

## Sticks and Tissue No 95 – October 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](mailto:JamesIParry@talktalk.net) The content does not follow any logical order or set out, it's "as I put it in and receive".

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

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

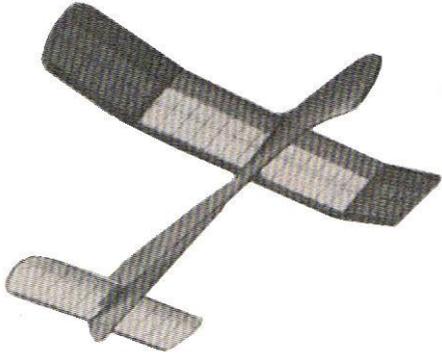


*Boycott Beale's Pinnichio at Cocklebarrow photo sent in by Derek Foxwell taken by David Bowl*



**Nord 2 by J G Joyce member of Leeds MFC aged 18 lithographic artist mainly interested in sailplanes also keen on indoor models and breaking club and national records! A/2 hand launch record holder. From Aeromodeller January 1951**

This model has been designed over a period of three years' development of the pod and boom type sailplane. Originally based on the "Sunanvind" layout, it was found to be too small to remain in sight for the full five minutes during contests. For the 1949 season a larger model was built, fitted with wing tip fins and twin fins on the tailplane. This model was quite successful, holding the Leeds M.F.C. Club tow launched record of 7



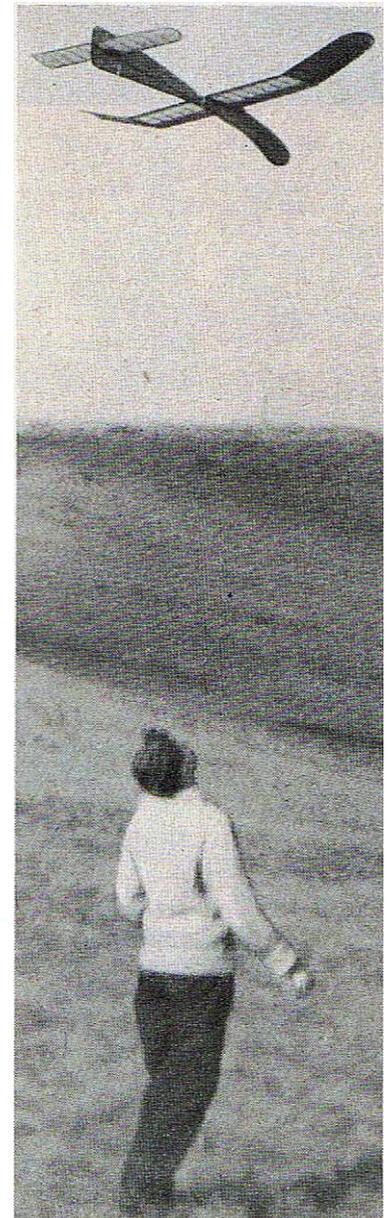
mins. 20 secs, and also the Club hand launched record of 5 mins. It gained third place at the 1949 York Rally with a three flight aggregate of 7 mins. 23.5 secs. When the "NORDIC" A.2 class specifications were announced for 1950, it was decided to build a model down to the required size and incorporate several new improvements. These included a tip-up tail D/T. The first version of the "NORD" was of light construction, the total weight being only 7 1/2 ozs. it was therefore decided to keep this model as a lightweight and to build a stronger, heavier version for A.2 and F.A.I. competitions. This lightweight model holds the Club Lightweight tow-launched record of 8 mins. 21.5 secs. The second model when completed weighed 15 1/2 ozs., and in this

trim it placed third at the Northern Area Glider contest on the 16th April, 1950. With time of 12 mins. 19.6 secs. A similar model built and flown by my sister B. M. Joyce, placed second in the Women's Challenge Cup contest at the 1950 British Nationals A further model built and flown by my father, was lost on its first flight in the K.M.A.A. Cup, with a time of 6 mins. 30 secs. o.o.s. Failure to find this model probably prevented him from gaining a place in the "NORDIC" 100, but this flight established a new Club F.A.I. record. On the 2nd July, 1950 my model placed third at the Beverley Rally with a two flight aggregate of 6 mins. 01.4 secs. In preparation for the 1950 Northern Area Rally it was decided to fit the model with fin strakes to fly in the H.L. Glider contest, and at the same contest to make an attempt to break the existing British "NORDIC" class H.L. record. This it did, (subject to confirmation) on a flight before the contest with a time of 3 mins. 40 secs. o.o.s. the model being lost and therefore could not compete in any competition flights. This was also a Club H.L. record. "NORD 2" is very strongly built and will withstand most "prangs" with the minimum of damage, as it was designed to fly in the rough weather to which we are accustomed in the Northern Area, and which we encountered in the 1950 Nationals. Tow line stability is very good but if required, automatic tow hooks can easily be fitted with a tab in the lower fin. The tip-up tail D/T is highly efficient, the amount of movement being regulated by the length of the restriction string which is fitted from the end of the boom to the T.E. of the tailplane.

Full building instructions and designer's trimming hints are supplied with each full-size A.P.S. drawing; but the following section on living the record breaking hand-launched soaring version is reprinted below for the interest of others fortunately situated in hill-soaring terrain.

Hand launch Trimming.

For slope soaring the fin area is increased by the addition of the fin strakes shown dotted on the plan. These are cut from 1/8in. sheet balsa and cemented to the boom making sure that they are dead straight, otherwise the model will tend to circle. No trim tab will be required as a straight flight is needed to keep the model into wind. The ideal trim is when the model is slipping slightly away from the hillside



with its nose into the wind. When launching, try to keep the nose dead into wind and let the model fly from your hands, as, on most days the speed of the wind will carry it. with very little forward motion of the model.

This model being designed for competition work, requires careful trimming, and when finally trimmed, locating blocks shml'd be fitted to the wings and tailplane so that they retain their setting. Provided these instructions are faithfully carried out, this ifiodel should give you many happy hours of competition flying.

## **The Scientific "MAJOR" one of their 35 cent series of 25" WS models from Karl Gies**

This is a "MAJOR", one of the Scientific "SUPER-FLYERS" that had wingspans of 25". The line consisted of the WINDSOR, BANTAM, MAJOR, ROYAL, RANGER, and the HORNET. This series has a copy right of 1944. I built all of the models in this series beginning in about 1948 except for the "ROYAL" which was never stocked by the local hobby shop. I built this Scientific "MAJOR" in 2004. It weighs .96 ounces less the rubber motor. Captain Cornell Crawford, Neighborhood Hero

The morning was dead calm and our hero, Captain Cornell Crawford, left early for the flying field with his Scientific "Major" and Scientific "Victory." These were models that Cornell had built as a lad and now at sixty seven he was alive with excitement. The "Major" had been a well, major disappointment at age eleven or twelve. It looked good in Cornell's young eyes but did not fly much at all. The "Victory" had been his first success as a young model flyer and this one was a proven flyer. But this was the maiden flight of the "Major" and Cornell had woken up thinking about it, hoping that it was not to be like Charlie Brown kicking the football again. Cornell had made up a four strand motor of some good old 1/8" FAI Tan II for the Major. Some right thrust and down thrust had been added to the model. On the first flight Cornell gave the "Major" about 300 turns and turned it loose over the wheat field. It flew but had too much right thrust and needed some up stab. On the next flight with less right thrust and 1/16" negative in the stab it climbed well on a short flight. Cornell decided to go for it and wound the motor to 850 turns. The Major climbed sharply and gained good altitude before going into the glide pattern. Cornell watched the model float down and and disappear into the fully ripened wheat field. Combines were devouring wheat furiously in the opposite field. The model was not that far away but panic set in as Cornell searched vainly for the model. The model was finished in red with black trim, Japanese tissue over mylar and a hand carved 8" prop. Cornell decided to crisscross the area in ten foot intervals and finally stumbled upon the model. Tears welled in his eyes as a vision of himself vainly trying to get the Major to fly fifty seven years ago appeared to him. Life is good. Cheers, Captain Cornell Crawford, Neighborhood Hero. I am now seventy-seven and still flying the "MAJOR." p.s. The Major is now hanging in an artist friend's house who is also my fishing buddy. I go down there often to quaff a drink with him and view the "Major" flying from his ceiling. But we will take it out again and watch it fly free.



I posted this picture earlier but Vic Nippert really enhanced it and thanks to Vic for doing this. My '39 Korda Wakefield Winner coming in for the day.



## Steve Ralph Tasmania

Hi James, Re Cyanoacrylate information.

Sur Lok publish a document. Site is <http://www.surlok.com/msds/1495.htm>.

This covers most things. If I use Cyano much I get flu/cold symptoms Cough, sore eyes, sneezes that can last for a few days. Antihistamine helps. Using Aliphatic instead works best for me.



*This engine photo of a Rustler Cheetah was sent by Bill Wells. Regretably Bill has now exhausted his material on models, perhaps he'll have more in the future?*

# The ARNE HENDE DRONE



0.6 cc  
miniature replicas

Probably most of these Arne Hende miniature Drone replicas are just kept as ornaments, in show-cases, etc. If this is true then it's a shame because they are great performers. The ball-race engine in particular is very impressive, and could no doubt haul quite a big hunk of aeroplane around... Not only is it powerful, but I found that it will also run in fixed compression mode, like the original Drone. In fact, it runs so well fixed compression that I honestly wonder why Arne Hende bothered making the variable compression mod...

Anyway, I thought that maybe other engine enthusiasts, and collectors who don't play with their engines, may like to see these super little beauties running, so I did a little video. It's here:

<http://youtu.be/iN5WIKOZxGE>

## For Sale From Bryan Passey

Further to our chat earlier today regarding a couple of items I have for sale. I have for sale these two collectable items.

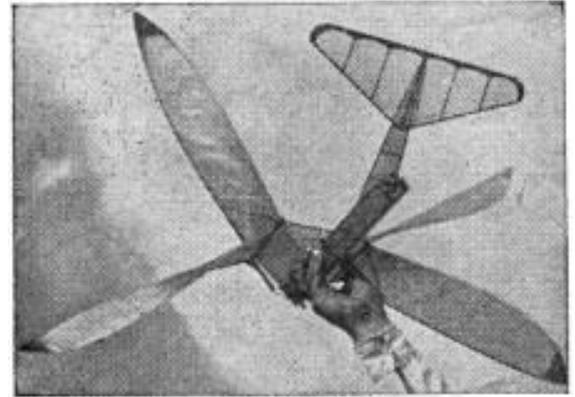
Complete kit of the Graupner Cirrus glider in the box and dated 1982.

Magnum 91 four stroke with external valve gear. This comes in box (mint condition) with papers tool kit etc This motor is in fine condition and has been run once only.

For details of these items please contact Bryan Passey on 01546 602918 or by e'mail at b.passey@sky.com

## From George R.Vale

Dick Baxter's biplane ornithopter reminded me of the APS Dragonfly, picture attached. I don't know when it appeared but my plans handbook has two update inserts, one for 1956 and one for 1955; the Dragonfly is in the main volume, so older than that. Perhaps one of your older readers knows ;-) Such a layout is clearly not going to glide well, but you don't always need a long glide to have fun!



### DRAGONFLY

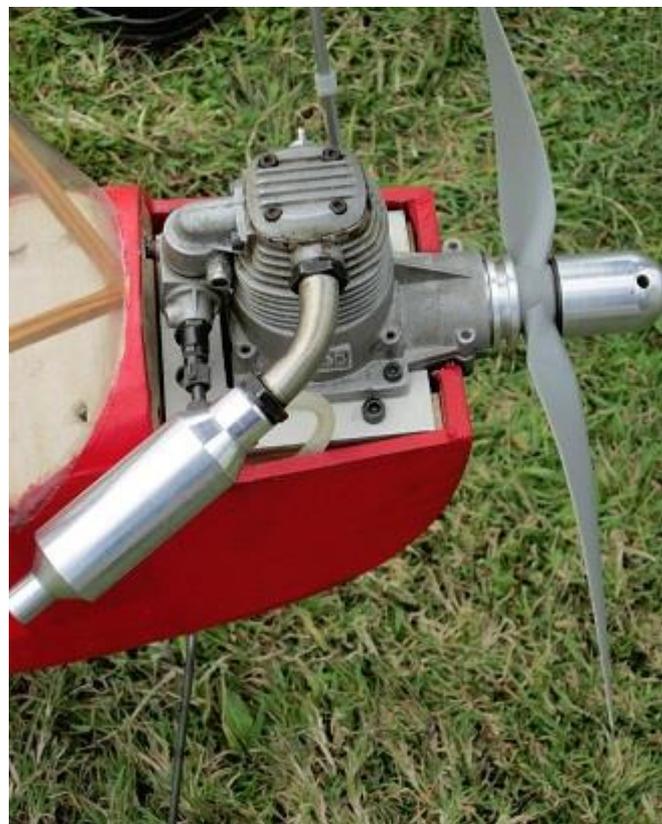
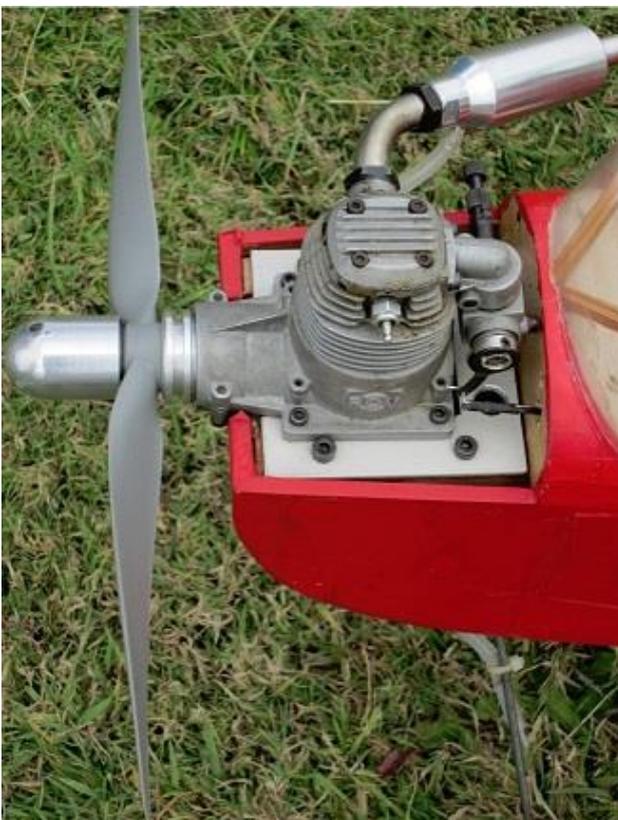
By J. S. White

Completely new ornithopter conception employing double sets of wings, and holder of the British Record for this type of machine. Can be flown both in and out-doors, and is a fascinating opportunity to get out of the rut.

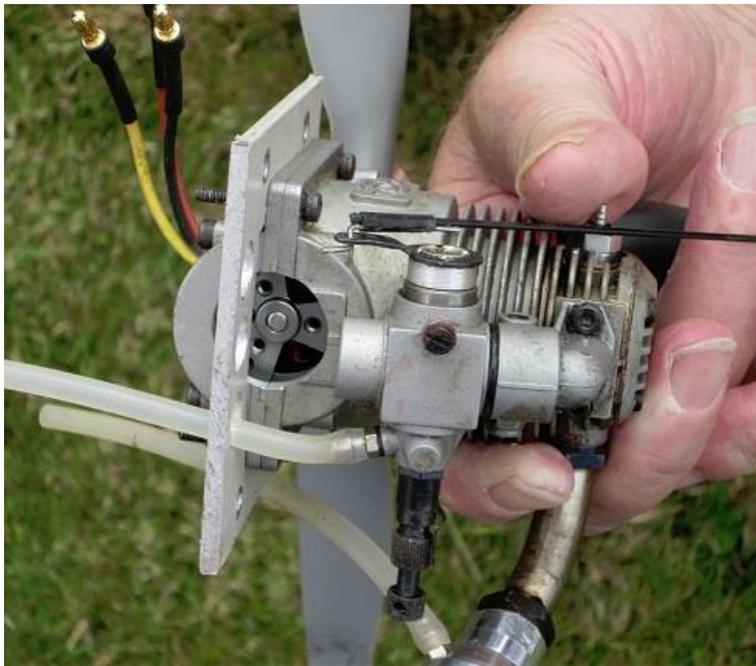
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## Interesting photos taken on 16 August at Wimborne MAC Slim Gregory meeting

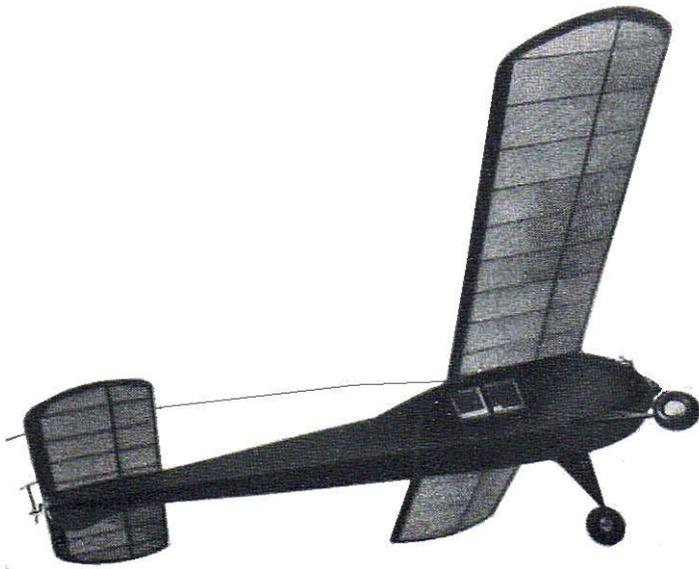


*Ray Ivey's RCV engine and slight modification below!*



*Rather nice model David tappin's Crescent Bullet*





The Queen Bee was designed for the E.D. Bee and built around the Dews Radio Unit, so that the average builder can build a cheap but efficient R/C model. Two of these models were built to give it a thorough testing, and the weight of each one came to about 1 lb. 10 ozs.

**Fuselage.** The two fuselage sides are built flat on the plan in the usual way, the top longerons being cut off just behind F.4. While the sides are drying, cut out the formers F.1 to F.5. When the sides are dry remove from plan and glue formers F.1—F.4, and engine bearers in place. The rear ends of the bottom longerons can now be cemented together and F.5 fixed in place, after which the lower spacers can be added.

The next thing to do is to pack up the front of the

fuselage, and add the top longeron and the two struts which form the "V". When the longeron is dry, the uprights can be added. The tail platform can now be cemented in place, the blocks added at the front and the whole platform sanded to shape.

U/C blocks should now be added, together with cowling and all other sheeting as shown on plan. When dry the whole fuselage can be sanded, lightly and the cowling shaped.

**Wings and Tailplane.** The wings and tailplane are built flat on the plan in the usual way, and call for no comment except at centre section of wings (see sketch).

**Fin.** Usual construction, but for rudder which is hinged by means of 18 s.w.g. wire bound to rudder and let into 18 s.w.g. brass tubing at top and bottom of lin. Cement fin to tailpiece.

**Undercarriage.** This is constructed from 14 s.w.g piano wire and a 1/8 in. balsa fairing.

**Covering.** Original models were bamboo tissue covered, the wings and tail unit being yellow, and the fuselage and rudder black.



**Doping Fuselage.**

Two coats of clear dope. Two coats of banana oil.

**Doping Wings.** Two coats of clear dope.

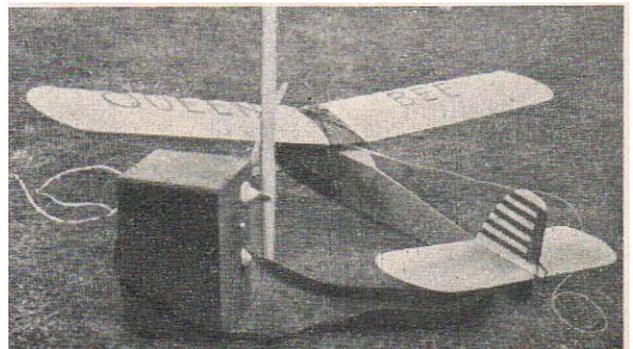
**Tail Surfaces.** One coat of clear dope.

**Flying.** Check up balance to see that the C.G. is in correct place, as shown on plan, and check wing and tailplane alignment and incidence, wings 3°, tailplane 0°. Check glide once or twice and then switch on batteries and test for movement. For first flight give an engine run of 20-30 secs.

Only give a few signals for the

first few flights and then increase engine run and signals accordingly. The tank used was the one supplied with engine and gives a run of approx. 4 mins. Keep all couplings and movements as free and as simple as possible.

**Radio Installation.** The installation of receiver, relay and actuator can be clearly seen from diagrams. The relay and actuator used were the ones manufactured by E.C.C.



## From Jörgen Daun

Hi James sending some pic,s from a seaplane meeting in sep my friend who took turned his back to the lake so it is only sand you see "dessertmeeting" i brought my Little Herr Aqau Star with an VA mk 11 up front flies very well and the second is also an Herr model their 48 span Cub with an Norvel 061 in the nose didnt work very well.



And some more the red one is a Lancer 45 with a Cox Texaco a real floater A short kit from Belair and next is two models from Falcon models first Debutante with a trusty Mill,s up front very nice flier . Second is the 36 span Galahad very nice flyer with an DC Dart. Both are covered with Esaki superflite tissue .



Hi James sending you some pic,s of my Texaco Zipper from BMJR models USA it is covered with Esaki superflite tissue. It has a Red Fin Millich 0,8 in the nose and all up weight is 440 grams. And second is the bare bones of my Belair Hepcat and it will be covered with orange silk soon I hope.  
Regards Jörgen.

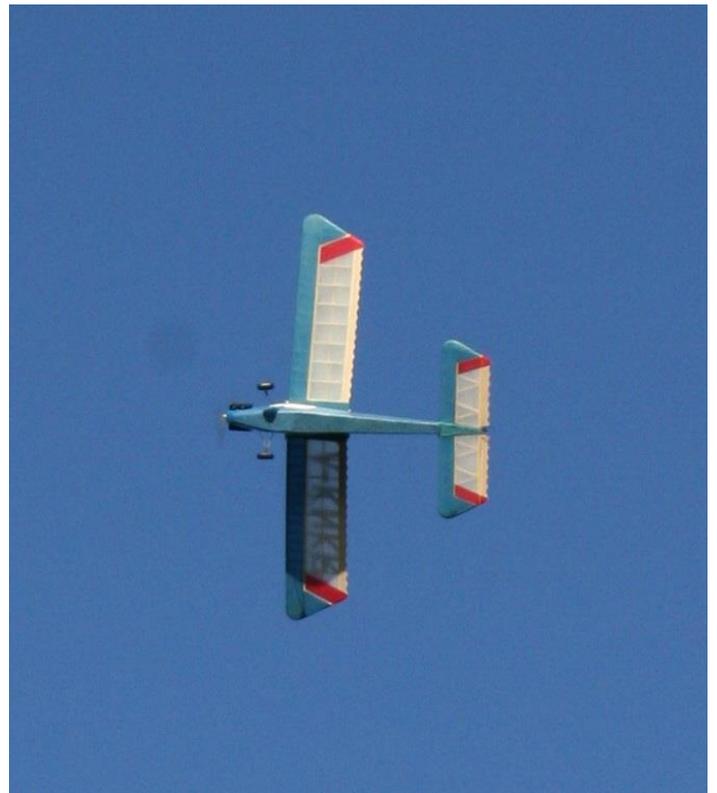


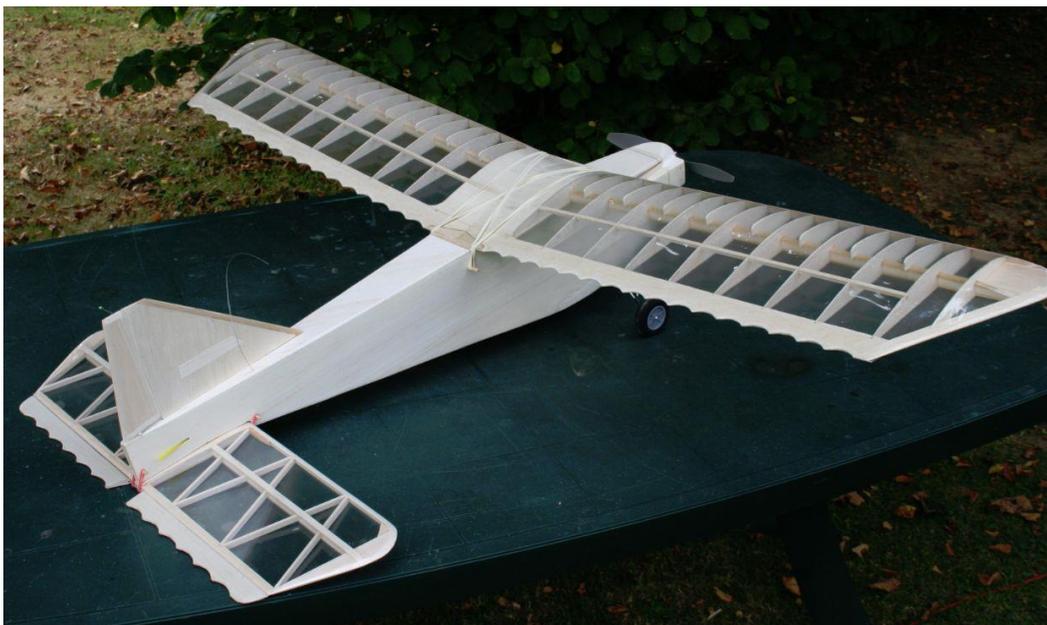
## From George Stringwell

It has been a slow building year for me but I finally have just flown another new toy. This one is an electric RET version of the 53 inch span Bill Winter designed "Airknocker" from the 1960's built for the current "AMPLAN" build off on RCGroups for American designs pre-1966. The original was a 30 ounce rudder only model powered by a glow plug .09 oil generator, with the benefit of modern electric power and lightweight 2.4 gig radio mine comes in at 25 ounces and flies like a bird on 80 watts (50 watts per pound). Motor is a BRC 140 watt outrunner running a 9" x 4.7" prop from a 1300 2S lipo which gives 12 to 15 minute flights. It is very stable and easy to fly and in fact would make an excellent trainer. In particular the landings, even on my rough field are a delight and one of the attached photos, the one on the ground with the tail in the air, is actually of the model halfway through it's landing run on the very first flight. And no, it 'didn't nose over!

The original inspiration was obviously the Aeronca C3, and whilst not one bit of the model is scale, the overall impression you get in flight is very Aeronca like I must admit and is really growing on me.

Finish is my usual Esaki tissue but this time over 40 micron document laminating film instead of the 10 micron mylar I use on smaller models. This produces a really tough yet still light finish.







**Middle Wallop R/C Vintage Tony Tomlin.** *This is a follow on from couple of photos last month*

Sunday the 28th of September was the date of the last R/C Vintage event of the four held in 2014 at Middle Wallop. On arrival we were pleased to have very light winds with pleasant sunshine all day. It was in fact so warm and still that the control gazebo, that can be a trial when assembled in any wind, stayed in its bag!

Considering that the date clashed with an event at Old Warden, On the day 30 fliers signed in and, although flying was from a different area to normal due to the wind direction, the flight line was soon busy.

Models ranged from the largest, possibly the Lanzo Bomber of Richard Alford, to probably the smallest being the Wee Snifter of Tom Airey and the Chatterbox of Tony Tomlin. There were three Majestic Majors with the model of Alan Newman to be seen flying the most often. The evergreen Junior and Super 60s were as always to be seen flying five being counted. Vic Smeed designs included a Mamselle, Courtesen a Ballerina [fitted with a 'Boddo' twin and sounding not unlike a disturbed wasp nest!] and a whole gaggle of Tomboys most to be flown in the R/C Tomboy competitions

**Tomboy 3**

The Tomboy 3 competition was down on numbers with only 4 seasoned Tomboy fliers qualifying for the mass launch flyoff. All got away well, climbing slowly in the very light wind conditions. Tom Airey, who has always been a top flier, was out of luck with a very short engine run and landed at under 2 minutes. He was followed by Brian Brundell 15seconds short of 4 minutes. Paul Netton claimed 2nd spot with just under 5 minutes leaving 15 year old James Collis the only flier to find any lift, floating in a few seconds over 7 minutes. It was generally agreed that this was probably one of the shortest flyoffs in the Tomboy 3 class for a very long time!

Results 1/ James Collis 7min 04secs. 2/ Paul Netton 4min 53secs.  
3/ Brian Brundell 3min 45secs. 4/ Tom Airey 1min 28secs.

**Tomboy Senior**

This class was better supported with 8 fliers completing the required two, 4 minute plus preliminary flights. Peter Rose, who has performed consistently well over this year and had achieved a number of firsts, was hoping to continue his winning ways. He was up against stiff opposition from James Collis and Tom Airey both frequent winners.

At the start there was drama as Brian Brundell realised he had fitted an incorrect crystal to his receiver and effectively was grounded. All the others got away as Tony Tomlin lowered the start board. The climb out was better as a slight breeze had sprung up. Roger Briggs, who had travelled over from Kent, was having a

bad day with a short engine run. Unfortunately he was descending swiftly as the others, all together in a bunch, climbed away to an eye straining height.

Barrie Collis, Richard Alford and Bob Young were the first to break out of lift, landing in that order, all within the same minute having cleared 8 minutes. This left James Collis and Tom Airey both at around an estimated 600 feet with Peter Rose literally cloud busting and very difficult to see.

James Collis was the next down in 3rd place at 10min 27secs with Tom Airey landing exactly 2 minutes later. All then looked for Peter Rose who was still at a terrific height. Peter landed 10 minutes later to be the worthy winner.

Results 1/ Peter Rose 26min 45 seconds. 2/ Tom Airey 12min 27secs.  
3/ James Collis 10min 27secs. 4/ Bob Young 8min 22 secs.  
5/ Richard Alford 8min 16secs. 6/ Barrie Collis 8min 00secs  
7/ Roger Briggs 2min 35secs Not classified Brian Brundell

The awards were presented with the normal good natured banter to bring to an end a great days flying.



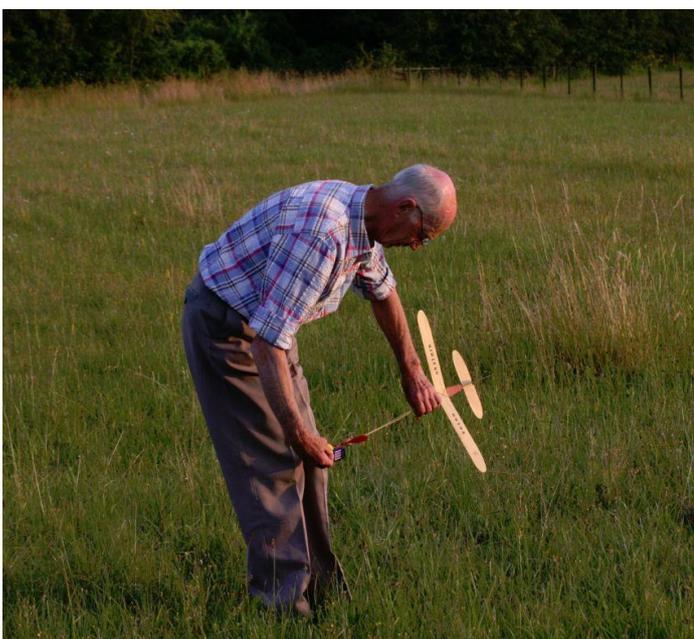
*James Collis Tomboy 3 winner*



*Peter rose Tomboy Senior winner*

## From Derek Foxwell

Pictures by David Bowl Start with Lionel Lawley with his Skylark. Taken mainly at Shilton but also Cocklebarrow.





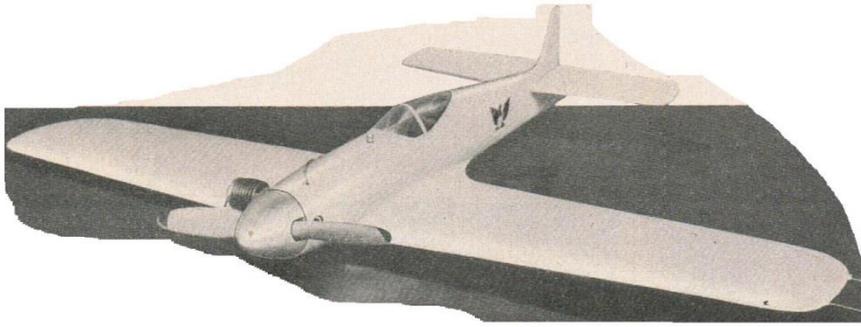
*Boycott Beal's Popsie built from OSMAF kit*







**G. Stower. Age 210 Clerk by profession, married. Interested in free flight scale and semi-scale.  
E. Taylor. Age 29 single keen on control line and power duration.**



Though "Wildfire" has considerably less wing area than is fashionable for a 2.5 c.c. diesel powered stunt model, its speed and clean appearance make it a sporty model with a difference. Loops, Bunts, inverted flight and figure eights are well within its capabilities. The motor used in the original was an E.R.E. 2.5 c.c. which can be seen in the

accompanying photographs.

Flying weight was 12 ozs. with the E.R.E. and speed 60 m.p.h. which is fast enough for really impressive stunting. An unusual wing section, similar to both the Isaacson symmetrical and Jim Walker's stunt "Fireball" airfoils, probably accounts for the high speed and a long but slow, flat glide.

By the installation of a 1 oz. fuel tank and small structural modifications, it is possible to make a fast team-racer out of "Wildfire." S.M.A.E. rules require an undercarriage which can be bolted to bulkhead F.2, Make this horn plywood instead of Balsa. Carve a dummy pilot's head to suit the cockpit, and enclose the engine cylinder with a Balsa cowling. Another dummy cowl should be mounted on the opposite side of the fuselage to balance the appearance. Don't forget to allow access to the contra-piston lever.

The most unorthodox feature of this model is the tail unit which is a complete elevator without fixed surfaces. This provides extremely sensitive movement with maximum manoeuvrability.

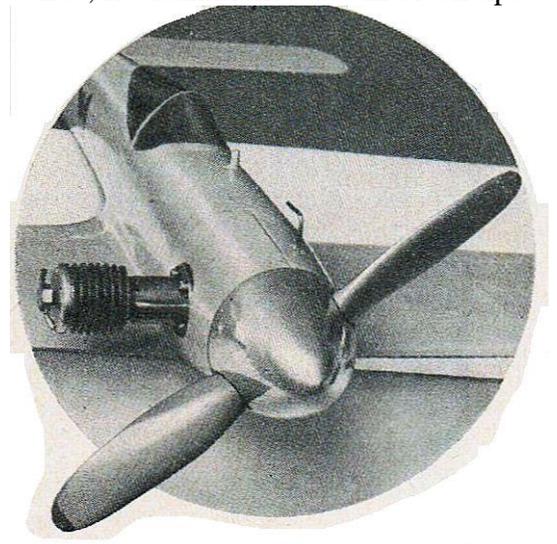
Balance point of the finished model should be on or in front of the down" elevator line.

Construction. First build the wings; make templates of the largest and smallest wing ribs, using either good plywood or 1/16 in. aluminium and sandwich 18 pieces of medium 1/16 in. sheet balsa between them. These can be decreased in size towards the tip to save wood. Chip down to rough size and then finish with sandpaper block. Make notches for spars (when making templates do not forget to make notches for spars and allow for 1/32 in. sheeting). Spars are hard 3/32 in. balsa; trailing edge spars are tapered slightly towards tip so as not to weaken ribs. Build in normal way. Note—There is no leading edge spar.

Sheet L.E. and T.E., add soft block tips, strengthen centre joint with 1 m.m. ply after filling in between the spars of two centre bays with scrap. Add 1/8 x 1/8 x 4 ins. spruce bearer for bellcrank. Bolt bellcrank into position, be sure it is loose running, Punch holes in ribs for lead out wires, fit aluminium tubes in block tips. Add lead out wires, solder firmly to bellcrank. bend end into coil ring clips.

Fuselage. Make jig from 3/16 in. straight dowel, cut formers from medium 1/16 in. sheet, except F.1 and F.2., which are 3/16 in. medium sheet. Split F.1 down centre line. Slide formers on to jig, cement 1/4 in. soft block into position on rear fuselage above and below. Cut bearers from 1/4 in. ash, cement firmly in position. Add fin and rudder from 3/32 in. sheet cement firmly into slots in 1/4 in. soft block.

Method of Making Mechanism. Cut piece of 18 g. wire 4 ins, long, cut 20 g. wire bend and solder as shown to centre of 16 g. wire to make elevator horn. Slide two pieces of 16 gauge aluminium onto 16 g. wire to act as bearings. Bend over 1 in. of 16 g. wire at each end at right angles, check from side view to make sure these are also at right angles to elevator horn, fit in front of former F.7, cement aluminium tubes to former, check elevator horn for free running. Cement medium 1/16 in. to each side of fuselage, this can be done in two pieces as there are no difficult curves, except the left side of the cowl. This can be overcome by cutting shallow "V" slots horizontally (i.e, from nose to tail) between the formers, F.1 and F.2.



Note that the stunt tank should be fitted before the final sheeting is done. Check that it is lined up with the centre of the carburettor to ensure good feed.

Fit the wing, solder the pushrod to bellcrank this is also better done before the final sheeting. Fit the tailplane cut from 1/32 in. sheet, sandwich the pivot arms between the two sheets and cement firmly, cover with rag tissue.

Give fuselage and wings a final sanding down. Cover wing with rag tissue. Cover fuselage with English tissue which strengthens it, give entire model two coats of clear dope.

Wings and tail have two coats coloured dope and the fuselage four. Rub down the fuselage and polish.

When flying it is best to use a dolly and let the model take off itself without any up elevator.

Note. The E.R.E. is supplied with a heavy flywheel spinner; this was not used but a 2 in. dia. snap-on was used in its place.



**FROG 3.49 BB RC**  
*A quality vintage diesel,  
much under-rated and almost forgotten...*

BC

## 12 October 2014 Control Line day at Wimborne MAC

Weather could have been kinder but in the end it was a fair turn out with plenty of flying in the four circles that were marked out.



*Keith Hynds Chief, Stewart having a go and landing*



*Chris Hague launching, shame not quite in focus*



*I think this is Mick, of the Caulkhead's, model*



*Den's Cobra*



*Den with the Caulkhead smile*



*John Bainbridge about to launch, Sabre powered Streak*



*John launching again this time practising his bowling technique*





*Stan Robinson and his electric Cardinal*



*A rack of wings no not KFC*





*Chris's Carrier model, electric.....and.....off it goes*

## **Cocklebarrow Farm Vintage rounds off good year for Vintage R/C fliers. Tony Tomlin**

Sunday, October 12th, was the third and last vintage event for 2014 at this pretty Cotswold site. Although it's only a fairly small field surrounded by some unyielding Cotswold stone walls, it has been a Mecca for Vintage fliers for many years. Although the day was cloudy with a cold wind at times, the fliers were soon arriving with 50+ signed in and many interested helpers and visitors. As always there was a good selection of models ranging from the sporty Half Tone, by John Mellor and the Dennis Bryant Dactyl design from 1965 flown by Ted Tomlin, and a couple of Chatterbox's, which due to their small size always seem to be flying at a great speed! Of the more gentle flying type of model, there was a selection of Majestic Majors, Junior 60s, an Eros, a Dragonfly by Mervyn Tilbury, a very pretty 1937 Ben Shereshaw, Cumulus design which was probably the most elegant model there [owner unknown]. Galahads were there in at least two sizes and of course Vic Smeeds evergreen Tomboy design, many for the Tomboy Competition. Of the more different designs, there was a scale Santos -Dumont Demoiselle built by Mervyn Tilbury which flew well. Mervyn can always be depended on to bring a new, interesting model to the Cocklebarrow meetings. Rob Smith from Newbury had a very unusual Doug McHard designed, No 9 [twice size]. This was a bi-plane canard that although looking like it was flying backwards, was having some very good flights. In conclusion there were models for all tastes!

### **Val and Paul Howkins**

As normal the meeting was hosted by Val and Paul Howkins, who as many people know have been running these events for about 25 years. To celebrate this, over the summer their many flying friends had generously contributed to a collection. To Val and Paul's surprise just before the raffle draw and Tomboy prize giving, Tony Tomlin said a few words congratulating Val and Paul and thanking them on behalf of everyone for running for so long this event, loved by so many. He then went on to present the collection along with a signed card and a bottle of Champagne, which was followed by a loud round of applause from over 70 appreciative fliers and friend.

### **Tomboy Competitions**

Tomboy 3s. As the 2pm start time for the Tomboy competition arrived there was a noticeable shift in the wind direction leading to an unwelcome drop in temperature. Only 6 lined up for the start after a number of models had problems during the morning qualifying flights. Tony Tomlin sheared an undercarriage leg on his battle worn model and it was decided one legged Tomboys were outside the rules!

Nick Skyrme was the starter as all the models got away. Stephen Powell, who had some excellent provisional flights and was using a new Irvine Mills, was in trouble, his engine tightening up at the launch and was down in 15 seconds.. All the others climbed away into a dark sky and soon became difficult to see. Considering the conditions, models were finding lift with Chris Bishop the next down with a fair time of 7

minutes 7 seconds, followed by Brian Brundell, holding off to gain an extra 7 seconds from Chris. Paul Netton claimed 3rd spot 40 seconds later with 15 year old James Collis and John Strutt [a lot older!] very close and landing with John the winner at 5 seconds short of 11 minutes, 24 seconds after James.

Results Tomboy 3 1/ John Strutt 10min 55secs. 2/ James Collis 10min 31secs.  
3/ Paul Netton 7min 53secs. 4/ Brian Brundell 7min 14secs.  
5/ Chris Bishop 7min 07secs 6/ Stephen Powell 0min 15secs.

Tomboy Senior Eight fliers signed on for the event, still a little low considering past years [these popular competitions were started by David Boddington eight years ago and start numbers have been as high as 16]. Nick Skyrme was the starter as 7 fliers lined up for the mass launch start. This had been reduced by one as Bob Young's fuel tank could not be stopped from unscrewing and falling off!! The rest climbed away, all seasoned Tomboyists. With the conditions becoming very murky it seemed that this could become a Specsavers event. Tony Tomlin spun down to remain in view. Peter Rose, a consistent 1st place man was first down, his engine set a tad lean and stopping with the fuel tank nearly full. Peter landed at a little over 4 minutes. Barrie Collis was another with a short engine run and no lift and was down at 5min 21 seconds. At this point Roger Briggs was probably the highest but was in trouble and was being blown downwind. He was flying his new Tomboy Senior at its first outing and was soon out of the field. Fourth place was taken by Tony Tomlin at 6min 26 seconds reaping the benefits of spinning down too low early in the flight. Brian Brundell, who is always a consistent flier, landed a little over a minute after Tony in 3rd place. This left Chris Bishop and James Collis both low and scratching around for any lift. This time James was out of luck with Chris winning at 10 seconds under 9 minutes, 39 seconds after James. It was generally agreed that considering the conditions the flyoff went well. and we were all pleased to see Roger Briggs return with an undamaged model that landed a long way downwind.

Results Tomboy Senior 1/ Chris Bishop 8min 50secs. 2/ James Collis 8min 11secs.  
3/ Brian Brundell 7min 52secs. 4/ Tony Tomlin 6min 46secs .  
5/ Barrie Collis 5min 21secs. 6/ Peter Rose 4min 10 secs.  
Did not qualify Roger Briggs Landed out.

Finally thanks also go out to Boycott Beal, Mervyn Tilbury, the 'Gazebo Girls' Pam Tomlin, Jane Robinson and Brenda Pearce and all others who work so hard to make these meetings a success.



*Dennis Bryant Dactyl by Ted Tomlin.*



*Mervyn Tilbury with Dragonfly.*



*John Laird's  
Ben Shereshaw's  
Cumulus*



*Galahads always popular.*



*A few of the large number of models.*



*John Strutt winner of the Tomboy 3s receiving certificate and bubbly from Val Howkins*



*Half Tone by John Mellor.*



*Val and Paul Howkins after surprise presentation.*



*Gerry Priddle and Paul Howkins with 90" S4 Shrimpo's.*

**Santarem, Portugal 2014 From Bill Longley**



*Ciclonein foreground and MOVO 18*



*Selection of scale control line models*





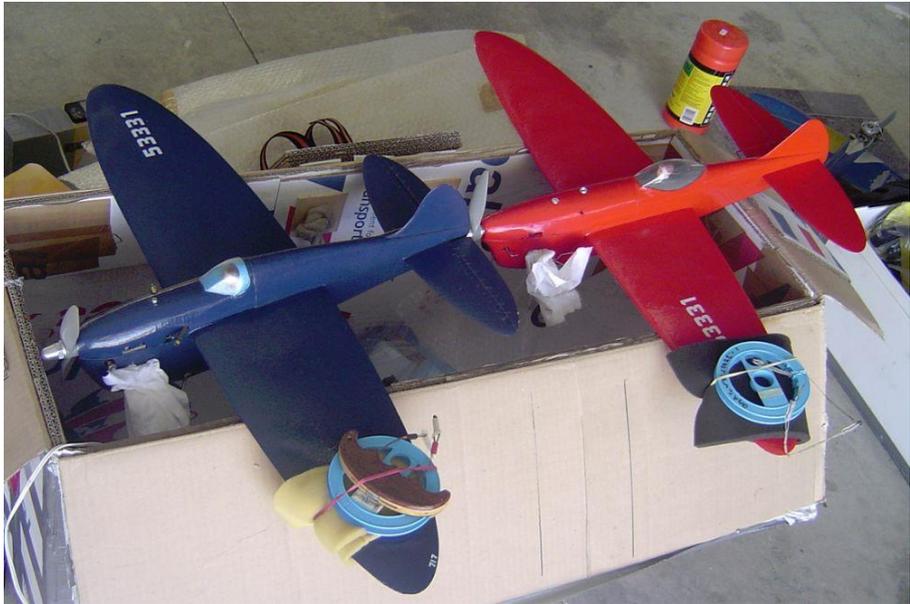
*Phantoms, Weatherman, Rascal & mini-goodyear by Brian Lever & Westerland*



*Mcoy 60 speedmodel from S. Bristol club*



*Ian Russell speed models*



*Barton B team racers*





*Peacemaker*



*Bill Longley's Stardusters*



*Double size Quaker Flash, 16' span 14 kgs, Zenoah 45, flew at 12 -15 mph*





*MOVVO 18 - Italian design*



*Junior 60 with Irvine 40 IC duration*



*Playboy*





*Zoot Suit*



*Bill Longley, Starduster 600 VPD Torp 19, 3rd in IC duration*



*Fast pit stop in F2C by Taffy..... look at beautifully laid out flying circles*



*Paul Gibault. & wife flying T.Trainer*



*Scale c/l by Mr Rabbit ( his name in Portugese ) Catalina placed first*



*Playboy IC radio vintage power duration*



*Bill Longley with electric Starduster 720*

## David Kinsella's Column

### A Reminding Toot

An age ago there was a control line circuit at Hayes in Middlesex, just north of Aounslow where A E Rivers made their Streak and Arrow roller bearing racing engines. All gone now, flying there in the 1970s was pretty regular, events and pre-race testing by the GB Team, and it was at Hayes that I saw a Paul Bugl motor (0.6bhp at 19,400) do its stuff. Impressive to say the least, especially when a model carved through a much slower machine which fell apart over a large area. A friend saw Paul's modest workshop in Germany where the motors were hand-made in penny numbers, one item being a Myford lathe. Still young when Paul died in 1978, John Goodall reported at length on the Bugl in May 2000, Dave Clarkson likewise in Aeromodeller in 1978. Originals out of reach, a tasty replica cost £160 or so in 1999. Regularly a winner in the early 1970s, an Italian meeting saw Paul's motors take the first six places. That's Performance!



### An Italian Beauty

A fine spot of film noir in the shape of Sunset Boulevard (1950) is a treat. Gloria Swanson, William Holden star in the spooky surroundings of the great mansion with its pool and outbuildings. But magnificent and of great interest to me was the Castagna-bodied Isotta Fraschini 7.4 litre supercar used by Norma Desmond (Swanson). In today's money costing some £320,000, the actual car of the film resides in a museum in Italy. More expensive than a Duesenberg, Packard V12 or V16 Cadillac, a third of Isotta production went to the USA's upper crust in the golden age of white tie and ocean liners. Hard up. screenwriter Joe Gillis (Holden) remembered that the straight-8 strada strider was trimmed in leopard skin and sported a gold-plated telephone.

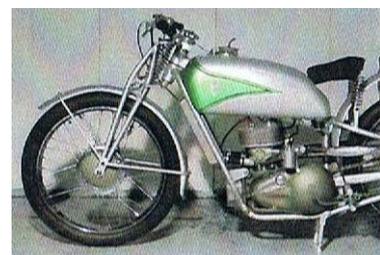
### Mike's Models

Fondly remembered at Old Warden and Wembley MEEs, the late Mike Barton was a big models man who delighted in good fits and detail (press studs securing his engine cowlings), He was fond of green too, pictured Roger Gulliver's super Stentorian (Taplin twin) reminding me of Mike and many happy days of yore. Not terribly powerful, Scale master Milani achieved good results with a Taplin in his white Fokker DVII (at least three Milani models - Bristol Fighter, Ansaldo scout and Caproni bomber - reside in London museums).



### Gen Journey

Do believe me, dear friends of this column, those circles seen on Audi cars have nothing to do with the Olympic Games (5 circles anyway). The four that concern us here refer to DKW, Horch, Wanderer and Audi, these coming together to form Auto Union AG in 1932. Daimler-Benz were the big boys in town and to make a race worthy of the name an effective opposition had to be found - hence Auto Union, DKW made magnificent racing bikes and were hot on carbs, disc valves, blowers and the rest, a beefy racing department of 150 making bikes that ruled in the 1930s. A while back those happy fellows at H&H had a DKW SS 250 split single for sale at £100,000 or so. Water cooled and blown, twin carbs and pipes complete the package. Via a defection much of this info went to Japan and in time found its way into our model aero engines. Porsche designed for both Daimler-Benz and Auto Union (rear engine here).



### Blake Remembered

Detective Sexton Blake drove a Grey Panther, was assisted by Tinker and Paula and hound Pedro. Like another he hailed from Baker Street and first appeared in 1893 (the very week our Holmes and Moriarty fell

into the falls). The invention of Harry Blythe, over 150 million words written by some 200 authors have produced 1700 stories putting him miles ahead of the rest. Personally I've favoured Bulldog Drummond over the years, a Class C VTR so named and finished in national colours, Dooling 61 powered and approved by Roger Gedge at Old Warden. Roger's VTRs are quite excellent.

### Alexander Hailed

A VTR enthusiast with several models to his credit, Sam Alexander's Mercury Mac (Oliver, later a modest Frog) and The Saint (McCoy) look great! So too Phantom (PAW), Phantom Mite (Mills), Black Chiffon (Oliver) and Cardinal Puff (McCoy). Very much part of VTR 2000 (Year Book 15, page 136, far right) Sam and June made a mighty trip from Scotland to be there. In a covering letter Sam remarked that the Mac was a touch hasty with the Oliver III and so the Lines Bros product was drafted in. In April 1952 Hobbies Weekly published plans for their Grand Class A Team Racer drawn by Ron Warren. Rarely seen these days, Sam built the model (Frog power) and had the correct Hobbies decals made for it, the whole finished in red and white. Basil's designs not forgotten, a Mercury II in yellow and white is hauled by an ED 246. To switch motors for modest circulation (a hot A can be a handfull) Sam employs a steel plate with alternative bolt holes. The 1951 Lil' Lulu design by Norman Butcher was researched by Terry McDonald and Sam, the result being a crisp model in yellow and black, ED 346 powered thanks to chum Tom Miller. Tom's G-MAC was at VTR 2000.



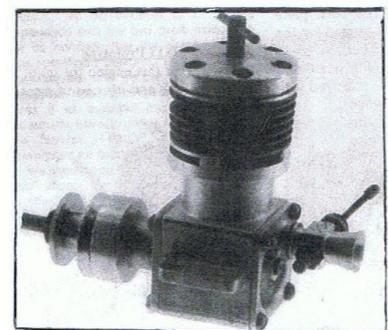
### Some Regret

Visits to ED designer Basil Miles were always enjoyable. His considerable workshop (attached to the house off Ruxley Lane) had much within and in recent years I've regretted not taking a note or two of what was there. A big bike (Godzilla) and a smaller one well within his powers, making trial model engines from solid stock would have been a doddle for Basil. Not a clear shot by any means, here is a prototype 246 Racer in aluminium. Not at all surprising, the owner reported long ago that all fits were excellent and a touch better than production Mk Racers in black magnesium - and the Racer was a top engine in its day. Basil made much larger singles, 50cc or so, which I saw as did collector Dr Jeremy Shaw. There was that blown twin boat engine and others for the successful Channel crossings.

### Crisp Buisness

Bonfire night remembered and Christmas coming up, preparing for 2015 is most wise. Ready to assist with sharp tools and years of experience, Mike Crisp (01473 737393) will repair, service, even make whole engines for you. Much loved KK rubber wheels benefit from a larger alloy hub and look better too.

Crisp by name and crisp by nature, jolly Mike in Suffolk awaits your order. Extensive work on my Mk I Racer from Ian Mander was /is a delight. And do remember, dear chums, only the boys at Kimbolton Fireworks deliver performance worthy of NASA itself



### Ambition

Wembley is remembering the huge Empire Exhibition of 1924 (repeated in 1925) which marked the zenith of 14 million square miles under the British flag. Its famous Twin Towers endured until recently, the acres of buildings devoted to engineering, trade and entertainment long gone.

Famous LNER 4472 Flying Scotsman was there, schoolboy Alan Pegler wanting it for himself - and years later it was his, even to drive across America.

## Showtime/Club pictures roundup from Dave Bishop

This year has been an exceptionally busy one for the people and clubs who organise shows and who in turn have kindly invited me and my team of DB Sound to attend and present them. The final public flying event of this year was held at "Weston Park in the Dark" on Saturday October 17 was run by Steve Bishop and Peter Whitehead and it was crowned by a spectacular evening show held in the dark. Most of the display pilots practised and flew during the day prior to the event. The sad thing was that, the weather forecast was accompanied by horrendous winds coming across the Atlantic from the hurricane named Gonzalo. Amazingly when the show started at 7pm, the wind had dropped to a slight drift and despite it being a chilly (one expects that sort of thing in October after all,) the crowds rolled in, which was great. Opening the evening it was my pleasure to present the illuminated full size Polish Fox glider piloted by Guy Westgate who had been towed up by Ian Gallagher in his Piper Pawnee. Powerful music mixed by Matthew Bishop added atmosphere to the event and the whole affair was enhanced by a super stroboscopic laser lighting reflected on radio controlled smoke. Also Gary Webb put the whole event on the Internet and the feedback was that there were many thousands of "hits" from people who were watching the show all over the world. I handed the microphone over to a new presenter "Nik" and sat back as a spectator to enjoy a super show in which the pilots strutted their stuff in the pitch black darkness with highly illuminated models, and well done them. The culmination of the evening was a ten minute fantastic display of how it should be done and Fantasia Fireworks did us all proud.

Club nights and days.

I am proud to say that I am an honorary member of 27 aeroplane clubs and also an honorary member of the BMFA/ LMA and MPA. Around where I live, there are quite a few active aeromodelling clubs including Croydon, Caterham and Sevenoaks that all arrange their social evening events so as not to coincide with each other. With the flying season closing, it has given me a lot of pleasure to attend these clubs events. I have included some pictures of the models I have seen recently and also some others taken at shows and places that I have been privileged to present. Dave Bishop.



*Young Andrew Johnson with his all "lit up" Extreme Flight Extra ready to demonstrate in the dark evening on Saturday at the "Weston Park in the Dark" show.*



*Company director Rob Gardener, married with two children, is all ready to rock and roll in the dark at Weston Park on October 17 with his Sukhio.*



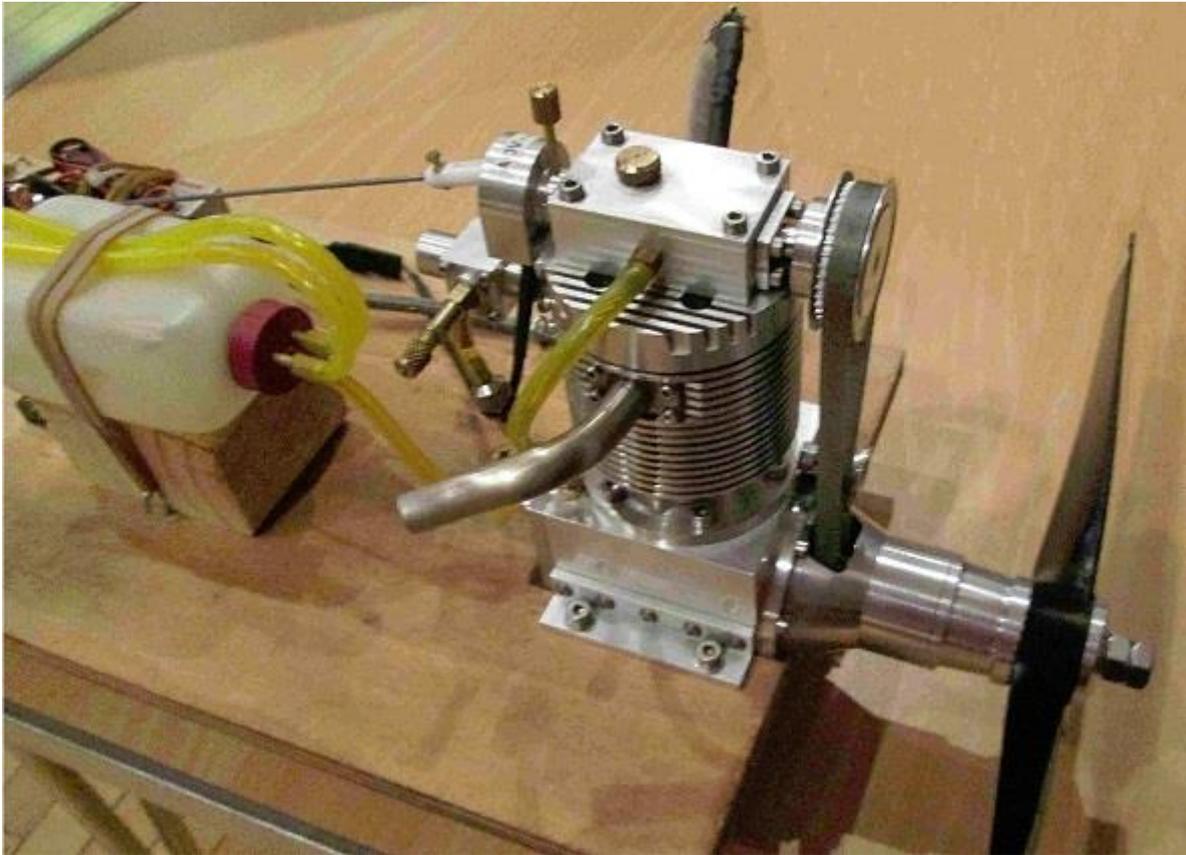
*A PB (Paul Bardoe) Models Skydancer belongs to Peter Ward of the Sevenoaks club The model was previously kitted by Cliff Goater of Balsa Cabin.*



*Also owned by Peter Ward is this superb modified Junior 60 from Flair kits. Peter has pegged the wing and fixed them with nylon bolts. Also he lengthened the front by one inch to save putting lead in the nose. A inverted Saito 40 four stroke provides the power and the undercarriage was modified.*



*A Percival P6 Mew Gull 11 just completed its superb maiden flight flown by Mark Beavan of the Sevenoaks club. It's a 72" wingspan model with an RCGF 26cc racer motor and weighs in at 14 lbs. The Seagull kit cost £200.*



*A home built 4 stroke engine built by David Addison of the Sevenoaks club in 7 weeks and machined out of solid bore aluminium on his Chinese Warco lathe. It is named Lynx and he found the diagram in a model engineering magazine.*



*This beautifully made Britain Norman islander was built from a Roy Norris plan from My Hobbies stores by Mark Addison of the Sevenoaks club. It has two Saito 40 engines and 10 servos and it took 18 months to complete. Mark admits that his father, David Addison taught him all that he knows.*



*This 58" wingspan electric powered Grumman Tiger Cat was built by Sevenoaks club member Noel Oliver and took one year to complete.*



*Long time Sevenoaks club member David Addison who has had many flights with this "very old" Wot 4.*



*David Barker is the Sevenoaks club's chairman and he built this control line model 60" wingspan Sig kit with an Enya 40 up front and recently flew it. He modified the radio throttle for a third line speed control and when he flew it. He was very giddy afterwards.*



*Seen at Epsom Racecourse was this very nice semi scale Shooting Star.*



*Champion aerobatic pilot is Mike Williams of the Sevenoaks and Caterham clubs seen with his son Charlie and his model that he practices flying for many hours a day.*



*Popular Shane Harding at the British National Championships seen with his scratch built (bare) Hunter powered by an electric Opti powered motor (and also a jet turbine version) before it was eventually kitted by Traplet publications.*



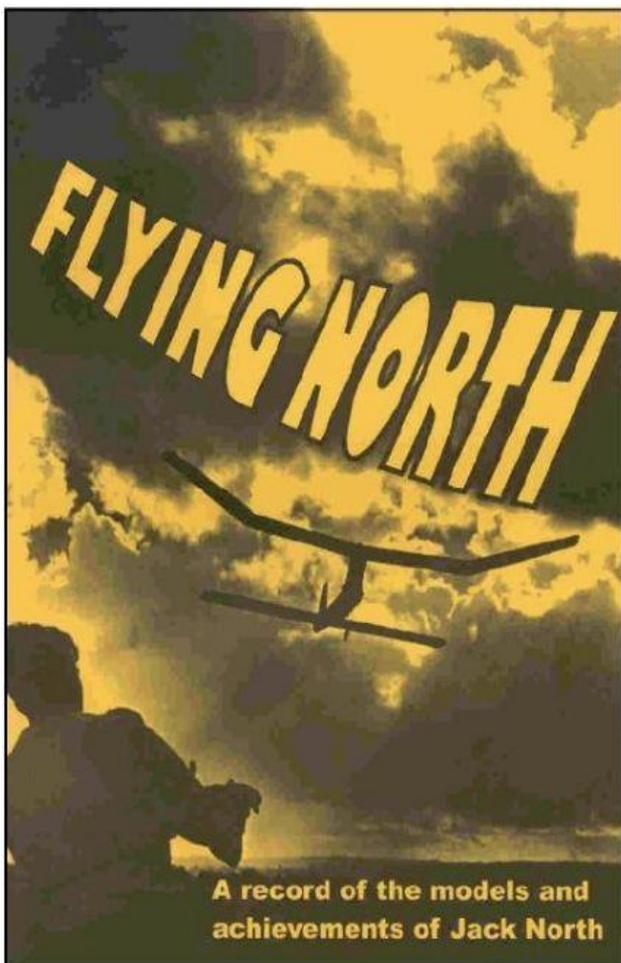
*The Sevenoaks club invited some ATC Cadets from RAF Biggin Hill to see what they did at their flying field early on this year.*



*Two of the nicest people ever in the Sevenoaks club are David and Lesley Turner with their models at the Sevenoaks flying field. David is holding his Bristol MIC with a Magnum 52 up front and Lesley her Fokker Eindecker (a Magnatilla really) Both are excellent flyers.*



*James Parry (New set of teeth) and Derak Foxwell at Epsom Downs James is flying Derek's electric Tomboy*



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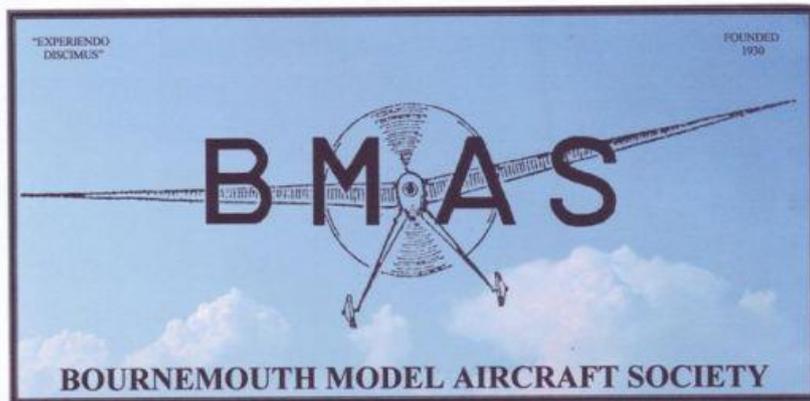
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**Sunday 9<sup>th</sup> November 2014**

**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 11<sup>th</sup> 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 8<sup>th</sup> 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 8<sup>th</sup> 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

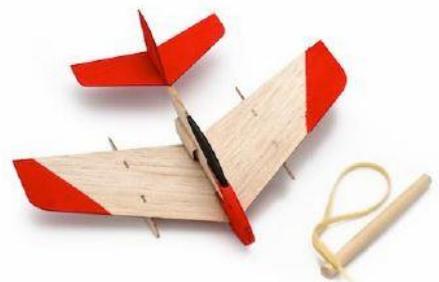
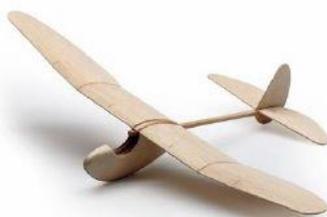
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