

## Sticks and Tissue No 80 – July 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.



*John Hoyle's Bowden Bee*

## Reg Webster

It was with great sadness that I heard of the passing of Reg on 6 July 2013 His funeral being held on 24 July and well attended with many Raynes Park MAC members amongst others. Reg was a stalwart member of RPMAC and would often be seen at Epsom Downs but also occasionally at Middle Wallop in recent years. Another ghost now roaming the Downs looking for a wayward free flight model.



## P E Norman

Literally a few minutes ago just before sending out S&T I re read the above and it occurred to me that July 2014 is the 50<sup>th</sup> anniversary of P E Norman's death of a heart attack on Epsom Downs whilst flying. No time to look up exact date etc however the gist is that unless anyone else has given thought to, may already have been done, then perhaps it would be good to arrange a get together of FF modellers at Epsom on the date or as near as possible given weather with the addition of bigger meetings or competitions elsewhere around the UK even world? Perhaps SAM1066 could allow a P E Norman anniversary day at one of the Middle Wallop events and provide a trophy or two for e.g. best pendulum controlled scale model, best P E Norman design even with gummed brown paper fuselage, ducted fan model, the list could go on and on. BMFA could join in but I doubt they would be interested but who knows.

Perhaps a discussion in publications such as SAM Speaks, Clarion, on what could be done can be held in near future with solid plans being made ASAP to give all a chance to choose and build. Go on now email me saying arrangements have been made, I hope you do.

## From Jörgen Daun

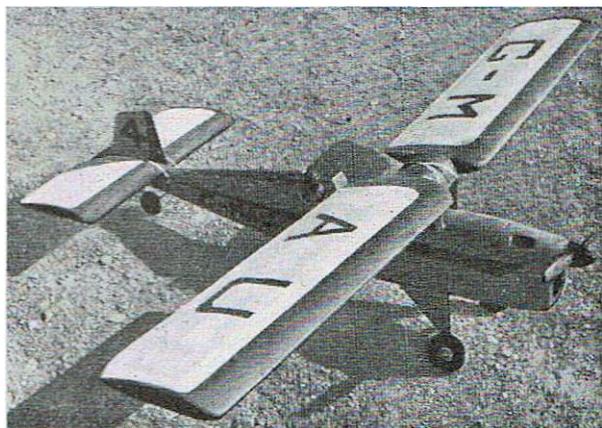
Here in Sweden we have a very warm summer a bit too hot for me. A year ago or so I stumbled over a Sterling kit of the Flying fool and I couldn't resist it I paid around 9 pound for it (garage sale) I used to build and fly several of Sterlings models both profile and scale models . I didnt have a suitable engine for it so I went to Ebay and got me an MC Coy 29 and it was like new and I paid 20 dollars . I have a little problem I havent flown controlline for at least 40 years. I send you some pic,s







In many ways this pert little parasol number is full of novelty. The wings are in two pieces, yet seat on a narrow centre section quite securely without need for strutting, the nose is capacious enough to take a wide variety of power units, and the tailplane is on the large side to cure any wayward looping tendencies. There is a little more to this latter point than meets the eye, for Junior started life as a Biplane!



Registration on the original stands for R.A.F. Station Mauripur, near Karachi in Pakistan, and is not, as the hawkeyes might want to correct, a mistaken use of the last civil registered Hurricane G-AMAU lettering.

Colouring is black and white wings with a metallic purple fuselage.

This is one model that the sport flyer can really pour plenty of cement into without fear of coming out overweight.

Twenty ounces is a mere nothing to Junior Jim, and most of the hard balsa fanatics who like to gusset every joint with a liberal wedge of clear cement will find it difficult to get beyond this figure, unless

of course they resort to tar and canvas for covering!

Ready to start? The fuselage can be made in either of two ways. "Jake" Jacobson recommends that the longerons are cemented to the 1/16 in. sides, then the formers added, while we feel that beginners in particular will find it more easy to assemble the formers on the longerons, then to sheet the sides. In both cases the undercarriage should first be bound to F3 and F4, and the tailwheel to F9, before assembly. When this basic fuselage is set, and bearers added to F2 and F3 the hardwood centre section struts can be fitted. Note that all the 1/8in. formers are cross-grained, i.e., they are cut across the width of the balsa sheet and an 1/8in. square brace used to keep them firm. This system prevents the sides from sagging during eventual hard use of the flying field.

Add the cockpit "floor" and nose cowling parts, then fit the top and bottom sheeting, headrest, pilot and windshield. Complete the centre Section strutting, making all joints as neat and strong as possible, then fit the wing and tailplane retaining dowels. Apart from the centre section, the Jim's wings are a straightforward assembly of ribs upon lower spars, leading and trailing edges, then the upper spar and sheeting are added. Dihedral begins at the junction of the centre-section and mainplane as will be seen in the sectional front view. Build the complete C/section attached to the Port wing half by fitting the ply brace between spars at the root, then when the Port half is finished to the sheeting stage, cock it up at the tip with 1 in. packing and the centre will now be flat on the building board. Sheet the undersurface first, add the ribs with the paper tube fitted, then the top surface sheet. It is a good idea to extend the upper spar direct into the C/section for additional strength, and if this is done on both sides, then the Starboard panel has to be added before the top sheeting is completed. To do this, the Port half can be lifted up at an angle while the rest of the wing is made flat on the board. Last stage is to cut very carefully right through exact centre of the flat panel and this is best done with a small "Eclipse" hacksaw.

Dowel in the two tubes will hold the halves together (if a two-piece wing is at all desired) and the firm seating in the fuselage platform will keep all square if the retaining rubber bands are arranged diagonally.

Tail unit is similar in construction: but if a biplane modification is desired, the tailplane should be extended by two rib bays on each side. Wings can be duplicated, the lower set fitting between F3 and F5 which conveniently line up with the leading and trailing edges.

All that remains is to cover with lightweight tissue, give two coats of clear dope and colour according to your whim.

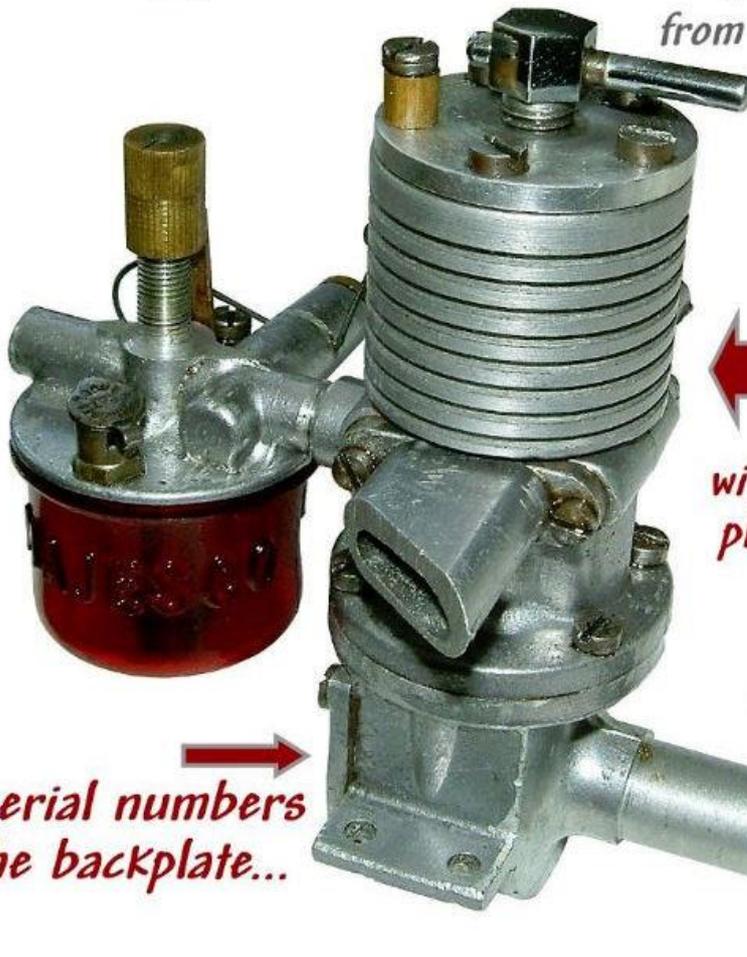


# MAJESCO 2.2 CC DIESEL

*One of  
Claude Bowden's  
favourites*



*Early version used  
the carb/tank assembly  
from the spark ignition engine*



*Later engine  
with attractive embossed  
plastic tank, fuel cutout  
and  
chromium plated  
compression screw*

*and serial numbers  
on the backplate...*

## From Alistair Simpson

As a complement to Bill Wells' pieces on the Catbird in S&T issues #77 and #79, here are a couple of recent pictures of my flying pal Derek Gardner with his Catbird at our flying site in Basildon. The wings are covered in Solartex, with a red paint finish elsewhere, and very nicely powered by an older OS Max 20. It was in the air a few minutes after the photos were taken, flying in its usual smooth, steady fashion. Derek's tastes mostly lie in the direction of vintage British and he's a great fan of the Mercury C/L designs. He's a Coasby fan too, and we should soon be seeing his nearly-completed Pagan.



## From Ted Horne

James Herewith my latest creation, a 2/3 size version of the Fillon's Champion. It had its maiden flight yesterday and the only adjustments to achieve perfect flights were an extra 1/2 oz of nose weight, and a little less turn.



## From Tom Andrews

Dear James/ In last months Sticks an article re Peter Lambert, It brought so many memories back. Peter lived five doors away from me in Kentish Town He worked in a timber yard at what is now Camden Lock he brought home both of us a deal building board 40"x10" I've still got mine at 85, we used to travel to Epsom Racecourse via Tattenham Corner with A/2'S(Seraph & Quickie) to practice Towline in the mid fifties you never forget the art. Peter's models we always perfect and varied photo's of his creations appeared in Model Aircraft. By the way Parliament Hill was the local field for David Baker When he was a

Butchers Boy for his father who had a place in Swiss Cottage. Also Capt Nicholls (our Henry,)who during this period of the war was o/c the Rocket site (this used to put up box barrage) on East Heath Rd NW3 and the gun site on top of the hill. He was often seen test gliding designs on the hill

### **From Ian Russell**

Below, from tatarsciuc, a Romanian pal, is the address for a rather unique little movie. Great stuff.

Also, I'm sure someone built one of these, and it was documented somewhere. Can we put out a plea for this info, plus any source for a plan.

Colonel Bowden in flesh and bones:

<http://www.youtube.com/watch?v=Pr-lrvDQ2C0&feature=channel>

Here is another film of the Bowden I have found. I am in it!!!! Enjoy.

[www.youtube.com/watch?v=SZ5K9KkU4JM&NR=1&feature=endscreen](http://www.youtube.com/watch?v=SZ5K9KkU4JM&NR=1&feature=endscreen) .

### **From Brian Austin**

Reading the latest S&T, the bit on George French and the "Night Train" reminded me of the 60s when I joined Anglia MFC where he occasionally turned up, more at comps I suppose.

There were a strong contingent in those day within the club, flying Free Flight, among them Nev Willis of Caprice fame, Geoff Lefever , Bob Wells, Ray Pavely, Len Ranson akar "Pylonius"

& Roy Collins who olduns may remember his "Flamingo" & "Dolphin" in the APS Plans Service.

Roy is still with us in his early 90s as the picture attached shows taken in 2012

See George French from time to time at our field

BTW I have 2 Tomboys with RC both with Mills .75 in the small one and 1.3 in the Senior which I am open to sensible offers for [b\\_austin@talktalk.net](mailto:b_austin@talktalk.net)





**Picador from Barcelona a fully aerobatic semi-scale control line design based on the Hispano aviation Ha 1109 Spanish fighter by F Batllo from Aero Modeller November 1956.**

Reporting this year's VIIth Criterium of Europe in the June issue we stated that the nicest of the stunt models present was Fernand Batllo's semi-scale Spanish fighter with a Fox 35. Admittedly he did not win: but that was no real fault of either the pilot or the model, it was simply that the engine was for once off form. In the air it looks like a Messerschmitt 109—the machine built in Spain as the Hispano Ha 1109, and on the ground its workmanlike features are quickly appreciated by the stunt enthusiasts.

Detachable wing, full span flaps, long tail moment, light and ultra-simple structure all add up to a design that will turn on a sixpence and offer scintillating performance with any engine from the powerful 3.5 c.c. diesels to the glowplug American "35"s. The originals (many have been built by the Barcelona club flyers) are coloured in Spanish Air Force Dark Glossy Green upper surfaces, with Light Grey undersides. The rudder is all white with the black diagonal cross, and identification roundels are Red, Yellow, Red. Out in sunny Spain the lads put in many hours of flying and we count ourselves lucky in being able to present this particular design for your enjoyment. We requested drawings when in Brussels at the European Championships, but apparently they had no time to prepare a special set of plans for publication. This proved no problem to Fernand Batllo's clubmate José Garcia Flegenheimer, for he simply collected the pieces of a Picador beyond repair, parcelled them in a bundle and took them along to Barcelona Airport. They arrived the same day in London by British European Airways Viscount service! So we prepared the A.P.S. plan from a dissected model.

#### Construction

Although from a source where balsa is not in good supply, and having a wing rib spacing that indicates use of hardwoods, the Picador is definitely a lightweight all-balsa model. Spars on the model sent to us are not even medium grade, might even be termed soft, while the sheet for the fuselage definitely belongs to the soft category. This is a clue to the reason for high performance. A light model means low wing loading and smaller looping radius, so bear this in mind when selecting materials.

Two basic sides for the fuselage are cut from 1/8-in. sheet and used to locate formers F6 and F7 (with tailwheel) when placed upside down on a building board with the rear fuselage overhanging the edge. This aligns the sides perfectly. Now make up the engine bearer assembly with F2 and F3 after the undercarriage has been assembled on to the latter. Be careful to see that you have the correct engine bearer positions according to the mounting lug levels of the engine to be used. If the sides and rear formers are set, the nose can now be drawn together and bearer assembly added followed by F4 and F5, then the circular disc F1. Make up the bellcrank unit on its ply base, complete with lead-out wires, and fit up to the underneath of the bearers with slots in the sides for ample movement where wires project.

Now add the fin with appropriate slot cut to take the tailplane, ensuring that this is exactly parallel to the top of the sides.

We can turn now to the tailplane and elevator, a simple 3/16 in. sheet assembly with a cloth hinge as detailed for the flaps. The hardwood spar across the elevators and wire joiner should be securely glued with a slow drying adhesive. Fit the horn, and mount the unit on the fin with soft wire strutting to resemble the full size, and also take care of side wobble on the narrow fixing. Then add the rudder at between 5 and 10 degrees offset. Link the bellcrank and elevator with the pushrod.

Complete the fuselage with top and bottom sheeting, cabin detail and tank installation. Nose cowling blocks can be detachable as desired, though most of the cylinder is exposed for maintenance access. Before sheeting the wing seat, add the retaining dowels and ply washers. Being symmetrical, the wing has to be made with the spars and edges supported up from the building board by the required distance. Best method is to fit all ribs to the lower 3/16 x 5/16 in. spar first, then to work on the upper spar, the leading edge and



trailing edge in that order. Half ribs, which are divided by the full depth spar in the centre portion can then be fitted before the two auxiliary spars and sheeting.

Cover the fuselage and tail with a lightweight tissue and treat with sanding sealer to obtain a fine surface. Wings can be silk covered for maximum durability, or heavyweight Modelspan applied and given liberal coats of clear dope before colouring. Flaps hook up with the bellcrank and pushrod by means of a plug in spigot, and final adjustment for neutral position is obtained by bending the spigot relative to the flaps.

### **From Paul Helman, Evanston**

Cute ROG from Flying Aces 1951. Flies nicely.

[http://www.outerzone.co.uk/plan\\_details.asp?ID=3353](http://www.outerzone.co.uk/plan_details.asp?ID=3353)



### **From George Stringwell**

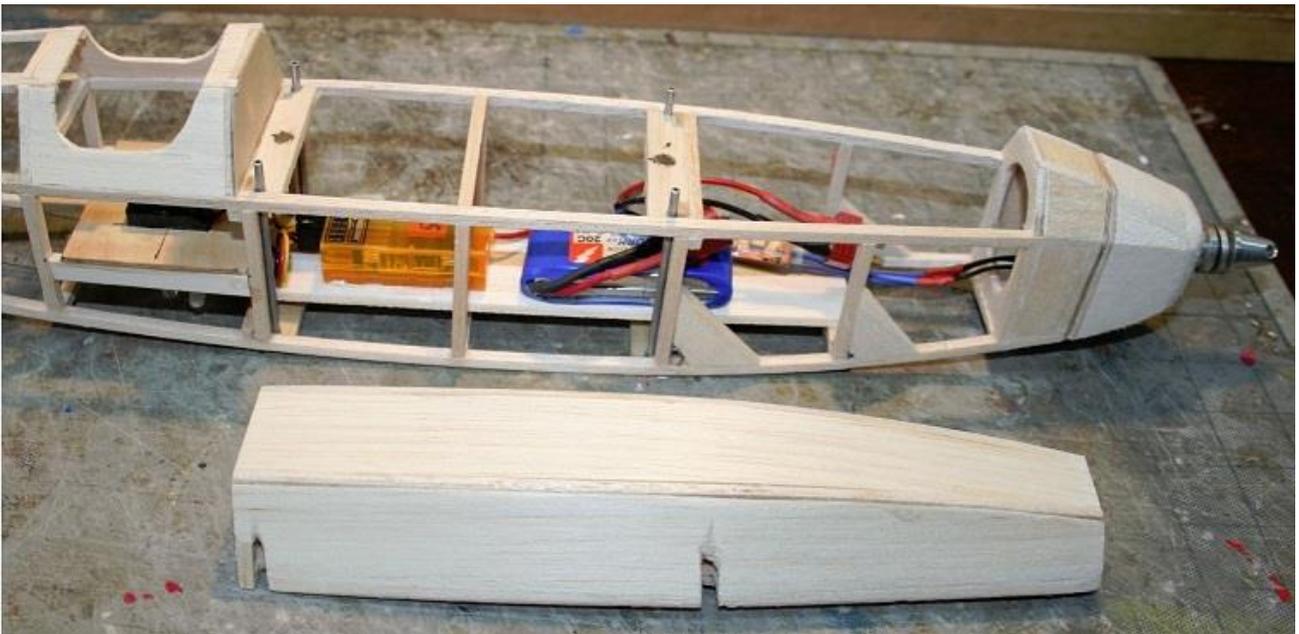
It's been a few months since I had anything to contribute to S&T, largely due to a few health problems and a couple of stays in hospital. However, fingers crossed all is well now, I am feeling fine and have completed the latest model in the series of "rubber powered to electric R/C conversions" that have taken up a lot of my building time lately. This one is a "Rubberdub", the classic little 30 inch parasol sport model which was one half of the (always eagerly anticipated) "free" plan in the Christmas Aeromodeller in 1952 (on the other side was Eric Fearnley's delightful Dart powered Cessna Bird Dog)

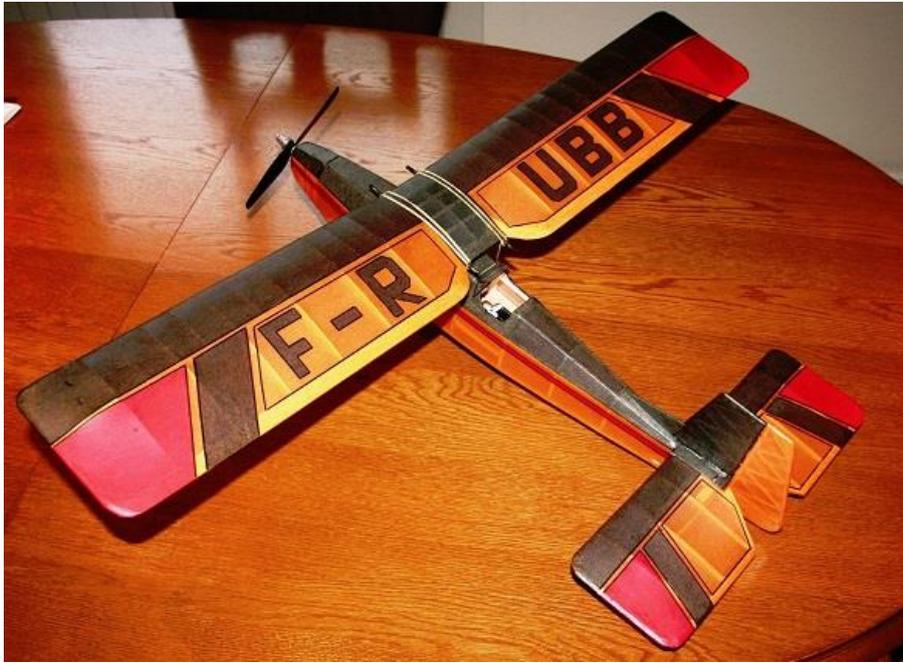
I've tried to keep any changes to a minimum on this one, the tailplane has two halves built exactly as the original plan except for the addition of aluminium tubes for pivot and actuating rods. These slide on to a small fixed centre section which carries a fibreglass crank to activate the all moving tail elevator function, all housed internally. Rudder actuation is via pull-pull wires and the servos are a pair of 5 gram micros housed in the "cockpit". Radio is a 6 channel Orange 2.4 gig Rx, 6 amp BRC ESC driving a BRC 1811 35-50 watt motor from a 320 2S lipo with a GWS 6" x 3" prop.

Apart from substituting spruce for balsa for the wing spar, changes to the nose to mount the motor, making the turtle deck removable for equipment access and battery changes and my usual change to an undercarriage plugging into aluminium tubes after finishing (and, in this case, the parasol wing mount is fitted the same way), the rest of the structure faithfully follows the plan, including the under cambered wing section.

Finish is, as with most of my models, Esaki Liteflite tissue over 10 micron mylar with cellulose dope, all up weight ready to fly is 6.3/8 ounces/182 grams. Test flights were very much a "no sweat" experience as it turned out to be one of those rare models that needed NO adjustment of any sort, not even a click or two of trim. Power is perfect to give a steady climb at full throttle with a half throttle cruise. Handling, especially on the landing approach is delightful, it will fly really slowly but when pushed has a decent turn of speed to deal with a bit of breeze. Although not intended to be aerobatic it will loop ad infinitum and also do a delightful flat spin (but only to the right, funnily enough). It won't hold inverted - no surprise with that wing section but is generally very agile and can be wound around tightly close to the ground without worry. I'm very pleased with it, as I have been with all my rubber to EPRC conversions.

Incidentally, one of my models from last year, The 1.8 times Keil Kraft Sportster is scheduled, as the "Sportster Plus", to be the free plan in the September issue of RCMW, I can recommend it as a lively and different looking park flyer which will reward the small expenditure of time and materials required to build it, after a year and lots of flying (over 12 hours total to date) it is still one of my favourites. If anyone should build one I would be delighted to hear about it.







## DMFG July 2013 – Scale day

DMFG held a scale day albeit very broad in interpretation of what was scale and really could be called a vintage /scale day however the two mixed very well indeed. The surprise was the weather, blue sky and hot enough to wrinkle your solarfilm in fact several were noticed to return to their cars for 15 minutes to run the air con. One car showed 41°C out of the shade. I know that's nothing compared to some places but for us it was meltdown after a year of what seems like continuous rain!

Despite the intense heat we had 23 flyers turn up and amazingly 7 were flying free flight and control line which was fantastic. The scale models varied between ARTF and built with power being electric and IC with rubber of course for a couple of the FF models. With our runway extended to 90m only a few days before we had just enough room for takes offs and extended landings. Here's a few photos followed by a few words and photos from Den. Roll on Gala day 29 September.



*John Taylor with his Scram*



*Scram on its way*



*Mick's twin electric FF model*



*Kevin Easter's Spit in foreground Rick Churchill's Corsair and Spit further back*





*John's Bowden Bee was built by Phil Smith but never flown by him the cowling is the original made by Aston Martin in the early 30's for Col Bowden, John made a replica engine and the spark plug*





From Den Saxcoburg regarding the day

The Caulkheads have asked me to convey our thanks to you all for a great day out on Sunday...here is Gill's comment:-

What a Glorious day out we all had! Stunk like a pole cat when I got home though, a quaint mixture of fuel, suntan cream and sweat, had to get straight in the shower!

Gill has provided some shots of the Autogyro and Ebenezer...if you use the photos, please credit him...the Autogyro is based on Kayaba Ka-1 and the model was designed by Alberto Parra.....Alberto will send plans on request and there is a detailed article on his website here

<http://www.clubtamaran.com/kayaba.htm>

My version is Saito 30 powered and is flying on 55ft lines....

Gill's comment on the Autogyro was 'it was either going to be a spectacular failure or spectacular success'..... Bobs was 'I still can't believe that after some 55 years in aero modelling, that I have FINALLY seen a control line autogyro flying'

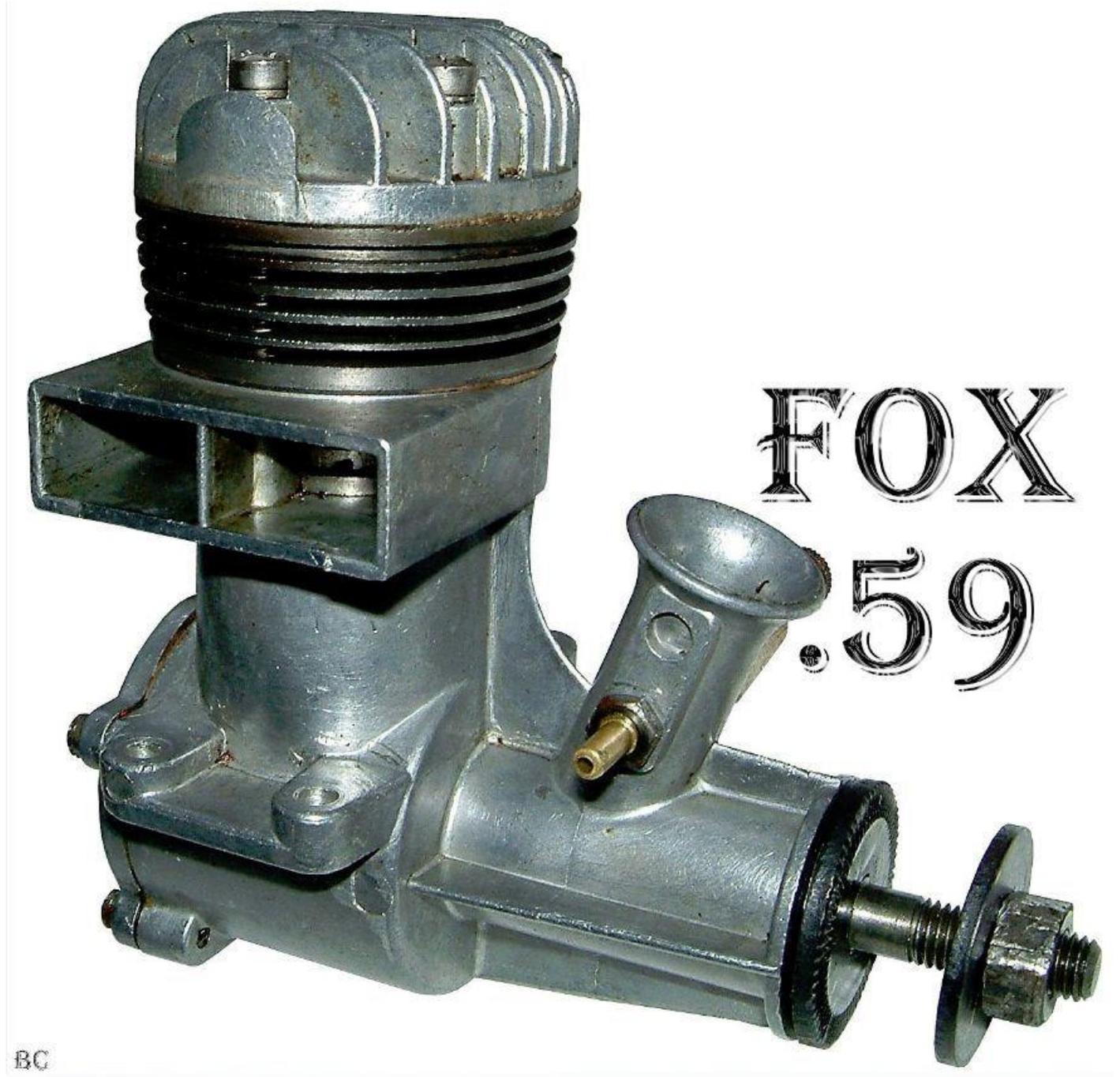
Certainly no one was more surprised than me that the maiden flight was relatively straightforward.....I think that Alberto deserves some credit for designing such a great model....you can rest assured I will let him know.





For your info I have put a video of the Autogyro flight at TH on You Tube here:-  
<http://www.youtube.com/watch?v=GMzF9wuEBJg>

You will see that I now stock Merlin Glow Plugs, I was shocked at the cost of Glowplugs when I went to buy a couple in our local model shop the other day. The Merlin plugs are competitively priced and I am offering discounts on a pack of 3, ( brings back happy memories!). I have a limited number of free sample plugs available to anyone prepared to test them out and let me have the results in writing. (*See advert*)



**A few more fantastic Swiss photos from Peter Renggli by Ernst Brand**



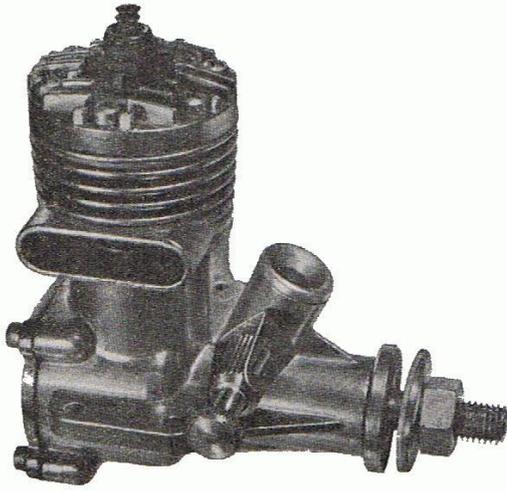












1957 THE VECO "19" is an extremely nice engine throughout. It is appreciably heavier and more robust than normal American practice and also better finished as regards running fits. The makers claim for the design "temperature controlled clearances", which presumably implies that the optimum running clearances are maintained irrespective of whether the engine is hot or cold, thus promoting consistent performance. Certainly the running is consistent, but this is probably due to the employment of a thicker than usual cylinder liner which is correspondingly freer from distortion, coupled with a good choice of materials for liner and piston.

The engine is supplied by the manufacturers "broken-in", but they recommend a further one hour's running time on a rich mixture before attempting high speed running. The engine as

received was quite free and showed no signs of overheating, but was given a total running time of

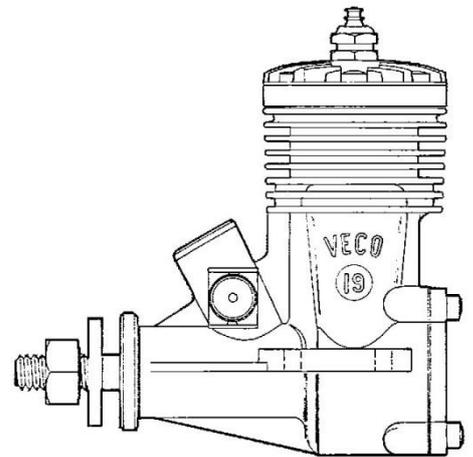
L 1/2 hours before test data were taken. At this stage the running fits appeared excellent, with good compression in the cylinder and the main bearing remaining quite cool. This bearing is, in any case, quite slack (roughly one thou. clearance). Starting characteristics were not particularly brilliant from cold. The Veco appears to like a generous prime through the exhaust, but gives little indication whether it is too wet, or too dry, or even when it is on the point of starting. As a consequence one has to keep flicking until it bursts into life. Once warm, however, the engine starts readily first or second flick after a finger choke (and even this may not be necessary if the fuel line is full and the needle valve opened up about a turn).

Running was consistent at all speeds tested, but the Veco was definitely happiest at the higher speed end - 13,000 r.p.m. or more. It remains easy to hand-start right up to 20,000 r.p.m. Adjustment of the mixture by the needle valve is not critical and does not have to be hurried. Reversing the spray bar assembly to bring the needle on the left handside is to be preferred, since this brings the fingers out of range of the exhaust, which is both hot and oily. It is also one of the first American engines we have run extensively on an American plug which has not burnt out the glow element, despite the fact that fuels containing up to 25 per cent. nitro-methane were used.

Design and construction-wise the Veco conforms to sensible modelling requirements. The main unit is a large casting incorporating the crankcase, cylinder jacket and front bearing housing and choke tube. This is an excellent casting which is machined in only two places—to take the liner and the main bearing bush. Externally the casting has been finished by buffing, but the inner surfaces are equally smooth. The relatively thick cylinder liner is of soft steel, ground on the outside for a tight plug fit in the main casting. Ports are rectangular in shape, diametrically opposed and identical in shape (with appreciable overlap between transfer and exhaust). The bore of the liner is relieved at the bottom end.

The head is a light alloy casting, formed with a groove in the bottom face which locates on top of the liner. A gasket is trapped in this groove, providing a perfect seal, since it cannot extrude sideways. The head is retained by six short Phillips head screws locating in the main casting. The head itself is shaped to conform to the deflector on the piston and the plug is offset to the exhaust side, which is a little unusual (the normal location of an offset plug is towards the transfer side of the cylinder).

The piston is of cast iron, with a properly shaped deflector head. The bottom is relieved a matter of .001 in. The piston is quite long to ensure that there is no sub-piston induction at the top of the stroke.



The gudgeon pin is 5/32 in. diameter, of the floating type and fitted with hollow brass end pads. Connecting rod is nicely machined from solid stock, with, again an unusual feature, the big end fitted with an alloy bush. Crankpin diameter is relatively small - 3/16 in.

The crankcase is of soft steel, .045 in. diameter stepping down at the front to ¼ N.F. American thread. It runs in an iron bush inserted in the crankcase casting. The shaft has been ground to finish and the bush reamed to size. Final fitting then appears to have been done by lapping in the shaft. The propeller driver locks on to a cam-shaped section of the shaft. Length of shaft thread provided is adequate to take a whole range of propeller pitches—certainly the full range of those which would normally be used.

The back cover is again a light alloy casting, with a transfer passage cast in the left side and top (which locates the backplate for re-assembly). This is necessary since the cover would otherwise blank off part of the bottom of the cylinder and restrict the transfer area.

Summarising: a thoroughly likeable engine with lots of power. Performance is consistent on almost any propeller load over the range of speeds 10,000 to 20,000, with peak power developed at 15,000 r.p.m. It is capable of handling high-pitch speed props. as well as the 8 x 4 or 9 x 3 sizes which would appear ideal for free flight. It is a well-designed engine and, above all, well made.

Propeller	r.p.m.
9 x 4 (Stant)	11,600
8 x 4 (Stant)	14,600
7 x 4 (Stant)	16,200
6 x 4 (Stant)	18,200
8 x 8 (Stant TR)	11,800
7 x 6 (Stant)	13,000
9 x 3 (Tiger)	13,000
6 x 9 (Tiger)	15,250

Fuel used: Standard methanol/castor mixture with 20 per cent. nitro-methane.

In one way the Veco 100 series are unique (other capacities being 29 and 35 American Cu. In. sizes) in that the exhaust has been reversed to the other side of the cylinder at a time when everyone else is producing new cross or loop scavenged engines is placing the exhaust on the left

side of the cylinder.

#### SPECIFICATION

Displacement: 3-271 c.c. (.1995 Cu. in.).

Bore: .635 in.

Stroke: 630 in.

Bore/Stroke ratio: 1:1

Bare weight: 5 ounces.

Max. power: .316 B.H.P. at 15,000 r.p.m.

Max. torque: 27 ounce-inches at 10,000 r.p.m.

Power output: .0965 B.H.P. per c.c.

Power/weight ratio: 0575 B.H.P. per ounce.

Mateial Specification:

Cylinder Crankcase unit: light alloy pressure die casting, buffed and polished externally.

Cylinder liner: soft steel. Piston: cast iron. Con, rod: light alloy (alloy big end bush).

Crankshaft: soft steel (ground and lapped).

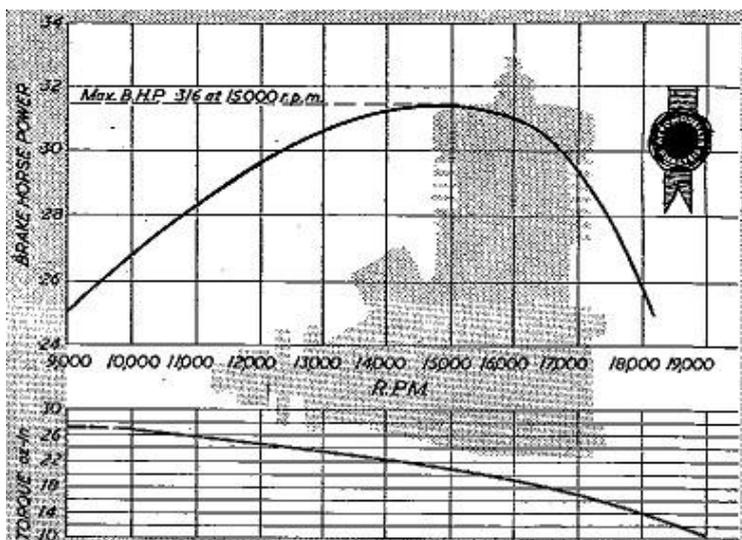
Main bearmg: iron. Spraybar unit: brass.

Manufacturers:

Henry Engineering Company,

P.O. Box 229, Burbank, California,

U.S.?



### Old Warden "Model Air" July 21 - 2013. From Dave Bishop of DB Sound

I have just had the most marvellous 3 days at Old Warden at the Scale Weekend organised by ADH Publications under the title of "Model Air" and auspices of the team of Ken and Sheila Sheppard and Mike and Joan Reynolds.

The weather was absolutely superb and the wind was almost perfect right up the runway.

On arrival on the Friday morning at 10 am we had the "full English" breakfast in the spacious restaurant and then had a good look (and buy) at the well stocked book shop next door. Present there at Old Warden was a

film crew that were filming a Christmas commercial for a larger than life Chinese gentleman who features on TV in making all ladies look good. The result was that a long line of the full size Shuttleworth's aeroplanes put out in a line on the airfield complete with actors. I had the pleasure of talking to a gentleman standing by his own Chilton DW1a and he explained that it was one of 4 made complete with the Carden-Ford engine that he, as an engineer, had rebuilt. I pointed out to him that Sir John Carden had died along with 8 other passengers in a Sabena Airline crash in the Village where I live at Tatsfield on December 10 1935 and their bodies were placed in the small local Bakery whilst enquiries took place.

It was a weekend of not being at the DB Sound microphone, so I had all the time in the world to enjoy the many crowds of attendees that bring so many different model aeroplanes to fly at the event. My wife Jan went out for a "girly shopping day" on Saturday and I wandered over for an intended half hour to the far end of Old Warden where control line and free flight R/C mini fan jets, rubber powered, gliders, jetex, radio assist (it has another name nowadays) and just about every sort of model, was being flown. The half hour stay extended to some 3 hours and I was totally hooked on the enthusiasm and friendliness of everyone. Going back to last year in the September meeting, I did some commentating, and in one of the events I had entered my 36" wingspan Tomboy that had been built from a Old School part kit. I happened to remark (after my aeroplane had caught a thermal) that it was soon out of my eyesight and what was needed was a bigger version. Mike Reynolds the model plans draftsman told me later that he would design a larger version "to satisfy my old eyes". Some weeks later a large plan arrived through the post with a 60" wingspan version of Tomboy and now renamed BIG BOY. A letter accompanied the plan from the editor of R/C Model Flyer magazine Ken Sheppard with the challenge that Mike would build an electric version and would I build an IC job. I immediately replied that I would be delighted to do some balsa bashing and cleared the bench in one of my sheds at the end of my garden. After a visit to my local model shop Avicraft at Bromley and with some guidance as to main spars and covering and stuff I started work on the fuselage. I found that some of the longerons on the fuselage needed steaming to bend them to the required shapes and one other thing I put to use was the Avicraft balsa stripper designed by Robert Newman. His brother Alistair advised on a lot of things that he would use if he built BIG BOY including a very strong piano wire undercarriage and plywood formers for the correct dihedral on the wings. The covering was Solartex which is simple to apply and very strong.

It was a joy to go into my shed and whittle away at BIG BOY as it is such a pleasurable model to build from start to finish which took about 3 weeks of spare time which is not much in my case as my "working" day is usually around 16 hours long. I always have BBC Radio 4 on whilst I enjoy "Dave's Time" with a landline telephone available if there are any outside incoming calls or Jan calls me from our house to join her for a cup of tea and cake. Eventually it was built and different pilots tested it and recommended little suggestions to improve its performance. The result is what you see on the plan with an added one eight square balsa strip along the leading edge of the tailplane and that's about it really. The power I chose is a OS40 two stroke and it has more than enough power for a nice ground loop free take off. I am a "heavy" builder and I build my models to last. I have wanted a model to replace the Junior 60 that I flew with a Mills 2.4 diesel up front, over 60 years ago and every hour that it flew I'm sure that the sun shone and the wind was perfect. Well it was in those days, you ask your dad.

The Saturday of "Model Air" was a wonderful day for me and I relished visiting the many traders along the flight line including the Belair family with their large 120" Tomboy on show outside their huge awning. The owner Leon Cole said that he supplies a popular service and he admitted that building from plans is enjoyable but cutting parts isn't and it is a lot of work. People want to finish the project and they want the best of both worlds and it doesn't detract from what you achieve and you still build the model. We take the tedium out of building. The large Tomboy was a publicity exercise and a 26cc petrol engine would be fine for it. Belair is now in its 20th year and its name was influenced by the American cars and as he has a "Chevy Belair" and that's how the name stuck. There are almost 1,000 kits now and we represent the designers around the world. The most popular models are war birds, Mustangs, Spitfires and when it comes to Vintage models including 36" and 48" Tomboys of which we sell hundreds of those every year.

I will carry with the story of my wonderful weekend in next month's S&T (if editor James Parry agrees) but for now here are some of the many happy modellers and their aeroplanes that I took pictures of over that time.



*At the Control Line area (by the control tower) was this super Handley Page Harrow.*



*This slab sided Hurricane in the Control Line area was piloted by, can anyone guess? I'll tell you next month! (Ken Baker is steadying the model).*



The large 120" wingspan Belair Tomboy pictured with James and Edward Cole. It is hoped that both versions of BIG-BOY will be kitted by Belair soon. Photo by permission of Leon Cole at Belair <http://www.belairkits.com/>



*On the radio control scale area was this line-up of different scale WW2 aeroplanes.*



*And the reason for my extra enjoyment of the weekend was my own OS40 powered BIG-BOY doing what it ought to do in a nice leisurely way. I did the same thing with my Junior 60 so many years ago.*



*Two BIG-BOYs lined up with the Blue version belonging to Mike Reynolds and is electric powered whereas mine (the Green and White job) has an OS40 up front.*

## **From Bill Wells**

In the mid 1970s I found someone who could show me how to fly a Radio Control model so I bought a Ripmax Dazzler 54. It was powered by a Merco 35. The Radio was a 27Mhz OS Cougar Digital. Following the advice at the time I made it up without ailerons. For some reason ailerons were not for the beginner! Anyway I covered the finished model with nylon which probably preserved it. Found the chap to

fly it and he got it up nice and high so I could play around with it and then he landed it for me. As fate would have it before I could fly it again I had rapid changes of jobs and ended up miles from home. Other things took over, more job changes and even further away from home and then with family problems. Finally the model emerged in 1999 somewhat the worse for storage. I was flying a control line model at the local playing field and enquired if the RC modellers in the adjacent field could give me some instruction on my Radio Model. When I showed them the remains of the Dazzler they made various suggestions, most of them helpful!!! I removed the Merco 35 with it's rather big plastic R/C throttle then smartened up the old Dazzler with Japlac paint and put an OS LA 40 up front. I replaced the old 27 Mhz radio and servos with the latest JR 35 MHz radio gear. It is one of those models which has a very sensitive rudder and the tail could be seen moving outward of the turn before the turn started all a bit weird. It also had some undesirable yaw changes with pitch. It was deemed not the best model to learn on so I was duly sent off to buy an ARTF trainer (with ailerons)!!

After getting to terms with various models I was back flying it again but it is a fair weather model. It is definitely a model to make sure you are on low rates on take off and not one you play around with low down. So not the best of models but considering it's age it has done well to survive and still be flyable! Specification; Wing Span 54 inches chord 9½ inches Length 40½ inches Weight 4lbs 10½ ozs

I still have the OS Cougar Set which suffered badly from storage. All looks OK on the outside of the transmitter but there is severe corrosion inside caused by the decomposing battery. Both the transmitter and the receiver cases are made from folded PVC coated aluminium. While the transmitter is about the same physical size as a modern transmitter it is a bit heavier a 1lb 14½ ozs without the battery and there is no carrying handle. As expected at 27 Mhz the higher wave length means a longer aerial compared with 35 Mhz. The aerial is made of 9 segments and is 51 inches long. The Rx weighs 2¾ ozs. The servos are about the same size as standard servos and weigh 1 5/8 ozs each

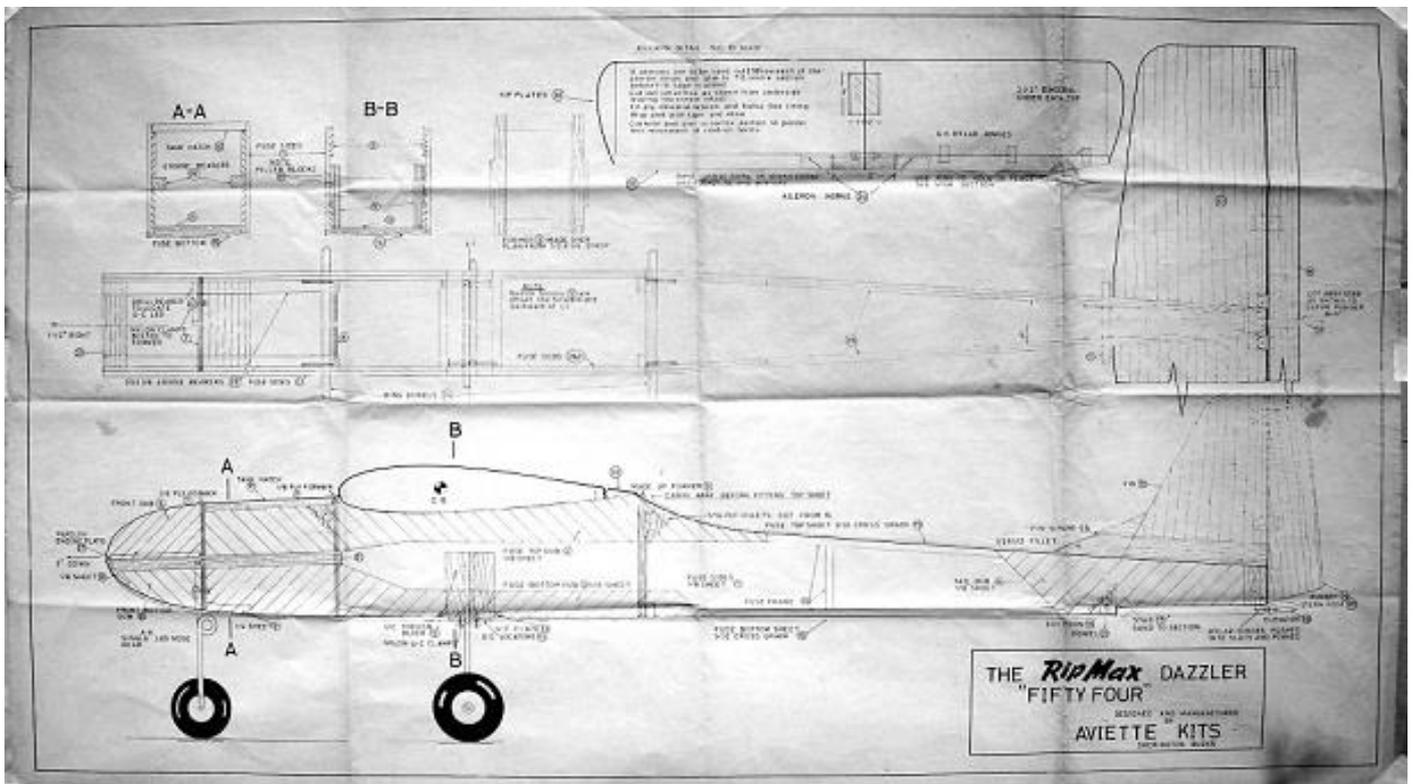
P.S. Up here the only indication of summer is the rain being slightly warmer!!! Oh to be back in England! Lots of pictures to choose from, better than having too few I guess! BW











## From Gerry York

Dear James, no doubt Mr Kinsella will have spotted this but just in case he was looking the other way, can I recommend a new book to your readers from Camden Miniature Steam Services, purveyors of books aeronautical? It is the ultimate operations manual.

"Dan Dare-Pilot of the Future Space Fleet Operations Manual" Just what we were all waiting for, while the seccotine dried on our Frog Goblins! The company is at Rode, Frome Somerset BA11 6UB 01373-830516, I have no commercial link with them, just a satisfied customer.

*(Weird just before receiving this email I had been looking at Haynes manuals website to see if there was a workshop manual for my car when I saw this below)*

Dan Dare is easily the most famous British comic hero. His adventures appeared in the original Eagle magazine during the 1950s and 1960s, but he also featured briefly in 2000AD before returning in the re-launched Eagle of the 1980s.

The innovative Haynes Dan Dare Space Fleet Operations Manual takes a detailed look inside the spaceships, space stations and various other craft that played such a huge part in bringing the excitement of space travel to the stories. Beautifully illustrated with cutaway artwork by Graham Bleathman, and supported by fabulous contemporary comic-strip art, this is the ultimate technical guide to the spaceships of Dan Dare and a wonderful addition to every comic fan's bookshelf.

The SPACE FLEET OPERATIONS MANUAL features:

- A personal introduction by the Controller of Space Fleet, Dan Dare.

- A history of spaceflight, propulsion systems and our first steps to the Moon and Mars.

- Fully detailed and comprehensively annotated cutaway drawings of



the principal ISF spaceships, space stations and installations, along with many of the alien craft that Space Fleet has encountered to date, by renowned cutaway artist Graham Bleathman.

Profiles of ISF personnel, and the aliens they have faced over the years.

Space Fleet history: a guide to ISF's missions and Dan Dare's adventures.

Based on the classic Dan Dare comic strip that appeared in Eagle magazine during the 1950s and 1960s, this Haynes Manual is fully authorised by the Dan Dare Corporation Limited.

<http://www.haynes.co.uk/dan-dare/>

## David Kinsella's Column

### Mr Aeromodelling

A few years ago now I took this picture of Ron Moulton during a sunny day at Old Warden.. I used Ron's camera, having just presented him with a life of Sir Stirling Moss, signed to Ron by the great racing driver world famous as ever. Sensational in the Mercedes-Benz 300SLR (Mille Miglia, Targa Florio, Tourist Trophy etc), huge inboard drums in the silver car often left Moss well covered in brake dust. The big VTR is a Dalesman built for me to Class C (Dooling 61) by Alan Walker. A BRDC badge and Moss/Motor Sport special cover decorate the port wing.

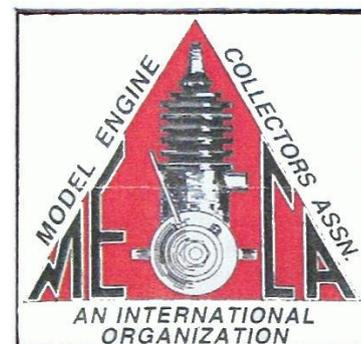


### What Recession?

Project Azam, the world's largest motor yacht at 590ft and almost the length of Graf Spee, is fitting out in mainland Europe. Lifts, dance floors and pools, wine cellars and helipads, speedboats too, screws driven by 94,000bhp will push her along at 35mph. The sumptuous saloon at 95ft guarantees plenty of room for chums from far and wide.

### Woody's Goodies

If only a classic hairy will do - Dooling, McCoy, Hornet, Bungay and more - then. Woody Bartelt in Galesburg USA (269 665 9693) is your boy. Loads of spares to complete the restoration of a Brown, Cannon, Forster or Orwick, Engine books too, repros of Orwicks and YJ Doolings are due in soon. Love big tethered cars? Your beauty will look even better with a Bartelt Atwood aboard. Bread and water for a month? So what! You'll survive, as will the warm glow of that wonderful engine. Ian at RPMAC is the man. to chat with.



### Scrumpy

A way round Prohibition was to plant apple trees and make cider. In parts of the USA fermented apples on the ground are eaten by bears, staggering 7ft Teds posing a threat to the inexperienced who stray....Tent flaps down, lads

### So Secret

The Cockleshell Heroes (1954) dealt with a long paddle in canoes from a Royal Navy submarine to Bordeaux, there to damage enemy shipping. Top secret stuff, so secret that the SOE team there to do the same thing did not know about it. Only Blondie Hasler and crew Sparks got away of the 10-man team, despite having a torch shone from a deck above as the explosives were placed. Hasler was put up for a VC and later went to Ceylon to organise raids in Burma,. returning to establish the Royal Marines Special Boat Service. An upper lip stiffened by a magnificent moustache, Blondie Hasler sailed boats and advised the movie stars on their rendition.

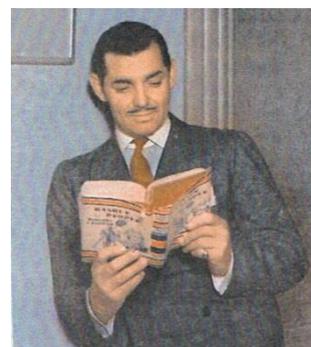
### Boosting Clockwork

Fighter ace Johnnie Johnson loved his Mk IX Spitfire. These days JE J stars in quality watch adverts, the message - engineered for men who don't need a co-pilot— introducing us to the new chronograph but reminding us of Mitchell and his masterpiece. Chosen by Harborough for their Spitfire history jacket, modelled by Airfix, Johnnie's JE J is a frequent choice in Scale. Meanwhile another watch advert favours the slim nose of a Lion-engined Schneider Trophy racer. The Napier Lion a land, sea and air great - carried its carburettor at the front and either side of the crankshaft, on the port serving eight of the twelve cylinders. Famous in Cobb's Napier-Railton, the compact Lion fits nicely into a YVintage Bentley or two. The Harborough/Harleyford range covered key aeroplanes of both wars, a good dozen in number, the rarest hardback being German Marine Aircraft 1914-18.



### The King

Gable checks a fact. It's late 1936 and possibly Selsnick has The King in line for the big one that will premier in Atlanta in 1939 and garner a squad of little gold men. The story of America's birth writ large, who would dare to have another crack at Mitchell's book (Raintree County was not it). Fond of cars, Clark helms a specially built supercharged Duesenberg in black and red. In 1936 two lads hitched across the USA to meet the stars. Memorable was The King, who drove them to Beverly Hills, stood them lunch and his valet provided clothes and pocket money. Gable served as a gunner in the: USAF in England. Signed to MGM, Selsnick got Gable for 5000 dollars a week thanks to Mrs S who was MGM family. A six figure advance was also given.



### Good Shows

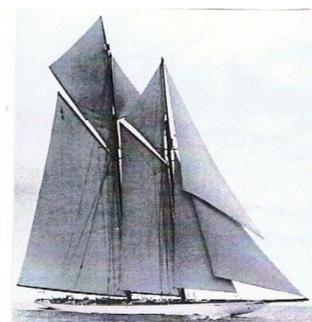
Epsom & Ewell MRC and Sutton MEC held their annual exhibitions and both were well attended and enjoyed, numbers up despite the economy. Vital these days is nearby public transport and good parking for those who drive. Here both score heavily. Regardless of progress (!) steam traction is the one the lads go for, both clubs operating engines and trains in various gauges. But there's always room for side interests, notable being 100 model soldiers of the Hampshire Regiment in 1910 uniform. Asters ran well at Sutton and statics included a Gnome rotary, a big Crampton 4-2-O and beefy traction engines. Record ace Sir Malcolm Campbell was a founder member of the Sutton club, the premier cup bearing his name. Sutton was once Brock's Fireworks country.

### ED Story

Electronic Developments (Surrey) Ltd made that Icc Bee we all have or had. Easy starter, plastic tank at the back, in with the Mercury 8 or home brew and off went the Phantom Mite trailing blue smoke. Ah, those were the days when all the world was young and five gallons of Jet were yours for a quid or less. Anyway, it's time to look at the whole ED story. Henry J and Phil Smith covered a while back, ED's on the way.

### Classic Rig

All sails set and asleep, racing ketch Margherita slips along in a light breeze as Beken operates his famous camera. Tiny figures aboard indicate size and loose footing above the boom between the masts gives overlap and increased sail area. Douglas Fairbanks had a similar boat in far away California. In a sense close to aviation, Sopwith relied on his Kingston factory to come up with winning tweaks, such as the four-sided jib - which J-Class operators in the USA copied. Restored and repro, at least six Js are sailing in premier events.



### Some Model!

Front page for Dave Platt's super control line model in April's S&T, the control handle a work of art in itself. The names Milani and Control Line Scale go together. How he would have loved to have pilots waving, lights flashing, torpedoes dropping, even parachute trainees leaving the wings of his HP Heyford, he flying in Kensington Gardens and other parks. More, please Dave, on your many magnificent models. Good too, to read that Derek Foxwell is doing well and busy with his Tomboy and Madcaps at the Old School Model Aeroplane Factory. Keep going, gentleman!

### **From Andrew Burston**

I have an original plan of the Keith Laumer 'Sure Flyer' in good condition, which anyone can have for the cost of postage if they are interested. Mine was not a sure flyer, but I wouldn't blame the design.

[burston2@westnet.com.au](mailto:burston2@westnet.com.au)

### **Cocklebarrow Sunday 11 August**

Hope you are well and coping with the heat. Just to let you know that the rally will go ahead on the 11th August as planned. Thank goodness for that!! Val and Paul Howkins.

### **Wimborne MAC Control Line meeting Sunday 13 October**

With a minimum of 6 grass circles on this splendid 3 acre site there is room for lines of up to 90'. Those who've been before will know of the facilities such as club hut to sit in, awning and seating area with picnic tables (as the weather will be hot and sunny), power for charging batteries and of course a BBQ. There is also a portaloos. Plenty of parking. Mainly sport flying although mini speed will be run along with Spitfire Scramble which shouldn't be missed unless you have a heart problem and therefore can't laugh a lot or get over excited!

These events are always great fun and offer all the opportunity to fly CL in the South so come along and make the most of it. More details will appear on the Wimborne MAC web site in due course

<http://www.wimbornemac.co.uk/>

details of mini speed and spitfire scramble on <http://www.wessexaml.co.uk/>

### **Vintage Model Works Sun Duster Kit**

I made mention of the kit last month or so and the other day Mike Cummings dropped off one for me to take a look at not a review as I will be giving back to him when I pass through Raynes Park next but as an idea of what the kit contains. The model is 62" span and the box photo shows lay out. The plan is what you'd expect all the detail is there and it is full size. This is not however a beginner's model and you must be able to build in order to tackle this but if you can make something like a Tomboy you'll have no problems. It is intended for 3 channel those being engine, rudder and elevator.

Contents

Extruded copolyester for the windscreen, not shaped but then that is pointless as most of us are capable of building into a model some minor distortion around the cabin which will make a pre formed item useless without resorting to a scalpel and sandpaper.

Pre formed U/C and wheels

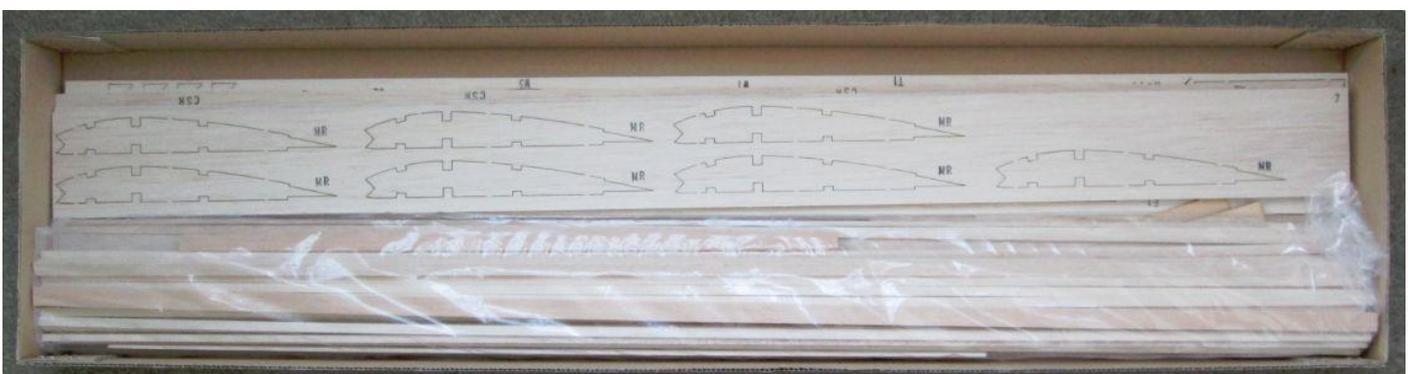
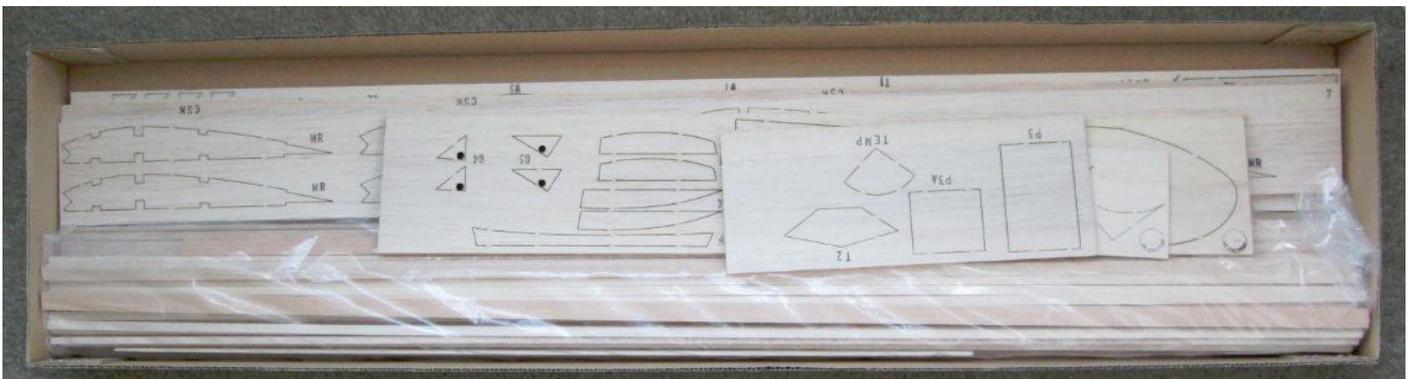
Strip wood

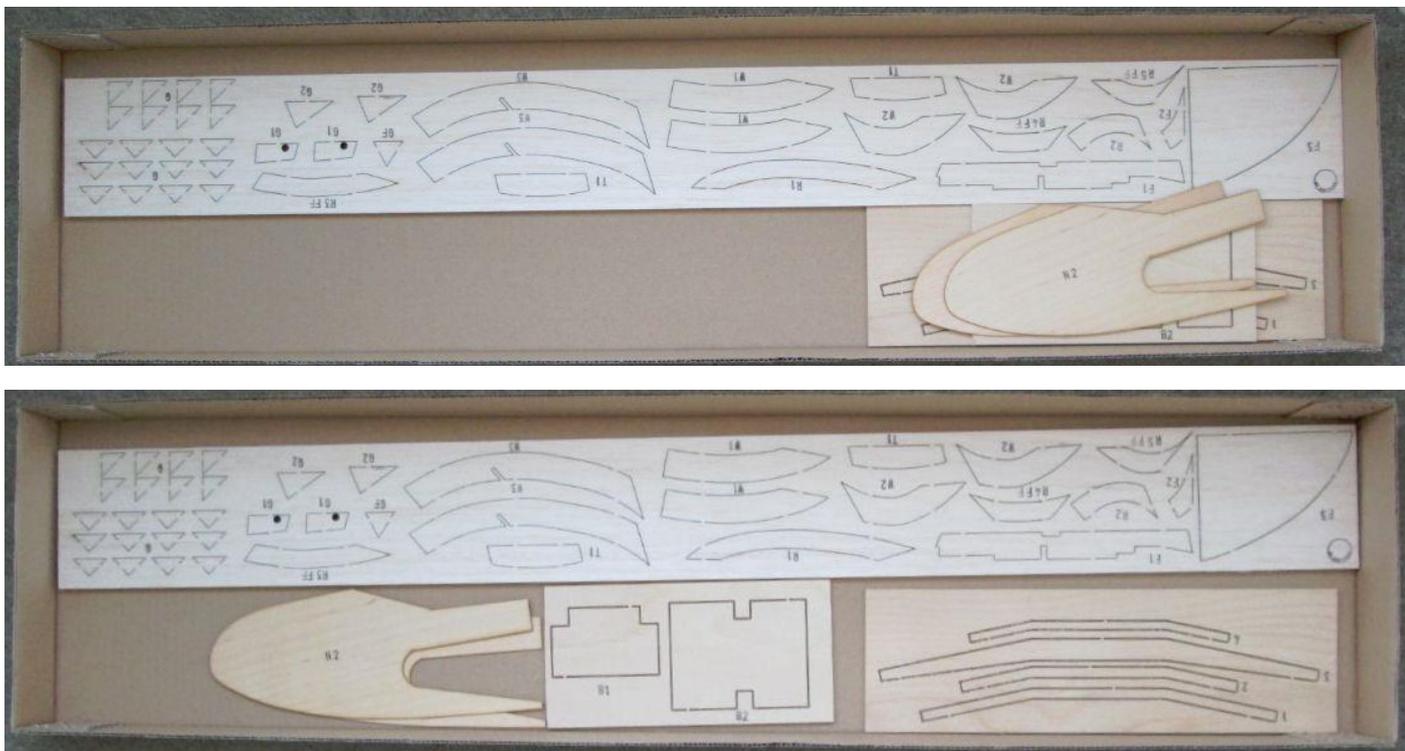
Laser cut ribs formers, dihedral braces etc The quality of balsa and ply looks to be very good.

Intended for engines of 2.5 cc to 3.5 cc diesel or up to 29 glo and of course a 4 stroke. An electric version is currently (Intended) being tested and will be available in a few months time.

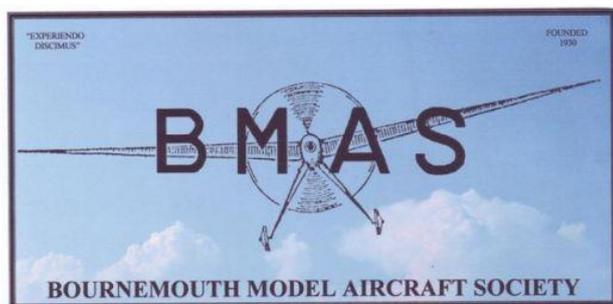
One of those models for flying in vintage style around meets or at your flying site, great pleasure.

Mike can be contacted on 02085423100 or [vintagemodelworks@hotmail.co.uk](mailto:vintagemodelworks@hotmail.co.uk) and will give more details.





## BMAS Indoor 2013/14



**INDOOR FLYING** - Free flight only

ALLENDALE CENTRE, HANHAM RD. WIMBORNE  
BH21 1AS

7pm to 10pm

24TH SEPTEMBER 2013  
22ND OCTOBER 2013  
26TH NOVEMBER 2013  
28TH JANUARY 2014  
25TH FEBRUARY 2014  
25TH MARCH 2014

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

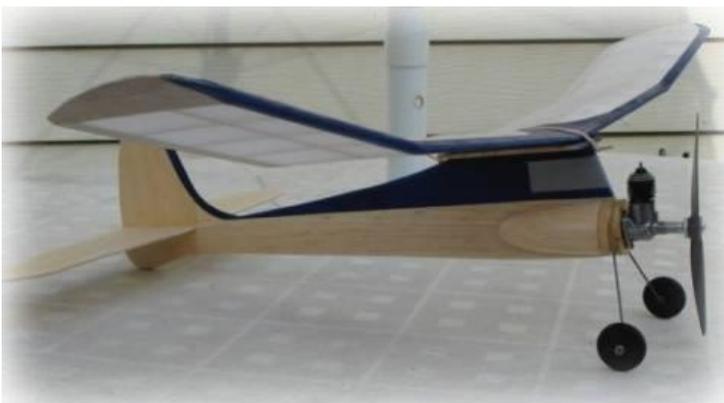
COMPETITIONS incl GYMINNIE CRICKET LEAGUE

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

# Dens Model Supplies

**Stockist of traditional, all balsa, CL, FF & RC Kits from BHM ...Cox 049 Engines & Spares...CL Accessories.....Merlin Glow Plugs**



**BHM Kits and Cox 049 Engines from under £20....Great value, high quality Glow Plugs from Merlin....hard to find CL accessories at sensible prices**

**On Line shop at [www.densmodelsupplies.co.uk](http://www.densmodelsupplies.co.uk)  
Or phone Den on 01983 616603 for traditional service**



**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.**

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

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

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

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

**REGULAR ATTRACTIONS:  
We will once again be running  
our  
MODELLERS' BRING &  
BUY SALE  
Come and pick up some real  
bargains or bring your own  
models/equipment to sell.**

**CIRCLE FOR CONTROL LINE  
MODELS**

**Control line models of all  
types will be welcome to  
fly at our improved grass  
circle. No limit on engine  
capacity, max line length**



**Website: <https://sites.google.com/site/northcotswoldmac/home>**