

Sticks and Tissue No 86 – January 2014

If you can contribute any articles, wish to make your point of view known etc please send to or phone 01202 625825 JamesIParry@talktalk.net

The content does not follow any logical order or set out, it's "as I put it in and receive".

Thanks to Mark Venter back issues are available for download from <http://www.cmac.net.nz>

Writings and opinions expressed are the opinion of the writer but not necessarily the compiler/publisher of Sticks and Tissue.



7 September 2013 Antikflugtag MG – Bern Photos by Urs Brand

From George Stringwell

Further to the Flipper in the last S&T, I have now managed half a dozen flights with this little biplane and after tweaking the CG a few millimetres forward and adding a couple of degrees of right side thrust it has proved to be a delight to fly, not in the least twitchy but quite quick. Being so small it does disappear into the distance quite rapidly, but the handling is so pleasant that, in the silent electric version, it is a real "fly anywhere" model. This being the case I decided to make a box for it so that it can live in the car on outings, the result being shown in the photographs. The box is only 18" x 10.5" x 5" and is made from triwall cardboard and duct tape, cheap, light and tough. I've also enclosed a photo showing that the model is small enough to make an ideal bookshelf ornament, sadly no flying photos yet as my wife and photographer Ali and I both caught a bug over Christmas which escalated into chest infections and mild pneumonia in my case. Although I have recovered enough to manage a couple of flying sessions in weather windows, she is still not well enough to risk the field in the current cold and damp conditions, I'll send you a flying photo as soon as we manage to get one.

One other snippet; my R/C electric version of the George Woolls "La Paloma" shown in S&T No. 84 is to be the "free" plan in the March 2014 issue of Radio Control Model World, out in mid February. If anyone decides to build one I would be happy to help with any queries via email at georgeandali@sunflymodels.co.uk.

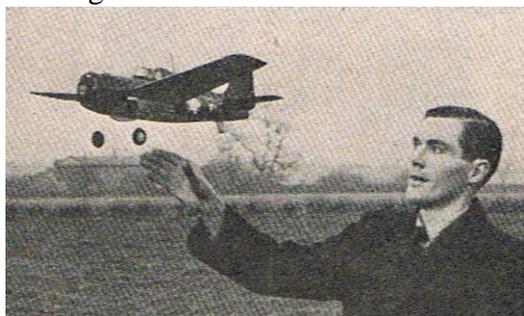


The Grumman Wildcat by Eric Fearnley 29" span for 0.5 cc free flight from Model Aircraft May 1954

My first model in the World War II series was the most outstanding fighter Britain produced, the Hurricane. This one is probably the American equivalent-the Grumman Wildcat. For this stubby mid-wing job was, like the "Hurri," in the picture wherever there was fighting, right through the war. Its lease-lend counterpart, the Marflet, was with the Fleet Air Arm, in Malta convoys against the Italians, and the Germans, but it was against the Japs in the Pacific that it really went to town. Eight of the twelve Wildcats on Wake Island were caught by the Japs in December, 1941, but the remaining four were kept flying by the Marines for a week against almost the entire Jap air force! When the time for revenge came and Wildcats were carrier borne by the thousand, the Japs were eliminated by the hundred in each fight. The famous battles seen on the TV series "Victory at Sea" showed Wildcats in nearly every engagement in the Pacific. Such names as Midway, Guadalcanal, the Coral Sea bring to mind Avengers and Devastators, protected by Wildcats, always cutting a way through the "Zeros."

The mid-wing layout gives a very flyable model. The only difficulty in having too small a tail for reliable stability has been overcome by an increase in area.

Fuselage



The construction follows the Hurricane, being 3/8 x 1/8 in. crutch with ply motor mount, and sheet formers added. The stringers are added on to the formers except where indicated, being notched in there. The front is sheeted in, and the wire under carriage (slightly simplified in the model) added. The cowl is laminated from sheet, and should be well finished with sandpaper and filled with wood filler before doping.

Wings .

These are as simple as possible, but are nevertheless strong. Be sure that they are true, and mounted on the fuselage at exactly the same incidence if you are keen on seeing it fly.

Tail

This is of sheet, sanded to streamline section. Before cementing in place be sure that it is mounted at the correct line up as shown on the plans. Dope tissue over the tail to strengthen and fill in the grain, but avoid warps. Heavy wheels are an asset to stability as well as appearance. Balance with plasticine until it is slightly nose down when balanced one third of the chord at the wing tips. The flight is lively, but stable, if trimmed properly. Take-offs are extremely realistic, followed by a rapid climb. Like the Hurri it is suitable for flying in quite a small field in calm weather. It is a tough job, the prototype having withstood a full terminal velocity dive into a ploughed field during aerobatic flying. The dummy pilot shot through the canopy, but apart from a broken dowel, the model was flying again in a few moments.

Two last don'ts. Don't try a bigger motor than 0.5 c.c. and don't try test flights at full revs., as this model is fully powered for a snappy flight, and power must be spared in the initial stages.

In the Beginning By George R.Vale Part 2

It would need a book to fully detail all the models and flying I've got through, even if I could remember it all, but here are some highlights.

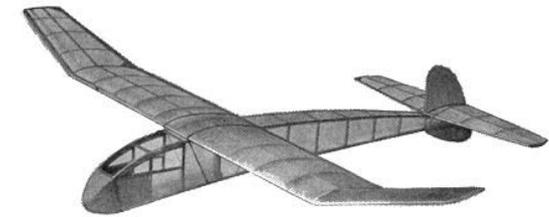
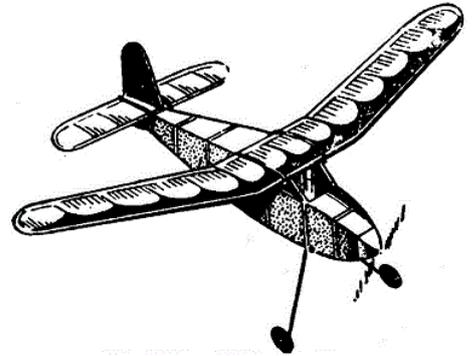
Until I went to secondary school I knew no other maker but KeilKraft, so that's what I made. The Flying Scales Chipmunk was followed by a Fairey Gannet which, though better made, would only fly straight



PIXIE
An attractive semi-scale design featuring knock-off wings. 23" wingspan.

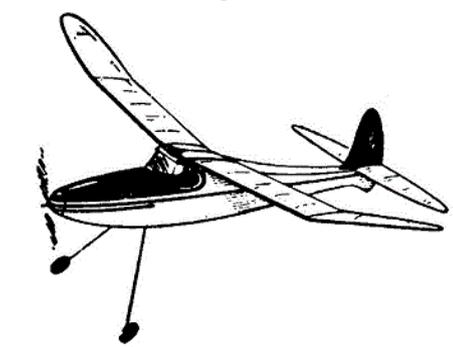
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My best rubber-powered model was the KK Competitor, a 32" span model with a surprisingly large balsa propeller that you had to carve yourself—or buy from the model shop at the sacrifice of several weeks pocket money. I found I could actually make it climb by packing up the tailplane a bit. Then the home-carved prop broke and, unable to fix it, I scrounged enough money for the ready-made item. This very efficient airscrew made my model tear round at tremendous speed, smack! right into the bank at the end of the field. The tailplane packing had come out. Epoxy adhesives would have fixed the propeller, but they were unknown in those days, even to adults, so that was that.

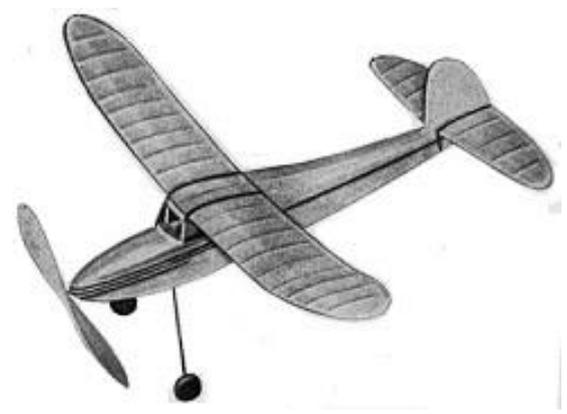


In second year Juniors I met John who was as air-mad—and as hard-up—as me, and we decided to make a Dolphin glider as a jointly-financed project. After it was made we took turns to have custody. The Dolphin flew very well by hand launch or towline and lasted a year or more. Soon afterwards came another glider, the Invader, which flew OK but less efficiently. Later I helped John build the Flying Scales Spitfire. It only flew

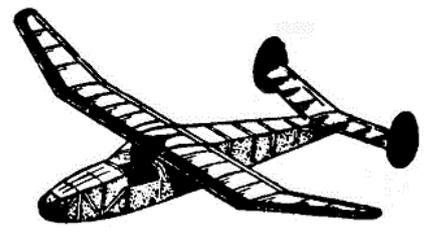
vertically downwards; like me, he'd no idea how to trim it. Observant readers may notice a pattern here! One year Santa brought me a Flying Scale Hunter, for the Jetex 50 motor (0.50 oz. thrust). Unfortunately there was no motor with the kit, and my disappointment was so strongly evident that the family had no choice but to stump up the necessary—about the price of four or five kits. The Hunter didn't fly, alas. Years later I realised that its C.G. had been way too far back—probably a design fault, for there was nothing heavy in the nose where it was needed. I followed it up with an Avro 707, which flew a bit but wouldn't climb on the puny power of the Jetex. Later I made Jetex models of my own design which flew better, being about half the size and weight of the kit



ones. Other free-flight models included a Messerschmitt 109 which flew superbly, after I discovered the need for heftier rubber and a larger propeller. Thus encouraged I built a second Chipmunk, correctly this time, and this flew so well it would even take off from the ground at the local cricket pitch on its 1" diameter wheels.



My first effort at building from Aeromodeller plans was a tailless glider called the Crowfly after its designer, a Mr. Crow. It was very old-fashioned even in 1957, requiring the use of bamboo for some parts. Model shops no longer stocked bamboo, so I had to improvise. The result was very stable and flew well with a low sinking speed, being astonishingly light, but had a poor angle of glide. That probably saved it from flying away, so perhaps Mr. Crow knew what he was doing.

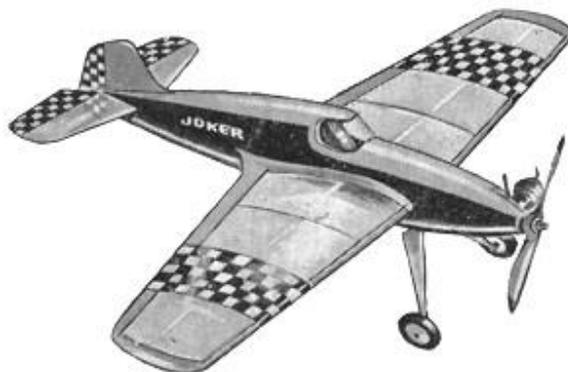
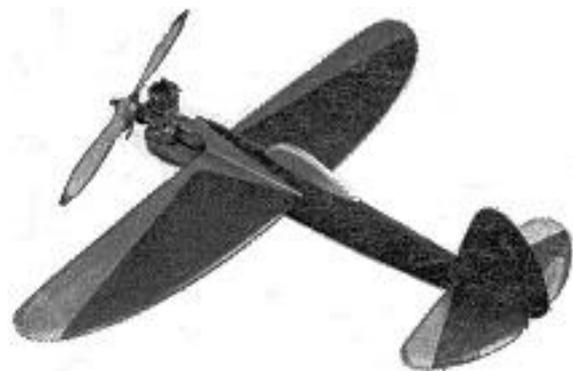


It wasn't long after I got to secondary school that gliders and rubber-power models started to seem a bit 'kiddish', and I felt I had to have an engine to be 'cool'. The pocket money stretched to a second-hand diesel of 0.76cc. capacity, an Allbon (later DC) Merlin. It was weeks before I learnt how to start it, and quite a long time after that until I got any useful power out of it. It transpired that the needle valve was faulty and wasn't closing down far enough; later, a friend showed me how to re-solder it, and then I was away.

I couldn't risk losing my precious engine in a free-flight model, so it had to be control-line. First there was an all-balsa sheet model called the Stiletto, from Aeromodeller drawings. [No.12A on Ray Malmstrom's website.] Its first landing broke the engine mount, so that was the end of it.

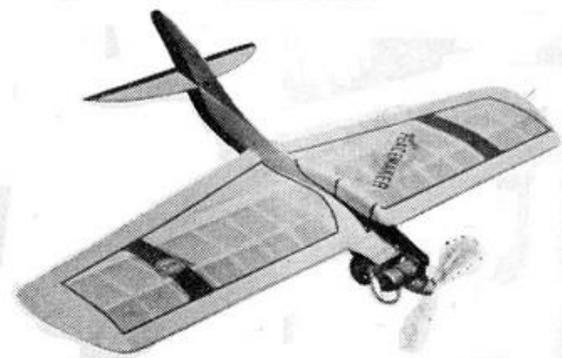
I only learnt to fly c/l by accident. Two friends had made a KK Champ with a 1cc. E.D. Bee—an excellent combination—and wanted to capitalise on my "experience". Could I help them fly it? It was the blind leading the blind, but somehow we all learnt how to keep the Champ off the ground till the engine stopped.

After that we became more ambitious, and wanted to fly stunt and combat models.



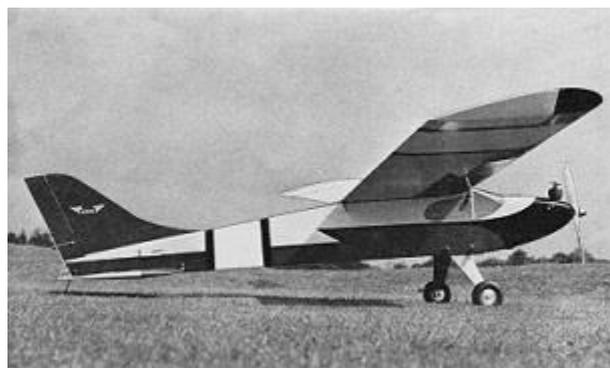
My first was a KK Joker, attractive-looking but underpowered by my Merlin. The Cheshire Kitten from

Aeromodeller plans was lighter and would do stunts. Eventually bigger engines came along, and more potent models. Of these perhaps the best were a Mercury Junior Monitor and a Peacemaker. My .15 glow engine was exceptionally light, so the Peacemaker was horribly unstable and

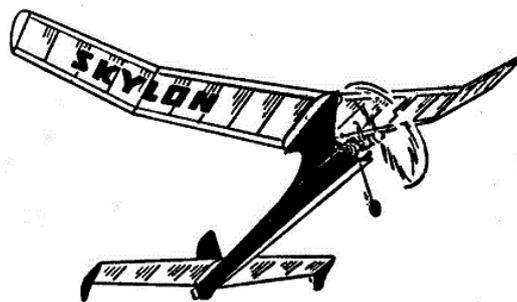


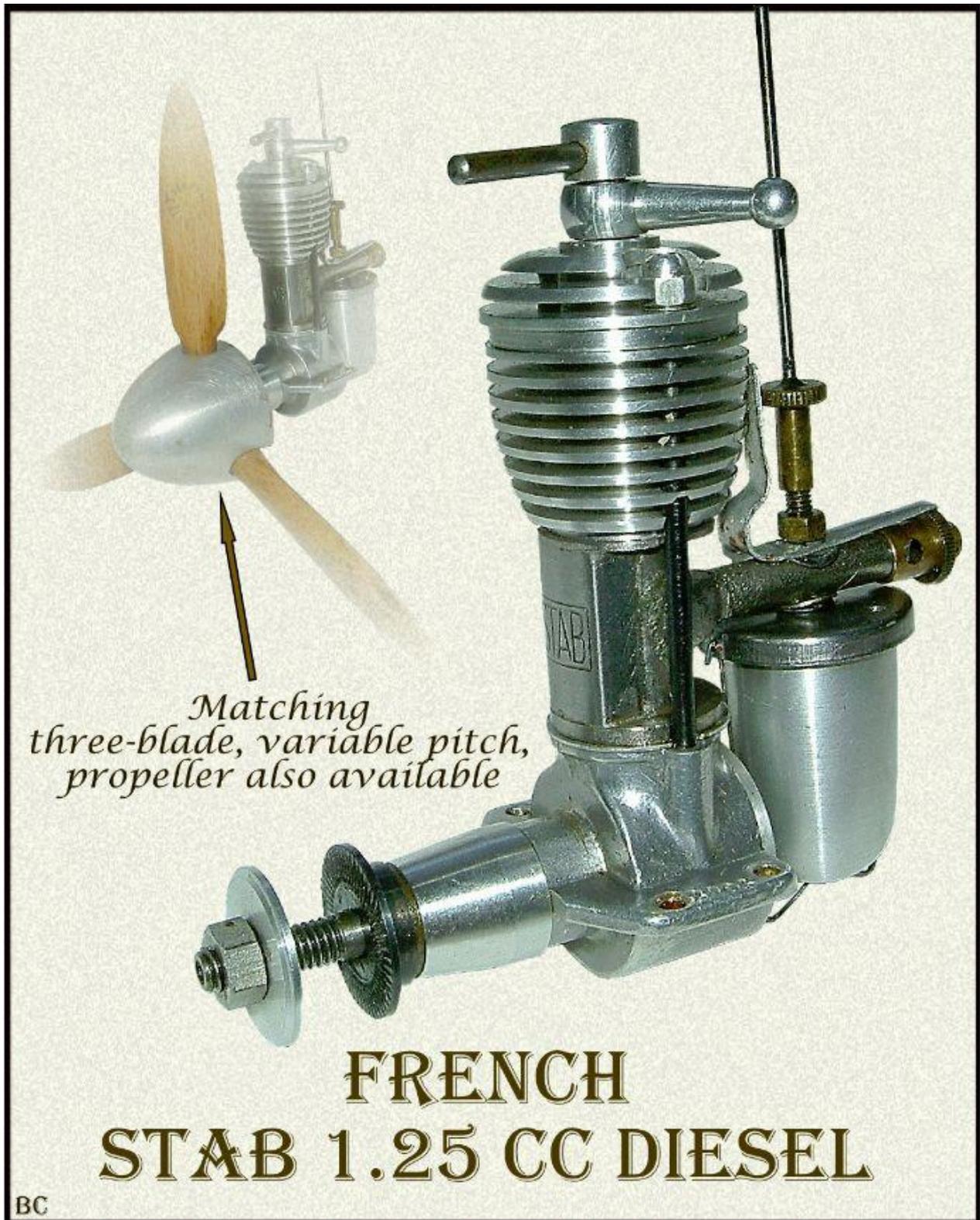
soon crashed badly. I rebuilt it with a longer nose incorporating a lump of lead, which improved matters. A couple of flapped stunt models for a .19 glow engine followed, but these did little flying. The .19 was a pig to start and run, not helped by the difficulty of organising a two-volt battery. I had the battery but no charger, so was dependent on various adults to help out; they must not have been very helpful, because I rarely had a charged 'acc' available, and usually had to improvise with combinations of 1.5V dry batteries.

My last c/l engine was a Fox .40; powerful for its era, and quite well-behaved. During my first year after leaving school I had a



little money to spend at last, so I started to build a Detroit Strathmoor, a large .35-size stunter for the Fox. I even went into radio control with RCS single-channel gear, a Veron Robot and an Enya .09. At this point Fate intervened; my firm sent me to college in London for four years. The big stunter never got finished; the radio model only got as far as test glides, and was abandoned until my second fling with aeromodelling, 10 years later. But that's another story.





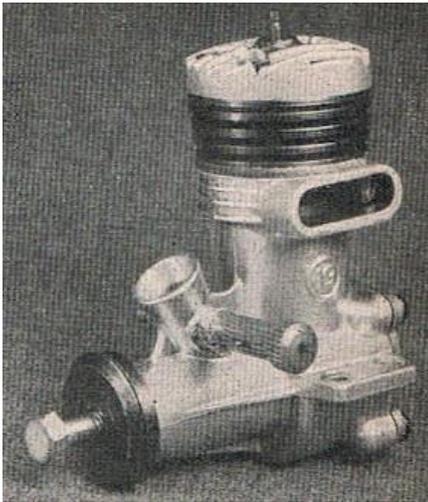
The French firm Stab made a 2.27 cc spark ignition engine from 1939. From 1943, Micron and Allouchery made diesels popular in France so, in 1945, Stab started producing this 1.25 cc diesel, using the crankcase of the earlier spark engine.

In 2014, the engine still runs very well indeed. In particular, the low speed throttling is excellent on the choke device alone, and this could easily be operated by an RC servo...

You can see the engine running here:

<http://youtu.be/13ni2JLeaIA>

The 3.27 c.c. Sabre .19 from Model Aircraft March 1954



The Sabre .19 and Sabre .49 glow-plug engines are the most recent additions to this well-known range of Australian motors which were formerly marketed under the name "Gee-Bee." The .49 model appeared a little over a year ago and was followed. Last season, by the .19 and to enable available manufacturing facilities to be concentrated on these two models (for which there was an appreciable demand) production of the Sabre 150 and 250 diesels already tested in this series) was suspended. The engine with which we are dealing this month is the Sabre .19 which, as its name suggests, is of 0.19 cu. in. capacity, or 3.27 c.c. To those who read these test reports regularly it will be immediately apparent that this model closely resembles, both in design and appearance, the K. & B. Torpedo .19 engine which was the subject of Engine Test No. 53, in our November, 1953, issue.

The use of an established and successful design as a basis for a new model is by no means an unusual practice among model engine manufacturers, but this is generally disguised by a few subtle alterations to the external shape. The manufacturer of the Sabre has resorted to no such deception. The .19 clearly proclaims itself as being based on the Torpedo .19—even to the wording of the instruction leaflet which accompanies it! Imitation, we are told, is the sincerest form of flattery. Certainly, few engines have more richly deserved the flattery of being imitated than the Torpedo .19 and it is not surprising, therefore, to find that the Sabre is superior in output to all engines in the 0.19 cu. in. and 3.5 c.c. classes so far tested in this series, with the sole exception of the K. & B. Torpedo .19 itself.

As received, the test Sabre .19 had obviously acquired some running time, but it was not known how much this amounted to and an additional 30 min. were therefore given before the torque and r.p.m. checks were made. The glow-plug fitted to the engine, although not new, appeared to be in good condition and was of the long reach type but equipped with two copper washers. After some performance checks, it was found that a slight improvement was obtained by omitting one of these washers, however.

The Sabre .19 is soundly made and well finished. The die castings are not polished as is the popular trend in America, but they are clean and smooth and impart a good appearance to the engine.

Specification

Type: Single cylinder, air cooled, two-stroke cycle, glow-plug ignition. Shaft type rotary valve with rectangular intake port. No supplementary air induction. Flat crown lapped piston with straight baffle.

Swept Volume: 0.1994 cu. in. (3.27 c.c.).

Bore : 0.640 in. Stroke: 0.620 in

Stroke/Bore Ratio : 0.969 : 1.

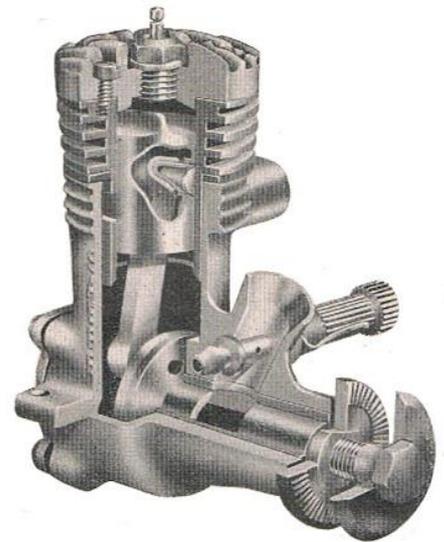
Weight : 6 oz.

General Structural Data : Die-cast aluminium alloy crankcase, rear cover and cylinder head. Rear cover secured to crankcase with four machine screws. Machined steel cylinder with integral turned fins. Cylinder and head secured with six machine screws, four of which pass through into crankcase casting. Lightweight lapped c.i. piston. Die-cast dural connecting-rod. Tubular steel gudgeon-pin with aluminium end-path. Counterbalanced crankshaft, machined in one piece and running in bronze main bearing. Steel drive plate and prop washer. Replaceable airscrew stud. Beam type mounting lugs. Spray-bar type needle-valve.

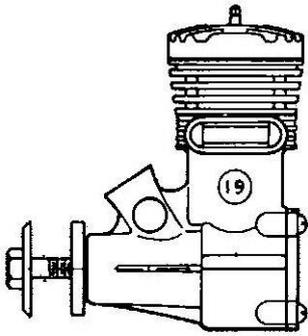
Test Engine Data

Fuel used: 42 per cent. Blending methanol ; 30 per cent. D.B.H. nitromethane; 28 per cent. Castrol "M" ignition equipment used : Maker's glow-plug. 1.6 V to start.

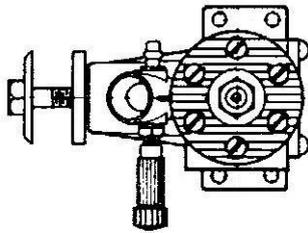
Performance



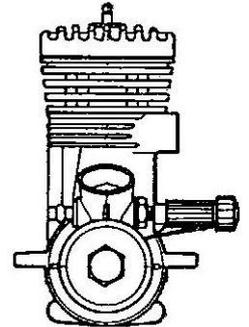
The Sabre instruction leaflet specifies a fuel mixture of 75 per cent. methanol and a 25 per cent castor oil.



This suggestion of a “non-nitro” blend is probably because nitro-methane and similar compounds are even less readily obtainable to Australians than to residents of the United Kingdom. However, it was obvious that the Sabre would gain much from the use of a nitrated fuel and since most of our previous tests on high performance glow-plug engines have been conducted using these fuels, it was felt that it would be fairer to use such a blend also for our tests on the Sabre. To start the Sabre we found that a standard procedure sufficed. This consisted of choking the intake and flicking over the prop until fuel was seen to reach the carburettor, giving three more choked flicks, priming with a few drops of raw fuel on the piston crown, connecting the battery and flicking to start. The instruction leaflet called for 4-7 turns open for the needle valve. A brief check, by blowing through the spray-bar via a piece of Neoprene tube, had indicated that the lower figure would be adequate and we found that the running setting was approximately 2 turns open.



Actually, the Sabre is not in the least “finicky” about starting procedure and, when re-starting a warm engine, as, for example, after re-fuelling following a run, it bursts into life again instantly after a couple of choked flicks and, of course, without any need of readjusting the needle setting. Although the Sabre had every indication of being adequately run in before the torque tests were undertaken, there was, after the

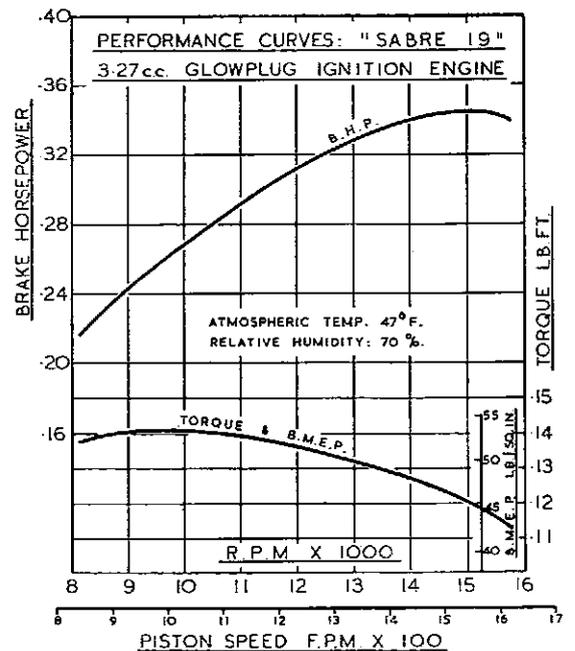


engine had warmed up, a slight dropping off of power when loaded for speeds much below 11/12,000 r.p.m. The engine is obviously happier at the higher speeds and five figure rpm. should certainly be aimed for at all times by avoiding the use of airscrews of excessive diameter or pitch. We would suggest 10 X 5 (free-flight) and 9 X 6 (CL) as the largest practical prop sizes for use with this engine. To release greater power, somewhat smaller sizes are called for, such as 9 X 4 and 8 X 6. Between 12,000 and 15,000 r.p.m. the engine is particularly even running and vibration free.

The highest torque readings were recorded at around 10,000 r.p.m. and the equivalent b.m.e.p. was 53 lb./sq. in., which is a very good figure. Beyond this point the torque curve declines without any sudden drop and the result of this is that the peak power is reached at some 15,000 r.p.m. where nearly 0.35 b.h.p. was indicated.

Power/Weight Ratio: (as tested) 0.93 b.h.p./lb.

Specific Output: (as tested) 106 b.h.p./litre.



From Bill Wells

The Vic Smeed Cherub was first introduced in September 1952 Aeromodeller as a free flight model weighing in at about 7.5 ozs. Perhaps it says something about my age but this is how I expect a model aircraft to look, not a clumsy ceiling tile with an mini electric hair dryer to power it. I wrongly decided to build the Cherub as a Radio Control model powered by a PAW 049 using the then popular SD 200 servos and push rods. I added an extra wing panel each side to slightly increase the wing area. The whole lot turned out to be ridiculously heavy and it's one and only flight was short!! I decided to use the wing and tail plane again. I then made a lighter fuselage with smaller Hitec 55 servos. Although the new fuselage was much lighter the whole thing was far too heavy. Even though I had extended the nose I

had to go to the extremes of adding a large brass prop nut and a large diameter brass weight to the compression screw to get the C of G anywhere near a sane position. The first flight was from a hand launch and was exciting to say the least. The rudder was vicious even though I had gone to extremes to limit its travel it was almost uncontrollable, anyway I got it round the circuit and throttled back into wind whereupon it became very good natured model and much more controllable. I turned down the rudder rates and things were better but it wasn't until I adjusted the physical gearing of the rudder that I was able to get a less stressful flight, then the fun started. First I removed the brass weight attached to the compression screw. That didn't seem to make a lot of difference so then I thought how about a steep turn. Oh dear!! Bearing in mind the overweight model a sudden increase in wing loading while in a turn has all the ingredients for a spin!! I wasn't disappointed!! But I was startled by the fast rate of rotation of the spin. It was more by luck than judgement that I recovered from it. While still in shock I brought it round for a landing but like the idiot I am I let it drift down wind too far, then put on too much bank and up elevator to tighten the turn to avoid the boundary hedge. So from just a few feet it flicked into soft ground with surprisingly very little damage. Definitely not a model to take liberties with. I have since had a number of flights with it, just flying it around the circuit. Because of the relatively large fuel tank and the low power setting required to maintain height flights of 20 minutes or more are normal. It looks like a mini Junior 60 and to a certain extent (not the stall characteristics) handles like one.

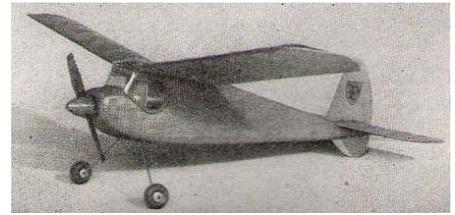
My conclusions are that the model needs to be built very light, with the very light servos now available for electric models. Perhaps a very small but powerful outrunner with lightweight lipo would now be a better way to build this model. To build it as an IC model is more difficult but would recommend perhaps a Cox Babe Bee R/C or even an OK Cub with no throttle so two or three very light weight servos and a small battery for the radio perhaps even a lipo. If I ever have the time I might even build another fuselage and have another go at making a lighter weight model.

My model has a span of 34 inches is 25½ inches long and weighs in at an horrendous 19.5 ozs. (only 260% overweight!!) Power is a PAW 100.





Increasing popularity of the .5 c.c. motors creates a demand for small power models which, until fresh contests are arranged for baby motors, are generally required to be of the semi-scale, pleasure-flying type. "Cherub" has been designed with this end in view, but, in having in its 30 in. wing, 153 sq. in. of area, it is also quite Capable of handling any motor of up to 1 c.c. All flying with the prototype has been carried out with a better than average Mills 75. using an 8x4 plastic propeller, which gives a rate of climb in the order of 800 feet per minute, without introducing any trimming complications whatsoever.



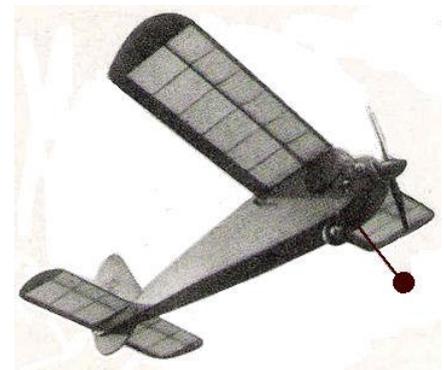
Features of the design are the rugged but simple construction, low cost, and short building time. The all-sheet fuselage takes less than half the time of a built-up job, and that bugbear of most modellers, the cowling, has been reduced to five pieces of very soft 1/4in. sheet. Wing and tail each involve only one rib size and easy sheet tips, so that even a slow builder should be able to complete the whole model in about ten hours building time,

No trimming whatsoever-not ever rudder- was needed on the prototype for safe flying. Check that the model balances 2 in. back from the leading edge (i.e., just forward of

mid-chord) try one hand glide, then launch with everything straight and the motor running slowly, use a Truflex 8x4 for initial tests with motors of 75 or above. Progressively tincrease motor speeds and make any small adjustments that may he desirable.

Probably slight right rudder will be advisable for the best flight pattern, but "Cherub" will turn either way without danger.

Detailed building instructions are issued free with each copy of the full size plan frosts the Aeromodeller Plans Service. We can recommend this design to beginners, for its easy to build, easy to fly characteristics, so if you are contemplating a point five engine, this is your plan.



From Phil Bolderson

As mentioned last time we conversed, I've been slowly building a modest 'fleet' of early R/C aerobatic models.

Having reached the conclusion that I can no longer 'do' C/L and, despite having several of the beasts, I find that I am actually am not too fond of gliding, a reversion to type seemed logical.

Once the 'conversion' to C/L occurred in the early sixties and the progression was made to what control line fliers now call 'Precision Aerobatics' via combat flying, having moved on to aerobatic flying little else has been considered.

Indeed, although it didn't end up that way, when I started learning to fly aircraft one could sit in, it was with the intention of doing that too for sporting reasons. Before moving on to commercial stuff I did several seasons of aerobatic competitions, starting off on Stampes and the little Fournier RF4 before buying an unlimited machine, which allowed one to progress on to the higher levels of competition. None of which has much to do with aeromodelling, besides which I really wasn't that good at the 'full-size' competitions.

The enclosed files should show two of the current projects - photographed just now between showers, so, apologies if they aren't terribly good - the Astro-Hog isn't very photogenic at the moment so I didn't bother to photograph it. The "Kwik-Fli" is one model I never 'got around to', back in the day, so was a logical place to start. This one was put together from the long deleted Graupner kit and took a bit of tracking down. It's powered by a brushless outrunner motor of French manufacture that one of my clubmates was importing at the time; swinging a 13" 'Xoar' electric wooden prop. The metal 'gizmo' you may be able to see poking out of the cowling is a Great Planes cradle-mount for the motor. The model came out encouragingly light and, powered by only a 2700mAh 6S pack of Thunder Power's 25C LiPo s, it is pretty ballistic. With sensible use of throttle, flights of seven minutes plus are easily attainable. The "Caravelle" is a model I always rather

fancied back in the sixties but could never quite justify building. This one too comes from a long deleted Graupner kit and was so light that it is only powered by a mid-size Axi brushless outrunner; running on only three cells. Of course the arithmetic has to balance and the 3S packs for the Caravelle weigh virtually the same as the 6S packs for the Kwik-Fli. As Axi sell a rear-mounts for most of their motors everything fits neatly inside the cowling of the Caravelle and there is a 12X6 Xoar on the front.

The designer of the Kwik-Fli is pretty well know as he was also responsible for the Kraft Radios which bore his name, the designer of the Caravelle is, by comparison, almost an unknown. This is something of a pity as Gustav Samann of Germany was quite a modeller in his day. In 1955, aged 28, he was World "Wakefield" Champion and he obviously came from a modelling family as his wife had placed 8th in 1953; also in the World Wakefield Championship of that year. In the R/C Aerobatic World Championships, held in Switzerland in 1960, he placed second with a model which is clearly the forerunner of the Caravelle design. When the WAC 1962 was flown at Kenley in England Gustav Samann was flying the Caravelle and placed seventh; two places behind Fritz Bosh - whose name may be more familiar to british modellers, like Phil Kraft and for similar reasons.

Gustav Samann died aged 84 in 2006 but his design lives on.



JP - Carrying on in the retro vein after what seems like and virtually has been months of rain and very few opportunities to fly last Saturday there was a window of opportunity the forecast for the morning was reasonable but deteriorating. So armed with new roller to flatten out the runway, shorts on to frighten away the sheep a couple of us went to the flying site armed with equipment and models. Of interest was John Bainbridge's model a tenth hand airframe bought by someone else at the Wimborne Club auction then passed through a couple of owners to end up with John. He went to town on it and recovered, re-engined, Thunder Tiger 4 stroke, the result of which is the really nice Kamco Kavalier. It flies very well the spins look good as does inverted flight it even knife edges sort of. Here's the photos. Apparently the model is to be reproduced again see <http://www.kamcomodels.co.uk/Home.php>

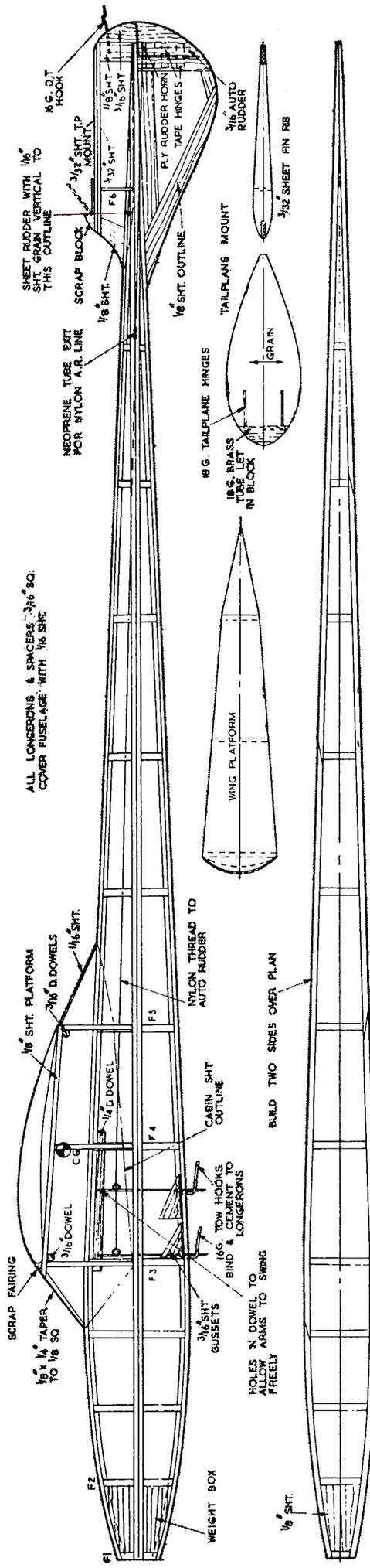


All that diddling then with warmth of sun on the back off she goes into a clear sky. (Looks white in photo but was blue. Strong winds and rain were to follow soon after)

From Derek Collin

Happy new Year. Ah, those golden years when the sun shone, the wind never rose above 6 kts. and my hair never stopped growing. Yes, that's me clutching my Savoia Marchetti S55X scaled up from drawings in Ken McDonough's wonderful book "Atlantic Wings" (General Italo Balbo led 25 such aircraft across the Atlantic and back in 1933) but the model in front of me is not mine as stated in S&T! It is Jack Jansen's (Croydon) 65 inch span Dornier Do 18 which flew realistically with its high speed low level swoops on a Frog 3.49. I believe the full size Do18 was one of the few really successful aircraft powered by Diesel engines; Junkers Jumo 205 engines with two crankshafts geared together, six cylinders and opposed pistons. nb. if you want to see a flight of Savoias, an early version appears in the DVD "Porco Rosso"!

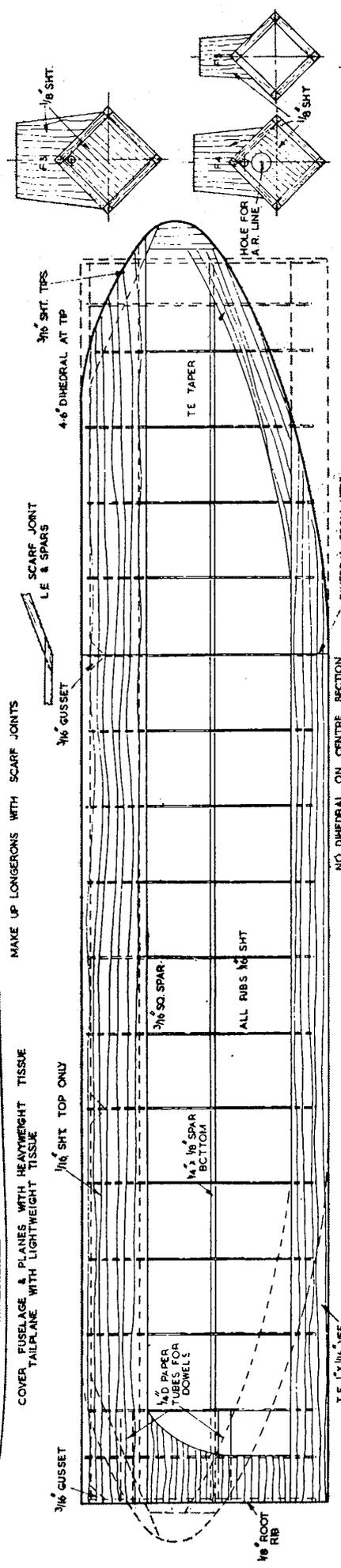




ALL LONGERONS & SPACERS 3/16\"/>

SHEET RUDDER WITH 1/16\"/>

R.C. D.T. HOOK

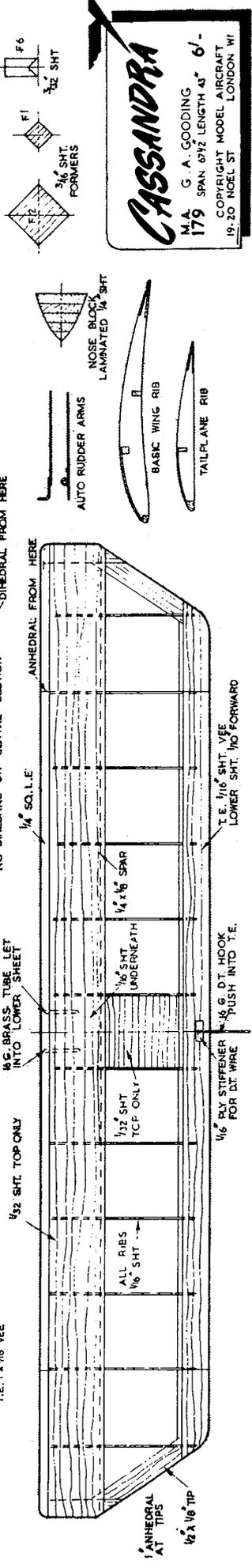


MAKE UP LONGERONS WITH SCARF JOINTS

COVER FUSELAGE & PLANES WITH HEAVYWEIGHT TISSUE

3/16\"/>

3/16\"/>



NO DIHEDRAL ON CENTRE SECTION

1/32\"/>

1/2\"/>

1/8\"/>

NO DIHEDRAL FROM HERE

1/4\"/>

1/4\"/>

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NO DIHEDRAL FROM HERE

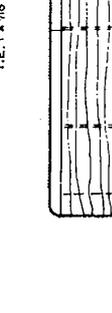
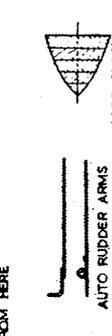
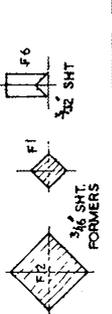
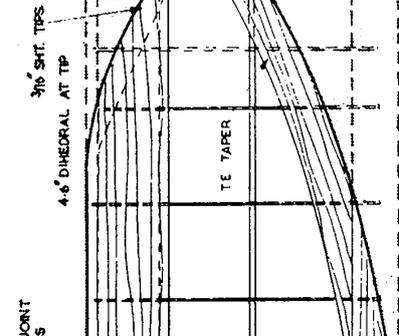
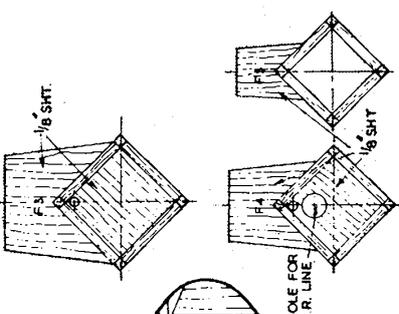
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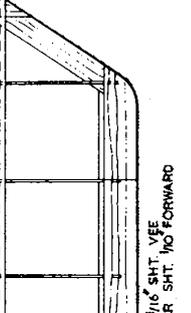
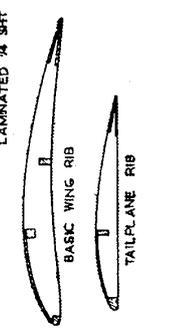
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CASSANDRA
 M.A. G. A. GOODING
 179 SPAN 6 1/2 LENGTH 43" 6'-
 COPYRIGHT MODEL AIRCRAFT
 19-20 NOEL ST LONDON W1



Cassandra A sleek and well-tryed A-2 glider by G. A. GOODING from Model Aircraft April 1954

Cassandra I was designed and built in 1952, with the object of producing an A/2 that combined good looks with a good performance. After considering various Continental and English trends in Nordic design, this layout seemed to be ideal in every respect. Its first com. flight was in the first A/2 Eliminator when it recorded 4.10 oos. and unfortunately was not recovered in time to complete its other two flights. At the next comp. it aggregated 8.38 for two flights, both comps taking place in windy conditions. The model was finally lost a fortnight later. CassandraII built identically with Mk. I and performs equally as well.

Commence the fuselage by scarf-jointing the four longerons as shown on plan, not forgetting to pre-cement. Build two basic sides over plan first, and join with formers F1, F2 at nose. Complete fuselage with cross-struts. Add pylon formers F3, F4 and F5, and sheet the cabin. Next fit tow hooks and auto-rudder arms. Sheet entire fuselage with 1/16 in. sheet, except one upper side in front of cabin. This will leave the weight box accessible for rough trim adjustment before completion. Add under-fin, auto-rudder and F6. Sheet the upper fin with 1/16in. sheet, grain vertically. The wing L.E. is made by cementing a 3/16in. x 1/16- in. strip to 3/16 in. sq. Join L.E. and 3/16 in. sq. spar as shown, over the plan. This ensures accurate dihedral and strong joints. Do not forget to join L.E. and spars in opposite directions as shown. Pin L.E. and T.E. down on plan. The T.E. should be packed up 3/32 in. at the front. The four centre-section ribs should be pinned together and drilled for the paper tubes. This ensures accurate alignment. Add ribs and paper tubes to inner panel. Lift from plan and add 1/8in. X 1/4 in. under-spar. When set, pin tip L.E. firmly on to plan and support inner panel by a tin or block. The underside of the T.E. is packed 3/32 in. at the dihedral break but is pinned flat at the tip. Trim tip ribs by cutting down from front spar. Add sheet tips. When set, lift from plan, add tip rear spar and sheet entire L.E. with 1/16in. sheet on top up to 3/16 in. spar. Sheet centre section with 1/16 in. sheet top and bottom.

The tailplane is built as a normal tail, flat on the plan. Lay out the complete outline flat, then add ribs and spar. Finally sheet centre-section, and leading edge from centre up to anhedral breaks. Cut off the tips and re-cement at the correct angle. Finish by sheeting tip L.E. At this point assemble the model and ascertain the amount of weight needed to balance. If this is cast solid it will save a good deal of space in the weight box. Some space will be needed for final adjustment. Add weight and finish nose sheeting. Add nose-block and cabin windscreen. Cover wings and fuselage with heavy-weight Modelspan. The fuselage can be finished to taste. The original was given two coats of filler and two coats of black dope, which was sanded between each coat and finally polished. In any case do not neglect to tissue the fuselage as it considerably strengthens it. Give wings two coats of dope and finish with Aerolac. Yellow centre-panels with red tips is a good colour scheme. The tailplane can be covered with lightweight Modelspan and given two coats of dope. Finished with Aerolac this makes a good surface which is unaffected by damp conditions.

The D.T. is the normal "pop-up" type. The hinge is a square U-shaped piece of wire with a strip of thin tin wound round the bottom to form a tube. The tube is recessed and well cemented to the fairing on the front of the tailplane platform. The two arms of the "U" are a close fit into metal tubes let into the under-sheeting on the tailplane. This allows the tail to swing up and clown freely but not from side to side. A hook fitted to the L.E. and a rubber band will ensure positive action whilst Cotton stays on the T.E. will limit the amount of "up." About 3 deg. is correct. A rubber band over the two hooks at the back and a good fuse complete the D.T. The model is trimmed to fly in left-hand circles. No trouble will be found in towing up provided the model is accurately built and the c.g. is where shown. With careful use and selection of wood the minimum weight of 14 1/2 oz. can easily be managed and you will find it an extremely tough model to prang.



From John Taylor – Bournemouth MAS

Here are a few more pics taken at Bealieu on Sunday 19th Jan. A beautiful day wind about 4mph and sunshine.

The gliders are two Doofah's and my scaled down Aiglet to the 36" bungee launch rules.

The model taking off from water is a Mills .75 Sea Nymph designed by Vic Smeed. The flood water is on the site of the western end of the main runway and will take weeks to dry out as the ground is the compacted sub-soil which was exposed when the tarmac runway was dug up. Should be OK for a few more watery outings. Photo's by Roger Newman.



The Westland Widgeon was built Norman Rigler, a Bournemouth member, from the APS plan by Eddie Riding and is 36 1/2" span. Originally rubber powered but I have now electrified it and fitted radio. Power is from a pole and stator motor which is concealed in the noseblock. It runs on a 2s -1300Mah Lipo and drives a 7"x3.5" prop at 3300 rpm, producing 30 watts which gives enough power for very realistic flight, all up weight is 10 oz.

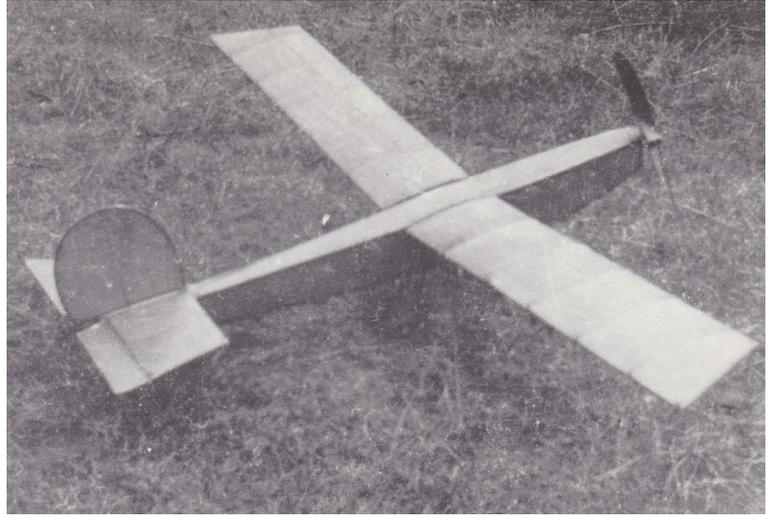


This picture has been in my possession since 1985 along with several others featuring this type of rubber model. They have all been studied by Mike Kemp who used to write the "Rubber Column" in SAM 35 Speaks. He was not able to name a possible kit or designer responsible for this model.

From what can be seen of the construction it looks as if the wide rib spacing of possibly 3" with two riblets in each bay would make the span about 35". He put the design date in the early 1930's.

Now comes the interesting bit. Last week I saw the model in my photograph hanging in an ArmySurplus shop in Charminster Bournemouth. I was able to photograph it and take some measurements.

The wing was 35" span x 5" chord with two riblets in each rib bay. The tip ribs were swept back. The tailplane measured 11" span x 4" chord also with the tip ribs swept back. Overall length was 32". The prop was 12" dia and carved from hardwood. The covering had the appearance of heavyweight Modelspan possibly doped and sprayed silver. The L/E of the tailplane was hinged and the T/E was held in place by a small nut on a bolt fixed to the end of the fuselage which passed through a slotted metal strip fastened to the mainpost of the fin thus enabling the tailplane angle to be finely adjusted. This model is to my mind the same design as the one in my old photograph in every way except the fin shape.





From Dave Bishop of DB Sound

I have been browsing through my hundreds of photographs and with each one bring back some nice memories I thought that I might share a few of them with S&T readers.



Old Warden when I was "working" for the R/C Model Flyer magazine editor Ken Sheppard at an ADH event in May - 2008. Here was this Bowden beauty.



Again Old Warden - May 2008, the same event and Tony Tomlin with his Buzzard Bombshell was a delight to see in the air.

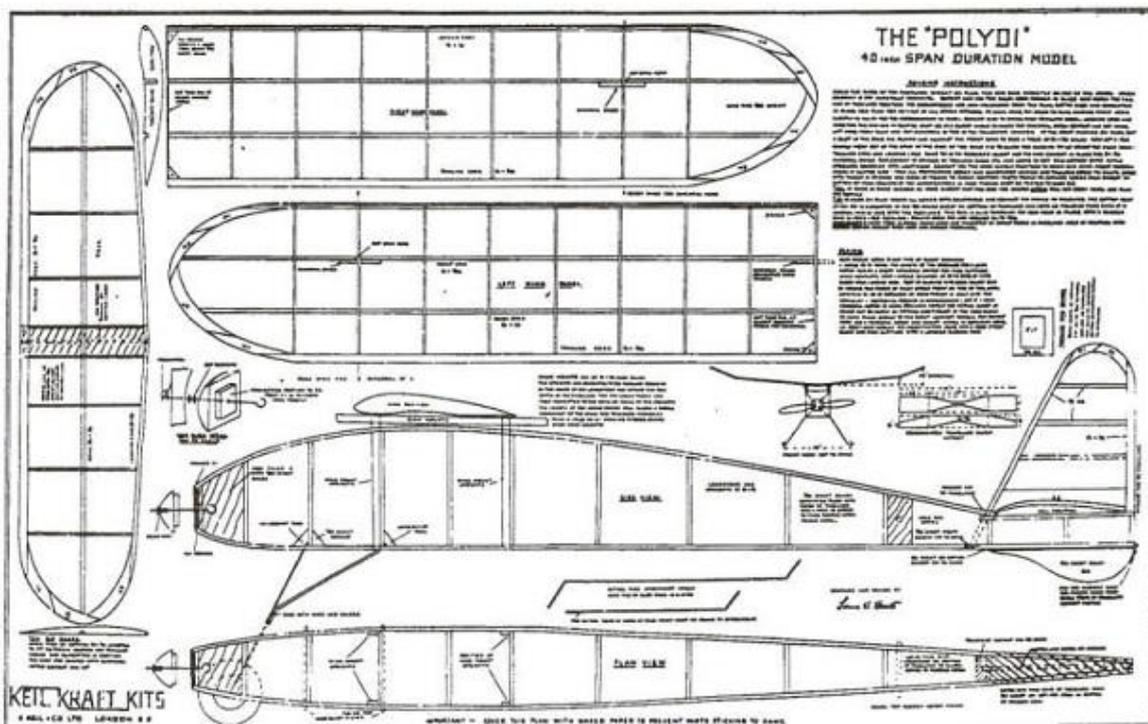


"Mine Host" at O.W in May 2008, shows Ken Sheppard editor of R/C Model Flyer magazine with the electric powered "Aunty Ju" - Junkers 52. Ken is one of the very few magazine editors who regularly fly at the shows.



Polydi duration free-flight winner which thanks to James Parry I received a plan. I then built the 3rd one and flew it successfully. My first Polydi was built in 1948 from at Keil Kraft kit. With just 100 turns on a test flight it flew away OOS. I wrote a letter the Eddie Keil telling him how thrilled (and sad) I was because I hadn't put my name and address on it. He very kindly sent me a free (seven shillings and sixpence) kit back by post and after some wonderful flying, that one too flew away from our flying site at Ford aerodrome. That was the West Sussex Model aeroplanes flying site and we flew form there every evening and

weekends. My Eros had some wonderful flights powered by at Majesco 45 engine made at Littlehampton. Mr Ron Warring was a member of that club but I was far too lowly to even speak to him of course!



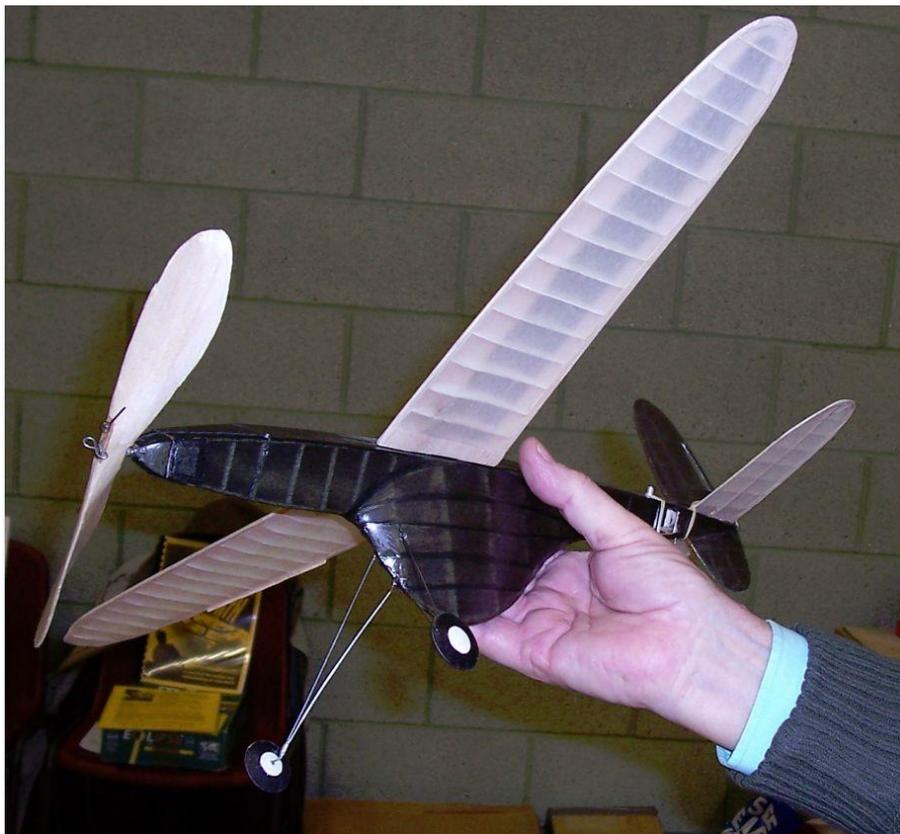
The super Polydi plan. I steamed the formers for the rounded nose section.



Always a "must go to" place is the BMFA indoor flying event at the K2 Sports Centre near Crawley which is held on the first Sunday in the month of February. One superb modeller did some fantastic flying with these two beauties last year. I expect that you know him, Mr Encyclopaedic memory man!



Another model from Mr Jackson that I built a total of three of was the EW Evans Jaguar Wakefield in 1949 and this is a half scale one at the K2 Indoor event run by the BMFA.



Another view of this fine half scale Jaguar Wakefield.

Another winner.

Quite a few years ago I had sitting together in my drawing room in my house, Norman Butcher and David Hughes, who shared the editorship of Radio Modeller magazine at the time. I happened to ask them what were the best selling model aeroplane plans that they had experienced? It must have been a question that had been asked many times because immediately they both said together, "the Sorcerer and the Popsie."

Now I have always loved Popsie from the first moment I saw it in Aeromodeller magazine in the early 1950's and I built one with a Mills diesel motor up front. But the trouble is that nowadays "small" radio controlled aeroplanes, despite the best that Specsavers did for my eyeballs, are rather difficult to see at times when they are flying. For instance my 36" wingspan Tomboy, flew (to me) out of sight quite quickly, when I flew it at Old Warden last year. Well as I have told you in S&T and R/C Model Flyer magazine, the clever Mike Reynolds designed a bigger Tomboy (renamed Big Boy) with a wingspan of 60". That aeroplane was fine and I could see it a long way away. In fact with my Big Boy, I passed my BMFA "A" test later on in the year with it making for one of the happiest days of my life. But who just might have such a Popsie possibly kitted at 60" I pondered?

And then it struck me- Da -Dah! Who else but my friend and air show trader attendee, Leon Cole of Belair. A quick chat on the landline and to my delight it is my pleasure to inform all S&T readers the following news. A brand new full kit Popsie kit with a 60" wingspan, 3 channel, will be available in a few weeks time in February 2014 and it can be yours from Leon. Leon will be air-testing Popsie with an electric motor with a 12" prop up front. Regarding a pop-banger version well it should be about an OS46ish job. Also instead of carving the attractive nose job from an umpteen quid block of Balsa wood, Leon has only gone and made a vac formed cowl. How clever is that!

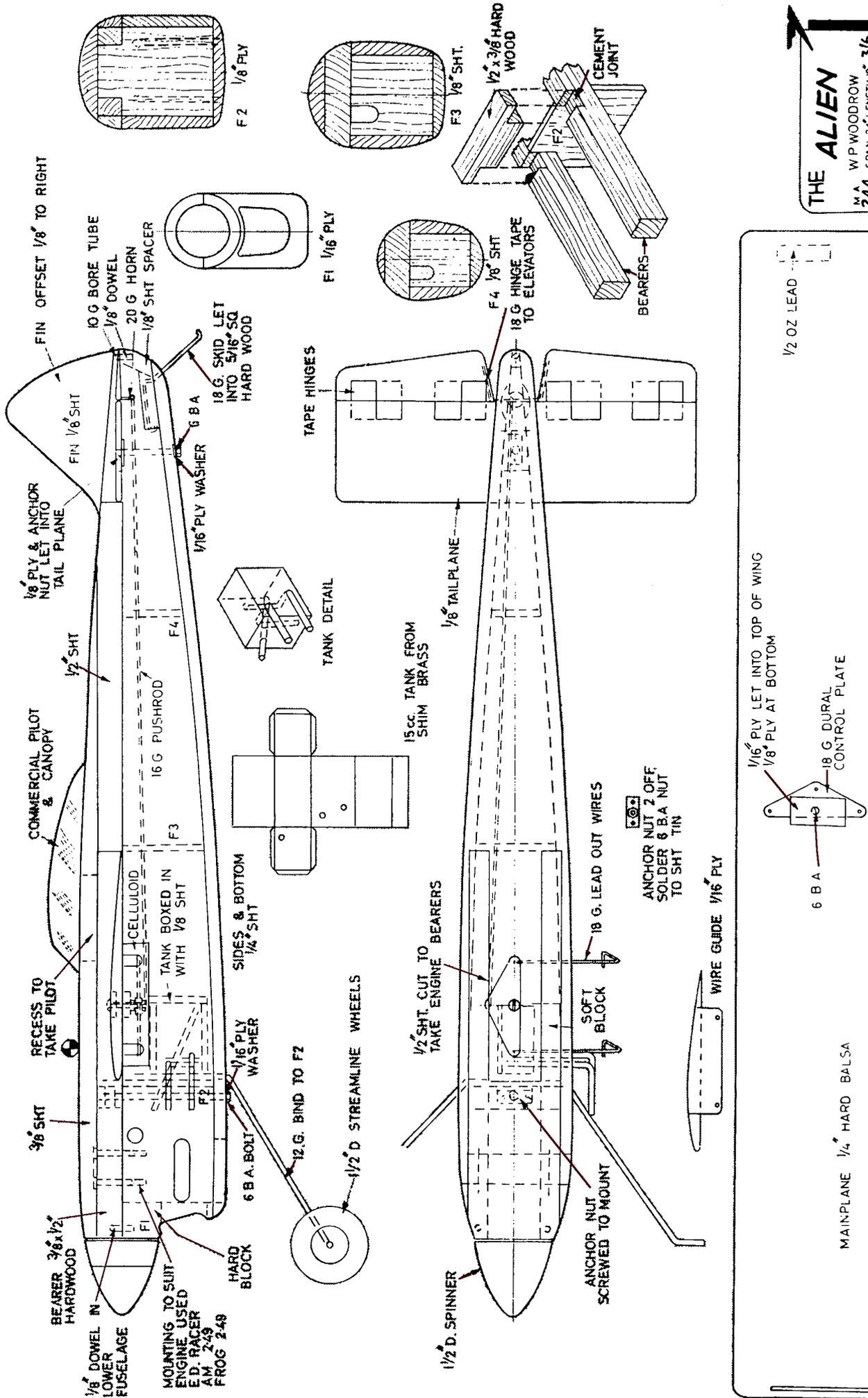
Another modeller who has already "done the deed" way back and built a 60" wingspan Popsie, is the legend Tony Tomlin. He tells me that he installed a pop-banger Saito 40 up front and he tells me that it poodled around the sky a treat! Which is all I want anyway!

Now tell me a better way to start the New Year if you like! If you are interested in putting your order in for this (which was don't forget, a "best seller plan ever") then just lift the phone and ring Leon Cole at Belair on 01362 668658. He's the man!

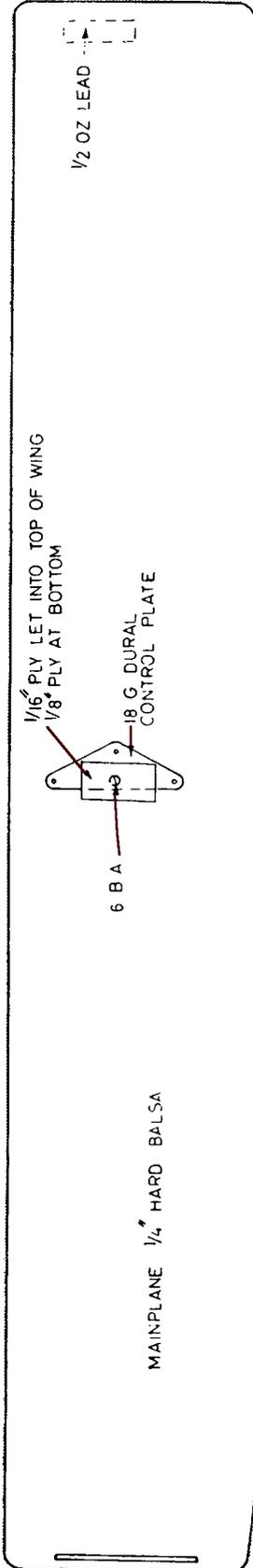
Dave Bishop.



And Picture 11 - "Popsie".



THE ALIEN
 W.P. WOODROW
 244 SPAN 24" LENGTH 19" 3/16"
 COPYRIGHT MODEL AIRCRAFT
 19-20 NOEL ST. LONDON, W.I.



Alien by W. P. Woodrow from Model Aircraft August 1956

Designed to conform with latest practice by using the "split" fuselage type of construction, the Alien is a good looking and eminently practical Class A team racer which, because of its design features, has all the "works" readily accessible for running repairs or adjustments.

Wing

Make the wing from 1/4in. hard sheet and shape to the section shown. Let the line guide into the port tip and the 1/2oz. lead weight into the starboard tip. Do not omit this weight. Recess into the top upper surface of the wing the 1/16in. ply bellcrank mount, and cement the 1/8in. ply mount to the under-surface.

Fuselage

Make the tank as shown, using 12 S.W.G. bore brass tubing, bending the tubing by heating to a cherry red in a gas jet and bending to the required shape whilst still in the jet. Cut out the two fuselage sides, but at this stage do not cut out the exhaust ports or the needle valve hole.

Now fit the tank to the port side, sandwiching the soft block between the tank and the side. Finally, box the tank in with 1/8 in. sheet. Form the undercarriage from 12 S.W.G. piano wire; cut F2 from 1/8in. ply, and bind the undercarriage to it with strong thread then cement well. Cut the nose block from hard balsa and also the 1/8in. sheet spacer at the tail. Now cement the sides to F2 and add the nose block and spacer and allow to dry. It is advisable to ensure that the top edges of the sides are absolutely in line with each other, then the whole assembly should be fixed down to the building board until set.

Cut out the 1/2in. hard sheet crutch and rebate to accommodate the bearers, insert the 6 B.A. engine mounting screws, and solder wire across the screw head slots to prevent them from turning. Cut the slots in the bearers to take the anchor nut mount. Now glue the bearers to the 1/2 in. sheet and make up the anchor nut mount and cement in position. Cement the 3/8 in. sheet on top of this assembly and allow to dry. By this time the lower assembly should be set, so cement into place the base and attach the skid, which is mounted in a 5/16in. hardwood mount. Fit formers F3 and F4.

Mark out the position of the wing on the top section and carve out to suit. Also slot tail end to take the tailplane, and recess the top to receive the pilot. Drill the dowel locating holes in the top section and then cement 1/8 in. dowels to the lower section in the corresponding position. In the top section at the tail end, use brass tube for the dowel location. It should be noted that one of the locating points is the spigot formed by the top of F2 sliding between the front anchor nut mount and the 1/8 in. sheet.

It can now be seen that we have four positive locating points, all making for a strong but light alignment.

Now mate the two halves together, sand to the shape shown in the various sections, and cut out the exhaust ports and the needle valve hole in the port side only. Cut the cylinder head hole in the under side of the nose. Make up F1 and cement into place. Cement celluloid over the line outlets. Separate the two halves, screw the 6 B.A. bellcrank pivot into the wing and cement the wing into place.

Tailplane

Make up the tailplane from 1/8 in. hard sheet, shape the elevator to the section shown, and join by tape hinges. Make up the elevator hinge from 18

S.W.G. piano wire and the horn from 20

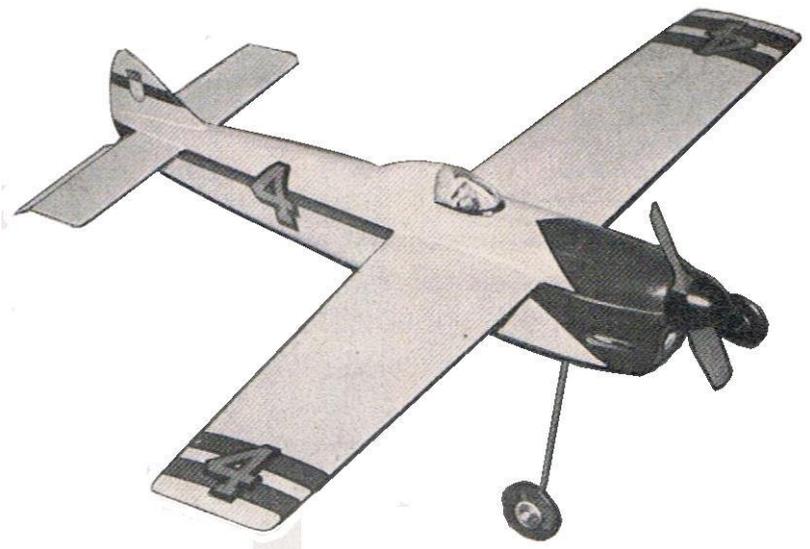
S.W.G. piano wire and

solder the horn to the hinge. Cement and

tape the assembly to the elevators. Cut out the indicated portion in the tailplane and let in a piece of 1/8 in. ply for mounting the anchor nut.

Final Assembly

Make up the bellcrank from 18 S.W.G. dural and attach the push rod and lead outs in the usual manner. Attach to the wing, and solder the retaining nut in place. Hold the tailplane and elevators in the neutral position with bulldog clips and with the bellcrank in the neutral position also, bend the end of the



push rod

to locate into the elevator horn, and secure with a cup washer, soldered into position. Relieve the tail end of the lower section of the fuselage to allow free movement of the elevator horn. Drill the base of the fuselage to allow the 6 B.A. securing bolts to go through and align with the anchor nuts. Slightly relieve the underside at these points and cement into place the 1/16in. ply washers. Assemble the complete model and check for alignment, freedom of controls, and also the c.g.

Finishing

Cover the whole model with light weight Modelspan and give the cowling three coverings of tissue. Two coats of sanding sealer should be applied and sanded smooth. Now colour and finish the model as required. It should be noted that the model is separated whilst the finishing process is going on. Give the model a coating of fuelproofer, both inside and out.

It's happened and it's ready

Ace of Diamonds finished. After this I will build something more straightforward, perhaps a dolls house!.

Details : Scaled 1.75 from the original design by George Woolls [1958]. Span 63"

Power OS 52FS, 11X8 APC Pusher Prop.

Weight around 6.5lbs. Covering Solartex + Aerokote Fuel proofer

Servos, 7 Hitec HS85 MG. Throttle [1],Ailerons [2],Elevators [2],Rudders [2].

Battery 3800 Nimh.

Will it fly ? First flight next week weather dependant hopefully will be OK. Vic the pilot had 21 years in the front of my scaled up Pushy cat so it's down to him! Tony Tomlin

(Fingers crossed all right if weather is good I'll be at Epsom Downs using TT's camera to film the maiden flight JP)







From Peter Renggli taken by Urs Brand Antikflugtag MG – Bern 7 September 2013



Alfred Genter



Amigo 3 1970



Andres Maurer



Antares 1942



Borzoni 1952







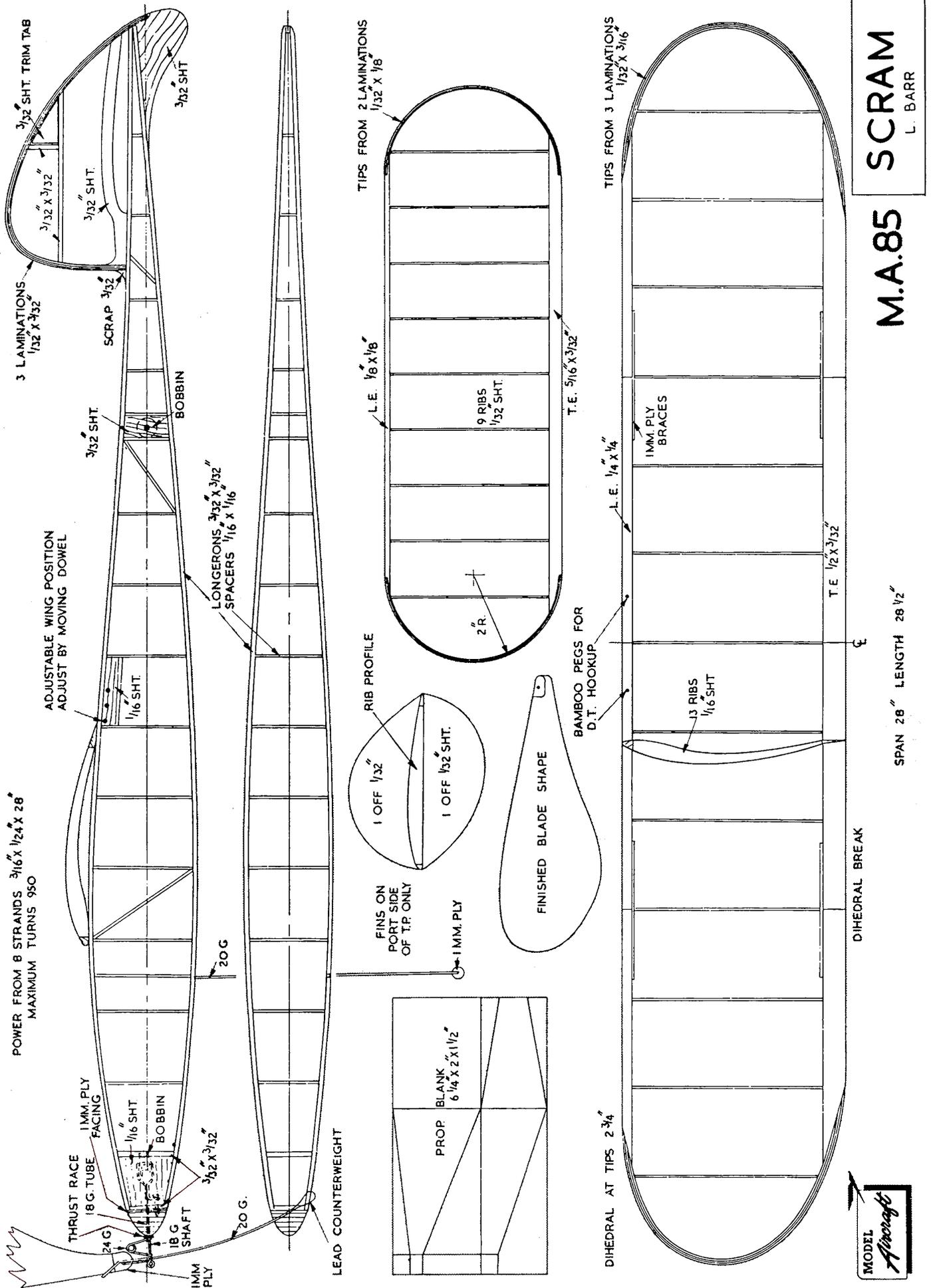












Belair do a short kit

<http://www.belairkits.com/detail.asp?id=565>

Scram by L Barr

Ref: ot-lbscr

Laser cut parts including ribs, anti-spin fins, templates for laminated tips (wing & stab), wing mount and fuse sheet. Parts are only designed for the Bob Jones plan available from Mike Woodhouse.

Price: £4.00 Inc VAT \$5.00 US

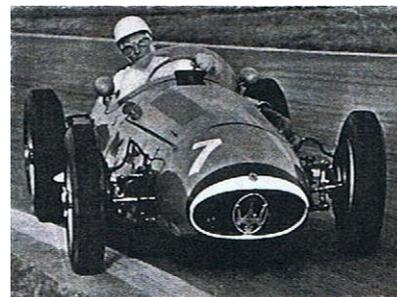
David Kinsella's Column

The ED Story - V

Although ED weathered the tax storm there's little doubt that forking out so much cash affected the little firm's R&D department, more so as the charge was backdated and no provision had been made during the two year duration of the case (poor advice here!) Even so the first four engines in production (the Mk II, Competition Special, Mk III and Mk I Bee) were selling well, especially the Comp Special and the soon famous 1cc Bee. In fact the side port Comp Special remained in production long after others had moved on. The Miles-designed 3.46cc Hunter was introduced in 1949, its long shaft a boon to Scale enthusiasts as was its reliable running for those who experimented with the early radio sets from Twisty Honnest-Redlitch. Ever busy Basil, however, was soon to raise the wraps on his most famous of engines that scored heavily in Class A Team Racing and Speed - the red and black ED 2.46cc Racer soon taken up by Dick Edmonds, Pete Wright, Pete Buskell in F/F Power and so many more who favoured the sharp end of operations and saw in the Racer the reserves of power that careful tuning would realise (thanks to Ian Mander and Mike Crisp I have a very special Mk 1, no bearing webs, magnesium and a beauty). But the year of the Racer's launch was also Festival of Britain year and early on Jack and Twisty and other good possums within ED had vowed to push the boat out...

Perfect Start

Smooth and fast, Moss drifts his Maserati to a Goodwood Trophy win in Sussex. Green with a yellow nose band, the 250F was ordered by the Moss family through the Shell-BP company office in Italy. Chassis 2508 was in the Maserati works team before the end of 1954, Moss driving, uprated engines fitted. Off to Daimler-Benz as a result, Moss loaned the car to Hawthorn, Fitch, Gerard and others to earn its keep. Later to New Zealand then Australia, a stop-over in the UK saw 2508 join Bob Sutherland in the USA. Not unlucky in Italy, 2513 was sold unfinished to Tony Vandervell. At Park Royal for Vanwall experiments, then to GKN on Tony's death.



Well Ahead

Big Bang rumbles still felt, I reminded an audience that there was a good side to the story. These days the much expanded City handles £3.4 trillion a day in foreign exchange (forex), that's 41% globally. Second is the US with 18.9, Japan third at 5.7. It's those coloured braces.

Mr Aeroplane

Mentioned in an piece on the SE5a (SAM Speaks), Air Commodore Alan Henry Wheeler spent his happy life among proper aeroplanes, two Spitfires, a Tiger Moth and an Auster, his first a £25 operational SE5a! Testing at Boscombe or Farnborough after Eton and Cambridge, he advised on movies such as The Blue Max and Magnificent Men. He flew over 400 types and, of course, saw to the rise of the Shuttleworth Collection to world class status. Flying with No 2 and III Squadrons, he was in charge at Fairford for the D Day landings.

Helping Jim

Legal Aid shrunk like a walnut, what's a good fellow to do? A McKenzie Friend is one answer, me performing the task just recently in the Bankruptcy Court. Testing yet easier than I expected, my chum sleeps soundly now and pays off his six figure debt on the drip. Back of the net. Job done. It's good to talk.



Choice of Aces

Perhaps from a Top Flite kit, a model SE5a was pictured with Old Warden's excellent SE. Built by Ken Mills of Farnborough, it turned out well and may still be around today. Fellows building for 2014 may care to scan my 5-part piece in SAM 35's Speaks: kits, plans, mags, history, dimensions in detail.

Getting Over It

Famous pilots Mannock, Coli, Hinchliffe, Wallis, Sefton-Branker and others had a common fault - eyesight defects. A way round it was to memorise the test chart (Ken Wallis, bomber pilot, autogyro pilot for 007, was one who did so). Others were either waved through or had prescription goggles or a monocle (very dashing for Air Vice Marshal Sir William Sefton-Branker KCB, AFC, earlier a Brigadier General in WW One). Others - and not just Bader - flew with arms and legs missing. Where there's a will....

Mighty Motor

Thanks to an actor who's doing well I was able to inspect the gullwing SLS sports car from Daimler-Benz (S&T No 62). 200mph on tap from its 6.3 litre V8 surging through a 7-speed box and dual clutch, the SLS is quite simply magnificent inside and out. Autocar observed that it has the finest exhaust note in the business, pipes like cannons confirming this as the famous thespian sped away.

Biggles Clocked 'Em

Writing The Rescue Plight (1939) let Captain W E Johns expound on the shapes and colours of the German fighter scouts he'd seen over the Lines in the Great War. Pictured here and flying with the feared Red Noses (Jasta 18) Josef Veltjens, by his Albatros DV in blue with a white arrow motif, cut an extra dash in his tiger skin-lined Jacket. Taller than his ground crew and scoring 34/35 victories, Josef sent picture cards of his aeroplane to his family and friends. Like our RFC, uniforms appear to vary as officers arrive from other regiments and crash helmets and parachutes were sometimes worn.



Dan's Gear

Hot from Haynes is a worthy tome on Anastasia and other top hole hardware that powered Dan Dare and his chums (and foes) around the pages of Eagle. Kicking off with Voyage to Venus (April 1950 to September 1951) Dan soon encounters the Treens, the Therons and the Atlantines - and that Mekon chap! A spiffing escape from today's pressures, this cracker from Sparkford will carry you away to sunnier times of pushbikes, Mum's sandwiches, 3/6 kits and Tizer.



And Another

Alan Allard tells me that a new and big book on Allards will appear in 2014. Several restorations and much else has happened since my Allard book of long ago (Haynes again) and demand in the USA is bound to be strong.

Excellent stuff from Steve Betney on the racing Austin. (S&T 82). I covered a fine model by Arthur Bodily a while back (S&T 44), over the years seeing one or two of the actual cars built by Herbert Austin at great cost to boost the dainty Austin Seven family car although they were poles apart. Scanning an old book on racing I came across a high action shot of a Racing Austin with twin rear wheels for grip (no wide rubber then) leading a pack of more powerful ERAs at Crystal Palace. And the

Mays ERA financed by Cook was a very quick car indeed in the hands of Bira, Mays, Seaman and others. Good stuff that Peter Hill flies the flag for tethered cars so dear to many of us.

Boys Remembered

Good to hear from Harry Witney that Pete Wright's models are safe and sound. I met him a couple of times at Old Warden in the 1980s, usually with a VTR in hand. Racer-powered Gook set records and is well covered in the magazines of the time, so small in the hand as: I remember it. Good lads now passed on were there in strength thirty years ago, another notable being shorts-wearing Howard Boys. Talented and full of fun, inventive too, Howard would do hand stands and backward flip! As if blessed with eternal youth, Howard's many inventions included a wooden car and he installed radio in D A Russell's 10ft Lysander. He tackled tailless, rockets, scale and static and with motorbike and tent toured flying sites throughout Europe. A Life member of SAM 35, a free spirit happy in or out of work, Harold's presence had a certain ethereal quality. Not for him a pointless life in a Satanic mill...



Some Investment!

A while back now I headed out of White Plains, New York, for a large house in Connecticut. The friend with me had arranged a viewing of a private collection of Ferraris. Several were there, one in a large box from Maranello readied for Le Mans, another a 250 GTO chassis 51111. One of just 39 built and a beauty, this GTO set a sale record of £32 million recently. Fifty years ago the V12 cost a few thousand and was regularly raced....Blue chip kits

Wessex Aeromodellers League

2014 we will continue to run our Tomboy League. As usual there will be five events at various locations around the region e.g. Wimborne MAC, West Winterslow x 2, Wincanton, Merrifield (Illminster) this venue to be confirmed there will be a general RC vintage meeting more details later. The rules are not far removed from National Tomboy the main difference being for Tomboy 36" maximum tank size is 2 cc be the engine Mills, MP Jet etc. The MP Jet standard tank is 2cc. We also have a hold off time to use up some fuel this will vary on the day depending on conditions but is usually 20 seconds, this is because many of us can't see the model if we don't! Starting at Wimborne MAC site at Cashmoor on 6 April.

Full details at www.wessesexaml.co.uk

The league will also be running 600RES gliding comp. Spitfire Scramble for CL.

Control line

Wimborne MAC will be holding two meetings at Cashmoor on (These events are really great)
13 April – Sunday & 12 October – Sunday. There will be 6 grass circles, BBQ and there is a portalo.

Cocklebarrow Dates

The dates for Cocklebarrow have been confirmed as follows:-

20th July; 17th August and 12th October. Let's hope the rain stops in time!! Paul Howkins.

Middle Wallop Free flight

RC vintage including Tomboy and VPD and control line on all the 4 Sundays

April 27th

June 1st

August 24 & 25th

September 28th

DMFG Near Blandford Forum

20 April RC Vintage + National Tomboy, VPD, CL some FF
22 June RC Vintage + National Tomboy, VPD, CL some FF
More details jamesiparry@talktalk.net



Great News!

Sam 35 will be running a Rally at the 2014 Free Flight Nationals

Sam 35 are pleased to announce that they are once again participating in the Free Flight Nationals. In cooperation with the Free Flight Technical Committee there will be a full programme of competitions and activities to cover all of Sam's main interests. The draft programme is shown below as they may be able to add some control line flying on the Monday as well additional competitions in the same vein as those already confirmed.

The great news is that RTM (Radio Trimmed Models) flying can take place on all three days from the Sam 35 flight line for the various competitions and practise. It must be emphasised that **no** Radio Control flying is allowed **anywhere** and all RTM flying must be from the Sam flight line only and to the guidelines published jointly by the BMFA and Sam35. These are available from the BMFA or Sam 35 web site and will be available on the day.

SAM35 Contact for event is Ian Lever Chairman SAM35 tel 01706 875875 and details are on the Sam 35 website: sam35.org.uk

Saturday 24th May

C/L Vintage Team Race Class A
C/L Phantom Speed
C/L Weatherman Speed
C/L Baby Biplane
FF Combined 4oz. Vintage Wakefield with midi sized rubber, i.e. span more than 34" and wing area less than 190sq. in.
RTM Practice for duration and precision events

Sunday 25th May

C/L Vintage Team Race Class A
C/L Phantom Speed
C/L Weatherman Speed
C/L Baby Biplane
RTM Precision competition and practice
FF 8oz. Vintage Wakefield
Car Boot Sale near the hanger

Monday 26th May

FF <25" span Vintage Rubber

Up to 36" span bungee launched gliders

RTM Vintage Power Duration competition and practice

All SAM activities start at 10.00 am

Andy Brough PRO Sam35

From Colin Smith

I have some new plans added to my list now that may be of interest to Modeller's .

On the list now is the Colt and the Pinto control line models ,a few new boats have been added as well .

The Colt and the Pinto are models that I have been asked about on many occasions ,but never had a kit to take the spindle moulded parts from ,but thanks to a well know modeller (Ali Machinchy) I was able to borrow some kits from from his vast collection and draw these parts up in to a plan . (hope that Dad will approve) .

So a BIG thank you to Ali for his help in this project .

There have been some price increases due to cost at the printers , but hope that they represent good value to all .

PHIL SMITH PLANS - PRICE LIST FOR 2014

Now including BOATS!

As previously produced by Phil Smith until May 2010 and now continued by his son Colin Smith

		<i>Price per plan</i>	<i>Please state number of plans desired</i>	<i>Total</i>
Page 1	VINTAGE PLANS			
	Stentorian 72"	£ 12.00		
	Stentorian (reduced for electric) 48"	£ 10.00		
	Comet II 72"	£ 9.00		
	Streaker 37"	£ 6.00		
	Queens Cup Winer 52"	£ 6.00		
	Condor Clipper 28"	£ 3.50		
	DUCTED FAN SERIES			
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	Fairy-Delta FD2 39"	£ 5.00		
	Lavochkin LA17 39"	£ 5.00		
	Sabre F86 34"	£ 5.00		
	Hawker Hunter 36"	£ 5.00		
	VERON JETEX SERIES			
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	Fouga Cyclone	£ 4.00		
	Sabre F.86	£ 4.00		
	Sea-Hawk	£ 4.00		

	Thunderjet	£	4.00		
Page 2	MORE VINTAGE PLANS				
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	Dragonfly	£	3.50		
	Goshawk 45"	£	5.50		
	Kiwi 42"	£	5.00		
	Martinet 36"	£	5.50		
	Minibuster 19"	£	5.00		
	Min-o-jet 18"	£	3.50		
	Panther 41"	£	5.00		
	Philibuster 28 1/2"	£	5.00		
	Skyrod 35"	£	5.00		
	Spitfire 22 27 1/2"	£	5.00		
	Tipsy Nipper 34"	£	6.50		
	Velox 44"	£	6.50		
	Veron Viscount 54"	£	7.50		
	Wyvern C/L 25 3/4"	£	5.00		
	Nipper C/L 17"	£	5.00		
	Colt C/L 19"	£	5.00		
	Pinto C/L 1/2 Team Racer 20"	£	5.00		
	Wagtail	£	4.00		
Page 3	YET MORE VINTAGE PLANS				
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	1939 Veronite No.2 31"	£	3.00		
	1939 Veronite No.5 20"	£	3.00		
	Bunch Cadet 30" and 20"	£	3.00		
	Condor Curlew 20"	£	3.50		
	Goblin 20"	£	3.50		
	M.S.S.Lynx 42"	£	3.50		
	Rascal 24"	£	3.50		
	Veron Baby Comet 25"	£	3.50		
	Veron Eagle 46"	£	3.50		
	Veron Fantail 22"	£	3.50		
	Veron Sea-Fury 25 1/2"	£	5.00		
	Veron Speedee 24"	£	5.00		
	Veron Stunter Biplane 24"	£	5.50		
	Veron Vortex A2 66"	£	6.50		
	Veron Domino 46 3/4"	£	5.50		
	Veron Dominette 28"	£	5.00		
	Veron Cirro-sonic 34"	£	5.50		
Page 4	DESIGNED BY COL. C.E. BOWDEN				
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Page 5	VERON DESIGNS				
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	Veron Midget Mustang 24"	£	5.00		
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Page 6	VERON TRU-FLITES				
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	Seamew	£	3.50		
	Skyhawk	£	3.50		
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	Sopwith Triplane	£	3.50		
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	Tiger Moth	£	3.50		
	Wild cat (all 18" to 22")	£	3.50		
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	Veron Robot Radio Trainer 45"	£	6.50		
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Page 8	ADDENDUMS & ADDITIONS				
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	M.A.S Peregrine 53 1/2"	£	3.50		
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	Mercury Chrislea Skyjeep	£	8.50		
	Mercury Stinson 105 Voyager	£	5.50		
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Page 9	VERON KITS				
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	Veron Cherokee C 56"	£	9.00		

	Veron Fokker D VIII 46"	£	10.00		
	Veron Sopwith 48"	£	10.50		
	Veron Tiger Moth 50"	£	9.50		
	Veron Tomtit 52"	£	12.00		
Page 10	VERON KITS (continued)				
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	Veron Mini-Concord 40"	£	7.50		
	Veron Mini-Robot 36"	£	7.50		
	Veron Robot Radio Trainer 45"	£	6.50		
	Veron Springbok Soarer 72"	£	8.50		
	Veron Super Robot 60"	£	8.50		
Page 11	VERON KITS (continued)				
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Page 12	LATEST ADDITIONS				
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Page 14	LATEST ADDITIONS			
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	The last plan drawn by Phil, from the Frank Zack year book 1936 for R/C			

Page 15	BOATS - NEW TO THE COLLECTION!			
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Catakit Catermran 18"	£	7.00		
Round Britian Racer 28"	£	8.50		

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coming soon

Please include Postage and Packing

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Include an additional 30p for each extra plan

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Please remember to include your name and return address in the box below & return this original completed order form back to me. You may need prefer to retain details of your order separately.

Enlargement and Reduction on all plans still available

Please note that prices on plans have been increased as Phil has not increased his prices since 1983!

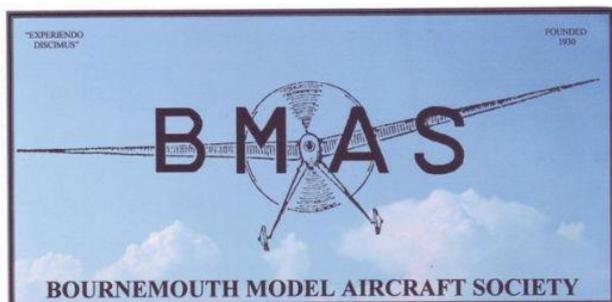
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Belair produce kits for many of the above plans

<http://www.belairkits.com/sections.asp>

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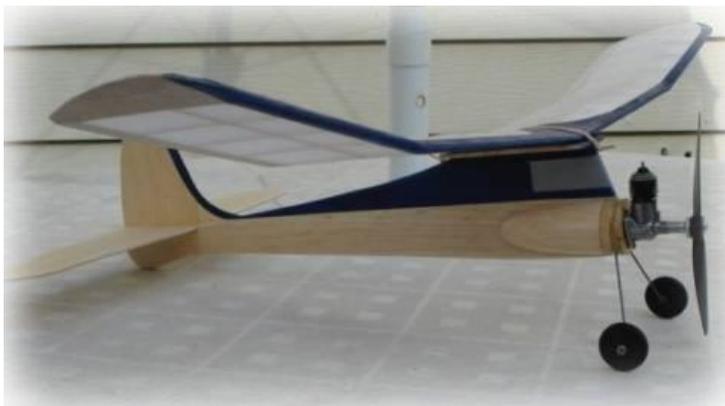
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NOT S&T

'Ebenezer Cars' by Den Saxcoburg



Steve Betney's super article on his magnificent Jag D type in S & T 85, prompted me to let you know about some fun cars that may bring a smile to your face. Back in the 50's and 60's while we were spending our hard earned 3/9 on rubber powered KK Junior Flying Scale models, our aeromodelling counterparts in the USA were buying Cox 049's. Many of these engines were used for Control Line models such as the Walt Musciano designed range of

1/2A Scientific Models kits. But some were used for 'Prop Rods', simple hardwood RTP cars driven by a propeller. Making one of these cars is the same sort of process as making an Ebenezer, definitely NOT to be taken seriously, just indulge in your imagination. Kits are available for under £20 from Dens Model Supplies and can easily be adapted to take a small beam mount diesel. They are fun to build and look great in any workshop or study. To see a prop rod running please click this link:- <http://www.youtube.com/watch?v=sr7M1vs4y38>

