

Sticks and Tissue No 90 – May 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.



Peter Scott's Natznees at Middle Wallop Sunday 1 June 2014

From Phil Coupe, in response to Karl Gies' article in the April S&T "What is this model?"

The model is a Schleuter Ace. The picture shows my own version, covered in the same colour. I got the kit from our friends Pauline and John at Flitehook around 2004. They also supplied me with a Gasparin 120T CO2 opposing twin motor and a brass thing for getting the gas out of the Soda Stream cylinder into the on board tank.

The model was straightforward "firewall" to accept the gas through the balsa and added a also covered in the cabin sides also added a couple of holes wire rod to act as a bracing



I have mostly flown it round 1/2 minutes on a tank.

the opposite of charging a

cool down before recharging. In this case, you have to wait for the tank to warm up before you can get more "fuel" in!

to build and cover. I adapted the motor, stitched the undercarriage couple of trim tabs in thin celluloid. I but left the front open to let air in. I through the sides to take a 16swg strut when filling up.

the pole indoors, and get a regular 2- Interestingly, the filling procedure is LiPo, when you have to wait for it to

I also flew it once free flight outdoors at a private air display at a boys school in Northampton, after our star aerobatic chaps had impressed everyone. I hand launched it down the cricket pitch, and it turned left in a gentle climbing curve to a height of about 30 feet. As the fuel went down, and the revs started to drop, the radius of the turn increased and the model flew past the spectator area, about 10 feet up, then performed a smooth banking turn to line up with the cricket pitch, on which it made a perfect landing as the prop finally stopped.

A voice from one of the boys piped up: "Excuse me, Sir, but how did you make it do that?"

My answer was "Pure skill!"

From David Mills Atlanta, GA

Don't know if question in latest S & T is serious or not. If so, the lovely rubber cabin model you asked about is the Pacific Ace. Very well known model here in USA. Originally kitted by Modelcraft of Los Angeles before WW II. Plans exist of design in many sizes, but 40, 30 and 20 inches wingspan are most common. Model in photo appears to be a 30 incher. There's a 40 inch version from Modelcraft with the name of Thermal Haunter, I think. It's been kitted by many others since. Schuetler kits from 1982 have the best drawings for construction, in early CAD form.

The Pacific Ace is a superb model, quick to build, a wonderful flyer and very pretty. I've built three in 30 inches and all have flown away. I can't recommend a better "stick and tissue" model for a novice to build and fly.

Anywho, if you need more info, I can dig thru the several plans of Pacific Aces I have and draft a brief, chatty and informative blurb for you.

From George Vale

Dolphin Development

As soon as I took my 72" Dolphin's fuselage off the board, it seemed huge. A yard and a half long, 5¼" by 4" cross-section, and uncompromisingly rectangular, it was so big I thought I'd made a mistake in scaling up. Careful checks showed no error, so what next? The tailplane was also very big -- 30" span -- so it was

time to look at the wing. I drew up a plan view (dolplan1) which showed that the wing looked far too small in proportion, at least compared to modern soarers.

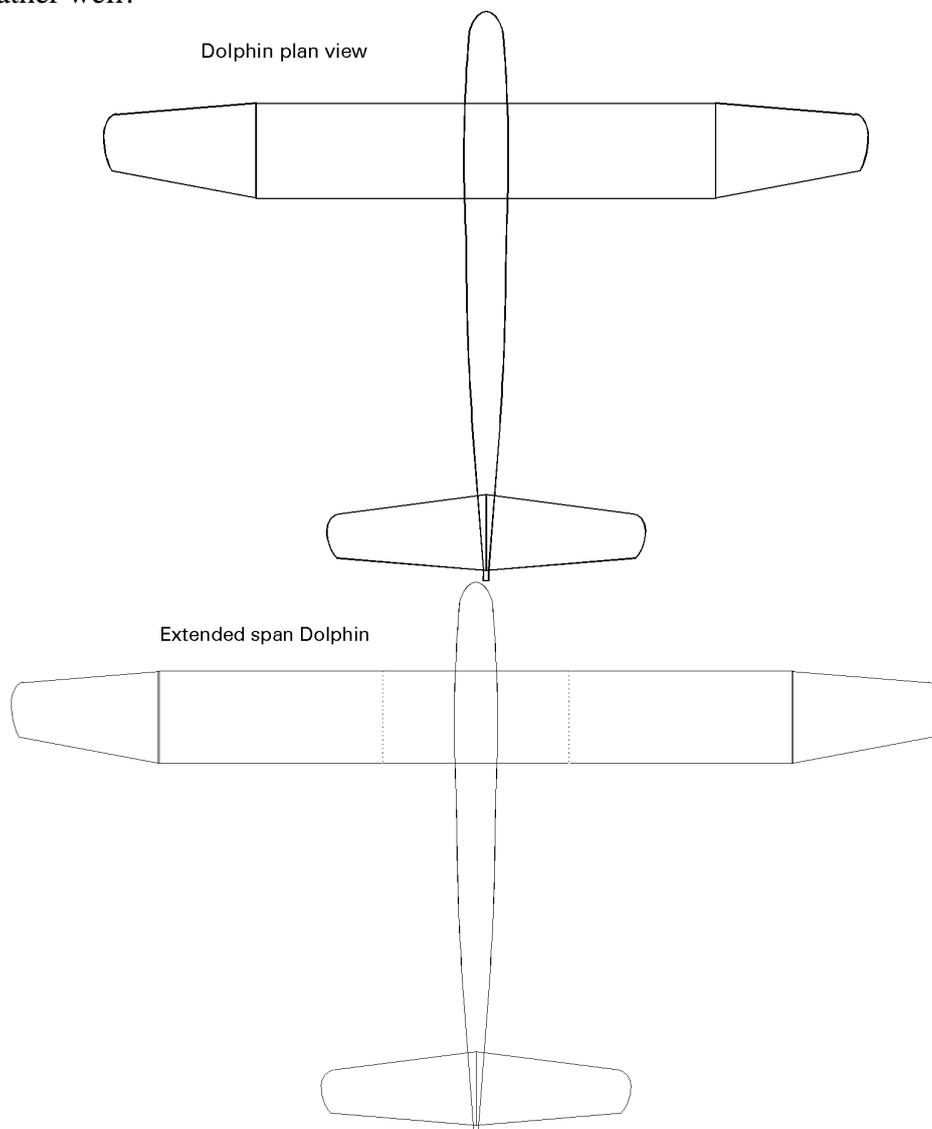
As it happens I'd made the wing in two halves to ease transport and storage, and also with the possibility of a central power pod in mind. Inspiration struck and the upshot was, an extra centre section. Fitted between the standard wing halves, I thought it should make for a more elegant appearance and perhaps improve the soaring characteristics.

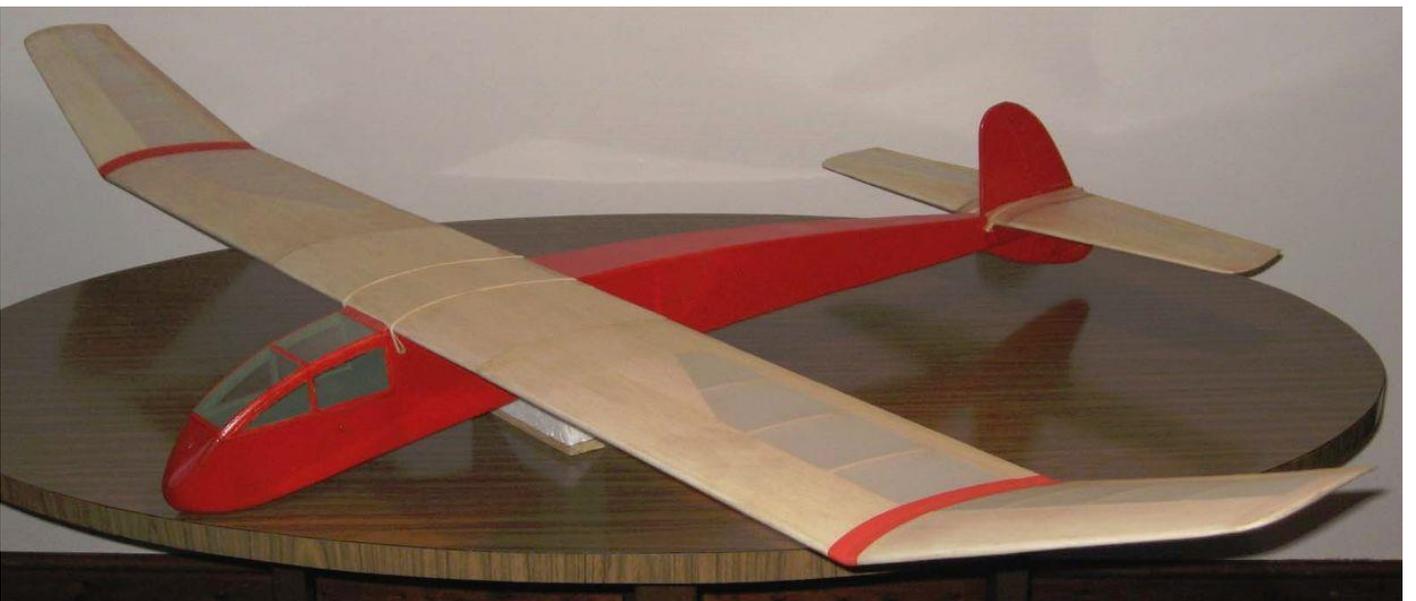
The c/s I settled on is 18" span, bringing the total span to 90". It's fully sheeted and weighs 4½ oz., a bit heavy due to the additional tongue and box needed to connect with the corresponding bits in the wing halves. It makes the model rather bigger than I'd originally planned, but blame the fuselage for that.

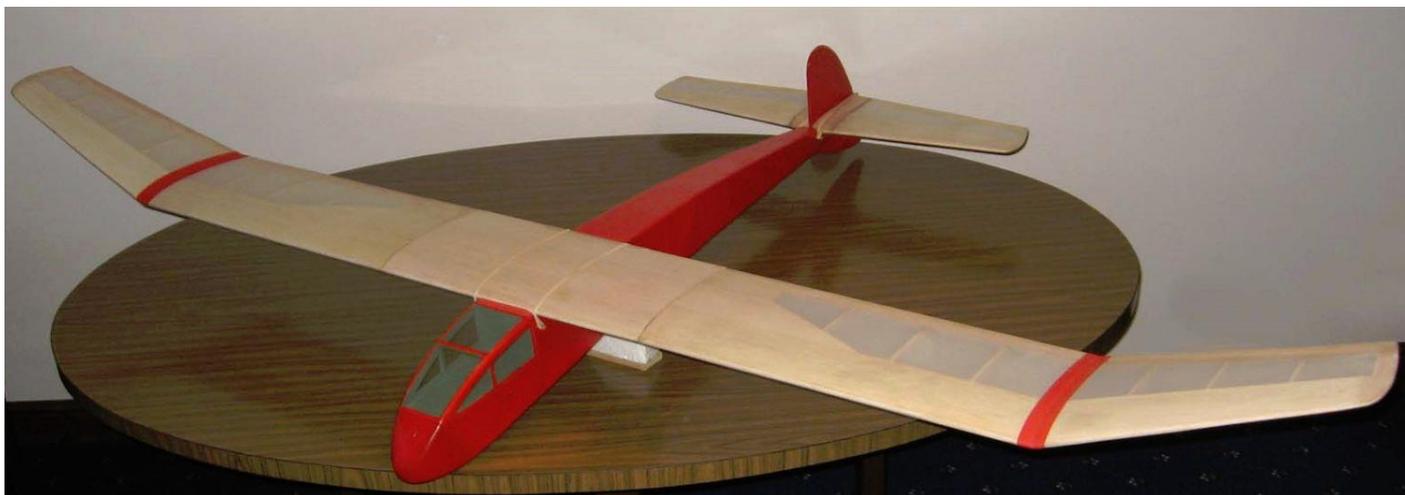
My abacus suggests that the extended wing should give about an 11% reduction in minimum sinking speed, and perhaps a 7.5% improvement in best glide angle. All of which should come in useful if, as sometimes happens, the wind is lighter than expected when I arrive at the slope.

So take a look at the plan view (dolplan2) and the photos and see what you think. A travesty? Or does it look good? A sensible development? Comments welcome. The beauty of it is, I can put it back to being the standard Dolphin shape whenever I like.

Finally, the better half demands that I give my aircraft girl's names -- she says they're so capricious, they can only be female. As a mere male I cannot of course argue with that. So my Dolphin naturally has had to become Dolly. A larger relative of the dolphin is a porpoise; with extended span therefore, Dolly becomes Polly. It all fits rather well!







I've now flown the 90" extended Dolphin, with much pleasure. Report next month ABW.

Since you expressed interest yourself, I thought it might be a good idea to add the following at the end of my last report:

"If my ramblings have tempted anyone into thinking of making a 72" Dolphin for themselves, I may be able to shed light on some of the details. Contact me via the Editor. Alternatively, the Vintage Model Co. was offering a set of 2x parts for a 60" version. I thought that would be too small for my purposes."

George Vale

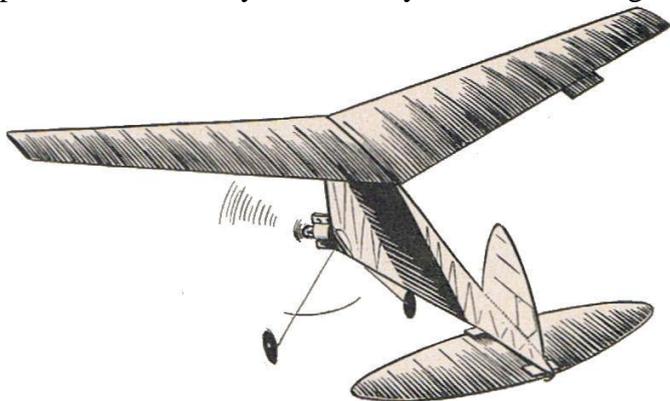
From Karl Gies - A fine day in Central Montana, the Center of The Rural American West

I went out about 1 p.m. with the temperature 61 and light winds. I first flew my Sky Bunny a couple of times and then flew the model in the stooage which is a ? Hawk but I cannot remember the exact name of it. I must have bought this ten or more years ago and have flown it a few times. It is too bad that it went out of production because it is a terrific flyer. The motor installed is four strands of 1/8" FAI plain sport rubber. I gave it a short flight of about 400 turns and then put 970 on the the model. Waiting a short while, a calm spell hit and I launched with the model climbing quite high. It was in a bubble and went even higher after the motor run. I thought well goodbye whatever Hawk but it got out of the bubble and came down. Not pushing my luck I packed up and went home. cheers, cccnh p.s. the tips of the wings underneath are sprayed with Design Master Floral Spray flat black as white is not a good color under light skies.



Scrambled Egg by T W Smith from Model Aircraft August 1952

As this model is one that will appeal mainly to keen power duration enthusiasts, the author considers that detailed building instructions would be superfluous. However, with a model of this type, maximum performance is only achieved by careful trimming and therefore trimming notes are given instead.



First check all surfaces for warps, then examine wing line up and wing tail fixings. Any faults must be eliminated before attempting to fly. With the wing at the central position in the main spar slot, modify the tail packing until the model just stalls. Bend the wing tab down slightly; the model should then glide slightly to the right with the rudder tab central. Do not overdo the wing tab setting (30 deg. down is maximum). The preliminary short power-on flights over long, thick grass should be done with the engine adjusted to run smoothly. Experience has shown that

it is very unwise to make short power-on flights with low or irregular engine revs. The first power-on flight should be with a 3 sec. motor run; this will usually consist of fuel in the connecting tube only.

(1) Using an 8 in. X 5 in. prop, launch into wind (if any) at about 30 deg. nose up with 3 sec. fuel. If model turns or rolls viciously to the right or left, increase or reduce respectively the left sidethrust. Repeat this with 3 sec. fuel until the model climbs straight or slightly right from a hand launch.

(2) Note the manner in which the model behaves towards the end of the engine run. If the model appears to be turning rapidly to the right, reduce the wing tab angle. If the model appears to begin to loop, slightly increase the wing tab angle-if this does not cure the loop, increase the angle of downthrust or move the wing forward and increase the tailplane incidence until the model again just stalls on the glide.

(3) When absolutely satisfied that nothing dangerous is incipient, the power run can be increased to 5 sec. The aim is now to get the model to go into a mild right-hand turn with the inside wing rising in the turn so that the model begins a very steep spiral. This is done by varying the wing tab setting, remembering at the same time that more down tab angle increases its climb drag as well as its lift, resulting in a tighter turn. A small amount of left rudder must therefore be used to counteract this (the rudder is very, very sensitive, so go carefully !). When this treatment results in the model beginning the vertical spiral, the engine run can be gradually increased.

(4) The glide turn can now be obtained by suitable combination of sidethrust and rudder tab, i.e., if more right turn is desired, increase left sidethrust and move the rudder tab over to the right (remembering that it is very sensitive). Repeat the procedure of (1), (2) and (3) to make sure the climb trim is unchanged.

With the above trim and a glide turn to the right, the transition from power to glide is rapid and free from oscillations, because the model swings sharply into a right hand turn when the motor cuts due to loss of sidethrust effect on the fin, thus bringing the model nicely into the glide circle.

Safer Method - Using a fine pitch prop (say 3 in. pitch) of the same diameter 8 in. the above instructions can be followed until the time comes to increase the motor run to 5 sec. . . (1) and (2). The prop is then changed to 8 in. X 5in. and the procedure (1) to (4) carried out.

Competition Flying - Determine needle setting and compression for position for maximum power by any convenient method. It is preferable to fix the needle position permanently and mark the compression bar position if it is necessary to change the compression for starting. Mark and check the fuel tank graduations for 10, 15 and 20 sec. running with these needle and compression settings. .

Test fly preferably on the day before the competition with a sufficiently long engine run to show the first part of the spiral (5 to 10 sec.). Dismantle the model after fixing the tab positions and carefully marking the wing and tail positions. Make sure the tail packing is securely glued in place. Place the wing undersurfaces together and note any relative warps. Fix these by placing packing between the wings and clamp the wings together with rubber bands.

Note - This type of model is designed to excel by its climb. With reasonable trim an average ratio of 15 should be achieved.

From Graham Crawshaw

Attached pictures of my newest models Junior 30 with MP Jet 040 and Keil Kraft Smipe with DC Wasp



From Brian Austin

I saw in the latest S&T the bit on the "Ionosphere" from MA mag in the 50's. I always fancied building one and finally got round to it about 6 years ago. What a disappointment. The plan is poor to put it mildly with no CG shown and bits that do not fit.

On completion, with ED .46 fitted, it needed about an ounce of lead on the fin, to get the CG anywhere near where it should be. I am convinced that this and some other designs published in this era and beyond were never flown, as portrayed in the mags.

I sold it on as I had no faith in it.

Just as an aside have completed over the winter a built up electric sailplane of 3.8 metre span to try to emulate the moulded ones of today at a lot less money but a great deal of time, which being retired I thought

I had but not so sure now. Have attached a couple of pics of it for interest, I know it does not fit into the remit of S&T, but there is a lot of balsa in it.

I emailed Brian and ask how the model performs here is the reply

It flies very well and exceeded my expectations, in trying to build a model to compete with all the moulded models coming in now, of which I have about 5. From the brief time flying it, the performance is equal to the best of them. Have attached some logger graphs to confirm the flights

If you go to this address, you will find the build blog I did whilst constructing it

<http://www.rcgroups.com/forums/showthread.php?t=2109508> which has a lot of pictures of the build from the beginning. If you want any of these pics due to not being able to pick them up, let me know and I can send some through. You will see a lot of balsa in the construction.

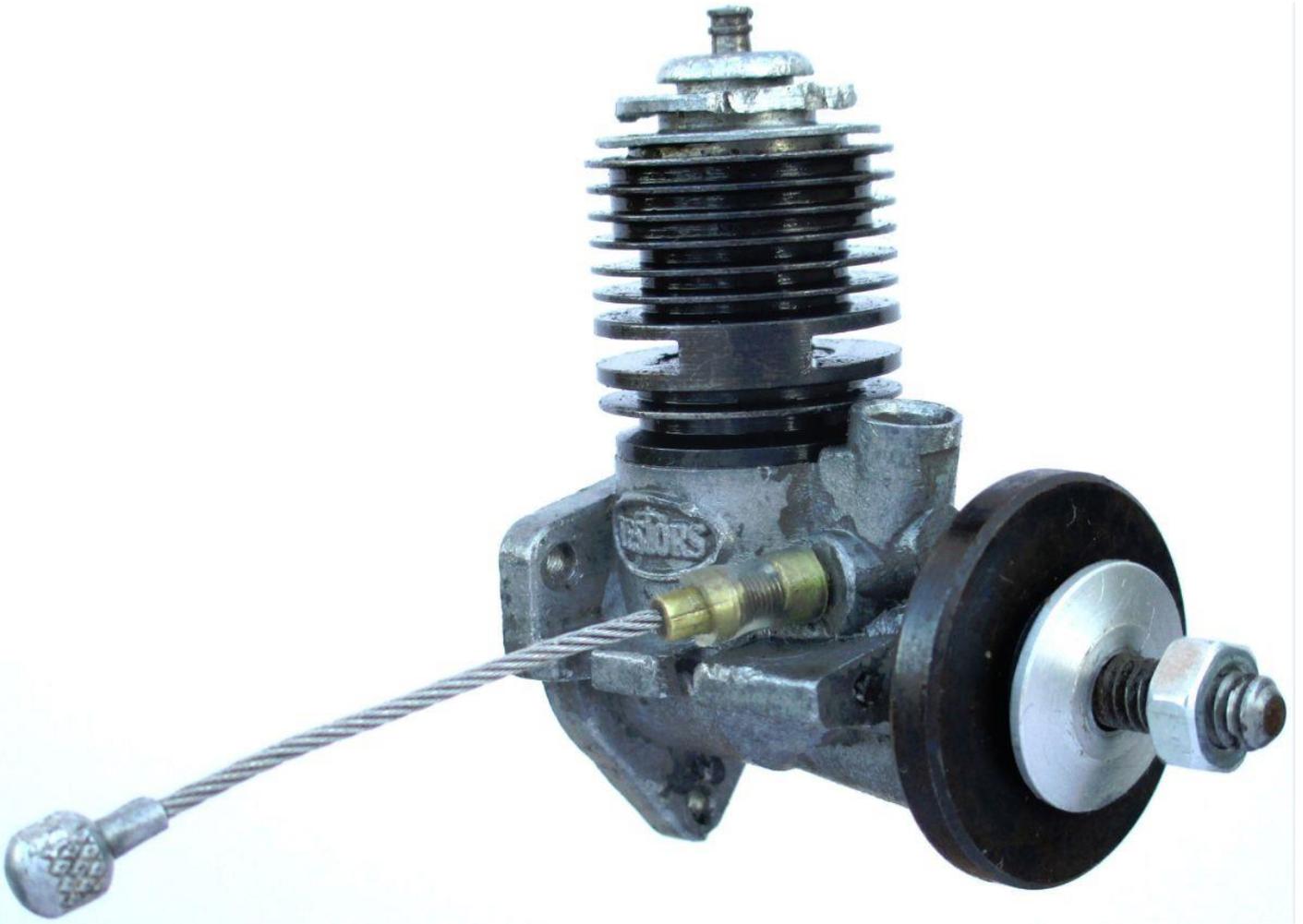
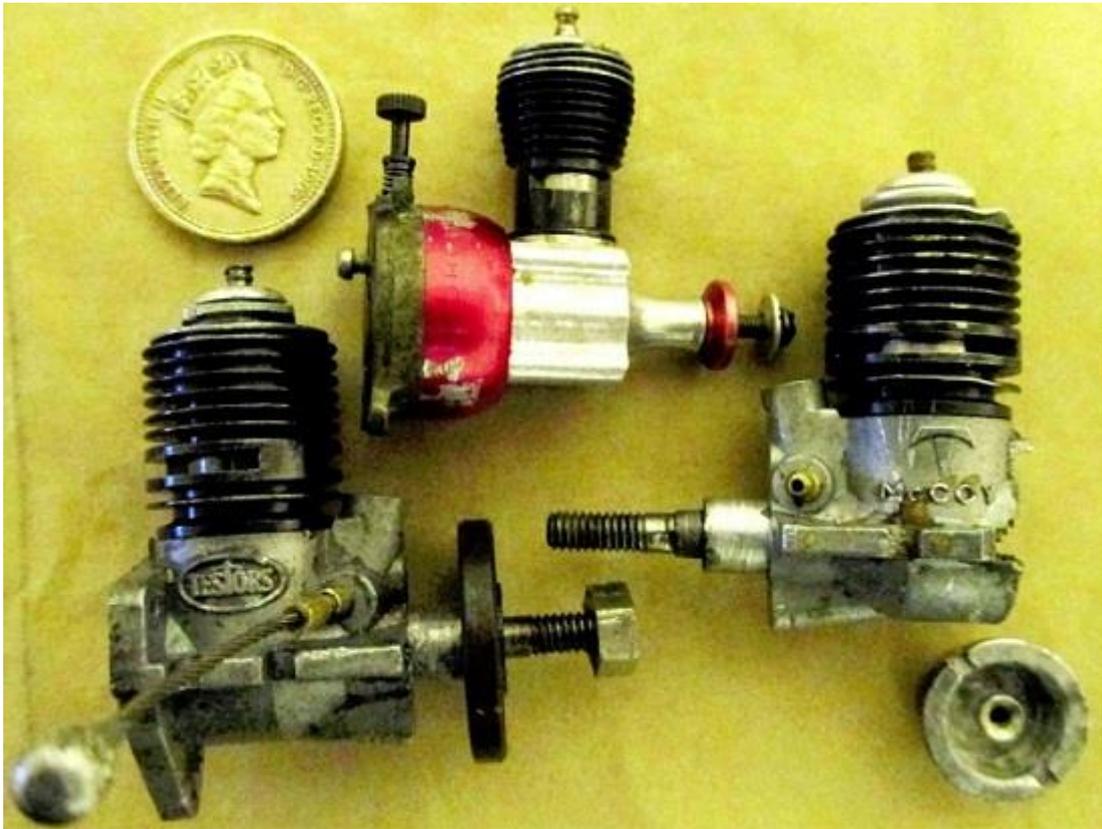
Span is 3.8 metre's, power is an Hacker A20-6 with 4.4 gearbox driving an 16X10 prop, via 3 cell 2200 Lipo, 55amp ESC and 10 amp BEC.



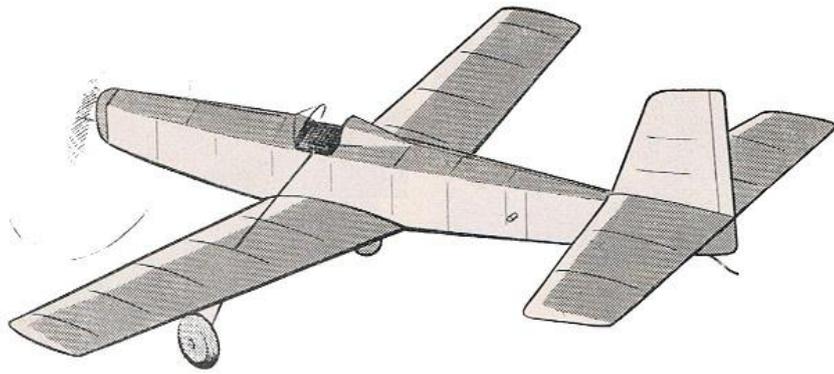


From Bill Wells

I know a lot of people despise these little McCoy / Testor engines but I like them. So when at a swapmeet the other day I jumped at the chance to buy these three engines for £3! This one runs really well and I am hopeful of getting the Pee Wee to run despite a broken backplate.



Jackdaw by K F P Rutter a low wing rubber driven sports model from Model Aircraft October 1952



This model was designed just for fun, without any contest aspirations to worry about, and is ideal for sports flying in small fields, or if you ever get tired of chasing Wakefields and A\2's for miles across country. Construction is robust, with knock-off wings, and the original has survived many contacts with obstacles, so far without damage. Build the fuselage as a simple slab-sided in the usual way, then add the top formers and

spine. Add the sheeting on top of the nose and around the cockpit.

Make up the undercarriage of 18-S.W.G. wire, with the wheels, and bind with thread to the inside of the lower longerons. Smear the binding with cement. Add the 1/8-in. sheet fairing at the extreme rear of the fuselage and sand to a knife edge. Finally bind and cement the two 3/16 in. long pieces of 20-S.W.G. brass tubing to the longerons at the cockpit.

The wings are built flat on the plan. Use the angle template to ensure that the root ribs are inclined from the vertical at the dihedral angle. Make up the struts from 20-S.W.G. wire and be certain that these are the exact size and shape shown on the plan, or the dihedral will be wrong. Bind the loop of each strut to the wing and add the gussets. Then add the 1/8 in. square "tongues" to the root ribs, making sure that they are in the same position on each rib. Insert the hooks-bent pins -through tongues and ribs and cement well.

The tail and fin are built flat on the plan in the usual way. It is better to cover first, then assemble the rudder to the fin, and the fin to the tail.

The propeller construction is shown on the plan but if you prefer it a normal block 9 X 1 1/2 X 4/4in. can be used. There is a 3/16 in. diameter hole through the propeller, with pieces of tin, drilled with 18-S.W.G. wire, set in at back and front to give a bearing. The noseblock can be carved from block or laminated as shown, with an 18-S.W.G. brass hush. To make the shaft, bend the front winding hook first, slip on the washer, propeller, more washers and the nose block, and finally bend the motor hook and cover it with plastic or cycle valve tubing. The whole model is covered with lightweight Modelspan, and if you want it to fly don't plaster it with coloured dope. When the covering is complete add the windscreen and head fairing and the key of 1/8-in. sheet under the tailplane.

The motor is four strands of 3/16 in. X 1/24-in. rubber, 15 in. long, tensioned with 50 turns on each half, and lubricated with castor oil. The model should weigh about 1 3/4 ounces ready to fly.

Before flying, remove any warps that inferior dope, tissue or climatic conditions may have caused (it couldn't be you, of course) with the aid of steam.

Check that the model balances at the point shown on the plan. If it doesn't, up to 3/8 in. each way can be trimmed out without trouble. If it is more than that off balance try changing the wheels, or ballast at nose or tail with modelling clay. Then test glide in still air on to long grass. Fore and aft trim is not very sensitive and the best glide position will easily be found by packing up the L.E. or T.E. of the tail.

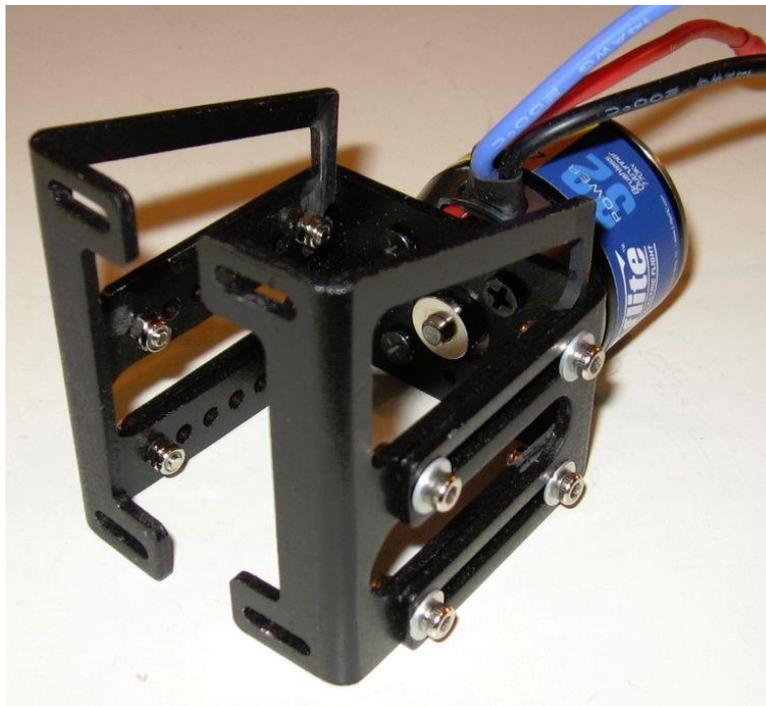
It will be observed that a certain amount of upthrust is built in. The model may need a little sidethrust and rudder to make it turn, but the rudder is sensitive and should be adjusted a little at a time.

It will be found that the layout is very stable under power, with less than the usual stalling tendency under the initial burst. R.O.G. is foolproof and a still air run of about 12ft. is required on 500 turns.

The motor will take about 650/750 turns but for sports flying a motor will last indefinitely if the turns are kept down to 500. On this, duration is about 50-60 seconds.

From Eric Adams SAM 54 Canada

I thought I'd send my latest conversion project for your amusement and possible inclusion in your worthy magazine. If you can use it, great. There's a few pictures included as well. We're just starting to get some decent flying weather here. This past winter has been loooong, the worst in decades.



Example of the “grunge” that covered the model, Power 32 on modified motor mount ready for mounting



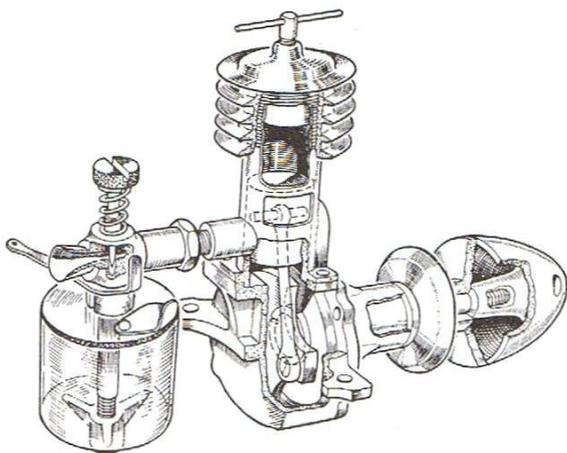
Ready for first flight in electric clothing



Relief all over my face after a perfect maiden flight

From Graham Crawshaw

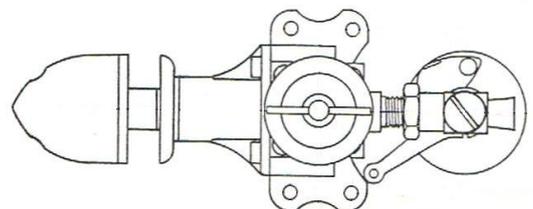
Attached pictures of my newest models Junior 30 with MP Jet 040 and Keil Kraft Snipe with DC Wasp



EDCompetition Special May 1948 Aero Modeller

As this is the first of a new series, a few words of introduction would not be out of place. It is our intention to deal in turn with each and every British engine, both petrol and diesel, that is on the market, giving the fullest possible information available. General information is being supplied by the manufacturers and the actual testing carried out by our well-known staff contributor, L. H. Sparey, whose experience of miniature motors and model engineering numbers twenty years or so. In addition to accurate three-view drawings, cut-away perspectives, and performance

graphs, details of a specially designed AEROMODELLER airscrew will be given for each engine. These airscrews are being designed by P. R. Payne, better known as John Halifax. another well-known contributor of ours, who is working in close co-operation with Mr. Sparey in this respect. Every engine that appears in this series will have been tested on the same equipment thus ensuring comparative results and we would



emphasize that considerable care and thought has gone into the test equipment used in order to maintain the highest possible accuracy.

TEST

Fuel, Recommended fuel was used.

Starting. Hand starting was used throughout. Once the correct settings have been found the engine starts fairly easily from cold. Rather difficult to start when hot, as controls must be readjusted to find correct setting for restart. The cut-out for stopping is very effective.

Running. Runs well and steadily when using recommended propeller, or when load is matched to output. Outside a speed range of 5 to 7,000 r.p.m. engine "hunts," and it is almost impossible to maintain a steady speed. This complicated the tests considerably.

B.H.P. As may be seen from the graph, power rises steeply with revs, between 5 and 6,000 r.p.m., after which a gradual flattening takes place culminating in maximum B.H.P. output at 7,000 r.p.m. The considerable figure of .109 b.h.p. is achieved, which is extremely good for a 2 c.c. engine, and compares well with the few published figures for b.h.p. available for small diesels, which are, in our experience, usually exaggerated. Above 7,000 r.p.m. power falls off to .08 b.h.p. at 10,000 r.p.m. This was the maximum speed at which engine was tested.

Static Thrust. The graph shows that using the maker's standard propeller, a maximum thrust of 17.6 ozs. was developed at 5,500 r.p.m. The particular engine tested would not run at higher speed with this load. It will be noted that static thrust falls quickly as r.p.m. decrease.

Tests were also made with an AEROMODELLER propeller specially designed for this engine. Maximum revs, attainable with this airscrew were 6,500. which reaches very nearly the maximum b.h.p. revs. Static thrust developed at this point is 18.7 ozs. it was not found possible to run the engine consistently at a speed below 5,000 r.p.m. with the AERO-MODELLER propeller.

GENERAL AND CONSTRUCTIONAL DATA

Name. E.D. Competition Special.

Manufacturers' Name and Address. Electronic Developments (Surrey) Ltd., IS, Villiers Road, Kingston-on-Thames, Surrey. Tel. : Kingston 1223.

Retail Price. £4. 17s. 6d.

Delivery. 7 days.

Spares Service. Complete spares service direct from factory with 14 days delivery.

Type. Compression Ignition "Diesel."

Specified Fuel. 1 part Ether Meth : 1 part Castor Oil :, 1 part Paraffin Oil (Burning).

Capacity. 2 cubic centimetres : -122 cubic inches.

Weight. Bare 6 ozs. With 11 in. prop. 6 1/2 ozs.

Compression Ratio. 16-1.

Mounting. Beam. Upright, or inverted.

Recommended Airscrew. Free flight 11 in. dia. 5 in. pitch. Control line 9 in. dia. 11 in. pitch.

Recommended Flywheel. 2 in. dia., weight 4 1/2 ozs. Obtainable from manufacturers price 10/ 6d. with washer and Simmonds nut.

Tank. Plastic, capacity, 4 to 4 1/2 minutes running time.

Bore. F1/2in. Stroke. 5/8 in.

Cylinder. Hardened steel, ground and honed to accuracy of 0.0001 in. Ports: 2 exhausts, 1 induction, 2 transfer. The induction and transfer ports are soft soldered to the cylinder.

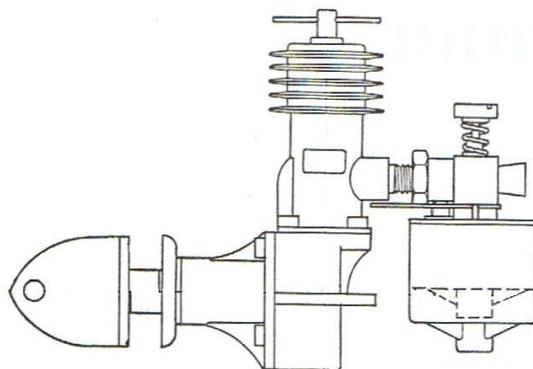
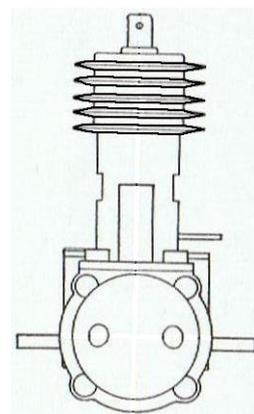
Cylinder Head. Duralumin with 5 cooling fins. Screwed on to cylinder with clearance for contra piston.

Contra Piston. Hardened steel, ground and honed to 0.0001 in. limits, adjusted by means of a Vernier Compression Screw.

Crankcase. L.33 alloy. Pressure die-cast and webbed to give maximum strength.

Piston. Cast iron, ground and honed to 0.0001 in. accuracy. Deflector milled to coincide with transfer port. No rings.

Connecting Rod. Hardened steel, bored and ground to 0.0001 in. limits.

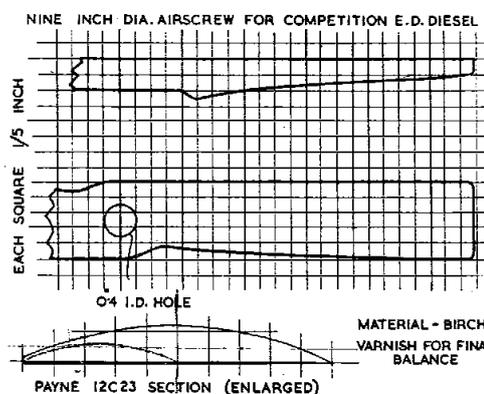
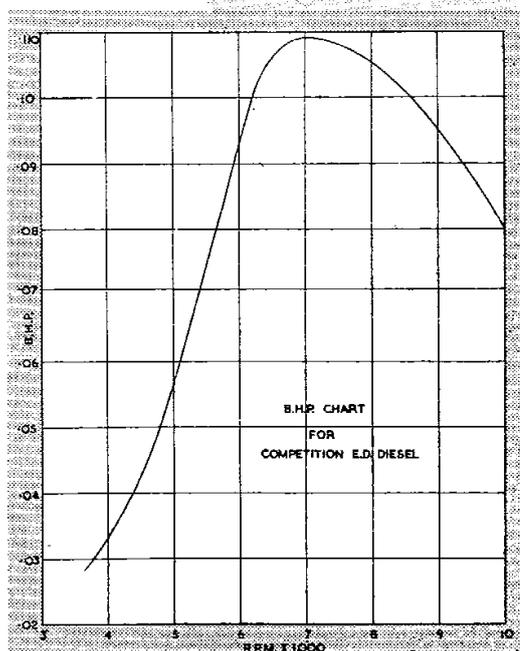
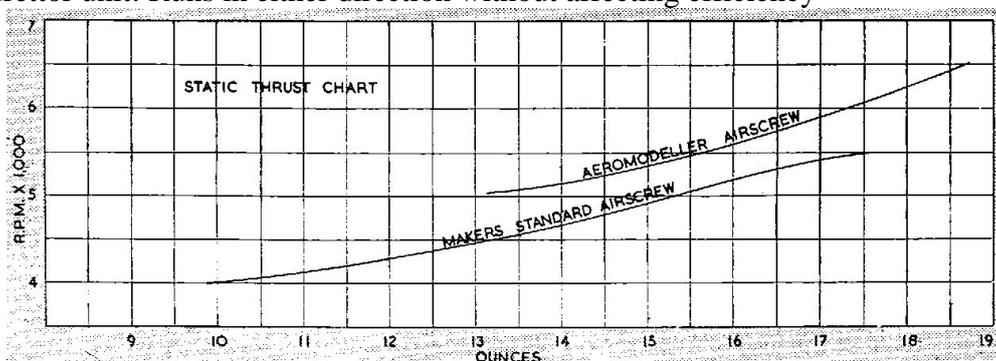


Crankpin Bearing. Plain bearing machined from solid integral with crankshaft. .

Crankshaft. Machined from S.14 hardened and ground to 0.0001 in. limits. .

Main Bearing. Bearing housing made from L.33 material, pressure diecast, and bushed at each end with cast iron bushes. leaving 1/32 in. clearance between bushes. The bushes are ground to 0.0002 in. limits.

Special Features. Built in cut-out: Vernier compression adjustment: Specialised timing giving maximum possible power: Easily converted for inverted running by slackening carburettor locknut and reversing complete carburettor unit: Runs in either direction without affecting efficiency



ORDINATES FOR PAYNE 12C23 SECTION

STATION	0	2	5	10	20	30	40	50	60	70
UPPER	0.3	2.1	3.6	5.7	8.5	10.3	11.8	12	11.4	10
LOWER	0.3	0.7	-	-	-	-	0.42	-	0.28	-

80	90	100
80	49	0
-	-	0

James from Brian Cox

As you saw, the very first Aeromodeller engine test was done on this Comp. Special, in the issue of May 1948.

Surprisingly, there are a couple of minor errors in the Aeromodeller drawing. The mounting lugs are shown to be below the crankshaft centreline, which isn't the case, and the main bearing webs aren't properly represented either...

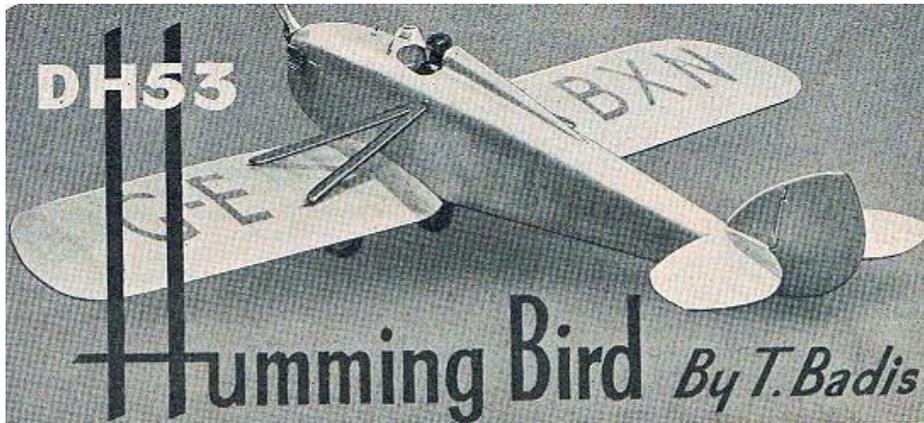
In fact, all the old ED side-port engines (Penny Slot, Comp. Special and 2.49) use the same basic castings, and the crankcase has an unusual feature that I've never seen mentioned. The crankshaft centreline doesn't correspond to the lower surface of the mounting lugs (as it normally would), it actually coincides with the centre of the lugs, i.e. the thrustline coincides with the middle of the lug thickness and not with its lower surface. I thought this may be unique, but I've noticed that the American « Micro .15 » has the same arrangement.

My photo shows a very early Comp. Special, in its exact original configuration. Over the following years, E.D. made many detailed changes, so that later Comp. Specials may differ significantly in relation to the one shown... In addition to this, many (most) of the side-port engine parts are interchangeable between the various models, so there are a lot of hybrid engines around, as a result of people swapping parts... It's not rare to see a purportedly « rare 2.49 side-port » that, on close examination, started life as a Comp. Special or Penny Slot...

To conclude on a more positive note, I've just done a short video showing the running of an early Comp. Special, it's here:

<http://youtu.be/12SJWhNczz4>





DESIGNER... Member of Bromley M.A.C. . . . Age 19 . . . Commercial Artist . . . Interested in all free flight, particularly scale and radio control . . . No other hobbies.

The D.H. 53 was designed in 1923 by the De Havilland Aircraft Company to be entered in a series of trials organised by

the "Daily Mail" at Lympne.

The R.A.F. Humming Birds were painted aluminium all over and had red, white and blue roundels on the sides of the fuselage and the underside of the wings only. The rudder had vertical stripes of red, white and blue, and carried the serial numbers (J7270-3) in black. The colouring of the civil machines was aluminium all over, with (as in the case of G-EBXN) green struts and lettering.

Fuselage Construction

Start by building up the sides of 3/16 in. square medium balsa. When the cement is hard, remove the sides from the plan and steam the rear of the longerons to the shape drawn on the plan. Join the sides together with 3/16 in. square, and cement the stern posts together. Next cement on F 1 ply bulkhead, then add formers 2-11, and sheet with strips of 1/16 x 1/2, holding down the strips until the cement has set hard. Remove the pins, and sandpaper lightly until smooth. Cut out the hole for the cockpit and smooth down the edges with fine sand paper. Next carve out the headrest from soft balsa, and hollow out to an overall thickness of 1/8 in. Drill the engine bearers to suit the engine being used and make sure the right amount of side-thrust is incorporated. Insert the bearers using fish glue. Bind the undercarriage tube to one-eighth ply former with tinned copper wire, and solder the tube. Build up and cement the lower part of the cowling after the engine has been mounted, and then carve out the top from block balsa. Sheet the underside of the fuselage with one-eighth sheet inserts up to the rear of the cockpit and cement a strip of 1 mm. ply where the front of the undercarriage wire is spring tensioned to the fuselage. Drill holes to take the fibre tubes that hold the wing and strut fixings and cut a space in the sternpost large enough for the pendulum and weight to pass through. Bend and bind on the tail skid and then construct the undercarriage as in the diagram.

Tailplane and Fin

Cut the elevator to outline from 1/8in. sheet balsa and add 1/8in. X 1/8 in. strip to represent the ribs, then sand down to airfoil section. The fin is built up of 3/16 in. sheet and sanded down to a symmetrical section. It is then divided down the hinge line and the tubing and dowel is cemented and fixed with tape, or sewn on. Push the pendulum into the rudder and secure with cement.

Wings

Cut out the wing tips and spars from 1/8 in. sheet and the trailing edge from 1/16 in. sheet. Start building by pinning down the trailing edge and wing tips. Cut out the root ribs and drill the holes for the dowels. Lay down the lower capping strips and cement and pin down the leading edge and two spars.

Bend or steam the upper capping strips and cement in place with the aid of pins. When the cement is dry remove from the plan and sandpaper the leading edge shape. Reinforce capping strip between the two main spars with scrap balsa.

Flying

The c.g. is 2 1/4 in. behind the leading edge of the wing. The model should be weighted to balance slightly nose down at this point. Check the alignment of flying surfaces, making sure there are no warps, and fix the movable rudder. Test glide near to the ground over long grass, adjust tail incidence if necessary. The original with 4 deg. side thrust turned slightly to the left under power and to the right in the glide. If the model stalls under power, apply slight downthrust.

Dave Bishop of DB Sound email davebishop_dbosund @yahoo.co.uk

The weather was perfect at Shuttleworth Collection on the RC Model flyers Mayfly weekend of May 3-4 and the only air movement was the rick thermals which were in abundance.

There was a goodly turnout (as always) of traders and acquaintances were re-made along by the flight line. This involved some necessary purchases of course including a good chat with the trader business pair Ali and Jane Machinchy of Al's Hobbies. They told me that their son Ali junior had been offered a job he couldn't refuse in America and he was on his way there with his family. He will be much missed (especially by me) on the show lines at the many events he attends as the top star demonstrator.

I had a change of venue and walked over to the free flight area on the left hand end of the airfield. The place was packed with many old friends from over so many years, still flick starting small diesel engines like they did some 50 plus years ago. There was an awful lot of electric out runner motors powering free flight models with many of them from the old Keil Kraft kits. A number of other modellers told me that they had bought their kits from Leon Cole of Belair who sadly for many modellers, wasn't trading at the show.

I took quite a few free flight models pictures and if editor James Parry would like to include them I'm sure S&T readers will be pleased to see themselves out enjoying this wonderful place. Old warden always fills me with such enjoyable vibes. (More next month if the editor allows?)

Dates to diary at Old Warden where there are excellent toilets and a super restaurant and book shop July 19 and 20 where the theme for the weekend is the 100th anniversary of the starting of world war one. The next ADH aeromodelling event will be September 27-28 which is the "Festival of Flight". Model flying at all future events will be from 10am till 6pm both days. Come and enjoy a friendly family atmosphere where a good time is guaranteed. The people who run the modelling side of Old Wardens events are Ken (editor of R/C Model flyer magazine) and Sheila Sheppard, along with Mike and Joan Reynolds who look after the many trade stands.

All the best,



Alex Wilson from Cambridge had his Kittyhawk in Chinese colours.



High pressure gas engineer Brian Spencer from Solihull and his 30" wingspan Cresta powered by 2 cells.



Superbly detailed Siemens D3 Shochart flew R/C by Peter Iliff.



Armstrong Whitworth FK8 scratch built by Ron Johnson at 36" wingspan. The full size aeroplane had history inasmuch as the pilot (named Mumford), was the first airman to receive the VC. After being shot down in "no man's land" with his aeroplane on fire, he rescued his observer and dragged him to safety. Show people will remember Ron's uncle at the red boiler suited Cyrano Kid- David Johnson, now living happily in France with his wife Dorothy. The FK8 is powered by 8 strands of quarter flat rubber.



David Hunt (67) retired RAF Squadron Leader with his 91 years old father (also a modeller) and their 23" wingspan Keil Kraft Eaglet. It had 3 channel spectrum radio and weighs just 55 grams (2 ozs) . It is covered in tissue and banana oil. David flew Hunters/Phantoms and Tornado's and had buddies such as Chris Gold, John Swain and Rod Dene all ex RAF and totally dedicated aeromodellers.



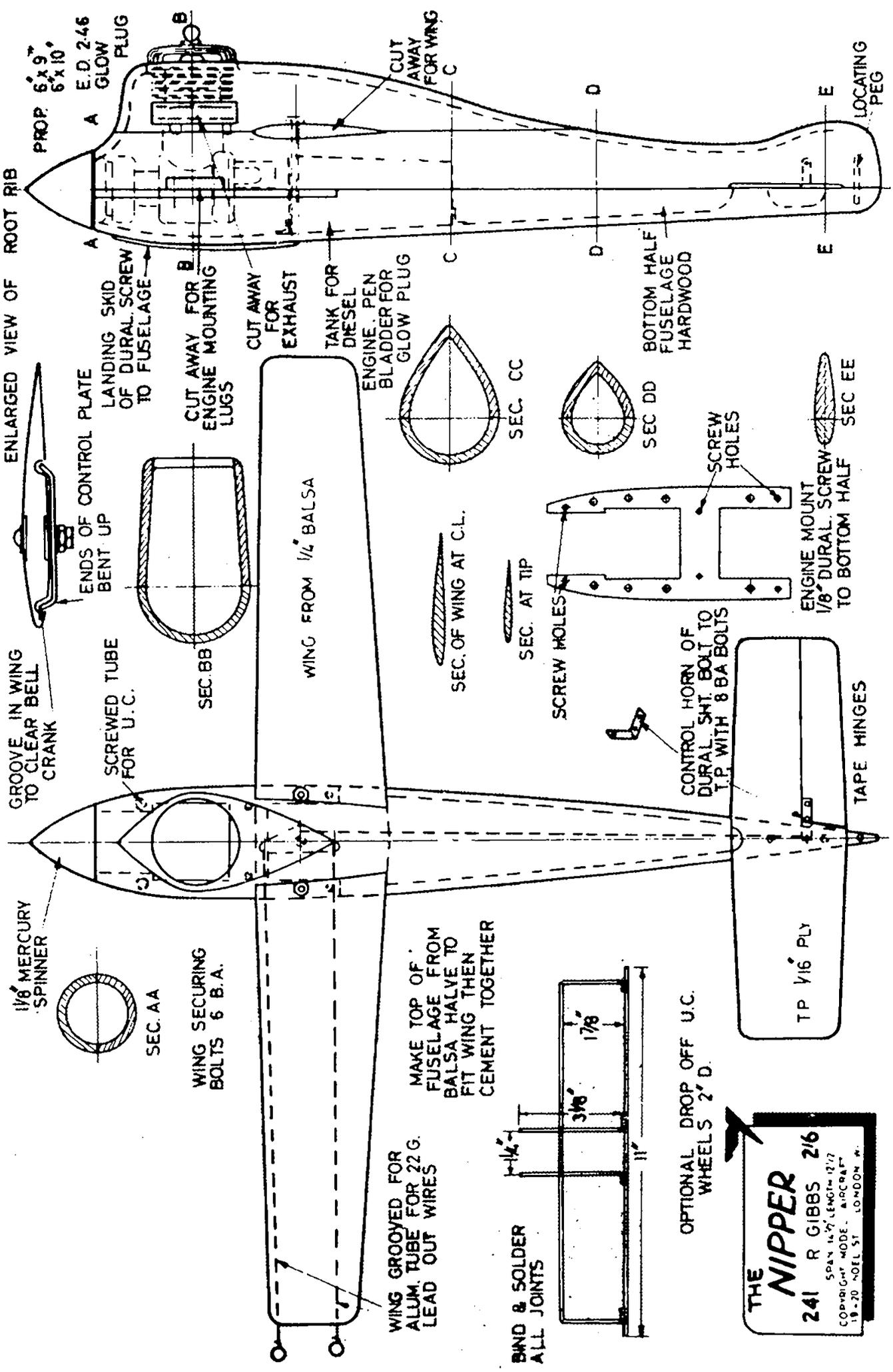
Keil Kraft Pirate with an ED Baby up front and a 6X4 prop by Colin Shepherd.



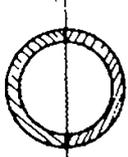
Two very special people and with the one on the right seen for many years at all full size aeroplane shows worldwide. The lady is his "proof reader" so that gives you all a clue as to who he is. There is a gentleman guest on the left end with his model. Now who can identify the mystery man on the right?



The one and only Rick Morris retired senior aeroplane jet jockey with umpteen thousand hours on his log book. Always at Old Warden and Rick is a beautiful builder of models seen here is his electric Tom Thumb.



1/8 MERCURY SPINNER

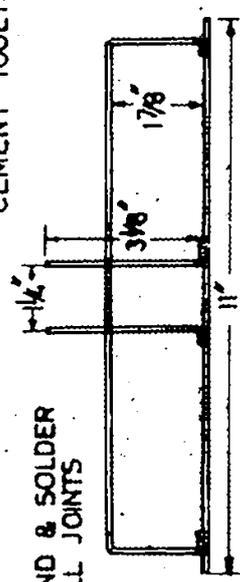


SEC. AA

WING SECURING BOLTS 6 B.A.

WING GROOVED FOR ALUM. TUBE FOR 22 G. LEAD OUT WIRES

MAKE TOP OF FUSELAGE FROM BALSAs HALVE TO FIT WING THEN CEMENT TOGETHER



BND & SOLDER ALL JOINTS

OPTIONAL DROP OFF U.C. WHEELS 2" D.

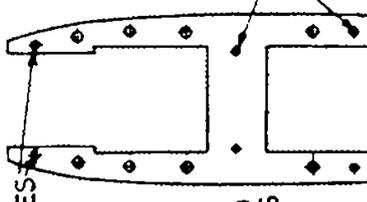
THE **NIPPER**
 241 R GIBBS 216
 SPAN 14 7/8" LENGTH 12 7/8"
 COPYRIGHT MODE. AIRCRAFT
 19-20 NOEL ST. LONDON W.

TP 1/16 PLY

TAPE HINGES

CONTROL HORN OF DURAL. SMT. BOLT TO T.P. WITH 8 BA BOLTS

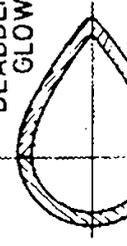
ENGINE MOUNT 1/8" DURAL SCREW TO BOTTOM HALF



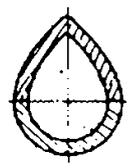
SCREW HOLES

SEC. AT TIP

SEC. OF WING AT C.L.

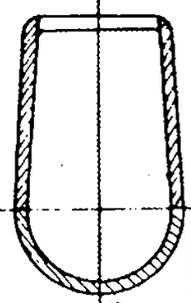


SEC. CC



SEC DD

WING FROM 1/4 BALSAs



SEC BB

SCREWED TUBE FOR U.C.

ENDS OF CONTROL PLATE BENT UP



LANDING SKID OF DURAL SCREW TO FUSELAGE

CUT AWAY FOR ENGINE MOUNTING LUGS

CUT AWAY FOR EXHAUST

TANK FOR DIESEL ENGINE. PEN BLADDER FOR GLOW PLUG

BOTTOM HALF FUSELAGE HARDWOOD

ENLARGED VIEW OF ROOT RIB

PROP 6x9 6x10

E.D. 246 GLOW PLUG

CUT AWAY FOR WING

LOCATING PEG

Nipper from Model Aircraft July 1956

“GADGET” GIBBS tells you how to build and fly the – NIPPER 2.5 c.c.

World record holder

Ray (“Gadget”) Gibbs is without doubt one of the most consistent and successful speed fliers in this country and in addition to his many contest placings he at present holds two of the three F.A.I. world speed records. In this article he gives constructional details for his 2.5 c.c. Nipper model, and passes on some of his incomparable “know how” on the preparation and flying of speed models in general. The Nipper, so called because it is built to the smallest of the three F.A.I. classes, is an easy model to build and fly, but, as with every other form of competitive flying, practice is necessary for success.

Construction

The bottom half is made of hard wood, so that the screws holding the engine mount, which is made of 1/8 in. dural, can hold firmly. The top is made of balsa and is constructed from two pieces of block to enable the wing to be inserted and securely cemented. The wing is sanded to section before the grooves are cut for the lead-outs. The tailplane is screwed to the bottom half. This, I think, is stronger and enables it to be replaced easily.

Props

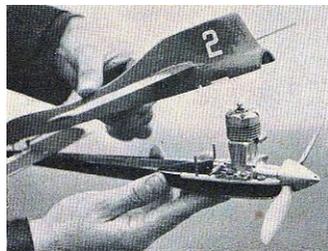
The best props I have found are the American Tornado series; these are very well designed and made, and definitely give increased thrust in the air over any other prop. The right pitch can only be found by trial and error; much depends on how well the model is finished. I do not produce a fantastic finish and have found a 6 in. X 9 in. prop the best, but a very clean model might possibly get away with a 6 in. X to 10in., and of course this should give more speed, but there is no point in using a high pitched prop if the model will not allow the motor to reach its peak r.p.m. With the engine working below its peak it is useless, for one cannot hope to get the speed if one does not let the motor rev.

Fuel and Engines

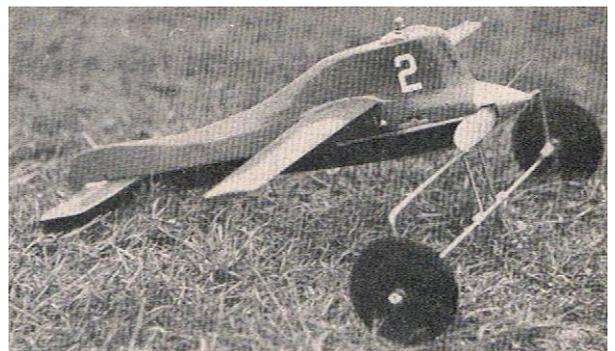
The original model was powered with a glowplug engine, because glow fuel gives greater scope than diesel fuel for experimenting with “hot” mixtures. Also one can use a fountain pen bladder as a tank (diesel fuel will quickly rot these rubber bladders). As a pen bladder feeds under pressure it will give a better engine run throughout the flight, whereas with a tank one has to wait for the motor to come in, which is usually after several laps, so when a tank starts to feed properly, the motor is often too hot for its best performance. With a pen bladder, however, maximum power is delivered from the start, which means that flights can be shorter and there is less wear on the motor. The best fuel, I have found, is as follows:- 40 per cent. B.D.H. nitromethane. 30 per cent. Esso methanol. 25 per cent, lubricating oil. (This is very important. Do not use medicinal castor oil as it tends to break down at high speeds.) 5 per cent. nitro-benzine. (I found it helped to mix the large quantity of nitro-methane with the methanol and oil and it had no ill effect, in fact it seemed to give the motor a better note.)

Lines and drop-out

The lines are of prime importance. These should be checked before each flight for kinks and bends. I use a new set of lines every time Out, for safety. I do not believe in pull tests no matter what other people say; it is not the actual pull that damages the lines and models but the way it is done. Pulling on one side of the handle, thus stretching one line only, holding the fuselage and weakening the wing and bellcrank fixing, jerking and twisting, etc., cause more failures than any amount of flying. For F.A.I. contests a



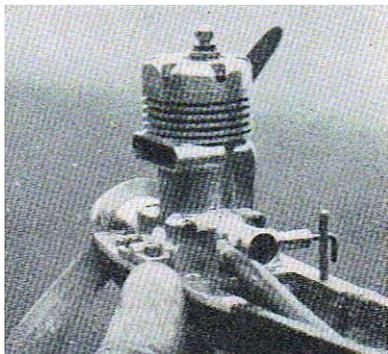
drop-out is needed, but for normal use the easy way out is hand launching. The Nipper can be hand launched with safety, and with the constant feed from a pen bladder there will not be any Fading Out after launching as is liable to happen with a normal tank. If a drop-out is used make sure it drops out easily, otherwise you will find yourself flying with it still attached, and, believe it or not, the model will



fly quite well, only much slower.

Taking off and flying

The model, even though lined up straight and set off level, will tend to run out. This I cannot account for, but it seems to happen with every model. It is, however, quite safe provided you do not pull on the lines. The person who releases the model plays a very important role. It is no good having someone who is nervous and shaky. The way the model takes off depends entirely on how it is released. If it is set off pointing into the circle, you have had it; if, on the other hand, it is pointed Out it will tip over on one wing. The only way is straight. For hand launching, the lines must be kept tight and the model launched smoothly and pointing out from the circle. Once airborne it handles very well and is easy to fly, and remember it is not necessary to break records to win contests.



Close up of the 2.5 c.c. Carter engine which powered the original model. The pen bladder tank can be clearly seen.

Shilton Vintage Tony Tomlin.

A new event for R/C vintage fliers took place at Shilton, situated two miles south of Burford Oxfordshire, on the Spring Bank Holiday weekend, May 24-25-26th. The event was organised by Derek and Val Foxwell and Nick Blackwell, all our thanks to them.

The fliers were met with a large flat field with a neatly cut strip and the rest covered in soft non damaging grass [it was suggested this must be like the soft grass always mentioned in the trimming instructions of the Kiel Kraft free flight kits!] The field was also clear of obstructions which pleased all.

Unfortunately the first day of the three was a washout with rain most of the day and no flying. The Sunday, although windy, was warm with a good deal of sun. Soon the air was full of the sound of 2 and 4 strokes and diesels. Flying went on all throughout the day with around 25 signed on. Sam35 Magazine Editor, Colin Hutchinson was having a great time with his Junior 60 flying well in the wind. Tony Tomlin had his 40+ year old Mini Concord that made light of the conditions, as did the electric Tomboy Senior of Derek Foxwell. Steve Roberts, well known for his interesting videos of aeromodelling events that can be seen on YouTube, was also flying a Junior and Super 60. He also fitted a camera to his Tomboy for the competition later in the day, the results of which can now be seen on YouTube.

Tomboy 3 and Senior Competitions

In the hotly contested 36" span Tomboy 3 class, 14 year old James Collis showed the old hands how to win!! Tom Airey was second at 4min 25 secs. landing a little over 30 seconds before James, with Tony Tomlin claiming third. Tony was lucky as his engine went "off song" soon after launch and he spent most of the flight 'parked' at 200 feet.

The Tomboy Senior class

Started with 7 entries but sadly Derek Colin lost his model downwind after an electrical problem. He returned with the model undamaged after a long search, understandably exhausted. Peter Rose, who always puts up a good performance, won with a time of 7 minutes 15secs followed by Barrie Collis at 3 seconds short of 7 mins. Tom Airey managed third place landing well over a minute after the winner.

We were pleased to see Val and Paul Howkins who organise the popular Cacklebarrow Events. Val presented the Tomboy competition winners with their bottles of bubbly etc and certificates to bring to a close a good days flying. The third day of this meeting, although shortened by rain later in the day, again had 15+ fliers and all appreciated the opportunity to fly at this excellent site.



Team Tom Airey ,out of luck this time.



Windy most of the day which inhibited some of the flying [not the brave Tomboyists!]



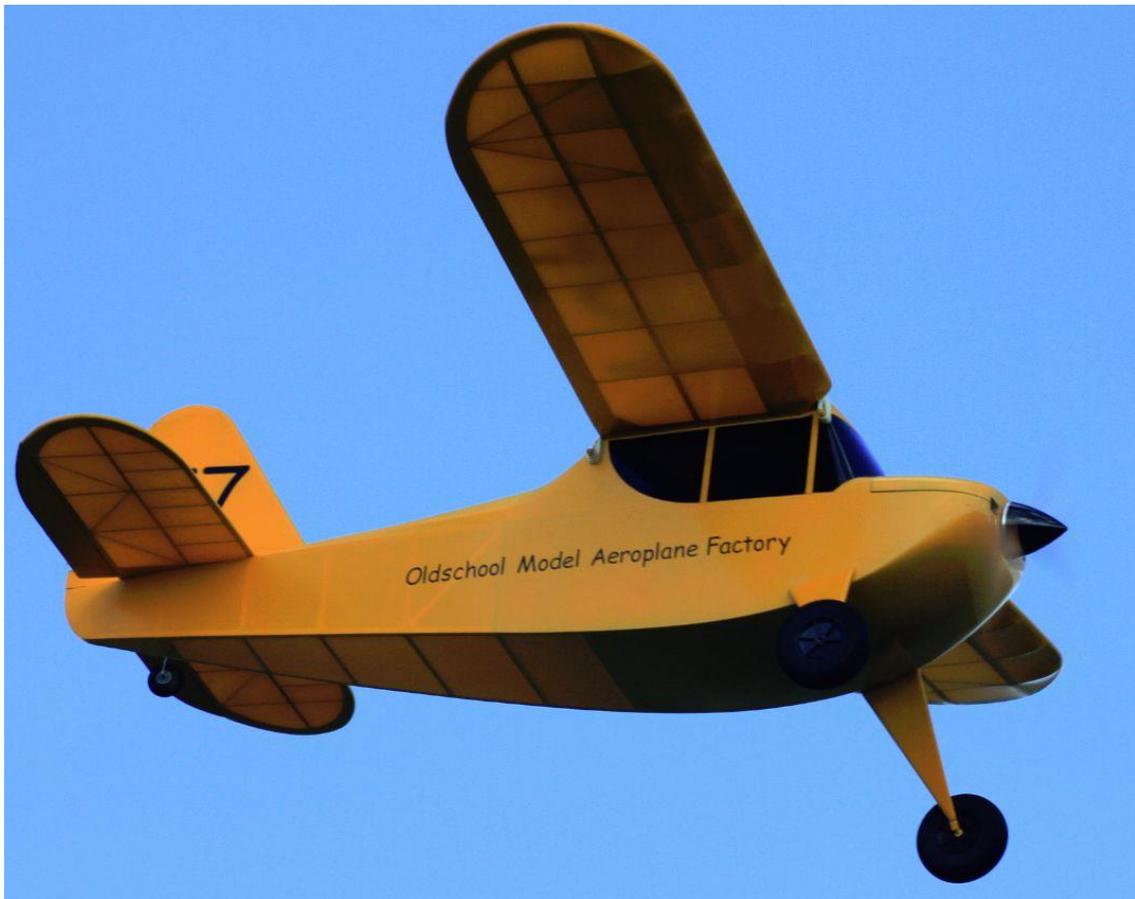
First in Tomboy 3 James Collis



Sam 35 Mag editor Colin Hutchinson enjoying the flying



Frankenstein by Boycot Beal



Derek Foxwell's Popsie at Shilton (Soory I don't know who took the photo)

Vintage Power Duration at 2014 Free Flight Nationals From Bill Longley

Winner Wes Denton – Jumpin Bean
2nd Place Ian Lever – Starduster 900
3rd place Bill Longley - Ramrod 1000



Winner Wes Denton



Bill Longley Starduster 1200



Cox TD 15



Bills Stardusters



Ian Lever Starduster 900 650 watt



Joe Heys Creep, Cox TD 15



Ian Lever Lola MP Jet

Middle Wallop Sunday 1 June

The reason for S&T being a couple of days late I wanted to include some photos of MW. What a great days it was with all three disciplines FF, RC and CL being well attended. Not sure about other comps but the P E Norman Memorial could have been better. There we 4 Natznees around but in the end only Peter Scott was around with his. Brand new model unflown he gallantly test glided into the long grass and after a minor alteration to trim flew under power. Over to the photos starting with Peter's Natznees.





Angelo and large Tomboy



Tony Tomlin's collection of the day



Bill's models



Dave Ashenden on way to flight line



John Taylor about to fly in VPD



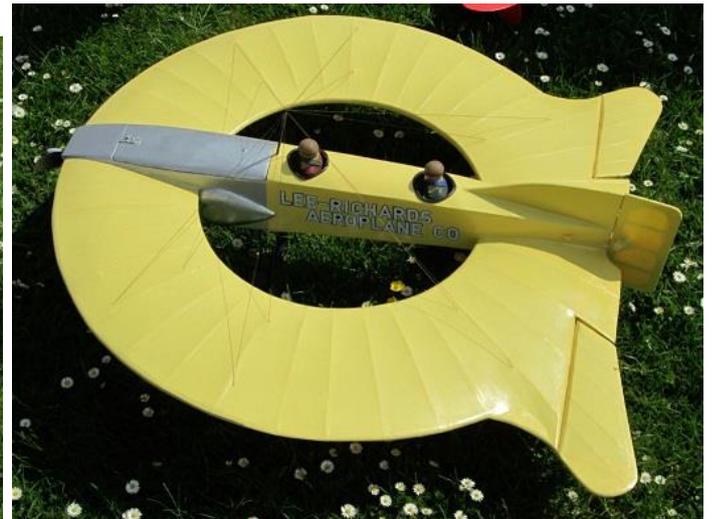
Richard Preston's Knilch (Translated is Clown)



and Matador



Mike Burke's models



Closer up of his Lee - Richards Aeroplane Mk IV





Fantastic Lancaster four electric motors free flight by Peter Smart







Peter Smart's models and Lancaster below







Barbara Tiller getting ready for the Jimmie Allen competition





EB4 a 1947 Italian Design







Nick Peppiat's model







John Huntley looking pleased













Den Saxcoburg gave his car a few "flights" RTP







Richard Preston's Knilch with Irvine Mills 1.3





From Bill Wells

I was somewhat taken to task in criticising foam models in a previous article. I think that most of us of a certain age like building models as well as flying them and so we tend to look down on the 'buy it n' fly it' brigade. Everyone to his own but I put it to you if you like building from scratch you can still make use of RTF models from time to time and you will of course have the advantage of being able to make repairs should they be needed. So let me explain why I have a ceiling tile powered by a mini hair dryer. I was looking for a model that was small enough to fit in the car already assembled. That I could fly from a playing field in an urban environment where there were houses on opposite sides with a main road and a high wire fence leading to a private field on the other opposing sides. I checked the local bylaws and there was no restriction to flying model aircraft however the locals were clearly not going to put up with any IC powered model. So the model had to be electric powered. To minimise any possible damage to a third party a pusher prop would be preferable. The model had to be light weight and relatively slow which pointed me towards a foamy pusher glider. I finally settled on a Graupner UHU, initially powered by Nmh 7.2 volts (6cells) battery. With a 400 brushed motor the model is not grossly over powered!! It is terribly easy to get the wrong side of the drag curve with a bit too much bank which becomes even more challenging as the Nmh battery voltage drops. Scooting around the field at low level looks very smart but a bit too much bank and then not even full power will recover the model from an inevitable impact!! The rudder is too slow to get the bank off and in the case of Nmh batteries the power slowly falls off which reduces any chance of a power over drag recovery. Back at the club field there was the challenge of the rugby posts. While attempting to fly the model around the back of the rugby posts I managed to hit one. Clearly my depth perception wasn't that good that day and the post stood its ground! There was a dent in the wing but otherwise the model was undamaged!! So I carried on flying it. Then it became a bit of an obsession if the wind was right to fly the model through the rugby posts, below the bar of course!! I wouldn't dare try that with a normal model and needless to say there were a few times when the posts got in the way!! Take liberties and eventually you have a real lulu of a crash. I was using the normal model field which was covered in snow, there was absolutely nobody there not even a dog walker, they obviously had more sense than me. I wanted to have another go at flying the model upside down, just for a short while as I had done on previous occasions. So a half loop and upside down for a few seconds, then it all went horribly wrong! I completely lost the plot! Not helped by the white hillside background (white model) it is difficult to describe what happened next but it didn't half hit the ground (snow) in an extremely steep turn almost upside down. The impact broke the propeller (not bad considering it was a folding pusher prop) the fuselage broke in several places and a large chunk was knocked out of the trailing edge of the wing. It also saw the beginning of the end of the battery. I didn't try that again except to recover from an un-demanded dive.

So basically I used the model more sensibly after that and would quite often sling it in the car as a back up model just in case the one I wanted to fly had a problem. Eventually I saw the light and went to a 2S lipo which greatly improved performance and duration. One day I arrived at the field to find it covered in a layer of snow. There were two other modellers that had overpowered electric models with shirt button wheels taking off from the access road which was covered in ice, formed by compressed snow. I didn't want to be left out so let the UHU slither along the ice to get airborne. In the kit there was a mono wheel conversion which would work on a hard surface but as all the sites I was using were grass so I omitted this feature. As the years went by I still managed to damage the model from time to time mostly nose damage but occasionally the fuselage under the wing. Then things got hostile! It would go for many many flights and nothing would happen then suddenly without any significant trigger the model would enter a dive, but worse still, up elevator steepened the dive angle! It was as if the elevator was acting as a trim tab deflecting the whole rear fuselage downwards. The rear fuselage boom (kept rigid by an internal carbon fibre tube) was becoming a bit flexible just where it joined the underside of the trailing edge of the wing. The first two of these dives into the ground made me think about what was happening. Clearly the radio was working as up elevator worsened the situation. When the third dive happened at height I took the plunge and put full down on, it bunted to the inverted then with enough height a half loop with a landing straight ahead. My mate wondered why I had landed in the adjacent field but he didn't see what had happened. Without doing anything to the model I then flew it around the field no problem! Then a similar incident happened

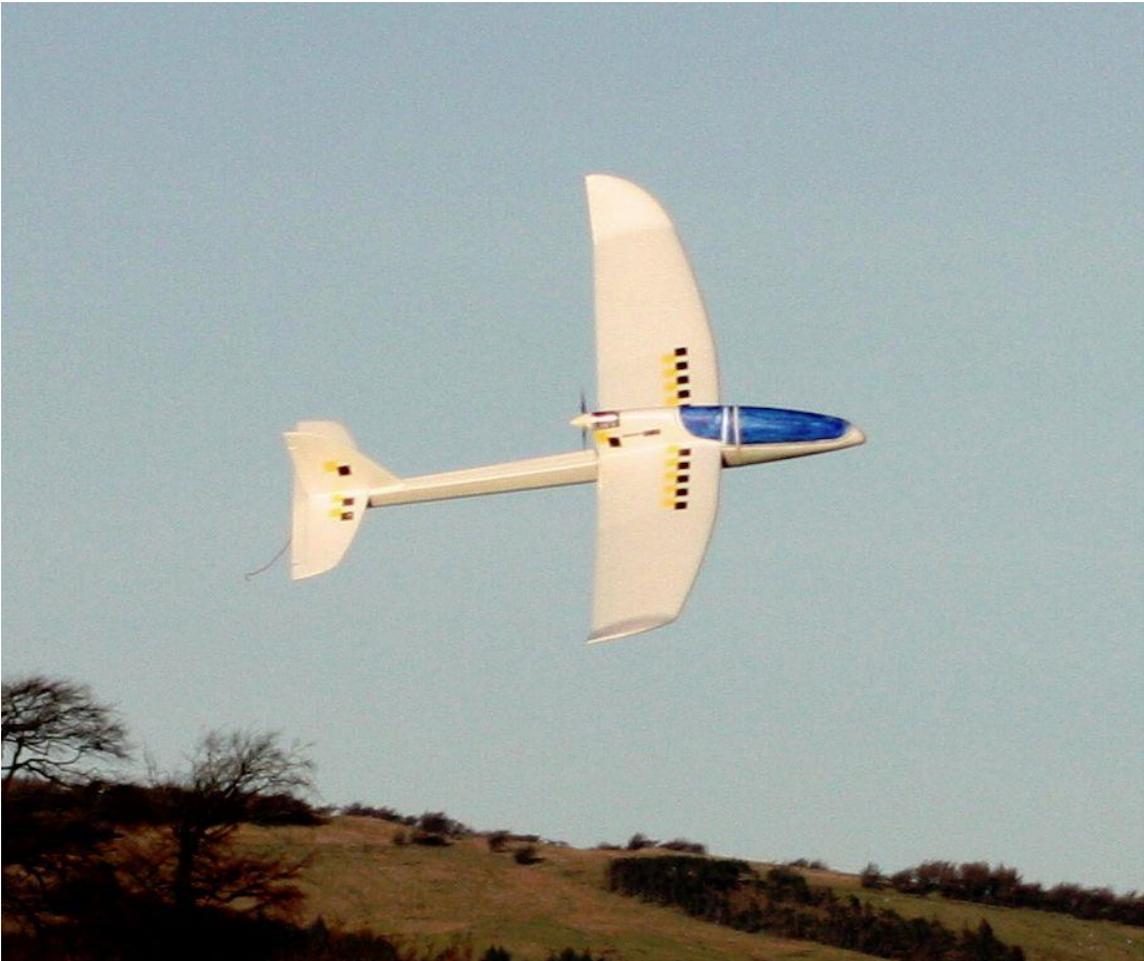
over a tree covered hill but the model was too low to bunt and there was an almighty clatter as it went into the tree line. Amazingly the model was lodged in a small tree almost undamaged, the model that is, not the tree. OK the wing attachments had been damaged but the model was in one piece. So to prove the point, I flew it just as I had found it, gently around the field. Conclusion was that when the model reached a certain speed the application of up elevator caused the problem by bending the boom down causing the tailplane to generate more lift which pitched the nose down further. I may well have rediscovered Mr. Anton Flettner's servo tab!! So up elevator worsened the situation, could the power (engine high up) also impede a recovery? Although I had made some attempts to stiffen up the fuselage the wretched dive occurred again but this time while the model was gliding (power off) and with a lot of height to spare. Up elevator made the dive steeper so I applied full down elevator to get it upside down and loose speed, then a gentle half loop and it was behaving OK but very low over the trees on the hill, fortunately a bit of power got the model back. I checked the model over and flew it gently around the field. I re-glued the bendy bit and had a lot more flights with the model then it happened again but this time there was no height to bunt out and there was a lot of damage.

I glued everything back together then used PVA glue to fix a length of 1mm ply onto each side of the fuselage. When that was dry I wrapped the whole lot in microporous first aid plaster so that it slightly overlapped in a spiral wind, there is enough elasticity to stretch the plaster around the varying taper. Then with water thinned PVA glue with a hint of fairy liquid I soaked the plaster. The plaster tries to repel the water but the fairy liquid allows the watered PVA through. When dry, I painted on less watered down PVA and repeated this several times. Then used a water based sample paint to disguise what I had done! It is early days but apart from a more aft C of G the model flies well it is more positive on the controls but only time will tell if the dive problem has been cured. So now when people ask what the model is made from I just say, 'glue, with a little bit of foam filling all held together with a first aid plaster!!'

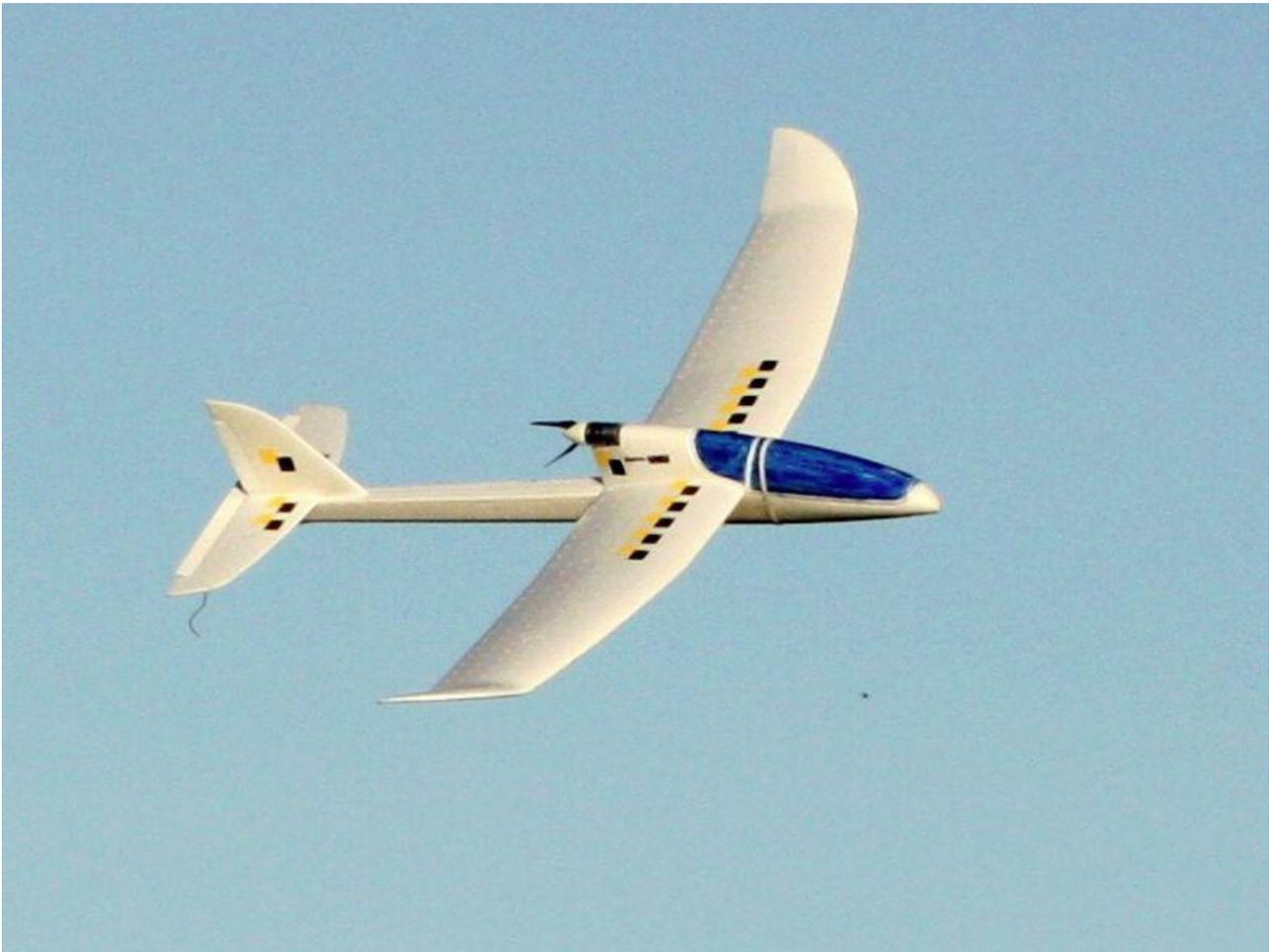
Specification

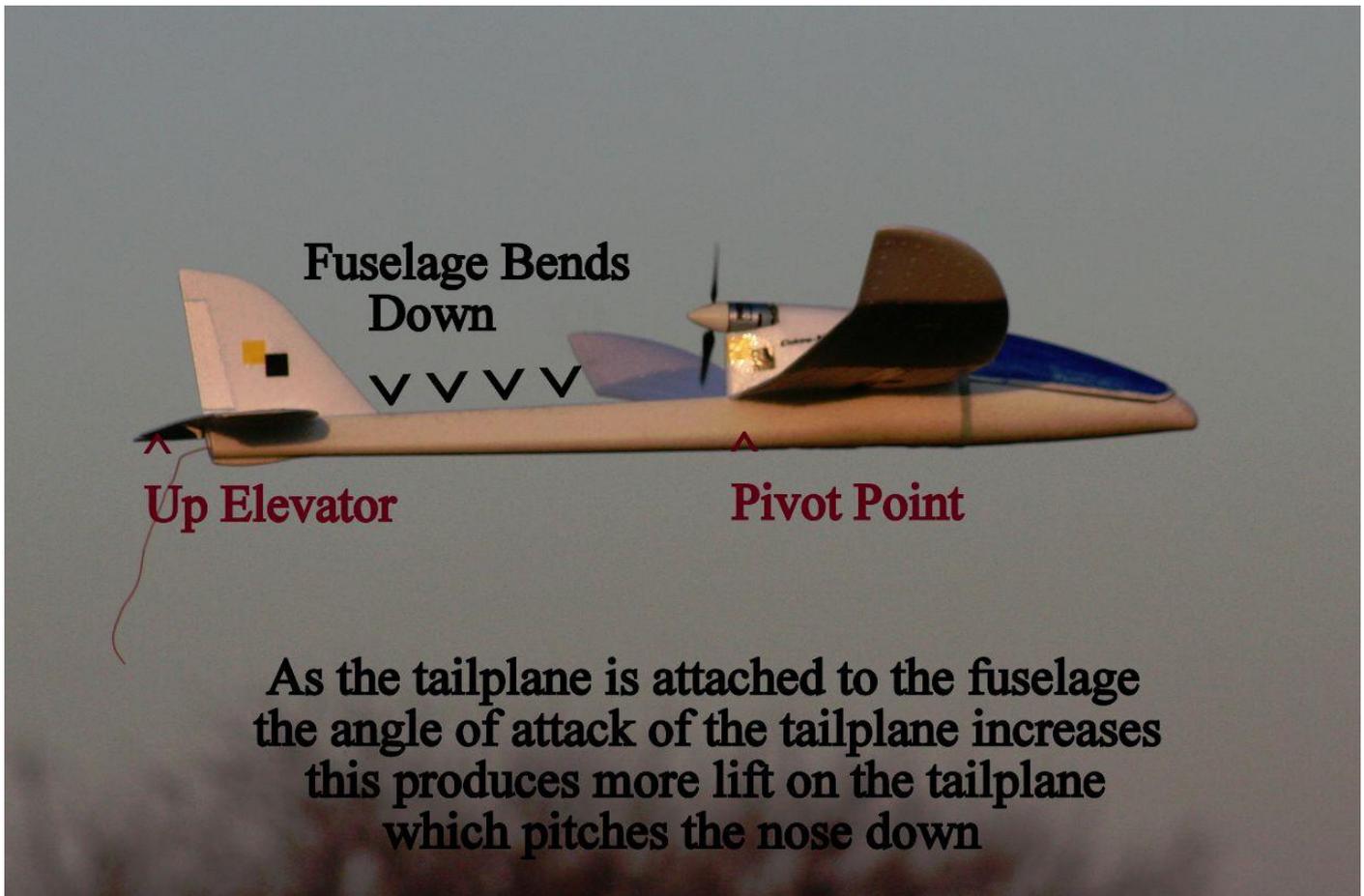
Span 47½ins Max Chord 8ins length 35ins weight 19½ ozs (was 16 ozs but like me as it got older it put on weight) Power is a Speed 400 with ESC attached. It has a folding prop. about 5½ ins diameter. The batteries used are 1300 or 1600 2s Lipo giving a very comfortable flight time of 20 minutes with a lot of reserve if used to get height glide while looking for lift before climbing again and so on. R/C is Rudder, Elevator and ESC.











David Kinsella's Column

The ED Story - IX

The move to West Molesey gave ED a good 10,000sqft of factory space, twice that of the Kingston site. Engines selling ahead of radio gear ED making more than any other UK manufacturers machine tools were bought such as automatic lathes and centreless grinders. No new engines though until 958 when a mini Racer - the 1.46cc reed valve Fury with green head - arrived in the model shops. But the Fury's performance did not match its name or looks. Much liked by Scale-master Milani, the 7cc Taplin Twin employing various ED 3.46cc Hunter parts was built in Birchington, Kent, was successful too and made money for ED. But with Basil distant and working in his own workshop off Ruxley Lane, design help was sought and arrived in the shape of Gordon Cornell (ex IMA FROG of South Wimbledon). With pressure from ED's backers, Gordon was surprised by what he found....Lt Col Taplin also designed ED's Channel-champion Radio Queen, their only kit.

Cometh The Man

Smooth and fast in his 250F Maserati, the great Moss hurries the 6-cylinder to a Goodwood Trophy win in Sussex. The rotund racing manager at Daimler Benz already impressed, within months young Stirling would join Fangio, Lang, Kling, Taruffi, Fitch, Levegh, Titterington and Collins in the dream team from Stuttgart. His genius united with magnificent machinery, Stirling Moss carried all before him with sensational victories in the Mille Miglia, Targa Florio and Tourist Trophy to name but three, miles ahead at Le Mans before the team was withdrawn. Chassis 2508 was finished in green with a yellow nose band and carried Stirling's lucky 7 when possible.



His Museum

The great book on Cunningham by Richard Harman (Dalton Watson, £225) took me back to 250 Baker Street, Costa Mesa, and the super collection of cars, paintings, books and active workshop overseen by John Briggs would arrive early in his Miura or other delight, parking by his mighty desert-going mobile home. He took me round once showing me the water-cooled brakes for Le Mans (discs denied), the super-fast Shark and others for that circuit, launch posters (Kenton played for hundreds at the museum's opening), the first Ferrari in the USA, Gary Cooper's sensational Duesenberg (Gable had the other one) and much more. The Royale was there, one of two brought back from France for dollars and GEC fridges,

The Desert War

Far away from the Great War in France, the RFC flew combat missions over the sands of Palestine, BE2Cs and Bristol Monoplanes giving way to Bristol Fighters and SE5as by 1917 even a huge Handley Page bomber to help Lawrence and his Arabs. There too were squadrons of Indian cavalry and sabre-equipped Australian Light Horse, the RFC flying cover during operations. The Savoy and Shepherd's Hotel in Cairo were safe watering holes for the top brass, shorts and bush hats essential in the field. Our pilots faced Fokker and Albatros fighters and beefy Halberstadts as pictured. The excellent DVII remained in Europe.



Dear To Us

A treat from Steve Betney on tethered cars, a model D-Type in particular (S& T No 85). For sure many of us love these things, some owning a few and the bits and books that inspire. Certainly the Jaguar looks ready for Le Mans, its Duncan Hamilton fresh from Wight Watchers! As Steve mentions, road plates were a feature because several still drove to and from races. Scots team Ecurie Ecosse used a transporter sometimes (not selling for £15 years ago it finally went for £1.9 million 2013).

Full Throttle

Craven, Briggs, Waterman and Moore names from the past when ninety thousand filled Wembley to see speedway at its best. JAP 500s in those days, open exhausts too and rooster tails of cinders as our heroes gave it the gun. In red, white and black, here Peter Craven of Belle Vue Aces gets down to it. Hyde Road was the place for years, then Manchester's Greyhound Stadium. I remember the Belle Vue track and did a couple of laps on it but upright ones.



MS Air Wheels

Lovely to look at, durable too, these great wheels from Ridley Place, Newcastle - a range of six from 2 to 4 1/2in date back to 1924. The Model Shop turned out good stuff for sure, my wheels still in perfect condition. Dead right for that Keil Kraft Falcon or Junior 60, hunting down a pair is well worth the effort. Could be pricey.

I Say, Chaps

George and Ken were the Weston Brothers, famous on radio and early TV. They wore tails and monocles (no glass in either, had a huge supporters club motto Ad Sum Ard Labor) and toured the UK in their green and yellow aeroplane. Ken later wrote for David Frost and George ran a pub, later a shop by Weybridge station. Their light plane (a DH?) would make an interesting Scale project.

Development

Sixty but still hot in the right hands, here a 16ft 505 shows her paces. A John Westell design of moulded ply in 1954, Parker and CS Boats have built them now mostly plastic. National events take place in Poole. Even older by a good twenty years the modern National 12 of 12ft is a carbon GRP device with aero type trim tabs on its centreplate. At 22ft and pre 1900 when they carried huge guns for mass duck shooting on the Broads, the modern Norfolk Punt carries



176sqft of sail and an unlimited spinnaker - the result being speedboat performance over flat watery convincing Uff a Fox when he tried one.

Engines

The fine showing of aero engines in S&T continues and many thanks to all concerned. Books by Moulton, Clanford and Fisher provide a solid grounding and to them should be added the many copies of John Goodall's Model Engine World. A4 size and of thirty pages, No 67 as an example covers the Bugl Team Race diesel (9 pictures over 3 pages), the Amco BB and longshaft Fox 59s from rne Hende, various pulse jets such as the Dyna-Jet, 10cc Super Tigres and much. more. John also wrote the Oliver hard back some years ago and no longer publishes his magazine. However, he holds a fine stack of engines (01 283 713715).

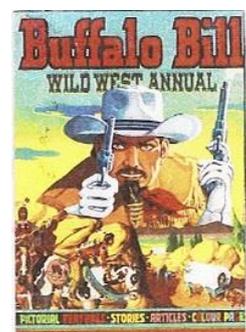
Fourteen Years Ago

Mark and Martyn Hayward as they were at VTR 2000. A great fun weekend to celebrate fifty years of Team Racing in the UK, Messrs Newbold, McDonald and Alexander (all the way from Scotland) favoured boiler suits whereas Brian Lever sported a Great Gatsby pullover and Noel Stephenson (winning a boxed Rivers Silver Streak) wowed us in Norfolk jacket and knee breeches. Wooden clogs were seen even spats! Full kit and Kitchener-strength moustaches were worn by the winning team of Finch and Durkin who carried home six bottles, Castrol R, a book and £215. Union flags and balloons decked a groaning table of prizes which earned the approval of Ron Moulton and Vic Smeed and leading lights Gedge, Taylor, Marsh and Muscutt (*Recently passed away JP*) flew immaculate Class Bs to good effect. VTR author Gordon Rae and others arrived with several racers for an impressive static display. Be proud to have been there. Ripping stuff !



Buffalo Bill Man

At 84 and with a sound body of work done, illustrator Denis McLoughlin took a Colt 45 from his collection and joined the ghost riders in the sky. A lad from Bolton who drew before he could read, Denis had a passion for the Wild West and with Arthur Groome produced the Christmas - time annuals to wild acclaim. His many colour plates were stunning the yarns themselves ranging over Wyatt Earp, Buntline Specials, Crazy Horse and General Custer and lots more. Thirteen were published by T V Boardman between 1949 and 1961 and are now highly collectable. Denis illustrated several comics and magazines and is certainly up there with stars such as Eagle's Frank Hampson. A limited edition (950) of his work was published in 2012 by Book Palace Books.



Winning Hand

At his desk in Chelsea before a night's gambling James Bond would refresh his skills with selected pages from Scarne on Cards (1949, 450 pages). All is covered: fair and foul play, systems, tricks. Scarne himself was the hands of Paul Newman in. The Sting (1973) and with ease would cut a shuffled deck and expose all four aces. Fleming gambled too and regarded Scarne as quite essential to success. Pictured is a mint example.



Cabbage Patch Jollies

Two A4 sheets attest to the big celebrations of 2005 which marked sixty years of Peterborough! C. Messrs Lever, Taylor and Waterland achieved a magnificent result, a full 16 headings detailing the feast of VTR) Speed, Carrier, Stunt, Scale, Combat and other activities that day in June. Statics studded the Model Viewing Area, a Photocall at 1400, T-shirts and a 60 Years Programme were just some of the trimmings we remember with a smile. A great event hosted by a great club devoted to proper aeromodelling.

D.M.F.G. Vintage day Sunday 22nd June

National Tomboy to be run by Tony Tomlin and Bill Longley VPD. Other than that sport flying all day. There is an entry charge. Site is a couple of miles outside of Blandford Forum on the A354. Further details from Bill Longley 01248488833 tasuma@btconnect.com or James Parry jamesiparry@talktalk.net

Andy Crisp's Oxford MFC Comp Port Meadow 7 & 8 June is definitely on - see below

As many of you will know Andy Crisp had an operation on Saturday 24 May and there is some concern that he might not be recovered sufficiently for running his famous Oxford MFC Comp on Port Meadow.

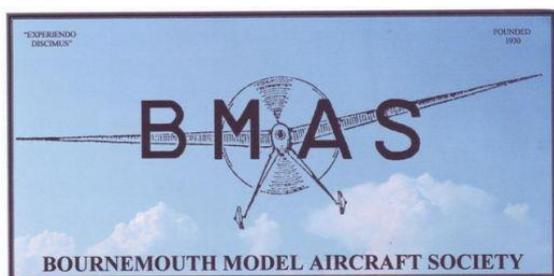
From David Brawn Biggles FFT

Message from Charlie Newman re Oxford MFC Andy Crisp Comp 7 & 8 June

I am glad to say that the Club has a full contingency plan in place with a full compliment of Oxford Club members to run the event. Thanks for your offer but we should have things covered and we would like to see you fly rather than deal with admin! However, should we need help, we would welcome your support.

As to joining Oxford, you are very welcome to become a member - our membership stretches as far as Kent and the Hampshire coast. Go to our website, download/print a form, complete, and post to me on the address at the bottom, together with your cheque.

Finally, please let anyone who is interested know that the full Oxford F/F Rally is definitely ON, including the Champagne Fly-offs on the Saturday evening. See you there!



BMAS Indoor meetings at Allendale - Wimborne

Tuesday 23rd September 2014

Bournemouth MAS Indoor Flying Meeting at the Allendale Centre, Hanham Rd, Wimborne, Dorset, BH21 1AS, 7.00p.m. to 10.00p.m. Free Flight only. Competitions including Gyminnie Cricket League. Flitehook normally in attendance. Free parking in public car park in Allendale Road. Contacts John Taylor Tel. No. 01202 232206 and Roy Tiller e-mail roy.tiller@ntlworld.com

Tuesday 28th October 2014

Bournemouth MAS Indoor Flying Meeting at the Allendale Centre, Hanham Rd, Wimborne, Dorset, BH21 1AS, 7.00p.m. to 10.00p.m. Free Flight only. Competitions including Gyminnie Cricket League. Flitehook normally in attendance. Free parking in public car park in Allendale Road. Contacts John Taylor Tel. No. 01202 232206 and Roy Tiller e-mail roy.tiller@ntlworld.com

Tuesday 25th November 2014

Bournemouth MAS Indoor Flying Meeting at the Allendale Centre, Hanham Rd, Wimborne, Dorset, BH21 1AS, 7.00p.m. to 10.00p.m. Free Flight only. Competitions including Gyminnie Cricket League. Flitehook normally in attendance. Free parking in public car park in Allendale Road. Contacts John Taylor Tel. No. 01202 232206 and Roy Tiller e-mail roy.tiller@ntlworld.com

Tuesday 27th January 2015

Bournemouth MAS Indoor Flying Meeting at the Allendale Centre, Hanham Rd, Wimborne, Dorset, BH21 1AS, 7.00p.m. to 10.00p.m. Free Flight only. Competitions including Gyminnie Cricket League. Flitehook normally in attendance. Free parking in public car park in Allendale Road. Contacts John Taylor Tel. No. 01202 232206 and Roy Tiller e-mail roy.tiller@ntlworld.com

Tuesday 24th February 2015

Bournemouth MAS Indoor Flying Meeting at the Allendale Centre, Hanham Rd, Wimborne, Dorset, BH21 1AS, 7.00p.m. to 10.00p.m. Free Flight only. Competitions including Gyminnie Cricket League. Flitehook normally in attendance. Free parking in public car park in Allendale Road. Contacts John Taylor Tel. No. 01202 232206 and Roy Tiller e-mail roy.tiller@ntlworld.com

Tuesday 24th March 2015

Bournemouth MAS Indoor Flying Meeting at the Allendale Centre, Hanham Rd, Wimborne, Dorset, BH21 1AS, 7.00p.m. to 10.00p.m. Free Flight only. Competitions including Gyminnie Cricket League. Flitehook normally in attendance. Free parking in public car park in Allendale Road. Contacts John Taylor Tel. No. 01202 232206 and Roy Tiller e-mail roy.tiller@ntlworld.com

Tuesday 28th April 2015

Bournemouth MAS Indoor Flying Meeting at the Allendale Centre, Hanham Rd, Wimborne, Dorset, BH21 1AS, 7.00p.m. to 10.00p.m. Free Flight only. Competitions including Gyminnie Cricket League. Flitehook normally in attendance. Free parking in public car park in Allendale Road. Contacts John Taylor Tel. No. 01202 232206 and Roy Tiller e-mail roy.tiller@ntlworld.com

Flitehook Indoor meetings at Totton

Sunday 12th October 2014

Flitehook Indoor Free Flight Meeting, Totton Community Centre, Hazelfarm Road, Totton, Southampton, SO40 8WU. 10.00a.m. to 4.00p.m.
Contact Flitehook Tel. No. 02380 861541

Sunday 9th November 2014

Flitehook Indoor Free Flight Meeting, Totton Community Centre, Hazelfarm Road, Totton, Southampton, SO40 8WU. 10.00a.m. to 4.00p.m.
Contact Flitehook Tel. No. 02380 861541

Sunday 11th January 2015

Flitehook Indoor Free Flight Meeting, Totton Community Centre, Hazelfarm Road, Totton, Southampton, SO40 8WU. 10.00a.m. to 4.00p.m.
Contact Flitehook Tel. No. 02380 861541

Sunday 8th February 2015

Flitehook Indoor Free Flight Meeting, Totton Community Centre, Hazelfarm Road, Totton, Southampton, SO40 8WU. 10.00a.m. to 4.00p.m.
Contact Flitehook Tel. No. 02380 861541

Sunday 8th March 2015

Flitehook Indoor Free Flight Meeting, Totton Community Centre, Hazelfarm Road, Totton, Southampton, SO40 8WU. 10.00a.m. to 4.00p.m.
Contact Flitehook Tel. No. 02380 861541

Hello button-pushers! Sunday 8 June

We have a date for the third Single Channel & Retro R/C Fly-in at Pontefract Park, with hosts PANDAS!

PANDAS is the Pontefract And District Aeromodellers Society and the club website is

www.pandasaero.co.uk where all the coming seasons events are listed.

The meeting is on Sunday June 8th 2014 so please make a note in your diaries. Last year's event was held in perfect conditions and was a huge success with 120+ visitors and with 40+ actually flying and having a great

time, it was perfect for Single-Channel! There was a tremendous range of models, and also the variety of old and resurrected radio gear was fascinating. Since then, dozens more have become Single Channel enthusiasts and have been asking if another meeting could be organised, so we're expecting an even bigger turnout with even more flying! The format will once again be a friendly fun day rather than anything too formal, maybe a spot landing comp thrown in, and a few prizes for best this, that or the other to be decided. Our sincere thanks to Andrew Boddington, the new 'Aeromodeller' editor and son of Boddo himself, who has very kindly donated a CS 1.3 Boddo Diesel engine for a prize, and also to the anonymous donor of a new-in-box Webra 2.5 'Winner' diesel! Thank you!

This is wonderful news and a lovely gesture of support, and of course either engine is ideally suited to a single-channel model! What fantastic prizes! The main objective is to get everyone interested in retro-R/C flying together for equal amounts of banter, burgers and button-bashing!

On the day we will be sharing the field with SAM35, PANDAS are hosting one of their meetings and they have expressed an interest in what we're doing, and conversely the SAM35 people and models will be of great interest to any vintage or retro R/C enthusiast.

The rules are the same as previous years, ie simple and few! Safety is of course paramount and PANDAS is a BMFA affiliated club so procedures will follow the BMFA rulebook and the CAP658 responsibility statement with which of course we're all familiar.

Eligibility for the Single-Channel event isn't hard and fast but I'd suggest that models ought to have either:

1) A single control on the transmitter, ie a button, or one single axis stick, basically a recognisable 'single channel' transmitter, with no limit on 'compound' control surfaces.

or

2) A single controlled surface, ie a rudder, no other control surfaces. This accommodates anyone with a rudder-only model using one channel of a conventional, modern proportional radio set.

Ailerons-only is ok of course - remember the fantastic 'X-Craft' aileron-only aerobatic display last year?!

Electrics or IC engines are ok, but a throttle control or a means of remotely cutting the engine of a wayward model is desirable.

I'd also suggest that 27mhz superhets should be used with caution as we are 600 metres from the M62 with CB-equipped lorries passing all the time, and obviously super-regen equipped models would be very welcome for display purposes only, but for safety reasons not to fly, sorry. Other bands, ie 35, UHF & 2.4 are fine at Ponty.

Alongside the main Single-Channel event, Reeds, Galloping Ghost, & pulse propo sets will be very welcome as they will fit in with the general retro theme.

Updates and further information will be posted on the PANDAS website www.pandasaero.co.uk and also on www.singlechannel.co.uk as the plans develop. So, we have a date, we just need the weather!

This year the PANDAS committee have devolved event organisation to members, so any queries regarding location, facilities & organisation, to Shaun AND Phil (please cc both). This will ensure you get a reply (or two!):

museum@garritys.net

philg@talk21.com

As before, please could we ask for email confirmations or just an indication of a probable attendance please to Phil on philg@talk21.com so we get a vague idea of numbers.

Pontefract Park is located in the southwest corner of junction 32 of the M62. Access is via a huge white gate 1/4 mile south towards Pontefract. Please refer to the map provided on www.pandasaero.co.uk and for satnav the post-code is WF8 4QD. I've included international contacts in case anyone happens to be over in the UK at the time. Lets see who qualifies for the 'furthest travelled' award!!!

We're very much looking forward to seeing as many of you as possible on the day, its going to be brilliant again!

Best regards Phil & Shaun (pp PANDAS Committee)

philg@talk21.com

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SUNDAY APRIL 27TH SAM 1066

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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



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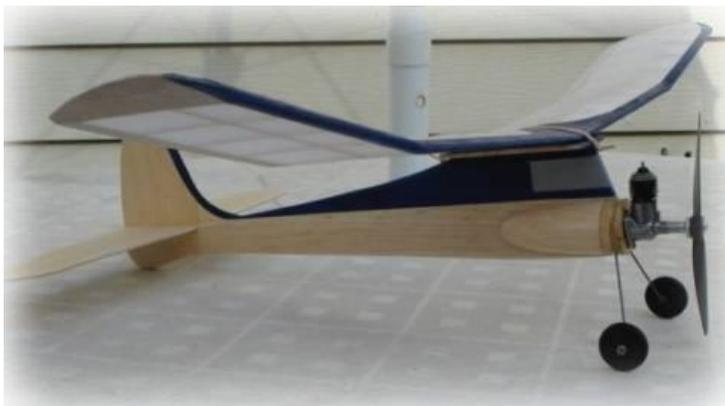
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