

## Sticks and Tissue No 77 – April 2013

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](mailto: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.



*Now this is true control line scale from Dave Platt*

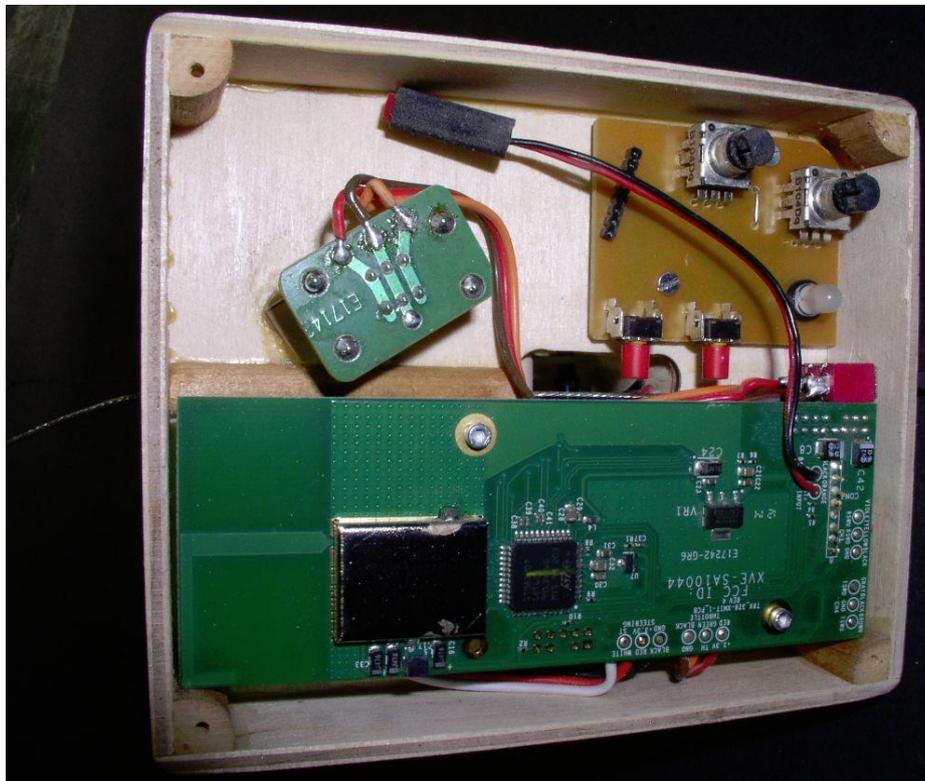
## Dave Platt

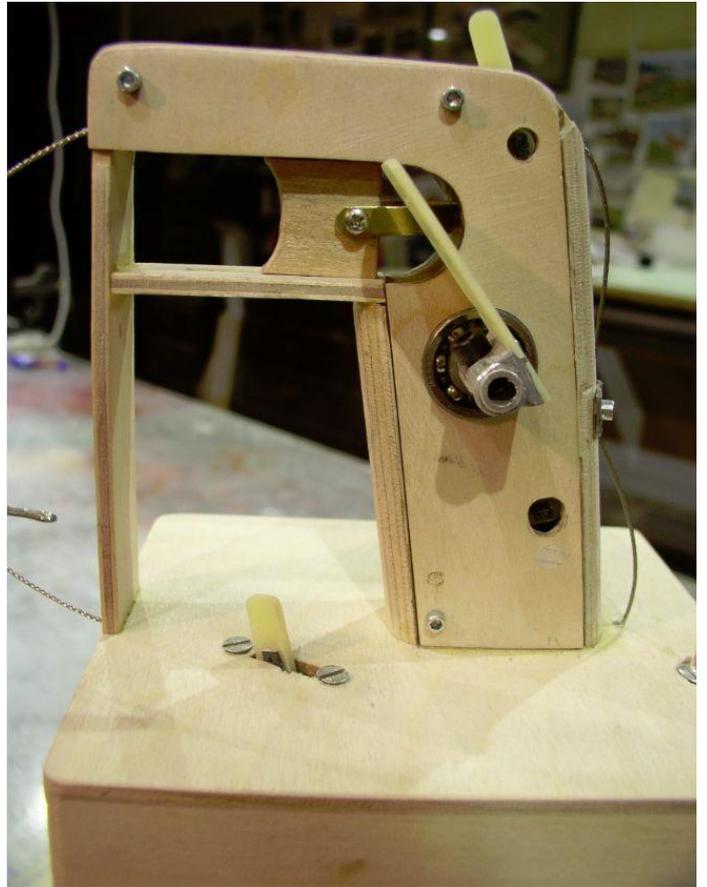
Something happened here in the USA recently which is worth reporting to a wider audience. The Scale Contest Board of the AMA (which yours truly Chaired of for 30 years until retirement 4 or 5 years ago) has made a VERY significant rule change to Scale CL. It is now allowed to equip the model with a 2.4 radio to control the auxilliary functions. Not elevator, of course, but we'd want to do that ourselves anyway, wouldn't we? No, I'm talking about RLG, flaps, motor control, bomb drop, what-have-you.

This means no more 3rd line, or 4th or 5th. What a shot-in-the-arm for this event, which it seems to me has always presented an unfair measure of challenges. I am hoping that others will respond to the tune of a much increased entry list.

So, in response to this welcome news, I set about digging thru my library for that perfect subject to design for this years' AMA Nationals. After setting out the parameters (for me -- military only, nothing sticking out, plenty of info. and schemes, lots of options etc.) I emerged somewhat late for dinner having selected the T-28C. Trojan with a tailhook.

So here it is 8 weeks later and a model awaiting a test flight. See the pics. Because the other rule attached to this is that the pilot must operate all functions (no outside co-pilot) it also was necessary to build a suitable handle dedicated to the model. Some details -- scale 1/9, span 54, area about 500, Irvine 53, weight about 7-1/2 lbs. Flaps and motor proportional, electric retracts and tailhook switched only. 4 channels. The handle houses a plundered car-type transmitter.







## A NOVEL GULL-WING FOR BAMBI & PEE-WEE ENGINES by D. C. MacVean From Aero Modeller June 1960

Shoeburyness, near Southend, Essex, has its own answer to the flying ground problem in the form of miles of "sand" which are exposed for some five hours when the tide is out. This provides ideal conditions for modellers who want to operate flying boats, as the shallow waters left as the tide recedes, make R.O.W. and subsequent recoveries possible for all agile persons.

"Skip" has been designed to take advantage of these conditions. Stability on landing, and protection to engine were considered of prime importance and these are provided in the twin float layout and Gull wing which in the event of nose-overs, supports the model with engine above the sands.

Powered in the original by a D.C. "Bambi", which supplies adequate power for flying, a "Pee Wee" installation is included for anyone wanting R.O.W. performance. A plug in land-plane under carriage is optional and the model is stable without an undercarriage at all.

Cut out sides to lines shown on plans, marking former positions and fixing 1/16 sq. strip to near of F3. Cut out formers marking position of wing tongue on F3, and fitting engine "plate" support to F2. Cement formers F2, 3 and 4 to fuselage sides, keeping top of fuselage sides level. Add remaining formers and engine bearer "plate". Ply wing tongues are fitted next, set to the slope angles as marked on F3 and bearing on top of fuselage sides for alignment. Run cement fillets to secure tongues.

Next, construct the undercarriage tongue box by making a box 2 1/2 in. long to suit width of float tongue, halving it lengthwise and mitre join which is glued and assembled over a piece of squared wood, having lines squared across two adjacent faces. (See sketch on the plan.)

When dry, reinforce boxes with tissue or silk, doped on, and build into fuselage. Then trim boxes off to line of fuselage. Top sheeting is of 1/32 medium balsa and a Spitfire type clear canopy is fitted. Rubbing the canopy over sandpaper held on the fuselage facilitates fitting. Dope fuselage top black in the area under canopy. A soft balsa block nose is added, covering the removable cowl with silk and doping heavily before hollowing out to suit the engine. Addition of a quantity of Balsa cement to the dope provides a suitable filler, which enables the greater part of the cowl to be cut away.

The fin is next, being cut to fit onto the rear of F7 and be sandwiched by the rear fuselage sides. Fit soft block to sides of fin at end of fuselage into which can be cemented lead balancing weights when trimming. Cover fuselage with lightweight tissue doped on, and tissue the underside of fuselage.

Cut all wing ribs to shape shown, cutting to length when fitted. Build inboard and outer wing panels over plan (note differing length of top and bottom spars). Sand ribs to fair in with trailing edge. Assemble each wing over the plan by cementing dihedral brace between top and bottom spars. Check alignment by squaring up line of L.E. from plan below.

The tailplane is a straightforward flat plate type, tissue covered on both sides.

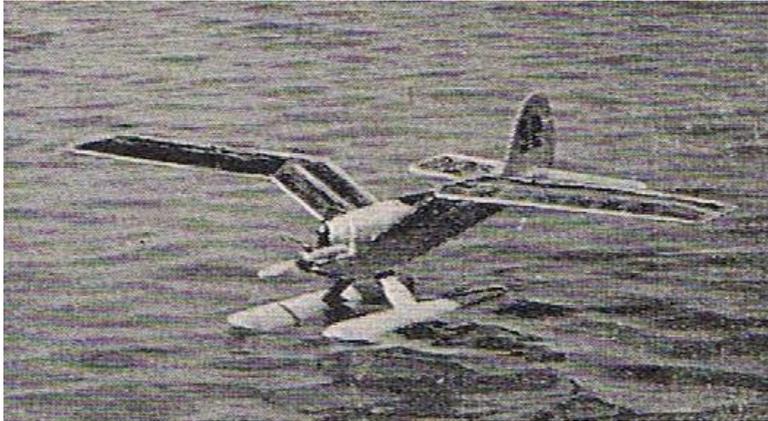
Mark out float formers and cut to dotted line forming also, the upper and lower keel slots. Pin down the upper keel along its line on the plan and fit the formers, pinning through the waste, and ensuring that F11 is vertical. Cement in the lower keel and sheet the bottom of floats with 1/32 in. medium balsa. Remove from building board and sand formers to finished shape. Fit the, 1/16 in. ply float tongues, cementing around F11 and checking alignment with a scrap piece of parallel sided balsa as shown on front view of plan—pinned to upper keel. Floats are sheeted using 1/32in. medium balsa slotted, to fit tongue. Sheeting is made easier by wetting the sheet and running through fingers to give suitable curvature.

P.V.A. type glues are really useful here, giving a generous glue line along edge of bottom sheeting to fix sides. Add soft block to nose and tail of floats. Tissue cover the sheeted part of the floats lapping well around bottomside junction. Block ends are best given a couple of coats of dope "stiffened" with balsa cement.

Wing roots are faired into the body by fitting 1mm ply ribs over tongue and glueing in when wings are offered up. Pack Out with hard balsa and L.E. and T.E. and cover top and bottom with 1/32in. balsa.



Cover model with lightweight tissue giving two or three coats of 50/50 dope thinners. The original had a spray coat of colour added. Finish off with fuel proofer all over, including wing end undercarriage tongues, which gives them the necessary tightness when fitted into their boxes. Ballast the model as necessary to



position C.G. as shown. Test glide over grass to get tailplane trim correct, then cement-in packings. The original as built had slight engine offset, to starboard and flew on power without further adjustment. Under Bambi power Skip should pull away into a steady left-hand climbing turn. Landings back on to water are most exciting as having a fair -gliding speed they are characterised by a skip up into the air after the initial-touch down and then a stable settling back on to water.

“Pee Wee” performance needs a more cautious

approach to powered- flight, and enables “Skip” to R.O.W. easily under favourable conditions, offering a really sparkling free flight performance—just the thing to while away those pleasant holiday hours by the seaside this summer.

## Bill Wells

Due to work commitments I just could not find the time to go to Model Aircraft Auctions until I was convalescing from hand surgery. On the 21st April 2006 I turned up for the Auction of Model Aero Engines & Aeroplanes the collection of the late Ocean Francis William Fisher aka Peter aka Performance Kits. Unfortunately the Auction was on the Isle of Man and how I got there and back with my haul would make a good article on it's own! Well one of the lots I bought was Number 27 a Catbird fitted with a CS Oliver Tiger. At the time I wasn't that interested in the model I just rather liked the engine. Well I am never likely to own an original Oliver Tiger so this would be the next best thing! Not bad for £22-40 with a model thrown in for good measure. The Cat bird is basically a flying wing with a symmetrical aerofoil attached to a short fuselage with a big flat plate tail plane and elevator. I won't say at first glance it is the most attractive model but it is sort of one of those models you get to like. The model had a lot of fuel soaked balsa and engine bearers at the sharper end and the fuel tank looked iffy. So after a long wait I finally cut into the nose area removed the tank which on taking an end plate off confirmed my suspicions, that inside, it had passed it's sell by date!! Next question was where could I get some tin plate from to make a new tank. I used to scrounge old oil cans from work but now retired that was a difficult option and many food cans are corrugated. I had a cup off coffee to consider the problem when I realised the solution was right in front of me!! The can that the coffee came in was very thin tin plate about 7 thou and was easy to turn into a sheet of flat plate tin. I used a tin opener top and bottom then tin snips down the seam. The front end of the model was tidied up, the engine bearers skimmed and encased in epoxy resin. The front end was painted and fuel proofed. My next problem was the rough ground I was going to fly it from the 1 7/8 inch diameter wheels were just not big enough so I fitted 2 3/4 inch diameter wheels which just do not look right but gave me prop clearance for a 9 inch prop (just). The needle valve has two friction devices neither of which seems to work too well. I need an 8 inch prop bored out to take the large diameter prop nut sleeve but to get used to the engine and it's little ways I reckon an already bored out 9 inch prop is OK for the time being. The first flight was on a foggy damp and very cold day. Fiddling with the engine to get it to run properly in those harsh conditions isn't really my idea of enjoying myself so I settled for the best I could get as quickly as possible. The model has very good response to control inputs the line tension is good and despite the engine not running at it's best it clocked round at 45 mph. I didn't push my luck with a loop and yes like most thick wing, light wing loading models it glides well and with the big wheels it kept upright on the uncut grass. I was so cold I didn't bother with a second flight. I am going to concentrate on getting the engine running properly before the next flight. This model has it's original covering and it looks as though a different engine had been in it originally. At the Auction there was another Cat Bird that was in much better

condition (Newer) so this may be an early model and may well be over 40 years old who knows. So I am going to take it easy with this one.

Specification (in inches) Span 42, chord 8¼. The wing is constructed without a spar, 4 x 3/16 square balsa runners top and 4 bottom and one 3/16 square leading edge. The trailing edge is in two halves (not solid). Length 26¼, span of tail plane 17 ¼, chord of the tail plane and of the elevator 2 3/8. CofG approx 2 inches aft of the leading edge and the weight just over 25 ozs.





## From Eric Clutton

The write up on the Aussie Glo Chief was interesting because it showed that the intake was really too big for general use ! Certainly for C/L stunt it would need sleeving down to around 2/3 size. The over-big venturi also explains the tricky needle setting and the fact that the fuel heads back to the tank after a short burst when starting. It also explains the above average performance on test ! I carried out a number of experiments way back in the .50s and another finding was that an extended venturi on almost any engine would improve it's stuntability. Something to do with a moving column of air having inertia ! I managed to bust both wrists just after Xmas and now have a rotator cuff problem from the same disaster . It has slowed down my modelling but not stopped me completely. ERIC.

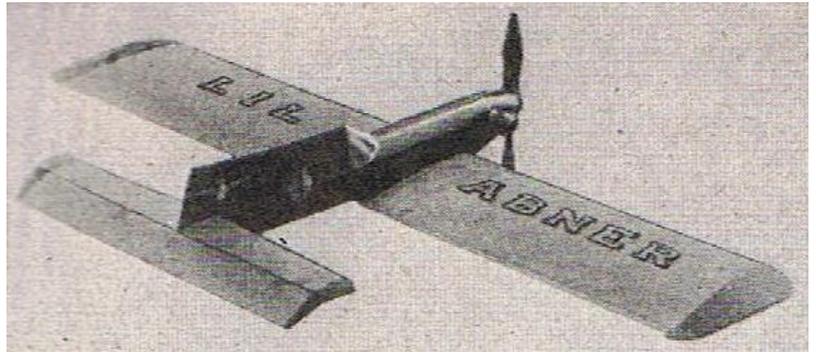


BC



## Lil Abner a flapped stunter for 3.5 cc by A E Burch from Aero Modeller July 1952

A follow-up from the Demon King which we published in the March 1950 issue, the Lil Abner series by A. E. Burch, has been developed up to Mk. V in the past year, and it is this ultimate form that we publish here. The designer gave us a special faultless demonstration of his prototype, and its simplicity plus high performance left a considerable impression. With 310 square inches for an Amco 35 diesel, Lil Abner circulates at between 60 and 65 m.p.h. on 60 ft. lines. It is absolutely smooth to fly, and by virtue of the full span flaps, there is



no limit to the manoeuvres it can

tackle. Even if an occasional error of judgment should bring unwelcome contact with mother earth, the structure is such that repairs are very rarely necessary.

### Construction

Make up the engine bulkhead, and fit the tank in place before adding the side panels, then fit controls. When making the control system, bend the flap push-rod to the exact dimensions given on the plan; but leave slight over-length on the elevator rod for adjustment. Now add all formers and plank the forward decking. Whilst this is drying, the tailplane can be made, the elevator hinged and the horn firmly cemented in place, with two locking pieces of wire as shown. Then fit the tailplane, and with the bellcrank set at neutral bend the push rod to suit. Sheet the wing bay, with the exception of the rear two inches, which gives sufficient space to locate the flap horn and make adjustments. When this has been done, the bay may be completely sheeted, leaving the access slot shown. Fin offset, if desired, can be built into the rear upper fuselage when the sheeting is applied. Otherwise, construction of the wing is conventional, needing no explanation, except perhaps for the ballast weight which is fitted in the starboard tip between spars with 1/4 in. sheet at front and 1/8 in. at rear.

## From John Laird

David Lovegrove's article re tissue over mylar struck a chord with me and I thought you might like to include the attached script and photos with your next S&T.

I have also attached a photo of my 80" span Debutante at its current stage of construction. Note the metre stick ( 40" ) to give scale to the size of model.. As I cannot make up my mind re going electric ( for cleanliness and convenience ) or 4 stroke for more realistic flying sound, I plan to build the nose to take either and switch between them- probably electric in winter and 4 stroke in summer.

### TISSUE AND MYLAR COVERING – 60" span DEBUTANTE

Reference the article by David Lovegrove on this covering method, and his comment re using non-shrinking dope, I thought the S&T readers might be interested in my first and to date, only attempt on T over M covering.

After reading about this method in various forums etc, and missing the point re non shrinking dope, I thought I would try this on my recently built scaled up Debutante ( James had some nice flying shots of it in last months S&T ). The aim was to keep the weight down while still getting a strong covering, an aim achieved as the 60" span model came out at 2 lbs (wing loading 9 ozs/sq ft – this is light for me ).

I used essentially the same method as David, although I did let tissue dry before doping as I wanted to see if I could achieve a finish with just one coat of 30/70 dope/thinners. I used lightweight modelspan tissue to cover complete model except for top surface of wing where because of the curvature, I used heavyweight as the sheet size was bigger and I only needed one sheet to do the whole wing top. A second coat of 30/70 dope was needed to give a more consistent finish to the surface. As the wing is in one piece with dihedral, I covered one wing half at a time. Both top and bottom surfaces were doped immediately after one another and once touch dry, was weighted down onto polythene sheet laid on a flat surface and left for 2 days to let major shrinkage take place. While I finished the rest of the model and fitted motor and RC etc, I alternated weighting down the wing halves to ensure they did not warp.

However, in the fullness of time some of the ribs have assumed a curvature reminiscent of the ones schoolboys used to drool over and which I put down to the soft balsa stock used for the ribs ( weight saving again ) but having read David's article now realise that the shrinking dope could also be partly to blame. I attach 2 photos illustrating said curves. One of the photos shows the mylar shining through the tissue, Despite the ribs curving (sounds better than bending) the wings have not warped and the structure remains nice and stiff. Flying does not appear to be affected. I plan to use the T over M cover on my current build – another Debutante but doubled from original 40 to 80" span.

In addition to the nice flying shots of the Debutante, the maiden flight can be seen on my blog on RCGroups here <http://www.rcgroups.com/forums/member.php?u=153227>



*Debutante curvaceous wing ribs*





*80" span debutante early mock up stage*

### **From John Mellor**

Thought one or two of your readers might be interested in my winter build which is now flying well. It is a Ken Willard "Top Dawg" from the 60's which is available through Outerzone. I had it scaled up from 36" span to 48" span by my friendly local printer although the resulting plan was very fuzzy! I made a few changes to the original adding strip ailerons, thinning out the fuselage, dropping the dihedral, increasing the rudder area and using electric power. The profile was as the original and I did retain the flat bottom wing section as I like a simple build.

Covering is Solartex and Profilm and I aimed for - and achieved - a 2.5lbs gross weight. Power is an Overlander Thumper T3530/14 running via a 2200 3S battery pack and 40 amp speed controller. This powertrain fitted easily into the fuz and the battery pack can be easily changed without removing the wing and, even better, the Dawg will go in my car ready to fly.

Initial flights were made with the help of David Lovegrove and it seemed low on power. On investigation full throttle was giving us 165 watts on a 10 x 7 prop and after some fiddling about with the throttle trim on my Planet 5 we got this up to 240 watts whereupon the flight envelope was transformed.

Loops, rolls, wingovers and stall turns are easy peasy and it should spin once I get some more rudder travel. All round a model which I am really enjoying and recommend to others. The pictures were taken by Mike Spencer at a Midland site - on a sunny day!!! - and also show his Hannibal and David Lovegrove's Flying Flea.



## *An old friend revisited*



It was while talking to Steve Smith, many times British Team Race Champion, Team member, Clay pigeon expert and all round great guy, that he informed me he still had one of my old Chipmonk 9 models in his possession. It turns out that way back in the 70s I had given him a couple of my Chippy's and he still had one in fairly poor condition but he thought, with a straight wing.

He had a few years ago, given me back one of my old Fox 40 motors, presumably from this airframe when I had shown an intention to build a new one from a nostalgia point of view, sadly these things hardly ever happen. The day came to pick the model up from Steve's works, which meant a drive all the way round the M25 with a slight detour ½ way round. These days it's quite a challenge but when the motorway was first built it would have been a pleasure. Steve showed me the model and I must admit I felt a little disappointed, as the condition was exactly how he had said and I obviously thought of it through rose coloured glasses. Although I remembered the model, I couldn't remember which season I had used it, nor the reason for passing it on. Once home a quick look through my photos revealed that this model was my reserve from the '76 World Champs, its sister model (pictured top of page at 76 champs) being ST46 powered and achieved a 14th place. This was also the last ever Chippy9 that was built and competed by me, as 10 onwards would be powered by either Merco 49 or 61 and would go on to get a 6th in the '77 Euro's and another 14th in the '78 WC's. It was at this time that I became sponsored by Merco and from then on had Ron Checksfield blueprinted motors so the



Chippys became bigger to accommodate both the weight and power of these motors.

As it turned out, the airframe was in fairly good condition with the exception of the covering and a few non-critical parts. The first job was to strip the airframe of all covering and replace any parts that were not salvageable. This took quite a few hours of paring the surface with various forms of knife and chisel followed by fillers and sanding. The tailplane was originally covered with lightweight tissue and had bonded really well and was difficult to remove without damage to the structure, so the tissue was carefully removed between the ribs.

This was not going to be a competition model as it was too late for Classic, having been designed in '74 and published a few years later, nor probably would it be competitive in this day and age. A decision had to be made of how far to go with the



finish and how much time to spend on the repair work, probably in the long run, not enough!

While doing general tidying up of the airframe, I decided to upgrade from the Fox 40 to an OS46LA as I



have enjoyed using these motors in a few aerobatic models in the past and had always been pleased with their performance. This also meant doing something with the bearers so instead of a full replacement, alloy plates were fitted using the original blind nuts therefore lifting the engine slightly. Next job, throw away the cowl and make a new one, and while playing with balsa why not make some new flaps as the paring of the covering on these wasn't that successful, oh yes, and new horns as the old ones seemed a bit flimsy, and perhaps a new front top deck wouldn't hurt either... what was I saying about time?

The cockpit was seriously damaged and the interior

looked tired so they were discarded and replaced. My current finishing technique tends to be Polyester tissue (from Mike Woodhouse Model Supplies) known as Polyspan from America, over Mylar as this is very strong and light, however I decided to forget the Mylar and went for the polyester tissue by itself. This is considerably stronger than regular tissue and far easier to apply, as it is a pure heat shrink product that is then finished as regular tissue with dope etc.

Having attained a reasonable surface I decided to add some Aliphatic rivets before spraying silver, using the same method I had used back in the 60/70s, this being panel pins driven into a short section of engine bearer at required



intervals. The aliphatic then has a few drips of black ink added so that when the final coat of paint has been added, the high points show through when rubbed very gently over with 800 wet and dry. Next job was to be dayglow (but don't forget to spray over white) detailing followed by waterslide transfers for the decoration. As the ones I used are no longer available I had to make my own, again something I have been doing over the years. So onto the Internet to Mr Decal and some white paper for the roundels and clear for the detail lettering was obtained and duly printed. The model was then sprayed with clear 2pack...took a

couple of pictures just in case .....should have taken that extra bit of time but its becoming more valuable these days! A reasonable job done! So a new set of 18.5m lines and wait for a calm day.

A couple of days later and a perfect day arrived, so over to the strip to try it out. The 2nd hand LA46 bought from a table top sale for £20 started 1st flick and was set on a 4/2 break. My trusty mate Steve Foster (always try to use the same pitman including at comps as he will get used to your way of working and be far more aware of what you intend to do than if you constantly change) assisted me and shortly after the Chippy was in the air and nostalgia hit me instantly. It was just like I had flown it last week, absolutely great! After a couple of flights I decided that the tank needed changing so aborted flying for the day. I'm glad I bothered to do this project and will fly it now and again. I won't be flying it in competition but it was a great little project.

*Pete Tindal*



### **From David Lovegrove**

I thought some of your readers might be interested to see the attached photos of my new quarter-scale Pou du Ciel (Flying Flea) which, after a few early hiccups, is now performing really well. It had its first public airing at the excellent Salisbury MFC site at the beginning of April, when after weeks of

1



freezing easterly winds, we at last had a very welcome, calm, sunny day - just look at that fantastic sky!

The model's vital statistics are: wingspan: 66"; Weight: 8.25 Lbs ; Wing Area: 812 sq. ins.; Wing Loading: 14.5 oz/sq.ft.; Power Loading: 55 Watts/lb.; LiPo: 4-Cell 3300 MAh; Motor: EMax GT3520-05 (925 Kv); Prop. APC-E 11" x 5.5". The controls are motor, elevator (actually pivoting front wing - note those two pushrods) and Rudder.

All the photos were taken Mike Spencer (thanks Mike) and my thanks go too to the Committee and the rest of the guys at the club for their warm welcome. I only wish I could fly there more often!





OHLSSON  
GOLD SEAL  
.56

*1938 model*



BC

# EVENTS IN NEXT 12 DAYS neither to be missed

## Mat 4/ 5/6

This coming weekend with a reasonable weather forecast is three days of Middle Wallop. Free flight of course each day and on Sunday there will also be RC vintage and Control line. See <http://www.sam1066.org/>

## May 12 Sunday

Now here's the best one a whole new event in the South from DMFG. The new 65 acre site we have for the day with over run area of about 300 acres. We will be flying RC vintage, control line and experiment with free flight, the area is vast there shouldn't be a problem. Bill Longley, as SAM 35 R/C Comp. Sec. will be event director, and with his passion for vintage power duration, this event is one of the series for the Tasuma Trophy. Tony Tomlin will be running the National Tomboy event. So what a day there is in store bring along your RC vintage and any CL model and if you have an Ebenezer or some FF model chuck that in your boot and have a fly.

There will be a BBQ and a WC for the use of ladies attending. An entrance charge will be made not sure how much depends on numbers attending but at the very most no more than £4. Wives attending of course will not have to pay.

BMFA insurance is essential so bring your card or you won't be able to fly.

The site is between Blandford Forum and Tarrant Hinton, if you're interested contact Bill Longley on 01258488833 [tasuma@btconnect.com](mailto:tasuma@btconnect.com) for more details and directions to get to the site. If you can't get hold of him you can email me [jamesiparry@talktalk.net](mailto:jamesiparry@talktalk.net) I know most of the details.

## Vintage Events with Tomboy competitions for 2013.

Nb [updated information, 24.4.2013 ]

Event	location	date	contact
Sam 1066 Fun Fly + comps.	Middle Wallop	05.05.13	Tony Tomlin
Dorset MFG R/C Vintage A354 .	N.E Blandford Forum	12.05.13	B Longley/T Tomlin
Cocklebarrow Farm Vintage R/C	nr. Bibury [Glos]	16.06.13	T.Tomlin/ Paul Howkins
North Berks. RMAS	nr. Abingdon [A338 N of Wantage]	07.07.13	T Tomlin /Dave Franks
Cocklebarrow Farm Vintage R/C	nr Bibury [Glos]	11.08.13	T.Tomlin/ Paul Howkins
SAM1066 Fun Fly and Comps	Middle Wallop	22.09.13	Tony Tomlin
Cocklebarrow Farm Vintage R/C	nr. Bibury [Glos]	06.10.13	T Tomlin / Paul Howkins

### Contact Details:-

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Bill Longley 01258 488866 [tasuma@btconnect.com](mailto:tasuma@btconnect.com)

Dave Franks 07402080180 [dave\\_franks@hotmail.com](mailto:dave_franks@hotmail.com)

### Notes

**Please check before travelling as circumstances can cause events to be changed/cancelled at short notice Middle Wallop; dogs are not allowed on the airfield at any time**

# BOURNEMOUTH CLUB CLASSIC RUBBER

Middle Wallop Sunday 31 March 2013

By Martyn Presnell



**John Wingate receives the Club Classic Cup**

SAM 1066 hosted the 2013 Bournemouth Club Classic rubber event at Middle Wallop, a beautiful airfield with mown grass, a sunny day, strong easterly wind and bitterly cold. The winner for the first time was John Wingate from Connah's Quay, Flintshire, flying his 'Late Night Special' designed by Brian Faulkner (Ref. MA5903).

The wind direction carried models along the main runway, the longest direction available and with a two minute maximum only a few models escaped from the 'drome. However there were strong thermals to be found that gave anxiety to some flyers. Two new entrants placed joint 8<sup>th</sup> and Ted Stevens starting with an untrimmed model, was unfortunate in suffering fuselage damage on his first flight. Let us all wish for a warm and perfect day for the next event later in the year.

Results				
	1	John Wingate	Late Night special	6.00
	2	Ron Marking	Urchin	5.53
	3	Bob Taylor	Yardstick	5.51
	4	John White	Last Resort	5.31
	5	Peter Jackson	Marcus L/W	4.00
	6	John Oulds	Boxall	3.50
	7	John Lancaster	Mentor	3.44
	8	John AndrewsLast	Resort	2.00
	8	Ted Stevens	Flip Flop	2.00



**John Andrews – Last Resort**



**Ted Stevens – Flip Flop**



**John Oulds – Boxall**



**Ron Marking – Marcus L/W**



**Bob Taylor – Yardstick**



**John Wingate – Late Night Special**

## From Tim Westcott

I was sent this from somebody in Guernsey. Do you have any idea what it is?



*Answers please to me James Parry and I'll forward on.*

## Middle Wallop R.C Vintage and Control line by Tony Tomlin

Sunday, March 31st was the date of the first of the 3 Vintage R.C and Tomboy events held at the superb Middle Wallop site [courtesy of the Army Air Corp Centre, MAC]. This was also the second day of the SAM 35 2013 Gala. After the very wet and windy conditions we experienced in 2012, we were hoping for a respite. Sadly the respite came with blue skies but a temperature close to freezing for most of the day! Soon after Nick Skyrme, John Perry and Tony Tomlin had set up the flight line tapes and erected the control tent, using Bill Longleys pop up gazebo [thank you Bill], the hardy fliers started to arrive. Considering the arctic conditions, within a short time 21 fliers had signed on. As this was the first event for most, after the winter break, it was good to see modellers renewing acquaintances with the normal, good natured, aero modeller type banter!

Models seen were from the smallest, a Cutlass flying wing, to the largest a Lanzo Bomber. Others flown steadily throughout the day included a Majestic Major, Super Scorpion, Southerners [both 60 and 72"], a Scram, Debutant x1.5, J60, Veron Cardinal and many others. A Vic Smeed Electra flown by Dave Bailey had an ED Racer fitted with an effective, home produced, throttle which was interesting as was the very smart Southerner 60 of Mick Langford. There were also a good number of Tomboys, in both 36" and 48", to be flown in the popular R.C Tomboy competition.

Bill Longley was hoping to run a power duration competition but due to the inclement weather, sadly, entries were not forthcoming. There was also some control line activity organised by James Parry, with Den Sax Coburg and 2 fellow fliers, [The Caulkheads], over from the Isle of Wight for the day. Den was flying his modified Fat Phantom, so called because the model is wider than normal to allow the fitting of a Tom Ridley MKII Oliver Tiger Cub.

### Tomboy 3s

Seven fliers qualified for the mass launch flyoff at 14.00. Unfortunately Bob Young's Tomboy had its tailplane wrecked by a sudden gust of wind that bowled over a number of models shortly before the flyoff.

As an experiment it was arranged that Steve Roberts, whose Tomboy was fitted with a key fob type video camera facing rearwards, was to launch 2 seconds before the other competitors to try and get some air video of the launch. The 6 remaining Tomboys were lined up, Nick Skyrme was the starter and as the start board was lowered all got away, except [sods law] the camera plane because of a starting problem! It did get away 10 seconds late and with the rear facing camera videoing the fliers but not the models!!

As always the models quickly climbed to an eye straining height with Paul Netton and John Strutt the highest, James Collis was a little lower, with Tony Tomlin just below. John Taylor, the lowest was out of luck after achieving some good times in his qualifying flights and was first down 4 seconds short of 5minutes. Tony Tomlin winner of the last event in 2012 was also unable to find any form of lift and landed gently a minute later. James Collis who was doing well, until he hit a patch of bad air, descended rapidly leaving John Strutt the highest, with Paul Netton slightly below. Both were losing height with John Strutt holding on to claim first place by a little over half a minute from Paul.

#### TB3 Results

1/ John Strutt 9min 00secs. 2/ Paul Netton 8min 26secs, 3/ James Collis 7min 43 secs.  
4/ Tony Tomlin 5min 57secs. 5/ John Taylor 4min 56secs. Steve Roberts not classified.

#### Tomboy Senior

Five fliers lined up for the TBS flyoff. There were panic stations a few minutes before the flyoff as Barrie Collis had his closed loop rudder system come apart and some deft work with pliers only just saved the day. The sky was rapidly clearing with some slightly [very slightly!] warm air coming through. Nick Skyrme who, looking like Nanook of the North [as we all were], lowered the start board and all got away. Derek Collin, who had his engine start to run rough just before the launch, was soon down after a flight of 1min 30secs. The others all climbed well but Barrie Collis, after his last minute repair was out of luck and landed a few seconds short of 6mins. Peter Rose and John Strutt were both very high, estimated at 900ft, with Tony Tomlin a couple of hundred feet below. Tony was losing height until at the 8 minute mark he was down to around 300 feet with the other two both still very high. Luckily at this point he flew into a small area of slope lift and managed to maintain his altitude for just under 4 minutes before floating in. John Strutt was next down at a few seconds over 13 minutes with a delighted Peter Rose landing to a ripple of gloved applause at 14 min 30secs.

#### TBS Results

1/ Peter Rose 14min 30secs, 2/ John Strutt 13min 09secs, 3/ Tony Tomlin 11min 38secs.  
4/ Barrie Collis 5min 58sec. 5/ Derek Collin 1min 30secs.

At the end of a very cold but successful day Tony Tomlin and Nick Skyrme presented the prizes and certificates to the winners and it was tactfully suggested that if it is as cold at the next event perhaps the winners bottles could be filled with brandy and not wine!



*Southerner 60 by Mick Langford*



*Electra powered by throttled ED Racer built by Dave Bailey*



*John Laird and Debutante*



*Last minute repairs to Barrie Collis TBS closed loop*



*Line up early in the day*



*John strutt winner of TB3 displaying full cold weather gear*

## Tony's latest model

Details. Ace of Diamond, Designer George Woolls, Aeromodeller plan 1958. Original span 36" F/F. My version scaled up 1.75-1.0 span now 63". Power OS 52 FS. Control on twin rudders, elevators and possibly ailerons. At present requiring a r/h rear wing [tailplane?] and lots of sanding to the leading edges and wing sheeting. To allow all the surfaces to match the rear planes are washed out 6 degrees, covering will be in Solartex.



**WESSEX TOMBOY LEAGUE 2013**  
**Scores after Round 2 held at Templecombe**  
**on Sunday 28 April 2013 by Chris Hague**

The second round of the 2013 Wessex Tomboy League was held by kind invitation of the Wincanton Falcons at their superbly equipped Templecombe flying site. The weather forecast was better for the morning than the afternoon so everyone got started promptly. With the exception of Derek Collin, whose Tomboy 36 motor refused to run for very long, foreign matter in the fuel was the prime suspect. Everyone qualified easily, and as the air was very buoyant, it was decided to have a 20 second hold time after the 90 seconds allowed to start, adjust and fuel up the models. This is the successful Wessex way which is designed to prevent the models going too high under the power phase of the competition.

Five pilots flew in the Wessex Tomboy 36 fly-off and after a clean getaway James Collis was first to land with a poor motor run time. After reaching a good height on the motor run James Parry was next down, followed just one second later by newcomer to the series and a fast learning, Ian Pratt. This left just Paul Netton and Chris Hague at a good height but in different parts of the sky. Paul found the sink first and landed leaving Chris the comfortable winner for the second time in a row.

**Wessex Tomboy 36" span league table**

		R1	R2	R3	R4	R5	Total
1	Chris Hague	10	10				20
2	James Collis	9	6				15
3	James Parry	8*	7				15
4	Paul Netton	-	9				9
5	Ian Pratt	-	8				8
6	Derek Collin	1*	1				2
=7	John Myers	1	-				1
=7	John Taylor	1	-				1
=7	Dave Ashenden	1	-				1

1<sup>st</sup> Chris Hague 5 min 05 sec; 2<sup>nd</sup> Paul Netton 4 min 11 sec; 3<sup>rd</sup> Ian Pratt 2 min 40 sec; 4<sup>th</sup> James Parry 2 min 39 sec; 5<sup>th</sup> James Collis 2 min 19 sec. DNQ; Derek Collin

\*Scoring error corrected from round 1

There were five entrants in the Wessex Tomboy Senior 48" competition with all five qualifying for the fly-off. Entrants have 90 seconds to start and fuel up ready for the mass take-off. Due to incorrect engine settings (commonly known as fiddling with the settings!), after 88 seconds, Chris Hague's Mills 1.3 stopped and with insufficient time to restart had to retire. All the other Wessex Tomboy Seniors launched and climbed away cleanly. Engine supremo Derek Collin was first to land with a time of 4 minutes 40 seconds. Next down after six minutes was James Parry followed two minutes later by a vastly improving Barrie Collis who has recorded two second places in the first two rounds. The easy winner was Peter Rose, who had the luxury of diving down from a great height after Barrie had landed, that was after an impressively long motor run time.

**Wessex Tomboy Senior 48" span league table**

		R1	R2	R3	R4	R5	Total
1	Barrie Collis	9	9				18
2	Peter Rose	7	10				17
3	Derek Collin	6	7				13
4	Chris Hague	10	2				12
5	James Parry	1	8				9
6	Rick Farrer	8	-				8

1<sup>st</sup> Peter Rose 10 min 06 sec; 2<sup>nd</sup> Barrie Collis 8 min 0 sec;

3<sup>rd</sup> James Parry 6 min 00 sec; 4<sup>th</sup> Derek Collin min 40 sec; DNF; Chris Hague

Our thanks go to our starters and timekeepers for the day, Derek Collin, Peter Rose and to Ian Pratt. Also to the host club, the Wincanton Falcons, for allowing the use of their flying field. Remember it is the best four scores to count. The next round will be on Sunday 2 June at West Winterslow, the site organised by Peter Rose. We will also be flying our control line Wessex Spitfire Scramble and Wessex mini speed at this event.

Complete Spitfire Scramble kits are available at about £45 + P&P from Topco Kits and that includes the engine!! Yes, that is correct, it includes the engine! Anyone interested in taking part in Tomboy events might like to try the 36" version with a new MP Jet Classic 0.6cc diesel costing a mere £50, a Rx., two 6 gram servos, covering material and either a laser short kit at up to £30 or build from one of the plans around. Contact James for details of plans available. You can be fully competitive for about £130 or less if you have any of the bits already. Full details available on our website: [www.wessexaml.co.uk](http://www.wessexaml.co.uk) Email me if you require directions to the site.



James Parry's colourful Wessex Tomboy 48



Ian Pratt's Wessex Tomboy 3



Paul Netton and Peter Rose prepare Paul's Wessex Tomboy 36 for the fly-off.



And a clean getaway for Paul Netton's Wessex Tomboy 36

## David Kinsella's Column

### Barkston 2014

Great news in a Christmas card, which had our famous red telephone box on the front (the G0 K1 type dating from 1920). Next year - September 2014 - there will be a full weekend of SAM 35 Retro Nats Barkstons the place and just over a year to go for lots of 1950s and '60s real aeromodelling fun. Points to win and points mean prizes.

### Family Kits

That railroad map in S&T No 73 reminded me of early trips in the USA, the system hit somewhat by air travel. The great days of the Cyclops-eyed 20<sup>th</sup> Century Limited out of New York and Hiawatha leaving Chicago Union long gone, it was still good fun. As steam pushed west and made vast fortunes for some, the spread of the iron horse helped housing for the masses. From bungalow to baronial, flat-pack kits from Aladdin, Lewis and Sears Roebuck let you nail, screw and weld (some metal houses) the abode of your dreams. Sears (watches) and Roebuck (repairer) joined up and offered kits from 1908 to 1940, a good 70,000 of a grand total of 700,000 or so. The Nixon family had one and, like our Prefabs, stand today. Here's a fine one, the chink of a mint julep just audible as the sun sinks on a lazy evening down south.



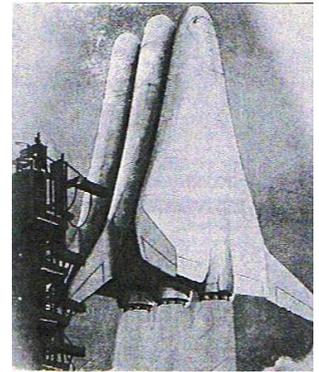
### Plans Made

We all remember and read again Terry McDonald's control line columns in SAM 35's respected journal. But ever the modelling enthusiast (railways too!) Terry has many plans on offer. Top quality at £6 each, a

recent listing of some of them appeared in *Speaks* for November. A treat to read let alone build, there's still time to build a VTR or Scale masterpiece for the summer.

### Top Tom

Air Ministry gave the green light, and a BAC team led by Tom Smith at Warton in Lancashire came up with MUSTARD in 1964, a British Space Shuttle that would fly in 1975. Lack of political push did for it (remember TSR—2?) and Tom moved to English Electric (in early days builders of trams). Later he worked on the Lightning and in his spare time built award winning free flight power models, nearly losing a finger when he flew proxy for the Japanese team. Once hot stuff, MUSTARD - Multi Unit Space Transport And Recovery Device - was history long ago, its cold and dusty plans filed away deep within British Aerospace.



### Kits From Tucson

From the sands of Arizona long ago came a dozen. Beautiful power boat kits for Chris-Craft models up to 33ins. Dumas Products of Aviation Highway, Tucson, stressed that these kits were for men and not prefabricated for children! Plans, pictures, lots of wood and fittings would arrive in a heavy box fit for worldwide travel (US armed services in mind) Sunny weather even in March, Old Tucson was great for movie makers and quick-draw gunfights were staged for tourists. One day the 'mountain men' arrived to stay for a day or two, and one in buckskins taught me how to make fire with flint and steel. He had two thumbs on his left hand and all in the group carried guns and outdoor kit.



### Salesman's Stunner

Long before nature films and animal specials, millions saw wildlife in action thanks to Tarzan movies, the first two scary enough to send children running for the street! Toned down, Johnny Weissmuller's last turn. in the loincloth (1948) saw the Olympic swimmer a touch upholstered. I preferred Lex Barker, swinging through the trees, wrestling crocs and living in the tree-house with Jane. Broom salesman Burroughs devised simple plots for his hero to sort out, the movies shot in Mexico or the studio if cash was tight. Edgar Rice B put tigers in Africa to start with and a few elephants had the wrong ears, but at Saturday Morning Pictures we thought it was all just fine. Now where is my ABC badge?

### Canvas Correction

Many thanks to Eric Glutton and Jim Newman for reminding me that Avro's mighty carrier was metal skinned except for rudders and elevators. Always with Radio 4 on too, I must have drifted into Heyford and Wimpy territory along with a dash of Hurricane! Re the last of the cloth bombers, a lofty Heyford was used to test gliders before the big Market Garden drop (Bridge Too Far 1977) in which GAvA's John Blake took part with the Irish Guards. And good to learn more of post war coding developments from Bryan Targett. Books abound on daring devils like Lt Col Dudley Clarke (pictured) and those who became Monty (Clifton James) and other leaders for a day or two. For sure there were two or more Stalins. Equipment like coding machines, hollow tennis rackets, exploding cigars and swordsticks played their part. Try Churchill's Wizards (2008).



### Daring Detail

Arriving at a mighty 261bs, the ultimate story of the SAS. Pictures and plans, missions and heroes. Signed by VCs who took part, men in at the beginning with Stirling, the price is a crisp £2500 - but you do get an Army-type carrying case. Motor Books (0207 836 5376) have two.

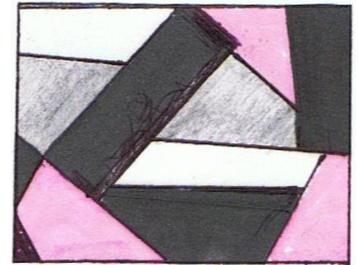
### Comstruction

Look at Ron Moulton's classics on aeromodelling and you will see that the sets of pages are sewn in with thread, average use meaning that these fine little hardbacks could well last for hundreds of years. Much modern stuff is just stuck together, risky to open flat (listen for the crack of the glue!) and picture plates often the first to fall out. Modern paper is not too good either as efforts are made to keep a cap on costs. Ron was well served by Hollen Street Press when they produced Flying Scale Models in 1956. 128 pages of pure joy.



### Mick Keith and Chance

I saw the Rolling Stones at Wembley in April 1965, Brian Jones with his lute-like guitar, Bill Wyman, playing his held almost vertically. All had their own houses by then, Jones living in Winnie the Pooh's house. After a few trial runs and rising fast now, the Stones were in the USA with a big one lined up in the East. A circus had been there, the final management deal cut amid the generous messages left by the elephants. The boys went on three hours late, the bouncing recording truck back stage telling the lads with the earphones that the joint was jumping. Recent concerts not advertised sold out in five minutes, £1000 tickets moved on at £10,000 each. And it all started by chance.



### Steaming On

To Woking for the big Gauge One Exhibition, pausing to see the tripod war machine which marks the Martian landing in 1898 (the Wells yarn always in print). There too is a Hawker Hunter to remember Camm and his Hurricane, Typhoon, fury, Harrier and several more. A development in Gauge One is the rise in prices and the closing of at least one Chinese supplier, manpower a problem. Even so there was plenty to see, live steam A4s running on the tracks along with A3 Papyrus from Bonds and all of eighty! To my mind Aster is still ahead on quality despite two or three strong challengers. A great day. Mentioned in Speaks (October) The Leeds Model Co book sold out in four months.

### What Is It?

On the train to Devenport Lt Norman Wilkinson RNVR realised that buildings in different colours were hard to see in the mist and rain. It was 1917 An idea formed and soon ships in crazy dazzle camouflage appeared. Bow and stern waves were painted on, even fake funnels of wood and canvas added, and correct identification was now very difficult indeed.

## **Old School Model Aeroplane Factory**

Derel Foxwell is now recovering from having his blood transfer system replumbed with a few by-passes and new valve. He's beginning to cut some of his range of kits. By the time I send this S&T he will have ready Tomboy 36 and 48 Senior as well as Madcaps. The rest of the range will follow but it may take a few months. [derekfoxwell@btinternet.com](mailto:derekfoxwell@btinternet.com)

*Please visit our website: [www.msp-plans.blogspot.com](http://www.msp-plans.blogspot.com)*

### **MSP PLANS PRESENTS FOR 2013**

#### **POPULAR MODELS – VINTAGE , CLASSIC, DURATION AND SPORT DESIGNS**

**MSP PLANS** drawn by Martyn Pressnell, offer a collection of model aircraft designs selected for their aesthetic qualities or unique origins. All drawings are A0 size, some as twin plans. The list below includes

Vintage Models generally pre 1951 and Classic Models 1951 to 1961. Photos of most models can be seen on my website. The more popular plans of easy to build models are listed below, the more complex plans of Wakefields etc are listed separately.

**POPULAR PLANS - £7.00 EACH INCLUDING UK POSTAGE, FOLDED FOR POSTING**

**MICK FARTHING 1942** The 40 in span *Lightweight Contest* rubber model with a diamond fuselage. Redrawn from an early source drawing, now as a fully developed plan showing all details. A model to the older FAI specifications, about Wakefield size.

**MICK FARTHING'S 'THE PAPER BAG'** This is the unique plan of the late Mick Farthing's last lightweight rubber model of 1946. The very light machine had a near vertical climb and extended duration in fairly calm conditions. Produced from the designer's working drawing. Meets SAM Small Rubber class rules. Twin plan with the **RAFF V**.

**RAFF V 1947** Designed by Norman Marcus who was National Champion in 1946. His very successful **RAFF V** was typical of the lightweight type of rubber model, now suiting the BMFA Rubber class rules and SAM small rubber rules. Better proportioned than many, it proved a thoroughbred with its single-bladed folding propeller. Twin plan with the **PAPER BAG**.

**ODENMAN'S 1950 NORDIC A2** Swedish Championship glider, placed second in the first World International in 1950. Acknowledged trend setter, probably the best vintage Nordic A2 glider before the Classic era of 1951. Published in Sweden.



*Odenman's 1950 vintage A2 from Sweden. Built by Vic Driscoll.*

**SENATOR 1950 RUBBER** Designed by Albert Hatfull and kitted in 1950. Probably the most successful kitted rubber model of all time. Renowned for its stability and contest performance, with 30 in. projected span (32 in. true span) and tip dihedral. Twin plan with the **ACE**.

**ACE 1950 RUBBER** Designed by Bill Dean and kitted in 1950. Reliable and attractive beginner's model of 30 in span and vee-dihedral wing. Drawn with traditional balsawood free-wheeling propeller. Twin plan with **SENATOR**.

**ENGLISH VIKING 1953 A2 GLIDER** Designed by Bill Farrance after his experience with the GB Team at the 1952 World Championships in Austria. Capable of a full 4 minutes from the 328 ft towline, an acclaimed glider of proven performance, twice winner of the SAM Radislav Rybach trophy.

**CRESTA** A 38 in wingspan low-wing design for small diesel power, original drawn by MSP for kitting in 1955. Now redesigned as a complete plan and including electric motor installation.

**FRED BOXALL'S 1956 OPEN RUBBER MODEL** One of the most successful open rubber models of its time, designed by this highly respected British team member. Winner of the Model Aircraft Trophy at the 1958 British Nationals. Potentially as capable today with 75 gram rubber as a BMFA Rubber class model. Approved by the Bournemouth MAS for Club Classic Rubber events. Twin plan with Boxall's **SEAPLANE**.

**LAST RESORT 1956 CLASSIC RUBBER** The remarkable small Open Rubber Model designed by Jim Baguley, a model resembling a small stretched Wakefield of 1953. Dependable and easily trimmed, climbs in a steep and rapid spiral climb. Has proven to be the most popular model approved for Bournemouth MAS Club Classic Rubber events. Twin plan with **FIRST RESORT**.

**WINDING BOY II 1956** design by Urlan Wannop from Scotland with many successes north of the border, a 38 in. span, V dihedral wing of geodetic construction and with a diamond box fuselage. This is a potentially high performance rubber model to suit the BMFA Rubber class, while being an approved Bournemouth MAS Club Classic rubber model. Twin plan with **McGILLIVRAY'S LIGHTWEIGHT**.

**KINGFISH \$ NUTTY** The 1956 A2 Gider designs of the late Peter Giggie and Mavis Pepper, remarkable for their list of competition places including two times winner of the Thurston Cup at the 1957 and 1958 Nationals. In scope of SAM Classic glider events. **NEW PLAN**

**JACK McGILLIVRAY'S LIGHTWEIGHT 1958** The ultimate Canadian lightweight rubber model of 36 in. span, V-dihedral wing, with jig-built box fuselage. Two piece wing to avoid damage and for easy transport. An Approved Bournemouth MAS Club Classic design, suitable for BMFA Rubber class. Twin plan with **WINDING BOY II**.

**CAPRICE 1959 GLIDER** The renowned lightweight glider of 51 in span, designed for kitting in 1959 by Neville Willis. The most successful competition glider ever kitted, with innumerable wins to its credit. A favourite with aeromodellers world wide. Twin plan with **GAUCHO**.

**VAKUSHNA 1959 A2** Designed by Brian Dowling this glider won the 1960 Pilcher Cup along with other successes. It should be regarded as a straightforward and satisfying build, very suited to rough British weather. Accepted for SAM events but not meeting BMFA publication requirements.

**NUMBER 96a** A Classic glider designed by members of the St Albans MAC in 1959. This was an 'Open' glider design, larger than A2, at 84 in span. It enjoyed considerable competition success over three or more seasons, being published as a plan in 1962. This is an ideal BMFA Glider, or potentially a SAM Classic Glider today. It would be an ideal floater for less windy R/C slope soaring. **NEW PLAN**

**GAUCHO 1960 POWER DURATION** A first class model for 1.5 cc engines. Designed in 1959 by Neville Willis, it proved an ideal kit introduction to free flight power duration. A classic model suited to British Power events today. Twin plan with **CAPRICE**.

**FRED BOXALL'S SEAPLANE (1965)** Completing this duo of contest machines, commemorating Fred Boxall The Seaplane established itself in this challeMnging form of flight, constructed in his inimitable style, guaranteed to fly well. Twin plan with the **1956 OPEN RUBBER MODEL**.

**FIRST RESORT 2006** Designed by Martyn Pressnell for the BMFA Rubber Class, development of Jim Baguley's design using 50g of rubber, 36" span, tip dihedral. Twin plan with **LAST RESORT**.

#### **TO ORDER:**

To order plans for UK delivery please write with cheque (£7.00 sterling) made payable to Martyn Pressnell at: 1 Vitre Gardens, LyMington, Hants, SO41 3NA. For overseas delivery of plans send local bank notes equivalent to £10.00. Enquiries: please write or email [martyn.pressnell@btinternet.com](mailto:martyn.pressnell@btinternet.com)

**MSP PLANS PRESENTS FOR 2012**

**VINTAGE AND CLASSIC WAKEFIELDS, SPORT AND POWER DESIGNS**

**MSP PLANS** drawn by Martyn Pressnell, offer a collection of model aircraft designs selected for their aesthetic qualities or unique origins. All drawings are A0 size, folded for posting. The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961. Photos of most models can be seen on my website. The more complex plans for building are listed below. The easier to build popular plans are listed separately.

**COMPLEX PLANS- £7.00 EACH INCLUDING U.K. POSTAGE, FOLDED FOR POSTING**

**JUDGE 1945 WAKEFIELD** This design was conceived by Bert Judge to the 1945 rules as a direct descendent of his 1936 Wakefield Cup winner, as kitted by FROG. It was closely related to the FROG *JANUS* power model of 1947. The Wakefield was not built until Bert's retirement many years later. A beautifully conceived and well-proportioned model with aerodynamically clean lines.

**HERMES MAJOR** A 150% enlargement to 61½ in span, of the 1949 *HALFAX HERMES*, the purposeful high wing sport model, designed by John Magson for Halifax Models in 1949. In the true vintage style but sleek to capture the competitive thrust of that time. Well suited to Texaco type events or for stooching around with i/c power or electric motor. Designed for radio assist, by Martyn Pressnell.

**FRANK LOATES' 1949 WAKEFIELD** The Canadian Wakefield that placed 5<sup>th</sup> in the World Championships staged at Cranfield, England, in 1949. A distinguished model of attractive appearance, and with a double-bladed folding prop.

**BORJE BORJESSON'S 1949 WAKEFIELD** The Swedish Wakefield which placed 6<sup>th</sup> in the Championships staged at Cranfield, England, in 1949. A semi-streamlined, triple finned, shoulder winged model with a free-wheel prop. The most visually attractive in the top group.

**GHOST WAKEFIELD 1951** John Gorham's 1951 Wakefield, produced from photographs and in accordance with the original working drawings. One of the most successful rubber models from the early 1950's. Suitable for 75 gram motor as defined for Classic models from 2007.

**RON WARRING'S 1952 WAKEFIELD** The geared geodetic model, developed by Ron Warring for twin motors, being the ultimate design in his long series of famous Wakefields. Drawn from the original model and contemporary sources.

**NIGHT TRAIN Mk II 1960** George French's Night Train which pioneered the use of VIT systems in the UK, to control the power-on trim of FAI models. Coming at the end of the Classic era it was to prove immensely successful in future international events. A most attractive model with elliptical surfaces, it will perform well in Classic and SLOP events today.

Separate lists of Popular Rubber Models, Gliders, and other plans are also available.

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*Please visit our website: [www.msp-plans.blogspot.com](http://www.msp-plans.blogspot.com)*

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**Wakefields**

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***Brian Yearley and his Night Train***

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## From Leon Cole Belair Kits

We have a few new items, which may be of interest to your readers.

### Starlet Yacht

Vic Smeed also designed quite a number of yachts, including the pretty Starlet. All wood construction, Belair now offer a parts set to speed up construction. Plans sold separately by MyHobbystores or use your original plan. The Starlet is an easy to build model, that sails well and is raced all round the country in its own class. Parts Set includes keel, crutch, bulkheads, cabin parts, rc rudder, plus many other items.



Mercury Senior Monitor - In addition to the smaller sizes we already cut, we now offer the Senior. Parts are cut for the original Mercury plan, available separately.

### A bit of fun - The Tomboy CXX

We really enjoy our two smaller Tomboys and though it would be great to build a larger version - this time 120"! Essentially the same construction as the original, but with changes to improve the structure, including a two piece wing with fixed centre section integrated into the fuselage for strength. The tail is so large it contains all the servos and is removable. Powered by an Evolution 26 petrol and covered in Solartex.

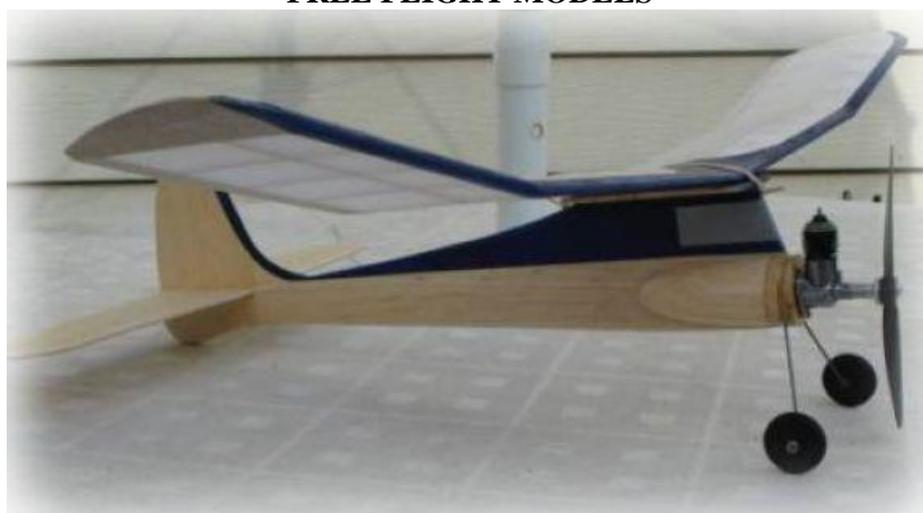




We will have the Tomboy and many more items at the Old Warden Mayfly and other OW events.

# Dens Model Supplies

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**Nomad - Perfect for the Cox Sure Start**



**Zoomer**



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*Den and his Fat Phantom at Middle Wallop*



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New Cox 049 Reed Valve engines and spares stockist  
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# SOUTHERN AREA BMFA SPRING GALA

## RAF ODIHAM

21 July 2013

- This event is possibly the longest continuous free flight event at the same venue in the UK , this being the 65th year. We do not wish to discontinue this long tradition, and it may be difficult to get it back if we failed to use it for one year. However if we can't cover the costs this year, next year may not be a possibility.
- I would be grateful if you would act now, and return your registration to allow me to calculate well in advance of how to cover the costs incurred.

### **Sports flying for glider, rubber & small power models.**

#### **Competitions**

- A) Vintage Wakefield (4 & 8 oz combined).
- B) Vint lightweight Rubber.
- C) Tailless.
- D) Vint & Classic Glider Combined.
- E) Vint HLG (hand & catapult launch combined).
- F) CdH.
- G) Al glider.
- H) E36

#### **A DT fly off may be used dependant on conditions**

- |                    |                        |
|--------------------|------------------------|
| Events A, B D, H:  | SAM35/SAM1066 rules.   |
| Event C, E, F & G: | BMFA rules.            |
| Event A:           | SAM Wakefield Leagues. |

#### **Please note:**

- All those flying model aircraft or operating associated equipment on this site you must be a current member of the BMFA.
- Model flying may be interrupted during the day by aircraft movements. When the red runway lights are showing no one may cross the runway.
- The only entry and exit is via the airfield main gate. No other airfield boundary is to be crossed either on foot or by motorised transport.
- Pre-registration is necessary for this event and must be received by Sunday the 7<sup>th</sup> of July.
- All registrations are subject to approval by the RAF authorities.
- We will have access to the toilets.

#### **To register please send:**

- Your vehicle registration number, the vehicle occupants names, addresses together with their BMFA numbers (if applicable) and the non-returnable registration fee of £9 per flyer (sport or contest) with a self addressed and stamped envelope. (Please make cheques payable to Southern Area BMFA\*). Please include email and telephone number to enable us to contact you in the event of last minute changes or cancellation.

\*NOTE: In the event that the event is cancelled all proceeds less incurred expenses will be donated to the RAF benevolent fund.

#### **To:**

John D Thompson. Beechmede, Meadow Lane, Hartley Wintney, Hants, RG27 8RF.

- Could all those who received trophies last year please bring them along on the day (hopefully inscribed with their names), or make alternative arrangements for their return in time for the event. (Please note that we have no administrative mechanism for reimbursement of the costs incurred).
- Full details including the entry registration number will be sent to registrants prior to the event

**NOTE:** The CD reserves the right to amend the above should circumstances on the day warrant it.

**NORTH COTSWOLD MODEL AERO CLUB**  
**BMFA MID-WEST 166**



**'FLY FOR FUN'**  
**EVENT 2013**



**AUGUST 10<sup>TH</sup> & 11<sup>TH</sup>**  
**AT**  
**FAR HEATH FARM,**  
**MORETON-IN-MARSH,**  
**GLOUCESTERSHIRE.**

**(SIGNPOSTED OFF THE A44 MORETON TO CHIPPING NORTON ROAD)**

**'OFF THE PEG' R/C FLYING ALL DAY**  
**ALSO CONTROL LINE AND SMALL-FIELD FREEFLIGHT.**  
**MODELLING BRING & BUY SALE**  
**AND BARBECUE.**

<p><b>TWO DAYS OF MODEL AIRCRAFT FLYING, FEATURING:</b> <b>RADIO CONTROL SPORT, SCALE, VINTAGE, AEROBATICS, GLIDERS, ELECTRICS, ETC.</b> <b>ALSO-</b> <b>CONTROL LINE AND SMALL FIELD FREEFLIGHT</b></p> <p><b>RC FLYING 'OFF THE PEG' ALL WEEKEND</b> <b>(PILOT'S PROOF OF INSURANCE REQUIRED.)</b></p> <p><b>SPECTATORS AND FLYERS WELCOME, COME AND JOIN IN THE FUN. CAMPSITE FOR CARAVANS &amp; TENTS WITH ON-SITE TOILETS &amp; WATER</b></p> <p>For details, e-mail: <a href="mailto:northcotswoldmac@gmail.com">northcotswoldmac@gmail.com</a></p>	<p><b>REGULAR ATTRACTIONS:</b> We will once again be running our <b>MODELLERS' BRING &amp; BUY SALE</b> Come and pick up some real bargains or bring your own models/equipment to sell.</p> <hr/> <p><b>CIRCLE FOR CONTROL LINE MODELS</b></p> <p><b>Control line models of all types will be welcome to fly at our improved grass circle. No limit on engine capacity, max line length</b> <b>60 feet</b></p>  
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**Website: <https://sites.google.com/site/northcotswoldmac/home>**

The following is modern control line so not strictly S&T but of interest sent in by John Benzing unfortunately I couldn't keep the exact layout etc due to size of file.

## Flying indoor C/L GEE BEE models in Pardubice

John Benzing & Paul Winter headed to Pardubice in the Czech Republic for a taste of indoor C/L Gee Bee aerobatic flying over the weekend of 9/10<sup>th</sup> March 2013



Getting a bit fed-up with a winter that seems to be dragging on forever? Starting to suffer withdrawal symptoms from a lack of handle time? Well why not head indoors into a controlled environment and enjoy some C/L Gee Bee flying.

But there's a snag.....getting to the flying venue involves making a two hour flight to Prague in the Czech Republic followed by an 80 mile drive from the airport. However, at the end of the drive you will find Pardubice and a vast gymnasium that has enough space for three circles (*see photo 1 at right*).

And there's a second snag.....the models fly on 5 metre long lines, yes you read that right, 5 metre long lines and use electric motors as the power source. Was that a groan I heard, surely not.



*Part of the vast gymnasium at*

Anyhow, are we all familiar with Gee Bee models? For those that aren't, here's a quick rundown..... The real Gee Bee R-1 Sportster aircraft of 1932 (*see photo 2 below which shows a modern-day reproduction*). This was a special purpose aircraft built by the Granville Brothers of Springville, Massachusetts, hence the derivation Gee Bee (GB). The original R-1 won the 1932 Thompson Trophy, but it

was a dangerous machine and had several crashes, with the final one killing the pilot Cecil Allen. As a consequence and in view of its onerous history it was never repaired.



*Photo 2 - A modern-day reproduction of the Gee*

Fast forward 80 or so years and we found ourselves in Pardubice with a 27" Wingspan replica Gee Bee model made from Depron foam sheets (*see photo 3 at right*). It's worth explaining that Paul had been in regular contact with Igor Burger (current C/L Aerobatics World Champion) prior to the meeting and an arrangement had been made whereby Igor would supply us with a model for the comp as they are far too delicate to transport by air.

So what's involved? Well the models have an all-up weight of about 7 ounces and fly on 5 metre long terylene lines with a dinky plastic control handle at the end. But if you think this sounds like a toy then think again, because they can easily complete the full F2B schedule. And the power source? A tiny 1200kv motor turning a 10 x 4.75 prop with current coming from a 2 cell 800 Ah LiPoly battery.

So what of the actual flying? Well practice started on the Saturday at 8.00am with three circles available for about 20 F2B flyers and 9 in something called US (probably what we would call Beginners).



*Photo 3: Paul gives scale to*

The comp proper started at about 11.00am with two rounds flown on Saturday and one on Sunday. There was no flying order as such, you just took your model over to the flying circle, presented your scoresheets to the judges and put in your flight. Simple! (*see photo 4 at right*).

Paul took to the feather light models with ease, but JB struggled to come to terms with the 'lack of feel', so the upshot of the weekend was that Igor came first, Paul 9<sup>th</sup> and JB 16<sup>th</sup> (but he came back with lots of excuses!)



*Photo 4: The Judges look*

To see a video of all the action at Pardubice go the CLAPA website ([www.clapa.org](http://www.clapa.org)) then on the homepage click 'Interesting Videos' and scroll down to Pardubice.

If you would like to see all the comp results from Pardubice, obtain more information about the Gee Bee models and the possible purchase options, then go to: [www.indoorgeebee.co](http://www.indoorgeebee.co)



*1st Igor Burger (SVK), 2nd  
Zbynek Kravcik (CZE), 3rd*



*Typical Gee Bee C/L electric*