

Sticks and Tissue No 87 February 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 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.



This original, 1945/6 vintage Forster .99 isn't a collection showcase ornament. It's a « working/using » engine, with a variable speed throttle from the pre-war model, and an Ohlsson flexible needle accessory (sorry!).

From Stephen Winkworth

I have just finished building this delightful model, produced by Vintage Model Works in association with Raynes Park Flying Club. On the plan it mentions a 'J.Perry' (John Perry) as the builder of the prototype for the kit.

It is an O.F.W.Fisher design, and there are several pictures of it in his authoritative work 'Collector's Guide to Model Aero Engines' (Argus Books, Watford, 1977). The one on the cover is perhaps the nearest in appearance to the kit; however you can just read the name 'Greater Duster' on the starboard wing panel, so maybe there were two versions of different size. There is a 'Performance Kit' logo on the port wingtip, and I have produced a 'cod' version of this on my model.

Did Fisher consciously copy his logo from that of the British Union of Fascists? It is nearly identical, except that the 'lightning flash' in his version goes all the way across the circle – a distinct improvement I feel. Despite (some would say because of) his expensive Eton education, O.F.W.F. was never a profound political thinker. My logo is inspired of course by P.G.Wodehouse's 'Black Shorts', rather than Oswald Mosley's 'Black Shirts', and in lieu of 'Performance Kits' I have 'Pussycat Kits' (Ocean had a touching weakness for pussycats and several of his engines are photographed with disgruntled felines presiding).

I have this urge to make my models fit into the smallest possible box, so I have built the wing in two halves, with carbon-fibre tube joiners; the undercarriage is a plug-in, Bowden-style unit in two pieces; the stab and fin are bolted on with nylon bolts, and the whole thing fits easily into a box (which by great good fortune I happened to have handy) 1m by 23cm, which in turn goes nicely into the boot of our Peugeot 206.



Major uncertainties still to be resolved (when the rain stops) are whether my ancient Enya 19 will still run in a useable manner, and whether it will be too noisy for the local club field. You can just see the dummy bell-switch and paxolin two-pin socket on the side of the fuselage, as well as the essential piece of wiggly rusty wire to keep BUF Interference Gremlins at bay.



The elevator is operated by means of a slider in the rear of the fuselage, with a brass 'Y' yoke into which the PTFE tube at the rear of the slider automatically engages when the unit is bolted on.



I chose to use larger wheels and a more elaborate undercarriage than the one in the kit

Following on from my last, a lull in the weather allowed some test flights of the Sunduster. Surprise, surprise it DOES fly (you only have to look at it to know it would). Mine has turned out rather heavy at 1.615 kilos (3lb 10oz or thereabouts), and my special undercarriage (which weighs over a quarter of a kilo) accounts for quite a lot of that... But it's not going to blow over in a wind, unlike some models I have. The Enya 19, dating from about 1960, runs amazingly well: easy to hand start and the idle is really reliable. A little noisy it is true, but with a fair sized prop and parsimonious use of full throttle it should not bother anyone too much.

As there was no wind on the day these pictures were taken I was reluctant to risk shoulder muscles in a hand-launch, and found that take-offs were very prone to ground-looping (again, you'd only have to look at that wide U/C, placed so near to the prop, to know that would be the case). But by using full 'up' elevator for the whole of the run, I was able to take off perfectly well several times – the trick being to know exactly when to revert to neutral as she lifts clear.

The other two models in the photos are a Keil Kraft Ladybird with a PAW 0.6 redhead (a very reliable engine with excellent throttling) and my twelve-year old lightweight electric model – a distant derivative of 'Oomph' – the wings recently recovered in 10c mylar. Why were no other club members visible at our local field? They are rare visitors in the winter, and virtually never appear on any other day than Sunday. So I have the runway to myself.



Here is another photo of my Ladybird, lightweight electric and the Sunduster.

The Sunduster kit is supplied by Mike Cummings 02085423100 vintagemodelworks@hotmail.co.uk

Ronald Firth describes his 1 c.c. PAA-Load model which has taken several places in national competitions

Incentive from Model Aircraft December 1955

After designing a model for the Elfin 1.49 to the S.M.A.E. PAA-Load specification for models up to 1.5 C.C. power, the contest at the All Britain Rally for 1 c.c. PAA-Load models spurred me to design a further model for an Albon Spitfire. The excellent radial mount available for this engine was utilised, thus saving the weight of engine bearers.

Fuselage

Formers F1 to F12 are cut out and the 1 mm. ply formers F3 and F4 well cemented to their 3/32 in. sheet balsa counterparts. Cut the two fuselage sides from 1/16in. sheet and cement in place formers F3, F4 and F5 then dry join at the tail and add

formers F6 to F12. Cut the two root ribs from hard 1/16in. sheet making sure that the 3/16in. dia. holes for the wing dowels are in identical positions in each rib. This is important as the wing incidences depend upon it. Cement each root rib to formers F3, F4 and F5.

When dry cement in the 2 in. long wing dowels. Cement F2 in place. Make up the undercarriage box from 1/16 in. ply and after cutting slots in the fuselage

side cement firmly in place. Cut the hole in the port side of the fuselage for the Elmic diesel timer and reinforce the starboard side with 1mm. ply to which the timer is bolted.

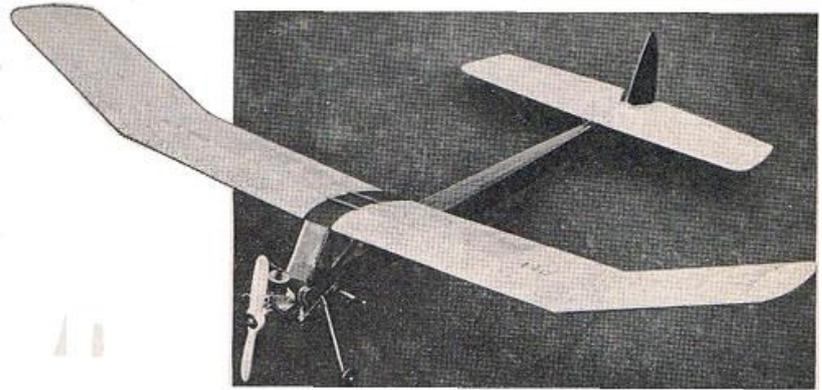
Cut a piece 3/16in. square 1 1/2in. long and cement across fuselage at the position shown. Make former F4a from a piece of 1mm. ply and bind 20 S.W.G. wire to it as shown and then cement firmly to former F4 after cutting slots in the fuselage sides. Cover fuselage top and bottom with 1/16in. sheet. Add the two 1/8in x 3/8in. pieces behind the dummy position, the two 1/4in. x 1/8 in. dummy braces, and also the two pieces of 1/8in. square which form the cabin front. Add the 1/8in. sheet fin (the anti-warp piece is important) and hinge the rudder with aluminium strip. The tailplane support is then made up and inset into the fuselage top as shown. The cabin roof is covered with 1/32 in. sheet. Make a hatch below the dummy position and hinge with bandage.

Drill former F1 to take the three 8 B.A. bolts. Screw the bolts in place and solder wire between to lock them. Glue former F1 in place with Durofix and for additional strength cement bandage over the former and on to each fuselage side.

Sand the fuselage frame and cover using lightweight Modelspan dopedon. Fuel proof overall. Add the celluloid windows, the celluloid extending over the root ribs; this strengthens the centre section considerably. Add the D/T band wire fixing and tailskid below fin. Form the U/C legs from 16 S.W.G. wire. Fit the 4 oz. dummy in the fuselage. A pin can be used to keep the dummy door closed when the dummy is in position. Make up the fuel tank from celluloid and cement on the fuselage side. Fix the Keilkraft or Mercury fuel cut-off valve in the position shown and connect to the Elmic Timer with 20 S.W.G. wire.

Wings

The trailing edge is 1in. x 1/4 in. T.E. stock and the leading edge is from 3/8in. X 1/4in. sanded to section. Pin T.E. to plan and also the L.E. which is blocked up in. Add all ribs except W4, and cement mainspar in place. When dry remove from board and cement subspar in place. Divide wing at rib W4 position and fit a dihedral brace. Add wing tip sheet and 1/8 in. sheet gussets as shown. Add 1/8in. X 1/4in. top spar to ribs W1 and the two ribs W2. Fill in between ribs W2 with 1/8in. sheet below mainspar. Add the 1/8 in. x 1/2 in. piece between ribs W2 and the two pieces of 1 mm. ply 3/8in. square drilled centrally. When dry, inert the 18 S.W.G. wire attachment pieces and fix permanently by a right angle bend at front. Bind the wing band hooks to the spars as shown and cement well. Add the two 1/8in. square pieces between the 1/8in. x 1/2 in. piece and the subspar. Face the root rib with 1 mm. ply.



Tailplane

Pin the L.E., the bottom of the I section spar and the T.E. to the plan. Cement ribs in place except T3, T5 and T7 which are divided at the dotted lines and trimmed to fit. The web pieces of the I spar should have vertical grain. Strengthen tips with the 1/16in. sheet gussets.

Final Details

Cover with lightweight Modelspan and give two coats of dope. Double cover first two panels of each wing. Fuel-proof the wing undersurfaces. Rigging: Make up two 20 S.W.G. wing struts, which are permanently fastened to the wing attachment pieces. The length of the wing strut is adjusted until the dihedral angle at W4 is 1/2in. The tailplane is tilted until it is parallel to the inboard panel of the starboard wing.

The engine should have 2 deg. 3 deg. downthrust and 3 deg. Left sidethrust when a 7 X 4 in. pitch Stant propeller is used. The starboard wing panel (inboard) is given 1 deg. "wash in" at W4. Centre of gravity is the centre line of the dummy. The flight pattern is right-hand climb and glide.

More Glorious Swiss photo from Peter Renggli and Urs Brand



Chr. Renggli



Heinz Goepfert



G 41



HS 100















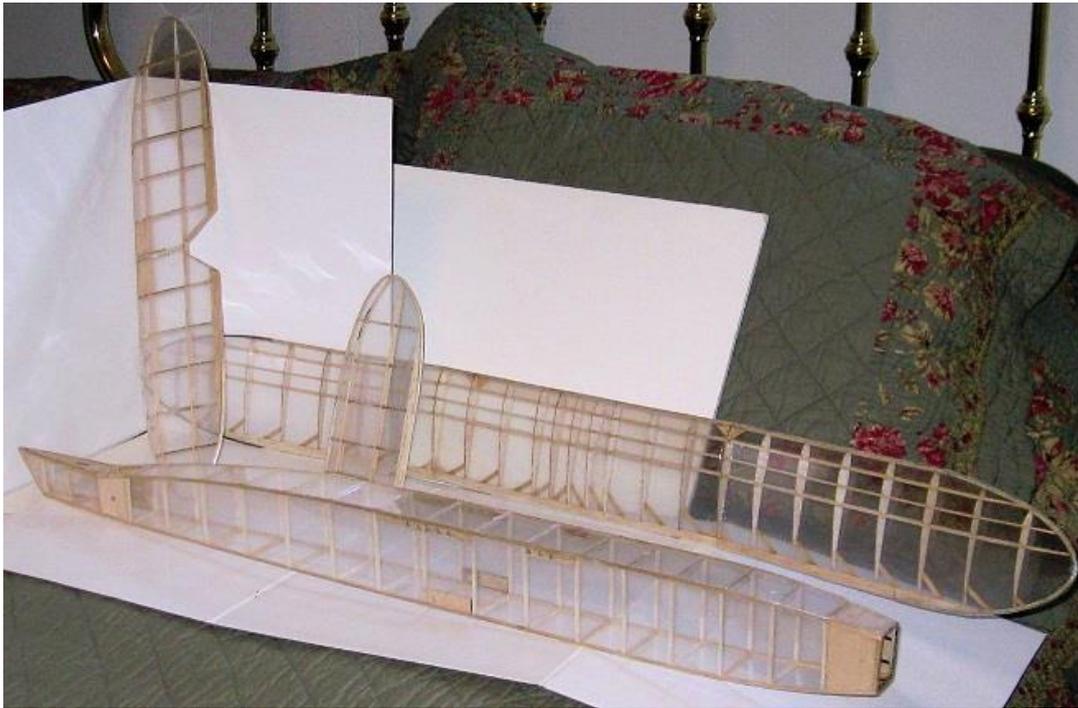
Eduard Wymann





From Karl Gies Tale of The Emperor's New Clothes & my Korda "C" Stick

The Korda "C" airframe covered with the same material used to make The Emperor's New Clothes, 1/4 mil clear mylar. I have never kept track of weights much as a model progresses but decided to do it once before the final thermal. I will weigh everything again after the Japanese tissue is applied over the mylar. This is a fiddly, somewhat frustrating thing to do, tissue over mylar, but the end result is worth it. You definitely have to think long term to suffer doing this Here are the weights, before mylar and after the mylar is applied. Before mylar, fuselage, 14.0 gm/.49 oz; wing 13.8/.48 oz; stab, 4.4/.15; rudder, 1.7/.08 for a total of 33.9/1.18oz.. After mylar: fuselage 15.9/.56; wing 16.9/.59; stab, 5.6/.19; rudder, 2.1/.07 for a total of 40.5gm/1.41 oz. So the mylar did not add much weight, 6.6gm/.23oz. If I want to reach my goal the tissue plus front end cannot be more than a hair over an ounce. cheers, karl gies



Protecting the prop blade edges with nylon monofilament leader material

It is kind of hard to see as nylon leader material is transparent. But on this prop I have glued 25 pound monofilament leader material all around the prop blade edges. I did this with Ambroid but Duco or some other model cement would work also. Phil Klintworth gave me a model and I noticed his prop blade had the leader material on the edges. This really protects your prop blades from getting nicked up. Of course go down to a smaller size on a smaller prop. Phil said first fold over a piece of sandpaper and then pull the leader through it to scratch it up as it is super slick stuff. This makes glueing it on easy. After tacking it down it just kept working back from the tack point. After this I gave it another coat of model cement with my fingers rubbing it in. After it dried I sanded this area down with 600 wet/dry sandpaper. I will now fiberglass the prop. cheers, cccnh p.s. I will get the blood spot off with a little thinner. A prop works best when properly blooded.



Instructions being sort by Bryan Passey

To follow up on my completion of the Aeromodeller Halifax control line model, I thought the DH Mosquito would be a suitable stable mate.

On studying the plan and the original Aeromodeller issue of December 1954 I noticed that at that time, on purchasing the full size plan from the Aeromodeller plans service it came with building instructions that were not included in the magazine article. There were four photographs of the model in various stages of construction and a brief description of the model, but nothing that could be seen as instructions.

Are there any Stick and Tissue readers out there who might put some light on this matter, and better still, some-one who might have a copy of these "phantom" Instructions. The model poses few problems in the build but there are one or two items on the drawing that are vague to say the least.

In writing may I mention that anyone in the vicinity of Machrihanish airfield near Campbeltown in Argyll on the first weekend in May, 2nd-3rd-4th, they might like to attend our spring Fly for Fun event. All disciplines are catered for, free flight, R/C, Control line and indoor flying. For those of you who want to fly your latest pulse jet powered model, here's your chance.

For full details please ring 01546 602918 and ask for Bryan. A certificate of insurance will be required BMFA or SAA. Bryan Passey b.passey@sky.com

From Bill Wells

Aeromodellers are a varied bunch, with lots of different disciplines. Some just want to fly models and are not interested in or have no time available to build a model from scratch hence the rise of ARTF models. For me building, modifying and experimenting is half the fun but if an ARTF comes my way I am not going to ignore it.

Because of my job I never seemed to get to model or engine Auctions which were hundreds of miles away in the middle of southern England. Then in 2005 the day came when there was a sort of auction not that far away at Kirkcaldy. Apparently a local well known modeller had died and his kits and engines were to be sold. This was an extraordinary event because there was about 200 complete and untouched boxed kits plus a lot of boxed un-run engines but I only saw one complete model. This squirreling away of kits and engines must have been going on for years, it must have become an obsession no doubt much to the delight of the local model shop owner! One of the members at my local club commented that this hoarding of kits was very odd behaviour. I guess he was thinking that if he had saved or gone without something to get his latest kit he would get on and build it so what on earth could this model kit collector be doing? I tend to take a rather open view of this apparent madness after all to my mind it would be far more interesting collecting kits and engines than collecting stamps but there you go it wouldn't do for us all to be alike! These serial purchases, obviously and importantly, made our man happy, what better reason could there be?

I would however question the way the Silent Auction was run. Bids are entered on a piece of paper beside the item, starting with the minimum acceptable bid added to by each higher bidder then to be sold at the highest bid when time is called. There were just two of the smaller engines I bid for. Apparently the way to get around the 'auction bit' is to wait very close to the items which have other peoples highest bids on so that when time is called, you grab the items add 50 pence on to each bid and take the lot. Well that's what happened to my two bids and as the miscreant was surrounded by his cronies I was in for a hard time if I complained. Cheating the Auction and presumably the Widow out of money is not my idea of fairness. Never mind what comes round goes round.

When the Auction room doors opened everyone rushed in with bids for aerobatic, scale and vintage models which was a bit silly because in most cases you could buy the model new for about the final going price!! Left on the shelf was the unwanted Skybaby ARTF model that nobody wanted. The minimum allowed bid price was £20 which is what I paid for it! Back at the shack I viewed my prize with glee. It certainly wasn't a new model and looked like a 3/4 size Thunder Tiger Trainer (the early wooden type) with one exception the aerofoil was symmetrical! This model was definitely made for the American Market but it was not a new design. The instructions on assembly of the model are basically pictures printed on two sheets of paper and stapled in the middle to form 8 pages. Anyway in the fullness of time I put it together but

replaced the now suspect brittle horns and plastic clevises with new ones. The nose wheel was linked to the rudder servo but became a pain on our very rough field to the extent that the servo hammer was unacceptable so the steering was locked and the connection done away with. The model was made for standard size servos which in hindsight could have been made to accommodate what I call half size servos to save weight. Thinking about it when this model was originally marketed probably the smaller size servos were not readily available. The tank can only be described as enormous for the size of model with easily 30 minutes worth of fuel if not more. The model was designed for 19-32 size engines so a modern OS 25LA was my choice.

This little model doesn't hang around and the ailerons are sharp. I have not flown it for a while so I am a little out of practice I really need a good session to get used to it again. But basically it rolls, loops and bunts. I am by no means an aerobatic ace far from it but a bunt from level flight without falling to one side is fairly easy to do with this model. However this is a smaller model and as you get older it isn't so easy to work out what the hell the model last did and flying the model low is just asking for trouble. Although the model isn't much different in size to my Cambrian Instructor it is a much more lively. I lost the plot trying to do a Derry Turn and very nearly crashed it. It does have one not very endearing feature. Long grass and calm conditions can be a pain. The wheel drag especially the nose wheel prevents acceleration to make the elevator effective enough to lift the nose up required by the symmetrical aerofoil to generate lift. There have been occasions where the model has been seen dashing hither and thither around the field at full power slinging grass around like demented lawn mower but showing absolutely no risk of becoming airborne. Splaying the main gear out helps but then the tail plane causes more drag in the grass. A flat bottom wing wouldn't be so prone to this problem. Better still a conventional tail wheel (skid) would give the model a better chance of becoming airborne so in the wrong conditions the Skybaby becomes a Groundhog or should I say Ground-piglet!!

Specification

Wing span 51½ inches Chord 8½ inches Length 38 inches Weight 4lbs 1 oz Engine OS 25 LA. R/C is standard 4 channel.






SUPER FLYING MODEL CO.
SKY BABY
 •25-S



Wing Span	(52 inches) 1320 mm
Length	(36.61 inches) 935 mm
Wing Area	(425.97 sq.in.) 27.5dm ²
Weight	(3.19 lbs-3.41 lbs) 1450~1550g
Engine	19-32
Radio	3-4 channel

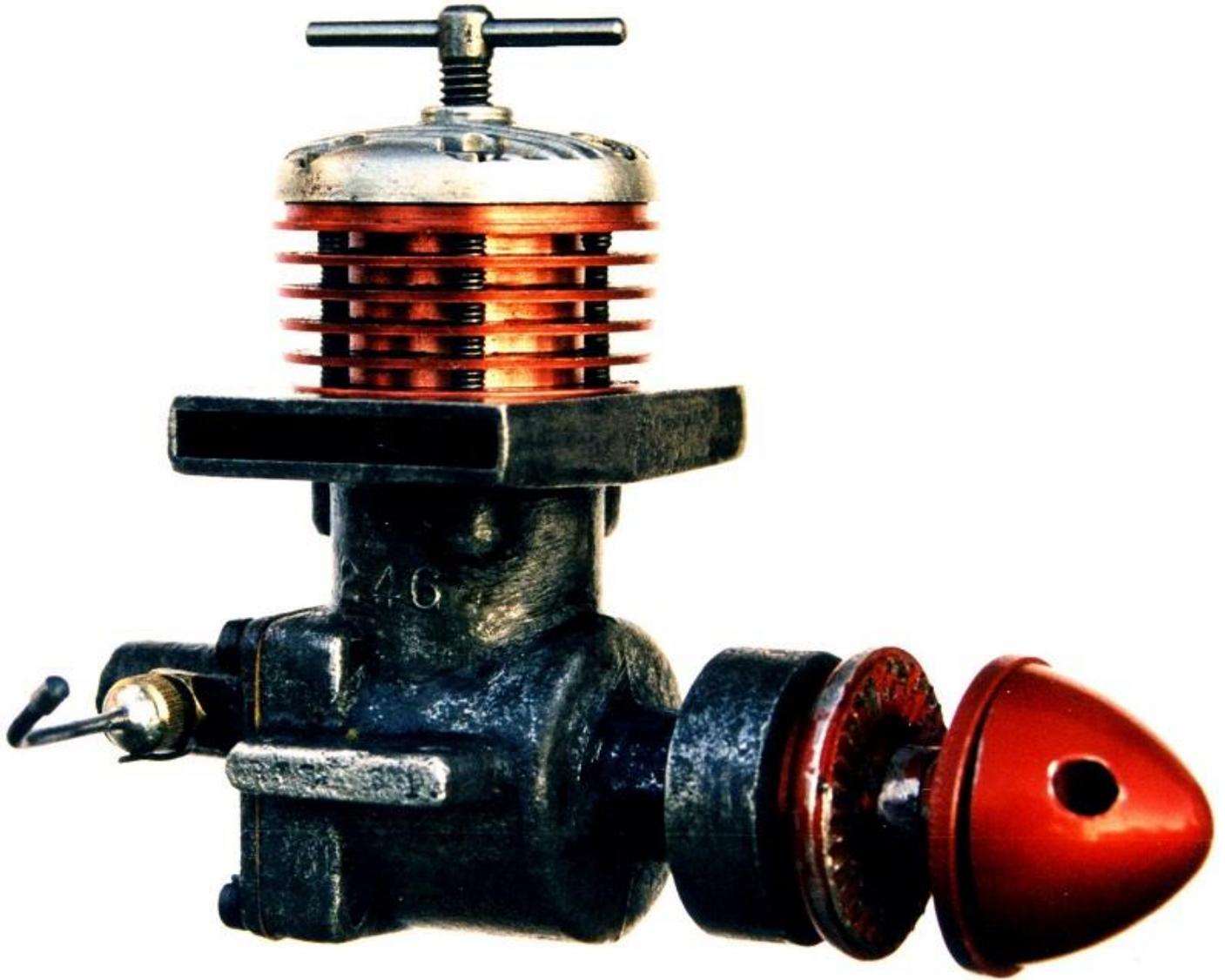
ALMOST READY TO FLY
SKY BABY
RADIO CONTROL SPORT MODEL

The SKY BABY is a well designed and fun airplane to fly. It is available in two powerplants with the standard and standard Plus! The standard Plus! is recommended for 19-32 cc engines. The standard of SKY BABY is made with the standard Plus! light weight and is suited with 19-32 cc engines. It is the standard of SKY BABY for 19-32 cc engines.



19-32 CLASS
 25-30 CLASS
 35-40 CLASS
 40-50 CLASS


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Bill's E D Racer Mk I

Dave Platt here, in Florida.

Thanks for the latest S&T, always a good read -- and such lovely photography! -- I do like to get reconnected with modellers of not only my generation but my persuasion. You asked for more news from me so here goes.

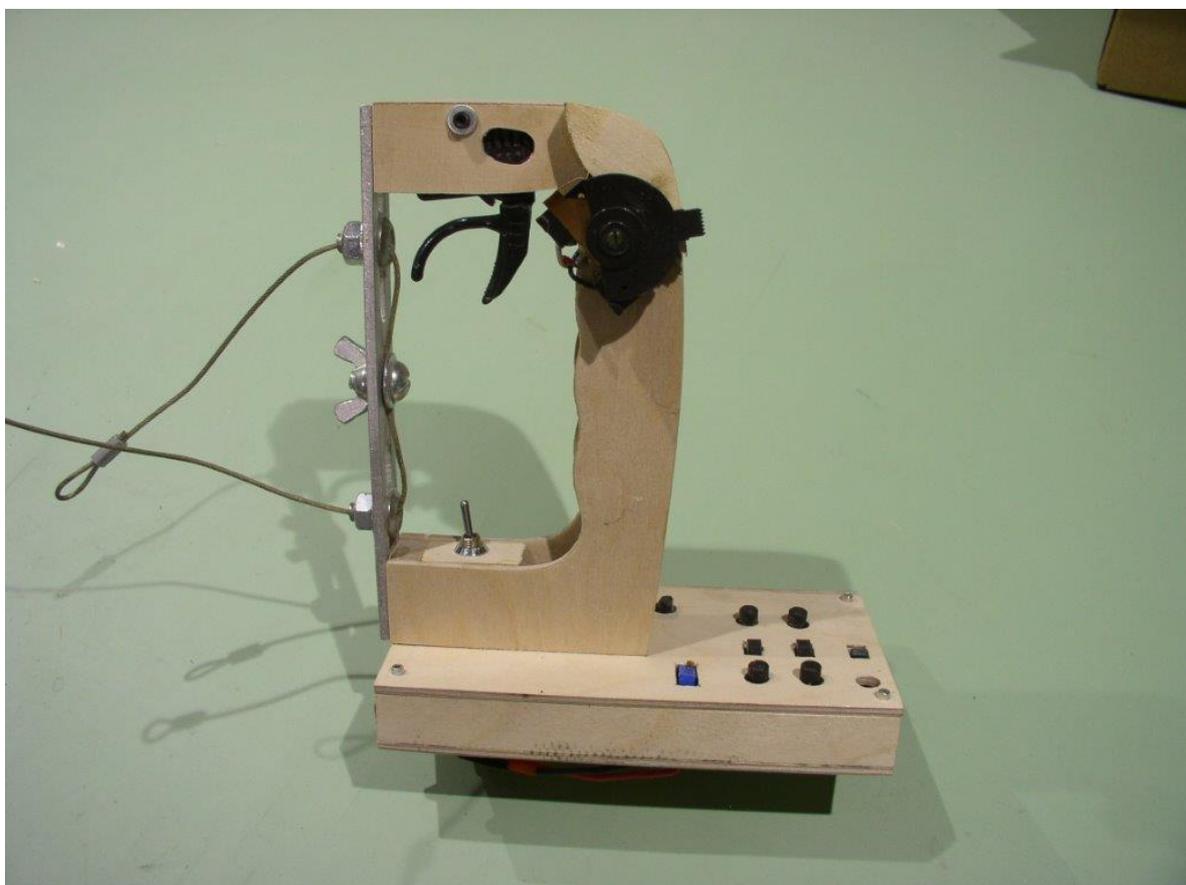
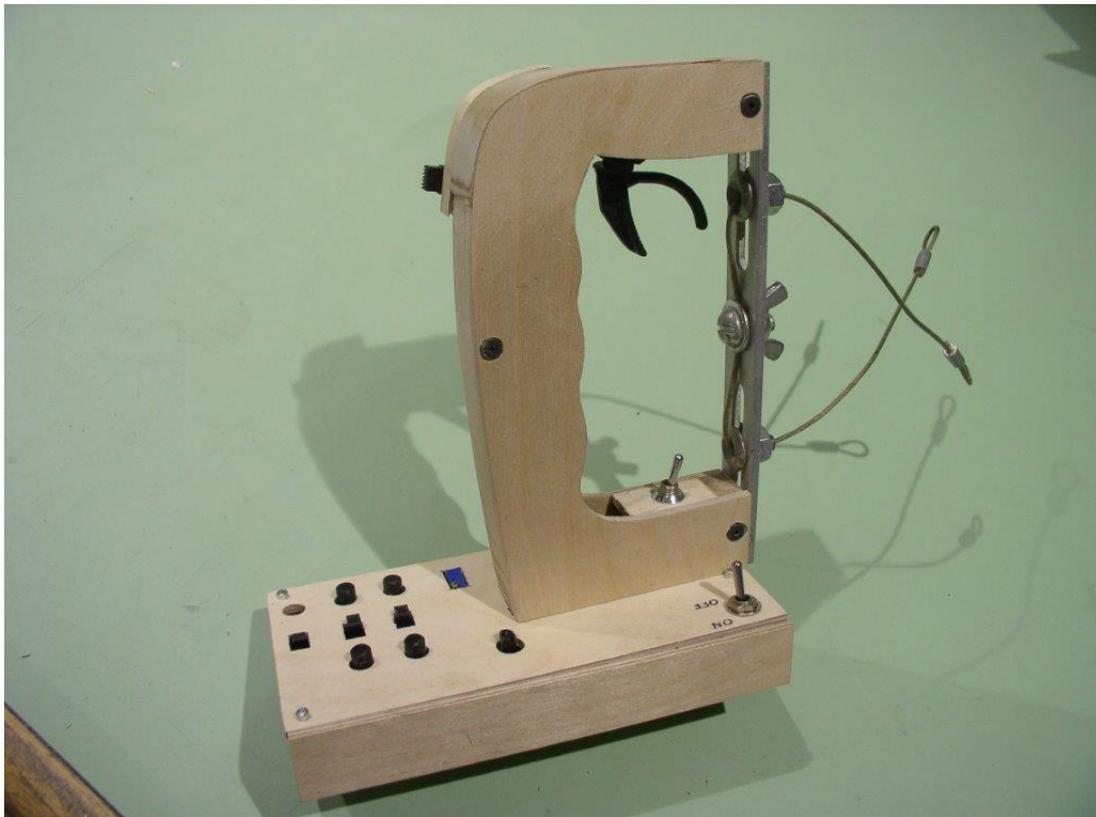
After making several trips to my club flying field to fly RC, I realized with disgust that I was the only one there with a model he had built. Sooooo, I gave up flying RC anymore and went (back) to FF and CL, which is where the modellers still are.

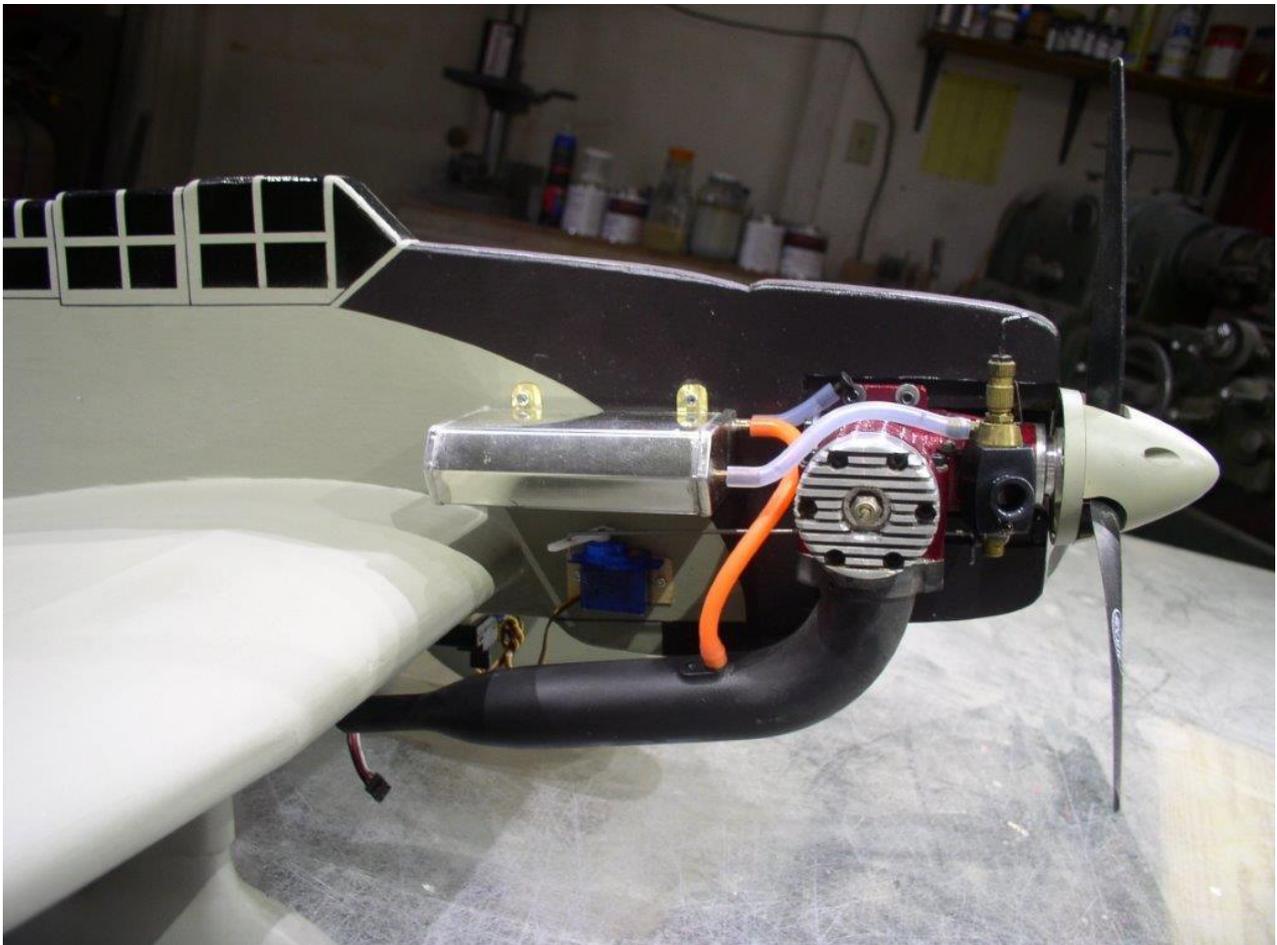
Latest efforts are along the lines outlined earlier in my report on my CL Scale T-28. The rule allowing 2.4 radios in CL models for auxiliary functions is catching hold here in the USA. At the last Nats there were several models with this system. It is still too early for any one brand of radio or type of handle to have become "standard" so it is still fertile ground for the experimenters (hooray!). I am including a pic of my own newest handle which includes a Tx board from a Futaba 3PRKA car radio. The receiver is the R204GF-E. This 4-ch receiver weighs but 6 grams; a 7.4 lipo to run it can be had for about 15 grams. So you can see that with a tiny servo, or two or three, very little weight is added to impair performance.

We here have a Profile Scale CL category, which naturally leads to thoughts of a model capable of full aerobatic performance that can also do things like taxi, retracts, touch n' go, etc. My first effort at this is

shown in the other pics. It is an Aichi Val, span 58, area 530, engine is an Irvine 40. All-up weight 53 ozs. I haven't had enough trips out yet to try the squares but all the round stuff is easy.

On the full-body (Sport Scale) front, I've built 2 new ones for our next Nats, an A6M3 Zero and an electric twin which is still under wraps yet. Got to save something for next time.





Aurikel The 1953 A.2 World Championship Winner designed by Hans Hansen Photographed, described and drawn by Bill Dean From Model Aircraft February 1954

HANS HANSEN'S A.2 Championships Winner is a typical example of the gliders favoured by builders in the Nordic countries—the construction consisting mainly of spruce and ply, in contrast to the usual all-balsa British and American types. Material dimensions on the designer's original drawings were in millimetres, so these have been converted to the nearest fractional sizes. By referring to the ringed letters (A to N), which are given after most of the material sizes, the original metric dimensions and suggestions for a "balsa version" may be obtained from the panels at the foot of the plan.

The model flown at the '53 contest weighed 16 OZ., but an all-balsa version should work out at about the allowed minimum of 14.46 oz.



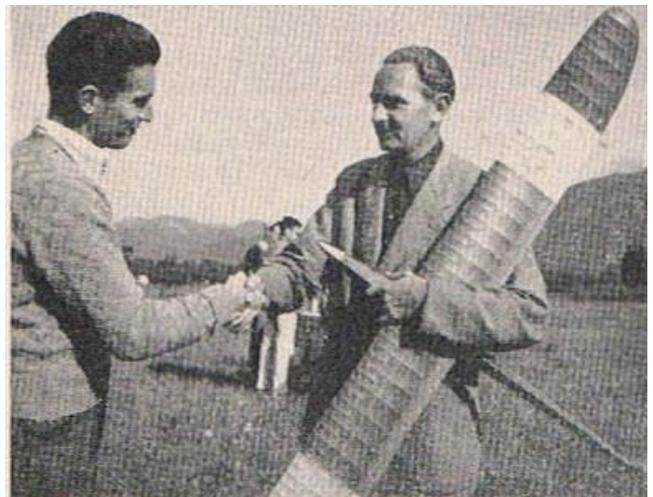
Construction is fairly conventional, so we shall confine the building notes to the essentials only.

Four foot lengths of strip will be needed for the wing L.E., spars, T.E. and fuselage crutch. If you build a balsa version, pick hard strip for these members. The original wing is in one piece, but a two-piece type would be straightforward. Begin the fuselage by making the crutch flat over the top view. When set, unpin from the building board and install the formers (1-15). Follow with the rear upper longeron, the lower 1/8-in. sq. strip and the ply under-fin. Now install the ply keel, the twin upper longerons and the 1/8-in. nose stringers. Make the adjustable towhook "sleeve" from thin tin and solder ends together after bending round the keel. Well solder

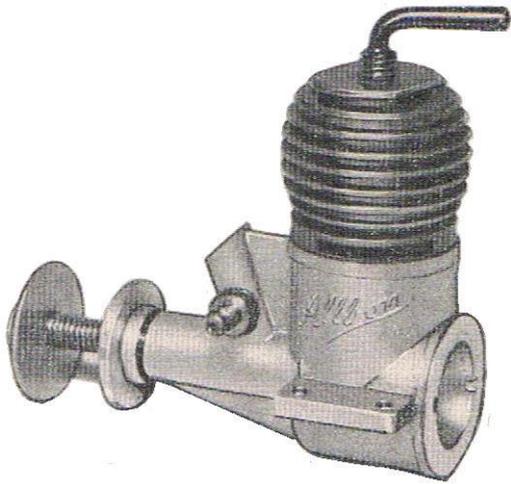
the tow hook to the bottom of this sleeve. A pin is later used to lock the towhook in the required position. After attaching the rudder horn, a piece of 1/8-in. dia. Aluminium tube is taped and cemented to the L.E. of the auto-rudder. Install the auto-rudder with a wire hinge and fill in the space between the fuselage and fin (from former 15 to auto-rudder) with scrap balsa. Now glue the hardwood nose stiffener in place, fill in space between strip members (from former 1 to 2) with 1/16in. ply—and sheet cover the nose, starting off with the sides. Glue profile-shaped noseblock halves together, after cutting slots to take nose stiffener. Glue to fuselage and carve to shape when dry. Drill holes for wing dowels and make a small hole in top sheeting aft of former 1, for access to weight box. Finally, add D/T hold down wire, tailplane platforms, pin and ply auto-rudder stops and upper fin (after streamlining latter). Tie a length of nylon line to the arrow shaped auto-rudder release and then thread through the holes in formers 8-15. Fasten free end of line to auto-rudder horn and tension on other side with a small, lightly stretched, rubber band.

Build the centre panel of the wing first, packing up the L.E., spars (trimming ends as indicated) and T.E. Tilt the number 3 ribs to allow for the dihedral. When dry, take up from the plan and tackle the tips. Make the outlines flat over the plan, splitting (or slicing) the inner strip L.E. and T.E.'s to enable them to be bent. When dry, unpin and add spars and ribs—after packing up the T.E.'s 1/4 in. at rib 11 for the tip washout (see plan). Pin the centre panel to the building board again, before joining on the tips at the correct dihedral.

Covering on the original model was silk for the fuselage and tissue for the flying surfaces—all parts being given four coats of clear dope. Add lead shot to the nose weight box until the model balances level at the point marked (large black arrow under wing). Test glide from rising ground before trying a tow launch—and adjust the auto-rudder to give a medium size circle to the right.



The Allbon Javelin from Model Aircraft November 1950



Judging by the number of them seen about, the Allbon "Javelin" must be fast becoming one of the most popular of small diesels. Moderate price, easy starting, light weight and lively performance, the reasons for this popularity are not difficult to seek.

This 1.49 cc engine first appeared early this year as a simple compression-ignition adaption of the Allbon "Arrow" glow-plug engine, which was introduced towards the close of the 1949 season. A new "Javelin" was received just before its release to the model trade and the impression then gained, from tests carried out on this unit, was that the design made a much better diesel than glow-plug engine, an opinion subsequently strengthened by observation of "Arrow" performance by comparison with the

"Javelin."

This particular unit which, following approximately four hours running, is now the subject of this month's test, has been used during this season in a small CL speed model with which speeds of up to 75 m.p.h. have so far been recorded and was also tried out in one of Bill Dean's Skystreak-26 designs and an entirely satisfactory performance obtained. Latest application is a 260 sq. in. high-thrust-line power-duration design which is expected to weigh 9 - 10 ounces with the "Javelin" installed. The "Javelin" conforms to the currently popular annular port layout with shaft type rotary valve induction. It has a very short stroke-S/B ratio 0.8-and is for beam mount installation. Recent improvements are seen in the additional crankcase webs, to offer greater resistance to damage in crashes with side mounted installations, and in the new serrated driving disc, which is especially useful to avoid excessive tightening with flexible airscrews.

A less obvious modification to recent models is the amended port timing which may be responsible for improved performance. The engine is extremely compact and, at a little over 2 1/4oz., is exceedingly light for a 1.49 c.c. unit. It is obviously quite suitable for all types of small models- CL speed or aerobatics, power-duration or for scale or semi-scale "sport" models-such is its power and flexibility under a wide range of loads.

Specification

Type : Single cylinder, air-cooled, two-cycle. compression-ignition.
Rotary valve induction through hollow crankshaft. Annular exhaust and transfer porting. Conical piston crown Swept volume : 1.49 C.C. (0.0909 Cu. in.) Bore : 0.525 in. Stroke: 0.420 in. Compression ratio: variable.
Stroke bore ratio: 0.8 :1.
Weight : 2.3 OZ.

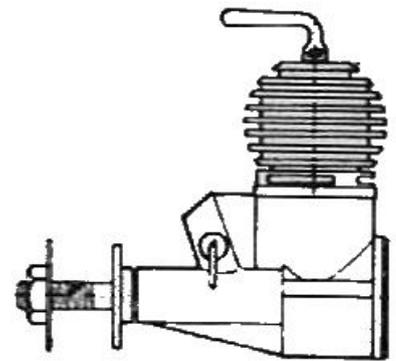
General structural data : Aluminium pressure die-cast crankcase and main bearing housing with detachable rear cover. Meehanite cylinder-liner threaded to crankcase with screwed on duralumin finned head barrel carrying compression adjuster. Meehanite contra-piston and piston with duralumin gudgeon-pin yoke. Yoke secured to piston with countersunk screw through piston crown. Un-bushed Hiduminium RR.56 forged connecting-rod. Alloy steel crankshaft ground and polished and running in crankcase material.

Spray-bar type needle-valve assembly. Beam type mounting lugs.

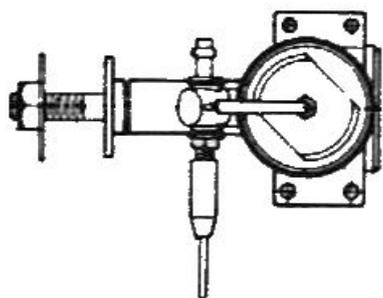
Test Engine Data Total time logged: Approx. 4 hours. Fuel used : "Record" Racing Diesel Blend.

Performance

When new, the test "Javelin" exhibited a rather excessively severe tendency to lose power, after starting from cold, as the engine warmed up, and a full two hours' running-in was required before this tendency was appreciably reduced. However, checks on two other, more recent, examples, have not shown this to be a peculiarity common to all "Javelins," although an hour's running at moderate revs, is, nevertheless, recommended before high revolutions are allowed. Starting the "Javelin" is exceedingly easy. On suitable free-flight or stunt propellers, two choked flicks are the only preliminaries to setting the engine running from cold, provided that compression and needle adjustments are correct, of course, and these are not at all critical

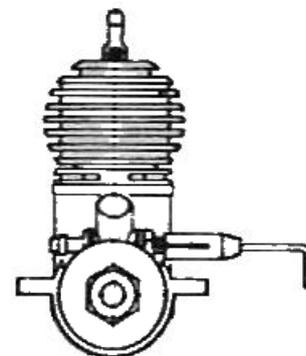


if a good tolerant competition fuel is used. Priming through the exhaust ports is not necessary with the "Javelin." If a speed propeller of less than 6 1/2 x 7 in. diameter is used, starting is naturally, somewhat more difficult, but this is to be expected and is always the case with model engines, and particularly so with compression-ignition types.



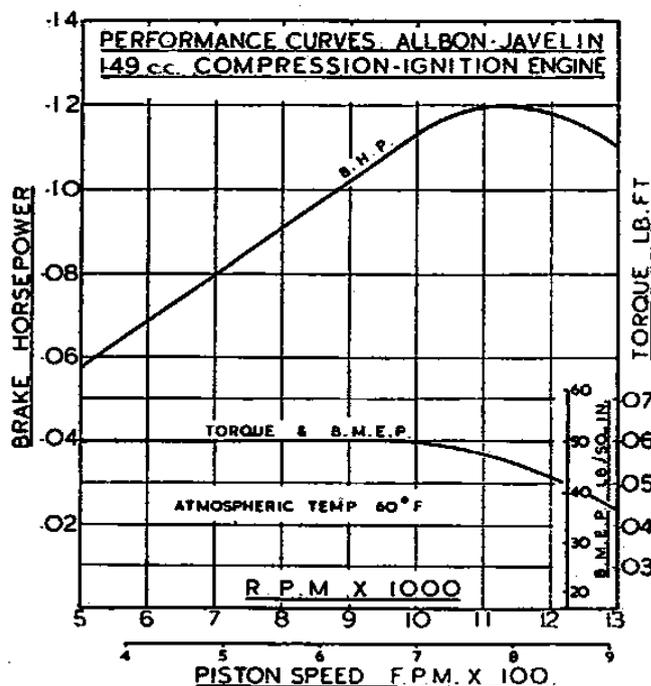
As is inevitable with small shaft type rotary-valve motors, the needle adjustment is rather close to the propeller arc, but since the "Javelin" will start and run on the same settings quite easily once the correct adjustments have been mastered, there is really little need to touch the needle-valve while the engine is running. The usual procedure, when using modern nitrated fuels, is, of course, followed with the "Javelin" and the compression lever slackened off as the engine attains its normal operating temperature.

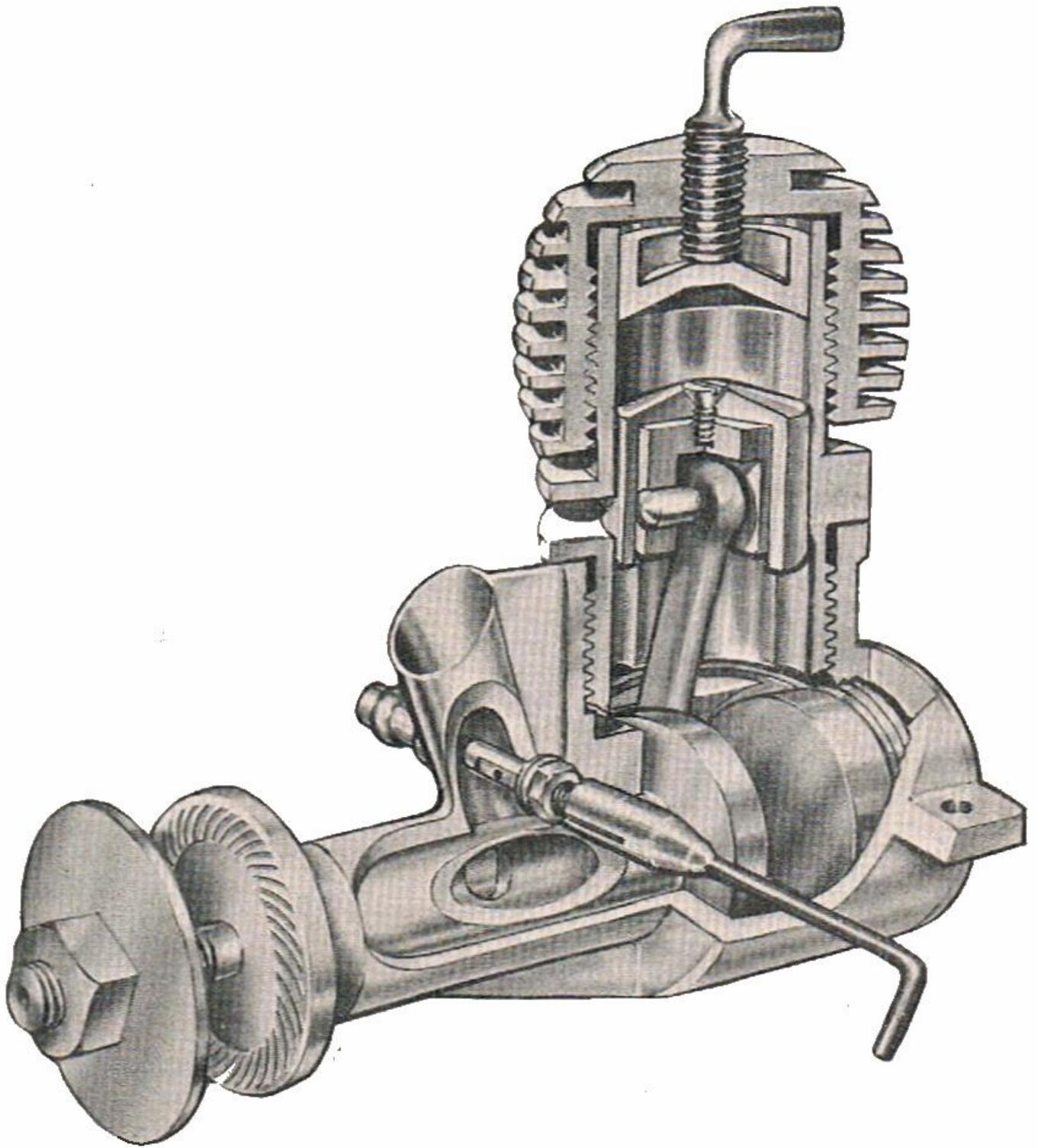
On test, the engine was run at various speeds ranging from 3,500 to 14,000 r.p.m. Below 5,000 r.p.m., torque dropped almost imperceptibly, a practically constant figure being maintained to nearly 10,000 r.p.m. Since the actual torque developed is fairly good, this results in a useful and smooth output at quite moderate speeds such as might be used with a free-flight scale model. A virtually straight climb to the b.h.p. curve was thus obtained between 5,000 and 10,000 r.p.m., levelling out at 11,000-11,500 r.p.m. where an output of approximately 0.12 b.h.p. was registered. This needless to say, is a very good performance indeed and is about 15 per cent. up on that obtained on an earlier test using a slightly less powerful fuel. Beyond the peak, the power falls off at an increasing rate as revs. are pushed up, but even at 14,000 r.p.m., the engine shows no sign of stress and due to the very short stroke, the piston speed, at these revolutions, is still below 1,000 r.p.m. For Class "1" speed models, it is probable that running the engine slightly above its peak may give best results. This is due to the fact that, for speeds in the 70s, an abnormally high pitch diameter ratio would be required if revs. are pegged at around the 11,000 r.p.m. mark for maximum power. It is thought that 12-13,000 r.p.m. in the air is probably the best speed at which to aim. The test engine has actually been run at about 14,000 r.p.m. in the air (using a 5 1/2 in. propeller with weighted blades and a speed of 75 m.p.h. obtained), but this is probably too high and an improvement might result from using a slightly larger propeller at 1,000 less r.p.m.



For power duration models, the "Javelin" should also be allowed to rev, fairly fast for maximum climb. The engine will do between 9,000 and 10,000 r.p.m. with a good 8 x 4 propeller depending on blade area and shape. For precision type free-flight, a 9 x 5 will generally be found suitable, while for aerobic work 7 to 8 in. diameter by 6 in. pitch will suit most small stunt models.

Power/Weight Ratio : 0.83 b.h.p./lh.
 Power/Displacement Ratio : 80.5 b.h.p. litre.





In the Beginning by George R.Vale Part 3

Though I gave up model flying for 10 years my interest in aviation never went away, and it led me to take up full-size gliding in the 1970s. One day at the Long Mynd I saw some visiting members of the Clwyd model gliding club fly on the slope after the day's full-size operations. I was utterly fascinated, and resolved to revive my single-channel model. The Clwyd lads told me that a set of 4-channel proportional radio was now eminently affordable, a fact that stuck in my memory banks. Some readers may not be aware of this, but when such sets first appeared on the UK market in the early 1960s, they cost more than an apprentice earned in a year.

I took the Veron Robot that I made 10 years earlier for some outings near where I lived, but sadly I never got the hang of single-channel flying. The motor, an Enya .09, would pick up so much power after launching that the model climbed uncontrollably fast, stalling and looping all over the place. Eventually it would drift downwind and disappear. Somehow though it always managed to land itself safely with no more damage than punctures in the covering. A tough and stable model, the Robot; just what a beginner needed.

Author launching Robot, 1977



Hoping to control these wayward gyrations, I built a Galloping Ghost system. This was an electromechanical system claimed to give two-functional proportional control, of a sort, from single-channel gear. Fortunately I never got it working well enough to try flying, so the Robot survived until the next phase.

A couple of years went by as I bought my own house and rearranged it to the Boss's liking. Then the modelling urge struck again, and I bought a set of proportional radio gear to install in the Robot, initially using rudder and elevator only. The nearest club was a good hour's drive away, so after 1½ flights there, I found a suitable farm field near home.

Learning as a lone hand was a slow process, despite full-size and c/l experience. It took six flights before I managed to land in the same field I'd taken off from! Soon I installed a .20 motor with throttle, and made better progress.

Next came the transition to ailerons, with a DB Skyrider powered initially by my old Fox 40 fitted with an O.S. throttle carburettor. This arrangement didn't idle well, so was replaced by an O.S. 35 R/C. This model taught me most of what I know about aerobatics. Its first two fuselages were destroyed in crashes, so for the third I converted it to low-wing operation with a new own-design fuselage. This survived, and I still have the model in flyable condition 36 years since first made. Thank you, David Boddington.



RCME Skyrider

Most of my models after this were own-designs. I progressed to a little delta, a .40 pattern model and a small biplane.

Own-design delta with .20 engine and elevon control



There was a north-west facing hill near my flying field, so an R/c glider, an RCME Bolero, became the first of many. The glider and I had flights of up to 2hr. together, but they were a little on the dull side; the Bolero was too fragile and 'floaty' for more than the mildest aerobatics. An aerobatic glider with a foam/veneer wing followed, and that was really fun.



Author's first R/c glider, the RCME Bolero.

The Fates must have decided that this was a convenient point for my life to change, and so it did. I met a young fellow who had just built his first R/c model, and "Would I help him learn to fly it?" Well, I did what I could. We flew on his family's farmland, and soon he started bringing along other people to fly, including the owner of a Model Shop who brought yet more people. Before long we became a club with over 40 members, affiliated to the national body. Very few of the members could fly, so I was busy every weekend and in summer, Wednesday evenings too, giving instruction. Eventually we trained up about 15 instructors to take the load. After a year or two we started holding competitions, inviting other clubs and getting return invitations.

All that had to be left behind when my job and circumstances changed. I've flown with a couple of clubs since, but prefer to 'do my own thing' nowadays, and just fly with a couple of local friends.

The own-designs continue to flow; these have included two canards, two tailless models, four vee-tails, a twin, an autogyro and the tandem wing 'Diamond' which appeared in S&T 83, plus several gliders. Models last much longer than in my youth, thanks partly to modern radio control and also to my increasingly cautious style of flying. That leaves me with hardly any room to turn round in the workshop, so the building has had to stop. But I've got this hankering for a semi-scale biplane I've designed, perhaps I could just cut out the parts to assemble one rainy day? And then there's a lovely vintage glider I've had my eye on. Maybe I could get a shed or something...



The Skyrider wings and tail made an attractive low-winger, 1978

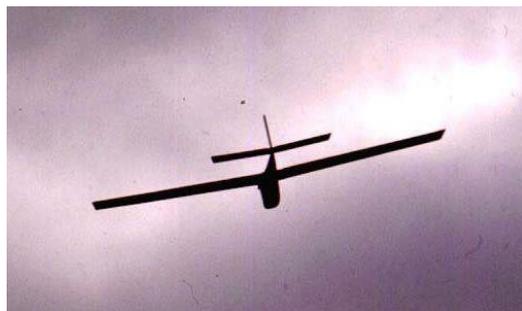


O/d biplane. Went on to make over 1100 flights, wearing out three engines in the process.





First aerobatic glider. Based on RCME Quicksilver but with high wing and T-tail, 1979.



The aerobatic glider in flight. T-tail moved down to top of fuselage.

[Postscript]

In part 1 I mentioned that balsa gliders from the toy shop did nothing for me as a youngster. I would go further, and say that any model that's bought, as opposed to made, offers little satisfaction. The greatest part of this hobby is, to make a model yourself, to test fly it, and to explore its characteristics as you keep on flying it. Even more pleasure is to be had if you design the model yourself. The more you put into the project, the more you will get out.

The reason it's so good is that, if you make a model, it becomes part of you; you become emotionally involved with it. But if you buy something off the shelf, it means nothing.

For this reason I believe that the trend towards ready-made models is a mistake, a blind alley. It's in the interests of the model trade to keep customers involved in modelling—to keep them coming back for another model, and another, and so on. If they buy ready-made models, they will miss out on most of the satisfaction and probably won't come back.

.....END.



This Dyno is a low serial number in the first series produced, so it's a very early diesel indeed. The engine is still an excellent runner and could easily be used to fly a vintage plane. One sees various years mentioned for the start of Dyno production, but it's certain that André Gladioux (Micron) and Raoul Delbrel (Delmo) were playing with a Dyno in Paris in 1941. I thought other diesel lovers may like to see this early Dyno running (well, it seemed like a good excuse to play with engines!), so I shot a little video, which you can see here:

<http://www.youtube.com/watch?v=2dSg18Uk-bU>

One final amusing point; when I posted this video on youtube, 5 or 6 days ago, the following morning, I received notification from youtube that my soundtrack apparently infringed the copyright of a musical work called « Bass compositions ».

I replied firmly but politely (I'm getting old...), and they withdrew their warning. Amazing, must be based on just a computerised comparison of sound waves...

From Geoff Gooding

What a blast from the past! I have just received an e-mail from my old aeromodelling friend, Alan Walker (Belper) with a link to your S & T website. What memories it brought back to see my design Cassandra in the pages of issue No. 86. This plan looks to be a little more detailed than one which my son had found on someone's site in New Zealand, plus it had the accompanying write-up from Model Aircraft. It did not, of course, say that I won the SMAE Pilcher Cup with it in 1953 - the highlight of my aeromodelling days. I attach a photo from those halcyon days showing a couple of my club friends with their Cassandras. The Aerolac mentioned was a wonderful finishing material as it gave a brightly coloured and totally transparent finish with the chosen colours of red and yellow standing out well at distance, essential when we timed with the aid of binoculars.

Best wishes

Geoff Gooding (Now aged 82)

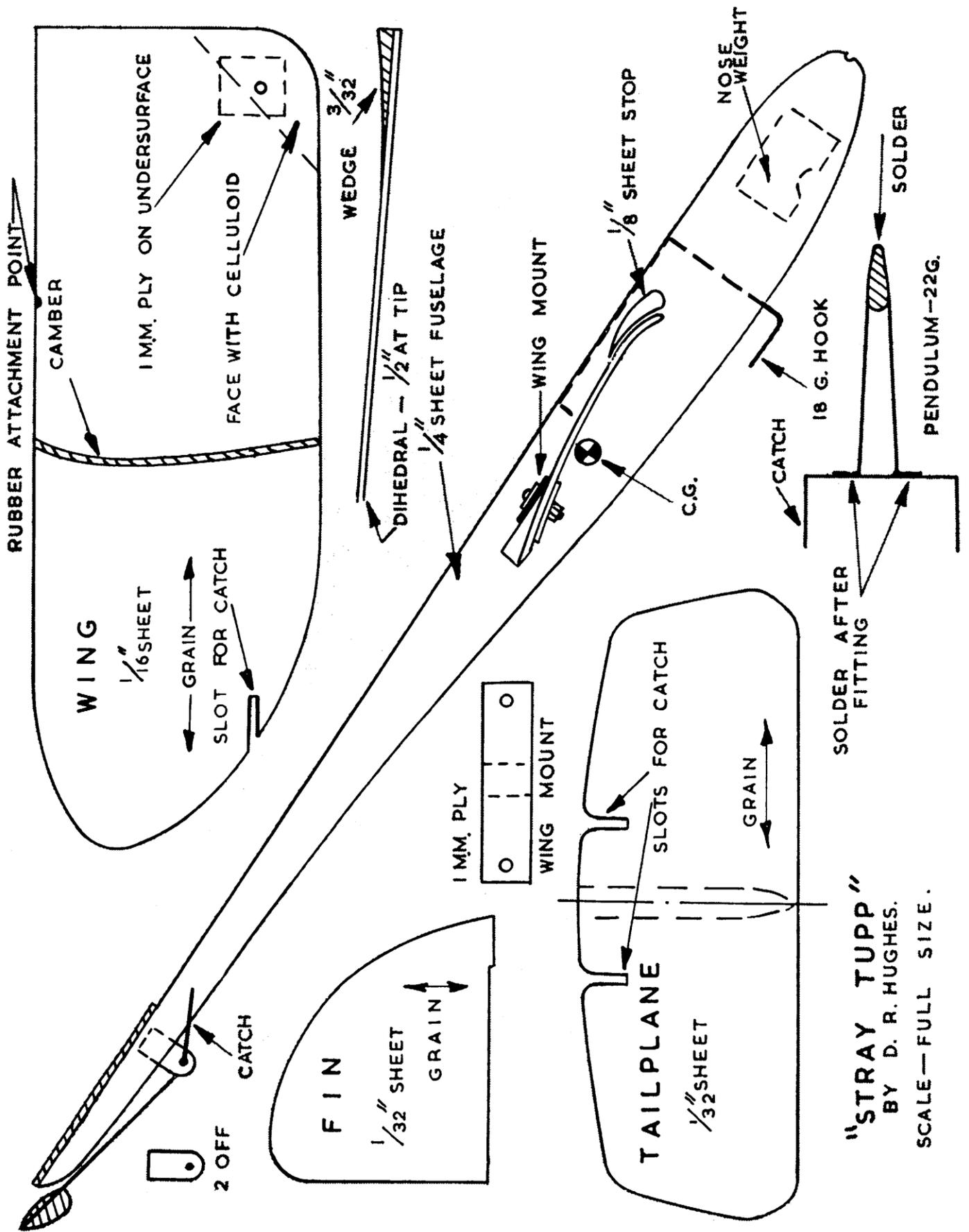


Hi Guys, Roger Simmonds

The new Jetex site is finally on line and up and running. Please pay a visit, have a look and tell me what you think! It is of course 'work in progress' but it is a good start.

<http://www.jetex.org/index.php>

The old Jetex website is still available as an archive, but the new site will be where the action is (I hope).
yrs, RR



"STRAY TUPP"
 BY D. R. HUGHES.
 SCALE—FULL SIZE.



From Model Aircraft December 1950

The writer “dreamed-up” the theory for this type of model several years ago, when chuck gliders were in their heyday. Not until recently, however, has the time been available to put it into practice. It has now been proved to operate successfully on the simple model shown here, and no doubt once the principle is grasped, modellers will be able to develop larger and even

more efficient version for themselves.

Now, normally, the height which a chuck-glider can reach (apart from when they catch thermals) is rather limited, even when extra force is applied in the form of a catapult. If, however, as on our model, the wings can be folded back, so as to produce zero lift, the model can be “shot” vertically to a considerable height. The wings then fold outwards into flying position and the model commences its flight.

Building the model.

Usual solid glider methods are used—the important part being the wing attachment. The ply mount must be cemented through the fuselage at the exact position shown on plan. The wedge-shaped dihedral-keepers are cemented to the wings and reinforced as shown. 9 B.A. bolts are used for the swivel attachment, with washers on each side. The wings should swing freely, but not to the extent of being wobbly. The 1/8in. balsa stops fitted on each side of the fuselage will keep the incidence correct. N.B. The wings fold under the tailplane and parallel with it. The catch (see plan) and pendulum are made up from gauge wire, the catch being threaded through the two ply bearers before soldering the pendulum on to it.

Now fasten a length of 1/64 in. rubber, or similar, at the points indicated on the wings, to pass round the nose, just tight enough to keep the wings in the forward position. Some trial and error adjustments will be necessary to get the exact angle of the pendulum (that on the plan is as the prototype, but will differ slightly with each model). Add weight—in the form of solder—to the end of the pendulum until it is enough to release the wings when the model reaches a slightly nose-down position. It is not necessary to fly the job to find this, of course, the procedure being to hold it vertically, with wings folded and catch in position and gently turn it into its flying altitude. The pendulum should then drop, releasing the wings.

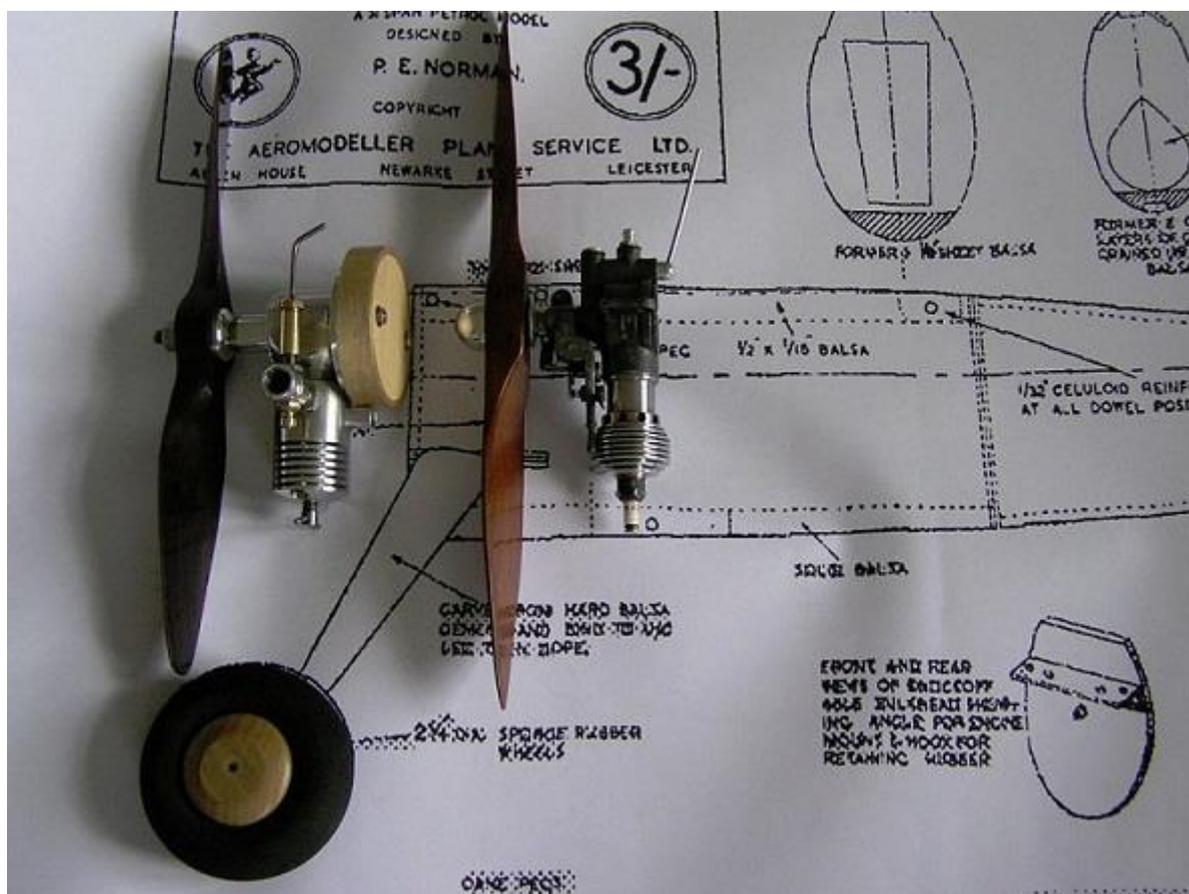
Add weights to the nose (c.g. shown on plan) and trim in the ordinary way, with wings in flying position. For catapult launch, fold the wings and hold the model vertically with the pendulum catch holding the wings back. Launch just slightly forward of the vertical, so that the model drops over forwards, and not on its back. This is easily achieved with a little practice. Very good heights can be attained and hours of enjoyment can be had from experimenting with these rocket climb gliders. One wonders, too, if the principle might not be applied to Jetex or even rubber-powered models?

From Peter Scott

I was walking at Cranborne Chase on Sunday and had blue skies, sunshine, snowdrops, primroses, crocuses, daffodils, and even skylarks – Spring's surely on the way, hoorah !

So (and sorry to be pedantic), but re the PE Norman comp, the SAM 1066 website shows this as August 24/25, as opposed to June 1st in "Sticks & Tissue".

Was the issue of timers for spark ign engines resolved ? That will help me decide whether to use an Atom or a PMC Imp.



(More information in events but Sparky engines with timers can be used and there will now be two P E Norman memorial events at Middle Wallop 1 June and August 24 JP)

K2 Indoor Free Flight Meeting at Crawley in Sussex from Dave Bishop.

The 39th BMFA Indoor Free-Flight Championships run by the Crawley and District Model Aircraft Club took place at the K2 Arena at Crawley in Sussex on Sunday February 2 from 11am - 6pm. The arena is 54.4 metres long, 34 wide and 12.2 high and it is well lit with a smooth wooden floor that means all flyers and spectators, must wear soft shoes.

The cost to flying entrants is £10 with spectators at £3. Warmly greeted at the door by the competition secretary John Dart and cash taker for the last 30 years Graham Sheppard, your scribe was told that totals of peoples coming into the event this year was down this year. To hire the hall cost £1,029 and it's a bit of a worry recently for the team of volunteers to meet the overall costs of running the event. Asked if the possibility of adding a half hour radio control session would aid in bring in more entrants, Mr Sheppard replied that "they had tried R/C in the past and it interferes with the whole thing, so we just don't do it". Later on, he said that they had managed to take £954.90 so they weren't far short of the necessary target needed.

The day's event went nicely with the timetable as follows; 11.00-11.30am=Fun Fly. 11.30am- 11.45am= Hand launched & Catapult glider =practice. 11.45am-12.30= Hand launched glider and Catapult glider = Comp. 12.30pm = Fun fly. 13.30 = EZB, Living room stick & Gyminne Cricket = Comp. 14.45 = Fun fly. 15.30 = Peanut, open scale & Legal eagle = Comp. 16.40 Hanger rat & Butterfly mass launches. 17.00 = Fun fly. 17.30 Prize giving and raffle. 18.00 = the day ended.

For me it was nice to meet and catch up with the chat of meeting many aeromodellers and friends from way back and the time simply flew by. With the team of the Crawley and District MAC doing all of the work needed to be done, the atmosphere was great and extremely friendly. Also it was good to see the encouragement that the new youngsters were receiving from the experienced seniors. Added to that, one of the lady flyers Vibes Masters, almost raised the roof with applause, when her scale Nesmith Cougar bought from trader Flitehook, eventually took off and flew quite beautifully. Another nice touch was the generous raffle with some very nice prizes and well done to the team of ladies who sold all of the many tickets. Altogether it was a very nice aeromodelling day out and I think it was a much better than last year's event. Missing from the hall was a public address system and a lot of the shouted instructions were lost in the bad acoustics of the hall. If I am asked (and it is considered required,) I will certainly supply some equipment for the next year's event (if it is allowed by the K2 manager "Dan"). The date should be on Sunday February 1 - 2015. Make a note in your Christmas diaries as it's a "must go to" event.



Flitehook were there selling the Aeromodeller magazine to a happy customer.



Three wise men at K2 (L - R) Peter Jackson well known outdoor free flight contestant, Bob Cutter, ex Chairman, South East Area BMFA and Keith Miller, notorious layabout (his words), ex Army glider pilot and FSMAE



Brian Stichbury and 2 WACO's



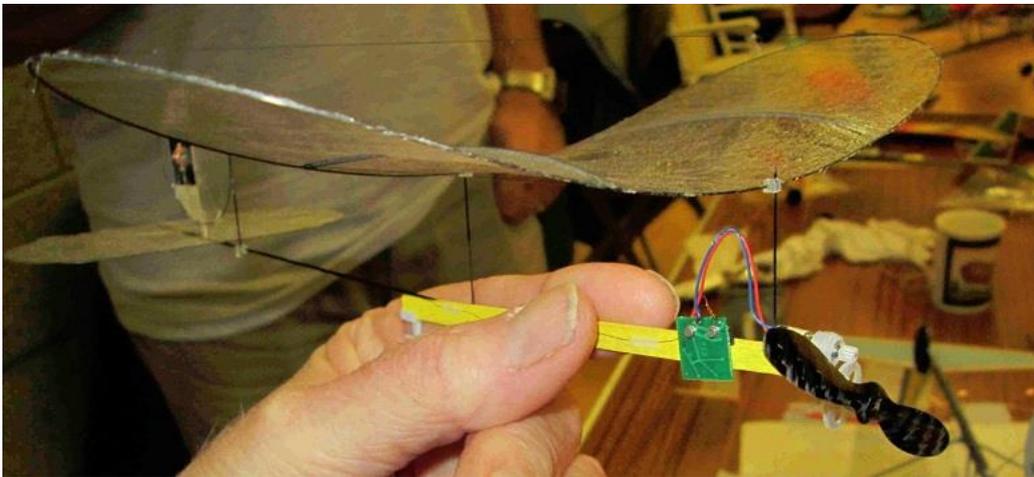
A very nice scale Druine Turbulent



Dibs and Vibes Masters with (his) Nieuport 17) and (her) Cougar.



A Father and son with a variety of models



A radio control model by Geoffrey Goldsmith which wasn't supposed to fly.



Scale Judges James Gordon and Don Coe at work.



Young raffle winner with his super prize.



Keith Miller and his Hanger Rat.



Stampe of Mike Hadland



Waco by Brian Stichbury 3rd in scale with his Waco



Divs Masters Tri-Plane



A group of lads catching up with the chat including Chris Foss - far right



A very nice Tiger Moth.



A nice model of Eric Cluttons FRED (Flying runabout experimental design). I have done commentary on the full size aeroplane.



K2 Winners.

Finally, readers of Sticks & Tissue might bring to mind that I wrote about my interest in the building of a model I built many years ago named Popsie. That was on January 15 when I said that I would welcome such a model kit if one was available. The difference was that I would prefer one a bit larger so that my (not so good) eyes, could see it better when it was flying. To my delight Leon Cole of Belair Kits informed me that he was also interested in that model at around the size I wanted.

I am pleased to tell you now, on February 22 (not even 6 weeks ago!) that Leon Cole has already designed, built and flown an electric version of Popsie, which is exactly what I wanted. Not only that, my kit of Popsie which contains a full size plan, laser cut balsa and plywood parts, plus a vac-formed cowl, has arrived at my home. What a beautiful piece of work it is to with the excellent laser cut quality wood and none of that brown burnt edging that stains your fingers and clothes. The plan is a joy of detail and I just cannot wait to start building this darling machine.

Leon says that Popsie is a nice aeroplane that "poodles" around the sky. I will be delighted to be flying it at the many R/C Model Flyer events at Old Warden this coming year.

He has kindly sent me some pictures of this darling of an aeroplane and anyone wishing to join in with me can do so by sending to Belair Kits Tel: +44 (0)1362 668658 www.belairkits.com

Well done Leon Cole and Belair kits. Dave Bishop of DB Sound.



Gee Mac A successful team racer design B B. M. Evans from Model Aircraft October 1950

At the S.E. C/L championships at Brighton, Gee Mac gained second place in the team race despite a blockage in the feed tube (found afterwards) which cut the speed and laps by 20 per cent. due to 'richening' in flight, coupled with a dizzy pilot (no comment please!)

Construction

Fuselage—This is the heart of the model and centres around the motor plate of close-grained 1/4 in. beech. This is fret-sawn to shape and the engine bolts inserted, the heads being soldered to strips of tin. Check these joints well before gluing to the base of the fuselage.

The crankcase beds up against the cross-piece to Cut bearer whip to a minimum. The undercarriage of 12 s.w.g. piano wire is bent to shape and the under carriage plate of 16 s.w.g. dural is bent to fit as shown. The top of the plate is then fuel-proofed and the undercarriage screwed tightly into place. The bottom of the fuselage is sawn and carved to the elliptical section shown. Hollowing is done with a gouge, keeping the nose at bearer thickness to ensure a good joint. Slots are cut for the motor plate, wing spar and elevator movement (± 30 deg.).

Wing—This is quite straightforward. The hard wood spar is first tapered, then ribs, leading and finally, spanwise 1/16- in. sheeting are added in that order. The trailing edge must be tapered in both directions before assembly and, although a lead weight was used in the original, the handling characteristics have shown this to be unnecessary.

Tail—This is cut to outline from hard 1/8-in. sheet and the hardwood spar added. The control horn is screwed in place after a trial fit in the fuselage and the broad hinges added. The underfin is cemented to the fuselage and the skid, which may be looped to form a "stooge," is cemented in place.

Fuselage (contd.)—Wing, tail, motor plate and firewall are glued into position. Use Durofix not balsa cement, and be patient and leave overnight to dry thoroughly.

The upper formers are lightly cemented on to the fuel-proofed lower half and sheeted or planked. The fin is cemented in place and rudder inset 1/16- in. cabin windows are cut out and the top removed whereupon the 3/16in. sq. strengtheners are inserted.

The whole interior is now fuel-proofed. Note.—The removable portion is optional and was incorporated for access to bellcrank and fitting of a motor cut-out for later contests.

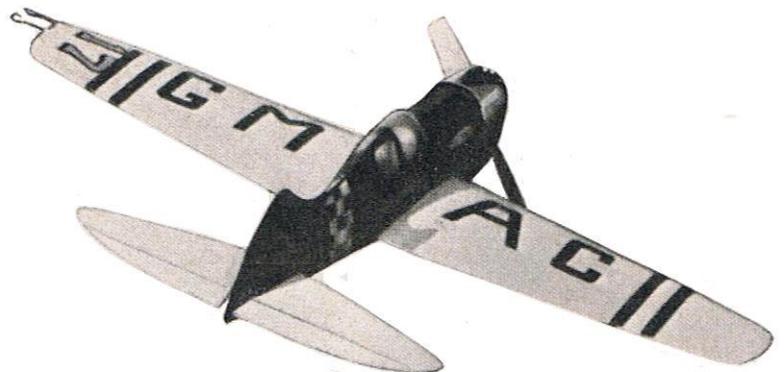
Cowl—The cowl is cut from 1/32 in. aluminium sheet. The front and rear are fanned as shown. The cowl entrance block is cut from hard balsa, the walls being about 1/8 – 1/4in. thick. The finished inlet is "Durofixed" into place after sanding fuel proofer from motor plate at that point.

The metal cowl is essential as with the original wooden cowl (pre Brighton), the motor consistently overheated and burned gaskets resulted.

Tank—The shape shown was found most satisfactory, producing virtually no ground flight fuel variation and draining the last drop of fuel. Check the capacity before soldering on the back ; and check for leaks after adding the tin mounting strap.

Finish - The whole model is sanded smooth, given two coats of clear dope, and rag tissue is then doped on. The colour dope is thinned-down then applied, preferably by spray, and three coats of fuel proofer are put on top, sanding between each. Don't try to spray fuel proofer as this produces a white cobweb effect upon which a concours judge would frown.

Flying - Standard 52.5 ft. light "Laystrate" is used for lines. Leave the motor slightly rids for the first flights to reduce speed, laps, and line-pull until you are used to the landing technique. Gee Mac takes off in about 1/4 of a lap and will hold the lines at any altitude ; but the higher you fly the dizzier you get (Oh! bitter experience.). In the glide don't lose speed. The long nose moment induces a stall at quite a high speed for stunt fliers. so fly it right down to the ground, flattening out just as

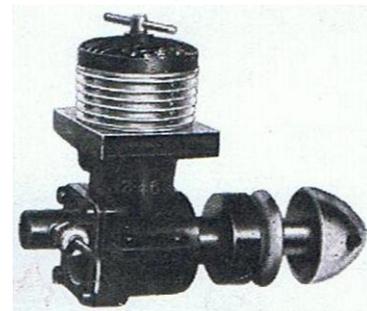


the wheels touch down and keeping full up from then on. If the line-pull is too great, increase the rudder inset a little, but this does not pay in really windy conditions.

David Kinsella's Column

The ED Story - VI

Following extensive tests, which saw ED's model boat tackle the Thames as far east as the new Festival of Britain complex opposite Charing Cross, the Channel crossing to France was started from Dover at 11.30 on 6 September 1951. Boisterous conditions, driftwood and weed overcome, Miss Ee Dee reached Calais at 20.55. Of ply and pine, built to his own design by George Honnest- Redlich, powered by a special 4.5cc diesel made by Basil Miles, it was a first for Electronic Developments and a wonderful achievement for Twisty and Basil, the latter not without difficulties in his life. Surely tested too was the ED radio gear, it receiving instructions from a following cabin cruiser, its crew not immune from sea sickness! Basil was really a model boat enthusiast and so this mighty achievement meant a great deal to him. With such success behind it, it's strange that the 4.5cc diesel did not enter production even though it was referred to as a prototype in the model press. Tax hiking the sale price may have been the reason, ED doing better abroad than in the UK. Here's Basil's first Racer, rare these days.



Well Connected

As Basil and Flo showed me long ago, wonderful Christmas cards were sent to them by Sir Robert Bird Bt. Chairman and MD of the famous custard firm, he lived in Eaton Place, London, and at The White House, Solihul, Warwickshire. Wide interests included modelling, cycling, golf and motoring. Away from ED Basil Miles also did work for the Campbells of Bluebird fame, making at least one model the design that would become the famous Jet boat.

By Jove

In the days of Empire a chap had to be ready for anything. Luckily Captain Morgan and Mr French ran a school in Shepperton which covered all aspects of Colonial Craft. Top hole fellows back then in 1909 when much of the map was pink and all schoolboys made aware of it (Mr French actually spelt his name ffrench), graduates of The Imperial School of Instruction could ride, rope, shoot, fell timber and herd cattle. Then with kit from the A&N in Victoria Street it was aboard the steamer and off to a life of adventure in far-away places with strange sounding names...



Hot News

City A M helmed by Allister Heath delivers daily detail on the Square Mile and beyond. A freebie of forty pages (possible mailing so try 0203 201 8900), a tabloid for Tube-time reading, Heath's incisive style is addictive. Read him too in the Telegraph and other broadsheets. He knows his onions.

Hang On

Here a rare JI Allard in Trials form heads for victory. Trials were very big either side of the last war and the arrival of the Dunlop Knobbly tyre made these rough ground events even tougher. Some such as the Land's End ran over private and public roads, others were restricted to fields and woodland. The big events attracted works teams such as the Grasshoppers (Austin), Cream Crackers and Musketeers (MG), Tail Waggors and Candidi Provocatores (Allard) and others. The super-grip Knobbly was banned by the RAC in 1939.



Great War Plans

Over the years dozens of plans were published on the single seaters of the 1914-18 war. Reference to any of the plans books of the time will confirm this. For years Jack Beaumont of Beaumont Aviation held healthy stocks at his shop in Bath Street, silence in the basement as minds concentrated on finding the right Bristol Fighter or Pfalz to meet their needs. Rest assured that hundreds of copies are out there, MAP's famous winged pageboy taking them to enthusiasts around the globe.

Super Scribes

I was in the Football Association one evening. An announcement was made and in less than a second laptops were clattering away. Over in no time at all, a lad told me that his story was already in Wapping and poised over the page. Soon printed, Rupert's missive was on the streets within hours.

Some Gearing!

Powered by an ED 3.46 diesel, Vulcan by name and mostly of wood, a dainty single seater car had three speeds (RAF camera cogs) and was geared at 60 to one! Water cooling too, there was a tiny radiator high up and a padded seat and steering wheel. Later a move to more power via a Channel Island motor raised road speed.

Button Undone Man

A teacher an ex fighter pilot cycled from his school to the local flying club, took an aeroplane and bombed his seat of learning with flour bags. Returning the machine undetected, he cycled back and gave the lower fifth double maths.

Getting The Hump

Not really a Camel man myself (the SE5a for me every time) in 2014 it's only just that the snappy killer from Kingston is remembered with a note here on kits and plans. Without doubt the best static kit by miles was the Hasegawa. A full thirty years ago it cost £199, its 1198 parts creating a magnificent model of 40in span (like the Hasegawa SE5a and DRI Triplane, a number of the Japanese set remain unbuilt, the attraction being the sheer mass of stuff when the lid is raised). Gripping text to stir the juices abound, but little compares with Windsock Datafile 26 by J M Bruce and Osprey's Camel Aces by Norman. Franks. Slimmer is the essential Profile of the 1960s. Sopwith Camel Squadrons from Les Rogers sports a high action cover with balloons going down to a striking Camel. Armed with Jack's Datafile any of the good Camel kits around Revell, Airfix, Aurora, Roden, Hobbycraft - or to be found at plastic model meets can be built with correct detail. Master of the pendulum, P E Norman's Camel was built to fly and survive — and it has. This Model Aircraft plan is still around as is the Camel plan published by MAP. Search and ye shall find..

Percy's Pride

Should the above Camel appeal, the plan was published in Model Aircraft for October 1951. Number 15 in his series on types worth modelling, C B Maycock delivers a 2-page intro (one a 3-view on the fighter) and then Percy Norman swings in with pages on building and flying the model of 42in. Frog 250 powered, over sixty and scarred, very-Stand Off Scale by today's exacting standards and a bit grubby too, this old war horse hangs in good company with my various VTRs and other models.



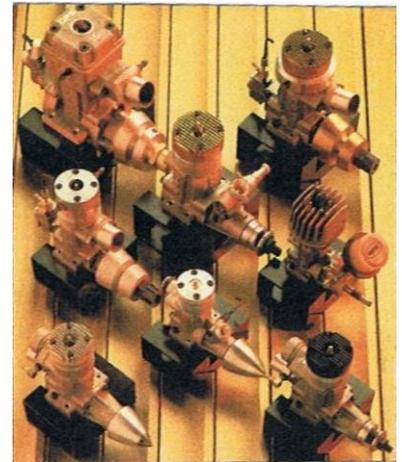
Martians Cometh

H G Wells had them land outside Woking, Surrey. Today there's a mighty war machine standing proud on its legs in the centre of the town, marking one of the standout yarns always in print since publication in 1898. Movies apart, the 1978 production starring Jeff Wayne and Richard Burton is memorable, the husband of Elizabeth Taylor delivering the author's words magnificently. And a fright for Mercury Theatre listeners in the USA was the Martian's arrival which occurred on 30 October 1936, realistic reports of cylinders

landing and war machines striding about with death rays laying waste to all. Orson Welles, of course, but tuning in mid way an age ago saw 'em head for the hills.

OPS and Others

A while back OPS of Monza, Italy, took whole pages to advertise their wares. I preferred the RIRE motors (rear inlet, rear exhaust motors), their 29s of size and impressive. Another one of the time was the American Nelson, its inlet a fair section of the whole backplate Then Pico and Roesi, of course, and serious stuff from OS. The essential Mike Clanford book lets us see at a glance the truly great Americans: Dooling, McCoy, Fox, Bungay, Hornet, Edco, Howler, Anderson and several more. Many reports by Peter Chinn, Mike Billington and others can be explored with advantage and Ron Moulton's Engine Encyclopedia exudes enthusiasm and great knowledge. Bone up on the advantages of disc, drum or Zimmerman valves and explore the interesting, links with the boys who raced on Utah's salt or flung a leg across iron worthy of the Mountain Circuit. If asked I'd go for Ira Hassad's Edco Sky Devil, drooling over the red case, massive spinner and moustache-type exhausts. Lay it on me!



Novel Preference

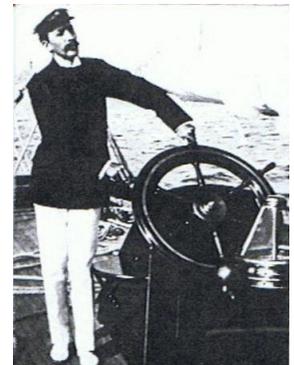
Asked to name his Army Unit when joining up, a young Peter Ustinov chose the Tank Regiment. When asked why, Ustinov said that he liked the idea of going into battle sitting down. A car enthusiast with a liking for Maseratis and Vintage Mercedes, his LP of the Gibraltar Grand Prix is hilarious.

Diecast Legends

Famous for huge stocks and based in Guildford (0844 887 8888) all the best of the bunch offer stunning D-Types, Red Bull FIs, Can-Am McClarens and loads more are just a call away. Their 95 page booklet lists the lot. Bikes too and several desk-top aeroplanes such as the Mosquito, Spitfire and 109. And they have a shop in central London (020 7497 8157).

Banker's Choice

None better than Charlie Barr, the little Scotsman skippered for J Pierpoint Morgan and Wilson Marshall, for the latter setting an Atlantic record which stood for almost eighty years with 3-master Atlantic in 1905. Five figure wagers were common and fortunes were poured into giant yachts (Reliance at 200ft OAL) with crews of fifty and more to control. A tough job for Charlie who died of a heart attack at 47. A furious racer with a keen eye, putting his bowsprit above the deck of another was our tiger Charlie's style.



D.M.F.G. Near Blandford Forum RC Vintage Open Events Sport flying

20 April Vintage sport + Vintage power duration, Control line, Ebenezer and 36" glider FF

22 June Vintage National Tomboy, Vintage power duration, Control line, Ebenezer, 36" glider FF

Further details JP jamesiparry@talktalk.net or Bill Longley tasuma@btconnect.com

Charge per flyer £4. There will be a BBQ and ladies WC.

Also there will be areas / tables if you want to sell something bring and buy type. No charge for this.

Vintage events with Tomboy competitions for 2014 (*National Tomboy*)

Event	Date	Contact
Middle Wallop	27.04.2014	Tony Tomlin.
Shilton Vintage (See below)	25.05.2014	Nick Blackwell nick@nickblackwell.co.uk
Middle Wallop	01.06.2014	Tony Tomlin
Blandford Forum	22.06.2014	James Parry.
Cocklebarrow Farm	20.07.2014	Paul Howkins/Tony Tomlin.
Cocklebarrow Farm	17.08.2014	Paul Howkins/Tony Tomlin.
Middle Wallop	24.08.2014	Tony Tomlin.
Middle Wallop	28.09.2014	Tony Tomlin
Cocklebarrow Farm	12.10.2014	Paul Howkins/Tony Tomlin

* Note: Shilton Vintage is a new event at Nr Shilton Oxfordshire OX18 4AP

Contacts: Tony Tomlin Tel: 02086413505 email: pjt2.alt2@btinternet.com
James Parry Tel: 01202625825 email: JamesIParry@talktalk.net
Paul Howkins Tel: 02476405126 email: howkins776@btinternet.com
Derek Foxwell Tel: 02086471033 email: derekfoxwell@btinternet.com

Please check before travelling as circumstances can cause events to be changed/cancelled at short notice.

Wessex Aeromodellers League Tomboy events

A laid back league with a semi serious tinge mellowed by much banter and great fun. Run over 5 meetings the best four scores to count. The rules do differ slightly from Tony's National event the main difference being for the 36" Tomboy we limit the tank capacity to 2 cc (MP Jet 040 standard plastic tank is 2 cc) and for both 36 and Senior we have a hold off time to burn up some fuel the length dependant on the day's conditions.

6 April – Sunday Round 1 at Cashmoor courtesy of Wimborne MAC

18 May – Sunday Round 2 at and by courtesy of Wincanton Falcons

29 June – Sunday Round 3 at West Winterslow by courtesy of Peter Rose

13 July – Sunday at Merryfield by Courtesy of Illminster Club (Also an RC Vintage day)

31 August – Sunday Round 4 at West Winterslow by courtesy of Peter Rose

Full information, rules, engines links etc at www.wessexaml.co.uk

1st shilton airfield vintage fly in. May 24th - 26th.

(A new vintage RC meeting over three days with some camping on site, water available from standpipe and there will be a portalo. Promises to be a great meeting the first at the venue so if this is to be an annual event please attend, you won't be disappointed JP)

Situated near Shilton Oxfordshire, at OX18 4AP.

By road from the north,

Follow the A40 to Burford, at roundabout take the A361 toward Swindon, at junction for Cotswold wildlife park turn left onto HEN and CHICK lane. Follow lane until it bears left, here turn hard right and take the track until it ends, this is the airfield.

By road from the south.

From Swindon take the A361 to Lechlade and Burford, 3 miles Before reaching Burford at junction for Cotswold wildlife park turn right onto HEN and CHICK lane, then as above,

There is limited camping for Friday - Monday

Local facilities are available in Carterton 3 miles away,

Entrance charge £5 for flyers

Flying.

Saturday all types of RC. Sunday- Monday, vintage only, 0900-1700. inc National Tomboy comp on the Sunday.

Proof of insurance required.

Contact Email nick@nickblackwell.co.uk Phone 01285 657610, evenings.

P E Norman Memorial days at Middle Wallop

To be led at Middle Wallop June 1st and August 24th

In memory of P E Norman who passed away on 17 July 1964, whilst flying his models at Epsom Downs, it would seem to be only right to acknowledge his aeromodelling skills in the form of a suitable memorial tribute.

To this end at the June MW meeting June 2014 we would invite anyone who can construct a P E Norman design and come and fly it. Some of his models are not the easiest to reproduce therefore to give some form of focus we will run a very basic competition based on the Natsneez free flight only. This will not exclude RC versions which can be judged on a concours basis.

The model should follow the plan closely and be of same dimensions there being 3 categories.

The easiest will be the best looking (Concours) P E N design but it must fly for at least 20 seconds!

A simple precision event IC powered whereby there must be a motor run then glide, total flight lasting 60 seconds and landing within 50 metres of a marked point, the point will be same as launch marker. Motor cuts offs allowed. Every second away from the 60 seconds will be a lost point but landing inside the 50m

area will gain 15 points. Max score therefore will be 75 points. If there are any equal times then there will be a second round and so on.

A second similar comp will be held for an electric powered Natsneez. Same basic rules a 60 second flight and landing within 50m of a marked point, same as launch.

It would seem reasonable to keep IC and electric separate.

If on the day the weather is so fantastic or awful the time and 50m rule may be altered accordingly. E.g. if very windy then the point of launch cannot be same as landing marker and 60 seconds may be too long a time.

So there will be a concours comp any model IC, electric, glider, RC can enter but must fly 20 seconds minimum. A spot landing for IC and separate for electric utilising the Natsneez.

Wimborne MACControl 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 portaloo.

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

VINTAGE RADIO [to Dec. 1969] & CONTROL LINE

at **MIDDLE WALLOP, 2014** [Courtesy of the Army Air Corp Centre, MAC]

27MHz, 35MHz +2.4GHz

SUNDAY APRIL 27TH SAM 1066

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions +Vintage Precision

SUNDAY JUNE 1st SAM 1066

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions +Vintage Precision

SUNDAY AUGUST 24TH SAM 1066

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions +Vintage Precision

Nb ** MONDAY AUGUST 25TH ** SAM 1066

Vintage Power + Vintage Precision ****only 2.4GHz to be used on Mon Aug 25th****

SUNDAY SEPT 28th SAM1066

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions +Vintage Precision

FLIERS MUST BE COVERED BY BMFA INSURANCE, this is the only acceptable insurance at the venue and must be shown when signing on

For further information contact:

[C/L] James Parry, 01202625825, email. JamesIParry@talktalk.net

[R/C] Tony Tomlin, 02086413505, email. pjt2.alt2@btinternet.com

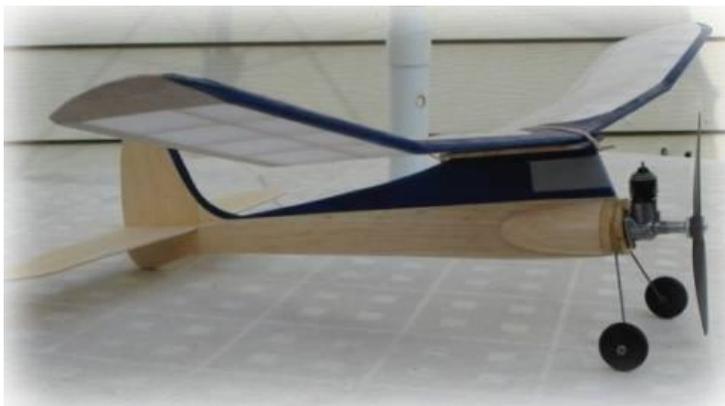
[VPD + Vintage Precision] Bill Longley, 01258488833, email. tasuma@btconnect.com

For more details of mini speed, Spitfire Scramble etc. see <http://www.wessexaml.co.uk>

The above events take place at the far side of the airfield, follow peri track to control

Dens Model Supplies

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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

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Or phone Den on 01983 616603 for traditional service**



The Vintage Model Company



Whether you're new to model building or an old hand, we have a kit to delight and entertain you.

Model kits make great presents - not just because they look great when they're finished but because they offer the recipient hours of enjoyment, the ability to learn new skills and the sense of achievement when the model's complete.

Our current range of precision laser-cut balsa kits hark back to an era of aeromodelling where "stick and tissue" planes were all the rage and a Sunday morning at the park would see dads and sons flying (and crashing!) rubber powered aircraft in every direction.

Almost all the kits in our ranges can be converted to radio control (RC) planes and many can take electric or fuel powered engines.

<http://www.vintagemodelcompany.com/>