

Sticks and Tissue No 92 – July 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.



John Taylor's Dixielander at Merryfield 13 July 2014

Illminster Club Vintage meeting at Merryfield 13 July 2014

Held at the RNAS Aerodrome at Merryfield there was RC and Free flight. The latter was curtailed due to wind and models landing in the adjacent farm. It was a windy day but much flying was done including the Wessex League Tomboy which although low in numbers produced a winner in Derek Collin so congratulations to him after a few years he finally had a deserved win. I took a few photos but no idea who the models were owned by but here are the snaps. Thanks to David Bailey and the Illminster Club for organising, hopefully more of the same in 2015.



John Taylor's models



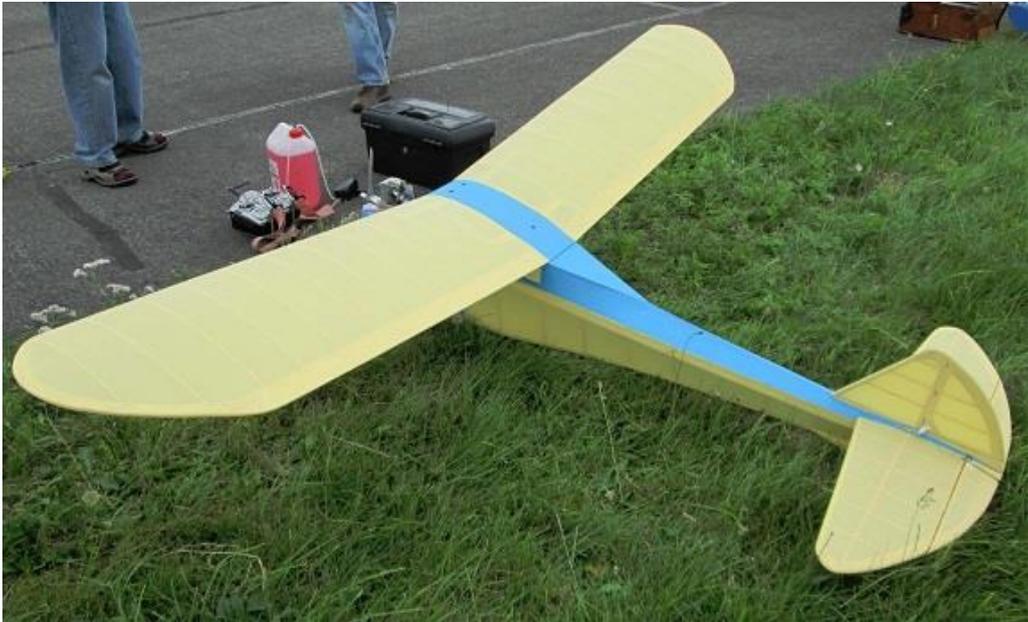


Peter Rose's PAW powered Junior 90



Ian Andrew's Debby









Bill Longley's model landing on the runway, still it helps to reduce the weight of the model



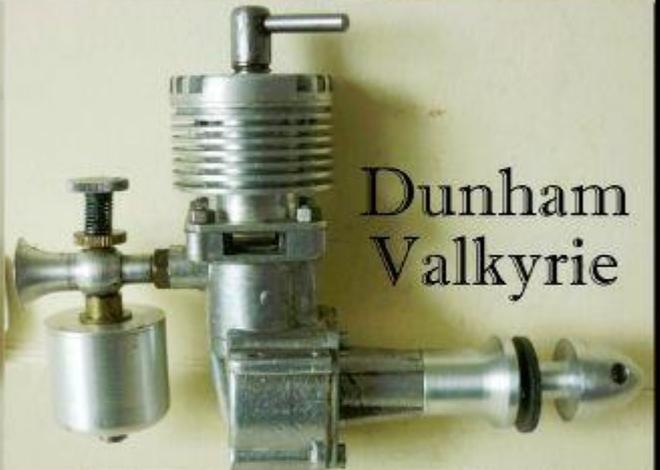
Bill Longley and his Dixielander



John Taylor getting his Vintage Power durations models ready (just to confuse there are two John Taylors who appear in S&T)



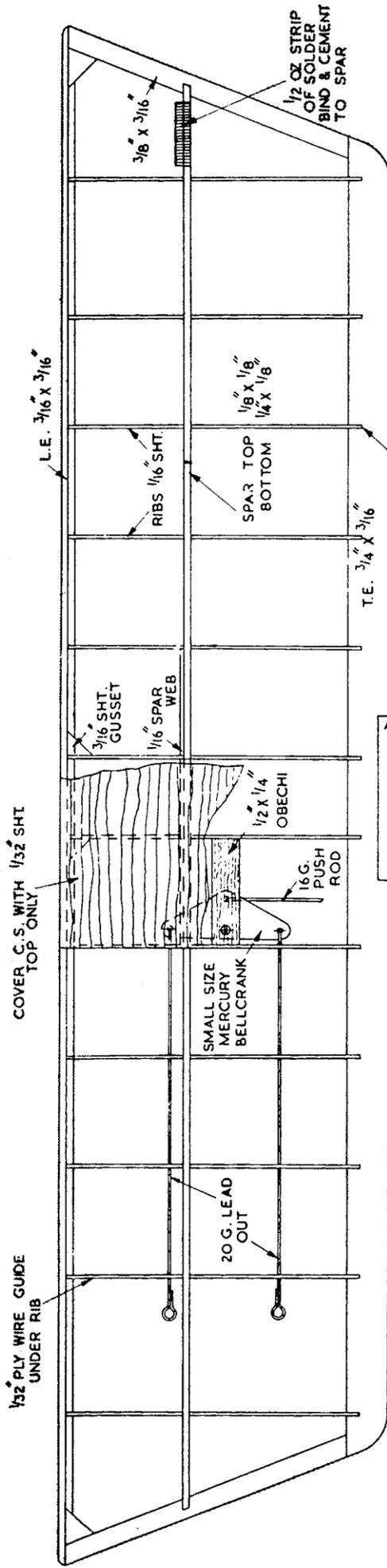
Windsock indicates the breeze that was blowing during the day



Interesting engines on these photos from Malcolm Ryley.

The early Penny Slot is the very first engine produced by E.D.

← and someone may know whether this prototype was made by Frank Ellis (Elfin) or by Gig Eifflaender...

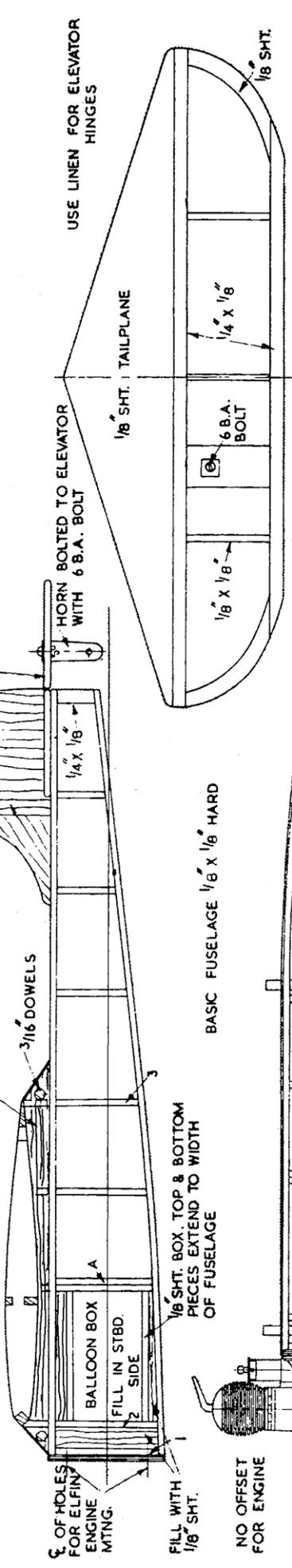
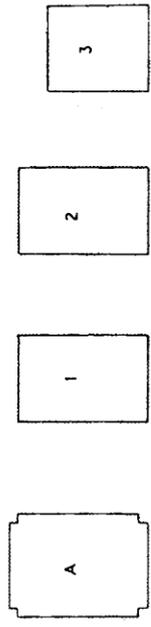


FUSELAGE. COMPLETE BASIC STRUCTURE OF 1/8 SQ. BALSA. ADD BULKHEADS A.1, 2, & 3. WING SUPPORTS & BALLOON BOX. COVER FUSELAGE WITH 1/32 SHT.

6 B.A. BOLT & NUTS



BOLT MOTOR TO PLY MOUNT & CEMENT UNIT TO BULKHEAD 1.



COVER MODEL WITH BURMESE TISSUE GIVE TWO COATS GLIDER DOPE & COLOUR DOPE AS REQUIRED



M.A.77

THE **TWISTER**

C.A. BATES

SPAN 28" LENGTH 19"

Twister a stunt control line model by C Bates from Model Aircraft January 1951

Twister was designed as the result of the purchase of an Elfin 1.8 diesel and was intended for maximum stunt performance with a small "hot" engine, and yet be the possessor of not unpleasant yet practical, lines. To achieve the first quality a wing area that would give a fast flying speed coupled with safe stunting at the slower speeds produced by the more exacting manoeuvres was required. We decided that with the Elfin this was 150 sq. in. Good lines and a simple airframe were more difficult to combine. It was here that strength came in. Strength, simplicity, and good lines do not usually combine on models. However, I think that the Twister has achieved these qualities.

Building

Construction is commenced with the fuselage, an orthodox box frame of 1/8 in. sq. balsa, The two sides are built, and afterwards connected with the 1/8 in. sheet formers. The sides are cemented together at the rear and the remaining spacers are inserted. The two 1/8 in. sheet wing rests are now added, the space from the top of these to the top fuselage spacers being filled in with scrap sheet at each station and the wing dowels added. The front portion of the fuselage is now filled in with 1/8 in. sheet and the balloon tank box constructed. This consists of two horizontal panels of 1/8 in. sheet the starboard fuselage side forms the closed end of this box, the port side, of course, being left open. The ends are formed by the appropriate formers. The balloon is held in place by a rubber-band stretched across the open end of the box. Guide the feed pipe from the box on a level with the needle valve of the motor with two pins, one each side of this pipe. The fuselage is now entirely covered in 1/32 in. sheet and the corners can be rounded off with glasspaper. Bolt the motor to the 1/8 in. ply motor mount and pre-coat the front fuselage former and the back of this mount with cement, when dry apply Durofix and join the two together allowing 24 hours to set. Cut the tailplane from 1/8 in. sheet and sand smooth. Build the elevator on the plan. Cover these two units with Burmese tissue, giving them two coats of glider dope, and hinge together with ten nylon hinges. Slot the elevator for the dural horn and bolt this into position. Cement the whole tail unit to the fuselage and cover the fuselage with Burmese tissue, giving it two coats of glider dope. Cement the fin into position, noting the offset for line tension. Build the wings by cementing the ribs to the bottom spar and trailing edge over the plan, packing the trailing edge up 1/4 in. and notching the ribs 1/4 in. into it. The trailing edge should be sanded to shape before construction. Add leading edge, tips and to spar in that order. Fit the 1/16 in. spar webs at the root and cement the 1/2 in. x 1/4 in. obeche bellcrank anchor block into position, complete with 6 B.A. pivot bolt. Wing construction is completed by sheeting the root on the top only with 1/32 in. sheet and binding 1/2 oz of lead to the outside tip spar. Cover the wing with Burmese tissue and give two coats of glider dope. Cement the lead-in-wire guide to the bottom of the appropriate rib. Colour dope the fuselage, fin, and tailplane as desired and give the whole model a coat of fuel proofer. Complete the model by soldering the lead-in wires to the bellcrank and bending and fitting the push rod. Hold the bellcrank in position on the pivot with two lock-nuts. The push rod is held to the bellcrank by a 3/8 in. long right-angled end slipped through the bellcrank. Thus the push rod and wing can be removed for transport by unscrewing the lock-nuts on the pivot, and still allow the wing to knock-off in a bad crash.

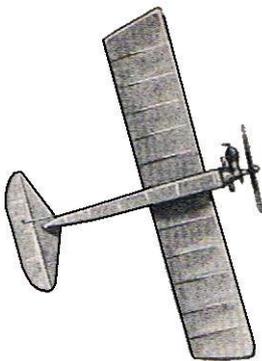
Flying

Twister is flown on 48-50 ft. single-strand lines, according to wind strength. With an Elfin 1.8 the ideal propeller is an 8 X 8 Truflex.

Fuel used on the original models was Mercury No. 3. With diesel fuel the balloon should be replaced after every flying session. Stick rigidly to this, for a balloon burst in flight can be disastrous.

Besides the Elfin 1.8. other suitable motors would be the Elfin 2.49 c.c. Frog "160" the "K" "Tornado,

Kestrel, or Falcon and others of similar capacity.



From Chris Jackson

Do you know anyone who has some old rubber of either 3/16 or 1/4 flat type as used for rubber models of which they might part with a small quantity?

I do not need fresh rubber, as it to go on a scale MTB not in a rubber model. I only need about 6ft of spent rubber, not too frayed.

I live near Bristol but used many years ago to be a member of the Croydon MAC in the late 1950s and 1960's.

Tel 01275 855414

chris.jackson43@btinternet.com

Modelair at Old Warden From Dave Bishop.

The second weekend of flying at Old Warden this year 2014, was once again organised by Ken Sheppard along with Mike Reynolds. Both gents had assistance of their wives namely Sheila and Joan. The event was held over the weekend of July 19- 20 and the weather forecast for the Saturday was supposed to be heavy rain. No such thing happened and it was a joy to see how many free-flight models caught whopping great thermals on the left hand end of the runway. Mike Reynolds had arranged the "theme" for this year's event to be a 100 years memory of the start of world war one and at 2pm each day, there was a special slot for all scale radio models of that vintage to fill the sky at Old Warden. On the Saturday there were 10 and on the Sunday a show stopping "Balbo" of 17 aeroplanes in the air was a knockout. Also another new event this year was for children to build and paint a supplied model aeroplane. Their aeroplanes were flown at 1pm and prizes were awarded to winning 4 of the 17 entrants. The layout of the place had a nice line-up of traders who did better business on the Sunday, which was another huge thermal job. The thing about Old Warden is that it is a place similar to the old Sandown Park Symposium days and everyone meets to have a catch-up chat, and renew acquaintances. For well over 50 years now I have loved the place with its "vibes" and beautiful aeroplanes, both model and full size. Over 30 years ago, I was invited by Ron Moulton to put some life into the place and I used to put up a line of loudspeakers and chat about the many models brought along there by dozens of pilots. In those days, campers parked was over the road opposite the main entrance and there was an overspill car park to the right hand end of where the radio controlled section was run. It was always packed to the gills and there were some very good prizes presented at the end for flying scale realism on the Sunday afternoon. A team of lads manned the transmitter control and I'm pleased to say that some of them are still doing the same job there to this day, although without the work involved with the then necessary aerial pegs due to most people using 2.4 gig gear. They have always been a very friendly team and it is a pleasure to "work" with them.

It was good to meet up with a Tom Siddall who was there with his 89 years old father, John. It was John who organised the team of British modellers who had built and flown all of the radio controlled model aeroplane's for the 1969 Harry Saltzman film, the Battle of Britain. Tom showed us a beautiful electric powered model Vickers "Gunbus" which his father had won a Silver Medal at one Engineering exhibition, way back. Prizes were awarded to Don Coe, Andy Gedden, Richard Ginger, Jim Hooker, Ron Johnson and others. Mrs Jill Boddington was there to award a special "Boddo" trophy which went to the Croydon club member Don Coe, for the late David Boddington designed, Blackburn Monoplane. The "other" DB's son, Andrew Boddington, was there reporting as editor of the Aeromodeller magazine. I have attached a few pictures I took there and there will be more next month.

Old Warden is a wonderful place to go to and the next "Modelair" weekend event there will be in September. Bring along a model and fly it and its guaranteed that you'll in get as much flying as you could dream of. Hope to see you there.

All the best, Dave Bishop of DB Sound. Any queries please to Dave Bishop. email;

davebishop_dbsound@yahoo.co.uk



The 9 cylinder Bentley BR2 engine was built in 2 years by engineer Mike Cole on his Colchester lathe. The flat out speed is 2,500 rpm.



A Keil Kraft Senator was built and flown by Ron Griffiths who was there with his wife Jenny from Boreham Wood.



Ron Johnson from Coventry with his Armstrong Whitworth FK8 which was built many years ago. It has a balsa laminated propeller and uses 14 strands of rubber for power.



Most of the flyers along with their aeroplanes, after the special 17 aircraft WW1 display. They are looking at Ken Sheppard who is standing on a table.



A Keil Kraft Gypsy by Glen Stride from Hitchin in Herts. It flew in many competitions from 1991- 1996 and then it was put into a box which was opened that day at Old Warden.



A scaled up Ron Moulton design from "Boys Own Paper" The wingspan is twenty four and a half inches.



A rubber powered Copland, "Master Plane" from 1948 built by Don Holder from Tamworth. It is powered by 14 strands of three sixteenth rubber bought from the trader John Hook.



An HV French model with a 60" wingspan built by 86 year old Mario Gondola's in 1950 along with his pal Alan Sittton, both from London. It had rudder elevator radio control and a Webra 2.5cc diesel engine up front. It wasn't quite enough power to maintain flight and Mario used to fly this free flight at Old Warden many years ago when it was fitted with a 5 cc ETA.



The always friendly and helpful TX team at Old Warden. Note there were still several models on 35 megs, hence the peg board.



Ken Sheppard stood on a table to ask the flyers to get in closer for his camera after the special 2pm WW1 models 100 year display of 17 flying models of that era.

From Greg Tutmark

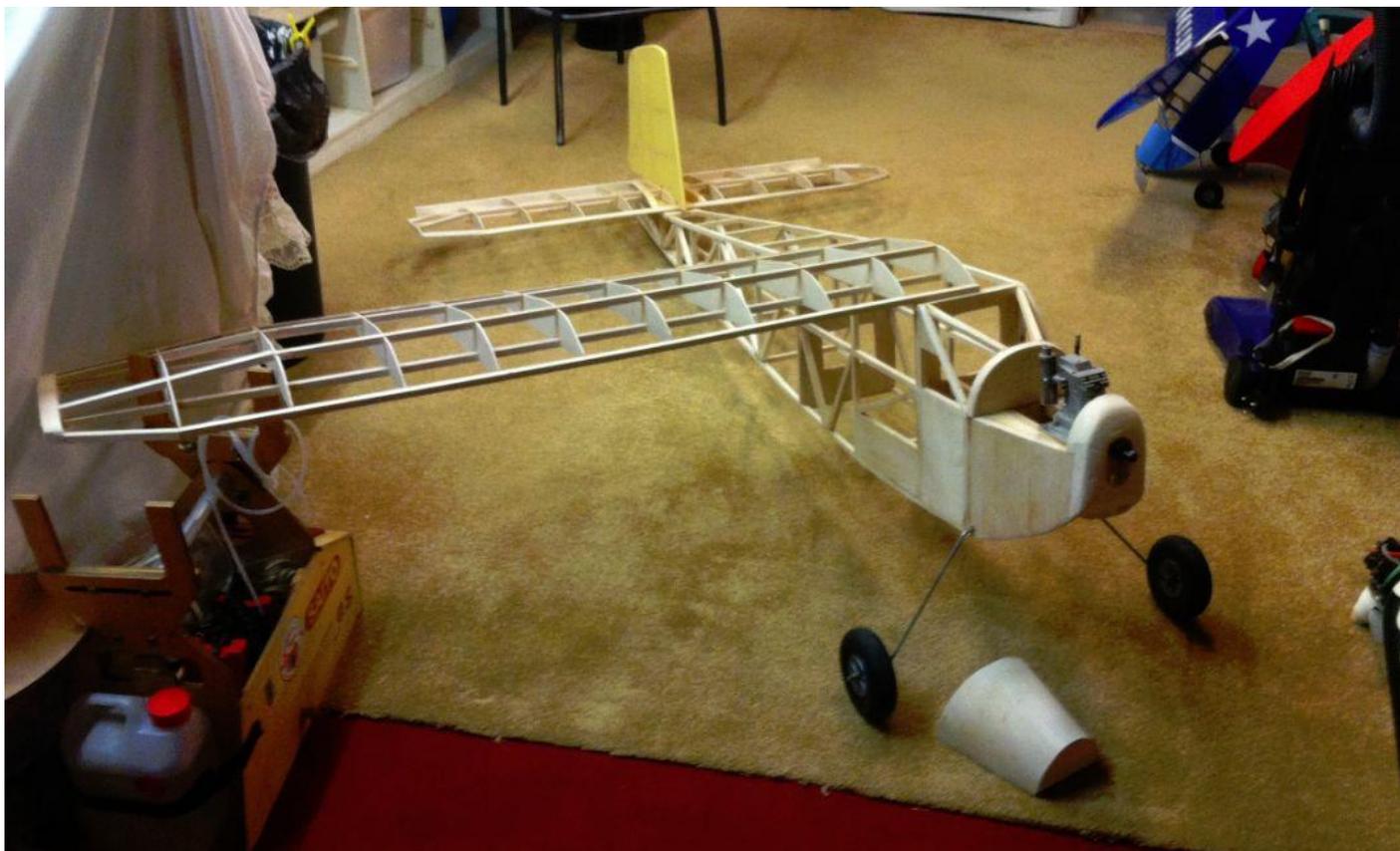
Sorry I've not written lately - have had nearly nothing to talk about. However I just spent the last two days on a quest for my workbench; pleased to report I found it. That immense wing belongs to a good friend and I'd - in a moment of weakness - offered to build it for him. It is a cross between a coffee table and a stepladder. Hopefully it'll go away soon and I can return to proper free flights and RC sailplanes. Across the shelf above the bench are (in no particular order) two control liners, seven RC sailplanes, a P-30, a gollywock, an old rubber unlimited, and two old design free flighters from the thirties and forties. On the shelftop on the left are the 'most imminent to be built'; I counted ten. And a 'few' radios. I had a birthday three weeks ago; felt I was getting 'old'. After surveying the 'works', I have come to the conclusion the IF I do not acquire any more airplanes to build (HAH), i'll need to live another twenty years - Then I'll be old. You'll get a kick out of the picture - remember, it used to be a mess Greg



From Graham Crawshaw

Current project powered by Laser 75 four stroke. Bought a 47 inch span Matador off BMFA web site and thought a big one would look good. Measured existing plane and drew out plans on grease proof paper twice size. Built mainly from 3/8 th sq balsa didn't think I would have to get an extended mortgage to buy the balsa and 10 m of Solartex. Hope to have finished to take to one of the Cocklebarrow SAM. 35 meetings this year





From Jörgen Daun

Hi James sending you some pic,s of my Falcon Debutante covered with Esaki Sure flight tissue and dope Engine is an CS Boddo Mills 0,75 A nice kit and model I do like Vic Smeeds design and I have a lot of them.



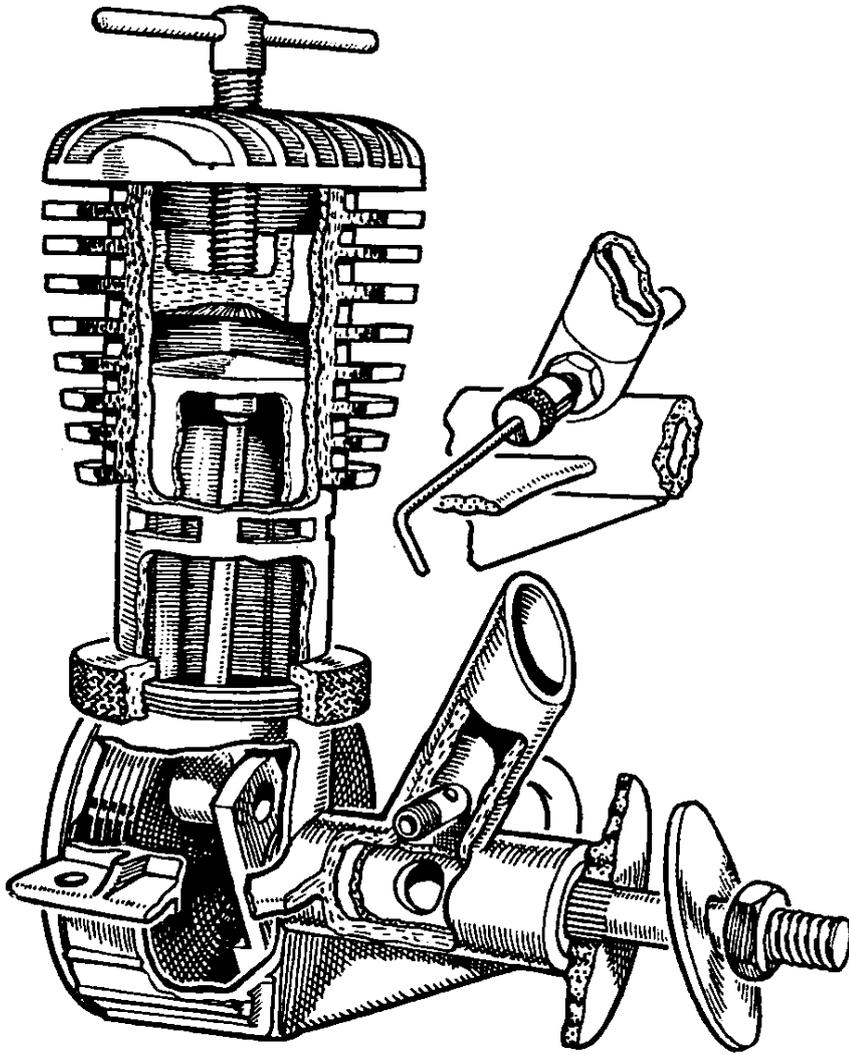
Bert Judge Deceased

An email from Peter Michel and Tim. Those who knew Bert will confirm what Tim has to say about him (below). A A Judge was perhaps the last of the "old school" of modellers, having flown in his young days with all the big names of the 1930s.

Sadly, the winner of the 1936 Wakefield Trophy Competition passed away yesterday morning. 20 July 2014. One of the very best - Elaine and I are very sad because he was always so gracious, 'gentlemanly' and interested in everything we were doing whenever we met. Regards, Tim

K Vulture from Aeromodeller January 1949

This month's engine test may well serve as a horrible warning against generalising—at least, where engine testing is concerned! In a recent analysis report I stated that it seemed evident that with the larger engines the maximum horse power was reached at a lower number of revs, per minute than with the smaller engines. All the tests until then had confirmed this, but this month's engine is the exception which, I trust, may prove the rule. The "K" Vulture 5 c.c. engine is rather different in design from any engine yet tested, as it embodies a true "uniflow" arrangement of exhaust porting, made possible by a novel type of transfer porting in conjunction with a conical piston top. This has resulted in an engine of the true 'hot-stuff' type; that is, one giving a large power output' at comparatively high revs, per minute. However, as is usual with such high efficiency engines, one must pay for this performance by a sacrifice, to some degree, of easy starting control, and flexibility. A test



of the Glo-Plug version of this engine will follow at a later date.
TEST.

Engine: "K" Vulture 5 c.c. Fuel : Maker's recommended.

Starting: Hand starting, and pulley and cord was used. The hand starting was found to be fairly simple when the engine was loaded for speeds up to about 8,000 r.p.m. As the loading was decreased, and the settings altered for high r.p.m. hand starting became progressively more difficult. This is due to the extremely large exhaust port area which occupies almost the whole of the circumference of the cylinder. Thus, with a "fine" carburettor setting, a high compression, and a light loading, it was difficult to swing the engine by hand at a speed sufficient to prevent most of the fuel charge from being shot out of the large exhaust ports. On the other hand, when a pulley and cord was used, it was possible to revolve the engine smartly enough to give a quick cut-off to the exhaust ports. In this connection it may be said that the carburettor arrangement, embodying a crankshaft rotary-valve, very often introduces starting complications, owing to the fact that gravity fuel feed must nearly always be employed. This makes fine needle control difficult.

Running : Although the engine was tested over a wide speed range, 5,000 to 13,000 r.p.m. this was not an easy matter, as it was difficult to maintain even running towards the extremes of speed. Here again, difficulty in setting the carburettor accurately seemed to be the chief cause, and around the 13 to 14,000 mark little more than sudden bursts of speed could be obtained. It was therefore difficult to get the engine to run long enough to take readings. This is, however, really of little importance, as the power developed fell rapidly as these speeds were approached. It cannot be over emphasised, also, that these peculiarities may be solely a characteristic of the particular engine tested.

B.H.P.: A glance at the accompanying graph will show that the b.h.p. output of this engine is higher than has been obtained before in these tests, and that a maximum of .246 b.h.p. was obtained at the very useful

figure of 8,900 r.p.m. At 5,000 r.p.m. the b.h.p. was recorded as .158, rising in a fairly straight curve to the maximum. Beyond this the b.h.p. fell steadily until, at 13,000 r.p.m. it was but .150.

When the engine was correctly loaded for maximum b.h.p. it ran quite steadily and evenly.

Power/weight Ratio: .5248 b.h.p. per lb.

Remarks : The makers give a "calculated" b.h.p. of .5 at 15,000 r.p.m. and it is interesting to note that if the upward sweep of the graph were continued to a speed of 15,000 r.p.m. a b.h.p. of about this figure is obtained. Actual tests, however; show that, with this particular engine, b.h.p. falls away long before this figure is reached; thus showing that calculated figures are of little value.

In spite of the very high b.h.p. figure which was obtained, throughput the tests it was felt that the engine was not performing so well as it might. In particular it was felt that the carburetter was not doing itself justice, as control was rather difficult. This was doubtless a peculiarity of the particular engine being handled (I have encountered these individual troubles befoie in these tests) and there seems no doubt that could this particular trouble have been cleaned up the "K" "Vulture might be a very remarkable engine indeed.

GENERAL CONSTRUCTIONAL DATA

Name : The "K" Vulture 5 c.c. .

Manufacturers : The "K" Model Engineering Co., Ltd., Gravesend.

Retail Price: £3 19 6. Glo-plug head 10/- extra.

Delivery: 7 days.

Spares : 7 days.

Type Compression Ignition : Diesel with glo-plug conversion.

Specified Fuel : Diesel Lubricating oil 20% Paraffin Oil 35% Ether 35% Castor Oil 10%

Glo-Plug .

Methanol 66% Castor Oil 33 1/3%

Capacity: 5 Cubic cms. .32 Cubic inches. weight: Bare 7 1/2 ozs.

Compression Ratio: Variable. Mounting: Beam. Both upright and inverted.

Recommended Airscrew: Free Flight 13 in. diameter and 6 in. pitch. Control Line, 10 in, diameter and 8in, pitch.

Recommended Flywheel: 8 oz .

Bore: 3/4in. . Stroke : 11/16 in.

Cylinder : Hardened Steel, attached by retaining nut. 4ports. ,

Cylinder Head : Aluminium Alloy screwed, to cylinder. Contra Piston : Hardened Steel, ground and lapped adjusted by compression screw. . Crankcase : Die cast aluminium alloy

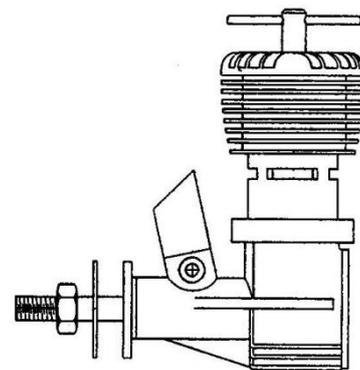
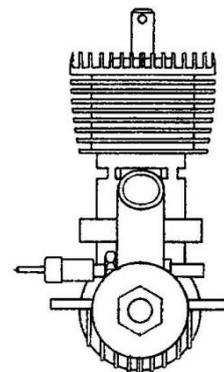
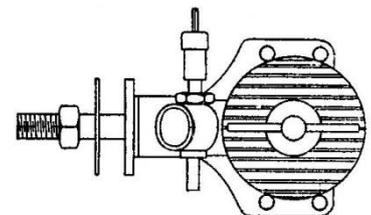
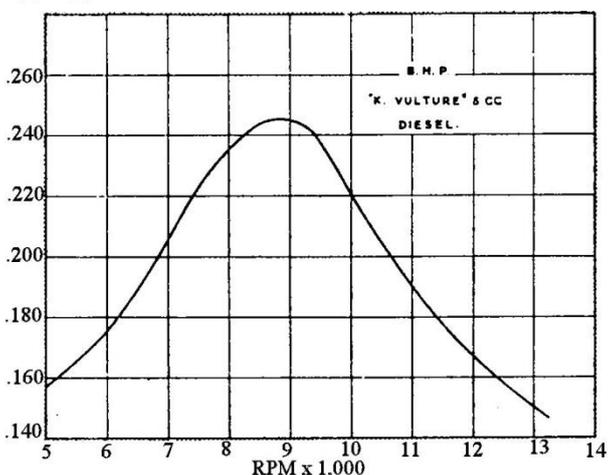
L.33.

Piston: Steel, hardened and ground with domed top and no rings. Connecting

Rod : High Tensile hardened steel. Crankpin Bearing: Hardened steel, plain;

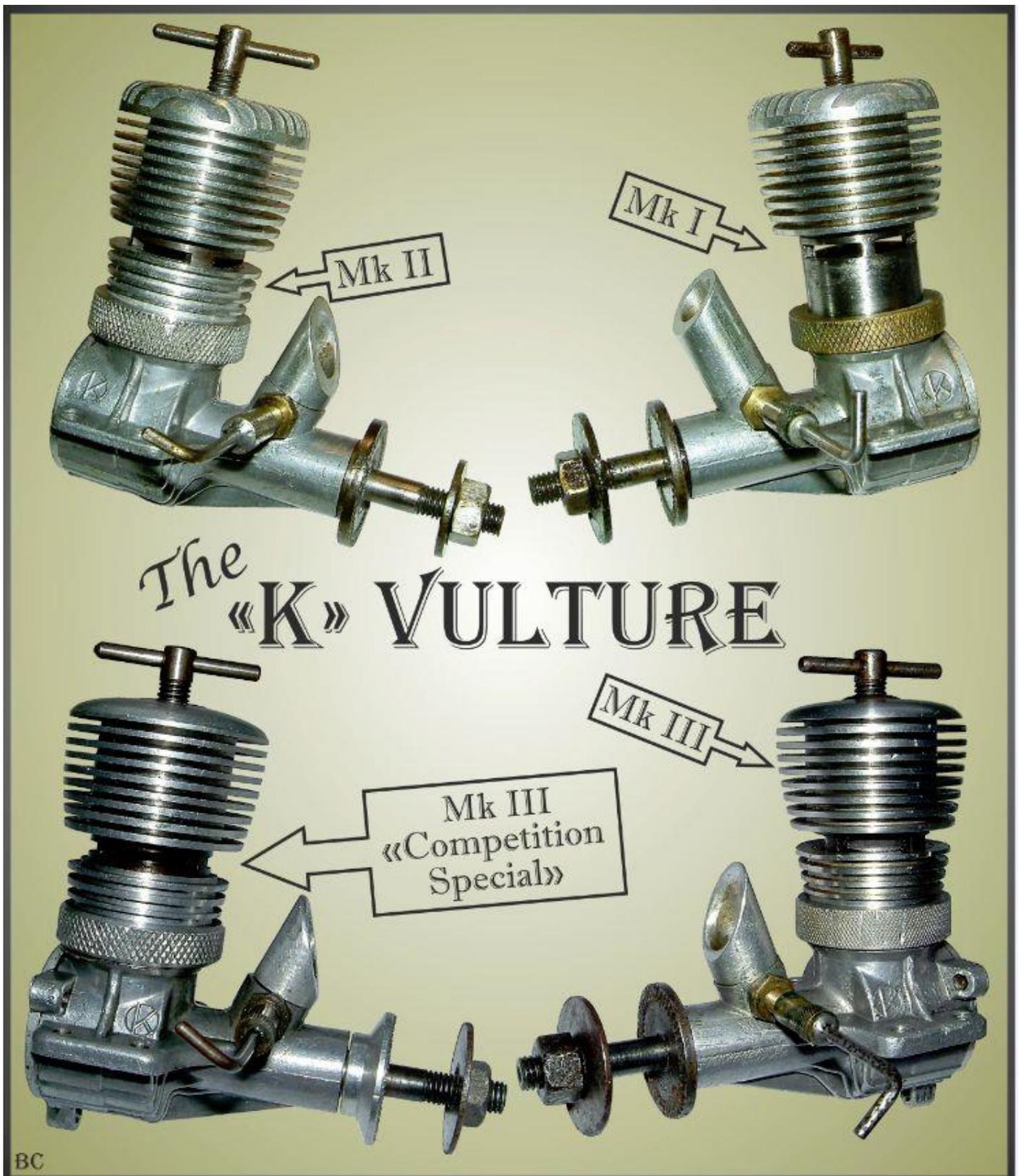
Main Bearing: Plain type lapped hardened steel. Little End Bearing : Ball and socket joint.

Crankshaft Valve: Shaft.



Glo-Plug: Mini-glow manufactured by Smith's Motor Accessories Ltd.

Cylinder Liner: Hardened steel. Special Features : Light weight, with easy glo-plug conversion and no screws.



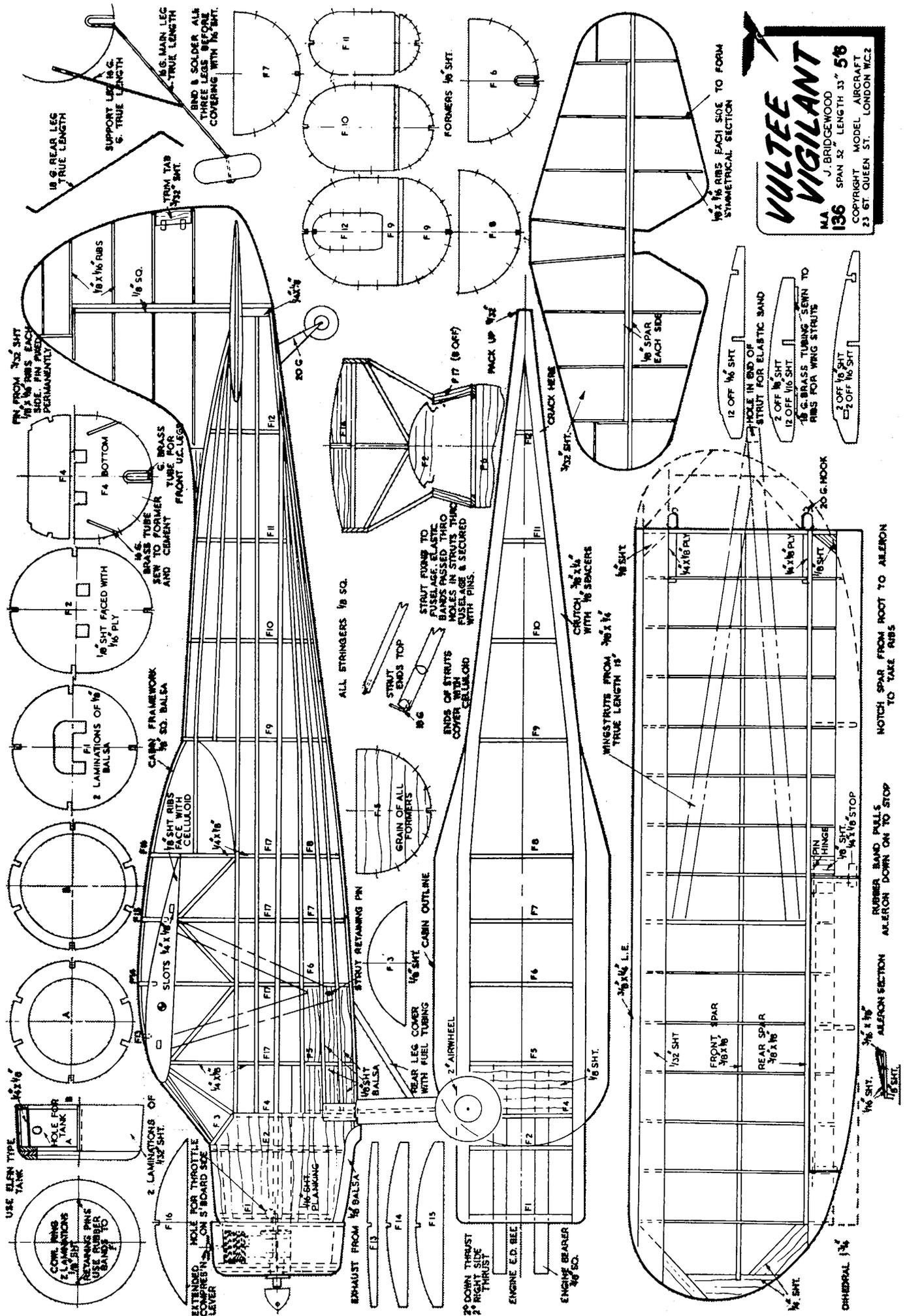
The «K» Vulture tested by Sparey in 1948, and published in the January '49 Aeromodeller, was followed by three other versions. All four are shown in the photo.

There was also a glow head version available, but I don't think it was very successful.

I remember in 1952/3, with a school friend, we lost a lot of blood trying to start one of these... Very flooded and overcompressed of course, but we didn't really know what we were doing...

It seems so easy now, so I've done a short video of a Vulture running session, here:

http://youtu.be/cnwEyX_TOqI



VULTEE
VIGILANT
 J. BRIDGEWOOD
 MA 136 SPAN 52" LENGTH 33" 58
 COPYRIGHT MODEL AIRCRAFT
 23 6T QUEEN ST. LONDON WC.2

1/4" X 1/8" RIBS EACH SIDE TO FORM SYMMETRICAL SECTION

12 OFF 1/8" SHT
 HOLE IN END OF STRUT FOR ELASTIC BAND
 2 OFF 1/8" SHT
 12 OFF 1/8" SHT
 18 G. BRASS TUBING SEWN TO RIBS FOR WING STRUTS
 2 OFF 1/8" SHT
 12 OFF 1/8" SHT

NOTCH SPAR FROM ROOT TO ALERON TO TAKE RIBS

RUBBER BAND PULLS ALERON DOWN ON TO STOP

1/8" X 1/8" ALERON SECTION

CHORDRAL 1/4" 1/8" SHT. 1/8" SHT.

Vultee Vigilant by J Bridgewood from Model Aircraft October 1952

A U.S. Army spotting aircraft is the prototype of this free-flight scale model for 75-1 c.c. motors.

This is my seventh scale powered model within three years and it has proved to be the best, being most stable and least difficult to trim. Providing the weight is kept down to 18 oz., any engine from .75 c.c. should supply ample power.

Commence by building the tailplane, as this is needed before the fuselage can be completed. Elevators are made separately and lightly cemented together after the sailplane has been fixed to the fuselage and covered. This gives more scale detail as well as making it possible to crack the cement joint and adjust the elevators for trimming.

Fuselage

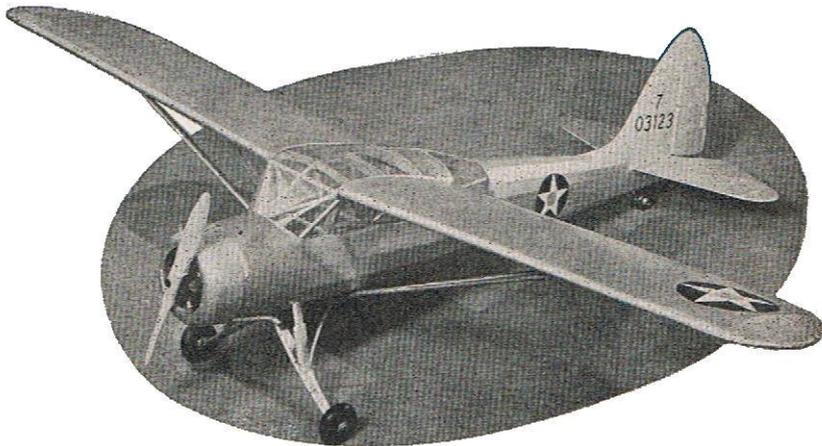
After building the crutch, attach the top half formers F4, 9, 10, 11 and 12, add the top stringer from F9 to 12, then window frame stringers from F4, F9 down to 12. Now fix eight 1/4 in. X 1/8-in. strips between these and the crutch. The remaining six stringers can be fixed after notching the formers.

The tailplane can be cemented in position and the end of the stringer cut to correct length and fixed.

When thoroughly dry, add all bottom half formers and stringers, not forgetting to bind and cement all tubing for the undercarriage. F1 and 2 can be fixed along with the engine bearers.

Fill in with 1/8-in. sheet where shown and plank with 1/16 in. sheet from F1 to 4.

The two 1/8-in. sheet ribs of the cabin are faced with celluloid to give extra strength. The entire greenhouse is covered with seven separate panels of celluloid.



Fin and Rudder

These are built as the sailplane, the fin being covered before cementing on the rudder.

Wings

These are fairly straightforward except for the rear spar which has to be notched and the ailerons which have to be built up of 1/16 in. sheet. It is worth this trouble, as they give the model more scale appearance and are useful for trimming the glide.

Undercarriage

This consists of a 16 g. main leg and 18 g. rear leg, bound together with fuse wire and soldered. The main and supporting legs are covered with 1/16 in. sheet to form a fairing, the rear leg being covered with fuel tubing so that a certain amount of shock can be taken on landing.

The Engine Cowl is made of two rings of 1/8 sheet spaced with 1/4 x 3/8 strips and covered with two laminations of 1/32 in. sheet before cementing on the cowl ring. It is held in position by two rubber bands attached to F1. The old type compression lever of the E.D. "Bee" had to be extended to come through the top of the cowl. The needle valve is set horizontally, and an Elfin type tank was used. Not liking too many holes in the model, I choke my engine by blowing down the tank.

Finishing

The entire model was covered with Jap tissue, but lightweight Modelspan will do. Give two coats of thin dope, one of banana oil and two of silver, the latter being very thin to avoid brush marks. R.A.F. roundels can be used, but whichever markings are decided upon, they will have to be self-made.

2 in. black letters are used for the words U.S. ARMY under the wings. 13/4 in. black numerals are on both sides of fin.

Flying

Check all surfaces carefully for warps. With the c.g. in the position marked on the plan, it might seem a little nose-heavy from a hand launch, but it is better for it to fly down, than to climb in a series of stalls which will prove disastrous in the end. For turning under power, use the rudder trim tab, and use the ailerons for the glide. If the latter is steep with no turn, lower the starboard aileron, providing the turn under power was in

fairly large left hand circles. Circling both under power and on the glide should be to the left, with the power turn tighter to avoid a stall as the engine cuts.

From Bill Wells

I kept looking at the spare wing I had made for the Thunder Tiger Trainer and finally decided to make a fuselage and thus have another model on the cheap if you follow my drift. The strength of the fuselage was going to be in the sides with a short plywood box in the nose to stiffen things up. The engine would just hang on the front with no cowling thus allowing easy engine changes. The big question was how far forward to hang the engine? To get round that problem I made the nose longer than necessary built the rest of the model and put it all together then juggled the engine position to get the C of G right before cutting the nose back to establish the firewall position. The build started by cutting the fuselage sides from ¼ inch balsa roughly following the Thunder Tiger outline I then laminated the sides to thin plywood for most of the front end using, mistakenly, PVA glue, making sure I didn't have two left sides!!! When the glue was dry it had curled the sides as the balsa had taken on the moisture from the glue and had expanded. I used a hair drier to help dry the balsa and enable the curl to relax. Then I made a long sandwich starting with a long piece pine, then side one, side two and another piece of pine compressed under a huge pile of books and after a few weeks I had two flat sides!!! I was relating the problems of the curl to a fellow modeller who just said 'You should have used a contact adhesive mate that won't curl.' Oh well one lives and learns as they say. Construction was slow I made bits up as I went along and didn't work to a plan. At the sharper end I made the under side a plywood / balsa laminate. The top of this box I used short plywood cross piece up against the firewall bulkhead. Where the front of the wing attaches I glued in a substantial plywood bulkhead with the centre cut out to allow access to the inside of the fuselage. So the nose is a sort of long box made of plywood/balsa laminate with an open top. A 'slot in' hatch covers the top and is held in place by small rubber bands attached to the wing dowels. This enables easy access to move things around to suit the different weights of engine.

When trying out different engines there will inevitably lots of forced landing and with our rough field I rather destroy an undercarriage than the model. So I made a highly flexible long undercarriage which attaches to the underside of the fuselage resting against plywood protecting plates and held in place with saddle clamps. The saddle clamp screws going into the pieces of hard wood inside the fuselage. Perhaps the undercarriage is a bit too flexible but it has taken quite a few hard arrivals flexed and saved the model! Another thing was the engine position. I like engines to be mounted sidewinder fashion as surplus fuel tends to be ejected which is handy if you over prime the engine. The other reason was so that most of the engines I wanted to try out could have the silencer low down and almost underneath the fuselage keeping most of the exhaust residue away from the model. In the end I put the first engine an Irvine 40 on its side but not quite horizontal to accommodate the silencer. The top of the wing was decorated with red strips of solar film in a sunburst on a white model.

This model was a success from the first flight. The take off runs were short and the climb rate very good, roll rates were good it can fly upside down but needs loads of down elevator to hold it in level flight because of the flat bottomed wing. I used this engine for seven months. The engine worked very well and I was a bit reluctant to change it but I wanted to try out an SC40 that I was given in pieces, minus it's carburettor. I actually made an air bleed carburettor for this engine and had it running quite well after a lot of trial and error. I used this engine to experiment with different venturi sizes and different fuel mixes. It was only after putting in a lot of effort to get this engine working that it's full history was disclosed. The first owner just could not get it to accelerate so he swapped it for TV aerial!! The new owner had the same problem and ended up force landing in the sea, twice!! The disassembled engine lay in a box for sometime before the bits were given to me. Then first owner gave me the original engine box! Yes I had problems getting it to pick up but found that 10% nitro fuel with a bit more castor oil added it picked up reasonably well. It was not as powerful as the Irvine but it had had rather a demanding past!! I used that engine for 14 months before changing to a Rustler - Merco 40 control line engine!

When I phoned Ian Russell and asked him if might buy one of his dedicated control line engines I asked if it had a carburettor insert! I didn't say I was going to use the engine in a radio control model. I think he smelt a rat but he did the decent thing and sold me the engine. It was much later I showed

him the conversion and he didn't seem too upset. I used an OS 25 air bleed carburettor. The Irvine engine with silencer weighed 16.9 ozs, the SC 40 15.5 ozs but the Rustler-Merco weighed 9 ozs with silencer!!! This engine has a low weight partly due to its small light weight highly adaptable (moveable into multiple configurations) silencer. Fortunately the strip I was using isn't too noise sensitive because the little silencer in all fairness is too noisy for the average RC club flyer. I had to move the Rx battery to the front of the model under the fuel tank then add (regrettably) about 1½ ozs lead to the engine bearers to bring the C of G forward. After some initial teething troubles I really got to like this engine and used it for ten months. The model was 4-6 ozs lighter which compensated for its slightly lower power output making this combination very likeable.

The next engine was Super Tigre GS40, at 19ozs the heaviest but it knocked the spots off the previous engines. Even with the drag of that massive silencer the take off is short and the climb can be very steep. The model does have one little draw back get the wrong side of the drag curve with a bit of power on, climbing very slowly the model turns left, right aileron makes it turn faster to the left eventually dropping the nose. Right rudder will right the wing but basically the nose needs to go down and the power on. I liked this power set up and only altered it when I was given a brand new Enya SS 40. One of the Club members asked what was the difference between his Thunder Tiger 40 and my Super Tigre 40. I thought about it for a second or two and then said, 'about thirty quid'.

During a throw it around session a wheel came off. I only noticed this during a flyby! Word got round and drew what seemed a massive collection of viewers when up to that point there had been none! I had plenty of fuel so flew around thinking about the landing. I also picked the best landing area (it's a rough field). Fortunately there was a bit of a breeze and this model can fly very slowly. Amazingly the wire axle did not dig in the tail didn't lift it was rather like any other landing. I went out to pick the model up, when I turned round the crowd had disappeared as quickly as they had arrived!! I went over to where my most violent manoeuvres had been and amazingly the wheel was floating just off shore in the side extension of the loch. I borrowed a fisherman's landing net and so got the wheel back!!

The Enya SS 40 PB needed to go down a prop size to get the performance anything like the Super Tigre but then the noise with the standard silencer was unacceptable. Going to a 12x4 prop certainly reduced the noise, gave a steady climb and acted a bit like an air brake for the landing. Then I moved to a more noise sensitive field and even with the big prop it failed the noise test so I made a metal exhaust extension but this led to stoppages due to overheating. One day after some enthusiastic aerobatics I found some difficulty controlling the model. At the time I just couldn't figure out what was wrong, it turned, but not as it should, I got the model back to the field then from the overhead the engine failed. As luck would have it I turned the wrong way and couldn't figure out why it took masses of aileron to stop the turn and bring the model back towards the field. The descent rate was too high and the model was falling short of the field. The model ended up about ten feet short of the strip in the undershoot field of long grass with only minor damage. A length of sunburst trim had come unstuck but couldn't trail back over the wing as the narrow end was trapped under the rubber bands that held the wings on. This put a six inch fence on the root of one wing, producing a very effective spoiler, my turn back to the field was against the drag and loss of lift from that wing. So from now on a drop of fuel proofer along the edges those fancy stripes!

Specification

Wing Span 62¼ ins Chord 11 5/8 ins Length 52 ins Weight 5lbs 14 ozs varies according to engine. Engines used Irvine 40, SC 40, Rustler - Merco 40, Super Tigre GS 40 and an Enya SS40.







Super Tigre

S.M. Services (UK)

Having lost my Rx voltage checker that I bought from SM some 15+ years ago I decided to replace with another from them, I like the product as it puts a load on the pack when checking, I'm not sure others do? Anyway they will be cease trading at the end of this month so if you want any of their products you'd better contact them as soon as. http://www.smservices.net/acatalog/Voltage_Monitors.html

From John Laird

Construction of my Ben ShereShaw 96" span Cumulus is complete except for colour trim and fitting out - hope to clear that and maiden in time for Aug Cocklebarrow and Middle wallop flyins
Pics attached with more on my build thread in Rcgroups vintage forum excerpt from my last entry is -

Cumulus covered at last - getting closer to the finishing line.

Covered with medium weight polyspan and 2 coats of dope - 50/50 shrinking dope/thinners

Not as robust as solartex but incredibly light - the whole coating added only 3.1 ozs

Finish weight will be just above 4.5 lbs if I can stay with the 3S lipo power. That equates to 10 oz/sq ft loading not allowing for lifting tail. CG looks about 40% with the battery at CG position - so I will have plenty of scope for adjustment

Still not decided on colour scheme but the translucent white looks good in the sun. There was a few models at Cocklebarrow finished in white with colour trim and all looked good (pics being loaded to my C'barrow thread)

A metre scale included for size comparison and also me and I am a 6 ft'er
Grass burnt due to current heatwave T's in the 80's - vey high for our climate in uk – so I didn't get the nice contrast between the white and green also included link to my cocklebarrow photos thread - if you want any of the photos let me know

build thread <http://www.rcgroups.com/forums/showthread.php?t=2018738>

c'barrow photo thread <http://www.rcgroups.com/forums/showthread.php?t=2212061>



Slingsby Tandem Tutor (T31) by J Wilson. Build a 54" wingspan scale glider for sport flying from Aero Modeller April 1958



Returning back to his farm in Falkirk from a holiday gliding course at Cairnbulg Aerodrome, near Fraserburgh, last year, John Wilson decided that the Tandem Tutor in which he enjoyed so many hours of flying, was the ideal subject for a flying scale model. Living on a farm, with no space or transportation problems he made it with a one-piece 54-in. wing, and the result is seen in the two photos at the foot of his page. Construction is as near as possible made to duplicate that of the full size which, incidentally, is known in the

R.A.F. as Cadet 3.

Those who have closer association with the single seat Tutor will be able to convert the fuselage by eliminating the rear cockpit. A high proportion of the gliding clubs offering holiday courses are equipped with the Tandem Tutor and we are sure that Mr Wilson's design will be popular with those who learn to glide during the coming year.

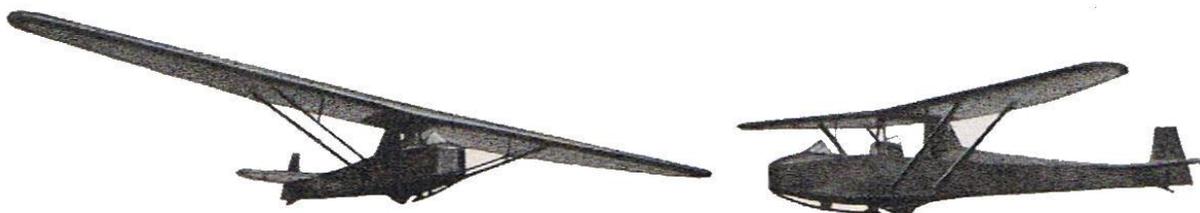
The basic 1/8 square fuselage sides are built over the plan as shown in chain dotted line and the wing mounting pylon frames fitted to F2, F3. These formers are then used to key the two sides together, other spacers and formers added, then the 1/16-in. sheet overlaid and 1/16-in. square dummy Warren braces fitted to reproduce the full-size construction.

The nose block should only be rough shaped before fitting to the front face of F1. No separate wire towhook is necessary as the end of the dummy nose skid comes conveniently at the correct position and is a most effective hook. Provision is not made for an auto rudder, but as this is not intended to be a high performance model, one should be content with the occasional premature release.

The tailplane is slightly enlarged over scale in order to improve performance and is a very simple construction, being flat plate 1/8 in. x 1/4 in. frame with 1/8 in. x 1/16 in. spars positioned above and below. These spars not only serve to prevent warping along the tail span, but also assist in providing a more effective symmetrical section as now is current vogue of many American radio control model designs. Those who want to make the wings in two pieces should replace the 2-mm. ply bracing with celluloid boxes around the ply or aluminium dihedral keepers. Alternatively, the wing root can be changed to have stub dowels and pulled together with elastic bands at the leading and trailing edges, but in this case, the wing struts must be securely attached to prevent any excess dihedral. It should be mentioned, of course, that the full-size Tandem

Tutor does not have much dihedral and 1 1/2 in. under each tip was found to be the minimum permissible on this 4 ft. 6 in. model. Construction throughout is intended to be robust and with no less than four wing spars in the central panel, the T31 will withstand many a hard knock. The original model was silk covered for additional strength and doped red, although the majority of the Tandem Tutors in service are aluminium doped with a minimum of decoration.

Pictured in our heading is a typical T31 as operated by Royal Navy Cadets. A young Pakistani cadet is seen in the front cockpit, studiously taking over the controls from his instructor when flying from R.N.A.S. Bramcote. The device on the extreme nose is the towing release point.



A Great Day in the Cotswolds Tony Tomlin

Sunday 20th July was the date of the first of three popular R/C vintage events to be held at Cocklebarrow Farm in 2014. On the day prior to the event Val and Paul Howkins, [organisers for the past 25 years] and their willing band of helpers, had put up the safety tapes, cut the strip, organised the toilet and a myriad other tasks, but then a violent thunderstorm threatened to undo their efforts. However the storm passed, luckily without damage, apart from a few bent tent poles.

Sunday dawned clear and sunny, with only a gentle breeze which continued all day, soon the fliers, friends and interested spectators began to arrive, until eventually, overall 50+ fliers had signed in with over 110 models. As always fliers came from

far and wide, from the east, Norfolk and Essex, and from the west South Devon, but Mike Duggan from the Isle of Man was probably the furthest travelled.

As always there were many interesting models to be seen, some very small, possibly the smallest being the Dakota's of Mike Phillips and Colin Hutchinson. There were a good number of large models with the Majestic Majors of John Laird and Richard Edwell amongst the largest. Chris Turner was flying his 1923 Pander design powered by a four stroke, horizontal opposed twin, built by Chris himself. John Mellor was flying a scaled up Skystreak 26 based on the original K.K control line design. Boycott Beal had his Squadron there including a Frankenstein, large Popsie and a Pinocchio, all electric. Tomboys were also much in evidence, most to be flown in the R/C Tomboy competitions. There was a 48" Tomboy seen, powered with an AM15 [as opposed to the normal Mills 1.3!], which climbed in a very spirited fashion.

Soon the air was full of the sounds of diesels and four strokes as the fliers made the most of the excellent conditions. Electric models are becoming more popular at each event with around 25% of the models now being electric.

There were very few dramas throughout the day. Ted Tomlin had the misfortune to lose his Tomboy Senior on a proving flight with a radio [or no radio problem]. Mervyn Tilbury crashed his very pretty low wing Dragonfly after some 35MHz radio problems with luckily only a broken prop. and some minor tailplane damage.

During the morning the Tomboy fliers were having very little problems achieving their 2, four minute + flights to qualify for the mass launch flyoff, with lift plentiful, most were having more trouble getting out of lift!!

Tomboy Competitions

Tomboy 3 Numbers were down in the T3 class with only 5 making the flyoff. All of the time served fliers welcomed Keith Ward who was having his first attempt at the Tomboy comp. Ian Andrews was the starter [thank you Ian] and as the start board was lowered only 4 models made it into the air as Keith had an engine problem. The remaining models all climbed swiftly away until their engines, having consumed the allowed 3cc of fuel, fell silent. First down was Ted Tomlin, with a time of just short of 6 minutes, Ted was flying a model that was using 3rd hand 7 year old wings and a fuselage that been nibbled by mice whilst stored ! Next down, and claiming 3rd spot, was Stephen Powell at 6min 15secs. The highest at this point was 14 year old James Collis who was at an eye straining height, and Tony Tomlin, who had the lift but not the eyesight! Tony landed

2 seconds over 7minutes leaving James to glide in over 2 minutes later to a deserved round of applause.

Results 1/ James Collis 9min 25secs. 2/ Tony Tomlin 7min 02secs.

3/ Stephen Powell 6min 15secs. 4/ Ted Tomlin 5min 49sec.

Not classified Keith Ward non start.

Tomboy Senior Eight fliers made the Tomboy Senior flyoff after Ted Tomlin's fly away during qualifying. All had flown before and as usual there was a lot of good natured banter going on. Ian Andrews again was the starter and all models got away ok. Considering the lift that was around during the morning, the flyoff was disappointing to most. Derek Collin was, to his surprise down at 3mins 30sec. He was followed uncharacteristically by Bob Young at a little over 4minutes with Tony Tomlin 'falling out the sky' spot on five minutes. Colin Shepherd was next, followed by Roger Briggs 4 seconds later at 5min 34secs. Things improved slightly with Barrie Collis holding on and landing just short of 7mins to be third, beaten by son James in second position, nearly a minute later. Peter Rose the winner who had attained a decent height, was now diving in gently and landed on the patch at 9mins 13secs.

Results 1/Peter Rose 9min 13secs. 2/James Collis 7min 40secs

3/Barrie Collis 6min 54secs. 4/ Roger Briggs 5min 34secs.

5/ Colin Shepherd 5min 32secs. 6/ Tony Tomlin 5min 00secs.

7/ Bob Young 4min 18secs. 8/ Derek Collin 3min 30 secs.

After what can only be described as a perfect days flying, Val Howkins drew the raffle and presented the awards to the

the Tomboy fliers, to much applause. Thanks again go to Val and Paul and friends whose efforts make this meeting possible.



Air Trials Alert by Dave Bell flew well.

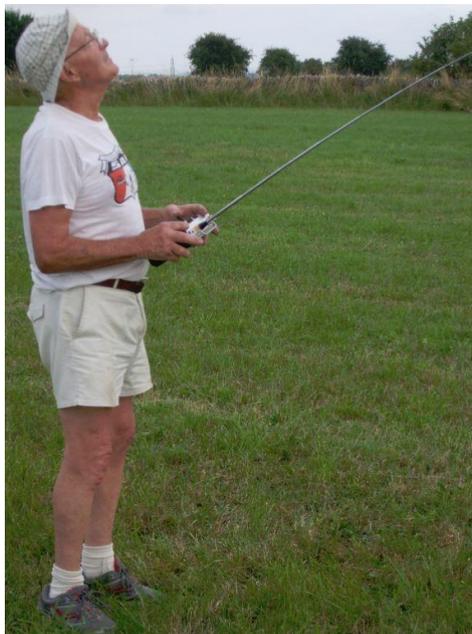


Old School Model Aeroplane Factory with Vic Smeed collection and 36" Frog Wren. Line up early in the day. Derek can be contacted at derekfoxwell@btinternet.com





Debby by Ian Andrews designed by Keith Humber 1939.



Mr Cocklebarrow' Paul Howkins flying his Ranger



Something Different a Tomboy fitted with an AM15 Terrific rate of climb!

D.M.F.G. Events

Dorset Model Flying Group had a Scale and 600 glider comp on consecutive days last weekend so a few photos may be of interest.

The Scale day was blessed with a bright sky and high temperatures although not that well attended with only about 14 flyers over the course of the day and a few spectators. The 600 gliding comp was as always well attended with 12 entrants and good thermalling conditions.

The next few days will see a lot of activity at the site with a gourmet BBQ planned and general flying then we have to vacate for about 6 weeks and put up with over 200,000 people walking over the strip for a period of 5 days, still the hard work starts Tuesday ish, meeting up with another farmer sorting out which field we will use and then giving the grass a cut. This year we have a choice of several fields with one tempting at the moment being left fallow and 100 acres, whoopee. Better still only a few minutes from where I live.





John Taylor's collection of proper models, FF conversions



John Bainbridges SE5 from a Keil Kraft kit and behind his Dynam Hurricane



John's Super Decathlon and Dynam Catalina, Roger Dacombe's I think he said E Flite B17



A Dynam Albatross and couple of Hobbyking ducted fan jets.

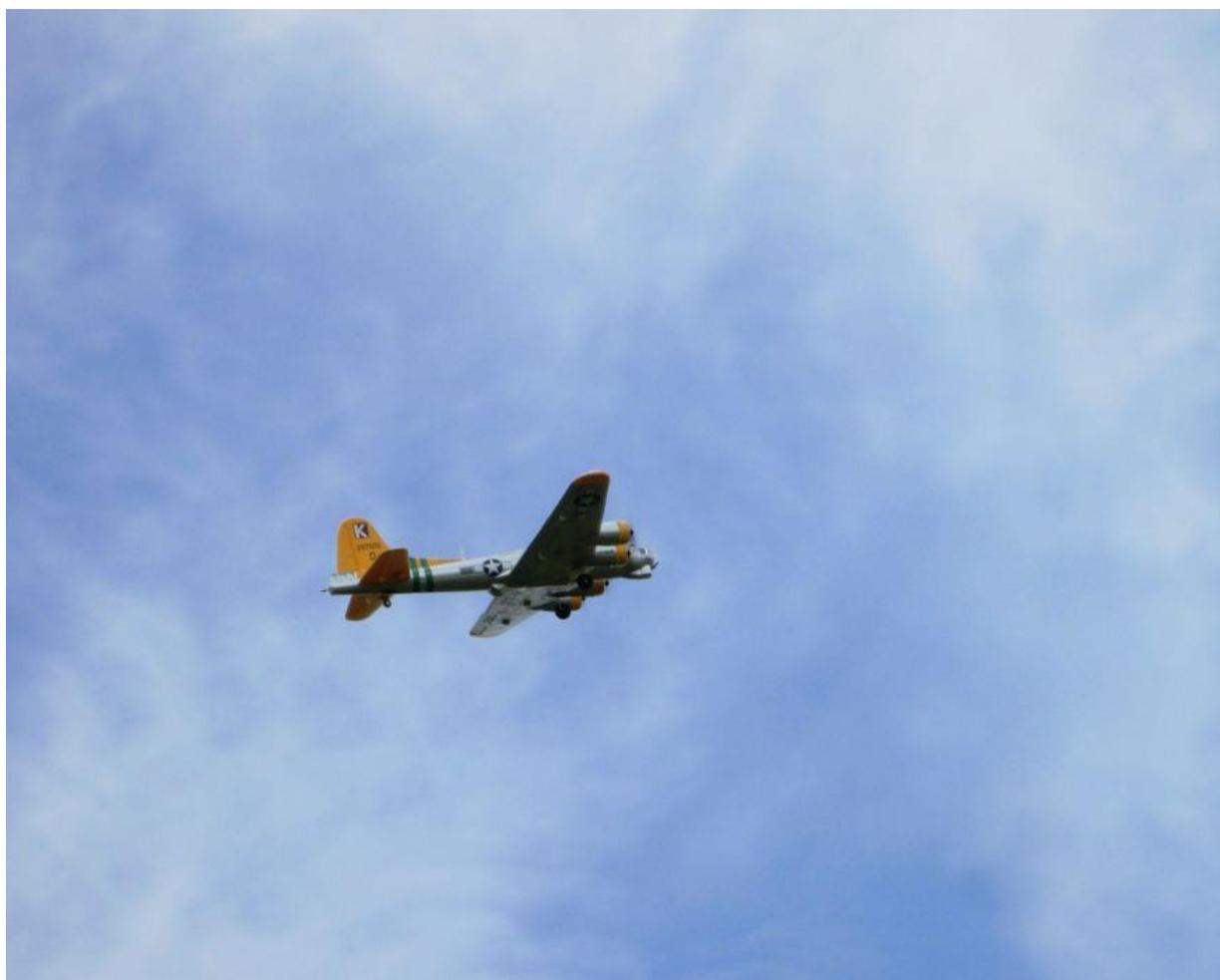


Roger Dacombe's B17 and John Bainbridge's Catalina in the pits



The B17 having a check out in the pits followed by photos of it in flight











John Bainbridge's Hurricane going around for a landing



John Myer's 1979 built bungee launched glider



John Taylor looking pleased

Now for the 600RES photos





One of the Fellows', Jeff or Andrew, pusher models coming in





Roly Nix and Ian Pratt + 1 of the Fellows launching, nearest is an Apollo, Ian's is an own design





Gust under the wing tip adds to the interest on landing!



Contestants at the end of the competition I hid in the background with no undamaged model to hold up, still repairs only took half an hour. The winner on the day was Andrew Fellows, third from the left – well done.

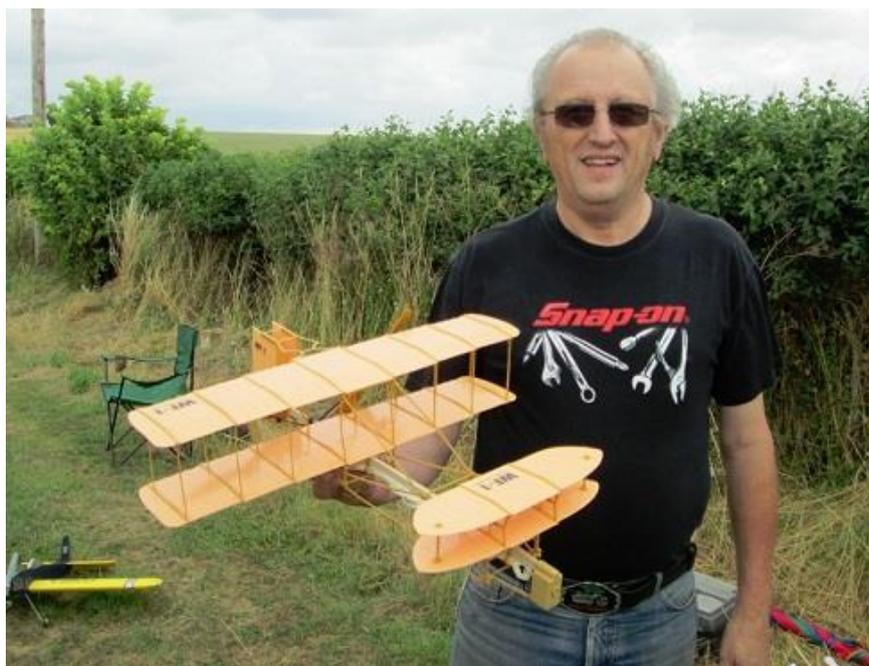
More information at WWW.wessexaml.co.uk

I can't help but include a few photos taken at DMFG site yesterday showing two of the Caulkheads over from the Isle of Wight for a days control line flying and of course free flight although the wind dictated otherwise.

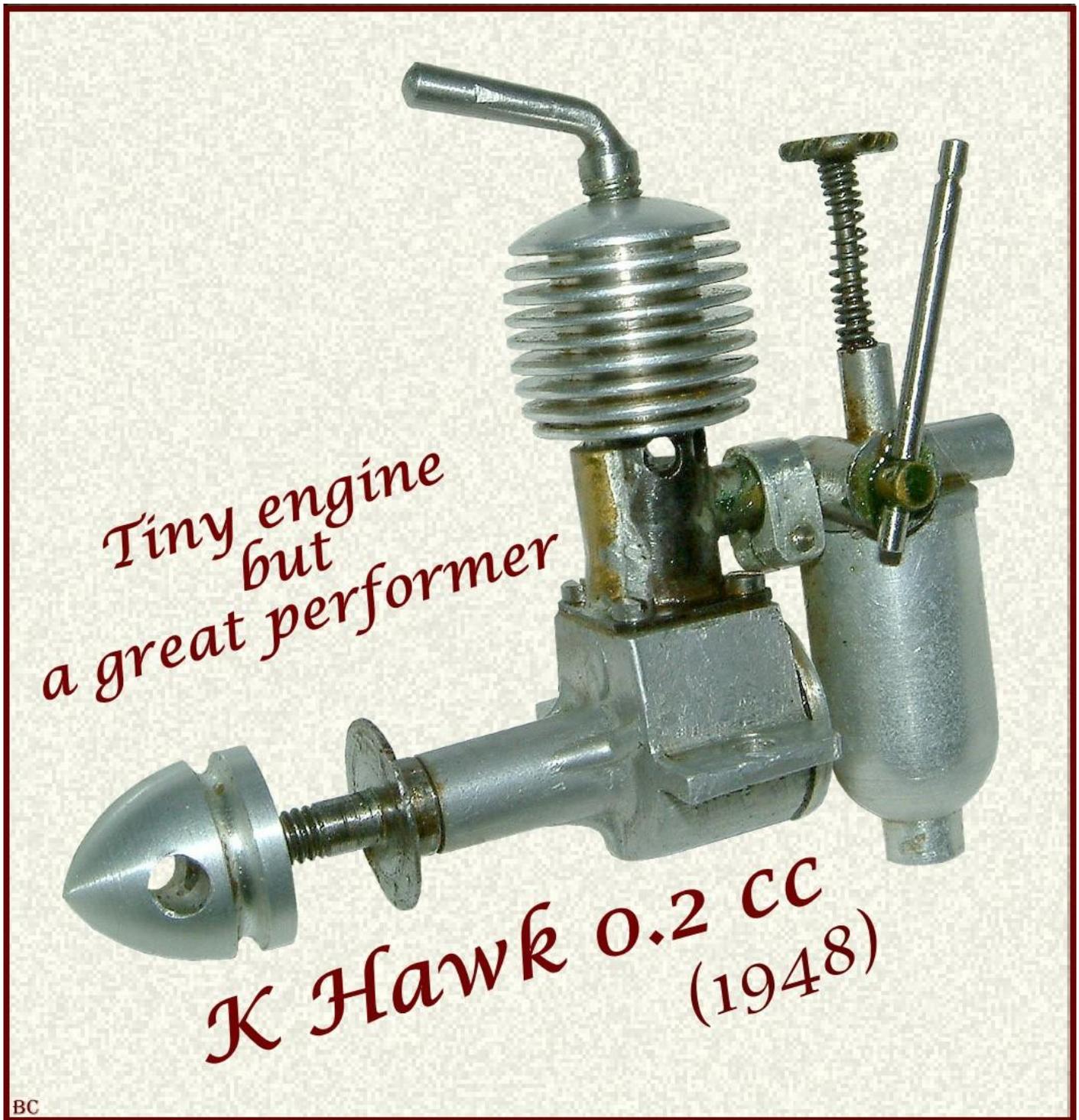


Den and model which had just "landed", take a close look at the prop





Mike and his Wright Flyer 1 free flight model



Elsewhere in this S&T, we've shown the biggest of the « K » engines, the Vulture. Here's the smallest, the 0.2 cc « K » Hawk.

This one is a super runner, and is very easy to operate. At only 0.2 cc it turns a TD 049 propeller very well and would be a very practical flying engine. Admire its running qualities here:

<http://youtu.be/c39-DQdwsH0>

Some more superb Swiss photos from Peter Renggli and Urs Brand













Kurt Glanz



Riedstern 1941



Christian Tanner

My fifty year fascination with a MK9 Spitfire squadron code ZD-E. By Bob Dartnell RPMAC.

I first became aware of Spitfire ZD-E some fifty years ago when I was still at school. A very good friend of my dad's George Woodward flew ZD-E with 222 Natal Squadron from 1943 to 1944 after which 222 Squadron transferred to tank and train busting Hawker Typhoons.

Flight Lieutenant George "Woody" Woodward as he was to become, was working in South America when England declared war with Germany in 1939 and he promptly volunteered to join the Army, however as he been educated at one of the minor public schools it was suggested he join the RAF instead.

Having been accepted into the RAF George was sent to Canada for his EFT (elementary flying training). After successfully completing initial training he progressed through further elements of training including gunnery, and on completion he passed out as a fighter pilot and was posted to 222 Natal Squadron. At war's end George had won a DFC and had he remained in the service would have attained the rank of Squadron leader.

Whilst I was still at school my dad, a keen aeromodeller in his younger days, decided to design and build a rubber powered Spitfire of around 24 inch wingspan, which he finished in D-Day markings with squadron code ZD-E. It's flight performance was impressive for a small scale model and far superior to my own efforts with a Keil Kraft Spit.

Some years later my dad decided to build another Spit but this time it would be a non flying representation of George Woodward's Spitfire. The model, of around 40 inch span, was a traditional build from balsa and ply, hand carved beech prop blades and his own moulded sliding cockpit canopy etc, and again finished in the markings ZD-E of 222 squadron. In 1968 dad presented the model to the Imperial War Museum.

I recently decided to research the history of Spitfire MkIXb serial number MH415 and was amazed to learn that the aircraft survived the war and in the years that followed had a tale or two to tell.

A brief history

Spitfire MH415 was ordered from Vickers Armstrong Ltd in May 1942 as a Mk.V and was built in the summer of 1943 at Castle Bromwich aircraft factory as an LF1Xb with a Rolls-Royce Merlin 66 engine as part of batch MH413-456.

MH415 was originally delivered to No 129 squadron at Hornchurch in August 1943 transferring to No 222 (Natal) Squadron in October 1943.

On 2nd Jan 1944 MH415 transferred to the Air Fighting Development Unit at RAF Wittering where the aircraft stayed until late September when it was transferred to no 126 squadron at Bradwell Bay, Essex. It would appear that the aircraft had suffered some damage which was not recorded in its records, for in early January 1945 it was transferred to Vickers Armstrong at Oxford for repairs and modifications. These were soon completed and MH415 was on the move again this time to No 6 MU (maintenance unit) Brize Norton for storage. On the 6th February it was moved to De Havilland at Whitney in Oxfordshire for an overhaul. This work was completed by late May and a move to No 9 MU Cosford was made for further storage.

In August 1946 MH415, along with other Spitfires, were sold to the Dutch Government and it was soon on its way to No 76 MU Wroughton, to be followed by yet another move this time to No 47 MU Sealand, Cheshire, for packing, and this would not be MH415 last move.

Early in May 1947 it was shipped from Tilbury Docks on the ship Rotti bound for the Dutch East Indies, where it was given the Dutch serial H-108, later to be changed to H-65. The aircraft served with No 322 squadron of the Royal Netherlands Air Force in Java, and was later shipped back to Holland. MH415 languished in Rotterdam Docks for some time before being sold to the Belgian Air Force, who required additional Spitfires to make up accident losses. MH415 was overhauled by Fokker NV at Schiphol Airport and test flown with serial B-12.

Delivery to the Belgian Air Force followed in April 1953 and the aircraft served with serial No SM-40 with the L'Ecole de Chasse Koksijde before being retired in 1956. However this was not the end of the MH415 story.

In June 1956 MH415 was sold to a Belgian company COGEA, which had a target-towing contract with the Belgian and NATO forces.

It was delivered to COGEA base at Middlekerke, Ostend, where it was registered OO-ARD, and soon entered service.

Spitfire MH415 was destined to become a film star.

In 1961 the aircraft was leased for film use in *The Longest Day*, which was filmed on location in France. The aircraft was painted in camouflage and flown with 340(Ile De France) squadron codes GW-B. In September 1961 the aircraft caused a stir by appearing at RAF Battle of Britain air display Biggin Hill, flown by Pierre Laureys, a French World War 2 Spitfire pilot.

MH415 had by this time been purchased from COGEA by Rousseau Aviation of Dinhard in France, where the aircraft was in open storage for some years.

However this was not the end of MH415's film career.

In 1966 Group Captain Hamish Mahaddie a former bomber pilot, was collecting aircraft together for the forthcoming film *The Battle of Britain*, and after survey by John Simpson, MH415 was bought for an undisclosed sum. The aircraft was dismantled and shipped by Simpsons Aeroservices Ltd at Elstree for an overhaul, registered G-AVDJ to Mahaddie on 29th December 1966, and it was test flown and delivered to the film unit at RAF Henlow in early 1967 by T.A. Davies.

The aircraft was stored during most of 1967, and it was not flown again until November, when it was given a new C of A, being test flown on the 29th of that month by T. A. Davies at Henlow.

In early 1968 filming had started in Spain, and as a Spitfire was required for location work, MH415 was chosen and prepared at Henlow and Luton. A 90 gallon drop- tank was fitted and various test flights carried out at Henlow, Luton and Farnborough by Lt Cdr M. T. Hynett during February. In late March MH415 left the UK, flying via France to Tablada Air Base in Spain. For this long flight it was flown by V.H. Bellamy the well known restorer and replica builder.

Film location work as N3312/AL-C followed in Spain, flown in the main by Lt Cdr Hynett, the aircraft arriving back in England at Manston on the 11th May 1968, in company with a gaggle of Messerschmitts, two Heinkel's and ex RAF pilot John 'Jeff' Hawke in a B-25 camera ship.

On the 14th May MH415 arrived with the film unit at RAF North Weald in Essex, and was later based at Debden, Duxford and Hawkinge. The weather in 1968 was typical British and the film company were running out of time. Finance was also causing problems, so it was decided to move the aerial unit to the good weather of the South of France. MH415 and a number of other Spitfires and some Messerschmitts were flown out to Montpellier in August for three weeks, and the necessary footage was obtained in the sunshine.

MH415 wore many markings during filming and indeed its service life. The markings it wore in the film included N3312/AI-C, N3311/CD-B, N3321/AI-M, N2210/CD-A, N3310/AI-A, N3322/AI-N, N3319/DO-K and N3314/AI-E. This Spitfire was fitted with strobe lights in the machine gun ports and was flown for a total of 125 hours during filming. In October 1968 it was based at Bovington, Hertfordshire, and later that month was used in filming bale-out shots at Netheravon, Wiltshire. One of the film unit pilots, a Texan stunt pilot, Wilson "Connie" Edwards, bought MH415 on completion of its film duties. It was dismantled at Bovington by Simpsons Aeroservices for shipment to Houston, Texas where it arrived in January 1969. MH415 was soon delivered to the Edwards ranch at Big Spring and was registered N415MH. It was repainted and 222 squadron codes ZD-E were applied.

Current location is still believed to be in Texas, in storage.

Post script.

I started my research of this aircraft a couple of years ago with the intention of offering it to James for inclusion in "Sticks and Tissue" but somehow I lost interest in the article and it just languished in draft form on my computer's hard drive.

A week or so ago (13th July) I came across an article in the national press about a Spitfire being offered for sale for £1.5 m, the owner being the Texan pilot, Wilson "Connie" Edwards, now well into his eighties. It may not surprise readers to know that it is the very aircraft, the subject of this article.



George Woodward 2nd left seated. No1 Gunnery pilots Mount Joli Que.



George Woodward with the Dartnell senior's Spitfire, prior to donation to the Imperial War Museum.

By total coincidence I received the following email from Peter Brannigan

Canny Frank McCann from the wilds of Tasmania has sent in this article, see LINK below. If you love the Spitfire then this is something you should not miss. Cheerio Steve McGregor The Spitfire Association <http://www.dailymail.co.uk/news/article-2690599/Spitfire-saw-action-WW2-starring-1969-film-Battle-Britain-sold-1-5m-spending-40-years-Texas-barn.html>

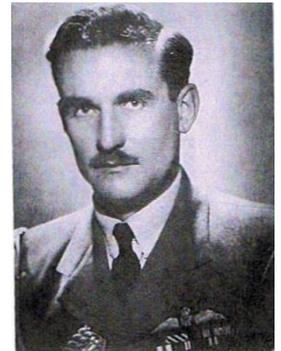
David Kinsella's Column

The ED Story -XI

The concentration of materials and services in a factory setting is not without risk. Some may remember the huge fire at Jaguar, others the disaster of 29 April 1962 when tyouths set fire to the ED works during a break-in. Magnesium burns furiously, under water or not and the loss of so much hit ED hard. Engines such as the Baby, Hunter and Hornet faded as the pre-fire stock of parts ran out Fletcher's counter with his 1cc Cadet not a raging success (spring starter apart, under-propping for revs ignored its low speed torque) the last proper ED front the original works was his 10cc Condor R/C Glo. A possible leap into the new world of R/C, the Condor didn't make it (post fire drag a factor here). Then came the German-made Hawk for a while German ownerships then to Hounslow with Eric Faulkner. Ken Day took over at the end of 1965 and ran on in Surbiton, Kevin Linsey providing tuned pipes. Feeling the heat from the US and Japan, a tiny ED was operated by Brian Etheridge in Hampton Court. On a visit I was surprised bow small it was.

Classical RAF

With Flynn-like looks Archie Boyd fought in the Battle of Britain and became a feared night fighter as he assisted radar development. Cool in a crisis Archie took over the controls after his number two had started finals over a main road in Cairo! Oops! Aboard Mosquitos and Beaufighters this Old Harrovian bagged several V-1 Doodlebugs (a risky business) and in the 1950s flew EvaPeron's aeroplane to Argentina. Cricket, shooting and sailing were keenly followed Archie a member of the Royal Yacht Squadron.

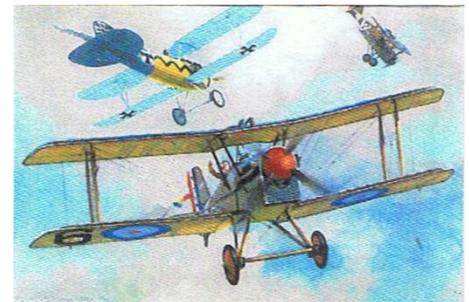


Chums Ron & Colin

Colin Hutchinson has taken over from Ron Knight as editor of SAM 35's enjoyed-around-the-world Speaks the monthly mag of 52 pages that is essential stuff for all who build fly and enay proper model aeroplanes. Ron edited Speaks for close on 16 years, a mighty achievement to be proud of - more so when you do the maths! I've suggested an award of some sort richly deserved I think but in the meantime hearty thanks to Ron and a warm welcome Colin who, of course, relies on our support for his success. Make sure we give it.

The Folland Fighter

Should you reject the Camel in favour of the SE5a, plenty of reference material appeared in SAM 35 Speaks last year (5 parts). Books, kits, plans, 3-views, dimensions, history, vital detail to avoid ghastly mistakes, it's All there waiting for you. Here Roger H Middlebrook give us the famous fighter scout in action. Note that ex German spinner on this geared version in the hands of the mighty McCudden. Boy's Own or what!



Water Wars

The hardest Harleyford to get is the big one dealing with marine aeraplanes of the 1914—18 war. In print now and waiting is the slim volume from Osprey at a mere £15. Lots of colour and pictures will inspire you to tackle a Great War fighter with a difference. Wellingtons on, chaps.

Combat!

Here fighter ace McCudden in G tackles Ernst Udet in his famous red DVII. Above is Herman Goering, below is Willy Gabriel (a chum in later years of Alex Imrie who wrote regularly on SAM matters), If straining canvas turns your crank, what can beat a SE5a or DVII for that Great War feeling? My Willy Gabriel DVII (C/L Eta 29) is a Biggles-strength belter with Castrol R pong.



Our Readers

Enthusiasts who enjoy S&T include famous racing drivers aristocrats in castles, captains of industry and spiffing chaps numerous, One good stick is John, classic Rolls-Royce owner and John O Groata to Lands End on a rare Dursley Pedersen cycle the ride of his life. That's a mighty 984 miles. John is also an ardent model railway enthusiast in O Gauge.

Jolly Roger

With a mass of commissions on file ace artist Roger H Middlebrook GAvA is hard at it, Strong on Great War action (he painted McGudden above) Roger can deliver a ship of your dreams or a motorcar for den display. Skills honed at the Slade, 'make mine a Middlebrook' is heard in the highest circles.

Ideas From Germany

Eagle's launch. on 14 April 1950 saw Frank Hampson from Manchester equip our Dan Dare with amazing devices, his enemys likewise. He read American comics and sketched on police station writing paper as a lad and was well up with rocketry developments in Germany, their early V2 strikes passed off as domestic gas explosions! Built to bring down bombers, this solid fuel two-stage missile - the Rheintochter RI - looks fearsome even today. For sure this daughter of the Rhine would have packed punch.



Frames

Claud Butler's intention was to compile the history of the bike frame. An accident with an electric fire stalled the project. In more recent times Claud Butler frames were made by Holdsworth of Putney along with Roy Tame. lightweights. It may be too late to complete a full history but books such as the Elite Bike (Brown and Fife, Bloomsbury) cover Roberts, Condor, Mavic Columbus, Cinelli Brooks and other famous names ridden by the best. Hardly seen now the swoopy Cury Hetchins, Scott Flying Gate and Paris are of an age long gone. I have a couple of Viscounts (aeroplane tubing) and a MKM (Mason Kitchen Metcalf) in Bugatti blue.

Personal. Big Ben

With internals from the traditional pocket watch IWC and others built huge wrist gatches for the Luftwaffe. Warn by men and women these days the big watch of the modern age is a mere pipsqueak alongside these Third Reich jumbos of a mighty 2.5 inches and more. Strapped on and weighty my example was by Wempe, still mint after all those years.

Les Remembered

Via Alan Chatifeld's piece (SAM 35) I heard that Les Duffy had passed away. Always a keen modeller enthusiast of great cars, SAM Membership Secretary from 1986 to 1997 Les built big Mercury IV, Premier Lion, a huge Handley Page HP42 liner (4 Comp Specials) and many more. Trips to Exmouth let me enjoy his company, his collections and hospitality provided by Rose-Mae Duffy SAM 35 Secretary and Treasurer. He sailed R/C boats enjoyed RTP and had a liking for the great biplanes of the Great War. Projects to the end, that Imperial Airways liner really was something by Jove...

Gad Zooks

We all remember Ivanhoe and the great joust at Ashby. Those good at it won cash and even armour, full suits vastly expensive and often from Italy, Spain or Germany (pictured). The same was true in war, a brave fellow handy with blade or mace doing very well for himself. Sometimes forgotten but a treat when there, the Wallace Collection has a whole floor devoted to knights in armour, battle axes and swords. Tube to Baker Street.



Plans

Listed recently (S&T 86) Phil Smith's plans are great value and easy to build from. Even if you don't actually build the thing an evening mulling over plans and old Model Aircrafts is time well spent. As a lad I used to pin them up as wall decoration.

Fearless Fighter Boy

Malta fighter ace Laddie Lucas DSO DFO said I should meet Sir Douglas Bader. A call to Woodley aerodrome and in a day I was at the London house of the great hero, one of the most famous to wear Royal Air Force blue. In a front room I waited, books to be signed at the ready, pen with red ink poised. His wall of supreme confidence arrived first, filling every inch of the doorway, and then his stocky form was upon me, in golfing gear but the rings of a Group Captain, Wings and medals easy to imagine. He wrote in the centre of the page, Stanford Tuck, Johnson, Cunningham, Aitken and Dundas and fighter boys he'd known nearby in black ink. Certainly a handful on any station (pity the CO!) Bader was fearless and steadied youngsters with his fun chat with Jobnie Johnson over the R/T. He said Kenneth More had done a good job in the movie (1956). Paul Brickhill and relation Laddie Lucas tell the Bader story to good effect.

Showed 'Em:

Upset that fifty years of the RAF would not be celebrated in a fitting manner (1 April 1968 the vital date) a Hunter pilot took his fighter close to the windows of the Commons then wowed them by flying between the spans of Tower Bridge. Sadly some rotter took his number and soon the CO had our hero on the carpet, thence to civvy street.



Mighty clock work

Further to those giant watches made for the Luftwaffe, all part of the S&T service I've discovered one for sale in London. Not cheap but what a stunner at the tennis club dance, good chaps with wedge to spare may care to call 0207 379 7080. A spot of weight training might be advisable.

Slip Cased Stunner

Students of air combat loved this: 24 profiles of German aces of WW2, each signed, Pictures, combat reports, unit details. Luxury binding and gold lettering on rich blue. Big at 11 x 13 inches to fire up your shelf and wow your chums. A snip at £520 from David Bancroft (01983 759059) Fighter boys signed include Hartmann, Galland, Steinhoff, Rall.

From Stan Yeo Phoenix Model Products Newsletter

I love flying slope soarers and live in an area, Purbecks, where there are plenty of sites to fly from only problem is never the time in fact haven't sloped off more than once in last 18 months! Must try harder. Had to include this as the model looks like great fun and contains balsa and ply with building being necessary! JP)

News from PMP is the Mk2 Sierra is at the production stage although we are still waiting on the weather to thoroughly wring out the preproduction prototype properly and get the photographs for the box label. As is the case nearly all the topics discussed in this newsletter are the result of conversations we have had with modellers / customers over the last few months so hopefully they are very relevant.

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P & P at Cost ...

Contact Den Saxcoburg01983 294182den@denandtheartof.co.uk

FOR SALE

Futaba FF7 Super 35MHz TX with Spectrum 8channel 2.4GHZ plug in conversion and AR7000 DSM2 RX. [new and boxed] cost £152.00.

TX and conversion module £90.ono.

Contact Tony Tomlin. 02086413505

Pjt2.alt2@btinternet.com

From John Harwood, secretary of Eastbourne & District Model Flying Club;

Eastbourne & District Model Flying Club would like to invite you & your members to fly at our Annual Vintage Day on Sunday , 7th September 2014 at Deanlands Airfield, Nr Ripe in Sussex. Further details can be found on our website at www.edmfc.co.uk. We look forward to seeing you !

Middle Wallop (Inc P E Normans comp)

August 24th / 25th The P E Norman comps will be run on the Sunday 24th. Bring along your Natzneez and any other P E Norman model you have made. There will of course be CL and RC on 24th.

<http://www.sam1066.org/>

Cocklebarrow

17 August - Sunday

SHILTON VINTAGE (FLY IN)

BLACKWELL FARM

Saturday 13th and Sunday 14th September 2014

Due to the success of our first meeting in May, there will be the second Shilton Vintage meet on 13th – 14th September.

Flying all day Saturday and Sunday.

Caravans and camping available, water on site and port-a-loo.

BMFA members only. Proof of Insurance required.

The Bar-be-cue will be running on Saturday evening from 7 p.m. Bring your sausages and burgers and enjoy an evening with like-minded people.

ARRIVALS FOR CARAVAN AND CAMPING AFTER 2 P.M. FRIDAY.

You will need to pre-book your pitch as we are limited to 10 caravans only. The site will be well sign posted with SAM35. Post code OX18 4AP

Caravans/Camping £10.00 for weekend
Flying £5 per pilot.

Local facilities are available in Carterton 3 miles away.

CONTACT: Nick Blackwell Tel: 01285 657610 (evening only)
Email: nick@nickblackwell.co.uk

OR Derek Foxwell Tel: 0208 647 1033
Email: derekfoxwell@btinternet.com

Directions:

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.

(When you visit Blackwell Farm – you must try their honey – it's bloody marvellous)

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BMFA MID-WEST 166

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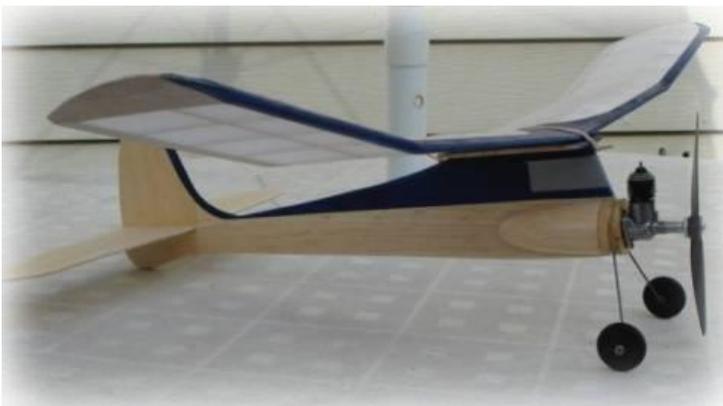


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