

Sticks and Tissue No 116 – July 2016

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://sticksandtissue.yolasite.com/>

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



John Taylor's Farnam Mustique landing 30.7.2016.

A few photos taken at DMFG 30 July 2016



John Bainbridge's Jodel





Brian Beacham and new Junior 60





John's Playboy Senior - 52 four stroke





Ken Wysker's 36" glider

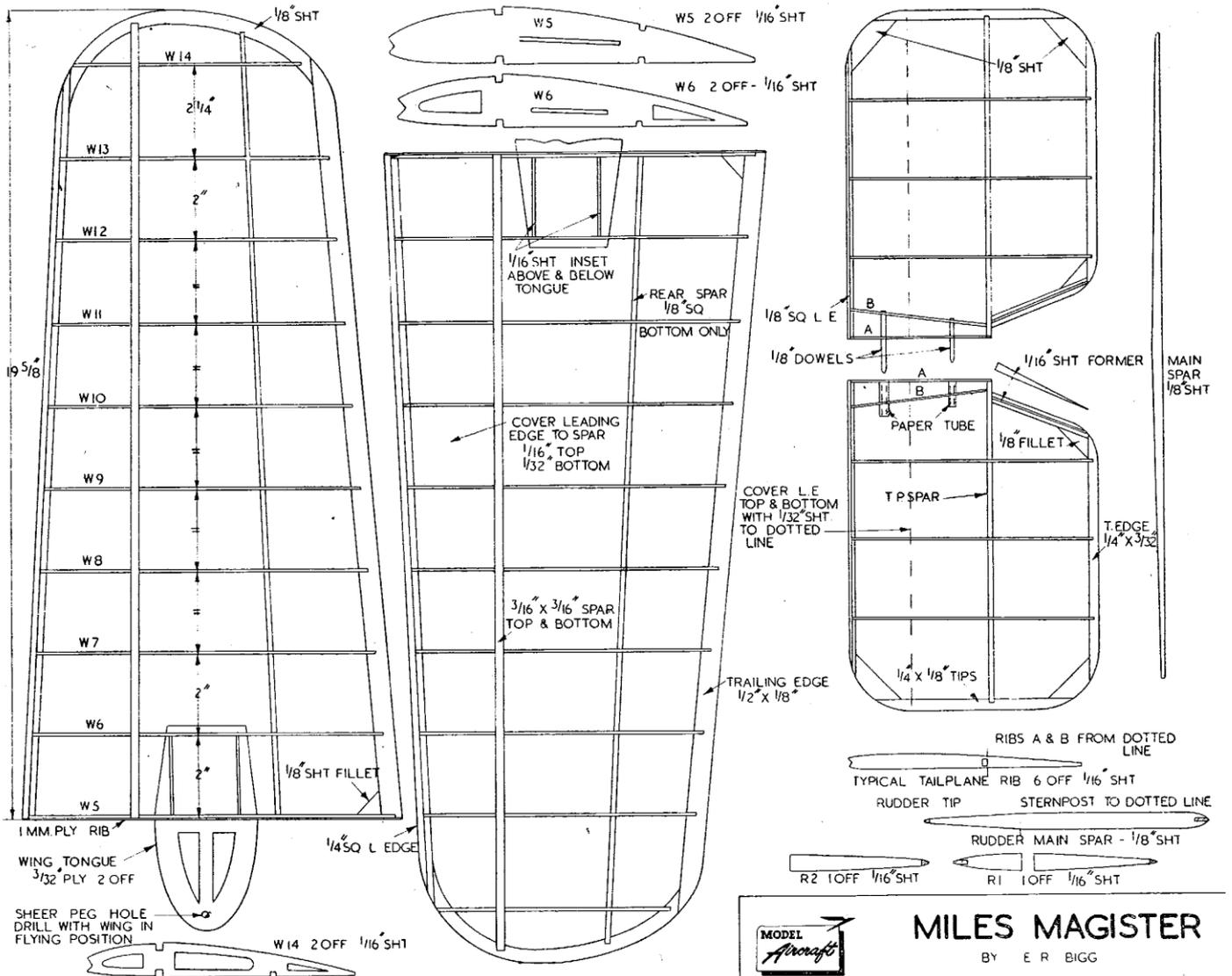


From John Mellor Maiden flight of my PHLEET - PHOOT (GALLOPING GHOST)

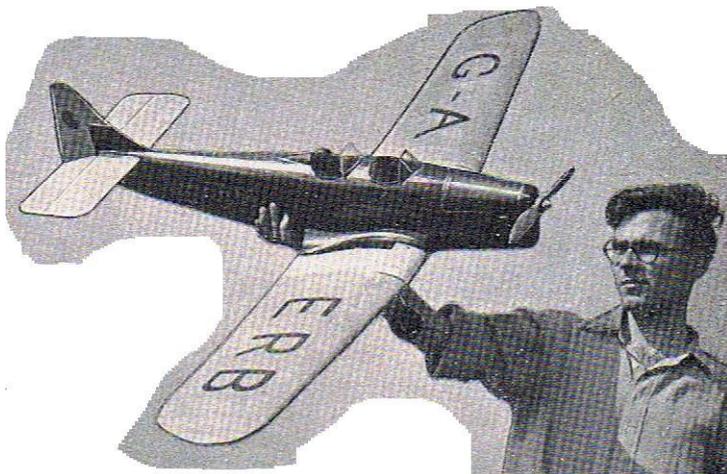
The attached picture is of my galloping ghost Phleet – Phoot which David Lovegrove and I maiden without incident today. This is a design from the early 60's by Bill Grundy who used to fly at Grove aerodrome (Wantage) with John Ralph, Peter Lovegrove and several others often with David and myself in short trousers looking on!!! The plan is available on Outerzone which is where I produced mine from. Recently there has been a resurgence of interested in this classic form of control in our case using three channels of standard Spectrum Transmitters. These control motor and rudder and elevator via a Rand Clone galloping ghost actuator which Tobe (via single channel reunited) kindly made available to David. The completed 42" span model weighs 20 ounces and the motor knocks out 90 watts on a 1600 2S lipo running via a 20amp speed controller. David and I (mostly David) spent some time setting up the surfaces to ensure the best chance of success. Anyway it flew out of my hand fine with David in control and after two minutes we landed it for a couple of adjustments. We then had a 5 minute flight (by me) which as far as I was concerned showed we had a winner on our hands. Unfortunately the motor then refused to fire up – probably a speed controller fault – but at least it has flown well. I know David would be happier with a higher power motor but for now this one is fine for relaxing flying.



PHLEET - PHOOT INTERNALS



Miles Magister FF span 52" Mills 1.3 by E R Bigg from Model Aircraft June 1950



The Magister was the result of a desire on my part to build something a little different. In 1948 I designed and built a 48 in. span "Blackburn Firebrand" and it was after my experiences with this model that I took up my pencil and evolved the Magister. "The low wing bug" had got me, and its problems only increased my interest. An initial trouble was a tendency to swing right on take-off, and this was found to be entirely due to careless launching. The large side area of the Magister makes it a good weather vane! This does not matter once she is well airborne, but if the model is launched or made to take-off r.o.g. with

the wind blowing from its port side it has great difficulty in circling left into wind. So be warned, always launch straight into wind or with the wind coming slightly from your right and you will have no trouble in this respect.

Do not expect the Magister to have a rocket-like climb; with the Mills 1.3. c.c. engine scale flight is obtained, the model cruising up in a steady climb. If over elevated a steeper climb is obtained but a stall will develop on the glide.

Fuselage

The basic frame of 3/16in. is built in the usual manner, the two sides being built on the plan. On removal from the plan the stern post is inserted and then, working forward, the cross-members, formers, and bulkheads are cemented into position until the fuselage shape is obtained. Next place the first 1/2 in. X 1/16in. plank along the top of the fuselage and glue into position, thus ensuring that the formers above the basic frame are linked together and so protected from damage whilst other work is done. Cement into place the tailplane platform and the ply and block for the tail-wheel. Insert fillets behind first bulkhead as shown on the plan.

Sheet the sides of the fuselage and plank the upper curved section with 1/16 in. sheet. Do not sheet the bottom of the fuselage yet. Mark out on the sheeting the cockpit shapes and tailplane position; carefully cut these out and reinforce rim of cockpits as shown on plan. (N.B.—It is a great help if the position of formers F.5-8 and the tailplane platform are marked in pencil before the last plank is put in place) Cement into position the fin leading edge and link to sternpost with half rib. Sheet the fin with 1/32 in. sheet. Build up head-rest.

Centre-Section

Mark on the side of the fuselage the position of rib W1 and cement rib in place. (Note that U/C stress member cuts this rib completely in two.) Carefully cut out on both sides the holes through which the leading edge, U/C stress spar, the main-spats, and the anti-warp spar are to pass. Cut out all parts necessary to build the centre-section, marking with a pencil where ribs will come when assembled.

Cement lower main spar to U/C stress spar. Insert through fuselage. Cement ribs in place on this only. Now add the upper main spar, leading edge, anti-warp spars and trailing edge. (The lower anti-warp spar and the trailing edge do not pass through the fuselage.) Check centre section for alignment and be certain that ribs W.4 on each side are at the same angle of incidence, if necessary steam until this is so. Building in boxes and bind well. Do not sheet the centre-section until U/C: assembly is complete.

Wings

These require little explanation and are of straight forward construction. The Clark Y section allows them to be built flat on the plan and so ensures good alignment. The intervening ribs are constructed by using W.5 and W13 as templates and placing the remainder as blanks in between them, carefully cutting and sandpapering them to the correct aerofoil shape.

All ribs are of 1/16in. sheet with the exception of the ply strengthening rib at the root. It is important however, that W.5 is cemented into place and the ply tongue inserted with the wing in flying position and entered into the wing box. This ensures a good joint between wing and centre-section.

Sheet the leading edge and insert 1/16in. Sheet strengtheners in two root-rib bays.

Rudder

This is built up off the plan after all the parts have been cut to shape and size. Drill a hole through the stern post to allow for the insertion of the pendulum rudder mechanism. Hinge rudder as shown on plan. Insert 18 s.w.g. wire pendulum as shown and bind to rudder member. N.B.—The pendulum weight is utilised to adjust the CG. position if necessary, so that it is immediately behind the main spar.

Tailplane

This is built in two sections and is thus removable for ease of transport. If the fairing is cut away carefully the tailplane should be a nice snug fit and will need no other means of attachment apart from the dowels joining the two halves.

Undercarriage

Carefully mark the position of the hole for insertion of rod or knitting needle. Drill very carefully a 1/8 in. hole through W.4 and W3. The remainders of holes are burnt through with a suitable implement.

Insert the needle and check for alignment. Remove and drill a 1/16- in. hole through centre of needle for insertion of 16 s.wg. wire spring. File small flat on needle where U/C legs will be locked in position. Re-insert needle slipping on U/C legs and central sleeve. Glue in place U/C stops between W.3 and 4. Insert wire spring inside forward cockpit and glue ply strengtheners across the face of F.5, where indicated on the plan. Lock the U/C legs in position and check for alignment. When the rudder and U/C arc completed the bottom of the fuselage and the centre section may be sheeted. Do not do it before.

From Jörgen.

Hi James been a while seems I mailed you i have being busy moving house so i havent been building much but i hve been out flyin a couple of times first one is my thirty years old Lanzo Bomber from an Leisure Kit with an 500 brushed Engine old stuff but works very well.The next models is the red one an Infant sportser inthe nose an 0,36 Elfin replica ,The yellow is an Vic Smeeds Marjorette with a Red Fin 1cc diesel both are single channels and performed well for there first flights both come from Belair as short kits.





Black Ghost Span 38" 2.5cc control line by M Grimmett from Model Aircraft November 1958

Wing

Cut out all the ribs, gussets, the two ¼ in. sheet tips and notch the trailing edge as per plan. Lay the bottom main spar on the plan and cement the ribs in position. Add the top spar, leading edge and trailing edge in that order. When well set, lift from plan and add tips, gussets, weight box and weight, then box-in the Centre section spars with 1/16 in. sheet. Add the tip fairing pieces, sheet the centre section top and bottom, then tape the leading and trailing edges as shown. Finally, cover with heavyweight tissue or silk, give two coats of clear dope and one of coloured if desired, do not forget to well cement the lead-out guide in, over the main spar and along the rib. Fuel proof when ail is set hard.

Tailplane and Fin

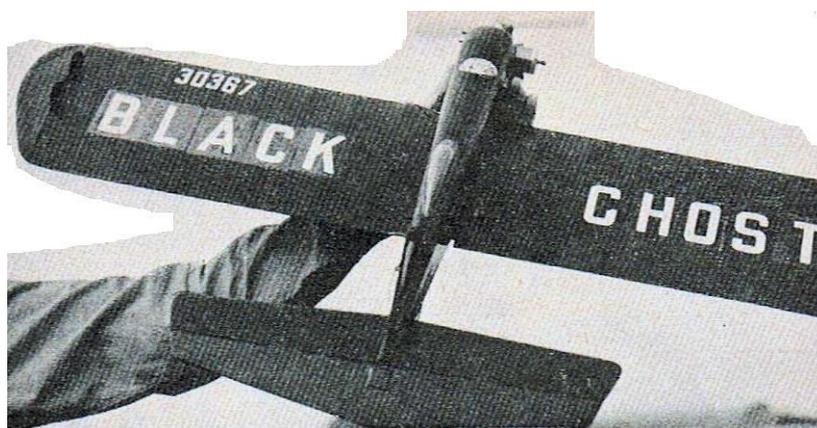
Cut the tailplane and fin from 1/8 in. sheet. Hinge the tailplane, cut slot for horn and glue same in place. Sand to a smooth finish.

Fuselage

First make the fuel tank from shim brass or tin. Cut out formers 1, 2 and 3, plus the bearers trimmed to the correct length. Assemble formers 1 and 2 (using a good hard setting cement), onto the bottom bearer, place the tank in position, then glue other bearer in place, line up square and leave to set.

Cut out the two sides as per plan and the bellcrank mount. Next, cement the sides to the bearer and former assembly, add the bellcrank mount (by slotting it into the fuselage sides) and former 3, pull in the fuselage sides at the rear and cement together. Fill in between bearers, top and bottom with scrap 1/8 in. sheet and leave the whole assembly to dry.

Mount the bellcrank, complete with leadout wires and pushrod, slipping the latter through the elevator horn before cementing the



tailplane onto the ledge at the rear of the fuselage. Trim the fuselage top block roughly to plan-view then cement in place. Add the bottom block to the fuselage and sheet in the wing mount and rear fuselage, then glue the two 1/4 in. dowels into their respective holes.

When dry carve and sand all blocks to the proper contour, trim and sand the sheeted parts, and add the fin. Finally tape all parts shown, tissue cover the whole structure, including the tailplane and fin, give two coats of clear dope, add canopy etc., and give one coat of colour dope (if desired) and one of proofer.

From George Stringwell

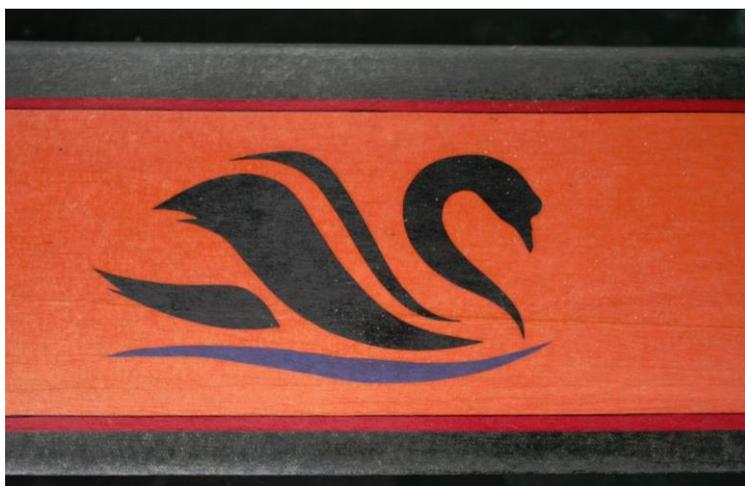
"Here are some photos of the John Bowmer Swanee I have just finished. Like my KK Bandit, this is another design with which I have "previous". I first built one in 1966 when the "free" plan was published in Aeromodeller. This one was powered by an ex-F/F contest Cox TD049 and equipped with a McGregor Minimac super-regen (one at a time!) Rx with a home built switcher and servo constructed from a Mighty Midget motor to give pulse rudder only control. Despite the limited control it was a beautiful flyer, very smooth and controllable, and over two years I flew it every weekend until it literally fell apart. I built a second Swanee in 1991 as "therapy" whilst we were living in rented accomodation for four months after a serious house fire. This one too was TD049 powered but had what then passed as lightweight digital radio on rudder and elevator. It was not flown much with the TD due to noise issues and was soon converted to

electric with a geared Speed 400 brushed motor and seven cell AR500 nicad pack. Whilst it flew OK in this form it was really over weight at 19 ounces and also somewhat under powered. It was subsequently sold, and I always promised myself I would build another one with modern brushless power and lightweight equipment. My wife, Ali, was always urging me to build another, as I was flying the first Swanee when we first met in the spring of 1966 and she has always fondly remembered spending time at the old Rotherham DMFC flying site at the grassed over ex-opencast mining site at Grange Park that summer watching it.

With the design passing the fifty years since it's publication date early this year, it coincided nicely with the requirements of the currently running "FIFTY PLUS" build off on the RCGroups Vintage forum, so I decided the time was right to create my third version of this pretty little "mini-Orion", and three months later (I shudder when I recall the 1966 build occupied 2 WEEKS - old age and a spell in hospital are my excuses for the protracted gestation this time!) here it is, finished and waiting for the weather this awful summer to provide suitable conditions for the first flights, when these happen I will send on a couple of flying photos (now that IS being optimistic - or is it tempting fate!).

This one weighs 14.5 ounces ready to go and is powered by a BRC 150 watt outrunner fed via a 20 watt ESC by a 2S lipo, either 850 or 1300 size. This is propped down to give just over 100 watts so I am not expecting any lack of performance. Radio is 2.4 gig, a tiny "Lemon" Rx and two EMax 8 gram digital servos on rudder and elevator. Finish is, like the earlier two, traditional, being lightweight coloured Modelspan tissue from my hoarded stock with six coats of thinned nitrate dope. I found a very nice abstract swan motif on the internet and this, together with the lettering (which is a version of that on the original plan, note the wiggly "S") and the red pin stripes is executed in heavy weight coloured Modelspan to give "depth" to the colour. I struggled to find a suitable cockpit canopy (I always felt the Veron one shown on the plan was too small for optimum appearance) but eventually got a nice 7 inch one from Pegasus Models (without internet shopping I would be stuck for lots of things here in rural France) and fitted rudimentary pilot and cockpit "detail" made from Rohacel foam.

Standing back and looking at the finished model I am very happy with the result and feel that John Bowmer's lovely little design is just as appealing as I found it when I first opened my copy of the February Aeromodeller in January 1966"

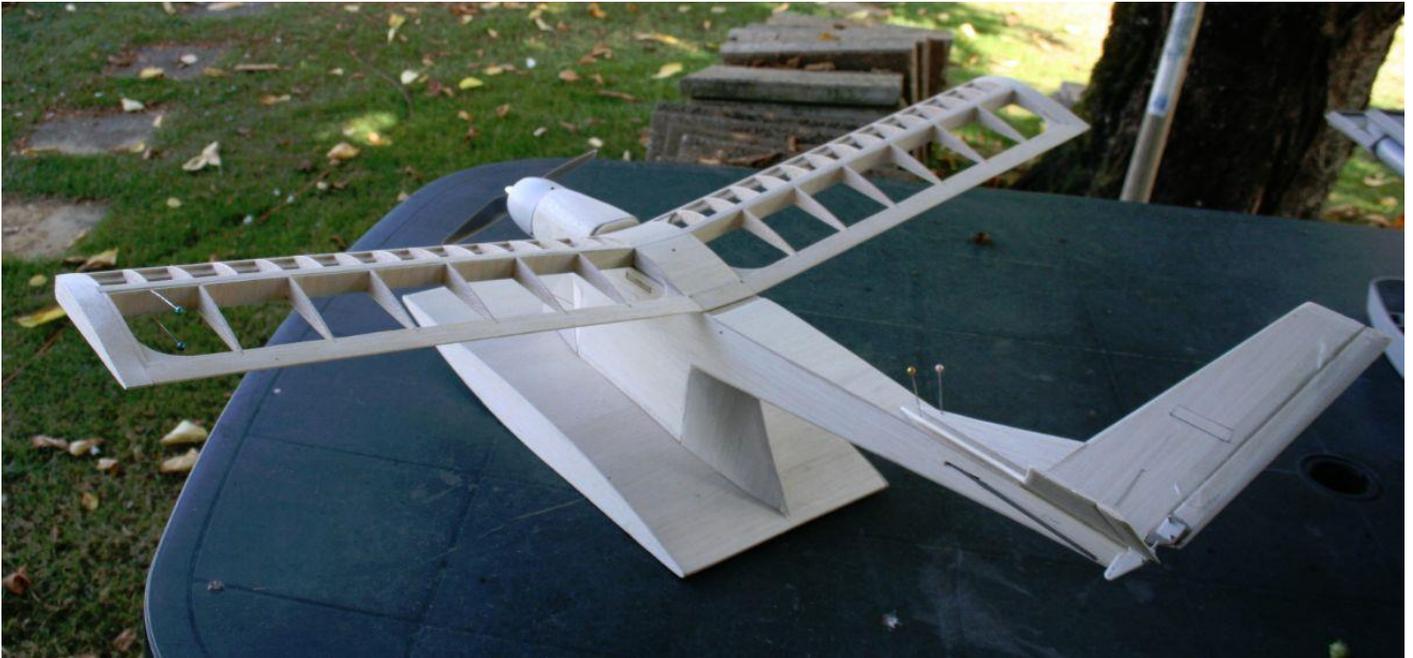






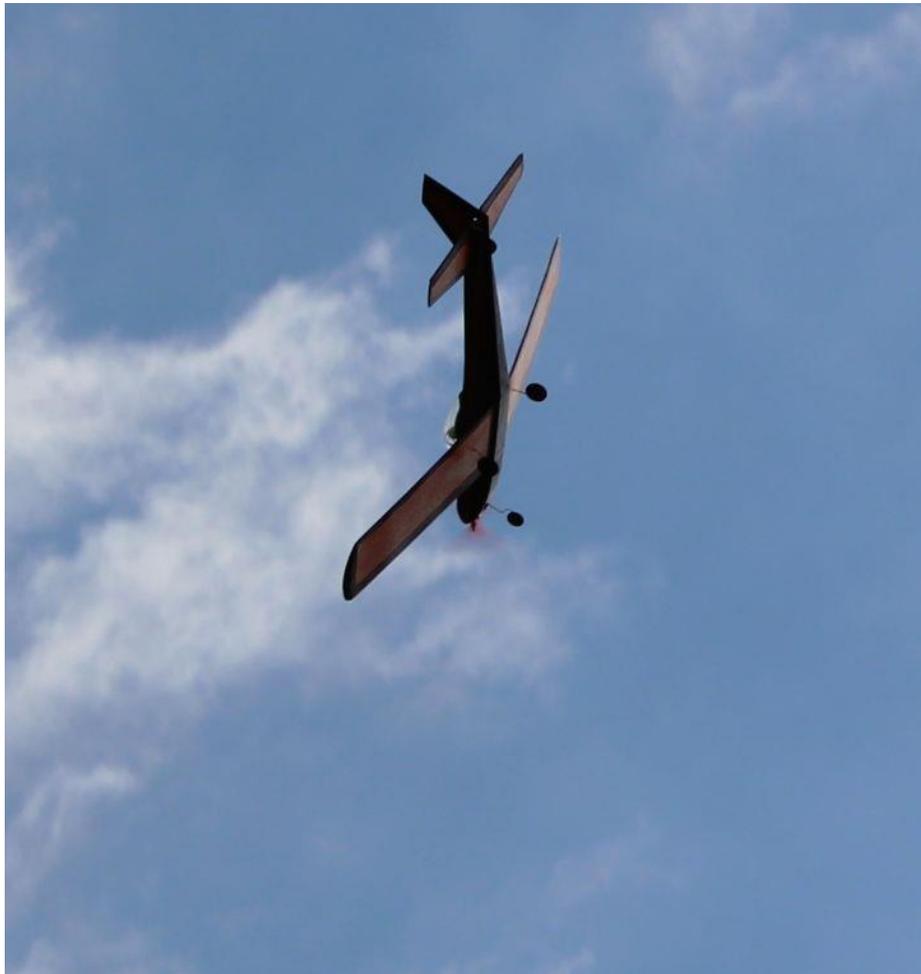
Just an additional note to the Swanee to say it has now passed it's flying tests and is into double figures for the number of flights. It flew perfectly OK from the start, but a bit of tweaking - 2 degrees more right thrust and 2 degrees more down thrust and moving the CG back 5 mm - improved it to the point where the handling leaves nothing to be desired at all. It is just as smooth as I remember my first one being 50 years ago, but with the extra dimensions provided by adding elevator and throttle control. I have changed to a 7" x 3.5" GWS prop to further drop the power to between 60 and 70 watts, so the 150 watt motor and 20 amp ESC are having a very easy time! The 850 2S lipo provides a comfortable 9 minutes of mixed throttle flying with enough in reserve for a couple of go-rounds if I mess the approach up. It is just a very good, well sorted and enjoyable to build design. My flying sessions and the availability of my camera person wife haven't coincided so flying photos are still lacking, I will send you a couple as soon as I have them.

The next project, Peter Holland's strange little Size 9 sea plane is structurally complete, see attached photo, and I will send you finished photos and, I hope, a flight report for the end of August issue.

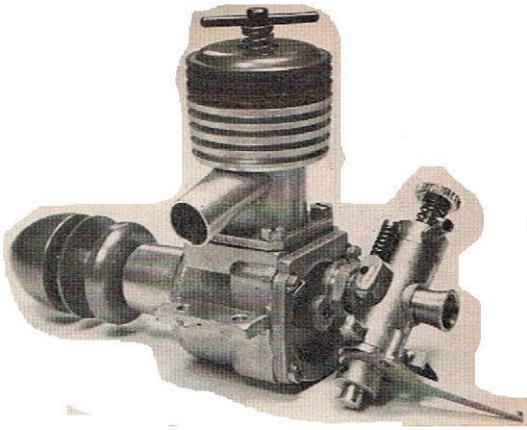


Maybe a bit late for this month but I managed to get weather, light and availability of my photographer wife to coincide yesterday and got some flying shots, here are a couple or three. *(Received 1 August)*





Taplin Tempest 3.47 cc from Aero Modeller September 1970



Although it is now over twelve years since Taplin model diesels were first put on the market, the new Tempest is the very first single-cylinder Taplin engine to be produced, all previous models having been in-line twin-cylinder units. Taplin engines are made by Dinton Engineering Ltd., of Margate, Kent, a subsidiary of the Birchington Engineering Company Ltd.

In general, the Taplin Twins are better known to boat modellers than to model aircraft enthusiasts and the new single-cylinder engine is, like its predecessors, available in a choice of aircooled or water-cooled models. In common with the current Mk. III 8 c.c. Twin, the Tempest is easily convertible from watercooled marine to aircooled aircraft specification and vice-versa. Cooling

jackets, after unscrewing the cylinder head, are readily interchangeable, as are the flywheel and prop drive assemblies.

Essentially, the Tempest is a variable-compression, rear-induction diesel with throttle control and a swept volume of just under 3 1/2 c.c. Most throttle-equipped aircraft engines of around this displacement are, of course, of the glowplug type with shaft valve induction. Construction is rather different from the majority of current production engines. A short crankcase casting is used and this terminates in a rectangular seat onto which the cylinder is bolted by means of a flange at its base. The cylinder has two internal flute type transfer passages diametrically opposite a single exhaust port. A stub exhaust pipe, angled downwards, is soldered, with special high melting point solder, to the outside of the cylinder. No silencer is at present offered for the Tempest but the stub provides a convenient outlet to which a simple home-made silencer could be fitted. So as not to impose undue strain on the soldered joint, it might be as well to keep the silencer as light as possible, or to mount it separately and connect it to the exhaust stub with a short length of flexible tubing. The distinctive Taplin carburettor screws into a boss in the crankcase backplate and can be rotated to the angle best suited to any particular installation.

Originally designed for the Twin, where it is mounted on a manifold on the side of the engine, this carburettor has the disadvantage, when fitted to the Tempest, of having the throttle arm moving from side to side rather than back and forth (such as is normally required for direct linkage to a servo). However, there are a number of ways of overcoming this problem. For example, a simple bell-crank could be used to convert the fore and aft motion of the servo push-rod to a lateral movement. Alternatively, the throttle arm, which is locked on with an Allen grub screw, may be removed, turned through 90 degrees and replaced upside down. This would, admittedly, render the throttle stops ineffective and the arm could, instead, be cut short and a new arm fitted at 90 degrees to it, retaining the existing spigot for the throttle stops.

At over 8 oz. the Tempest is fairly heavy for a 3+ c.c. engine but is robustly made. Being intended primarily for boat work, where users are apt to run their engines continuously for long periods and having regard to the fact that the manufacturer has had many years' experience of the requirements of model boat enthusiasts, the Tempest should have hard-wearing qualities. The only item about which we have any doubts is the method of mounting the aluminium rotary-valve disc. This rotates on a fixed pin (apparently of brass) and it was noticeable that, at the end of the tests, a fair amount of liberty had developed on our particular engine. The makers could very easily correct this if they find it necessary, and no doubt a suitable modification will be incorporated.

Performance

Our test motor was one of the first production units and was submitted by Dinton Engineering Ltd. It was given a total of approximately two hours running time before tests were undertaken.

The Tempest started quickly at all times and was simple to handle. The needle valve adjustment was very positive and the compression control was equally easy to operate. When the engine had warmed up and the contra-piston had tightened in the bore, the compression lever did become rather uncomfortably hot and stiff to handle, but this would not bother the average user once the running setting had been established for the prop normally used.

Like most diesels, the Tempest proved capable of handling a wide variety of prop sizes — anything from 9x4 to 14x6 in fact. Revolutions recorded on the most useful prop sizes included 6,900 r.p.m. on a 12 x 4 PAW Trucut, 6,700 r.p.m. on an 11 x 6 Power-Prop, 7,700 on an 11 x 5 Top-Flite (standard), 7,900 on an 11x4 PAW Trucut, 8,300 on a 10x6 Top Flite (maple), 8,800 on a 10x5 PAW Trucut, 9,200 on a 10 x 4 PAW Trucut. 9,300 on a 9 x 6 Top-Flite (maple), 10,600 on a 9 x 5 Top-Flite (standard) and 11,300 on a 9x4 Keilkraft nylon. Like all single-cylinder diesels in the larger displacement sizes, the Tempest produces somewhat higher vibration levels than the typical glow engine of similar swept volume. Generally, vibration was most severe when the motor was loaded for speeds below 7,000 r.p.m., whereas the engine's most useful operating range, power-wise, is in the 8,000— 11,000 r.p.m. bracket.

Torque tests on the Tempest indicated a maximum torque of 29 oz. in. at between 6,000 and 7,000 r.p.m. and a peak b.h.p. of 0.26 at 11,000 r.p.m. These figures are much as one would expect of a throttle equipped diesel of 3 c.c. capacity and the maximum power output compares quite favourably with that of a typical glowplug on 19 R/C unit.

One does not expect the throttle performance of a diesel to be as satisfactory as that of a good R/C glow engine because the overcooling effect of prolonged idling tends to cause the engine to misfire and or stop when the throttle is reopened. However, the Tempest had better

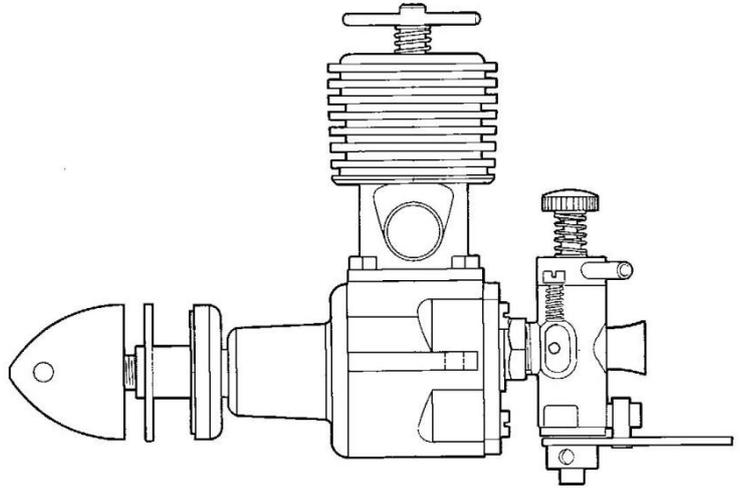
throttle response than almost any other diesel we have handled. On an 11 x 5 prop we were able to adjust the idling speed for a safe 3,000 r.p.m. and still get the engine to open up to full throttle again provided that the period of idling was not more than about 30 seconds.

For model aircraft work, the Tempests most appropriate role would be as a power plant for scale C /L or sport type R /C models. Diesel enthusiasts should be well satisfied with its performance and handling qualities.

Power/Weight Ratio (as tested, less silencer):

0.50 b.h.p./lb.

Specific Output (as tested, less silencer): 75 b.h.p./litre.



SPECIFICATION

Type: Single-cylinder aircooled compression ignition two-stroke with rear rotary disc-valve induction and throttle type carburettor. Crankshaft supported in one ball bearing and one needle roller bearing.

Bore: 0.557 in.

Stroke: 0.625 in.

Swept Volume: 0.2119 cu. in. 3.472 c.c.

Stroke/Bore Ratio: 0.951 : 1

Checked Weight: 237 grammes —8.36 oz.

General Structural Data .

Diecast aluminium alloy crankcase with integral main bearing housing containing one 3/8 x 3/4 in. ball journal inner bearing and one 3/8 id. needle roller Outer bearing. Case-hardened and ground crankshaft with 3/8 in. dia, journal, integral non-counterbalanced crankdisc and 7/32 in. dia, solid crankpin. Case-hardened steel cylinder with ground and honed bore. Cylinder has rectangular base flange and is secured to crankcase with four screws. Angled exhaust stub attached to cylinder with Special high melting point solder. Detachable machined-aluminium alloy finned cooling jacket retained by machined aluminium alloy cylinder head screwed on to Cylinder. Lapped Meehanite c.i. flat crown piston with 5/32 in. dia, solid gudgeon-pin. Stamped high-duty aluminium alloy connecting-rod with phosphor-bronze bushed big-end bearing. Diecast aluminium alloy crankcase backplate attached with four screws. Aluminium alloy rotary- valve disc mounted on brass pin fixed in backplate. Diecast aluminium alloy carburettor body screwed into backplate and locked by hexagon nut. Barrel type throttle valve with idling and airbled adjustment screws. Machined

aluminium alloy prop driver fitted to taper on crankshaft. Machined aluminium alloy spinner-nut. Beam mounting lugs.

TEST CONDITIONS

Running time prior to test: 1 1/2 hours.

Fuel used: Mercury No. 8

Air Temperature: 58 deg. F. (14 deg. C.).

Barometer: 30.05 in.Hg.

Silencer: Nil.

A Windy Day At Cocklebarrow Farm. Tony Tomlin.

The first of three Cocklebarrow Farm Vintage events, for 2016, took place on 10th July at this popular Cotswolds site. Again Paul and Val Howkins, with their willing band of helpers organised the event. This involved the required control tent, safety tapes, roadside signs and a myriad of other things including a special mowing of the strip all needed to give a relaxed days flying [thank you all].

The day started with a short sharp shower which did little to curb the enthusiasm of the dedicated fliers and the parking area quickly filled up. As the rain stopped the flightline was soon full with dedicated modellers flying in the gusty breeze blowing between the drystone walls.

It was noted that the smaller models were having a easier time as they seemed to cut through the gusts better than the larger models which were being blown about, making landings difficult for many. Models seen included the evergreen Junior Sixtys and Mini Supers, and a pair of Chatterboxes, a Sleeker [good in the wind], Majestic Majors, two Spooks, and a Buzzard Bombshell [not so good in the wind]. Peter Rose had brought along his 10ft. span Tomboy but wisely chose not to fly. There were a few unusual models including the electric Six Foot Plank of Mervyn Tilbury which, for a time, gave some excitement as its presence was noted by a pair of Red Kites giving it a close inspection! The T-Trays of Mike Spencer and David Lovegrove flew well considering their unconventional layout. Dick Blenkinsop was flying his 1947 O/D which flew smoothly as did the squadron of electric models flown by Boycott Beal, his Popsie and Sportster were often seen flying. Some classic American designs were flown, these included the Astro Hog of John Mellor and a pair of Bob Palmer Mars C/L design converted to R/C, with their distinctive twin fins, flown by Mike Spencer and David Lovegrove.

David Lovegrove also gave a demonstration flight with his Galloping Ghost equipped model. To many this was the first time they had seen a model with its fast flapping rudder and elevator and this attracted a lot of interest.

As the day progressed with the rain holding off, fliers kept arriving. All told there were 25 fliers signed on with around 45 models. It was noted that many other people with models had arrived but decided not to fly. As always the parking area was full of groups of vintage fliers all having a good chat and renewing acquaintances after the long winter lay off. Many enjoyed looking at the items some modellers were selling, which of course is one of the features of Cocklebarrow. Sadly when only a small number of fliers sign on the cost of hiring the field from the farmer cannot be met, as happened this time. It is thought not unreasonable that if you attend a meeting with models whether or not you fly, whatever the weather you should pay the small flying fee to enable these sociable events to continue.

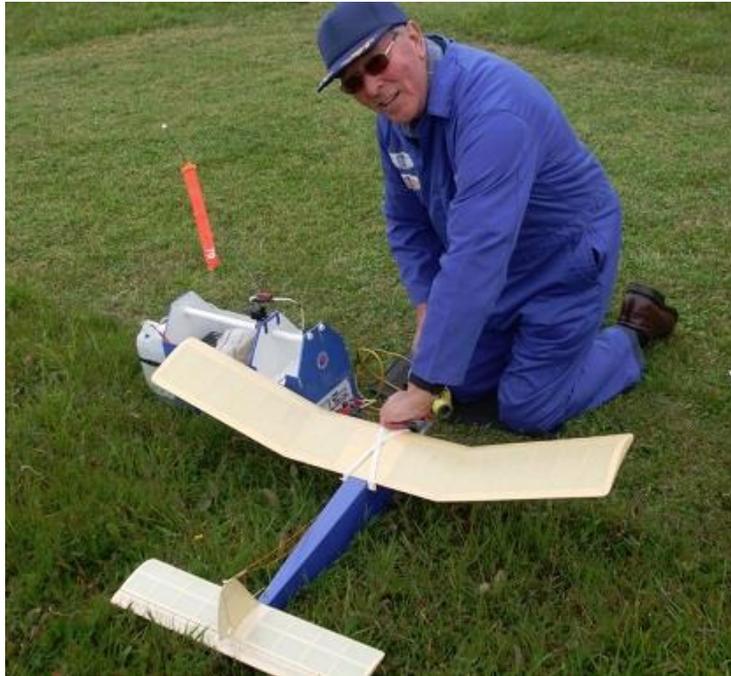
Overall the meeting can be considered a success, the rain did not return although the wind gradually increased and all flying ceased around 4pm. It was good to see everyone again and fliers look forward to the next Cocklebarrow on August 21st and October 2nd.



Aileron and non aileron Super Sixties



Spook and Privateer difficult to land in the windy conditions



Ian Andrews with AM15 Madcap



T-Trays by David Lovegrove [large] and Mike Spencer [small] both flew well.



Very smart Schiffmuller



Electric Large Popsie and Sportster flew well in the wind.

From Ronald in Belgium

Here some pictures of my two old faithfuls finally getting some air under their wings, for the first time this summer. We had very unsuitable weather to fly slow old timers: very high winds most of the time. This time the sun was burning 34°C (I had to cover the elastics holding the wing of the Lanzo Record Breaker with a old towel, as they snapped in the sun's heat while on stand-by) and the wind a benevolent force 3 SSW: a joy to fly! The next day was even better for the Radio Queen, with temperatures cooling to 27°C and the wind dropping to force 2 NWxN. I only hope these conditions will stay for a long time to come, in order to be able to enjoy the sight and the sound of these lovely old timers.









SHOWSCENE. Dave Bishop

This 2016 season so far, has had a mixed bag of weather and it hasn't been helped much with yours truly having a nasty bad back problem, so much so, that I had to cancel going to the recent Old Warden Modelair flyin on July 23 - 24 an event that I had been looking forward to attending so much. Of course I am informed the weather on the Friday and Saturday was perfect and the team of the radio flight line "workers" (Croydon and Caterham clubs and local clubs) enjoyed some wonderful flying. The Sunday and final day, had a nasty cross runway wind and sometimes the models were laid on their backs to prevent them blowing away. One thing that I have been informed of is that the brilliant scale builder and flyer (and multi winner at Old Warden) Don Coe of the Croydon club, has been extremely generous and given away some of his wonderful aeroplanes to friends. One was his Bleriot given to James Gordon and another was his superb Tiger Moth to Peter Royalle. One other scale builder/flyer/winner is Roger Godley who has donated one of his scratch built WW1 bombers, a Handley Page 0400 to his local museum which is now hanging in its glory from the ceiling at Manston Museum.

Another kind thing happened at the 30th anniversary of the Wings & Wheels show at North Weald aerodrome which was a lovely present of "goodies" given to yours truly by Jane Stephenson who is handing over that show to her son Tom "so that it will continue for another 30 years". Three of us (Les Eagle, Dave Hayfield and yours truly) agreed last year that we would retire after this "last show" of hers, but I was met by Jane on the Friday afternoon before the show with the words "the show will go on". There was an immediate offer made to Tom and Jane Stephenson of my two DB Sound workers, Rob Shipton and Stuart Harris, to work in future as show director and flight line officer. This is a job that both of them have been doing very successfully at many shows in this country for the past 30 years. You won't find a better pair who work so well together as a team. Their CV show experience is well known to the many of you who are regular show attendees. Apart from that, this is a much shortened Showscene report for August, I will do better next month with more details and pictures.

Attached are a few pictures taken at Jane Stephenson's Wings & Wheels "last show" at North Weald.



The wonderful team of Horizon who stopped the show with their models and brilliant flying.



Simply two of the best Horizon Boys Azza Stephens and Sunny Millgate



One beautiful full size two seat Mustang landing at North Weald aerodrome.



A super quality Mustang model seen at North Weald.



Don Coe with his superb Tiger Moth that he has kindly given to the Croydon clubs chairman Peter Royalle

'SCHWEINHUND'

A new SE5a kit graces the Microaces Aero hangar

A very distinct red SE5a flown by **Cpt. Duncan Grinnell-Milne** in 1918. In fact, Grinnell-Milne had already spent 2 years of WWI as a Prisoner of War.

And you can imagine that during his time in captivity he got the chance to 'improve' his German vocabulary, and on his epic escape from his captors in 1917 and subsequent return to combat, decided to emblazon what is in-fact a vile German insult on the side of his uniquely painted aircraft.

(Apologies to our German friends reading this - we don't mean to offend.)

It's almost as if he wanted to be seen in the air by his foe, so he could deliver his written jibe, backed up with hot lead from his machine guns!

This 1/24th scale kit is now available on the [Microaces website](#). Please feel free to browse through the product shots and see how realistic this 14.5" wingspan micro kit looks PLUS find out more about how you could be building and flying it very soon...









If you've already ordered a Pledge or Pre-order Bishop or Landis SE5a kit, they have either been dispatched or are about to be sent. We had a fantastic response to the launch of the SE5a so it's just taken a little longer to get the kits built to satisfy the forward orders. Many thanks for your patience once again!

OTHER MICROACES AERO SE5a KITS AVAILABLE

All American Ace Pilot Reed Landis in his 25th Aero Squadron SE5a.

Canadian born William (Billy) Avery Bishop was credited with 72 aerial victories making him the highest scoring Canadian of WWI







IMPORTANT INFORMATION

Two very relevant reasons to buy Microaces kits now...

- 1) The UK's impending exit from the European Union has sent our currency tumbling to its weakest point for decades. This means British goods are great value for those buying from anywhere outside the UK.
- 2) In August Microaces will have to start charging for delivery. It is likely to be a £3.49 flat fee for delivery anywhere in the world so won't make a huge dent in the wallet but if you want to save, now is the time to get your order in. Any orders received before 1st August 2016 will have free delivery available as default.

Our mailing address is:

Microaces Ltd
33 Springdale Rd
Broadstone, Poole, Dorset BH18 9BN United Kingdom
Designing the Bristol F.2b 'Brisfish'

Applying the scales and monstrous head to the Bristol Fighter was one of the more unusual things I've done whilst committing aviation art. The second 1/24th scale (no pun intended) Bristol is now ready for its maiden flight.

Many of the improvements made over the first prototype have served to stiffen things up so the results should be positive...

Other improvements have enhanced the detail on the Scarff ring and rear facing weaponry plus an active suspension tail skid. (Loom Bands finally have their uses).

Anyway, I thought you'd like to see how it's all come together to make this very unusual and appealing aircraft.

We are still taking pledge/pre-orders for both the 'Brisfish' and 'Brisfit' kits which we now estimate will be available in September.

If your looking for something that will make a refreshing change and a bit of a talking point for the coming indoor season then this could well fit the bill.

Jon Microaces Ltd

<http://microaces.myshopify.com/>





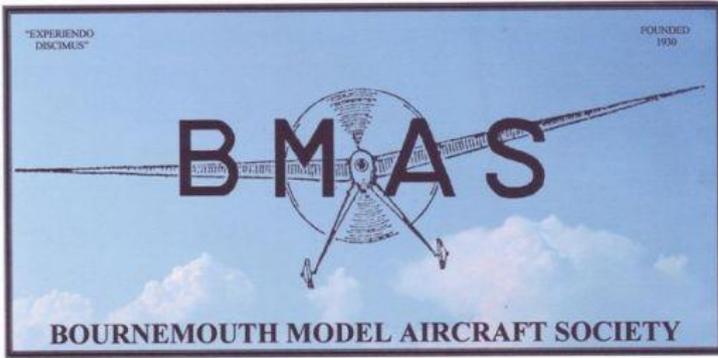
EVENTS

Control line at Wimborne MAC

9 October Sunday An excellent control line event with 6 grass circles contact Chris christopher.hague@ntlworld.com

Cocklebarrow

The dates for Cocklebarrow have been confirmed as 21st August and 2nd October.



INDOOR MODEL FLYING 7pm to 10pm

FREE FLIGHT ONLY

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

COMPETITIONS incl GYMINNIE CRICKET & SERENE LEAGUES

ALL FLYERS MUST HAVE BMFA INSURANCE FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £5 Spectators £1.50

CONTACTS: JOHN TAYLOR 01202 232206

All dates are Tuesdays 23August 27 September, 25 October, 22 November

FLITEHOOK

Indoor Free Flight Meeting
West Totton Centre,
Hazel Farm Road,
Totton, Southampton.
SO40 8WU

Café on Site

Contact Flitehook
E-mail flitehook@talktalk.net
Tel. No. 02380 861541

Flyers £6, Spectators £2

Sundays 10.00a.m. to 4.00p.m.

2nd October 2016

6th November 2016

4th December 2016

Tuesday 27th December 2016

10.00a.m. to 3.00p.m

2017

Sundays

8th January 2017 9.00a.m. to 1.00p.m.

12th February 2017 10.00a.m. to 4.00p.m

12th March 2017 10.00a.m. to 4.00p.m

9th April 2017 10.00a.m. to 4.00p.m

THE NORTH COTSWOLD MODEL AERO CLUB

BMFA MID-WEST 166

FLY FOR FUN



EVENT 2016

AUGUST 13TH & 14TH

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
CONTACT: 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 13TH :

**MODELS DESIGNED BY THE LATE
VIC SMEED**

SUNDAY 14TH :

**A ONE-DESIGN EVENT FOR SID KING'S
COTSWOLD**

'NOVICE'

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

**SHILTON
VINTAGE (FLY IN)**

BLACKWELL FARM

Saturday 10th and Sunday 11th September 2016

Details and directions for the Shilton Vintage meet on 10th and 11th September 2016.

Flying all day Saturday and Sunday.

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

BMFA members only. Proof of Insurance required.

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

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

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

Caravans/Camping £10.00 for weekend

Flying £5 per pilot.

Local facilities are available in Carterton 3 miles away.

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

Email: nick@nickblackwell.co.uk

OR Derek Foxwell Tel: 0208 647 1033

Email: derekfoxwell@btinternet.com

OR Boycote Beale Tel 01993 846690

Email: bealekraft@outlook.com

Directions:

By road from the north:

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

By road from the south

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

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

Dens Model Supplies

Traditional and Electric Control Line kits and accessories for the Sports Flyer

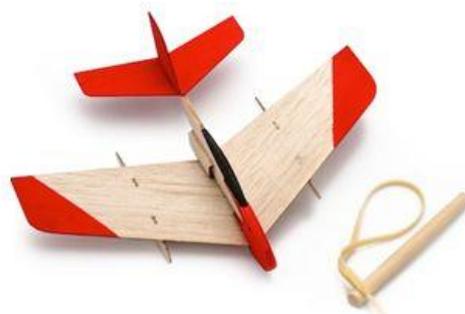
*Exclusive UK Stockist of the range of E-Zee Timers
For Control Line – Electric Powered FF – Servo DT Only*



E-Zee Timers

Black Hawk Models

stevensTM
aeromodel 



Kits and Cox 049 Engines from under £20...CL Cox 049 Starter Package £60....Electric CL Plug and Play Starter Package £80.....Glow Plugs from Merlin....hard to find CL accessories at sensible prices.....E – Zee Timers from £12

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



Belair Vintage is pleased to offer canopies for many of your favourite Keil Kraft, Mercury and vintage designs. Our moulds are designed in Rhino 3d using the plan's original outlines and profiles, then machined on a 4 axis Roland CNC mill, then vac-formed in house. No longer will you spoil the look of your KK Pacer or Ranger with a generic canopy, when you can use the original canopy.

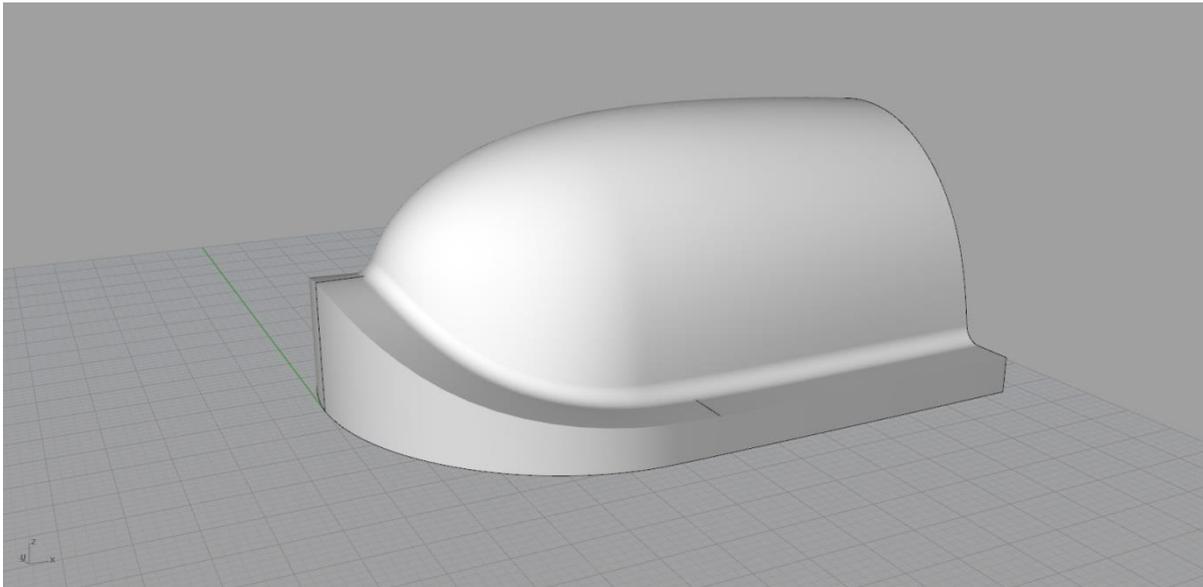
To complement the canopies, we are also producing original style bellcranks for many vintage Control line models.

Our latest list of Vintage designs has also grown and now includes -

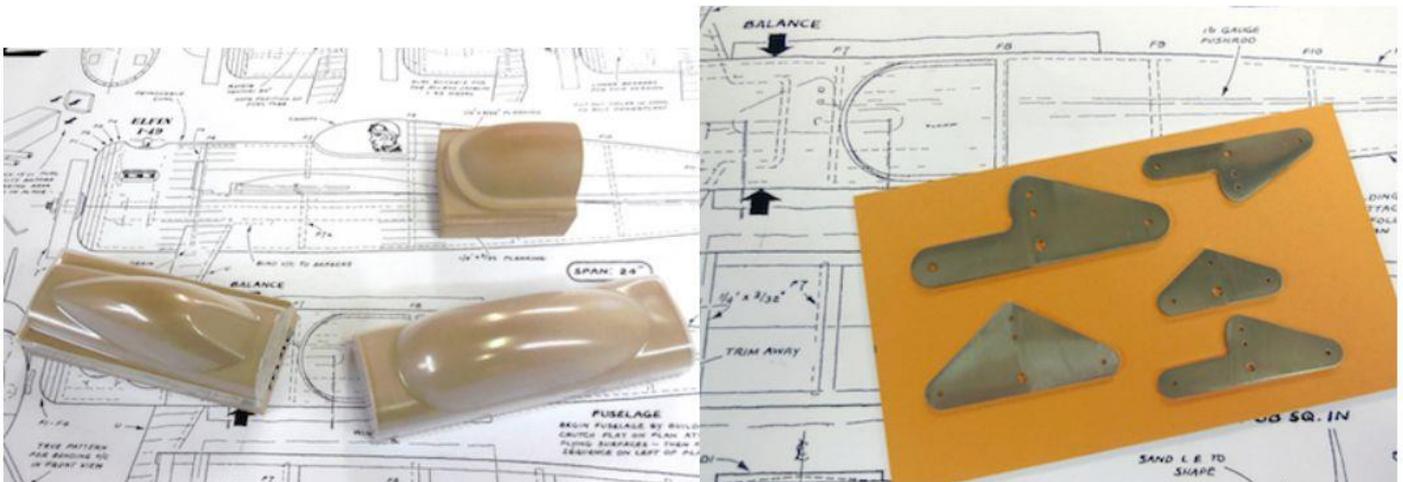
- All American Stunter - De Bolt inc plan
- KK Phantom - later version
- KK Phantom - early version
- KK Phantom Mite - 16"
- Princess
- Blue Pants
- FW-190 Focke Wulf CL 33" span Veron
- Veron Panther 41" span
- Veron CL Stunter MkII 30" span
- Mercury Team Racer MK1
- Philbuster 28" span
- Boogie Woogie AM
- Icarus - Coasby AM
- Peacemaker 46" inc plan
- Ringmaster Profile 42" inc plan
- Rascal
- Senior Monitor
- Supermarine Spitfire Mk XII Parts Set for AM1688
- Taurus - Coasby
- Thunderbolt - Morley
- Veron Nipper
- Vickers Viscount scale model
- Voetsak 1946 - Ron Moulton
- Weatherman - Cyril Shaw Speed CL original
- Weatherman - Clubman profile inc hardwood
- Skiffler - D Platt with canopy
- MiniBuster
- Philbuster
- Veron Combateer
- Peacemaker - Profile and built up with canopy
- Spectre KK
- Chizler
- Time Traveller
- KK Ranger Mk1 & 2 with canopy
- KK Pacer with canopy
- Spitfire 45" Pentland design CL776
- Humongous
- Mercury Mac with canopy

- Ringmaster
- Mercury Midget
- Tucker Special
- Feno
- Chizler Classic Stunter with canopy
- Sukhoi SU-26 profile stunter
- Trojan SAM35 Jasco
- Mercury Combateer with canopy
- KK Bantam
- KK Scorpion
- KK Super Scorpion

Call Belair Vintage on 01362 668658 for your free Vintage Catalogue.



Computer image shows the 3D development of the Keil Kraft Ranger Mk1 canopy.



Regards,

Leon Cole
 Belair Kits
 Tel: +44 (0)1362 668658
www.belairkits.com

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