

Sticks and Tissue No 96 – November 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>

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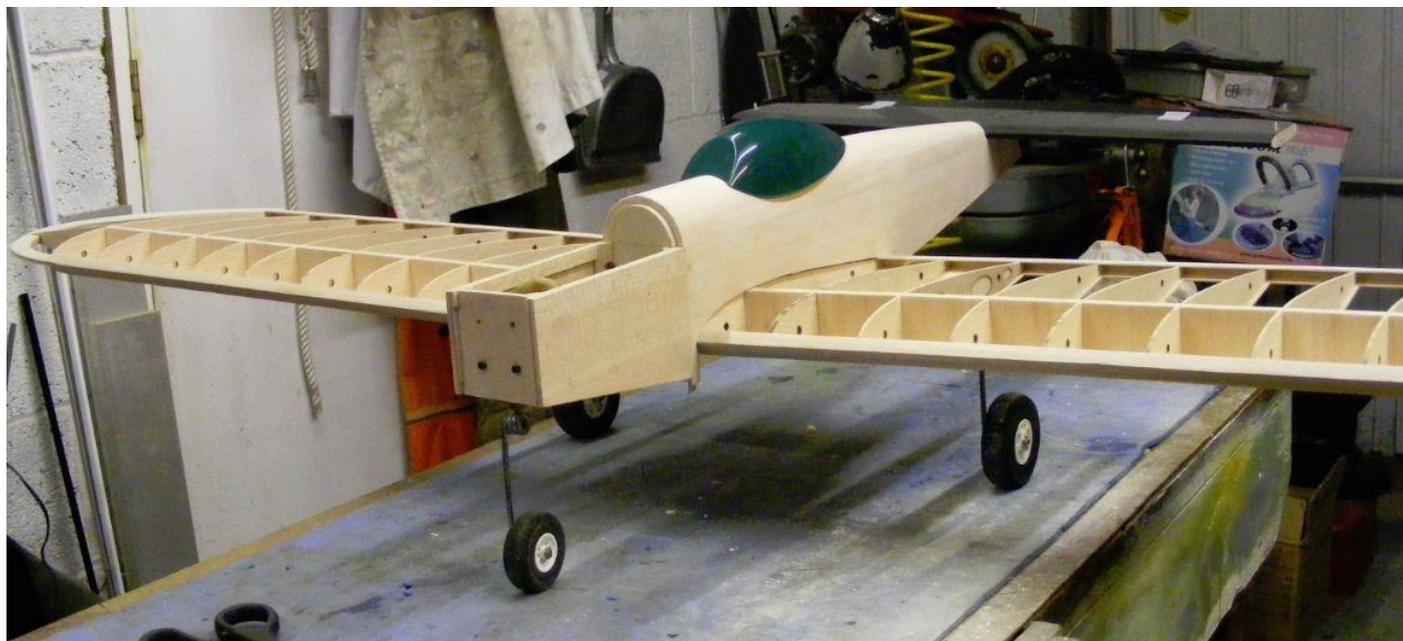


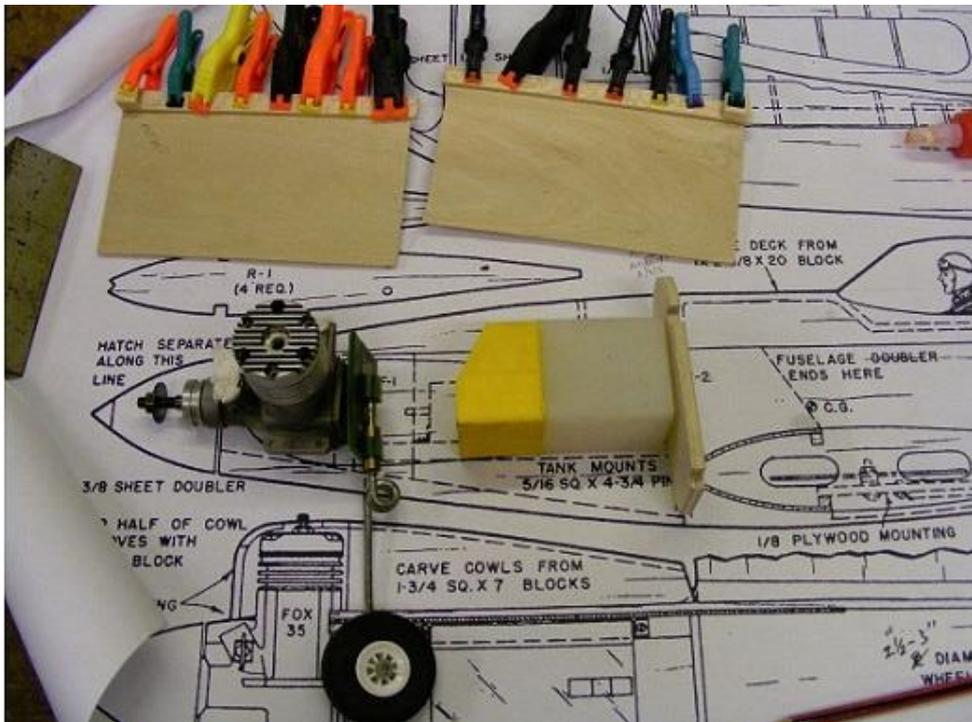
*The first of the Swiss 2014 Antik-Modellflugtag from Peter Renggli and Urs Brandt
The model is a Kapitan*

From Spike Spencer

Over the last 8 months or so, John Mellor and I have been constructing a 'matched' pair of enlarged MARS (Bob Palmer design) CL to RC conversions. John is going with E-power and mine will have a trusty MERC0 .61. We agonised for some time over the size we would enlarge to but ended up at about 130% which produces a 66" wingspan. I have lots of build photos and will assemble a summary with text for you over the Winter period. I should by then also have finished shots.

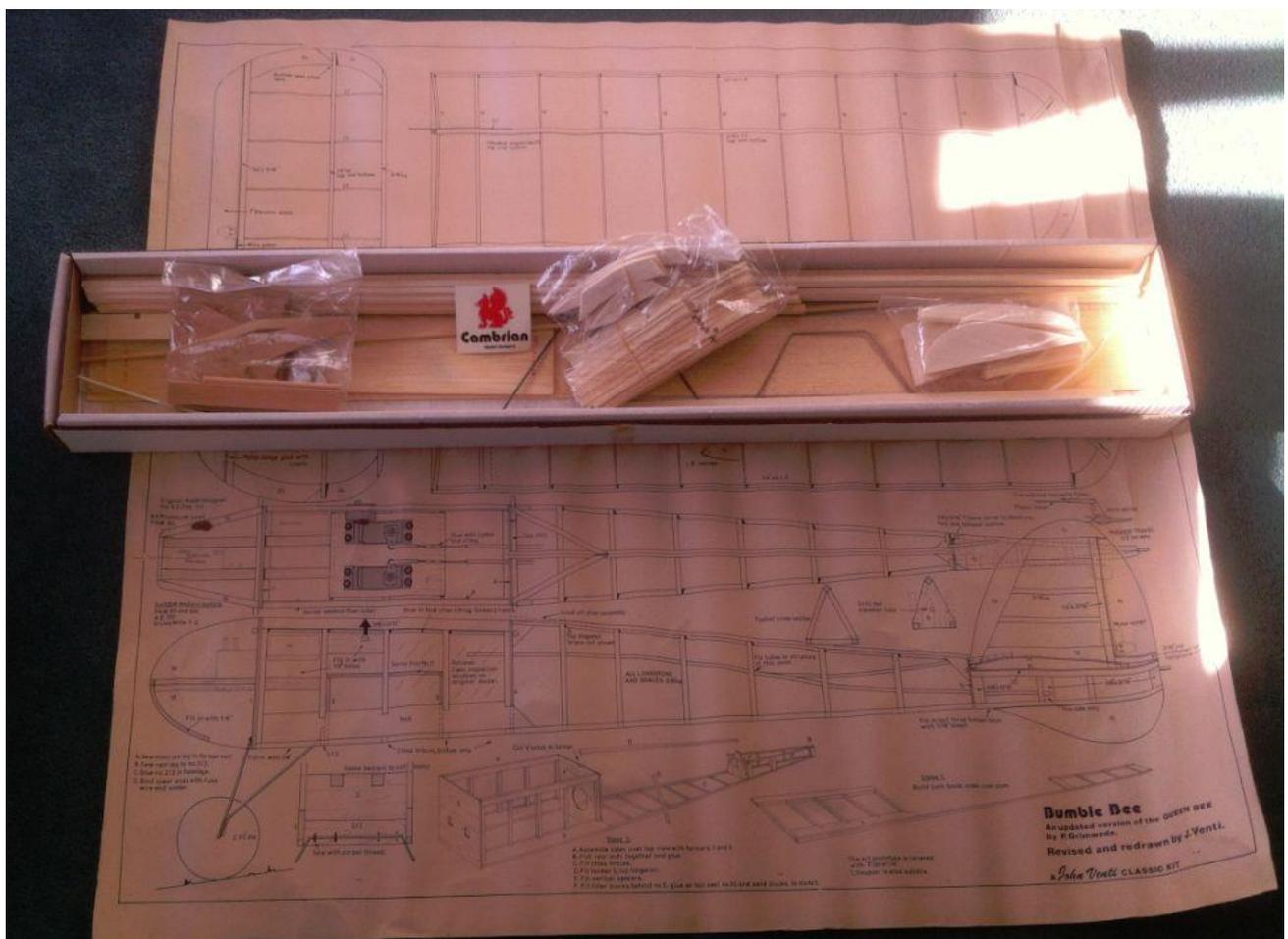
Our airframes were almost complete but missed the last meeting at Cocklebarrow and not enough room in the car to get it in alongside the Leprechaun and my other models. Not much left to do but I don't think they will be test flown for a while now.



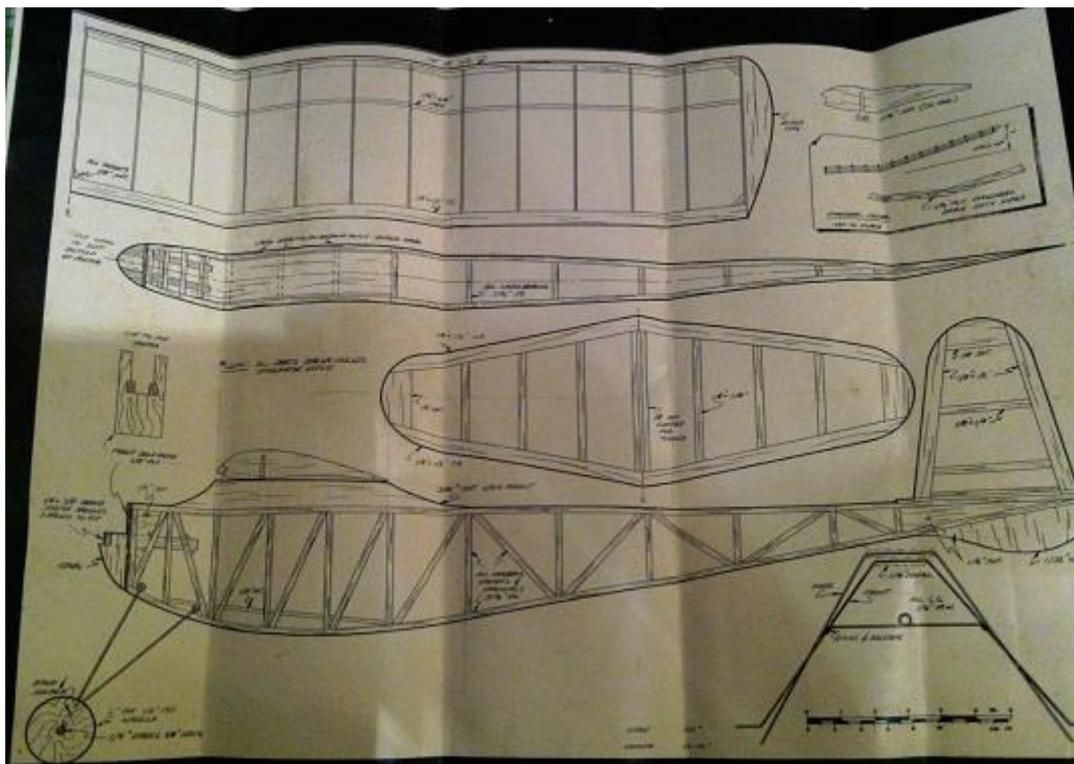


From Graham Crawshaw

Thank you for the latest news. Seeing the Queen Bee article prompted me to send picture of the Cambrian Bumble Bee kit I just bought on eBay coincidence or what



Bought some models off e bay and there was this plan with them span states 60 inches trying to find a name for it



Cocklebarrow Vintage Rally – October 2014 A note from Valerie and Paul Howkins

Many years ago we answered a call in SAM 35 for modellers to carry on the running of the Cocklebarrow Vintage Rally. We met other modellers in the local Pub The Sherborne Arms at Aldsworth and the rest is history. In those days we were in different fields every time and we needed plenty of signs! Later on we introduced extra meetings in June and August. Over the years we have seen more and more modellers attend and they come from all over the country – distance is no obstacle. We have made many friends and feel the event is now a family affair. You can imagine our surprise and delight at the October meeting when, unbeknown to us, 3 ladies had been hard at work during the year collecting for a presentation. Many thanks must go to Brenda Pearce for setting the ball rolling and also to Pam Tomlin and Jane Robinson for their part in the scheme.

We must wholeheartedly thank everyone who contributed to our present, we really didn't know anything about it. We did notice there were more modellers than usual at the Tomboy presentation but thought it was because it was the last event of the year. How naive can you be!!

We are most grateful for the help we get in organising the Rallies and thanks must go to Mervyn Tilbury, Tony Tomlin, Boycott Beale and Sarah Cooke and not forgetting David Bowl who for many years has brought his ride-on mower for Paul to mow the strip. Much appreciated, as years ago Paul had to bring his own 16" mower!!

We will carry on running the event as long as possible and trust someone will step into the breach when we are unable to do so.

Once again thank you most sincerely for our lovely gift and signed card not forgetting the Champagne of course.

Hope to see you all again next year.



Influenced by Leon Schulman's views on pylon contest models, the Flamingo represents a logical development of the well known "Zoomer" design. Faint resemblance in outline to its American counterpart is enhanced by a different style of tail unit employing lifting instead of a symmetrical section.

Designed last summer, Flamingo proved extremely "hot" from the first flight onwards—in fact, it impressed Roy's fellow West Essex club members so much that several, including Cyril Mayes, who is noted for his own very original designs, borrowed the original drawings and made lighter Amco 3.5 c.c. powered versions. Each of these has proven to be as safe as the prototype during first trimming flights despite the difficulty of reducing the high power of the diesel. An ignition K. & B. Torpedo was used by Roy, which allows straightforward conversion to the Frog 500. The Yulon 29 or 30, Eta 29, Amco 35, Elfin 249,

ED Mk. IV or K Vulture are ideal alternate power units.

Experience has proved that an 11 ins. x 6 ins, or 11 ins. X 5 ins. airscrew is best, 5 ins, pitch being used with the smaller capacity motors. Ignition motors will give slightly higher wing-loading

and require a centre of gravity position 65% back from the leading edge. With glowplug or diesel motors the C.G. comes about 75% back, in which case the tailplane must be given an increased positive setting of 1° — $1\frac{1}{2}^{\circ}$. Downthrust is not necessary, but 1° rightthrust coupled with $\frac{1}{4}$ in. offset at the rudder trailing edge for a left glide turn proved ideal and permanent trimming settings.

Building Details.

Fuselage: Pin the two main crutch members of $\frac{1}{4}$ in. x $\frac{3}{8}$ in. in position over the plan view. Add the engine bearers drilled and spaced to suit your choice of engine. Cut each former into half so that the top half may be cemented upright on the crutch, cement the $\frac{1}{8}$ in. sheet platform and the top half of the fuselage backbone into position and add the battery box if it is required. Remove from the plan and add the lower portions of the formers, $\frac{1}{4}$ in. x $\frac{3}{4}$ in. stiffeners, ignition coil, timer and wiring. Select softish $\frac{3}{32}$ in. sheet for cutting into planking strips and carefully plank the fuselage.

The underfin is added and covered with $\frac{1}{32}$ in. sheet, and the tail platform made from either $\frac{1}{16}$ in. hardwood or very hard $\frac{1}{16}$ in. balsa. Make the wing platform match the wing undercamber with a packing piece. Next decide the size of spinner needed to allow clearance for the exhaust port and scribe the spinner diameter on the front face of the cowling blocks which are lightly tacked in position. After carving and sanding the block contours, detach and hollow out the inside to a $\frac{1}{4}$ in. wall thickness. Fit the engine and cut the cowl to as close a fit as possible around the cylinder with allowance for the fuel feed and overflow pipes, needle valve and advance lever to project for access. Sand well, cover with tissue and give two coats of sanding sealer. Sand again with wet finishing paper and dope the final colour, finishing with fuel proofer. Don't forget to put your name and address label in a prominent position before the final fuel proofing.. . if the D/T fuse ever fails you'll be thankful of the label.

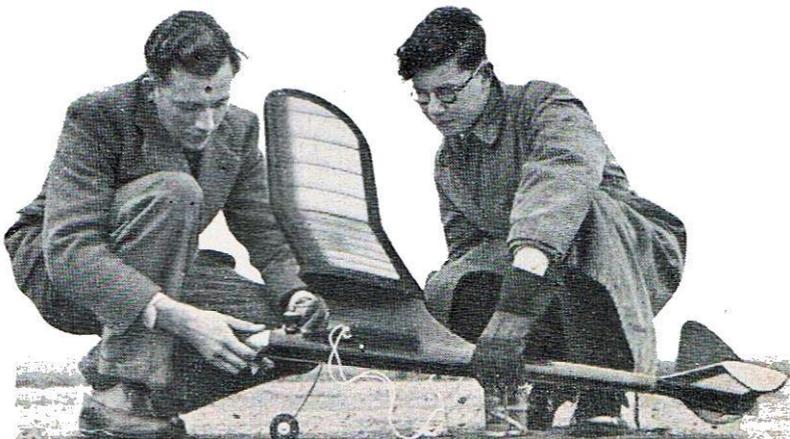
Mainplane: A very attractive feature of Flamingo is its two piece wing design which makes it an easy model to transport by bicycle. Begin by cutting templates of ribs W.1. and W.2. and rectangular pieces of balsa over length and over depth of each other rib. Pin 10 of the rectangles between the templates and carve to the template level. Sand smooth and repeat the operation for the other half of the mainplane. Cut the spars from $\frac{1}{8}$ in. sheet, the leading edge from $\frac{1}{4}$ in. sheet and build up the trailing edge from $\frac{1}{16}$. If possible, assemble the mainplane on a board with a jig for the polyhedral angle. Position the leading edge, bottom spar and bottom half of the trailing edge, the front edge of which should be suitably packed up off the building board. The spar and leading edge must also be raised to suit. Cement all ribs in place except those at the polyhedral angle and tip. Cement polyhedral braces and the tip, followed by the remaining ribs and top spar and brace.

Sand the sheet to be used for the leading and trailing edges before cementing in place and add capping strips.

Repeat the procedure for the other half and then make the wing brace boxes. Cut slots in the root ribs to receive the boxes but do not cement them firmly until the braces are made and the whole mainplane assembled. The correct angle for the dihedral can be fixed and the boxes secured and allowed to dry before detaching the halves to fit the leading edge underside sheeting and the centre section sheeting. Sand the structure and cover with strong tissue. Give at least three coats of dope.

Undercarriage: The detachable undercarriage can be either single or twin leg, the former being the better for minimum drag. Bend from 10 s.w.g. piano wire to fit firmly into the fuselage box.

Tailplane and Fin: Pin the leading edge and lower half trailing edge over the plan and fit the centre section and top ribs.

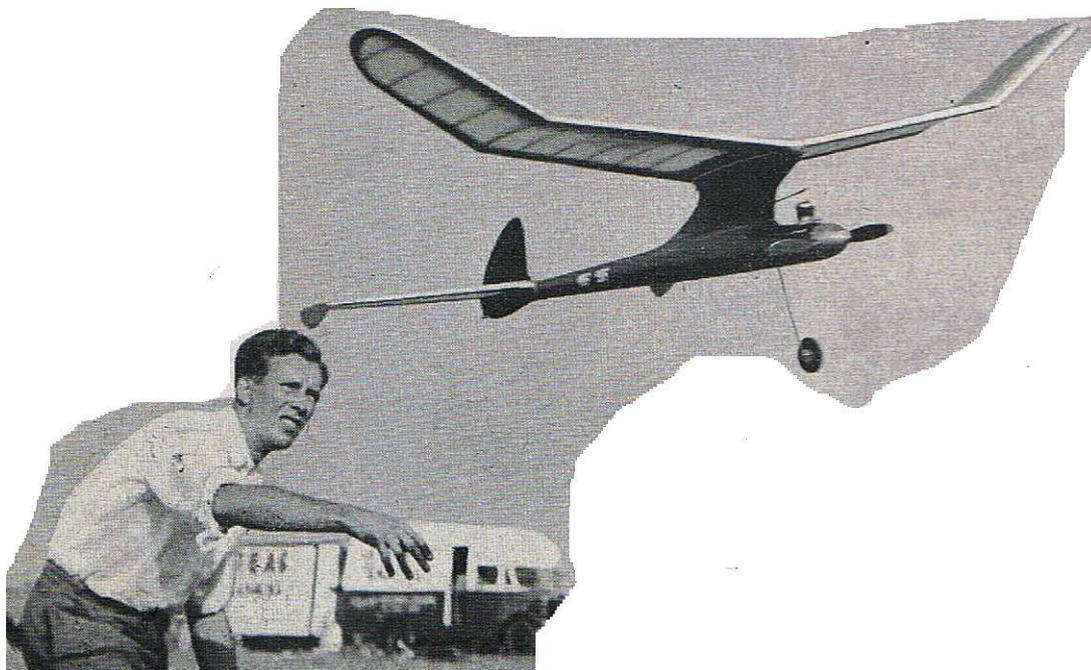


Cut rectangular strips for the rest of the ribs and cement them in place. When dry trim these rectangles to rib shapes using a straight edge between the centre and tip ribs to check contour. Add the spar, top half of the trailing edge, leading edge sheeting and cap strip the ribs. The fin is cut from 3/16 in. sheet and sanded to streamline section, making the leading edge long enough to extend below the tailplane for use as the front lock. A piece of 3/16 in. is used for the rear lock. Tip fins are cut from 3/32 in. sheet and cemented firmly in place. Cover with strong tissue and

give at least two coats of dope. Copies of the prototype have been finished with Aerolac black fuselage and fin with Aerolac yellow lifting surfaces. The original was natural black and white tissue covered. Trimming Procedure : Before attempting to fly, check all lifting surfaces for warps... do not attempt to fly in any circumstance until you have assured yourself that all surfaces are true. Try glide tests with the rudder set straight. Check any tendency to stall or

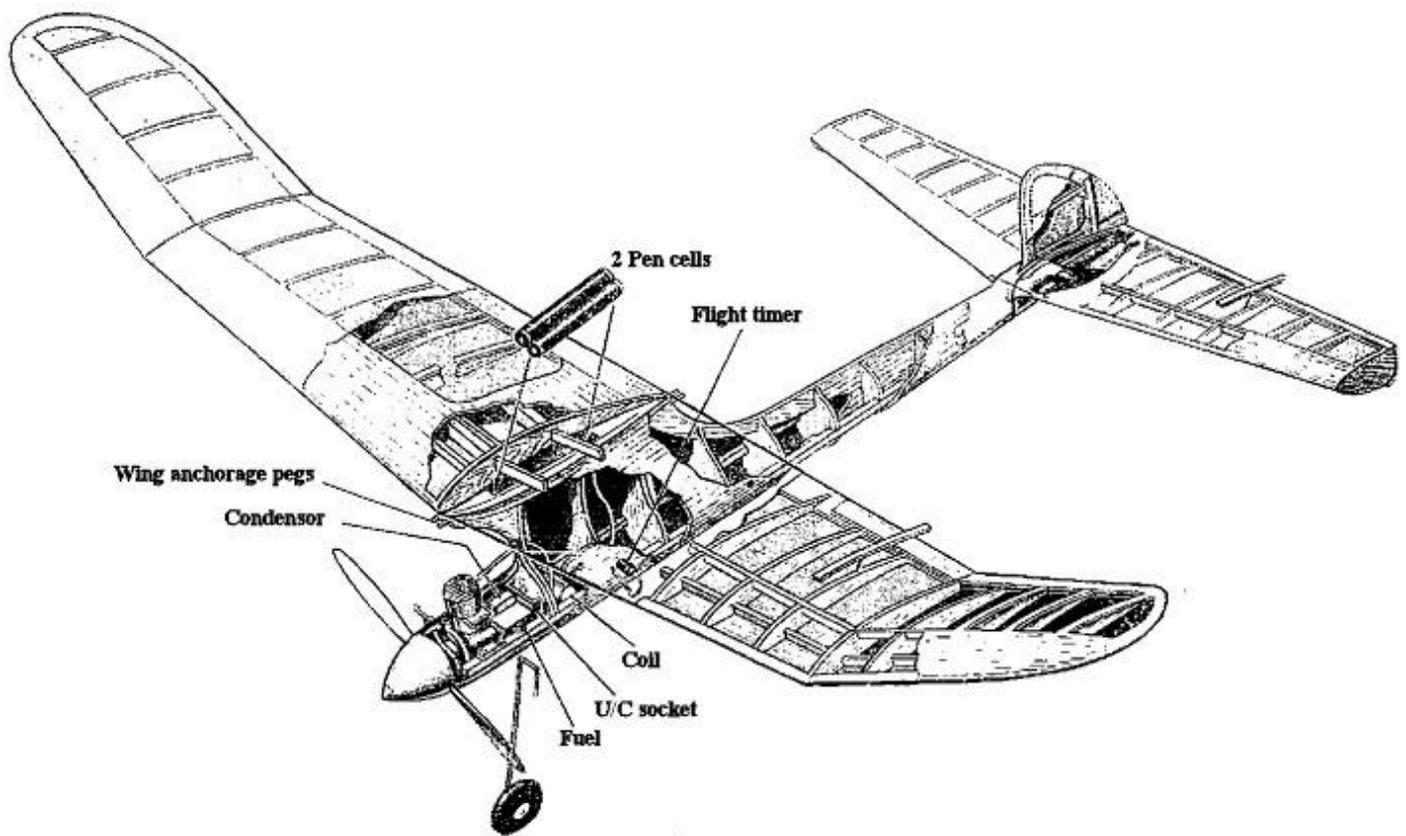
dive by slight alteration of the tailplane incidence.

Then trim the rudder until from a hefty launch you get a long flat circle to the left. Once satisfied with the glide, try a power flight. Set the timer for a motor run of four seconds and launch with the motor running at medium revs. Do not be alarmed at a steep bank to the left in the



initial power turn as long as the nose is held high enough for the job to keep climbing. A banking turn without a climb can be cured by opposite rudder while left rudder should be used to prevent any trend to looping. If you find the glide circle too large and further rudder movement appears to be dangerous, then try a little extra motor offset. Roy says. "When trimmed, the model will bank steeply at the beginning of a flight but as the model speeds up it will spiral upwards at an angle of about 60. Crosswind or downwind launches have been made with safety. When

taking off the ground, point the nose slightly to the right of the wind so that the model turns straight into wind".



From Peter Wallis

Dare I say I started building model aircraft 70 years ago starting with Airyda kits that I bought from Klein's radio shop near Kenton station in Middlesex.

My life long friend Roger Cooper and I caught the bug together and although Roger is no longer active in the hobby I am fortunate enough to still build although everything is true 'Vintage' but with electric power. These photos are from around 1953/54 and show my first own design r/c model based on the Junior 60 with ED escapement – I cannot remember the receiver but I did build my own transmitter . We were founder members of Northwick Park M.A.C together with Jack Curry and a chap by the name of Steve .

We were a formable group who used to have model boxes known as 'coffins' – on one occasion I remember cycling from Kenton to Radlet with the 'coffin' being towed behind my pedal bike . I still have that 'coffin' and it's full with memorabilia at the moment !

Roger and I were great 'Frog' fans he with his Frog 500 for control line and myself with the Frog 45 (remember that one) which flew straight off the board free flight powered by an Amco .87cc still in my possession.

The biplane in the photo is another first by Frog – the Firefly which had a moulded balsa fuselage lined inside with brown paper . I have often wondered why this process never caught on as it made the build so much easier .

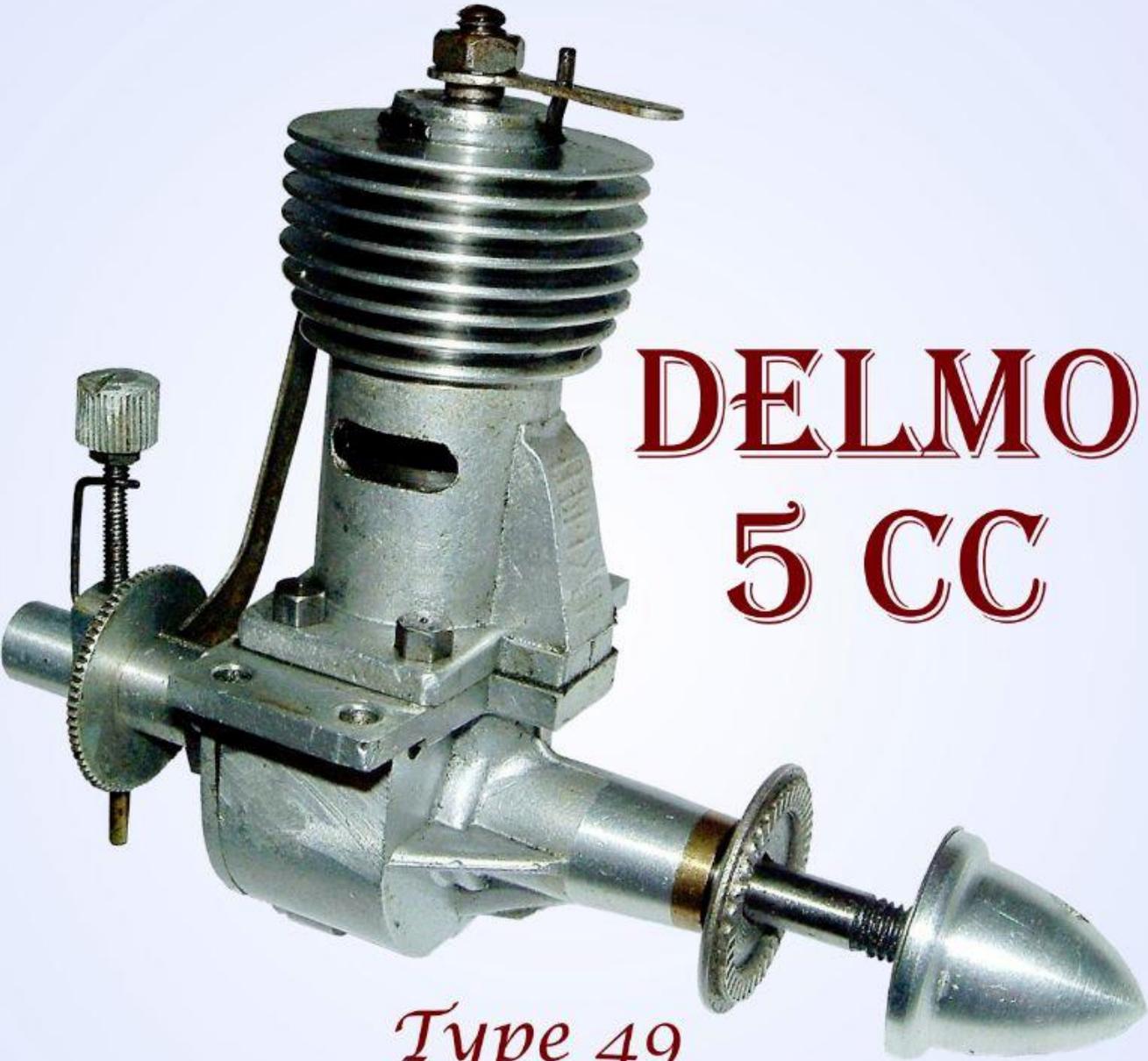
Lastly there is the power duration 'Eliminator' with Allbon Javelin 1.49cc (I still have the Allbon with box) . Trimming these models out is an art in itself and that little trim on the wing was key to keeping in sight if you were lucky . Then there was the Elmic timer that I still have somewhere that activated the fuel cut out . From that era my two favourite engines have to be the Kalper .32cc which I still have with original box and bill of sale from Roland Scott for £2 .13. 6p . The engine that I never owned was the Anderson Spitfire petrol that Jack Curry had in his control line . It was a two hand job to hold onto the control lines - there were no noise restriction in those days and the crackle from that open exhaust was to die for – YES.

Now I allow the grandsons into the workshop when we fire up a few vintage engines and then breathe in the Castrol R – what fun!

What has changed – we all know building materials are far superior to our day and R/C is virtually fool proof but for those that still build it must be adhesives and covering material .



Circa 1954

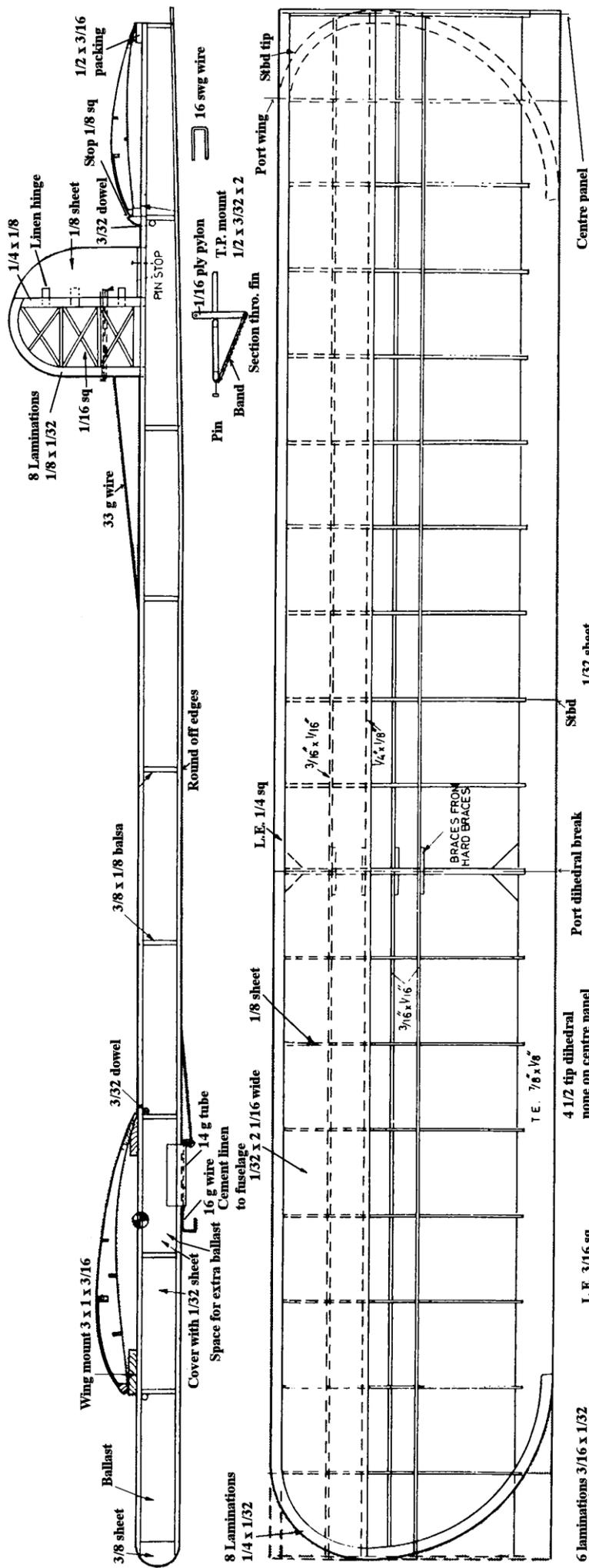


DELMO 5 CC

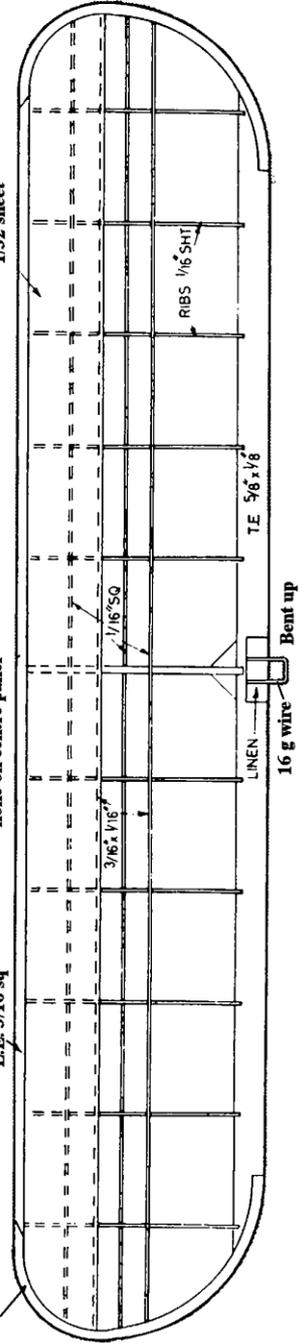
*Type 49
rear disc induction
and single ball race*

BC

This Delmo is the actual engine from the late René Jossien's 1950 « Veau Lent ». The fuselage of the original aircraft was covered in kraft (brown) paper, so René naturally painted it... including the engine (and why not indeed, Sir?). I cleaned it as best I could (toothbrush and acetone), but there are still traces of paint embedded in the grain of the casting metal... This Type 49 was the last model made by Delmo (in 1949/50) and is the only Delmo that isn't side-port. A very nice engine indeed and a super runner.



- M.P. ribs 16 off 3/32
 1 off 3/16
 2 off 1/8
 14 off 1/16



WANDERER '10
 M.A.
 248 J. BAGULEY 4'6"
 SPAN 60 LENGTH 36"
 COPYRIGHT MODEL AIRCRAFT
 19-20 NOEL ST. LONDON W.1

Wanderer 12 an original lightweight or A" glider by J Bagueley from Model Aircraft November 2956

This is the 12th in a series of A2 gliders, the first of which was a 6 ft. long freak that came into existenc in November, 1953. The models have gradually become more normal in the course of 2 years but still retain an air of unorthodoxy, viz. the 4 1/2 oz. of airframe, plus 10 oz. of ballast (of which 6 oz. is to bring it up to weight !).

Wanderer 12 could, therefore, be flown as a lightweight of 8 oz., but this is not advisable, as the best flying weight works out at around 12-13 ozs. The main ideas on which this model is based are: (1) For quick stall recovery and "in a groove" flight pattern (laterally), an under-cambered rather extreme tail section and weight concentrated about the c.g. are used. (2) For "wandering" trim or directional instability and a safe straight tow, a minimum of side area coupled with moderate dihedral is used, also the tow hook in the extended position is very near to the c.g., which helps towing. (3) Everything to be made simple with a pronounced lack of gadgetry so that all is reliable.

After earlier versions had been flown through most of the 1955 season, gaining 20th place in the Nationals (Thurston) and 27th place in the Trials, which is not too brilliant, some months were spent in thinking up this model. It was subsequently tested, and after very little trimming was timed in calm evening conditions for flights of between 2 min. 10 sec. and 2 min. 40 sec. on a full line length.

Assuming constant "lift" of up to 1/4ft. sec., still air time can be taken as around 2 min. which it is suspected is only generally bettered by "extreme "continental A2's. The actual contest average for all versions of the Wanderer flown in 1955 and 1956 is 1 min. 57 sec.

Wings

Try to keep the ribs light and use harder, stronger wood for the centre section. Firstly, cut out the ribs using a ply template, and then put them together in a block to saw out the spar slots. Next, build the centre section, leaving off the L.E. sheeting. Now block the centre section up to the required dihedral angle and build a tip on to it, and likewise for the other tip. Do not build each piece separately and then offer them up to each other as this will result in a weak dihedral joint and also warps. Finally add the L.E. sheeting and then go over every joint and form cement gussets.

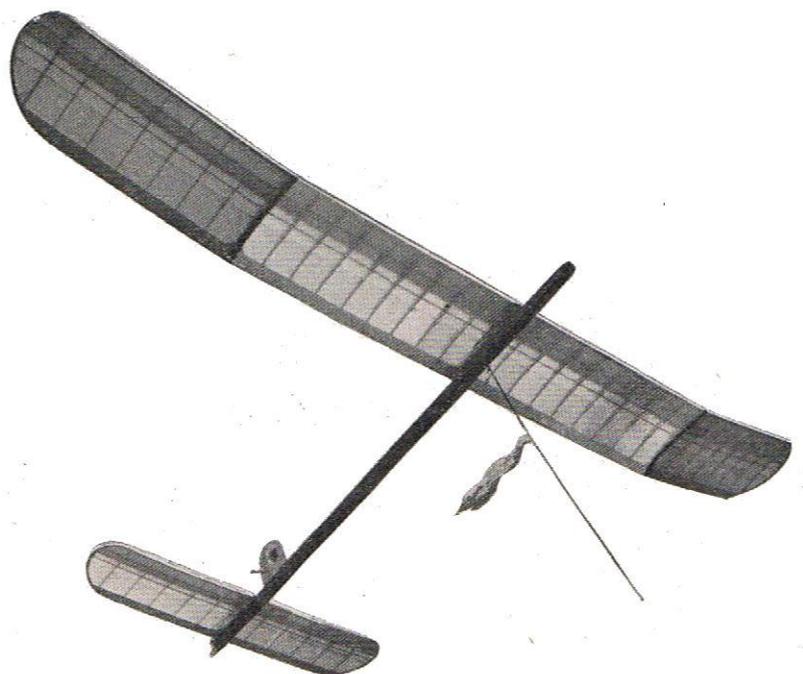
When sanding, remember to sand across the grain, or bowing will result, and use coarse sandpaper for the initial roughing of the leading and trailing edges. Covering should be jap tissue or lightweight Modelspan with the grain running lengthwise, and give the equivalent of four full strength coats of dope in thinner coats, finishing up with a coat of thinners.

The tailplane should be kept as light as is reasonably possible, consistent with strength, and given the same doping and covering treatment as the wings.

Fuselage

Use fairly hard wood which becomes softer at the tail end—if you can find it. Build and cover the fuselage before adding fin, wing and tail mounts, etc. Give three coats of full strength dope. Use thin wire for the auto rudder line and you should then have a waterproof model (thread shrinks). Finally, using the front weight box or boxes, bring the c.g. to the correct position. Then add weight to the boxes, which are under the wing, to bring the model up to specification, taking care to keep this extra ballast equally disposed about the c.g. The ballast should be molten lead poured into the weight boxes, which must be dampened (but not made too damp or steam may force the molten lead out in a violent manner).

Trimming



First obtain a rough trim by test gliding, using 1/32 in. packing under the tailplane for any necessary adjustments. Next, using a short line with about 3/16 in. rudder offset, try a test flight; if all is satisfactory gradually bring the glide circle to about 100 ft. dia., then decrease tailplane incidence until a slight stall is apparent. Put the model away and wait for a breezy day with thermal activity and then take it up on a full line. This should result in a “wandering” trim with a general tendency to glide in about 150 ft. dia. circles, which will tighten up considerably if lift is encountered but may even result in opposite trim for short periods ! All that remains now is constant practice in towing into lift, and don’t forget to use the d.t. for all flights.

From Otto Rodenburg, Wijhe, Netherlands

PS If you wonder what ‘boormal’ stands for, it’s Dutch for drilling jig

Getting the holes right.

Did you ever come across the following situation? For whatever reason you had to build a spare part only to find out that aligning the part with the existing structure was next to impossible. Even in new constructions this can happen, like I found out.

Here’s how I dealt with this particular problem... sorry, challenge.



My new small glider is going to be equipped with an all-moving tail and for that purpose I built a bell crank, depicted here.

It’s made entirely of plywood with a brass bushing for the actuating wire and an aluminum bushing for the fulcrum.

The holes for these bushes were drilled according to the plan I had drawn up myself.

Only after I had built this unit into the fin base and started on the stabilizer it dawned upon me that I had neglected to make a drilling jig for the

holes.

So I just cut me a rib and drilled the necessary holes according to the drawing. Same drawing, same distance one might say but as you guys guessed already: no fit.

Drilling through existing holes only works when you’re absolutely perpendicular to the subject so no luck here either.

After wasting several pieces of plywood trying to get the bloody things aligned I decided to waste some more.

I cut me two strips of plywood, 2 mm thick although that’s not really relevant, and about 6 mm wide. I made sure that the sides were straight, and then drilled a hole in each one of them. One hole to take up the carrying wire in the fulcrum and one to take the steering wire. They should be tight fits. You can see them lying in the foreground in picture #2 with the wires in them.



All I had to do now was to insert the wires in their positions and swing the plywood strips around until they met, like in picture #3.

A drop or two of CA glue bonds the strips together and lo and behold: I got myself a drilling jig after all.



The following picture shows the next step:

In the base rib of the stabilizer I drilled the 2 mm hole for the fulcrum and inserted the pin of the jig in this hole. Then I swung the jig around until the centerline was just visible through the rear hole of the jig, which is the position in picture #4. With a 1 mm handheld drill the job was completed.





In my first attempt I did things in reverse order which shows in the final picture. The pin is clearly forward of its position in the drawing. But the fit in the bell crank is perfect and that's what counts.

Otto Rodenburg
<http://orodenbu.home.xs4all.nl>

From Karl Gies

Ad for the Keil Kraft "Gipsy" Wakefield from the July 1949 issue of AeroModeller

COMPARE...
 THE PRICE OF THIS **KEILKRAFT** KIT
 WITH ANY OTHER WAKEFIELD
 KIT ON THE MARKET—

You'll agree
 THAT THE
"Gipsy"
 IS THE GREATEST VALUE
 THAT YOU CAN GET
 TODAY!

Remember...
 THE GIPSY IS QUICK TO BUILD,
 HAS BEST PERFORMANCE,
 YET IS EASY TO FLY!

DESIGNED BY
 BILL DEAN

THE KEILKRAFT
CONTESTOR

Get the best looking Wakefield on both sides of the Atlantic, the CONTESTOR, has a low list of contents when in the country and the U.S.A. This deluxe kit includes rubber, prop, and everything you need to make an easy model of the original model.

FOR THE BEGINNER

I hope to build this as proof to hit the pocket of the young modeler. Hundreds of thousands of these kits have already been sold—and more proof of their popularity.

AXAX 30" ... 4.1
 SCHLEI 34" ... 4.1
 PLAYBOY 32" ... 3.1

Lowest addition to the famous KeilKraft range is the GIPSY—a completely new 1949 Wakefield design by Bill Dean. Carefully developed construction makes this one of the simplest Wakefield's ever kit. The fuselage consists of a simple box frame, with "lining" formers for accurate assembly. Flying surfaces feature straight edges with soft block tips. Upper spar construction, wing, ailerons and many new constructional features go to make this stronger, lighter and more accurate model.

Two of these models can be built in the time it takes to finish most of the other Wakefield kits now on the market. If you want to see a model of Gipsy for the first time, the GIPSY is FREE! Wing area is 200 square inches and the weight only 8 ounces. In spite of the amazingly low price, this kit is built up to the usual KeilKraft standards—with plenty of spars and sheet, air screws, wheels, knobs, stems, wire, building paper and a highly detailed plan.

**FOR THE NEW JETEX 50
 SKYJET 50**

This new KeilKraft kit, the Jetex 50 power model, has it all, being power modeling within the reach of even the youngster.

SKYJET 50 with MOTOR 6.4
 This and other Skyjet models may be ordered in the JETEX contest.

SKYJET 50 ... 6.4 SKYJET 300 ... 11.4

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Colonial Skimmer True to scale for .75 cc engines by Eric Fearnley Model Aircraft November 1956

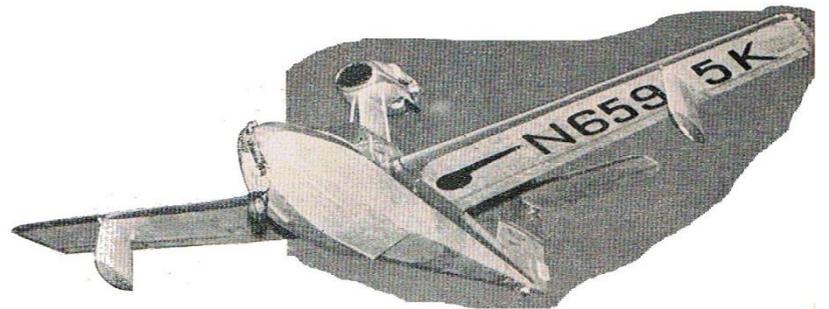


If you have had your fill of A.O.P.'s and high wing cabin scale models, here is something really out of the rut. As soon as I saw the Skimmer, I had to have a go at it. To me, it had much of the appeal of the Seamew about it, and that model is still going strong after three years of sport flying. Building was commenced on the Skimmer and as it neared the covering stage, the 1956 Nats. were switched to my own doorstep, as it were. Although I don't think much of competitions, I thought I would enter this model for the Super Scale Section.

The British Nationals is not the best place to flight test a pusher flying boat, with a few hundred spectators and the judges tapping their feet; however, the crowd gave it a rousing send off as it took off and bored its way into a stiffish breeze, as steady as a rock. Few of the people watching knew that it had, in fact, never taken off before, and had not flown with the main wheels in place. As these weigh 3 oz. it had put out my calculations, and I had two dummy runs before the Mills was giving its full power to r.o.g. the Skimmer. The trouble was due to the

carb. intake facing forward into the airstream, which is aggravated by the venturi effect of the engine cowl. As soon as air speed was gained, the air pressure weakened the mixture. I cured it by fitting a scrap of celluloid to break the air stream. The Skimmer also had the honour of being the last plane to fly at the Nats. After the 6 p.m. flying ban was imposed I was approached by a group of R.A.F. types, including an officer from Binbrook, who asked for a demonstration flight. My clubmate, Bud Hibbitt, who retrieved the model, very nearly ended up in the glasshouse for flying after curfew.

He was saved at the eleventh hour by the intervention of the C.O.! The model is not, generally speaking, a difficult one to build, but there is a good deal of work in it, so don't expect to be flying it in a hurry. Cut out two fuselage sides from 3/32 in. firm wood. Take care with the slots for the tongue. The formers are all 1/8 in. except the ply one where the cabin goes, and the front one is of 1/2 in. wood. Cut these out, also the ply tongue and the motor mount, and assemble by fitting the two sides to the tongue, after the latter has been saw cut and cemented at the correct dihedral. Cement motor mount in place on top of tongue, add the formers either side, and when all is solid, pull in the nose and tail and add the rest of the formers. Finish by planking the top, and sheeting the bottom. If the fuselage gets out of true, steam during this process. If the model is to perform on water, care will have to be taken to seal up the cracks as building progresses. Finish off the fuselage by adding the front of 1/2 in. sheet, and add any cabin detail before fitting the celluloid.



The engine cowl is built up with 1/2 in. sheet as shown. Carve to shape and cut away the hatch for engine access. The Mills 0.75 is recommended as it goes both ways, and obviates a left hand prop. The writer's model weighs 20 oz. without the main wheels and has reserve power. With the wheels added it still has ample power to perform in a scale manner.

With the high thrust it will tend to pull in on power unless upthrust is built in as shown: It is almost impossible to power stall this model, although the tail angle will require careful setting to obtain a flat glide. No side thrust will be required. The prototype will fly into the wind to the last drop of fuel with a straight rudder. It is best to allow for a fairly fast flight, as this increases the efficiency of the tail. This is common

to all scale types. The wings and tail are straight forward. Boxes of hard 1/8 in. sheet are bound with strong thread and fitted to the wings with plenty of cement, taking care that the wings line up when viewed from the trailing edge during the fitting. If they do not, don't worry, as the boxes can be filed away until they do, and ply inserts fitted to Correct. Nothing matters as long as the wings are dead true! Taper the tongues away at the tips so that as soon as the wings start to come off they are relieved in an up and down direction. This will save the tongue or box from breaking in a crash, as the wings can "give" upwards as they come off. The landing gear is fitted to the wings by a block of sycamore (or similar wood), which is drilled to take the wire fork. Wheels are optional on the model, but the r.o.g. is worth it if you have a hard surface available.



The prototype requires no ballast, in spite of the rear position of the engine. This is partly because there is

a good deal of interior cabin detail fitted. The very wide glazed cabin makes interior furnishing almost a necessity. Hard wood strakes were fitted to the hull bottom to save the inevitable wear when landing On a runway. A small blister of hardwood is fitted for a tail bumper.

The model has an excellent glide from a hand launch. Adjust the tail until it glides without stalling when it is launched vigorously from head high, and we are ready for power. If insufficient upthrust is fitted, it will nose in on full power, but most likely fly if power is reduced! This makes a change from the usual power stall.

All in all, it is not a difficult model to trim, in fact nothing like as tricky a job as it first appears. The large amount of forward area tends to give stability. The burning question will it R.O.W.? "I can't answer yet. It floats tail down in the water which gives it a high angle of attack early on in the taxi, and Col. Bowden, in his power model "bible" which I have had since 1938, states that it is essential to have the step well forward of the c.g. for good take offs. This being true (and I am quoting an expert) it looks as though the Skimmer could manage it. I am certainly going to try it soon !



From Bernard Dereudre in France (Bede on the Web forums).

THE CB28 GLIDER

In France, CB was as well-known as Keil Kraft or Veron in England. Mr Bonnet (the B of CB) produced marquetry pieces for furniture between 1920 and 1925, he wasn't a modeller. When marquetry went out of fashion, he decided to cut balsa wood and he started a modelling activity that lasted into the early eighties. The CB 28 was the last CB design produced, in 1942, and probably the best looking, with its gull wing. All French modellers, including me, dreamed of building a CB 28, but there was a considerable amount of work in drawing and cutting out all the ribs and fuselage pieces. The plan remained one of my lifetime projects until mid-2013 when Stéphane, a Persan-Beaumont club member, decided to try CNC cutting techniques. He was looking for a nice glider, nothing like the current crop of foamies. I gave him my CB 28 plan and a few weeks later he gave me a short kit for the CB 28. Following 2 months of pleasant building, my glider was ready to fly.



The masterpiece before covering.

The CB 28 has a wingspan of 2 metres span, not too big for my workshop (the dining room) and to fly at my club under our imposed 50 metres ceiling. Due to this ceiling limit and for easy flying, I decided to electrify my CB. As I didn't want to spoil the elegant nose, I put the motor back under the cockpit and used a marine stern post to protect the drive shaft, between the motor and the propeller.



You can see the drive shaft housing, the prop hub and the folding propeller. The battery rests on the shaft housing. All this works very well. I only need to remove an Allen screw to have a slope glider!

The plane is entirely covered with Esaki tissue over mylar.



I have no photos of the CB flying yet, but it does fly very well.

The plan, and the CNC file, are free downloads on the French Retroplane site: <http://www.retroplane.net>, in the "aéromodèles antiks" section.

During WW2, it was impossible to find rubber or model engines, so gliders were the only possibility for building flying models. That's why we have a lot of nice vintage gliders. I've put a lot of pdf plans on Retroplane, for downloading, and Stéphane has made CNC cutting files for the Squale and the 100 Tiké, both 2-metre gliders. He is working on a 3 or 4-metre 100 Tiké. All these files are or will be on Retroplane soon.

From Allan Laycock

A suggestion for the chap who built the Hepcat re the spinner. This tip only works for low powered engines and for spinners like the one shown ie two screws to hold the nose on. Here is how it is done: discard the rear part of the spinner and you now have all of the spinner but you need to cut two prop holes (opposite and as far from the screws as possible ie 90 degrees) and make a new sheet backplate the same diam as the spinner. This could be 3/32"ply or aluminium. The new backplate now mounts on the engine then the prop, washer n nut. The front part of the spinner now fits over and is screwed to the new backplate. Why? Because if you use, say, a 3" spinner the front the profile will be similar to that on the Hepcat plan whereas the standard spinners are too pointed. The 3" front will be about the same as a 2" one. We did this to our std size Hepcat, Irvine Mills and r/c and it looked more like the right shape that the store bought 2" one did..

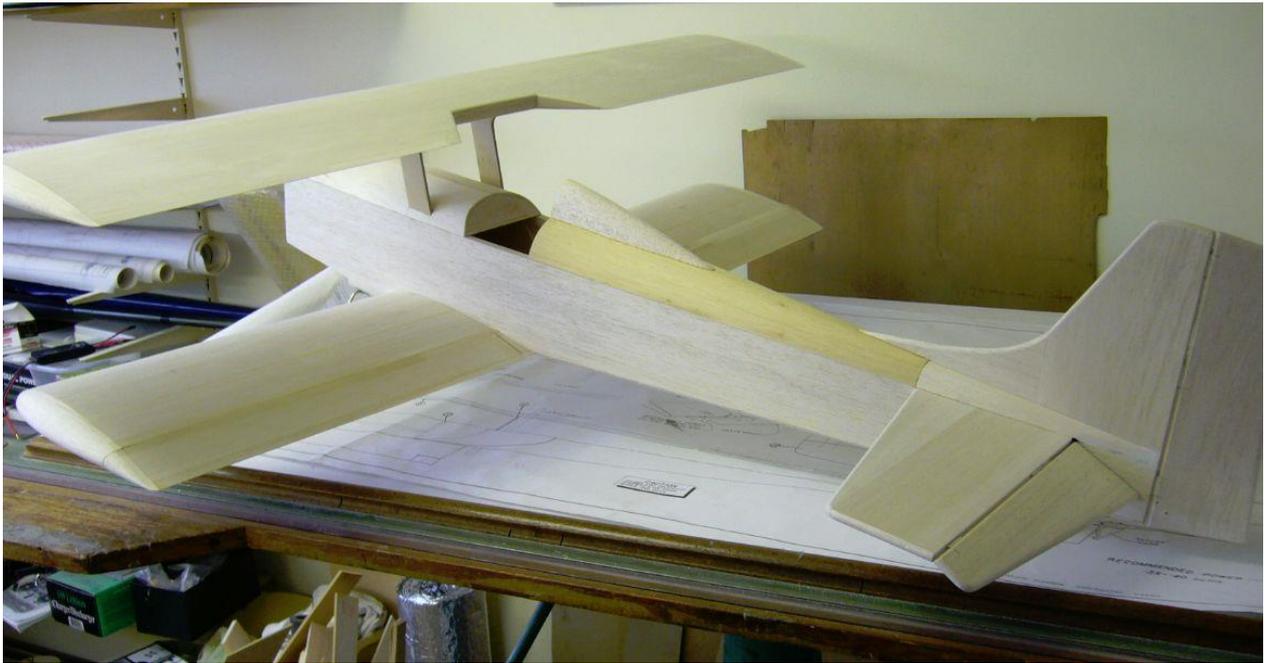
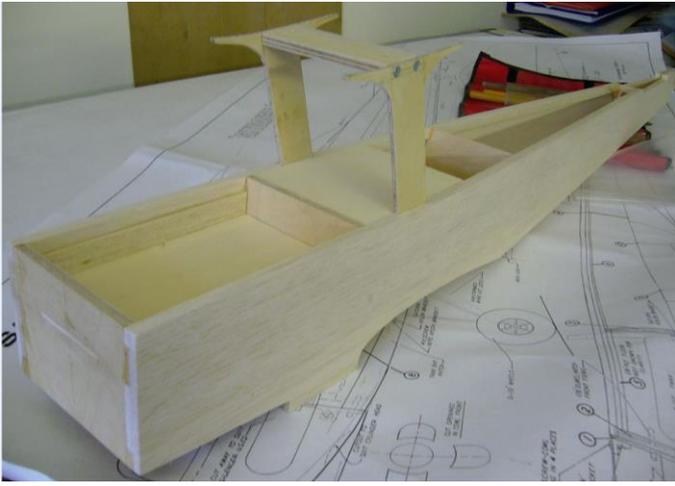
Regards from Oz,

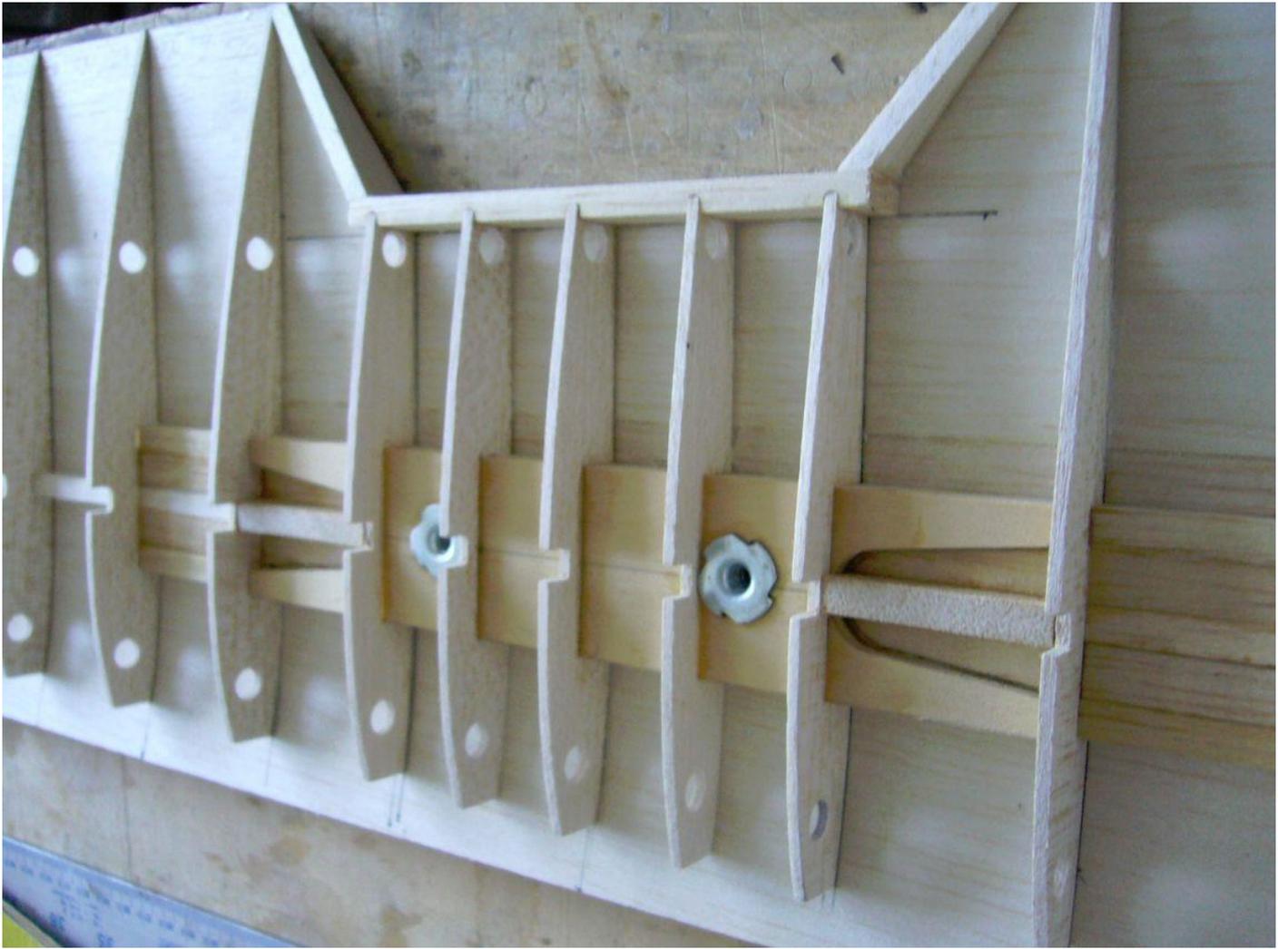
From Brian Austin

Interested in the picture of the Skydancer by the chap in Kent in the last issue.

The caption states that the model was by Cliff Goater of Saturn Models. This is not quite correct as I was with him when he started up in 1973, as Saturn Models, and the Skydancer is actually my design from 1971, which caused a stir at Kempton Park Symposium in 1973, that it was kitted instead of the next project he planned. You can read up on this in my book in the chapter on the 70's.

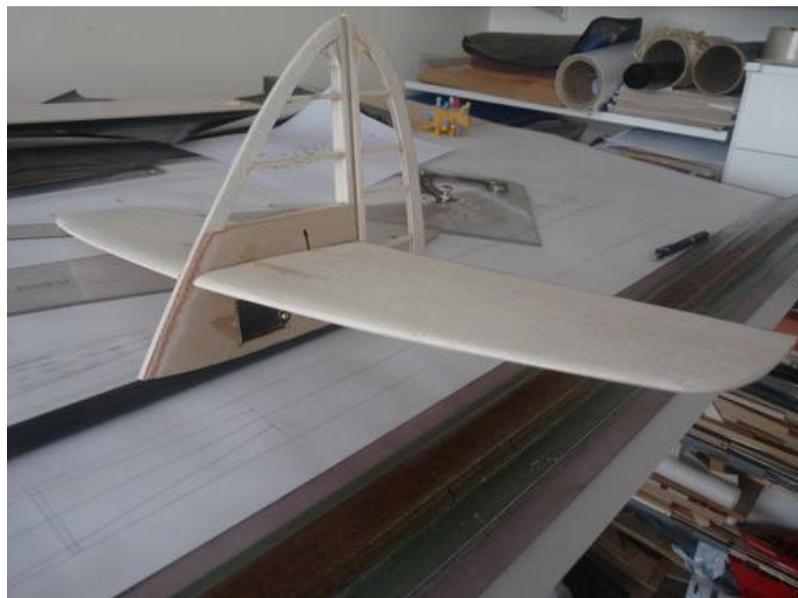
Following on from this, not sure as to whether you may have seen this, but recently did a biplane version of the Skydancer as at the time Paul Bardoe was keen to have a biplane in his range. Have flown it this September after some 2 years from finishing it. Fly's well on electric power with a 4 cell 5000 battery and Overlander Thumper motor. It is all basic Skydancer parts apart from the wings and undercarriage mod.





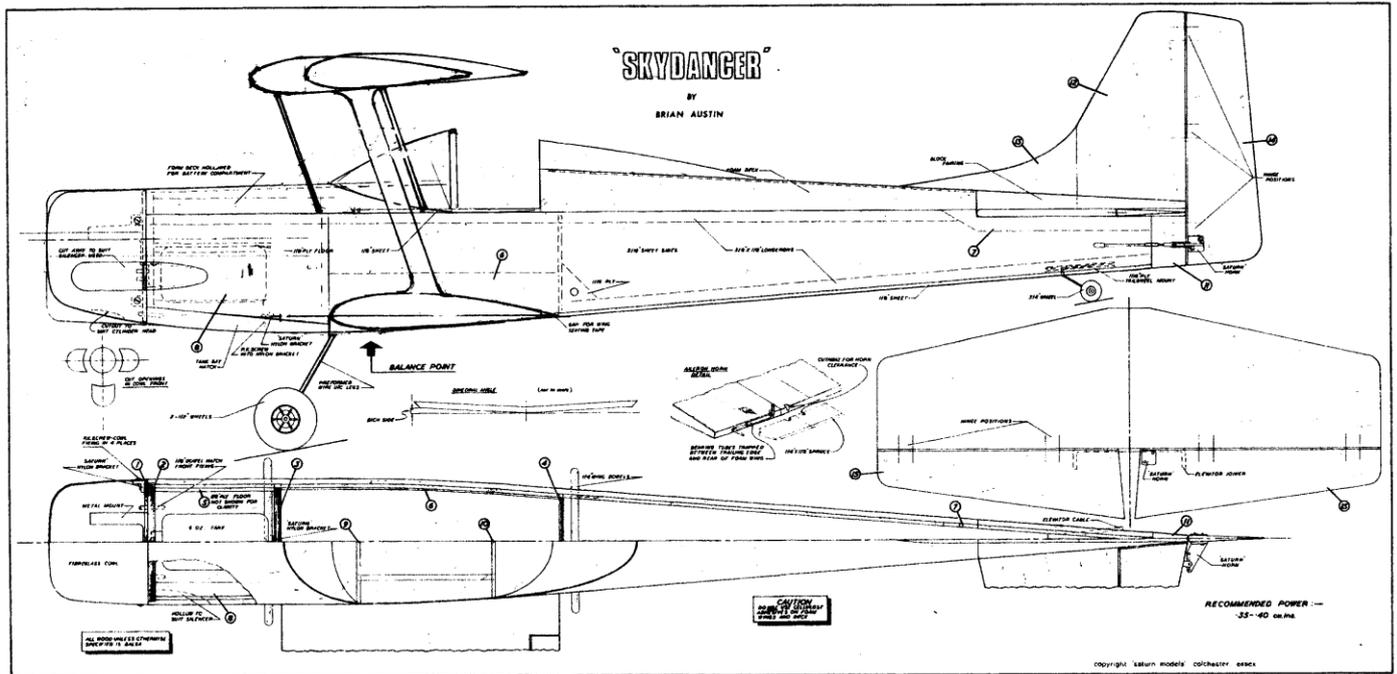


The plan is problematical, as I hate drawing plans in as much as I do the bare essentials to make something. Also as time goes by coming up to 75 next year feel that my time is better spent making stuff for myself. Have attached the plan that was in the Skydancer kit showing mods that I did, although that was not the final design in as much as the cabanes were a ply lamination with kevlar sandwich, rather than the wire ones shown. The top wing was not swept as detailed on plan but straight top and bottom, plus the undercarriage had a tie bar forward andd was secured to ply plate in bottom of fuselage. See pictures of finished model. The wing is an 8" chord X 42" span built onto the 1/16th sheeting as shown in pictures. The windscreen was the Skdancer canopy rear section cut off at the back of frame moulding. If enough people wanted it ay reconsider doing it, but busy with a 2 Metre electric soarer with different drive to all flying tail see picture.



NAME BI-DANCER?

SPAN 40"
CHORD 8"
TOP WING SWEEP 2"
SINGLE SEAT?
MOVE CANOPY BACK?
OPEN COCKPIT WITH REARREST.



Swiss 2014 Antik-Modellflugtag from Peter Renggli and photos by Urs Brandt



Peter Renggli



Peter Ziegler













NELSON

15

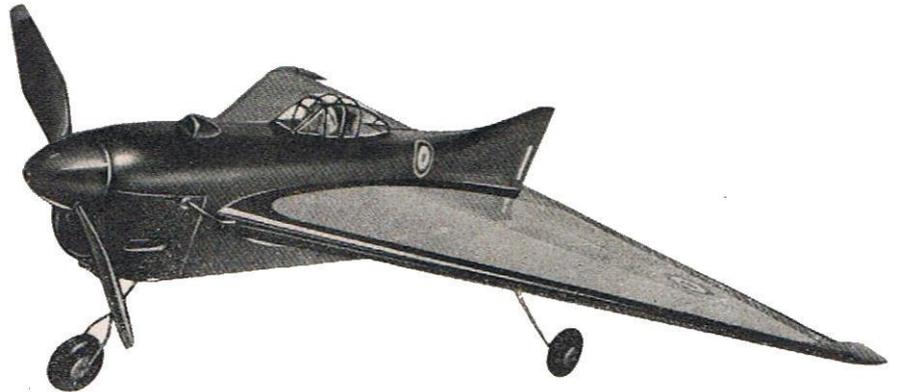
Combat Diesel

BC

Nucleus is the development of four models, and though primarily designed for Class A racing, owing to its large wing area it can quite easily be converted into a Class B job by modification of engine mounting only. The Class A version with an E.D. Racer and 8 X 6 Stant prop has regularly clocked 75 m.p.h., while the Class B version with an O.K. Hothead, has been timed at 95 m.p.h. The model is very stable and easy to fly, and it is an ideal trainer for the newcomer to C/L flying.

Wing

Make up the rear undercarriage from 16 S.W.G. wire and bind and cement to the ply mount. Cut out the centre section ribs, cutting the lead-out holes in the port rib only. Cement the undercarriage in place. Cut out formers W1 to W4 and cement into place, carefully checking that the assembly is square.



Whilst the centre section is setting,

make up the trailing edge and devon from laminated sheet as shown on the plan, recessing both to take the silk or tape hinges. Fit the elevon horn, and when set, sand to shape.

Now cement to the front of the trailing edge the $\frac{3}{4} \times \frac{1}{8}$ in. rib support and then cement the assembly to the centre section, again ensuring that the whole assembly is square. Cement the centre section and leading edge into place, also the tips. Do not forget the tip weight in the starboard tip. Make up the leading edges from $\frac{1}{4}$ in. sheet and add the rib supports, then cement into place. Add the two spars either side. Now cement into place the strip ribs, making them from hard balsa. If soft or medium is used, they will buckle as the wing covering shrinks.

Drill the port leading edge to take the lead-out wires and cement the brass tubes into place. Drill, and cement the bellcrank mounting platform of $\frac{1}{8}$ in. ply between W1 and W.2. Make up the control mechanism and fit into place, taking the extra precaution of soldering the two locknuts of the bellcrank pivot. Holding the elevon in the neutral position by bulldog clips at the tips, bend and fit the push rod to the horn, at the same time ensuring that the bellcrank is also in the neutral position. Check for freedom of movement and then bend the ends of the leadout wires to take the lines.

Now cover the centre section with $\frac{1}{16}$ in. sheet and cut a slot in the underside for the push rod. Sand the leading edge to shape and also the tips. Do not yet fit the wheels to the rear under carriage.

Fuselage

Make up the two nose doublers. Cut the bearers to length and cement to the $\frac{1}{4} \times \frac{3}{8}$ in. strips. Drill the bearers to take the 6 B.A. screws, fit the screws, and lock by soldering wire across the slots. Now Cement the bearer assembly to the doubler.

Cut out former F.1A from $\frac{1}{8}$ in. ply make up the front undercarriage Complete with wheel and cover, then bind and cement into place on F.1A. Make formers F.2, F.3 and F.3A and cement into place thus completing the nose doubler assembly. Cement tank into position.

If a Class B version is being built, do not fit F2 but double the length of the tank. Cement into place the $\frac{1}{16}$ in. sheet doubler base. When the assembly has fully set, cement the assembly to the Centre section. Cut out the two sides and Cement into place, noting how the top sides come together at the rear to form the fin. Fill in with soft sheet as shown on the plan view. Cement into place the $\frac{3}{32}$ in. sheet bottom and cut out the exhaust air port and fit baffle.

Now fit rear undercarriage wheels. Partially shape the $\frac{1}{2}$ in. sheet fuselage top and Cut Out the recess to take the pilot and dummy ejector seat. Cement neoprene tubing temporarily into place on the tank filler and vent, and fit the $\frac{1}{2}$ in. sheet into place. When set, remove the neoprene tube. Now make up nose block from soft block, recessing to fit over the bearers and flush with the engine mounting face of the hearers.

Finally, sand the whole fuselage to shape, after suitably blanking off the tank.

Cowling

The cowling is made up by sand wicking the front block between $\frac{1}{4}$ in. sheet and a base of $\frac{1}{4}$ in. sheet. Before finally shaping, fit the two dowels and locate them in bearers Place cowling into place and cement

F.1 in position. Now sand to shape. The cowling is held in position by the dowels and needle valve, this being done by soldering on the needle an extra knurled lug from an old valve. Fit the filler and vent fairing and the neoprene tube to the tank vent and filler.

Covering

Cover the complete model in light weight Modelspan and give all sheeted parts of the model two coats of sealer ; then colour as required Do not colour dope the wings but give them three coats of clear dope and, if required, a coat of Aerolac. Fuel proof the entire model, but before doing so, fit the pilot, canopy, R.A.F. roundels and paint in the ejection warning triangles in red.

Flying

Nucleus flies the same as any other C/L model and has no peculiarities through being a delta. It will fly on lines of up to 65 ft. radius and has a very fast landing speed. An ordinary screw-on spinner was fitted to the original model, but later a supersonic was fitted which greatly improved the appearance. Note: The c.g. must be as indicated on plan, for on delta wing models of this nature it is critical.

From Dave Bishop

Keith Miller 1926 - 2014 A Super friend.

I was saddened to hear that Keith Miller has passed away on Friday November 21 after attending a Glider Pilots luncheon wife his wife Rita, that he had organised. I have known Keith for years and had many conversations with him, always those conversations were about aeroplanes, both model and full size. He told me a long time ago at the age of 16, that he had worked for the famous DA Russell at Aeromodeller which was then situated at large building named Wilmary House in Merton Lane near Highgate in London. He knew all of the "big names" in the modelling business and also the "must have" books such as Aircraft of the Fighting Powers, of which I'm pleased to say I have the full bound set in my office here as I write this piece. He talked about a later editor of Aeromodeller Harry Hundleby, who was there along with and Rupert Moore, who painted superb coloured pictures for the front cover of that magazine. Another dear friend he made was Ron Moulton, a man whom he had great respect for.

There was another activity that Keith was involved in which was the Air Training Corps (ATC) cadets which took up his Sundays. All of this happened before he was eventually called up for his service in the army. I remember that he was trained as a glider pilot and he soloed for many hours in the Tiger Moth before going into a troop carrying Horsa glider and taking control of the joystick. Consequently he was (among thousands of others) a regular annual visitor to Arnhem where the Airborne Para's lost so many colleagues. I remember seeing those elite clique of chaps at my Family Model & Craft Show at Plumpton Racecourse which I ran for twenty years. They met together annually and talked the talk, always burning the midnight oil.

Another place I often met Keith was at Epsom Race Course where free-flight aeromodellers always meet on the first Wednesday of the month. His modelling was excellent and detailed and there was one in particular, his Mick Farthing rubber powered lightweight, that really was light. Its' single blade propeller suffered with no vibration when it flew, unlike my attempts to emulate him. Keith was a strong supporter of the SMAE (later the ex secretary Roy Nudds named, the BMFA). We had lots of chat at the annual K2 indoor meeting in the sports hall held at Crawley in Sussex and always on the first Sunday of February. He trimmed a model so that it would win whatever competition he would be entering and I remember his wry smile when winning a gold place at Crawley this year.

Keith now joins the top modelling names in the business up above and I'll bet he's having a great time with Boddo (David Boddington), Henry J Nicholls, Ron Moulton and the rest. He leaves his wife Rita of 54 years and their two sons John and Richard. Should anyone wishing to go to Keith's funeral the details are that it will be held at the Kent & Sussex Crematorium at Tunbridge Wells at 3.30pm on Friday December 12. For those who (like me) rely on a Sat. Nav. for "getting there" the one to get to the Crematorium is TN2 5JJ. There is another thing to ask potential people attending that day is if you could be kind enough to let Mrs Rita Miller know that you would be interested in going to meet at a nearby pub afterwards so that she can have an idea of what size room to book in advance please. Mrs Millers address is 18 Bounds Oak Way, Southborough, Kent. TN4 0TX. Her telephone number is 01892 534974. She can also be reached by email on ; j.g.miller@btinternet.com



Keith Miller at Epsom Racecourse in 2009 after a super flight with his Mick Farthing lightweight.



Keith Miller seen relaxing behind a Ted Horne after some good free flying at Epsom Racecourse in May 2009.



Keith Miller seen with two best pals at the K2 BMFA indoor meeting run by the Crawley club in February 2013.



Keith Miller with his winning model Hanger Rat at this year's K2 indoor event in February 2014.



Keith Miller with his Gold award at the K2 indoor event in February 2014 presented by the BMFA South East chairman



Sad news is that the editor of R/C Model Flyer magazine Ken Sheppard is retiring his job at ADH Publications seen here with his Junkers 52 at Old Warden in May 2008.



Goodbye and good luck to R/C Model Flyer magazine editor Ken Sheppard who is retiring. Ken is seen here at Old Warden Modelair event, with his electric fan jet powered Stinger in September 2014.

What have I been up to? JP

2014 I'll remember as non stop work, reasonable weather, internet making my life a misery every few weeks when emails won't send and so on most of the year is a blurr but the last week great. Aeromodelling Tuesday night at the BMAS indoor FF meeting and Saturday our flying group held a fun fly / swapmeet. Isn't it a pleasure when you get good flying weather and dozens of fellow aeromodellers around all doing their own thing, that was Saturday. We used two of our fields and were entertained by Free flight, Control line loads of RC and a helicopter demonstration, a field away. I don't see much in helicopters but like anything if it is very well done it is a delight to watch.

Den was trialling his new CL model and all electric own design called an Ace, its brilliant. Alan designed and built the electronics which can be set up to what you want and how you wish to fly the trainer. Den had it set for 30 seconds pause before full power then a slight reduction of power and after about one minute a decline and landing a really excelent trainer where there's not the problem of a recalcitrant diesel which when eventually started won't stop and on no fuel will run for 10 minutes, still for a learner at CL its kill or cure. Den also had the prototype Ace plus which is next step up and aerobatic. The Ace is now available as a kit containing almost everything you need such as handle, lines, electric motor, ESC, the I'll call it governor circuit but its probably got a more correct name, wheels the only thing not in the kit is the battery, actually may not have covering or glue but if you are interested contact Den his advert is at the end but for £80 and having seen it fly it is perfect for the beginner. I think he took an order by an impressed on looker. Its wa sgreat to see John Hook and pal flying free flight mainly catapult launch gliders.

The final Wessex League Tomboy was held, a shame about the declining number sparticipating but all good things come to an end, I won on the day, yes however I must fess up to it there wer eonly three entrants, Chris launched and model elegantly piled in, he tried a few times with same result until he found he hadn't switched his Tx on and Peter Rose at some considerable distanc elost sight of his model and hopefully it has by now been found?

In our league the 600 glider comp goes from strength to strength and an experimental mass launch wa sheld to compare performance of the 600 motor with a similar output brushless motor. The change to brushless is only due to the inconsistency of the 600 motors and difficulty in getitng hold of good ones. The combination of 600 motor and Numh batteries was excelelnt becauae it is a true comp where getting a max is challenging and when you get one it feels really good an achievement.

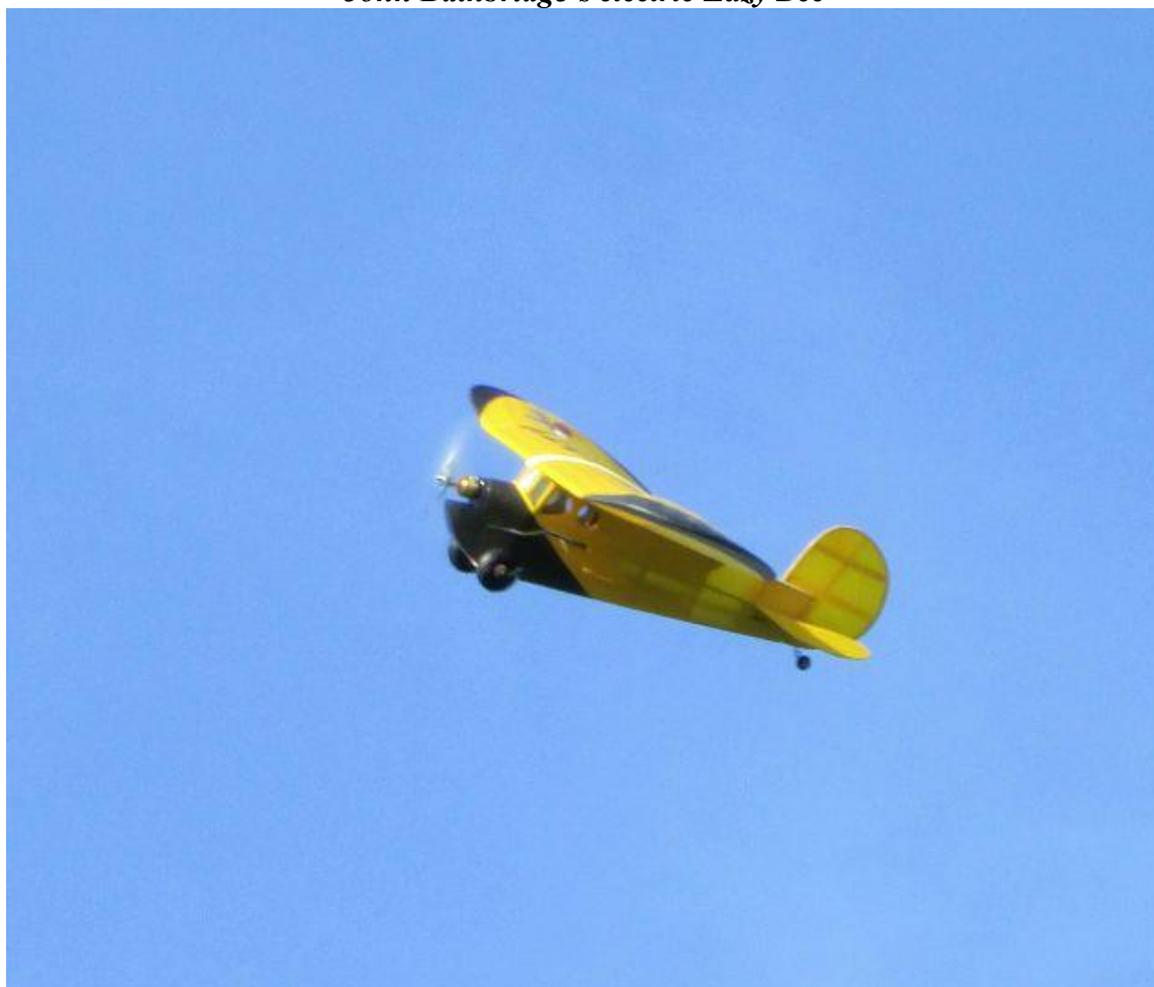
The RC models flown were a bit of everything John Taylor flew his Pixie which is always enjoyable, there were a few scale models and an OD bird but over to the photos, unfortunately I didn't take many and given 44 local modellers attended over the day that's a great shame as a lot of nice models are not therefore represented. 2015 we have ideas for some really different events which will be fantastic fun, secret squirrel at the moment but when they happen you'll hear. What are your plans, go on share them with us!



Pre Gyminnie Cricket mass launch at Bournemouth MAS indoor meeting at Allendale



John Bainbridge's electric Eazy Bee





The brushed 600 models launching above and brushless 20 seconds later below





Ian Sapseed, centre, receiving a prize from Chris on the left donated by Den on the right



Alex's OD birdy



I included this photo out of vanity that's my Tomboy in the foreground



I hope I've got the name right Stepehn Marshall's models





Den's new kit the suprb Ace above and below



Den's prototype Ace Plus aerobatic electric model still under development



Alex's Birdy is very realistic in flight, someone remarked there were no rabbits around when that was in flight!

David Kinsella's Column

Powerful Scenes

Opened by Dr Mary Stopes-Roe, daughter of Sir Barnes Wallis, 435 pictures drew a huge crowd to the Mall Galleries in London) the annual summertime treat for all interested in aviation. Wonderful scenes of then and now, a gaggle of Albatros Green Tails taking off and tight combat between a 56 Squadron SE5a and an Albatros Red Nose reminding of Biggles (The Rescue Flight one of the best) as did Camels over the Channel. Getting round as best I could in the press of guys and gals from far and wide I managed a long chat with Captain Eric Winkle Brown (the FW 190 fighter highly rated), Michael Turner and Dr Mary) Sir Barnes famous for bomber, airship, swing wing design as well as dam-busting and other bombs of astonishing power. A Roger Middlebrook grass airfield scene sold within minutes, as did Lee Lacey's Tempest and Speed Twin canvas. So hot, a chair outside with Chris Heath from Coventry caused others to gather in the shade. Full Marks GAvA.

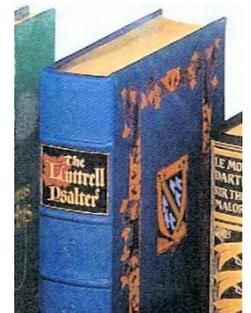


Now Open

A long refurb done, the Great War section of The Imperial War Museum sets out clearly what happened, items in support including a Kaiser greatcoat and Red Baron detail There's a trench to experience, spooky sniper kit, masses of stuff and overhead a Sopwith Camel diving down. Expect crowds for some time. Red buses 59 and 159 pass by. Milani's two Great War models are in store.

Psalms Assembled

Depending, a psalter of 600 pages took ten years to complete, monks with inks and gold leaf creating art in book form. Pictured is the famous 1332 Luttrell Psalter, everyday life depicted alongside the psalms. Robust to stand their journey through the ages, auction prices nudge £20 million. Time to check that stuff in the attic.

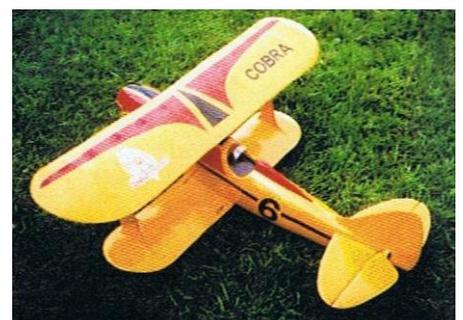


Special August

Vic Dubery would have noticed it: 5 Saturdays, 5 Fridays and 5 Sundays in August. 2014. Last time was a staggering 823 years ago.

Refreshing Racer

Here's another from Sam Alexander's workshop, he our VTR champion north of the border. Biplanes not much seen in the sacred circle (I do remember a US design from way back, perhaps by Williams?) the model is a M S Cobra built to Class A rules. Power to counter the windage comes from an Oliver III, the mentioned steel plate ready to down-power to a Prog 150. Exposed leadouts, built-up wings, quality wheels and neat paintwork bring satisfaction if not first place on the winning lap. Personally, there's much to be said for VTRs of rarity rather than the assured winners.



Another of Sam's is the slim Nervensage (a pain/nuisance) a German design finished in orange with the saltire and red lion on the outer wing. A 249 PAW this time and a cuffed prop does the work. Well done, Sam.

Steam Traction

Corgi are offering three traction engines in limited edition form. Of an age written up by Thomas Hardy we have the Burrell, Fowler and Garrett in 1:50 scale and rich in detail and finish. One on the shelf is perfect for the den or workshop. Order on 01843 233 519 The Garrett with dropside trailer costs £50 post free. Versatile to a degree) the



traction engine hauled on the road ploughed fields, pulled out tree roots and hoisted big tops and other loads. Pictured is the Garrett sans trailer.

Butcher Bird Belter

During chat with Captain Brown he spoke of the abilities of the FW 190 with enthusiasm: fast and stable in a dive, super aileron control quick and easy to roll, radial tough and frontal protection for the pilot twin cannons and 20mph faster than the Mk V Spitfire. Long ago it was my first solid model and I have a Veron kit of the 190 salted away Major von Graff's 190 was all yellow - an amazing sight! Lettering on side was G3 (cross) SL. All black but S was green

Power Required?

Up front hardware can be a problem. Get John or Paul Goodall on board and solutions are quickly found, The Burton on Trent number is 01283 713715 a quality stock of engines just waiting for you. As to urgent repairs or a few repro bits, Mike Crisp on 01473 737393 has your troubles taped.

Nick's Jacket

A spread in City A M reminded me of a broker twenty years ago when a famous bank's collapse hit the screens. Going down for £827 million (twice its trading capital) the event generated books much newsprint and a movie. Losses big in 1994 a currency bet to reef things around failed when sod's law delivered a mighty earthquake in Japan Asian markets and Nick's bets in turmoil, subsequent events and banner headlines caused the value of Nick's gold and black forex jacket to zoom to £21,000. Another of his team sold for £4,000. Long ago the bank had been in trouble but was saved by the Bank of England, its man arriving for secret discussions in the aid bank's loo (restroom). Upgraded in case it happened again, part of the cashier's counter is in the Barbican Museum.

Beautiful Racer

West Essex a force in the land in the 1950s when this Class B was drawn up by Chas Taylor. McCoy power and Robinson wheels plus McCoy decals give us the VTR scene in 2014. At Old Warden in 2000 Chas Taylor's Saint was the quickest there (the big VTR 2000 celebration) and he may be found in various publications of yore dealing with Team Racing and how it should be done. At Old Warden the Taylor, Marsh and Muscutt (now deceased) trio hoisted a book signed by Sir Stirling Goss OBE, £25 and bottles of wine and champagne. Top hole and rather spiffing.

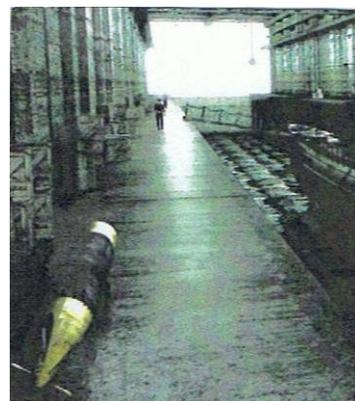


Biff Biff Brigadier

In Waugh's Sword of Honour we meet the amazing Brigadier Ritchie Hook, eye patch and warlike. It's said that he's based on Sir Adrian Carton de Wiart VC KBE CB CMG DSO (Boer War to World War Two). Uber Boy's Own despite a lost left eye and arm, his life and adventures and wounds are legion Two telly productions deliver Hook at full blast.

Low Cloud Bounce

Subs were it in WW2, just one - U-181 commanded by ace Wolfgang Luth sinking a staggering 221,000 tons of shipping, 47 in all - and Erich Topp's U552, The Red Devil Boat, close with. 192,000 tons. Vast concrete pens were built for their protection, several surviving today. Round-the-clock construction demanded light. One method was to bounce searchlight beams off low clouds to the sites Dimensions were staggering as were weights of steel and concrete: a good roof was all of 10ft thick with bomb traps on top.



Manning Up

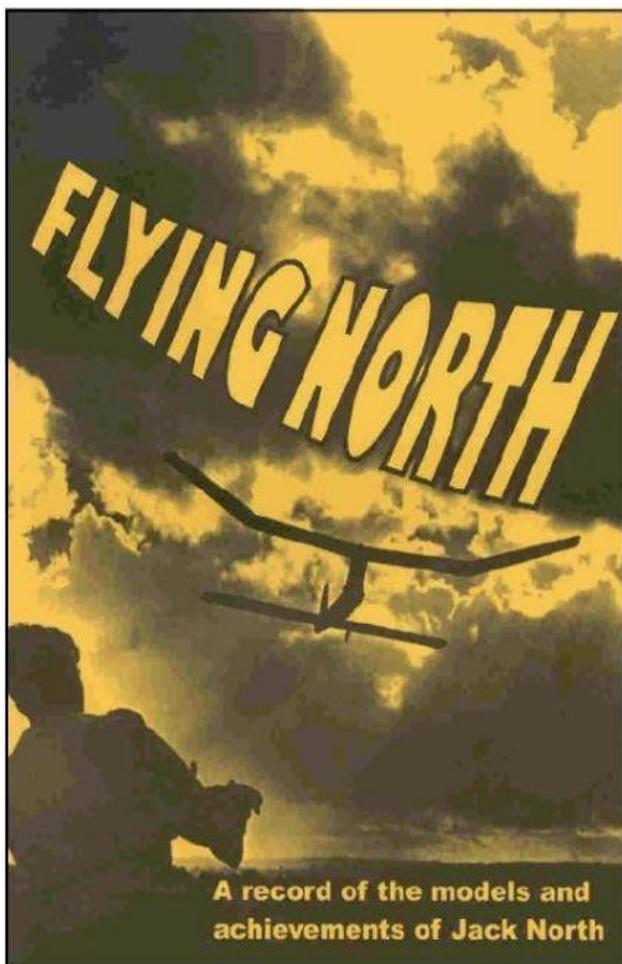
King & Country offer model soldiers from the Ancient Greeks to the present day. A 12-page list covers hundreds of items, the Durham firm noted for its quality and fine detail, 01388 818882 is the number.

Archive Essential

Readers overseas with magic in mind should try Model Aircrafts of the 1950s (trade adverts, Peter Chinn engine tests, plans and flying reports), Whole page spreads from ED, Mills, Skyleada, Veron and Keil Kraft put you in the modelling mood, 70 pages back then 3ust 1/6 or less than 8p. Lots of pictures.

Ritz Railway

A book turned into a movie (1989) has Hermann Goering living at the Paris Ritz. Spy stuff of course but also a model railway of great interest to the air force chief he with model galleons on his lake near Berlin. First-time visitors were surprised to encounter his wandering pet lions!



European Free-Flight Championships.

FLYING NORTH **A goldmine for vintage and nostalgia model flyers –**

FLYING NORTH traces the model flying career of Jack North, one of only two people to represent the UK in on all three outdoor free flight teams, - Wakefield, Power and Glider. It covers his flying and models from 1938 onwards and includes no less than 24 of his previously-unpublished designs.

FLYING NORTH was compiled and edited by two of Jack's Croydon clubmates, David Beales and Martin Dilly, who had access to Jack's extensive notebooks, photographs, drawings and his original models.

FLYING NORTH is a fascinating 163 page book and includes 130 photographs, reminiscences by colleagues, re-prints of all Jack's published plans and articles, including his later extensive work on thermal detection, and an outline of the professional career that also made him such a respected name in high-speed aerodynamics.

FLYING NORTH proceeds go towards the costs of the national teams representing the UK at World and

READERS' FEEDBACK

"... no other modeller's life and times can ever have been so comprehensively covered"

"I hope it becomes a classic."

"I am glad I bought Flying North. such a huge chunk of nostalgia"

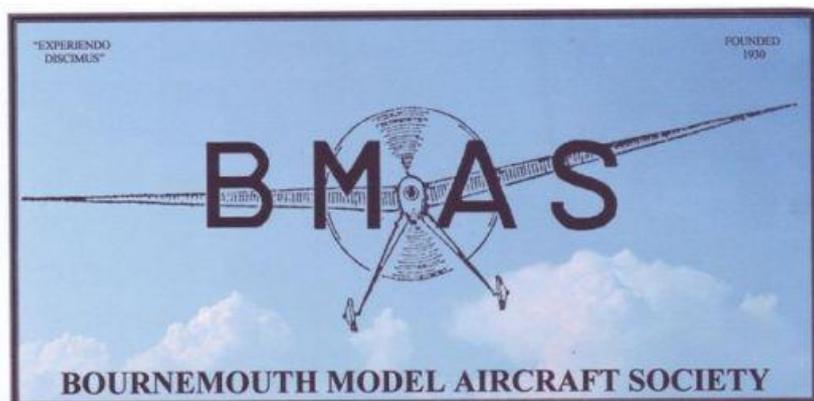
"... am immensely impressed. A splendid effort"

"A fitting memorial to an unforgettable personality. I am sure the book will become an instant classic, treasured by aeromodellers all over the world"

"A very balanced record of Jack's modelling and professional activities"

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INDOOR MODEL FLYING

FREE FLIGHT ONLY

TUESDAY 25TH NOVEMBER

2014

TUESDAY 27th JANUARY 2015
TUESDAY 24th FEBRUARY 2015
TUESDAY 24th MARCH
TUESDAY 28th APRIL
7pm to 10pm

ALLENDALE CENTRE
HANHAM RD. WIMBORNE BH21 1AS
FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

COMPETITIONS incl GYMINNIE CRICKET LEAGUE
ALL FLYERS MUST HAVE BMFA INSURANCE
FLITEHOOK NORMALLY IN ATTENDANCE
Adult Flyers £5 Spectators £1.50
CONTACTS:JOHN TAYLOR

Flitehook Indoor meetings at Totton - Southampton

Sunday 11th January 2015

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

Sunday 8th February 2015

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

Sunday 8th March 2015

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

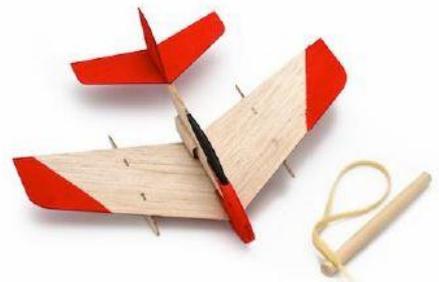
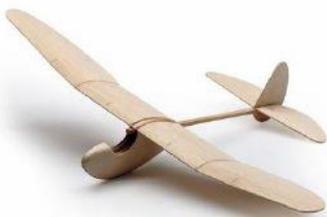
Dens Model Supplies

The Control Line Specialist for the Sports Flyer

*Stockist of Kits by Black Hawk Models & Stevens Aero ...
Cox 049 Engines & Spares...CL Accessories....Merlin Glow Plugs*



Black Hawk Models



Dens Model Supplies

Kits and Cox 049 Engines from under £20...CL Cox 049 Starter Package £60....Great value, high quality Glow Plugs from Merlin....hard to find CL accessories at sensible prices.....E – Zee Mk3 Electric Control Line Timer - sole stockist

**On Line shop at www.densmodelsupplies.co.uk
Or phone Den on 01983 294182 for traditional service**