



## Sticks and Tissue No 102 – May 2015

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> Due to space limitations I will be moving the archives to <http://sticksandtissue.yolasite.com/> over the next few weeks. Mark Venter.

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



*Gummiversal II - March 15, 2015 in Frauenfeld/Switzerland*

## **Author: Peter Ziegler Rubber-powered model meeting March 15, 2015 in Frauenfeld/Switzerland**

For more wintry than springtime weather, fetishists of rubber powered models met on Sunday morning on the Allmend in Frauenfeld. From the small VFM Motte (construction 1943) on the Graupner "Sternchen" through to high-flyer Frog "Redwing" was an incredible variety of models at the start. Even a Jetex model was thanks Hansruedi Zeller in the air. "Spring detention" is different, the morning 4-5 degrees Celsius, after lunch the sun and almost 10 degrees Celsius "warm". And as an unpleasant Bise, which meant that not all the models brought were used. Nevertheless, the visiting modellers the conditions could not stop their plan to let fly rubber powered models. And they flew - as evidenced by the photos. Both the morning and after the warm-up break over lunch in the sunny afternoon

The images are from Peter Ziegler, Roman Gröner, Beat Galliker, Peter Widmer and Alfred Genthner.



*A. Genthner with Banana Fritter*



*All Members of the spring- meeting*



*All models are rubberpowered*



*Banana Fritter RC controled*



*Boogie*



*Messerschmitt Me-109 E*



*Model from HR Zeller*



*P. Ziegler with Bücker*



*Pilatus PC-6 Turbo Porter*



*Bücker Bü-131 Jungmann.*



*Ch. Thalmann launch model*



*Marabu*



*R. Gröner in action*



*Redwing*



*SE 5A*



*HR Zeller with Haefeli DH3*



*Sternchen 1956*



*VFM Motte 1943*



*Warm up, in the middle B. Galliker*



*Wiedehopf*

**From John Taylor - Bournemouth**

Picture of 5ft span Miss Philadelphia.

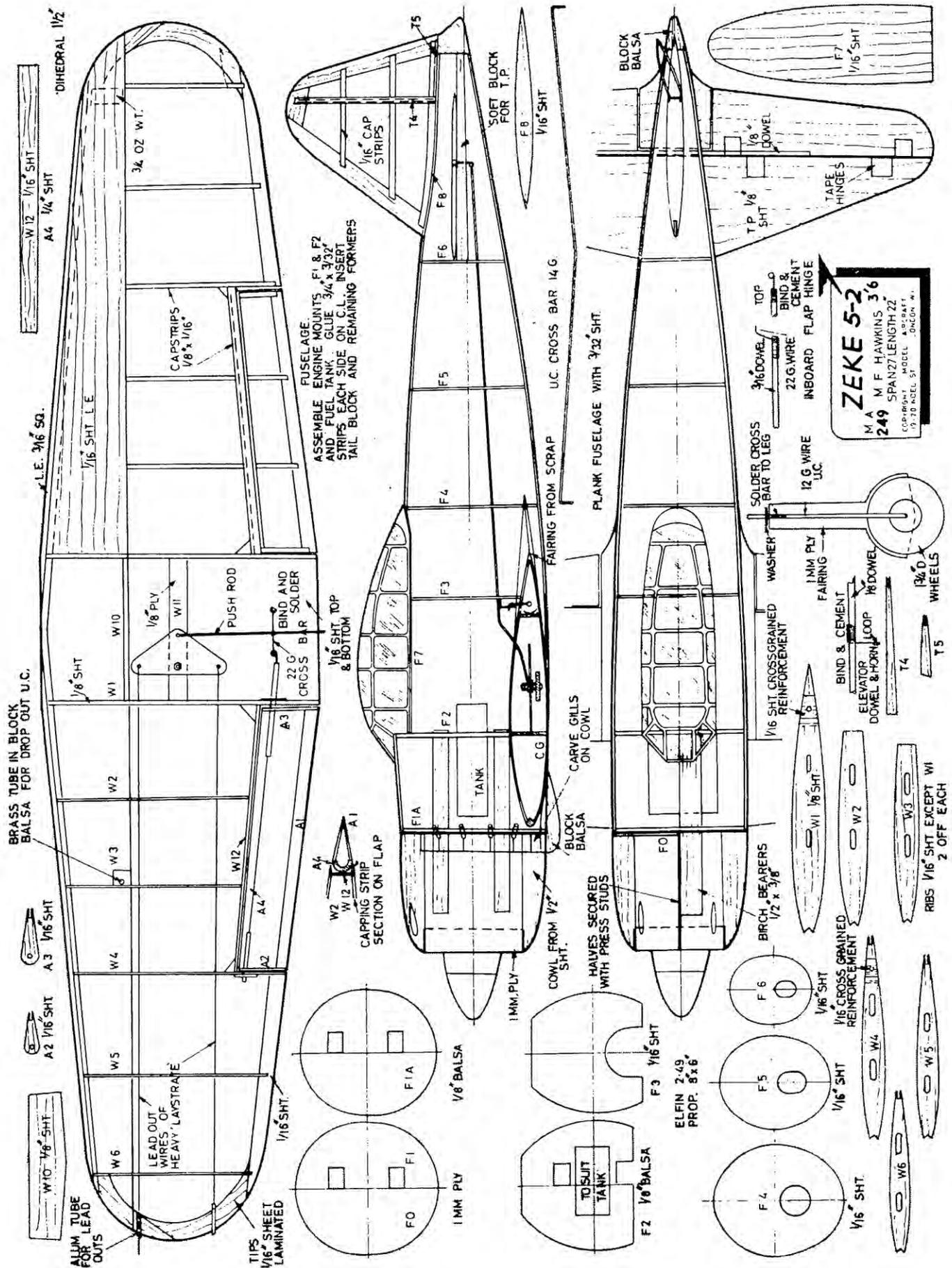




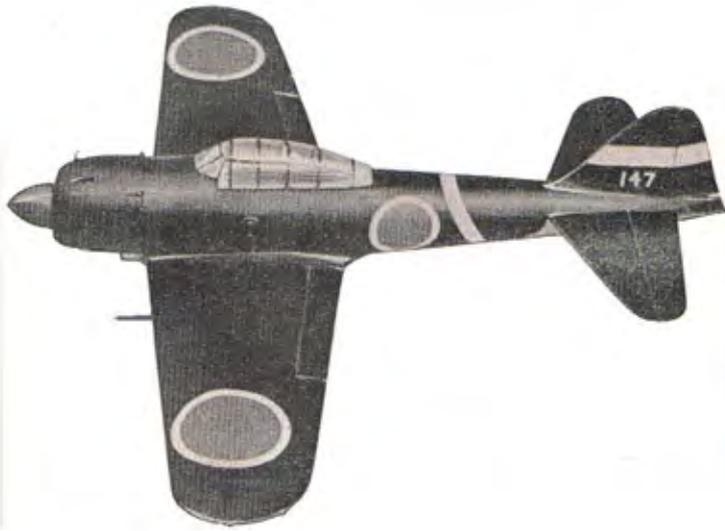
*Flying shot of Miss Philadelphia [note correct spelling] Taken at TH yesterday May 13th.*



*This is the 'Dryad' Twin rubber powered. I have not worked out how I am going to wind it and launch it.*



Zeke 27" span control line model for 1.5 – 2.5 cc by M F Hawkins from Model Aircraft October 1956



The full-size counterpart of this C/L scale model was perhaps one of the best known of all the Japanese fighters used in the last war. And if the Zeke 5-2 looks very similar to the famous Zero fighter, it's no accident, as the original Zeke was, in fact, the Zero. Various modifications to successive marks altered the original features somewhat, but the basic shape is still there.

#### Wing

Cut out wing ribs, also W9 and 12, and four each of W7 and 8. Assemble wing halves with leading and trailing edges, the tips being made up from two laminations with the aluminium lead out

tubes sandwiched between on inboard side. Put 3/4 oz. lead in the outer tip.

Add leading edge sheeting. Noting that the underside sheet comes to the centre section, whereas the top sheeting ends at W1. Insert block by W3 for U/C tube. Join wing halves, using underside sheeting and W10 with 1 1/2 in. dihedral under each tip.

Add gussets and reinforcements to W1 and W4 and drill for flap dowels. Cut A4 from soft 1/4 in. sheet and round off its leading edge. Glue A2 and 3 and outboard dowel in place. Attach flap to wing and push inboard dowel, with flap rod, into place from the centre; glue firmly. A lightening slot can be cut out of the back of A4. Insert A1.

Assemble control plate, wires, push rod and W11 and cement firmly into centre section, gusseting to W1 with scrap block. Now bend the cross bar from 22 gauge wire and solder to the pushrod so that the flaps are level when control plate is neutral. Sheet top of centre section leaving a hole for flap rods and push rod. Add 1/8 x 1/16 in. capping strips to the ribs and level the strips on W12 so as to overlap the gap between W12 and A4.

#### Fuselage

Stick F1 and F1A together, noting that F1 overlaps 3/32 in. to allow butt jointing of the planking. Assemble engine bearers, F1, F2 and the fuel tank. Glue two pieces of planking 3/4 in. wide along the centre line on each side and insert F3, 4, 5, 6 and the tail block. Now trim L.E. of wing to fit flush on F1, thread the push rod through the formers and firmly glue F1, 2 and 3 to the wing. Insert some soft block behind F6 to make a firm seat for the tail.

Cut the tail from 1/8 in. sheet. Make a hole through the dowel with a red hot pin, and pass the horn through it, then bend the end at right angles and squeeze back into the dowel with pliers; bind and glue firmly.

Assemble elevators and mount tail on fuselage, sliding back and forth until elevators and flaps are neutral together. Cement a strip of planking on the top of the fuselage from F4 to just aft of F6. This provides support for F7 and F8, which can now be cemented in position, after which the rest of the fuselage sheeting may be completed. Assemble fin and rudder, noting that the fin ribs are just 1/16 in. sheet capping strips.

The cowling is made in two halves from 1/2 in. sheet, with the half former FO from 1 mm. ply. Press studs sewn to 1 mm. ply and let into opposing surfaces form the cowling attachment. A 1/2 in. wide strip of 1 mm. ply is glued inside the front of the cowling halves.

Add oil cooler and wing fairings from scrap block. Cut some 3/8 in. square pieces of celluloid, make a hole in the centre so that they are a tight fit round the tank vents, smear on plenty of cement, and slide down to lie flush on the fuselage. This makes an almost oil proof joint. Finally carve gills and machine gun vents on the cowling and add dowel exhausts.

#### Cockpit

Make a male mould from block. Cut a hole to fit in a sheet of ply and attach a piece of thick celluloid to it with drawing pins, allowing plenty of overlap. Place the male mould in the bottom of the sink with the ply on top-celluloid side down. Pour on boiling water and push. The cockpit is moulded -in gentle stages.

#### Finishing

Give two coats of thick talc and clear dope mixed and rub down; cover wings with heavy Modelspan and the rest with lightweight. Give a thin coat of talc and clear dope. Rub down and give two coats of dope, and then colour. National markings consist of a red disc with a white outline on the fuselage sides, and on both upper and lower surfaces of the wings. Actual colour schemes varied, but the model is finished in dark green on top and blue grey underneath, with white bands on rear fuselage and fin, with a yellow number on the latter. Cockpit interior is light green, and the commercial 1 ¼ in. spinner finished in red.

#### Undercarriage

Not fitted on original. Angle the tubes so that the wheels are in front of the wing leading edge. A tail skid must be fitted if an u/c is used.

#### Flying

The c.g. should be a 1/4 in. or more in front of front line. Manoeuvres are not as tight as a lightly loaded stunt model but are very smooth.

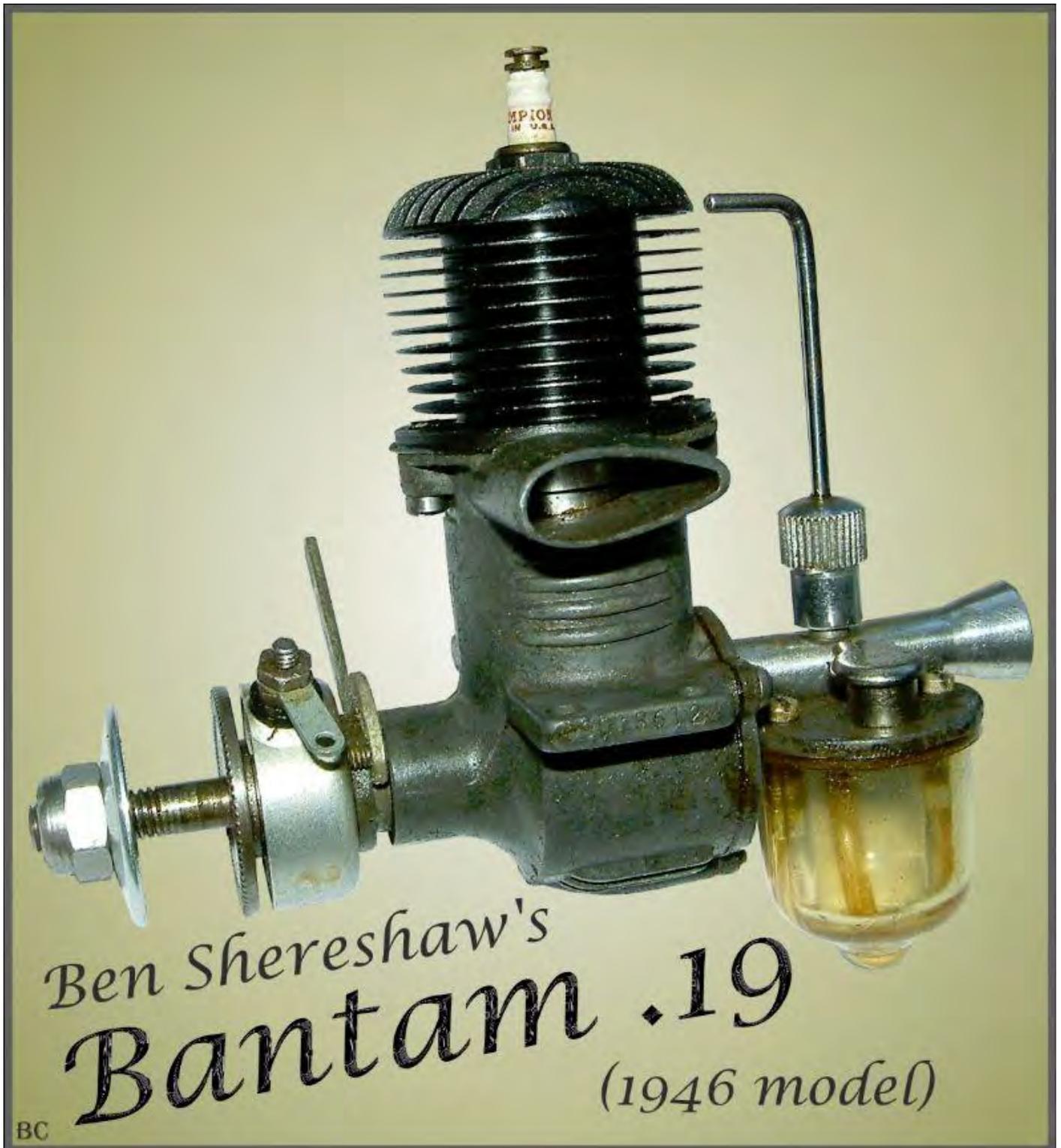
### From Dave Acton, USA

Attached are some photos of my 36" Aspis from February, 1986 Aeromodeller downloaded from Outerzone ( I love that site ).

Powered by an easy handling, but pricey PB .020 from Australia, with 3 channels of R/C, it is a joy to fly. All up weight is 8 1/2 oz.

The covering is polyspan which was dyed with Idye Poly in a hot water bath giving very vivid colors. I use UHU glue stick for all my covering needs and nitrate clear dope for finishing.





James, This 1946 Bantam was (and still is) an excellent engine. From memory, I think one was used by Leon Shulman, in his original «Wedgy», and this Bantam was also used by Bill Dean in a KK «Phantom», with a slightly extended wing span. This version is shown on the original «Phantom» plan, in addition to the Mills 1.3 powered standard version.

Ben Shereshaw certainly had an eye for aesthetic beauty. This engine «in the flesh» is really nice looking and, as everyone knows (I think), the same Ben originally designed that most beautiful of planes that ended up as the KK «Falcon»...

## From Nick Sloan, Wellingborough.

It was with great pleasure and interest that I read, or am reading if I'm honest, issue No.97, Dec.2014 of your S&T newsletter, forwarded to me by my good friend Brian Marshall. I didn't know that he was into model aircraft of the period you cover, mainly knowing him through our mutual passion for Scott motorcycles.

My last active aeromodelling was when fellow members of the Vintage Sports Car club around the Harrow area of north London found that we had all had a common interest in aeromodelling in our youth. We decided to have a one model competition at Northwick Park, near Harrow, with the Keil Kraft Senator being the chosen kit. It all went off very well, but the proposed follow up competition using the 'Aeromodeller Plans Service' Ornithopter Flap Happy never materialized, a step too far perhaps.

In your newsletter you invite contributions, and I thought that maybe your readership may find an early model I have had for many, many years of interest.

I think that this model is probably a unique survivor of the aeromodelling scene well prior to the First World War. In the sixties, it must have been, I had been invited to inspect the contents of a large Victorian House in Sheffield, which still relied on only gas lighting, neat stacks of gas mantles being on the mantlepieces of each room. The owner, J. Barrington Budd, had recently died, and the house was to be quickly cleared, modernized and converted into apartments or flats. He, along with late brother Eric, had been an enthusiast for all things mechanical, and both were particularly keen on Scott motorcycles in the early twenties, carrying out many 'improvements' to their own machines over the years.

They both must have been born around the mid eighteen-nineties, and Barrington at least, was an ace hoarder, a trait with which I can well sympathize. I don't think he had ever thrown anything away, and evidence of his whole life was there, from early board books, Pretty Peeps, and Buster Browns school days of the late eighteen nineties, through Chatterbox and Boys Own annuals of the early nineteen hundreds, to Crystal sets, still with cats whisker, and the main subject of this letter, a packet, still in fairly good condition, of Model Aeroplane plans with which to build three types of aircraft. It had been issued by Percival Marshall & Co. in around 1909, I think; although it is difficult to be precise over the exact date, and contained in it, along with five large drawings, each 28" x 20", was a booklet of instructions. On the front was a somewhat fanciful drawing of the three models flying over the meadows, and superimposed upon it, a photograph of a modeler, possibly Mr. Twining, and dressed rather formally, about to launch one of them. Written on the packet, in ink is: (signed) Alfred Eric Budd. March 27th /10.

Remarkably the model which had been built to these plans was also still there, but would never fly again, being a mite fragile from having dried out, cracked and warped quite a lot over the years. It had been built, according to the instruction booklet, using Beech for the mainframe, and American Whitewood for the flying surfaces, held together mainly by 'Secotine' and minute tapered hardwood pegs, which must have worked quite well, as most were still present.

In the instruction booklet is a table listing the 'Notable Flights' of full sized aircraft over the last two years. It begins with one on the 11th of November 1906 by M. Santos Dumont at Paris when he covered 230 yards and took 21 seconds, and ends with a far longer trip by a Mr. Wilbur Wright at Le Mans on the 30th of December 1908, when he covered 77 1/3 Miles, taking 140 Minutes, and 23 Seconds.

It is interesting, I think, that although the booklet is entitled 'Model Aeroplanes – How to build and fly them' Mr. Twining has taken the opportunity to review the state of the full size aircraft designs then available, how they could be improved in his opinion, and in addition to forecast how they would develop in the future. I have picked out some of the observations of Mr. Twining, which I found of interest.

The booklet starts in the manner of an ancient manuscript with an illuminated capital, pointing out that all the flights recorded in the table have been attained abroad, sadly noting that little activity in the field of flying is happening in Britain.

It does admit that an exception is the army aeroplane of Mr. Cody, but follows with less than faint praise stating that 'even this may be considered at the time of writing, but a qualified success, for there are still several points in regard to which room for improvement may be found, as no one knows better than its inventor'. It continues: 'Several machines it is understood are designed and one or two have been built; but they have not yet flown, so they have yet to show what they are capable of'.

Mr. Twining also hoped that 'the designs for these three little aeroplanes – two of which at least are models of practical machines – may arouse or revive some latent interest in the mind of the reader and thereby induce him to join in the work of experimenting with the object of improving on the present successful types of machines, and of evolving new types'.

He then went on to outline the sort of improvements he had in mind stating: 'With existing types the question of automatic balance, both longitudinal and lateral should be settled in such a way that disasters, such as that which befell Orville Wright in America last Autumn, when Lieutenant Selfridge, a passenger on the machine was killed, would be rendered impossible. Reliability of motor equipment may be attended to with possibly a division of the source of power into a number of smaller units. Improved construction generally of frameworks and planes, resulting in the latter in greater efficiency and less weight. Improved screw propellers. Improved methods of leaving the earth, methods involving less powerful motors, since it is well known that to maintain flight far less power is required than is absorbed in rising from the ground'.

He then gets a bit carried away, having been impressed by some past Science Fiction, saying: 'Regarding new types of machines, there appear to be few inventors working at what is known as the helicoptere or vertical suspension screw type of machine. It was this pattern that Jules Verne chose for his "Albatross" in the stirring romance "The Clipper of the Clouds" and it is with the Helicoptere that the inventor Edison has been credited with prophesying the final solution of the problem of air conquest will be solved. The vertical screw machine will have this great merit, namely that no large tract of land will be required on which to make an initial run, since it will be possible to rise vertically into the air in the same way as a balloon'. 'The aeroplane will be a cheaper machine than the motor car both as regards first cost and expense of running, but there is this obstacle to the aeroplane coming within reach of the man in the street, namely the cost of housing accommodation and land for use as an aerodrome'.

'There appear to be two classes of machine required, one which any suburban householder may possess and be able to use without the necessity of travelling miles by train to the aerodrome or starting ground, and the other a flyer which may be classed in the same category as omnibuses and used for public conveyance. That the day will come when passenger travel will be conducted through the air there is every possibility, but its probability must not be hampered by our being satisfied with the present form of machine, thereby allowing the art to resolve itself into a sport for the enjoyment of the fortunate few. There must be necessarily be a vast difference between the successful machine of say, Wilbur Wright and a passenger carrying aerobus, or between any of the existing machines and a small one which the ordinary individual may take to pieces or fold up and store at home, using it in much the same way as one would a bicycle'.

The next few pages are devoted to the techniques recommended in making the various models, but then he starts to compare the models with actual full sized aircraft, trying hard not to criticize any particular layout of specific makes. For example: 'No.1 machine is of the box-plane type and may very well be said to be a modified model of Santos Dumont's No.14 bis, with which he made his record flight. No.2 machine is of the double-deck open plane type, and this as well as No.3, somewhat resembles the machines of the Brothers Wright, although I may say neither type is copied from the aeroplanes of either the famous Aviators but are the result of a long series of experiments made by the author; they have been evolved from forms of machines very different, the writer having commenced under the firm belief that it was not correct practice to put the smaller plane in front, but that the principle of the Voisin machines used by M. Delagrang and Farman was correct, viz., that the main planes should be leading, not trailing. Of course, it is not presumed that the principle of the Voisin machine is wrong; it simply came about that the form of the writer's experimental models changed from that shown in the drawings, and the writer now prefers that the main planes should be at the rear'.

From this I gather that the models shown are now obsolete in the views of Mr. Twining, replaced by designs with the main plane at the rear. The booklet ends with another table, giving details of the various flights which the models achieved; the longest being 150 feet with model No.2. using 150 turns on the 'pure rubber' elastic band. I still have the model and the plans packet, not being really sure quite what to do with them, but until I do decide I will preserve them as best I can.

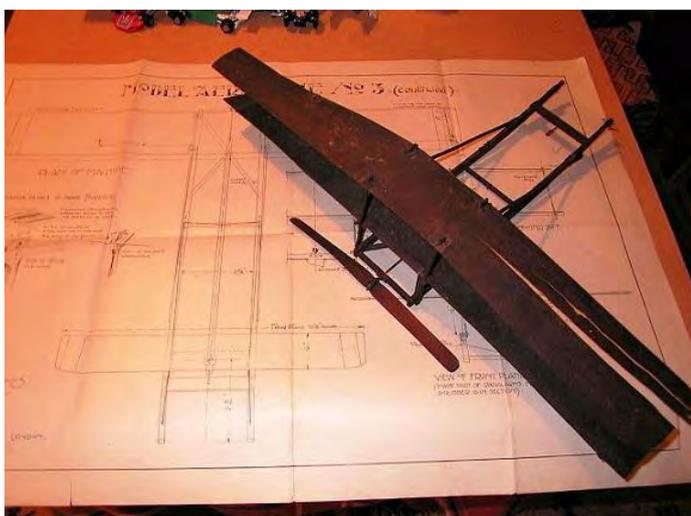
As I have mentioned previously, the builders were waiting to pounce on the house in Sheffield, and the feeling I got was that all the precious contents of the house would be quickly dumped in to several skips, rather than being lovingly sorted through as we would have wished.

The chief reason for going to the house was the report that it housed, as well as the two Scott motorcycles, a couple of Two-Stroke cars, which I earnestly hoped would be Scott Sociables. As it turned out they were something far more rare in the shape of two prototype Barrington light cars, produced by Barrington Budd in the late twenties/early thirties, and powered by his own three cylinder two-stroke engine, which was tested by the 'Autocar' on June the 6th 1930 housed in an Austin Seven car. Unfortunately they got no further than the prototype stage, but Barrington had not changed from his early promise of being a first rate hoarder, and everything to do with the cars was still intact. Apparently full scale drawings of the chassis were still pinned to the wall of the attic room, but crumbled when we tried to remove them, but all the casting patterns for the engine, plus unmachined casings still remained, as did share certificates, headed paper of the Barrington Car Company, and many new proprietary items from Lucas, Sankey, Dunlop, and Burman.

With time fast running out, I called for assistance to my good friend Dr. Piers Blakeney-Edwards who found a large van, and drove through the night from Cheddar to Sheffield, to help rescue at least some of the treasures. We managed to save both Scott motorcycles, and both Barrington Cars with all their production paraphernalia, plus most of the books, and of the course the model with its plans.

The only other connection to aircraft was a small snapshot of Amy Johnson standing alongside one of the prototype Barringtons, but I have no idea whether she was at all connected with the car company.

And that's the end of my little tale. As it happened around fifty years ago, and my memory is not what it was, there may be some small errors, but as I still have some of what was saved to remind me of those days, it is basically correct, I think. I hope you find it of interest.



## Fuji 29 from April 1958 Aero Modeller



The "Fuji" range of Japanese engines are not so well known outside their country of origin as some of their contemporaries, but Current production embraces seven different models (all glow plug motors) from 049 cu. In up to 35 cu. in. There are also outboard versions of the "Fuji" -049 and -061 for boat enthusiasts. The "29" appears to be widely used, and popular,



with the Japanese control line fans, the model received for

testing being a re-designed version of the original Fuji "29", put into production in early 1957.

In keeping with what we have come to expect of post-war Japanese light engineering production, the Fuji is a well thought out design, extremely well made with fits of the highest order. The layout follows conventional glow-motor practice, resulting in a light yet sturdy unit. Handling characteristics were found to be very good. Starting was easy on almost any size of propeller load, although a little touchy on the needle valve adjustment to achieve consistent two-stroking. But once properly adjusted the running was most consistent. A noticeable feature was that, even after a prolonged run at high speed the main bearing remained remarkably cool, indicating that the fit was just right. This tested engine (at left, above) had a highly polished external finish. An improved version with rough cast finish (at right, above) appears to be about 5 per cent. up on prop. figures.

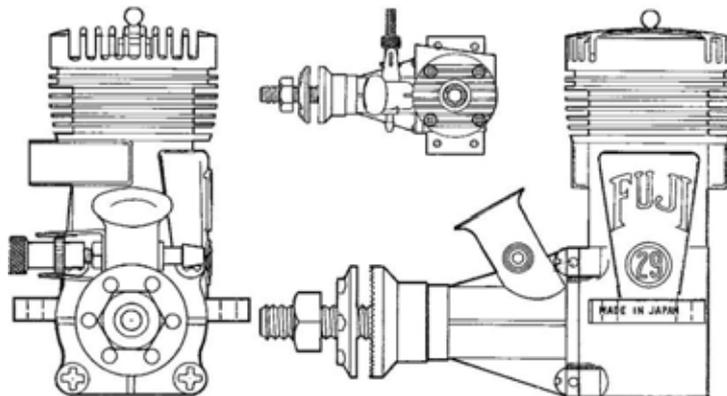
Performance tests, however, showed a relatively moderate power output for a glow-motor of this size and type. Although definitely happiest running at higher speeds, torque fell off quite rapidly above 11,000 r.p.m. so that the peak B.H.P. figure was in the region of .40 at 12,400 r.p.m. Consistent running was obtained with smaller propellers to beyond 16,000 r.p.m., but some of the figures obtained at the upper end could almost be matched by a good diesel of half the capacity.

Actually static r.p.m. tests are not usually a fair comparison between diesel and glow. The latter type of engine has the capacity to increase r.p.m. by a much greater extent in the air and so, for control line work especially, will often out-perform a diesel which, on test figures, appears to have a better power output it and similar peak r.p.m. No doubt the Fuji would also show up better in this way than the test figures alone would appear to indicate. Nevertheless, we would classify it more as a sports engine on these data than one which could be expected to give top results in speed. The main casting of the Fuji incorporates the crankcase, cylinder and integral backplate. The steel liner is of substantial section and fitted tightly (probably shrunk fitted). The (top) transfer port and exhaust port are rectangular in shape, diametrically opposed and nearly on the same level. The transfer passage is formed in the cylinder casting with lower ports consisting of two large holes drilled in the liner matching two similar holes in the piston.

The piston itself has a simple deflector on a flat top (on the transfer side) and is mounted on a hollow gudgeon pin fitted with brass end pads. Piston material is cast iron, the top being relieved slightly. After some two to three hours running time the piston walls tested as "hard"—presumably work-hardened by running, as the piston top was still quite soft—and had a fine polished finish indicative of a perfect running fit.

The connecting rod is a pressure die-casting, with a bronze bush for the big end bearing. Gudgeon pin diameter is 4 millimetres, crankpin diameter 6 millimetres. Crankshaft diameter 11 mm. over a bearing length of 1 9/16 in. The crankshaft, of hardened steel, is turned down to a 7 mm. threaded length. The web is machined away to form a counterweight and save weight; the crank pin also drilled through and the central hole in the shaft taken well forward past the intake port, the latter being rectangular in shape and of generous area. Main hearing is a bronze bush inserted in the front casting. This casting also incorporates the

venturi with characteristic Japanese shape of bellmouth and attaches to the crankcase with four screws. Neither mating faces are machined and sealing is accomplished with a gasket. The only other casting (apart from the American-type prop. washer) is the cylinder head, the plug-in portion being relieved to clear the piston deflector. Hence, although the plug is centrally located, the head can only be assembled one way round. The propeller driver is machined from dural and fits unusually—on the taper end of the main Section of the crankshaft (i.e., on the full 11 mm. diameter), leaving a circumferential gap between the boss of the driver and the protruding threaded length of shaft. Presumably this could be of assistance in aligning the driver when the propeller is tightened up.



The makers specify a methanol-castor-nitro benzol fuel mixture, in the proportions 55-60% -30-25%-15%.

All tests were conducted with Mercury No. 7 fuel, which seemed perfectly satisfactory, although not necessarily giving maximum possible performance. Obviously the latter could be improved by the addition of more nitrate, particularly as the compression ratio is 6.5:1. Summarising, we would rate the Fuji a long-lasting, very well made engine, which should be particularly suited to control line work. All running fits are of the highest order and in general running and handling characteristics, it appears to have no vices at all. Altogether, a

PROPELLER—R.P.M. FIGURES

dia. x pitch	r.p.m.
9 x 4 (Stant)	12,300
8 x 4 (Stant)	14,500
10 x 4 (Trucut)	10,800
9 x 5 (Trucut)	13,000
8 x 4 (Trucut)	14,700
7 x 4 (Trucut)	15,900
8 x 3½ (Tiger)	15,500

docile engine embodying many first class design features.

#### SPECIFICATION

Displacement: 4-814 cc. (2936 cu. in. Bore: .747in. Stroke: .670 in. Bore'Stroke ratio: 1.1:1

Weight: 6 1/2 ounces Max. B.H.P. .40 at 12,400

Max. torque: 36.8 oz-ins. at 9,800 r.p.m Power rating: .083 B.H.P. per c.c.

Power weight rating: .064 B.H.P. per ounce.

#### Material Specification:

Cylinder and crankcase unit: light alloy pressure die casting .

Cylinder liner: hardened steel . Piston: cast iron.

Gudgeon pin: silver steel.

Connecting rod: pressure die casting in light alloy.

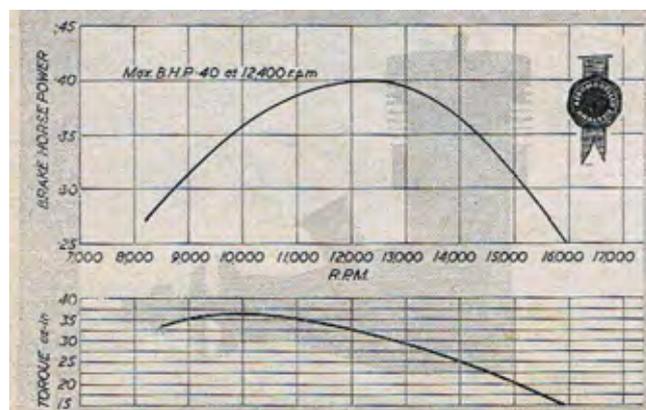
Crankshaft: hardened steel.

Main bearing: plain (bronze bush).

Cylinder head: light alloy pressure die casting.

Manufacturers

Fuji Bussan Co. Ltd., Hokkaido, Japan.



## From Graham Crawshaw

Attached pictures of completed model which is powered by Turnigy D3542/4 1450 kv motor and 60 amp speed controller flies on tick over



Graham's photos of Vintage meeting Shilton Oxfordshire 23/5/15







*John Mellor and Spike Spencer's Bob Palmer Mars CL converted to RC*



*Old Schhol MAF encampment*





## From Karl Gies

### 2003 SAM CHAMPS at Claremore and it was well over 100 on the day of the picture

I am winding my Jabberwock for my second official flight in small rubber cabin. Just as I was about to release it the motor blew up. Joe Macay was timing me and said he would give anything to have a picture of the expression on my face when this happened. This was the contest from hell due to the heat and flying in a jungle. They had grasshoppers as big as birds. I was coming back from retrieving a model and Abe Gallas hollered at me. He was trying to cross a barbed wire fence and was straddling it when a rattlesnake started his warning. The snake was pretty close to Abe but I helped Abe get over the fence. Ed Smull from Colorado died at this contest in the heat. He came up missing and they had an old airplane that could fly low & slow at the airport and they found him. Ed was a terrific guy and died with his boots on. MY friend and roommate at the contest, Joe Macay, had a heat stroke the same day. This contest was held at the local airport but due to a delay in construction they moved us to the "jungle." cheers, cccnh p.s. This was the contest where I first met Grant Carson, finding his Korda Scientific Victory whilst finding my model and on the way back. I can still remember his model as it was all yellow.



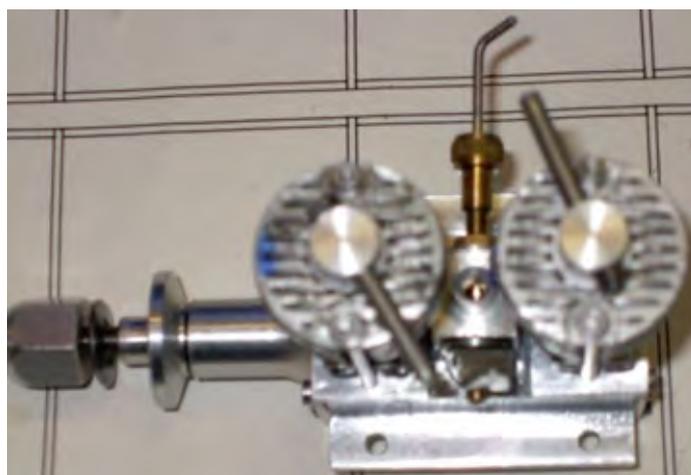
### THE SAM CHAMPS at Claremore OK - the contest in hell

What model is this that I am holding? What you see of the flying site is the only part that was decent and looks of the site from this view are truly deceiving. When first viewing this site my thoughts were why did I drive all the way from Montana for this? cheers, cccnh



### From Tony Tomlin

Please find attached a few photos of the frog 100 twin given to me yesterday by Derek Collin. The engine is a excellent display of Derek's fantastic engineering skills. The engine is earmarked to power my Tomboy Senior and in a couple of weeks will bring a new sound to the vintage meetings.

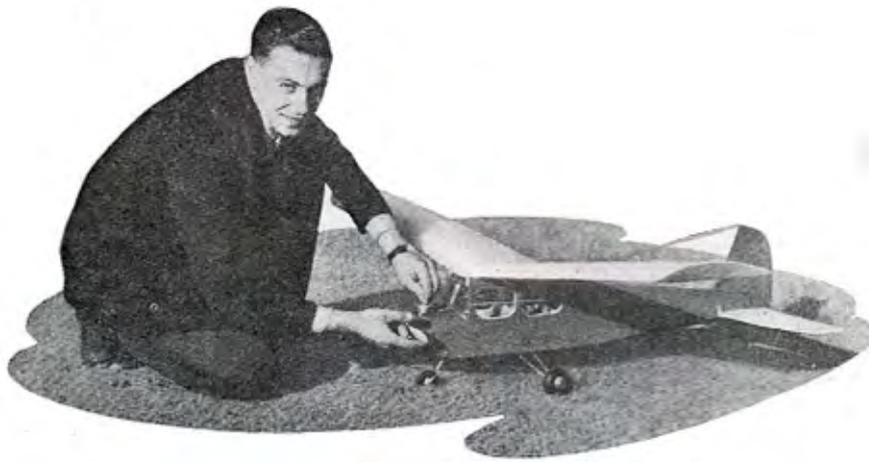




*My latest photo montage. Its called the good, the bad and the hopeless.  
Tony. Ace of Diamonds, Ionosphere 21, Chatterbox.*







***Heading shows designer with his red and yellow prototype.  
Note the spacious cabin and tricycle undercarriage***

Here is a model that makes no pretence of being fully aerobatic but fills the bill as far as most modellers are concerned for top class performance as a pure sport flier. The original with its D.C.350 is now a veteran flier up at Ayr in Scotland, and has proven time and time again that its robust design features are just what the average modeller needs for pure and simple course flying for fun. Everything on this model has been designed for simplicity and serviceability. Radio equipment is accessible through the cabin side flap, the tricycle undercarriage

takes all landing shocks, the motor is upright and fully accessible, the tailplane and wings quickly detach leaving the fin and control surface permanently fixed to the fuselage. For the man who wants to start radio flying, Guidato is ideal for quite a wide range of engines from 2.5 c.c. to 3.5 c-c.

Begin with the fuselage, making up the engine bearer assembly with F1, F3, to which are added the side frames with projecting longerons forward of F.3 position. Join sides with F4, cross braces, adding wing and tail dowels and make arrangements to take whatever type of actuator is selected. The undercarriage fitting should be added before sheeting-in nose bays to F4 position, with sheet.

Build up fin and rudder, adding to fuselage, then complete all incidentals before proceeding with the tailplane. Flat bottom makes assembly simple over the plan both for the wing and tail, wings being made in two separate pieces over the main spar and ribs R1 merely used as locators until the dihedral brace has been added for joining wings when they can be cemented firm. Add centre section and leading edge sheeting, wingtips, then cover overall with heavyweight Modelspan giving a liberal application of clear dope (silk would be preferable).

For first flights, use low engine power to give extended hand glide performance just to check that wing and tail angles are suitable, then gradually increase the power and you will soon be performing those figure eights and spot landings and three point spot landings on the local flying field.



***Close up detail of the Davies Chariton DC 350 engine installation with upper cowl removed shows clean simplicity. Far right view illustrates receiver, access through the side hatch. ECC Rx is used, with E.D. lightweight escapement but Guidato will take all commercial sets in its spacious cabin***

## From Simon Rogers

Hi James

I've attached three photo's to this e-mail in the hope that one of your readers can help to identify the models/people.

The first photo I bought on e-bay for 99p and was listed as glamour models with model aeroplane, It's clearly a mother and daughter holding what appears to be a glider, the number three on the right wing is in fact a letter B that has been damaged by a repair and looking at the clothes I would date it to the fifty's, can anyone identify the ladies or name the model??

The second photo is of two boys flying there models in a local park, two different models but what are they??

The last photo is of a model I was given a few years ago, a rather nice little biplane about 32inch wing span, the four wing panels plug in to the fuselage and centre section and the undercarriage is sprung loaded internally so the legs can swing back on a heavy landing, It looks like it had a Mills 75 or similar under the cowling, Is this built from a published plan or was it a home design, if it is a published plan I suspect it's an american plan.

Thanks in advance, Simon.





# Peter Wallis

Pure nostalgia – YES

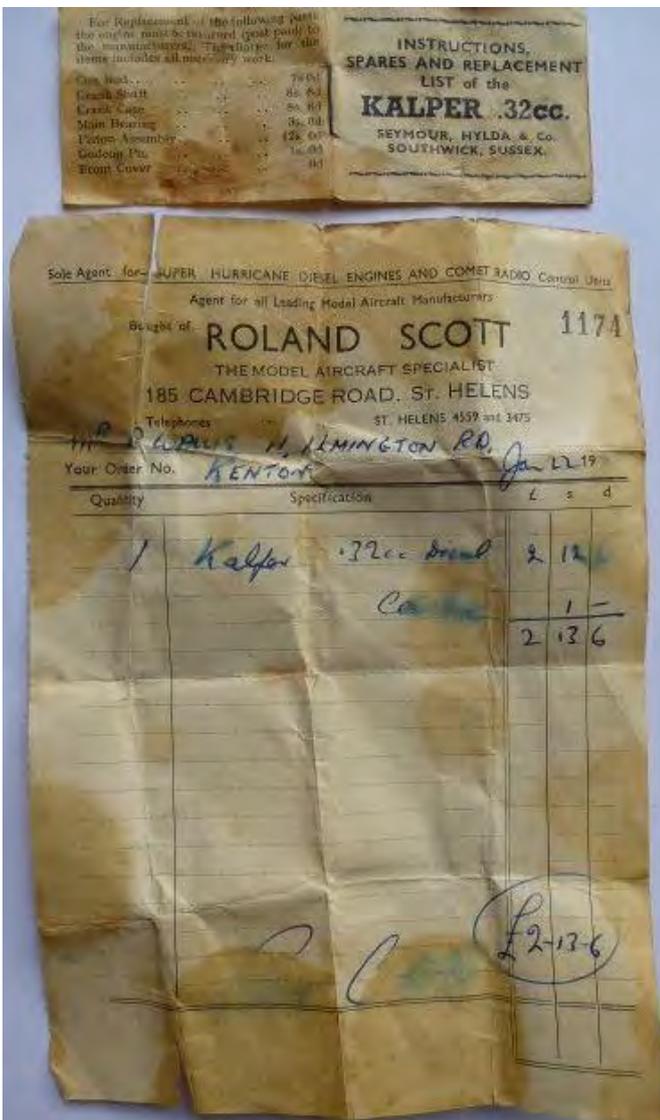
Attached are photo's I've just taken of my Kalper .32cc that my good friend Roger Cooper knows only too well that I used in many R.T.P models and a very successful half size power duration model 'The Eliminator' which I also built with an Allbon Javelin that I still have.

Roger and I were founder members of the Northwick Park MAC way back in the early fifties building such models as the Frog 45 and Firefly - Tomboy which I've built again over the winter but with electric power.

National Service beckoned and then I returned to the hobby about 6 years ago a break of 53 years – fortunately those old building skills are still there using 'Ben Buckles' models but all my models are electric as here in the south noise is a big problem for the hobby .

With 6 grandsons I need no excuse to enjoy the old hobby and so far two of these grandsons enjoy sitting either side with me in the workshop - balsa in hand building . For me still using the original materials the improvements are with adhesives and covering materials .

When I restarted building I was able to use the pneumatic tyres that I used on my first Junior 60 and I could go on.





**Hello fellow Aeromodellers,**

Please publish the below Press Release where you think it will do the most good. This event is intended to encourage beginners of all ages, families and other groups to fly together for fun.

Thank You,  
Gary Hinze  
AMA 29828  
San Jose CA

\*\*\*\*\*Press Release\*\*\*\*\*

The Sky Bunny is a free flight, rubber powered model airplane designed by Bill Warner to instruct beginning modelers in the basic skills of model aviation. A postal contest is one in which modelers fly and time flights locally and mail the results to a remote contest director, who tallies scores and publishes the results. This is a fun activity to do with friends and family. The 2015 contest will be held over the four day Labor Day weekend from 12:01 AM, Friday the 4th of September to Midnight, Monday, the 7th of September, 2015, local time. Although Labor Day is a US holiday, the international contest is open to anyone. This is primarily a beginner event and a stimulus to learning. A competition allows flyers to compare their times with others and encourages them to learn how to do better. This is part of the learning process. Everyone is a winner if they learn something. We hope that questions and discussion will facilitate improved times leading up to the official contest date. Get started building now so you have plenty of time to learn how to get the best from your plane. Peck-Polymers has ramped up production of Sky Bunny kits just to give you a head start on the Sky Bunny Contest. More detailed information is contained in the link below.

<http://www.endlesslift.com/2015/04/second-international-sky-bunny-postal-contest/>

**CHLOE**



**3/6**

DESIGNED BY  
**R. Darr**

THE AEROMODELLER PLANS SERVICE

38, CLARENDON RD., WATFORD, HERTS.

ALL WOODS ARE BALSAL UNLESS OTHERWISE STATED

SCRAP BALSAL SCRAP BLOCK

ALLBON DART (USE 6" X 4" AIRSCREW)

1/4" SPINNER F1

18 S.W.G. HOOKS F2A

RUBBER BAND RETAINING HATCH F2

3/16" BORE FIBRE TUBE F3

3/16" X 1/4" SQ. HARDWOOD BEARERS F4

CELLULOID WINDSCREEN C.G.G.

1/8" SQ. KEELS F6

PLANK WITH 1/16" SHEET F7

1/8" X 1/4" KEELS F8

1/16" SHEET BASIC SIDES F9

SECURE TAIL UNIT WITH RUBBER BAND UNDER FUS. AND OVER PEG

CEMENT FIN TO TAIL-PLANE

1/8" SHEET

1/8" X 1/4"

1/8" DOWEL

3/4" WHEEL

16 S.W.G. L.F.G. BOUND KEEL & 1/8" X 1/4"

18 S.W.G. HOOK BOUND TO STRUT

WING STRUTS 2 OFF (L & R HANDED)

1/8" DOWEL

1/8" X 1/2"

4 S.W.G. U/C BIND & CEMENT TO F 4 A

CEMENT DOUBLERS ON INSIDE FACE & FLUSH WITH FRONT OF BASIC SIDES

1/16" SHEET DOUBLERS 2 OFF

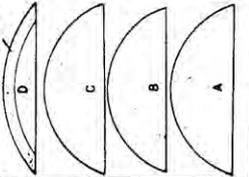
PATTEN FOR WINDSCREEN

1/16" SHEET WEBS

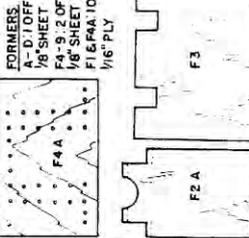
1/16" SHEET FAIRING

18 S.W.G. HOOK

CHAMFER



FORMERS

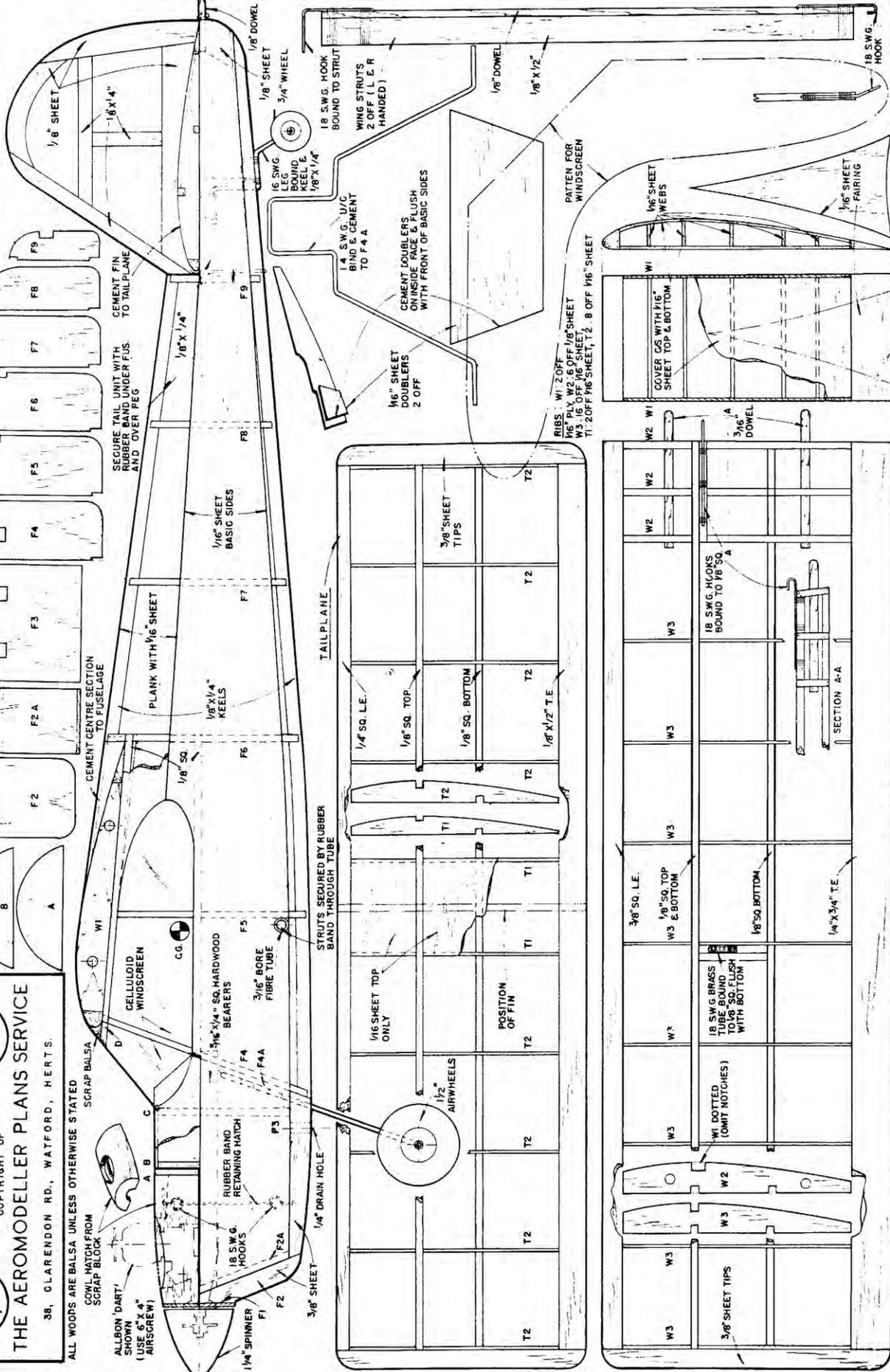


COVERING

WHOLE MODEL LIGHT MODELSMAN, GIVE 2 COATS CLEAR DOPOLAN, 1 COAT OF VARNISH, 1 COLOUR COPE OR VARNISH, VARNISH OR FUEL PROOF DOPED SURFACES

MATERIALS REQUIRED

- 3 SHEETS 1/16" X 3"
- 1 SHEET 1/8" X 3"
- 1 STRIP 1/8" SQ.
- 5 STRIPS 1/8" SQ.
- 1 T.E. STRIP 3/16" X 3/4"
- 1 T.E. STRIP 1/8" X 1/2"
- 12 OF 3/16" X 1/4" BEECH
- 8 X 3 OF 1/8" PLY
- 1 PIECE 1/4 S.W.G. WIRE
- 1 " 16 "
- 1 " 16 "
- CELLULOID, WHEELS, ETC.



PORT WING (REVERSE PLAN FOR STARBOARD)

CENTRE SECTION

PUBLISHED AEROMODELLER

**Chloe a nifty young miss of 36" span for the sport model flyer designed for .5 cc motors by Ron Darr from Aero Modeller December 1957**



Here's a model designed for confined quarters and easy transport. Wings are two-piece with realistic strut

retaining, the largest component being the fuselage (approx 24 in), so it really is "suitcase size"

Designer

Ron Darr is an Australian modeller from Newcastle, N.S.W., who has been living in London for the last year

or so, and fully realises the problems of the travelling aeromodeller. We think he has done well to get such

original lines in what is normally considered a played out theme of high wing cabin sports design for small engines and are sure that Chloe will soon be achieving great popularity, particularly with modellers in the Services.

Make the basic fuselage keel outline over the plan from 1/8-in. sq. and 1/4 x 1/8-in. strip balsa, bend the 16 s.w.g. tailwheel wire to shape and fix in position» then cut out the half formers F4-F9 (two of each are required) and cement in place on the basic fuselage. Add the 1/8-in. sq. strips which form the cabin outline and the 1/4 x 1/8-in. strip tailplane seating.

Cut out the basic fuselage sides from 3/16-in sheet and fit nose doublers. When dry, add to fuselage, fit former F3 in place. Bend the undercarriage wire to shape and bind with strong linen thread to F4A and cement in position.

Cement F1, F2 and F2A together and fit in place. Add engine bearers, top cowl formers B and C and cover with 3/16-in. sheet. Build the removable cowling over plan from formers F1, A, 1/4 x 1/8-in. strip and 3/8-in. sheet. Fit engine (it could be inverted if preferred). Add the bottom of cowl from 3/8-in. sheet. Build the centre section of wing over plan and when dry, cement in place on top of cabin. Add former D, Cut the piece of 3/16-in. fibre tube to length and cement across fuselage to take strut bands. Plan the rest of fuselage with 1/16-in. sheet and sand down to a smooth finish. Cover with lightweight Modelspan and apply two coats of clear dope. Cut and fit the cabin windows from clear acetate sheet. Finish with one coat of enamel or lacquer.

The lifting section tailplane is quite straightforward, the centre section being covered with 3/16-in. sheet on top only.

The fin is of flat section from 1/8 x 1/4in, strip and 1/8-in. sheet. Cement the fin to the tailplane after covering.

Wings are similarly straightforward and should present no difficulties. The wing retaining hooks are bent from 18 s.w.g. wire and bound with linen thread to a short length of 1/8-in. sq. hardwood and cemented in position. Strut retaining tube is bound to a strip of 1/8-in. sq. balsa, with linen thread and cemented in position, sandwiched between the wing rib and another strip of 1/8-in. sq. flush with the lower wing surface.

Cover all tissue surfaces with lightweight Modelspan and give two coats of clear dope and one coat of clear varnish or fuelproof.

Wing struts are all that need to be made to complete Chloe and should be made to the exact size specified.

Glide trim for a very gentle right-hand turn.

On power it should climb in a left-hand circle.



*Note from JP. Having spoken to Alan Bond about FF timers at Allendale indoor meeting he cobbled together a couple of samples to test in our 36 glider comp. It was immediately obvious that these DT's were, well for me, absolutely fantastic the operation I felt was all you could want and an alternative to a clockwork mechanism because how many times have I messed up setting and things go wrong and flown away. Having messed about with the original I purchased two more pre production units and have installed one in my Dizzy glider and about to put the other into my Dolphin so I'm now awaiting the next production run to buy a few more. I happen to use a 50mAh battery and 2g servo from Component shop. It's good news that these timers will now be available soon in number from Den and compliment his C/L timers which I have to say having seen them work are excellent too.*

<http://www.componentshop.co.uk/batteries/radio-control/li-po-flight-packs/37v-1s-packs>

<http://www.componentshop.co.uk/2g-ultra-micro-servo-3v-4-8v.html>

## From Den

[www.densmodelsupplies.co.uk](http://www.densmodelsupplies.co.uk)

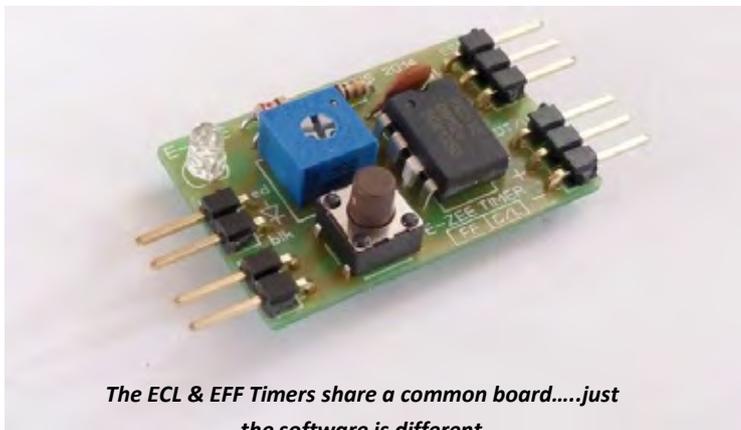
The success of the SDG (Servo Dethermaliser Glider) glider timers has taken us (DMS - Den Saxcoburg/Forge Electronics – Alan Bond) a bit by surprise.....on instructions from the clever Dorset glider fliers, we made an initial batch of 20 or so and after satisfying local demand, Den had a few left, but Bill Stevens (Stevens AeroModel) snapped them up for the States.....now we find ourselves in the embarrassing position of not having any stock and even worse not able to get any short run pcb's because that provider is ill with a trifling kidney transplant.....some people eh! any excuse to go off sick!

So we are taking the bull by the horns and going for quantity manufacture earlier than we expected....Mk 2 SDG units will be available shortly..... the new version will have some extra features..... the board size may get very slightly larger but the price of the timer will remain at £12 + p & p each.....Alan is currently beavering away sorting things out and you can pre-order by sending Den a mail at [den@denandtheartof.co.uk](mailto:den@denandtheartof.co.uk) or ring Den on 01983 294182



*The Mk 2 SDG Timer will be a little larger than this Mk 1 but have some extra features*

Other timers available from DMS are:-



*The ECL & EFF Timers share a common board.....just the software is different*

**The Mk 4 E-Zee ECL timer** which is used in conjunction with any commercially available speed electronic controller (ESC) and electric motor to pre-set duration and power for a Control Line flight. The timer has many attractive features in particular flight times can be as low as 10 seconds which is great for those returning to the hobby or for trimming flights. In addition the Mk 4 timer has an adjustable start delay to allow solo operation and a warning motor blip plus LED signalling to indicate the end of the timed run. A servo output is provided to operate

retract undercarriage if required and a remote pushbutton and LED can be connected for applications where the timer is not accessible

**The Mk 1 E-ZEE EFF timer** controls motor power and run-time (via an ESC) the motor run is adjustable 1 to 30 secs in 1 second increments. An output is provided to operate a servo for DT if desired, adjustable 10 seconds to 5 minutes, set in 10 second increments. Motor power is controlled by a single turn potentiometer and the motor run and D/T periods are set by a simple push button / LED interface. In addition the motor ramp up and ramp down times can be adjusted to ensure a smooth transition into level flight.

DMS Control Line and Free Flight Timers cost £15.00 + p & p each



## Star Dust a swept-forward wing design for 1 to 1.5 cc motors, sport or contest flying by W B Hart from Aero Modeller July 1957

For those who like something with a difference here is an experimental design used to test an unorthodox wing planform and an unusual airfoil section. The distinguishing swept forward wing feature of the aeroplane was intended to increase longitudinal stability in three ways:—

- (1) By increasing the moment arm of the tailplane about the C.G. of model for a given length of fuselage.
- (2) By utilising the stabilising effect of a large wing area behind the C.P. of the wing.
- (3) By harnessing wing twist.



If the model should dive the airspeed would automatically increase and so would the lift. This would increase the twisting moment of the lift (acting at C.P.) about the twisting axis resulting in a slight increase in incidence and the C.P. moving forward in consequence. This exerts a stabilising effect on the model. The reverse (in theory) would happen if the model should climb.

Sweep forward has its disadvantages though, among them being a tendency to go into a spin following a turn. This is successfully counteracted on this model by using a large fin area and moment arm and giving the wings a large amount of dihedral. Airfoil section, L.D.C.2, is used because of its reputedly high efficiency at low model speeds.

No undercarriage was fitted as it was not considered necessary on a model with such a low landing and flying speed.

### Construction

Build two fuselage side profiles from 1/4-in. square balsa and

join them with formers. Cement engine

bearers to ply formers only, using plenty of cement where bad landing stresses may be high. Attach 1/8-in. square stringers to top and bottom of fuselage making joints in stringers where shown. The two sheets of balsa retaining the tailplane should be cut undersize at first and then opened up to make a good fit with the tailplane ribs. Wing tongues should not be cemented in place until the fuselage sides have been sheeted where shown, and then using plenty of cement, attached to ply former and slot in fuselage sheeting. It is essential that the wing dihedral and incidence angles are accurate and this can only be obtained by accurate assembly of the wing tongues. Complete the fuselage structure with other small details shown on the plan. Cover with heavyweight tissue and give two coats of clear dope and one of fuel proofer. Engine bearers should now be drilled to receive the engine.

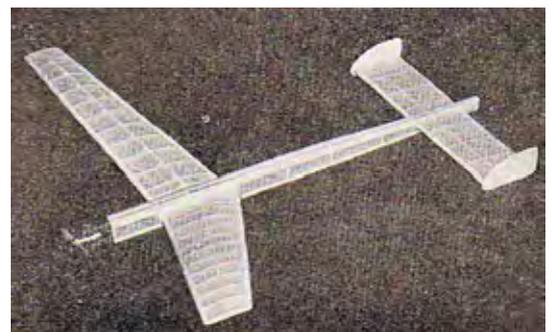
Cement all wing ribs except the root ribs to the slotted trailing edge ensuring that they are attached at the correct angle and are all parallel. Add top and bottom spars and the deep leading edge spar which is cut from 1/8A-in. thick balsa sheet. Cement 3/8 in. x 1/4in. balsa leading edge in place and attach root rib at correct dihedral angle (using template shown on drawing). The wing tongue box is completed before assembling into the wing.

Cover the wings with tissue and apply two coats of clear dope. It is advisable to pin the wings to a flat surface while the dope is drying to avoid warps.

Tailplane is straightforward and may be built in any method desired but care must be taken that no warps develop because of its low rigidity when not covered with tissue. It should be covered with tissue and one coat of clear dope applied.

Fins should be cut from 1/8-in. thick balsa sheet and 'sanded to a flat plate airfoil section. They should be covered with rag tissue and doped and then cemented to the tailplane. (Do not cement fins to tailplane before tailplane is cemented into fuselage.)

Fying



The prototype flew straight from the drawing board, no trimming whatsoever being needed, but, due to inaccuracy in building, this may not be the case with every model.

“Star Dust” should be glide tested in long grass and trimmed for a long flat glide by adding weight to engine bearers or tailplane block if this should be necessary. When the glide is satisfactory the model may be safely flown under power.

From testing done so far on the prototype the characteristic flight pattern is a developing gradual increase in climbing angle from the hand launch to a maximum of about 70° to 80°.

## **From George Stringwell**

Here are some pictures of my latest electric R/C version of an old free-flight favourite. This is a Keil Kraft "Bandit", a design with which I have a lot of history and a strong emotional involvement.

My first power model was a Bandit, built in 1954 and powered by an E.D. Bee which my brother-in-law Eric bought for me. I had been building flying models for four years when, at the age of ten, I first met Eric when he started "courting" my older sister, and his arrival gave my modelling career a considerable boost. Although a great aviation enthusiast Eric had never built a flying model so, strangely, it was I who took the lead in our building exploits, but his support in things like transport and financial aid coupled with his infectious enthusiasm once he had discovered the delights of model flying was invaluable. Over the next twenty years we progressed through sport free-flight (including no less than five more Bandits!) and contest free-flight and control-line flying ending up with single channel and GG radio before I married and moved away. I had always intended to build an R/C Bandit, and finally got around to making a start at the end of March this year after being inspired by an internet friend on RC Groups starting to build one. It was a shock and a sad coincidence then that I received the news just a few days later that Eric had passed away at the age of 89, and this really made this particular build take on much greater significance for me. It is also the reason why the model, unusually for me, carries a name on either side of the nose - "Spirit of '54".

So my Bandit number 7 is pretty much as per plan except for an additional 10 mm on the nose length a slightly enlarged and structurally changed fin plus of course rudder and elevator control surfaces. Power is a 120 watt out runner providing 70 watts at full throttle through a 9" x 4.7" APC Slow Fly prop, supplied by a 2S 1300 lipo and 12 amp ESC. Radio is an Orange 6 2.4 gig Rx and two 7 gram micro servos. As with all my models the covering is tissue but this time over 38 micron document laminating film rather than the 10 micron mylar I normally use, finish is nitrate dope. All up weight is 16.5 ounces, which, despite the nose extension and having the biggest possible lipo as far forward as possible, includes an unfortunate but necessary 28 grams (1 ounce) of nose ballast to bring the CG to 5 mm behind the plan position, which is 4 ounces or so more than that first E.D. Bee F/F one weighed.

It flies very well, especially after I steamed a couple of degrees of washout into the elliptical tips to counter a slight tip stalling tendency discovered on the first flight. Cruise is at just over half throttle, a little more gives a nice steady climb and at full throttle it climbs in a nice, steep left hand spiral without any interference from me on the sticks, just like my later F/F ones with Frog 150 power did and certainly faster than that first E.D. Bee powered one. Watching it cruise around brings back many very happy memories of time spent with the earlier models and my late flying companion.

As well as the photos of the new model I have attached a fuzzy black and white scan of a Box Brownie photo from 1954 showing Eric with that original Bandit.





## Cardinal Kit

I saw Mike Cummings of Raynes Park MAC the other day when he was in Bournemouth and he showed me his latest kits of the Cardinal they come as either full or short and IC or electric. They are laser cut.

His first version of a couple of a few years ago was single channel and powered by a Mills 75 and was flown at Poole on the front near Baiter Park much to Phil Smith's delight. This version is rudder and elevator and of course ESC for electric and throttle channel would be an easy addition.

Mike still has Mills, Frog (3 types), KK and Mercury transfers available should anyone want.

His phone number is 02085423100 or website [www.vintagemodelworks.co.uk](http://www.vintagemodelworks.co.uk)



*Electric Cardinal*



*Short kit*



*Full kit although it does require additional items like radio, covering material glue so best to speak to or email Mike to see exactly what is in the kit. I believe a plan is also included*

## **DMFG a busy month James Parry**

We had a busy month planned for our sire and indeed all events went ahead but as usual the weather thought too much fun is not a good thing so of course didn't play ball.

### 10 May Vintage day

Wet windy and horrible. A reasonable number turned up with RC, CL and FF models although the latter was not really on because of weather. Some control line was flown and in between rain some vintage RC. Tony Tomlin was going to run the national Tomboy but that idea was abandoned.

Still we consoled ourselves the best way we could and up went the bedouin tent and out came the cooking utensils. On the menu was the big breakfast, sausage, bacon, egg, fried bread, baked beans, chips, roll and cup of tea. Went down well. Here's the photos.



*Stewart's CL models line dup*



*John Laird and his Majestic Major which he did fly a few times.*



*Shelter up, hanging around waiting for the sun*



*Tony Tomlins Chatterbox powered by a PAW 80 Classic built from Old School Model Aircraft factory kit*



*Paul Netton's Super 60*



*Paul converted his Enya glow engine to diesel*

23 May, 36" glider and Ebenezer

Bright and windy ish day for a spot of gliding. A mixture of gliders including 36" ruler, Dizzy, Dolphin, Merlin and so on. Here's the photos.



*With a breeze models were better off parked in the rough*



*Ken Wisker and his Cox SE5A and John Bainbridge with PAW 50 original Ebenezer*

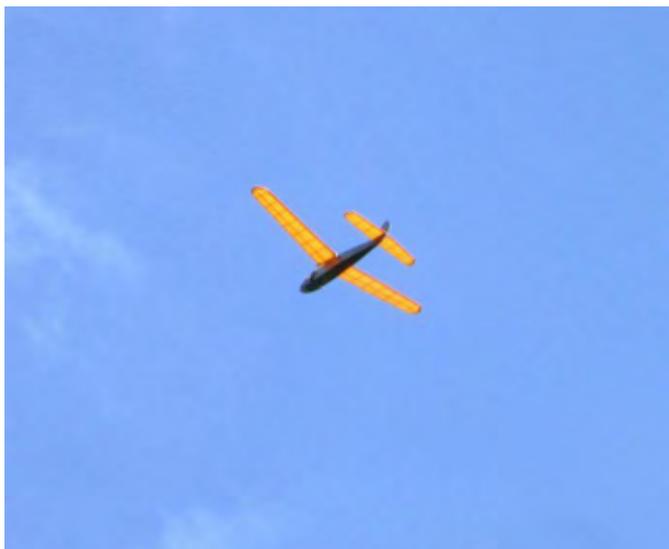


*Gus Hague's colourful glider*



*Brian Beacham's power model converted to electric RC*





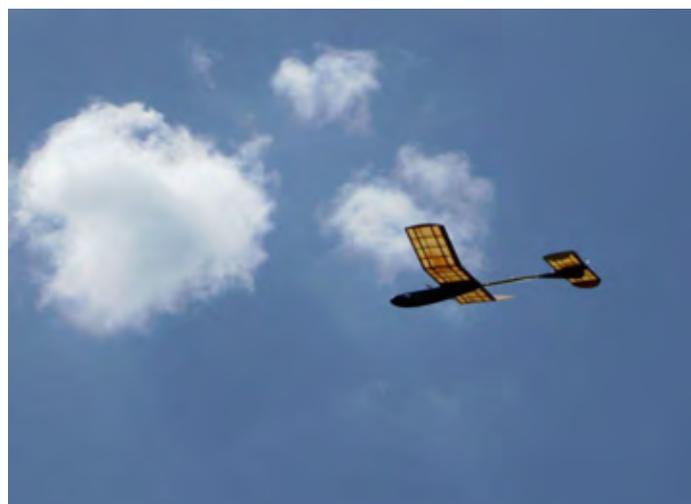
*Dizzy on its way*



*My Dolphin, it flew very well*



*David Raph's Mercury Gnome*



*John and Old School MAF Dizzy*







*Chris and his Merlin*





*Chris and his Bristol eze?*



Sunday 30 May we held our mixed vintage and scale day

The event wasn't advertised to any degree and mainly word of mouth and it turned out to be a really relaxing day in the sun with wind, a few group members and several visitors.



*Peter Rose and his Tomboy, Thunder Tiger 130 FS powered*



*John Laird's Majestic Major and behind Tony Tomlin's  
Ace of diamonds and Ionosphere 21*



*Rick getting his Corsair ready*



*John Taylor's models all rubber converted to electric RC*



*Trevor Hewson's collection and back with his Chipmunk*



*Tomboy and baby*



*John Laird's electric powered Cumulus*



*Rick's Corsair*



*John Taylor's Pixie*



*John with twin electric A frame*



*Trevor's Slingsby T61F it flew absolutely beautifully*

*Bill Longley and his VPD*





*Tony's Ionosphere 21, two OS 25's*



Also in May, 15<sup>th</sup>, was a round of Chris Hague's 600 RES comp  
A few action shots to follow

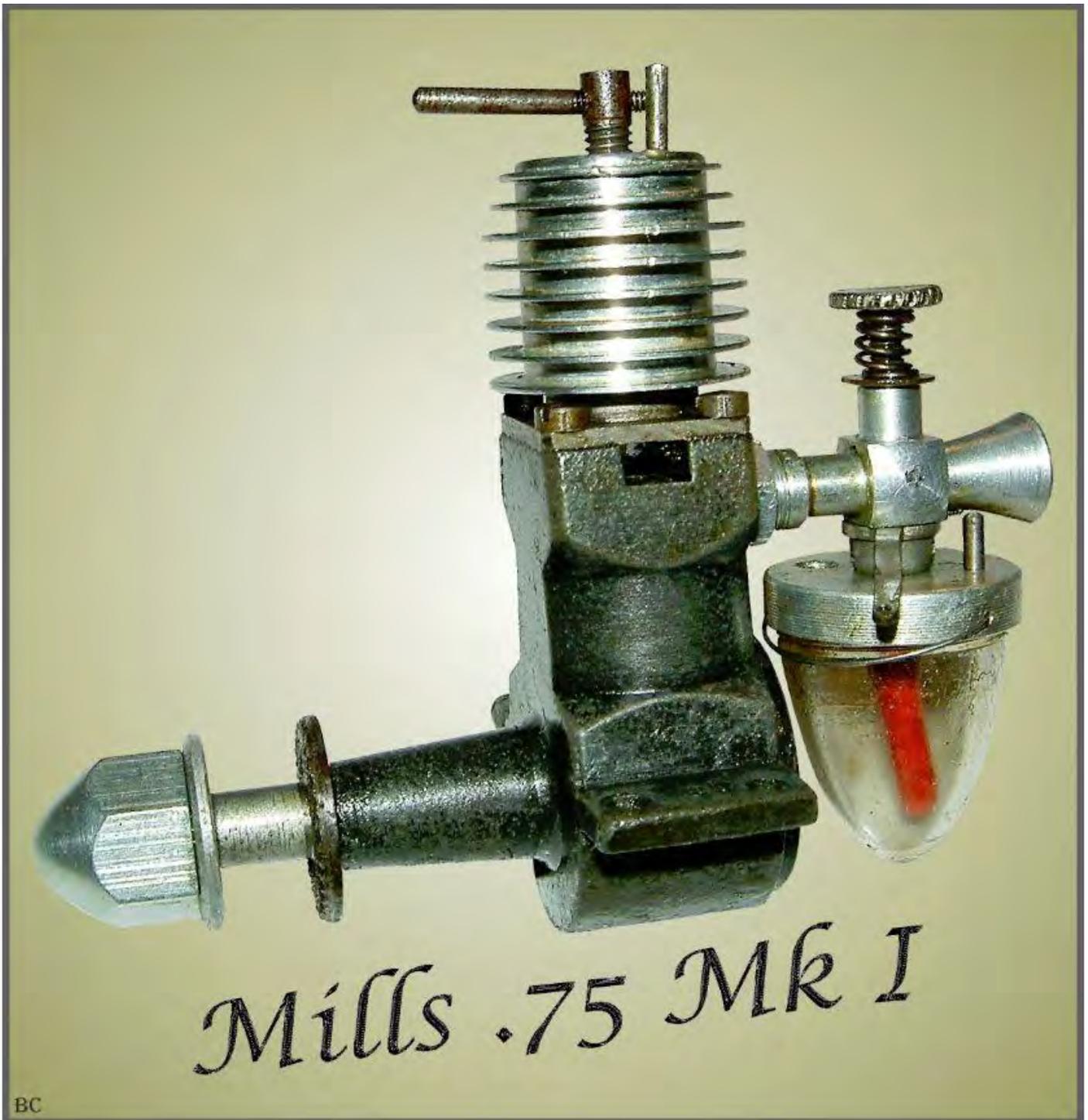




*Jeff and Andy Fellowes have identical pusher models, they set the pace*

[WWW.wessexaml.co.uk](http://WWW.wessexaml.co.uk)





James, There aren't too many Mills 75 Mk I engines around today, and the ones that you do see nearly always have a more recent Mk II tank (have a look on the Web!).

Anyway, here's one exactly the way it should be, with its original neat little « acorn » tank. Note that the only purpose of the wire loop that you can see, around the top of the tank, is that the end prongs locate in small holes and prevent the tank bowl from unscrewing (the wire has to be removed to unscrew the tank).

## From Dave Bishop

Show scene with "Modelair" at Old Warden May 16 -17 by Dave Bishop of DB Sound.

There is something extra special about Old Warden which has always given me those "vibes" that go with certain places and airfields. I have been going there presenting aeroplanes both modal and full size for over 50 years and still the place gives me a thrill every time I drive down that narrow wiggly lane and then enter those gates, with the large hanger to my right. This time the hanger was open and some aeroplanes were being wheeled out for another film crew who were using the "facilities" of several old time aeroplanes. Along with them were the actors that we will see some time in the future on our television screens, no doubt. Out into the far end of the flying field they all congregated and in no time at all the actors were seemingly being filmed alongside an aeroplane that was covered in smoke being emitted from a large dustbin type of object. Time will tell what it was all about and I went on to my usual right hand end of the field and parked my caravan, and was all set ready for the coming weekend.

As I have explained before in Sticks & Tissue, Modelair under its director Ken Sheppard is not a show as such. It is simply bring along a model and fly affair and that is what happens. Not only that but it is the place for the catch up "goss" and that's exactly what happens at the three events planned each year. The weather was dry throughout the whole weekend and to our joy on the first morning we had a low "beat up" of the airfield of the Blenheim bomber now pristine and looking gorgeous. What a sound!

Then after the PA had announced that breakfasts were being served in the superb restaurant, the traders were opening up for the two days of business. Certainly the line of the traders gets bigger every meeting and I couldn't believe from one trader that a cracking looking set of 2.4 gig radio complete with extra receivers, with the whole lot including servos, being sold for just £50. The "regular" family traders were there with the Al's Hobbies team of Ali senior and wife Jane, selling some marvellous kits from way back (Ali is a great free flight aeromodeller). It was nice to see Ali junior there with his son flying together at the flight line before going to the USA to work over there with his wife and family, hopefully not forever. Another "family" lot were the Tooley's traders and the father son combination was once again at the flight line with the superb talents of the youngsters doing all sorts of brilliant flying for such youthful chaps. Thanks must be given to the regular "volunteers" who give up their weekends for free, in exchange for being able to use the airfield for model flying at during the time that shows aren't going on. In particular the radio control flight line was continuously being supervised by the genial James Gordon and Roger Godley along with the usual smiley team at transmitter control. It was good to see the long line of traders who if they didn't do well was because their prices were wrong. Again the super trading Belair family were there and this time Noels wife showed me the new branch of the business which is the two sons have designed and made wooden ply kits of prehistoric animals and vehicles all cut out of laser cut plywood and all very impressive.

The flying conditions on both days were difficult because there was a very strong cross gusty wind and although I did take my Big Boy and other aeroplanes, I didn't risk flying given the cross wind problem. Instead I lost myself completely and wandered over the whole aerodrome and saw all of the "goings on," which were numerous. The far left hand end of flying field by the control tower, was taken up by a vintage control line event, with some 8 aeroplanes being flown designed way back in the early 1940's by the late Ron Moulton. I was introduced to his son who showed me the solidly built whirly birds all identical complete with spark ignition Olson 60 (Ohlsson really) engines which was something to see. 40 laps were required in that particular contest and speaking to one of the pilots after he had completed 38 laps, he told me that he was very giddy. Then there was a speed event and a youngster really belting his control liner like a dingbat. Then there was the carrier deck landing competition which was where I met two visitors from Belgium who were having a "dream weekend" at OW complete with many models.

This is just a snapshot of the goings on and the free flight assist models took to the air fighting the cross wind but some flew along way down and out of the far fenced boundaries. The next Modelair event there is on July 25 - 26 and it's a "must go to" place.



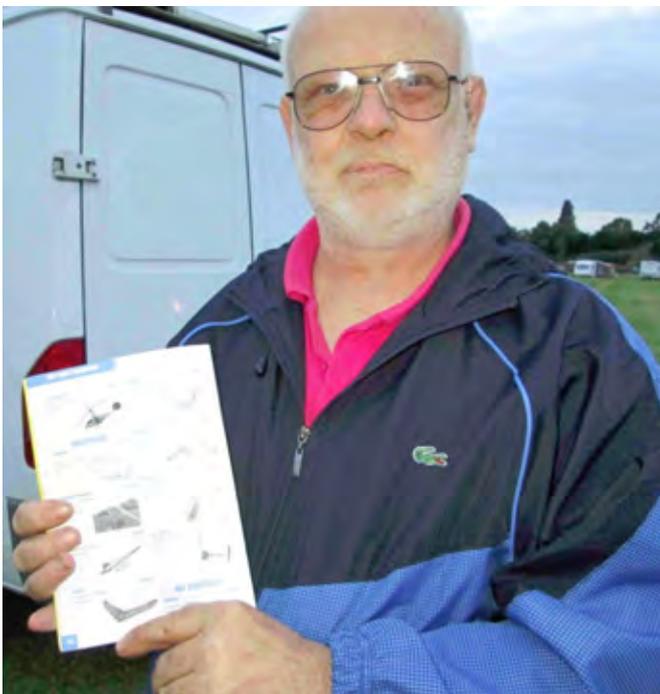
*Two control line visitors from Belgium, Stef De Wit plus colleague had a great friendly weekend.*



*A beautiful 7 feet wingspan Eros from 1949 designed by aeromodeller staff member John Coasby.*



*A superb 9 cylinder home built Bentley rotary spark ignition that took Mike Cole some 18 months to make on his Colchester lathe, seen here with his welder son Johnnie.*



*This man wants help from S&T readers please? He approached me with a "can you help" plea for a plan of a particular model aeroplane featured in an old plans book. It is called the Bonnacon designed by a Peter Fisher. Anyone give any such guidance please?*



*The Belair family with the two sons now doing their own business.*



*Action shot of just one pair of the superb late Ron Moulton control line vintage memory team.*



*Another smiley pair of the Ron Moulton memory group have a great time with their sparky Ohlsson engine.*



*A really dear old friend to meet there was Dave Toyer who was there with a requested build review model Lanzo Bomber, for Andrew Boddington, editor of the monthly aeromodeller.*



*Unsung "heroes" at O.W. who never stopped working over the weekend except for a quick bite.*



*"Boss" people are the grafting organisers Ken and Sheila Sheppard along with (retired from the scene) Mike Reynolds who "misses the buzz" of organising the trade line.*



*James Gordon was supervising the R/C flying and flew is superb biplane.*

## **David Kinsella's Column**

Regretably I have not had any communication from David since the end of January nor has Raynes Park MAC. Others have also contacted me asking if I knew how, where, what has happened to him. To date I have not been able to make contact and as far as I know no one else has. A mystery.

## From Eric Adams

The model flying season is in full swing here in Southern Ontario, Canada, with weather conditions so far much better than in years past.

I am hoping one of your readers will be able to help with a search I have undertaken for a unique model that has captured my interest. The aircraft I am looking for is R F L Gosling's original Flamingo, a front geared low-winger from 1934. There are pictures in S & T, #26, January 2009, page 3.

I have looked through every plan service I can think of, as well as every SAM site I can find, but with no joy. If anyone can assist me and is willing to drop me a line I would be very grateful.

My e-mail is: [ecadams@sympatico.ca](mailto:ecadams@sympatico.ca).

Thanks!

Eric Adams

SAM 54



## From David Tappin

While offering belated but nonetheless sincere congratulations on your 100th issue of S&T, parental pride provides me with the opportunity to point out a small error in the piece by Dave Bishop in the current issue. Not strictly a Sticks and Tissue subject I know but please forgive me for pointing out that on page 31 the accompanying text to the picture of Ian Richardson with his F-86 Sabre refers to his pilot as John Tanner. The model pictured won the Jet World Masters (JWM) Team Scale event in N Ireland in 2007 and the pilot was, of course, Wimborne Club member Jon Tappin. A winning combination, they also appeared on the winners podium in Team Scale at the 2nd JWM held in England at Wroughton with a T-33 and the 3rd JWM in 1997 in Austria with a MiG-15 making the pair 3 times World Champions. They also took 2nd place in the 2001 event held in Thailand. Keep up the good work!



**2nd Jet World Masters 1997 - Wroughton, England**  
**Winner Open Class**  
**Model: Lockheed T-33 1/6th scale**  
**Power: BVM/Nelson Ducted Fan**  
**Constructor: Ian Richardson**  
**Pilot: Jon Tappin**  
**Photographer: Anne Tappin**



**3rd Jet World Masters 1999 - Carinthia, Austria**  
**Winner Open Class**  
**Model: Mikoyan - Gurevitch MiG-15 1/6th scale**  
**Power: AMT Turbine**  
**Constructor: Ian Richardson**  
**Pilot: Jon Tappin**  
**Photographer: Anne Tappin**



**4th Jet World Masters 2001 - Pattayah, Thailand**  
**2nd Open Class**  
**Model: North American F-100 1/7th scale**  
**Power: AMT Turbine**  
**Constructor: Ian Richardson**  
**Pilot: Jon Tappin**  
**Photographer: Vitaly Robertus**



**6th Jet World Masters 2005 - Jakabszalas, Hungary**  
**2nd Open Class**  
**Model: North American F-100 1/7th scale**  
**Power: AMT Turbine**  
**Constructor: Ian Richardson**  
**Pilot: Jon Tappin**  
**Photographer: Anne Tappin**



**7th Jet World Masters 2007 - Enniskillen, N Ireland**  
**Winner Open Class**  
**Model: North American F-86 1/7th scale**  
**Power: AMT Turbine**  
**Constructor: Ian Richardson**  
**Pilot: Jon Tappin**  
**Photographer: Anne Tappin**

## RC Vintage and CL events 2015

<b>14 June</b>	<b>Middle Wallop, Hants*</b>	<b>R/C T Tomlin, C/L J Parry</b>
<b>12 July</b>	<b>Cocklebarrow Farm*</b>	<b>P Howkins *T Tomlin</b>
<b>23 August</b>	<b>Cocklebarrow Farm*</b>	<b>P Howkins *T Tomlin</b>
<b>30 August</b>	<b>Middle Wallop, Hants*</b>	<b>RC T Tomlin, CL J Parry</b>
<b>12 &amp; 13 September</b>	<b>Shilton, Oxfordshire</b>	<b>N Blackwell</b>
<b>4 October</b>	<b>Cocklebarrow Farm*</b>	<b>P Howkins *T Tomlin</b>
<b><i>*Tomboy will be held at these events</i></b>	<b><i>Please check before travelling as circumstances can caused events to be changed at short notice</i></b>	<b><i>MIDDLE WALLOP Dogs are <u>NOT</u> allowed on the airfield at any time</i></b>
<b>Contacts</b>	<b>Tony Tomlin 02086413505 <a href="mailto:pjt.alt2@btinternet.com">pjt.alt2@btinternet.com</a></b>	<b>James Parry 01202625825 <a href="mailto:jamesiparry@talktalk.net">jamesiparry@talktalk.net</a></b>
	<b>Paul Howkins 02476405126 <a href="mailto:howkins776@btinternet.com">howkins776@btinternet.com</a></b>	<b>Nick Blackwell <a href="mailto:nick@nickblackwell.co.uk">nick@nickblackwell.co.uk</a></b>

# SHILTON VINTAGE (FLY IN)

BLACKWELL FARM

Saturday 12 and Sunday 13 September 2015

Details and directions for the Shilton Vintage meet

Flying all day Saturday and Sunday.

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

BMFA members only. Proof of Insurance required.

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

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

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

Caravans/Camping £10.00 for weekend

Flying £5 per pilot.

Local facilities are available in Carterton 3 miles away.

CONTACT: Nick Blackwell Tel: 01285 657610 (evening only)

Email: [nick@nickblackwell.co.uk](mailto:nick@nickblackwell.co.uk)

OR Derek Foxwell Tel: 0208 647 1033

Email: [derekfoxwell@btinternet.com](mailto:derekfoxwell@btinternet.com)

OR Boycott Beale Tel 01993 846690

Email: [squealers@btinternet.com](mailto:squealers@btinternet.com)

*Directions:*

*By road from the north:- Follow the A40 to Burford, at roundabout take the A361 toward Swindon, at junction for Cotswold Wildlife Park turn left onto Hen and Chick Lane. Follow lane until it bears left, here turn hard right and take the track until it ends, this is the airfield.*

*By road from the south:- From Swindon take the A361 to Lechlade and Burford. 3 miles before reaching Burford at junction for Cotswold Wildlife Park turn right onto Hen and Chick Lane, then as above.*

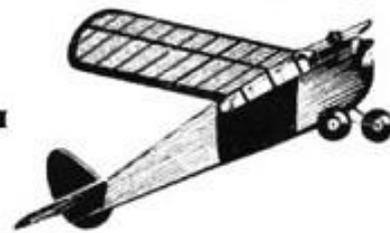
# THE NORTH COTSWOLD MODEL AERO CLUB

BMFA MID-WEST 166

# FLY FOR FUN



**EVENT 2015**  
**AUGUST 15<sup>TH</sup> & 16<sup>TH</sup>**



**AT FAR HEATH FARM**  
**MORETON-IN-MARSH**  
**GLOUCESTERSHIRE**

SIGNPOSTED OFF THE A44 MORETON TO CHIPPING NORTON ROAD

**TWO DAYS OF MODEL AIRCRAFT  
FLYING, FEATURING:  
RADIO CONTROL SPORT, SCALE,  
VINTAGE, AEROBATICS,  
GLIDERS, ELECTRICS, ETC.**  
**ALSO-  
CONTROL LINE  
AND  
SMALL FIELD FREEFLIGHT**

**RC FLYING 'OFF THE PEG' ALL  
WEEKEND  
(PILOT'S PROOF OF INSURANCE  
REQUIRED.)**

**SPECTATORS AND FLYERS  
WELCOME,  
COME AND JOIN IN THE FUN.  
CAMPSITE FOR CARAVANS &  
TENTS WITH ON-SITE TOILETS &  
WATER**

**WEBSITE: [www.ncmac.co.uk](http://www.ncmac.co.uk)**

**CONTACT: [info@ncmac.co.uk](mailto:info@ncmac.co.uk)**

**REGULAR ATTRACTIONS**  
**MODELLERS' BRING AND  
BUY SALE**

Come and pick up some real  
bargains or bring your own  
models/equipment to sell.

**CIRCLE FOR CONTROL LINE  
MODELS**  
No engine size limit.  
Max line length 60 feet.

**TWO  
DESIGNERS' EVENTS**

**SATURDAY 15<sup>TH</sup>:  
MODELS DESIGNED BY THE LATE  
DAVID BODDINGTON**

**SUNDAY 16<sup>TH</sup>:  
A ONE-DESIGN EVENT FOR ALBERT HATFULL'S  
KEIL KRAFT**

**JUNIOR 60**

ON BOTH DAYS, MODELS OF ANY SIZE, IN ANY  
VERSION AND WITH ANY FORM OF POWER  
ARE WELCOME

**INFORMAL JUDGING AND PRIZES**

# COCKLEBARROW FARM



12<sup>th</sup> JULY 2015

23<sup>rd</sup> AUGUST 2015

4<sup>th</sup> OCTOBER 2015



All types of R/C up to December 1965 including electric and glider.

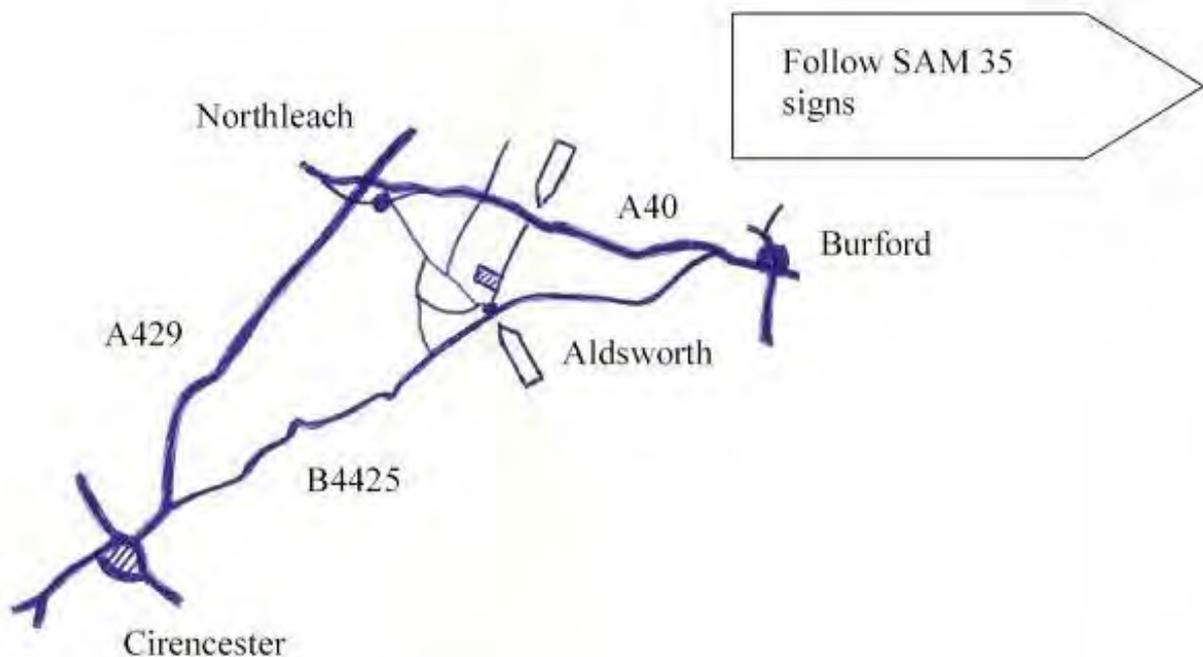
Signposted from Aldsworth on B4425 between Cirencester/Burford and off A40 between Northleach and Burford. (Follow SAM 35 signs).

Camping on field.

Contact – R/C and camping – Paul Howkins

024 76 405126

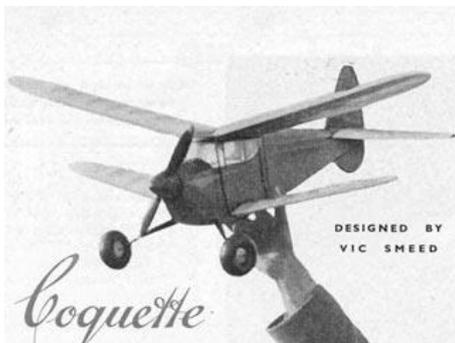
Email: [howkins776@btinternet.com](mailto:howkins776@btinternet.com)



## Belair



Belair Vintage Kits have added quite a few Vintage Parts Set, including 4 popular Vic Smeed designs - Ballerina, Madcap cabin, Majorette and Coquette. Also for the Veron plans sold by Colin Smith, we now offer the Super Robot and Aeronca Sedan. Finally for the Aeromodeller plan the Dizzy Diesel. All designs are faithful to the original plans.

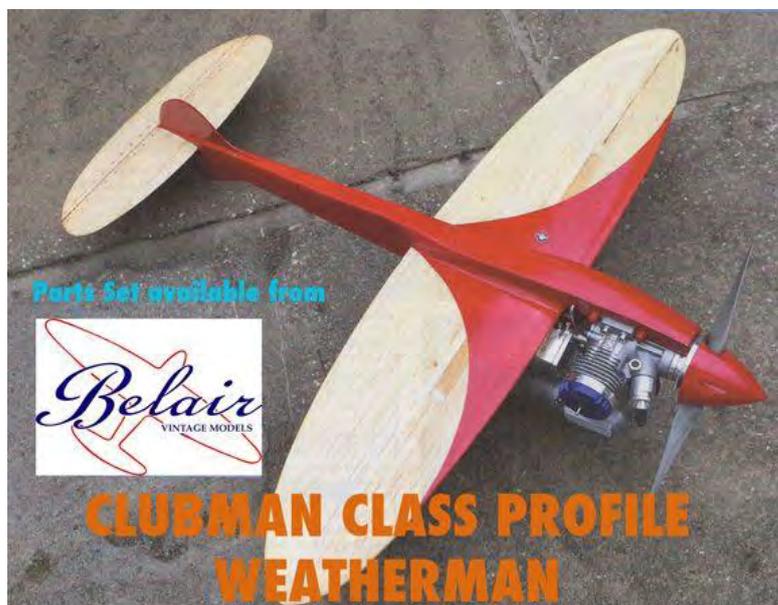
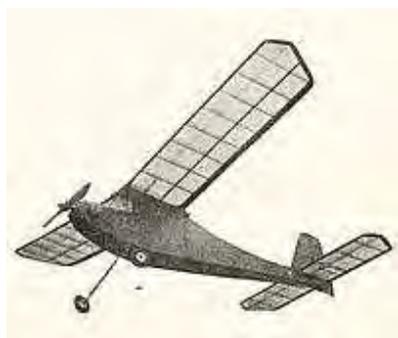


We also publish a free catalogue which is free to your readers, please call 01362 668658 for your copy. [www.belairkits.com](http://www.belairkits.com)

Clubman Class Profile Weatherman, available as a Parts Set from Belair Kits. SAM35 authorised parts set from original designer's CAD data. Plan available from SAM35 or use plan included free in April issue of Aeromodeller.

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# 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*

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