference. Fit the flaps after the sheeted wing and flap horn have been slipped through the fuselage. The bellcrank is bolted in position on the 1/8 in. ply base (4 B.A. bolt) and fixed before the centre section is covered with sheet.

The flexible leadouts can be added at this time and threaded through the rib slots, which should have been cut for same. Use double "heavy" laystrate for the leadouts, also a soft wire line guide as shown on the plan to avoid any possible chance of binding.

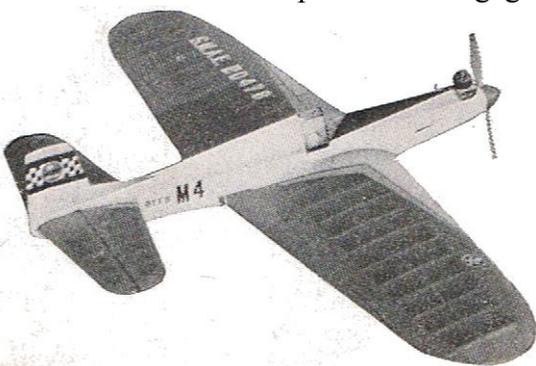
Tailplane and elevators are made of 1/2 in. medium-soft balsa, cut and sanded to symmetrical section, 1/2 in. x 1/16 in. blanks being added and sanded to confirm with the section of ribs.

Fuselage has the usual 1/8 in. medium sheet sides with 1 mm. ply doublers up front. When these have been added the 1/2 in. x 3/8 in. beech motor mounts can be cut to length and fixed. Formers are then cut from 1/8 in. ply and 1/8 in. balsa. Fuselage can then be assembled not forgetting the 1/8 in. square and 3/16 in. square braces and supports. The wing is slotted through and fixed before top decking and bottom are attached, also the tailplane, the latter being fixed after the control rods have been added.

When the wing has been fixed, a certain amount of the 1/16 in. sheeting inside the fuselage will have to be cut out to allow the flap rod to be engaged in the bellcrank, and the bellcrank bolted down to a nice swivel fit. Also add a support to the top of the 4 B.A. pivot bolt, i.e., between R1 and R2 (small strip of 1/8 in. ply).

After wing and tail have been added the motor mounts can be drilled and the bottom sheet and block added (having fixed your 6 B.A. nuts to a small piece of tin and fixed to the bottom of the motor mounts). Add the nose blocks (soft 1/2 in. former F.I. then remove engine and add the top spine and backbone, fix the sheet fin in place, then cover in with medium 1/16 in. sheet. Lastly add pilot, ply former and cabin. Undercarriage is bent to shape and bolted between ply formers with plenty of Durofix. 1/8 in, or

3/16 in. balsa fairings can be added any time.

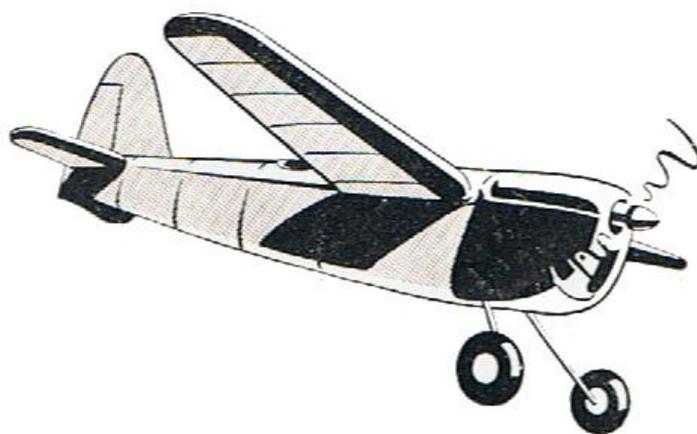


Wing tip weight used was only just enough to outweigh the inboard wing, this, combined with the line stagger and the amount of fin offset shown and the C.G. (This not being very sensitive, weight varied quite a bit on the three models built thus far) gives ideal "pull" on the lines.

Use 60 ft. light laystrate lines, the flap movement is 25-30 degrees and elevator 45-50 degrees. The weight at 40 ozs. could be increased without much anxiety and the originals have all been powered by McCoy 35's.

From Karl Gies

I first knew about Sal Taibi reading model airplane magazines back when I was a kid! Back in the 60's whilst living and teaching in the San Jose area I built a Starduster 350 and had much success with it. Later on I finally met Sal at SAM CHAMPS contests and loved to watch him fly his models particularly the Brooklyn Dodger. Sal started a minor craze with the model below, the Perris Special, and I decided to build one. Having no plan I called Sal and voila pretty soon a plan arrived, pretty rudimentary but enough to do the job. I called Sal a couple of times for advice, the first was the crutch fuselage. I had never built one but Sal explained it to me. I will always treasure knowing Sal and flying his models. cheers, karl gies p.s. those tires need some air!



From David Mills - Nobel Prize

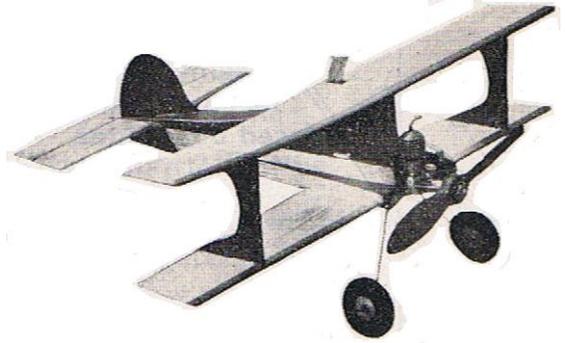
Here's a tidbit for S & T. Colorado FF'er Dave Wineland has won NP in Physics!!!! Great photo and blurb can be found on NFFS homepage, <freeflight.org> Thought your readers would find it a hoot. Blurb describes research work and it gave me a headache, so it must be good!

FERDINAND from Aeromodeller September 1959, originally designed for the McCoy .049 "Duro-glo", this pert little model biplane suitable for any British diesel of 0.5 c.c. to 0.9 c.c. capacity—just right in fact for the new .049 glow engines about to hit the market.

Begin by making up the engine and undercarriage assembly. The undercarriage is clamped between the ply faces of the engine former. For radial mounting, drill through to take the engine bolts, which are held secure by soldering the piece of tinfoil across them as shown. Beam mounted engines require two bearers, which are cemented to the engine former and former "A", fitting into the slots as detailed. Next, add the fuselage sides, lining them up accurately at the tail. The top front edge is then formed by bringing the sides together as shown in the small sketch. The gap is filled in with 1/16 in. sheet.

Now fit the tank in position, with the fuel tubing running out through the fuselage side to the engine spray bar. Do not add the top and bottom decking until the wings and tailplanes are fitted.

Flying surfaces are made from sheet, the wings being sanded to section, but this is not critical. Cut slots in both wings for the interplane struts, which are made from 1/16in. ply. Insert a piece of 1/8 in. ply into the



lower wing to take the bellcrank assembly, which can now be fastened in place.

Cement the tailplane in its slot, and fasten the push-pull rod to the elevator horn. The wings can now be cemented in place. When these joints are dry, deck the top and bottom of the fuselage, add the fin and interplane struts, and give the model three coats of clear dope, sanding between each coat. Colour dope as required to your own scheme and Ferdinand is

ready to take the air.

Balance the model on the front line, and fly on 25 to 30 foot lines. Full size plans will be found on the following pages.

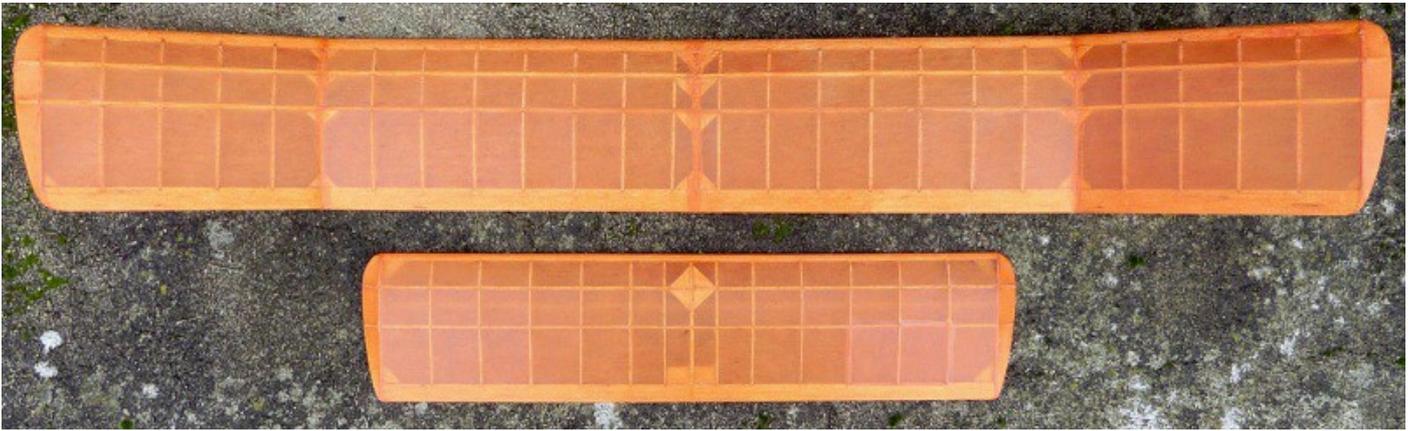
From John Hoyle

I thought your readers of S&T might be interested to know that I have found a very good and easy method of dyeing Polyspan.

The dye I used is called "iDye Poly" and comes from The Dye Shop via the Internet. Each colour, of which there is a good choice costs £6.28 post paid and is enough to stain 2 - 3 lbs of material! The dye, a colour intensifier liquid, the polyspan and enough water to cover it go in a bucket and are heated to simmer for up to 1/2hour agitating from time to time to ensure complete immersion of the polyspan. The dyeing is progressive so the colour intensity can be varied by regulating the simmering time, but after 1/2 hour is very intense and absolutely even in colour. It is then rinsed under the tap and hung up to dry. The polyspan becomes quite wrinkled but shrinks drum tight after fixing with Balsaloc and heat shrinking. 2 -3 coats of 50:50 dope thinners renders it airtight and there is no colour smearing with the dope. Note that it is important to get the "Poly" type of dye which is specifically for polyesters, there is another variety for cottons. Also I have found that after dyeing it is more difficult to determine the "shiny" side of the polyspan so this time I put a simple staple through the edge of the material from the "shiny" side as a reminder to overcome this problem.

Hope this may be of interest.

Now I have covered the wings and tail of the little Dixielander I thought you would like to see the result. The polyspan was fixed with Balsaloc, heat shrunk and so far has one coat of 1:1 dope/thinners. To my shame it includes the whoopsie on the tailplane where firstly I burnt a hole in the polyspan and then patched it with the grain crosswise! You can't get the staff these days!



MORIN 10 CC DIESEL

This French Morin diesel actually had a ball bearing at the rear of the crankshaft, and rollers at the front, in the mid-forties...

Rollers visible through the lubrication hole



BC

From Jörgen Daun

Hello James I am sitting in my shop looking throu the window on the snow building up and the big Swedich winter sadness is coming over me. So I looked back on some pic,s from earlier times. These pic,s are from sep 2009 a nice seaplane meeting. The planes are two Jetco Navigators the red is from around 69 and the yellow late 90 and in the sand is an Berkley Privateer super 15 also built late 90 I still have an Navigator untouched in its box but wont build another on.

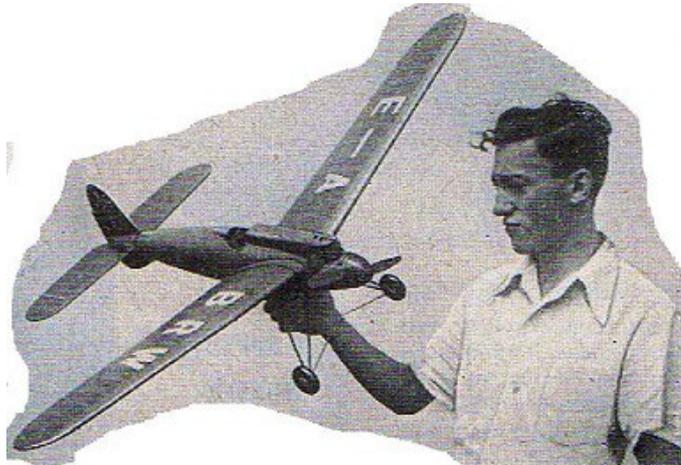


Here's a sport model with a "vintage" air about it, resembling in several ways the familiar lines of the pre-war era, and soundly designed to be tough to the extreme. When Bernard Wildman first thought of this design, he had in mind that vivacious looking fighter, the Vickers Jockey, and he set about producing a model that would combine the semi-scale appearance with appropriate performance in the air. Power in his prototype was the ever faithful Mills Mk. 1, and right from first tests, the Sultan fully conformed to all that was required of it.

Take-off is a delight to behold as after a long run on the ground, the nose lifts to a steep interceptor like climb, whilst each fiat glide is terminated by smooth "wheeler" landings. No doubt with the more powerful rotary valve 15 c.c. diesels now available, the Sultan would climb skywards at a rate indicating prop-jet performance; but we prefer the lower power and that old-time open cockpit type of flying.

A leaflet giving the designers' full building instructions is supplied free with each copy of the full size plans from the Aero modeller Plans

Service: but to whet your appetite for this out-of-the-rut model, we give the trimming and flying advice here.



Trimming

Check the line-up and that the C.G. is immediately below the mainspar. Ballast should be added if necessary. Then wait patiently for a calm day for the first flight test. Don't attempt to carry out glide tests in



anything other than reasonable wind conditions, or a false trim may result and have disastrous effect on the power flight. Test into wind, preferably gliding down a slight incline so that the Sultan will have a chance to gather correct flying speed. Add packing under the tail-plane if required, no more than 1/32in. at a time,

and adjust the trim tab until a fast fiat left hand turning glide is achieved.

Fill the tank and start the engine, then with timer set for a ten second power run, launch gently into wind. Observe both power and glide trim carefully, and when the set-up is considered correct, try the first take-off. You'll be thrilled at the way the model

paces along and then rises to a steep climb.
(Sounds good for the Bowden comp?JP)

From Derick Scott

I have a request for the newsletter if you would be so kind.

Does anyone have the plan and parts patterns for the Keil Kraft EeZeBilt Sportsman.

If so I would really like a copy. Colour photocopies or better still scans of the parts sheets if you have a kit would be the best.

I don't mind plans and parts done on several sheets overlapping as I can join them together here. derkiedotcom@talktalk.net

Many thanks Derick



**KEN .60
DIESEL**

BC

From Mick Butler

A couple of photos of a scratch built Great News from a Ben Buckle plan. Electric power, not flown yet. waiting for some decent weather.

Three videos on U.Tube taken at Cocklebarrow in 1997. Your readers might be interested. Some of them are probably on the videos. It took place at a different part of the farm at that time. A very hot day..... Mick Butler

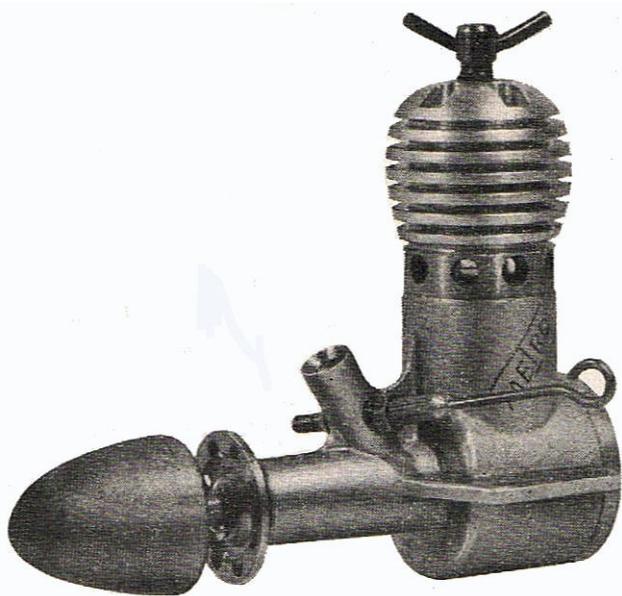
<http://youtu.be/IWLUb2EWwuA>

<http://youtu.be/D40Bc78OLFY>

<http://youtu.be/S9BJ3eLNbyQ>



The METRO 52 Engine Test by L H Sparey Aeromodeller March 1952



The porting system introduced to model two stroke engines by Ray Arden in the U.S.A. has been so widely copied in every country when model engines are made that it is only natural that this latest product from Germany should have 360 degs. porting and multiple transfer ports coupled with crankshaft induction. The Metro 52 is, however, ver' different in construction from the usual trend. Where other 2.5 c.c. engines of similar design employ milled ports to obtain larger exhaust areas for the desired timing, the Metro has a number of drilled exhaust and transfer ports. It also employs a flat-topped piston, and further evidence of the preference for drilling in place of milling is shown in the twin holes for the crankshaft valve. Generally, one might expect inferior performance with the restricted port areas and earlier opening exhaust; but the output of designer Herr Schaub's Metro

matches most favourably with other engines of similar capacity, and speaks well for its simplified structure and excellent German workmanship.

Several features of the engine show especial thoughtfulness; the dural prop-retaining bolt is a real crankshaft saver, the inclined needle valve reduces the personal risk in making adjustments and the unique wrench is the perfect tool for maintenance. One feature we might criticise is the cutting of the cylinder threads by the transfer ports. This does in effect make a thread cutting tap, and could, if ham-handed and cross threaded into the crankcase, wreck the threads at the cost of the crankcase.

With the big-end bearing bushed to fit the crankpin, the little-end of the con-rod and gudgeon pin are seated in an alloy sub-piston. This fills the cast iron piston interior and is apparently rivetted securely to the piston crown. Thus there are no gudgeon pin bearing holes in the piston itself, and a possible source of leakage is eliminated.

As the latest German model engine, the Metro is a credit to its manufacturers and should do much to advance the standard of power flying in that country.

TEST

Engine : Metro 52 Diesel, 2.47 c.c.

Fuel: Equal parts, paraffin oil, ether, castor oil (maker's recommended fuel). To bring the test in line with that of other engines run on "pepped-up" fuel, I added 2 per cent. Amyl Nitrate.

Starting: Good, but did not conform to maker's settings, due, probably to the added Amyl Nitrate.

Running: Good at all tested speeds.

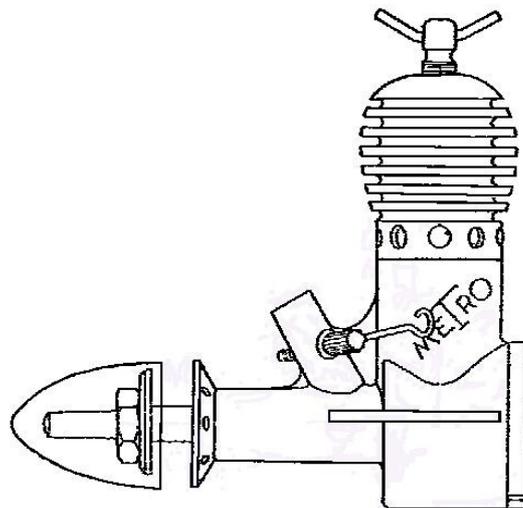
B.H.P.: As shown by the graph, this engine conforms to the average performance of modern 2.5 c.c. class, except that the output is rather low at the lowest speeds. At 5,000 r.p.m. the b.h.p. is only .045, but rises well with speed increase until a maximum of .225 b.h.p was recorded at 12,600 r.p.m. The top of the curve is remarkably flat, so that there is little variation in power between about 11,000 and 13,200 r.p.m.

Checked weight: 3.95 ozs. (This is as stated by makers.)

Power /weight Ratio : .92 b.h.p. /lb.

Remarks : The engine showed leakage between piston and cylinder, and this probably accounted for the low output at the lower speeds. Leakage usually affects performance at the higher speeds to a less extent, so that maximum performance is very good. The engine is of extremely clean design and light weight, which reflects in the high power /weight ratio.

CONSTRUCTION DATA



Manufacturers: W. Mayer & Sohn, Metalwarenfabrik, (13a) Rothenbrug ob der Tauber, Hessianstrasse 8 (U.S. Zone, Germany).

Retail Price: DM 50 (4. 5s. 2d.).

Delivery: Ex stock. Spares: Ex stock.

Type : Compression Ignition.

Specified Fuel: 34 per cent. Paraffin, 33 per cent., Ether, 33 per cent. Castor Oil.

Capacity: 247 c.c., .150 cu. ins.

Weight (advertised) : 112 grammes, 3.95 ozs.

Mounting: Beam. .

Recommended Airscrews: 11x4 ins, for Free Flight;
8 x 8 ins, for Control Line.

Flywheel: 2.36 ins, dia., 2.47 oz. weight.

Bore: 15 mm., .590 ins.

Stroke: 14 mm., .551 ins.

Cylinder: Cast iron. Screw fit into crankcase.

Cylinder Head : Light alloy. Screw fit over cylinder.

Crankcase: Diecast light alloy.

Piston: Cast iron.

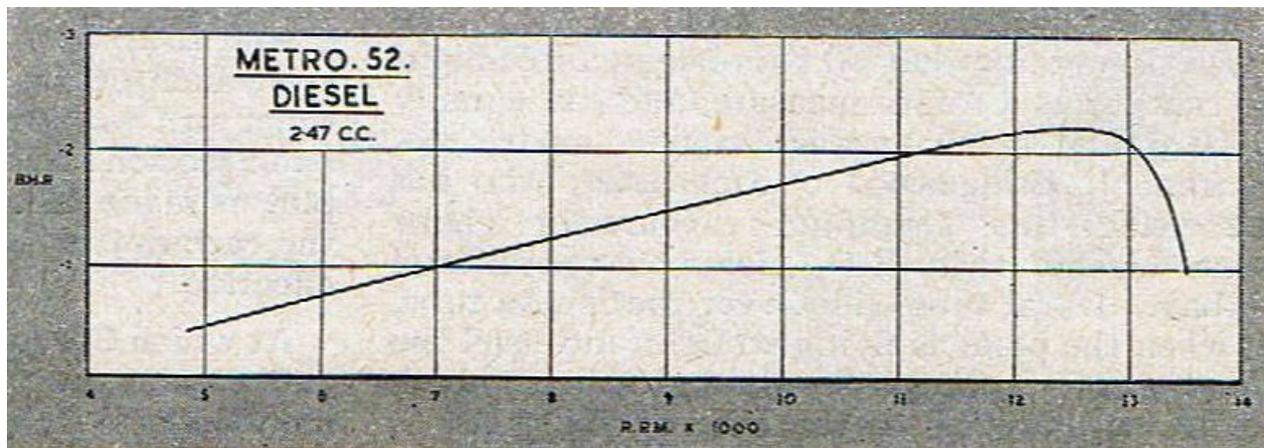
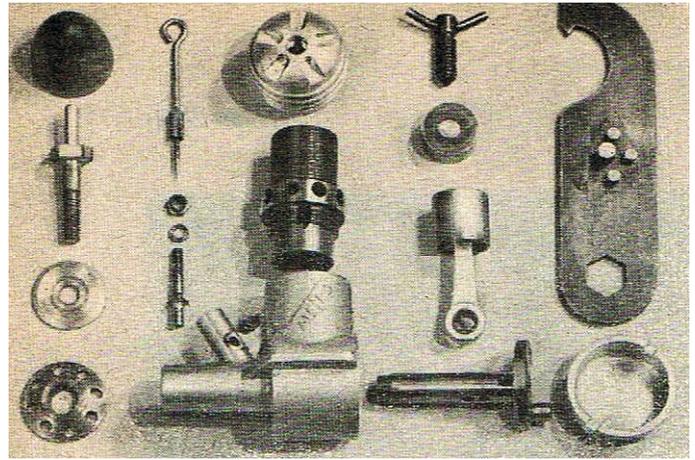
Connecting Rod: Light alloy.

Crankshaft: Steel.

Crankpin Bearing: Special alloy bearing material.

Induction: Crankshaft rotary valve.

Special Features : Dural propeller retaining bolt eliminates all risk of crankshaft bending. A unique wrench for dismantling is supplied with each engine. Boxwood Spinner supplied.

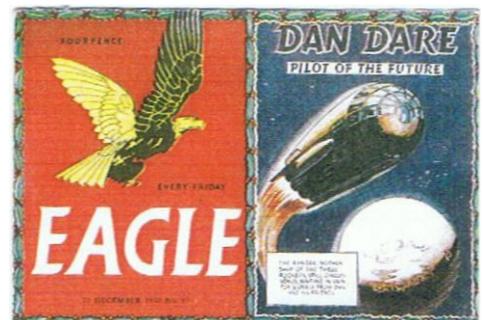


David Kinsella's Column

Dan's Belt

The cash side of Eagle was so big that Littlewoods helped out! Colonel Dare Belts for example, took amazing 11,000 miles of webbing, 26 tons of buckles, 11 tons of leather and 27 tons of packaging. Launched on 14 April 1950 by Hulton of Farringdon Road, Eagle was like no other, especially on the goodies front:

books, space suits, puzzles, plastics, shows at Olympia. Hampson's office sported many models, including one 5ft balsa rocket from Walkden Fisher. So rare these days is the Dan Dare mask by Maska of Brighton. Seen as a pastor of Space, Dan's dog collar was dropped in early work-up.



Secret Things

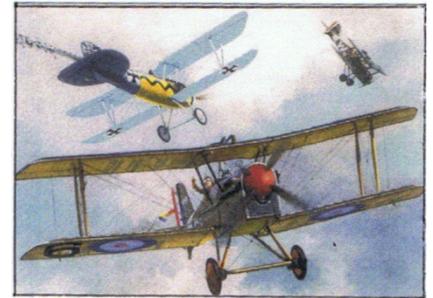
There's buildings and deep basements crammed with stuff and people simply watching other people, near or thousands of miles away. Now and then events spill onto the front page, leaving answers and even more questions to be answered. But that's the way of it. Now an embassy building, seventy years ago it was the home of London Cage where agents were interrogated. Not far away was Camp 202 with padded cells. Warned that they were haunted, beans were often spilled after a few nights, strange noises from above confirming the presence of ghosts. But the noises came from an officers mess high up. Filtered through the padding, the sound of feet and voices was ghostly and remote. Other places were secretly miked, prisoners put in threes and fours to encourage conversation. Still standing and a college now, deep sedation and other techniques were practiced in a building near Waterloo station.

Help!

I'm looking for Williams' history of the London & South Western Railway. Their big station was Waterloo (with hopes of going forward to the Thames). Their carriages pink and brown, picked out in red and black, were inspired by those running out of Paddington. David & Charles published in 1973.

Corps Remembered.

Henderson and Sykes (both pilots) got it going, the RFC founded on 13 May one hundred years ago thanks to a green light from PM Asquith (related to a BRM chief in later years). Five squadrons went to France in 1914, Number 1 ex Royal Engineers Balloon Squadron. Troops flattened root crops to deliver airfields and rabbit holes were filled in. Parachutes not worn, lads were lucky to live a month. Cecil Lewis (a BBC founder) wrote about it. McCudden was described as a fine example of the RFC and more than a dozen VC's were won. Boom Trenchard took the helm and by 1918 there were 150 squadrons in the new Royal Air Force (the April Fools of 1 April). Wellington wished to see beyond the hill and the RFC and RAF let us do so.



Hollywood Great

Sporting a tash, Gary Cooper glances back in *Lives Of A Bengal Lancer* (1935). Supported by C Aubrey Smith and Sir Guy Standing, the 116 minutes of *Lives* made director Hathaway's reputation and secured an Academy nomination. Rave reviews and *Boy's Own* action put it second only to *David Copperfield* as the movie of the year. Now well into his stride, Coop placed his order for the special grey on grey Duesenberg, for many years in the Briggs Cunningham Collection but now in Florida. Gable had the other one..



Space

Storage problems are not the preserve of the enthusiast who builds Mercury IV's, Premier Lions and PFalcons. On a trip north a Gauge One chum pointed out that carriages in volume present a like difficulty. Author of several books, David Jenkinson's famous LMS Merseyside express set (ten of 8 and 12-wheelers built by David) measured a full 20ft, loco extra. More correctly, two locos because Aster's mighty 4-cylinder Duchess had yet to arrive. So, true to prototype, David double-headed with a Midland compound and a LNWR Jumbo. Pre war, Stanier saw the problem and drew up the Duchess, held by many to be among the greatest ever to run on British rails.

Mailmen

I get a hell of a lot of mail, posties suffering at Christmas! Recently good ones from stalwarts Les Duffy and Ian James, both praising the uprated Yearbook which is an utter treat all agree. With rates flat on the floor (but not if you're barrowing!) holding cash long term is not smart. So - like that fine old standard - enjoy yourself, it's later than...etc, etc. A touch more expensive it's true, but the all-colour Yearbook is certainly worth it. Roll on the next one! Call Ron Knight (0208 878 7041) for that essential Yearbook. A treat at £12.50 plus £1.60 postage super!

Carrying On

People worked, youngsters flew models, holidays were taken, games were played meetings were held, war or not. Here HM King George VI in Royal Air Force uniform leads in Triple Crown champion Sun Chariot, Gordon Richards up. It's 1942 and the Oaks winner is in her prime. Dettori's leathers are shorter but the royal silks appear as today. Five years later Richards rode 269 winners and a knighthood was on the way. His grand total was 4870 winners.



Baggy Shorts Days

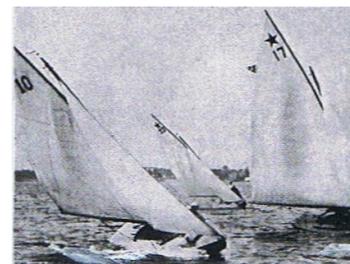
Vesuvius cutting up rough meant that the Olympic Games came to London in 1908, centred around the Franco-British Exhibition site in White City Prime mover was sportsman Lord Desborough - cricket, fencing, swimming, rowing, climbing, sailing, big game - in the Bay of Naples when the volcano fired.

A stadium built (later used for football, speedway and stock car racing) which lasted into the 1980s, QPR's turf bowed to BBC buildings. At Taplow Court, his Lordship's estate, there's a trophy room filled with goodies, even a section of racing eight turned into a gun cabinet. Desborough lost two sons in the 1914-18 war and for years the great house was owned by the Plessey electronics group. In 1908 events included 12 metre sailing and tug-of-war and athletes trained on. brandy, egg whites and strychnine., champers if preferred. Many buildings were painted white.



Star Stuff

Still sad that the Flying Dutchman was dropped as an Olympic boat a while ago, the 1910 but uprated Star - at 22 ½ ft and 1500lbs big and beefy – storms on, its huge main on that sloping mast hard work in a blow. A keel boat too and known as 'the torture rack' when. driven hard, leading America's Cup champions - Cunningham, Connor, Turner and more - raced the powerful Star on their way to 12-Metre success. Here they are in action in gaff rig days. JFK sailed and won championships in Stars in the 1930s.

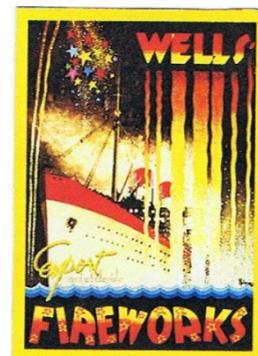


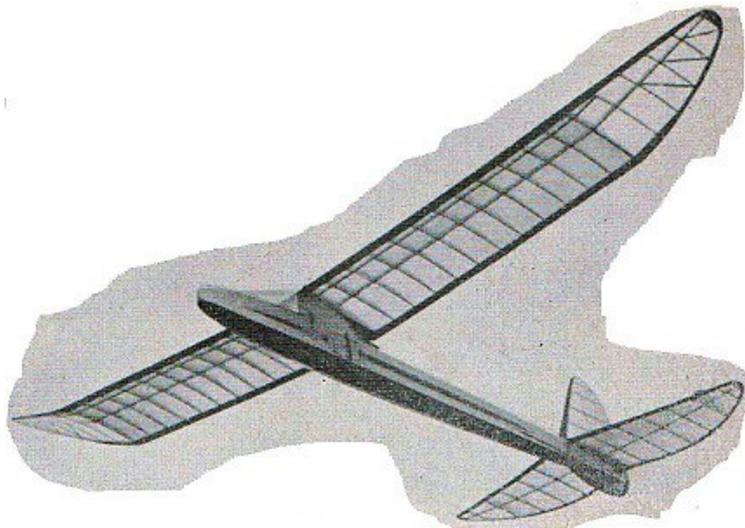
Nothing New

Fact or fiction, the Trojan Horse inspired in World War Two. It's said now that a body on a Spanish beach, Allied Invasion Plans chained to him (Operation Mincemeat), came from The Milliner's Hat Mystery of the 1930s. Fleming passed the idea. to others (who were also part-time writers) and the trick took wings and was believed in Berlin. My copies of The Wooden Horse (1949 and 1979) are sited by Eric Williams and his boys.

And Finally

Guy keeps going! Lots of fireworks in 2012, of course, and Christmas is a good time to let off a few more. Keep going, boys! These days Kimbolton Fireworks offer the best in really super rockets of almost NASA stature.





Designed to stand up to hard knocks and the windy weather of the North-Western Area, the original is now 18 months old and still flying. As a result of one of its two fly-aways, the model spent 14 winter weeks on open inoorland. The only damage suffered was a few tears in the tissue and a warped tailplane. Archangel can be built on a 30 in. drawing board. The flight times average over 4 minutes, and consistency is the hallmark of the model's performance. It has been well placed regularly in Contests, always in the first half dozen.

Construction.

Start by cutting out the formers and write your name and address on F3, so that it can be seen

inside the cabin. Now mark out the two sides by piercing the outline on the plan on to 1/32nd in. sheet balsa using a pin. Cement the four side longerons in place on the sides and add vertical spacers. Mark the former positions on the sides and cement the formers in place, setting them squarely. The cement having dried, join the rear ends and clamp. Check for alignment. Cut cross-braces in pairs and fit between side longerons. Now add paper tubes and hooks, and then sand fuselage.

After sheet-covering, fix nose-block and cover fuselage with rag tissue. Two coats of clear dope finely sanded, the addition of the windscreen and colour dope complete the fuselage. The door of the dethermalizer 'chute compartment should be separated with a sharp blade and hinged with nylon. Make up the mainspars, building in the outboard dihedral. Cut out four ply root ribs and face with 1/8th in. sheet balsa. Clamp these together, ribs No. 2 being 1/10th in. higher than ribs No. 1 and drill the dowel holes.

Cement paper tubes at right angles to ribs No. 1. Thread ribs No. 2 loosely onto the tubes and insert mainspars. Support these at the correct dihedral angle on a level surface, insert 1/4in, dowels in the tubes and adjust distance between ribs to make dowels paraallel with level surface. The whole set of ribs is now cemented in place.

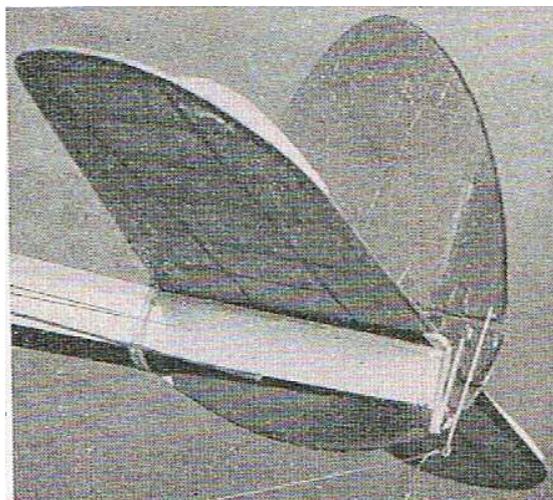
Now add trailing edge and wing-tips and, after sanding to ensure a a flat seating for the leading edge, cement this member in place. Add appropriate sheeting, sand and cover.

Balance wings before and after covering.

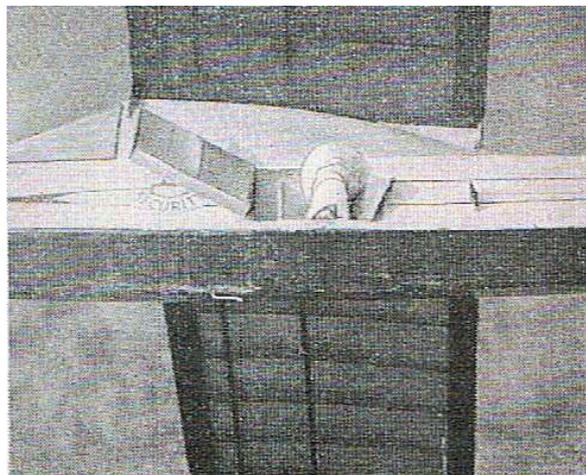
Construction of tailplane and fin is sraightforward, the only pointtow be watched being the fixing of the auto-rudder. If the locking pin should fail to pull out, the results will be disastrous, so ensure that the wire rings are a loose fit and lined up correctly.

For the same reason, the rudder spring must not be too strong.

The prototype was covered with Jap tissue, which was found to be the strongest available. Grain should, of coutse run from



root to tip on wings and tailplane. Two coats of thinned heavy waterproof dope were applied first, followed by two coats mixed with 5% of castor oil. Experiment may be necessary as to the best quantity of castor oil to add with a particular brand of dope, The proper percentage will prevent over-shrinking and consequently, warps, and make a completely waterproof job. The dethermalizer has been used in all weathers, and there have been only two flyaways as a result. In both cases the cause was faulty fuses; the use of parachute nylon, with its crease-resisting qualities, makes the 'chute 100 per cent, foolproof.



The 'chute is 14 ins, square and has four shroud lines, attached one at each corner, these being 14 ins, long. In the centre of the 'chute, a 3 in. diam. hole is cut. All edges should be hemmed or doped to avoid fraying. The 'chute is attached to a hook on the fuselage under the tailplane and an elastic band draws it out of its compartment when the door is released.

Trimming.

First, check all surfaces for warps and if any are present, remove. It is bad policy to endeavour to cancel out warps with the rudder: in level flight the results may be fair, but on the line, towing difficulty may be experienced. When the C.G. has been adjusted to the position shown, limit all trimming to the tailplane.

Season's Greetings to all my engine collector friends around the world.

The floods in the South of England mean I have been leading some of my engines into an Ark two-by-two, to save the species, with the little E.D. Baby's in the lead !

Best wishes,

Peter Scott ("lordofthewings04" on Ebay)



Dens Model Supplies

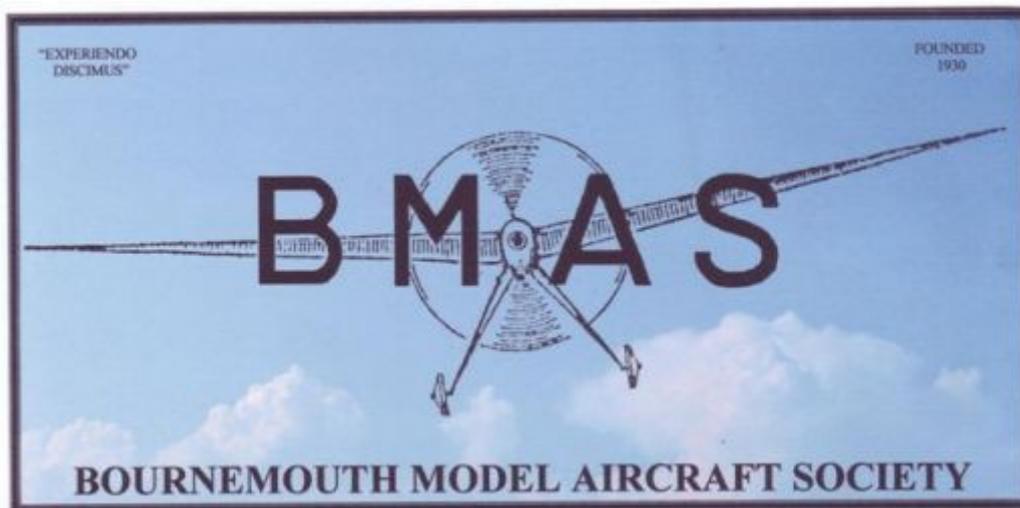
UK Stockist of 1940's, 50's and 60's traditional Control Line kits from American manufacturer Black Hawk Modelssuch as the SIG Fokker D7 (top left) , Matt Kania Perky (top right), Goldberg Glo – Bug (bottom left) and Musciano Golden Hawk (bottom right)



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INDOOR FLYING 7pm to 10pm

**TUESDAY 22ND JANUARY 2013
TUESDAY 26TH FEBRUARY 2013
TUESDAY 26TH MARCH 2013**

FREE FLIGHT ONLY

Allendale Centre, Hanham Road. Wimborne BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

COMPETITIONS incl GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

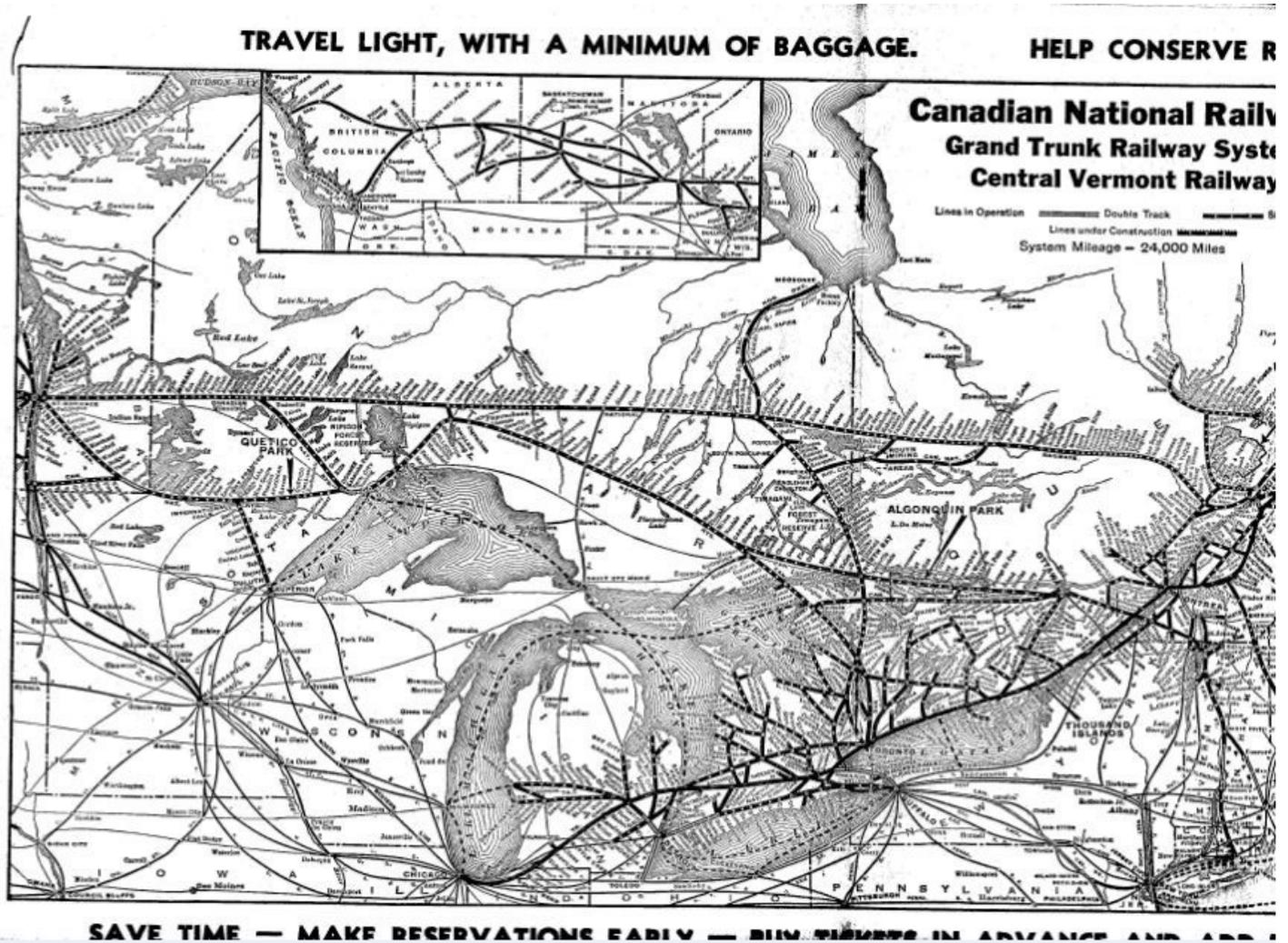
Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS: JOHN TAYLOR TEL. No 01202 511502

ROY TILLER e-mail roy.tiller@ntlworld.com

Not S&T

1945 Canadian Timetable found in an old Aeromodeller by Roy Tiller, I bet it means something to someone? Let us know.



THE CONTINENTAL LIMITED

MONTREAL — OTTAWA — TORONTO —
WINNIPEG — EDMONTON — JASPER —
VANCOUVER

One day shown as example

WESTBOUND—DAILY

		No. 1	
Lv. MONTREAL	(ET)	8.20 p.m.	Sun.
Ar. OTTAWA		10.45 p.m.	Sun.
		No. 3	
Lv. TORONTO		11.00 p.m.	Sun.
Ar. CAPREOL		7.55 a.m.	Mon.
Lv. CAPREOL		8.15 a.m.	Mon.
Ar. LONGLAC		6.56 p.m.	Mon.
Ar. ARMSTRONG	(ET)	10.50 p.m.	Mon.
Lv. ARMSTRONG	(CT)	10.00 p.m.	Mon.
Ar. WINNIPEG		9.30 a.m.	Tue.
Lv. WINNIPEG		10.15 a.m.	Tue.
Ar. EDMONTON	(MT)	6.40 a.m.	Wed.
Ar. JASPER		1.30 p.m.	Wed.
Ar. VANCOUVER	(PT)	8.45 a.m.	Thurs.

EASTBOUND—DAILY

		No. 4	No. 2
Lv. VANCOUVER	(PT)	7.15 p.m.	Sun.
Lv. JASPER	(MT)	2.30 p.m.	Mon.
Lv. EDMONTON		9.05 p.m.	Mon.
Ar. WINNIPEG	(CT)	6.45 p.m.	Tues.
Lv. WINNIPEG		7.30 p.m.	Tues.
Ar. ARMSTRONG	(CT)	6.15 a.m.	Wed.
Lv. ARMSTRONG	(ET)	7.25 a.m.	Wed.
Lv. LONGLAC		11.05 a.m.	Wed.
Ar. CAPREOL		10.10 p.m.	Wed.
Lv. CAPREOL		10.30 p.m.	Wed.
Ar. TORONTO		7.10 a.m.	Thurs.
Ar. OTTAWA		8.30 a.m.	Thurs.
Ar. MONTREAL		11.15 a.m.	Thurs.

(ET) Eastern Time (CT) Central Time
(MT) Mountain Time (PT) Pacific Time

Detailed Schedules and Equipment see pages 2-3, 8-11, Folder A.

CANADIAN NATIONAL RAILWAYS

Time Tables herein are subject to change without notice. Services will operate at the times shown, circumstances permitting, but in the event of their failure to do so, the Canadian National Railways will not accept responsibility for delay, detention or any other condition caused thereby. When service times of other transportation companies are shown, it is as a convenience to the public, and the Canadian National Railways does not vouch for their correctness, nor will assume responsibility for any failure to connect with such services or vice versa, nor for any delay, detention or any happening whatsoever which may occur on the services of other transportation companies.

Les horaires sont sujets à changement sans avis préalable. Les trains circuleront aux heures indiquées à l'horaire, mais le Chemin de fer ne sera tenu responsable des délais ou retards incontrôlables. Le Canadian National ne répond pas de l'exactitude des horaires d'autres compagnies. Ils ne sont mentionnés que pour la commodité du public voyageur. Le chemin de fer ne peut être tenu responsable des délais, annuls, retards encourus par défaut de correspondance avec ces compagnies.

FEB. 25, 1945
FÉV. 25, 1945

CANADIAN NATIONAL RAILWAYS

IN CONNECTION WITH
GRAND TRUNK RAILWAY SYSTEM

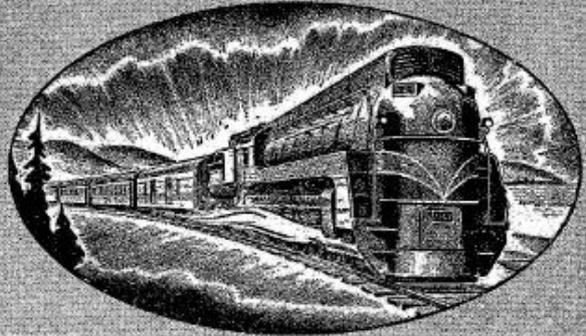
LOCAL TIME TABLES

LINES IN

HORAIRES

LIGNES EN

Nova Scotia, Prince Edward Island, New Brunswick,
Maine, New Hampshire,
Vermont, New York (Rouses Point & Massena)
Quebec, Ontario (Ottawa - Glen Robertson
and Hearst - Goodwin)



THE OCEAN LIMITED

MONTREAL - MONCTON - SAINT JOHN - HALIFAX

See Tables 30, 31, 36 and 37