

## Sticks and Tissue No 117 – August 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](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://sticksandtissue.yolasite.com/>

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



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*Tom Hallman, 2016 FAC Nats*

## From Alan Abriss

Attached are photos from the 2016 FAC Nats DVD for you to use in Stick & Tissue. There is also a press release and photo of the DVD please give it a mention, thanks.



*Farrell*



*Beardsworth*



*Bernie*



*Deloach*



*Farrell*



*Hallman*



*Judging*



*Kaiteris*



*Maria Kondrat*





***Matt King***



***Michael Smith***



***Oliver Sand***



*Steve Blanchard*



*Thayer*



*Vance*



*WW1 mass launch*



*W1 Mass launch*



*WW1 mass launch*



*WW2 mass launch*



*WW2 mass launch*



[alanabrisphotography@hotmail.com](mailto:alanabrisphotography@hotmail.com)

## A real « Sticks & Tissue » Junior 60 From Brian Cox



I started building this Junior 60 in 1993. For various reasons, mostly domestic, it wasn't finished until 2008. As you can see, the plane is entirely tissue covered. I've hoarded easily enough tissue, silk and nylon for several lifetimes, so I thought maybe I should use some... This has resulted in the old Junior being fairly light. It weighs 2 lbs. 12 oz. (1250 g).

I was pleased with the way it looks, but my non-existent flying « skills » deterred me from risking it in flight.

Anyway, over the last 4 years, I've been teaching myself to fly, and the results have exceeded all expectations, so the time had come to actually fly the thing...

I finally took the plunge a couple of weeks ago, on 12th August 2016, 23 years after I started the build...

After all this time, I wanted a record of the first flight, so I velcro'd a cheap micro camera to my cap...

The engine is a 1952 ED Racer Mk II, that hadn't been run for around 20 years.

The video quality doesn't rival Hollywood, but I think it really does give the impression of flying a « traditional » Junior 60... It's here:

<https://youtu.be/LXd-liVED98>

## From George Stringwell

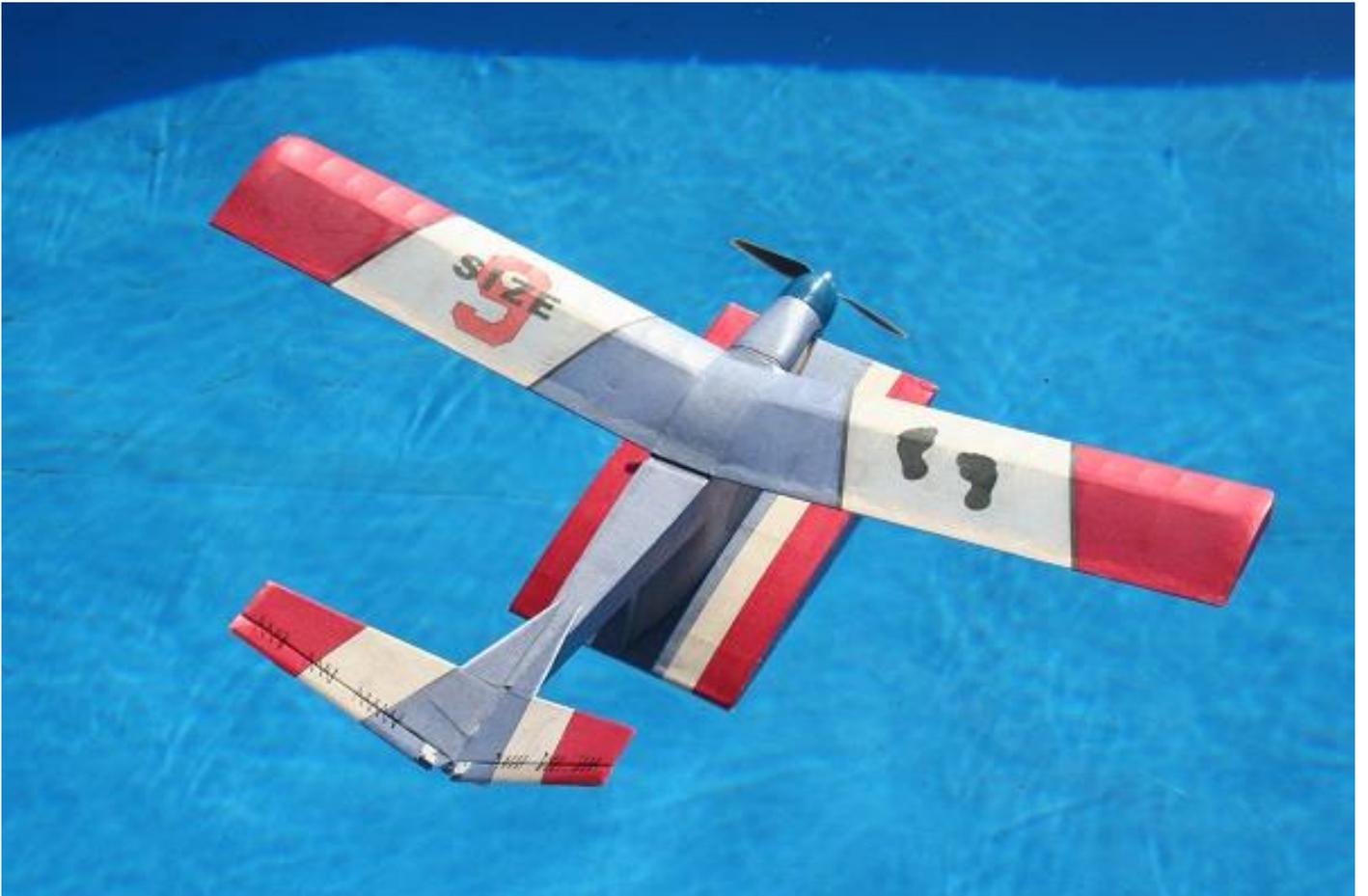
The Peter Holland "Size 9" I sent you the framework photo of last month is now finished and I attach some photos. Power is a BRC 90 watt out runner running from a 550 Mah 2S lipo via a 12 volt ESC. Radio is an Orange 6 DSMX Rx with two 4 gram micro servos driving the ruddervators, mixing via the DX6 Tx. Finish is 32 micron semi-matt document laminating film on the wing, and the coloured light Modelspan and Esaki tissue overall, multiple coats of nitrate clear dope. The float bottom and sides are then further covered with the doculam for additional water proofing and protection when flown over grass. All up weight is 11.8 ounces/330 grams and the power on a 6" x 4" APC-E prop is 60 watts. I went for a patriotic colour scheme representing my countries of birth and current residence, all executed in tissue, with the French tricolour on top of the float and the union flag on the bottom.

As the first photo, taken on our neighbour's swimming pool shows, it is amply buoyant and sits very nicely on the water. It also taxis sweetly at low throttle and, much to my surprise, could be steered around the pool perfectly with the ruddervators despite having no water rudder. The first flight, however, was "interesting" - and not in a good way! Since this was over my rough grass field it was necessarily hand-launched, the first difficulty being that the float is too wide to grip so I had a choice of an underarm toss gripping the fuselage behind the wing or an overarm launch holding the back of the float. Thinking the extra height might be useful I opted for the latter choice, and it went away OK, indicating that the power was about right. My elation lasted about 2 seconds as it became immediately apparent that, despite the CG being at 33% as per plan, it was extremely tail heavy. This wasn't the only problem as it had a fairly violent left turn and action to counteract this resulted in a really nasty dutch roll! By a combination of a lot of luck and a little skill I managed to keep it clear of the ground for half a dozen extremely uncomfortable circuits which occupied about 2 minutes. Finding it momentarily straight and level and in roughly the right place I chopped the throttle and it descended as if D/Td and plopped down flat on the grass at my feet. Whew! To paraphrase a famous Star Trek quote - "It's flying Jim, but not as we know it!"

Remedial action was clearly needed if this thing is going to fly in an acceptable manner, let alone take off and land on water. First of all a thorough check of the flying surfaces and alignment revealed no warps and a perfectly straight set-up. The lateral balance showed it to be a little left wing low, but only to the extent that it took a couple of 1/2" panel pins pushed into the right wing tip to correct it, surely not enough to account for the violent left turn. I can only suppose that the large side area under the wing is causing some sort of peculiar reaction with the spiralling propwash, so I added 3 degrees of right side thrust. Whatever the plan said, the CG just had to come forward and this was easily achieved by attaching some lead sheet to the front of the float, at present with velcro until I establish how much is needed, when I can then mill out a slot in the float LE and epoxy it in. The CG is now at 25%. This left the matter of the horrible dutch roll to be addressed, which I think is due to a lack of fin area as compared with the large front side area. To attempt to improve things I have attached a 5 square inch ventral fin under the "V" tail. So it is sitting there with these modifications awaiting the next flying opportunity. Surely it must be better, but we will see. So, no instant success with this one which, as I have enjoyed a really good run with the last twenty-odd models, is a bit of a shock to the system and a reminder that it isn't always that easy - but then, if it was, it wouldn't be much of a challenge. I saw an advert in the latest RCMW for the latest RTF model with three axis stabilisation which said "ANYONE can fly this model". Well, whatever turns you on, at the moment NO-ONE, me included, can fly the Size 9, at least not in any coherent and controlled manner, but if it is sortable I will sort it, and I know that if/when I do the sense of satisfaction will be all the greater. And if it is not sortable - well it will make a nice desk ornament and even has it's own built in stand!

I'm very glad that my Swanee has inspired people to build one, it really is a super little model, mine is over the twenty flight/ 2 hour mark now and is, as I knew it would be, a firm favourite. If any of the builders wish to see it they will find a full build log of my model, with lots of photos taken during construction, at <http://www.rcgroups.com/forums/showthread.php?t=2637111>. John Bowmer designed some very nice models, the single channel one before the Swanee, the "Erk" which was a full size plan in Model Aircraft in 1963, and his later, full house "Wifurskin" are also on my (too long!) "to build" list.







Further to the Size 9; I have flown it tonight after applying the changes described in my earlier email and I am pleased to say that the result has been to transform what was an uncontrollable animal into an absolute pussy cat! It has a fairly unusual look in flight, but quite fascinating nevertheless and that big union jack on the bottom of the float really shows up. So it will be taking it's place in the flying fleet rather than ending it's days as a desk ornament!





It is rather surprising that there are so few examples of this most economic light transport flying in the world today.

Using only enlarged fuselage proportions with more or less standard D.H. 82 Tiger Moth wing and tailplane units, the Fox Moth served a useful life with small airlines, charter companies and air circuses in pre-war years. G-ABVK which is chosen for Bernard Barton's model, was finished in two tones of blue for Hillman's Air Services operating out of Stapleford Tawney Aerodrome in Essex, whilst another colour scheme on G-ACEJ giving pleasure flights at Southport last year, inspired Mr. Barton to make a 30 in. scale model for his Mills 75 diesel. This was all silver with cream decking on the fuselage, registration letters in dark blue, and distinguished by not having a spinner. Unfortunately, G-ACEJ no longer exists as it crashed into the sea and was a total wreck. Now for the model, two basic fuselage sides are cut from 1/16 in. medium sheet. Mark cabin windows on the outsides, but do not cut them out at this stage. Mark positions of formers on inside of each half, all formers are cut from 1/16 in. medium sheet except formers F 1 and F 2

which are 1/16 in. ply. Cement formers F3, 4, 5 in position, using a square as shown in sketch and ensuring that the tail ends will meet correctly— cement formers F 2, 6, 7 in position when dry. Then cement tailpost in position (undercarriage wire is sewn to F 2 before assembly).

Carve noseblock to profile from 2 1/4 x 1 3/4 x 1 in. block balsa with rebated grooves to take fuselage sides and engine bearers. The engine bearers, noseblock and F 1 are now cemented in position. Cabane struts are cemented to formers 2 and 3 with silk patches. Cement backbone in position and cover top of fuselage with 1/16 in. Medium sheet, one piece each side from F 4 to former F 1, add 1/2 in. x 1/8 in. doublers between F 2 and F 3, paint inside of cockpit and cabin light green. The cabin floor can be painted when the windows are cut out after top planking is completed. Cement 18 s.w.g. wire hook to F 1 and 18 s.w.g. wire in position for undercarriage legs, cover bottom of fuselage with 1/16 in. sheet from F 2 to tail in one piece, plank bottom with 1/2 in. x 1/16 in. strips from F 1 to F 2, add 1/8 in. sheet balsa tailplane platform. Finish carving the noseblock, noting the offset intake hole, cover bottom of cowling with 1/16 in. sheet back to overlap on F 1. The curved cowling sides which are 1/32 sheet should overlap the basic sides. Top cover of cowling is carved from block balsa 4 1/2 x 2 3/4 x 1 in. The cockpit can now be opened up, blisters fitted to passenger's doors and oil tank to cowling side.

Wings are of straightforward construction—lay down the bottom spar leading edge and trailing edge over the plan, cement ribs in position, then add tips and top spar, cover with heavy grade tissue, remove as many wrinkles as possible, tighten with clear dope, do not water shrink in an effort to avoid warps on this narrow chord structure.



#### Flying

The model should be trimmed for first test flights with the rudder lightly cemented to the tailplane, the assembly being held to the fuselage by rubber bands to allow any adjustment required prior to permanent attachments. The rudder can be warped if necessary with a little heat after model is completed and the original was trimmed to fly in left hand power and left hand glide circles.

## From Jörgen

Hi James sending you some pic,s of my FW 190 kit from House of Balsa with an COX 0.49 TeeDee in the nose built some ten years ago never flown not this time either tank failure second model is an jr Skylark from Early RC Models also build some years ago suffered same tank problem so no flying this day maybe a good thing because stiff brease most of the day so my models lived to fly Another day.



## F3B-RES

Not sure but in hindsight I have to laugh at experts advice. While looking on the Hyperflight website I saw details of German competition for electric gliders 3 channel RES rudder, elevator and spoiler 3 servos only. Apparently the formula started 5 years ago in Turkey and caught on in Germany in last year or so in a big way.

There are a few enquiries on forums regarding such a competition in the UK and BARCS of course say no and offer their own comps. The joke is this formula has been and is being run by Chris Hague in Dorset for the last 17 years! [www.wessexaml.co.uk](http://www.wessexaml.co.uk)

## From Graham Bryant

I was fascinated to see in the latest edition of S&T a repro of the old Model Aircraft article on the Black Ghost combat model from, I think, 1958. I was a member of the West Bromwich MAC from around 1959 to 1963. It was almost a pre-requisite of membership that, if you wanted to fly combat, you flew Black Ghosts. It was quite a difficult model to build without defects. Its main problem was the very thin wing and the solid TE. This meant that it was not easy to build a straight and flat wing. Also, the wing-section on the MA plan is a lot thinner than the section I used, and I built quite a few Black Ghosts in my time. The very thin airfoil shown may have been fine for m.p.h. but not so good for manoeuvring. Another problem with the Black Ghost was that, as it was effectively a low-wing set-up, it looped a lot tighter than it bunted. I still have a Black Ghost (built in about 1976) with an Oliver Mk 4, and although nice to fly it does have this tendency to bunt rather too widely. The other put-off was the top-block of 1" x 2" balsa, and a suitable piece even in those days was a difficult find in the racks of most model shops. Bellcranks were 2" Paxolin jobs, and elevator horns were 1/8" plywood (much better than the later nylon horns, which often broke in half at inopportune moments). Covering was always nylon, and the best I ever found was at Walsall outdoor market, any colour you liked so long as it was yellow. Didn't matter, as we painted all Ghosts black anyway. I used Belco Brushing Cellulose + HMG fuel-proofer. I didn't find out for years later that Belco was proof against diesel anyway.

The Black Ghosts flown by the West Brom 'combat team' in those days were immaculately built, spray-painted, and polished, all with Mk 3 Olivers. However, I have to say that combat in the late 1950's and early 1960's was really 'team race with streamers' - modern close-following tactics had not been developed. There was also the added kudos of a die-cut club-owned "Black Ghost" wing decor mask, if you qualified for one, and I never did. The cockpit canopies I used were KK rubber-powered Mustang canopies, just the job.

My first Black Ghost was built for the Cranfield Rally in 1961. Powered with a (gulp!) Frog 349, as I couldn't afford an Oliver on pocket money. The Frog 349 was probably (no, definitely) the worst-performing engine I ever owned. It was rubbish. And me being me, my very first combat 'bout' was against Peter Tribe of Northwood MAC, with an Oliver/Razor Blade, and he ate me for breakfast.

I could probably build a Black Ghost from memory - I reckon I built at least a dozen, but even so never did any good at combat. My lasting memory is of Mike Kendrick and Mac Grimmett flying their Ghosts one Sunday morning at Perry Hall Playing Field in Birmingham, and the sound of their Olivers on 8 x 6 Topflite nylon props has stuck with me over the years. I even have an old original Topflite 8 x 6 which I use on my Ghost when I fly it - and watch the fuel siphoning from the top vent of the tank when the Oliver is started. Oliver Brew - 20/30/50 + 2.5% amyl. 3-strand Laystrate lines, a moulded KK CL handle (although I preferred one cut from 1/4" plywood).

Those were great days for a keen 16-year-old..

## From George R. Vale

A bit more armchair aeromodelling from me due to self-inflicted injuries. Been unable to drive or fly since I broke my arm last October. However all systems `Go' in May, except weather. Finally got airborne for a couple of sessions at the end of the month, then celebrated by stopping an engine with my thumb. That put me out of action for a couple of weeks, and after just one more flying session the weather has returned to normal. So it's back to the armchair:

C.G.s again

I was interested in the antics of Spike Spencer's T-tray, and couldn't resist having a shot at calculating the C.G. position.

I'm not familiar with the methods he quotes, but evidently something went wrong. I don't expect anyone will believe it, but my method came out with the right answer straight off. So if anyone's interested, here it is:

I downloaded a plan off the Net to work from. (Attached). Scaled to 24" span these appear to be the wing dimensions:

Centre section, 10" span by 20" chord (including elevator). Total area 200 sq. in;

Tips, 2 x 7" span by 9" chord, total area 126 sq. in.

Aerodynamic centre ( $\frac{1}{4}$  chord point) of tips lies at 2.25" from L.E.; A.C. of c/s lies at 5" from L.E.

Therefore combined A.C. will be at  $[(2.25 \times 126) + (5 \times 200)] / [126 + 200]$

= 3.937" from L.E.

I use a Static Margin of 7% chord as a starting point. For this we need to know the overall mean chord, which is area/span, i.e.  $326/24 = 13.583$ "

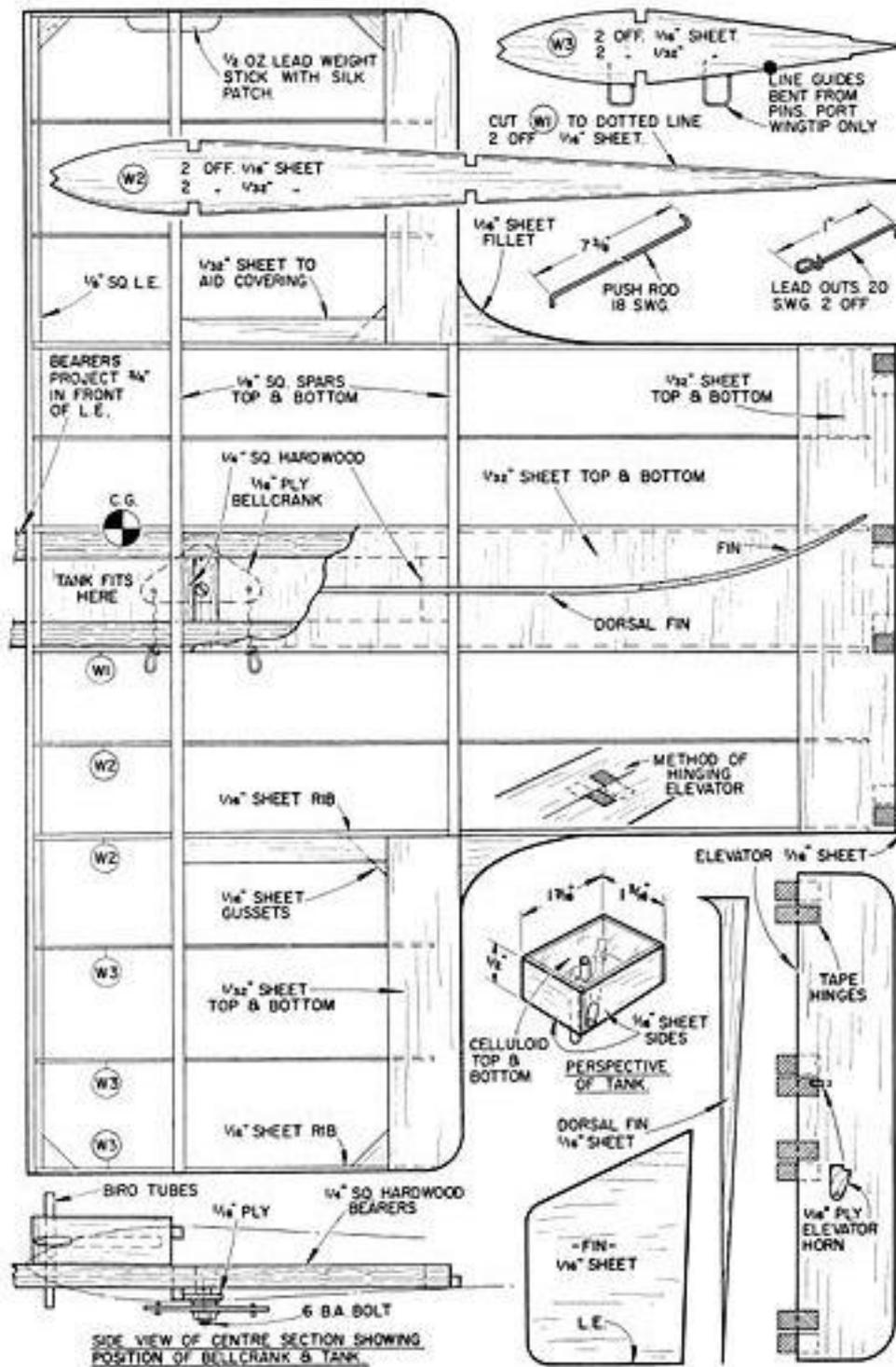
7% thereof = 0.951"

Hence corresponding C.G. position =  $3.937 - 0.951 = 2.986$ " from L.E.

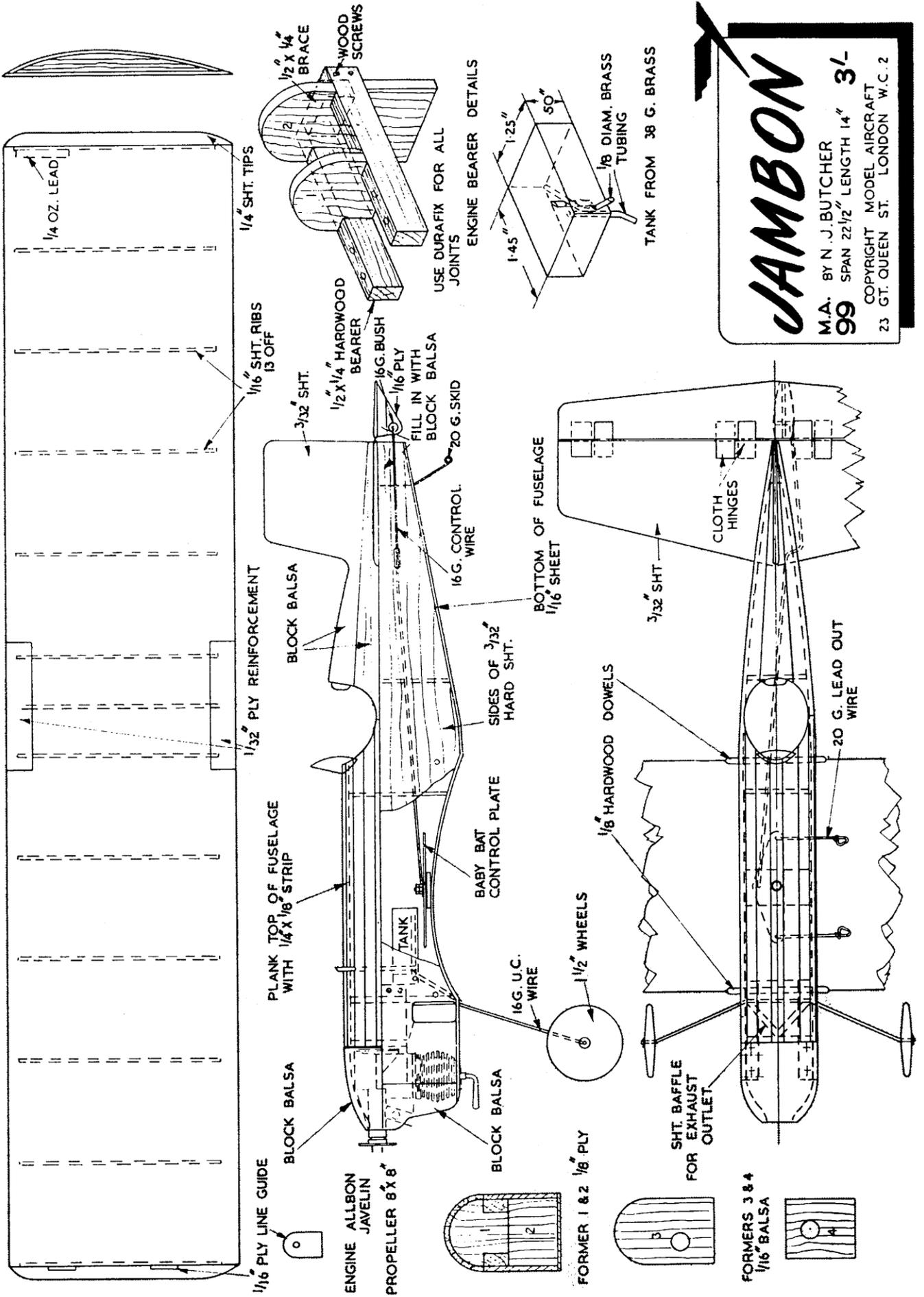
On the download plan I have the lines are a bit fuzzy, but the main spar appears to lie with its front at about 2.95" from the L.E. That's the position where Spike eventually found acceptable stability and which, I was pleased to find, coincided with my calculation to within a hair's breadth.

With the C.G. at the rear of the main spar, static margin would be only about 5% of mean chord, which would work fine with a swept-wing tailless model, but is perhaps a bit marginal for the straight-wing T-tray.

Only one thought about the varying elevator effectiveness. With a short model like this the elevator is quite near the propeller, therefore it receives the benefit of a strong slipstream effect. Which of course fades out when you throttle back.



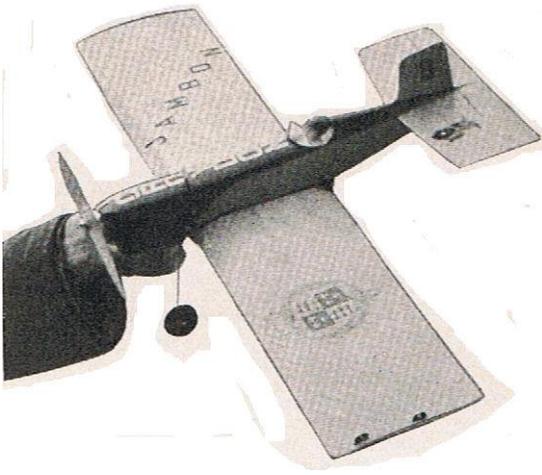
COVER PLANES WITH 1/16" SHEET TOP & BOTTOM DOPE ON LIGHTWEIGHT MODELSPAN TISSUE



# JAMBON

M.A. BY N. J. BUTCHER  
 99 SPAN 22 1/2" LENGTH 14" 3'-  
 COPYRIGHT MODEL AIRCRAFT  
 23 GT. QUEEN ST. LONDON W.C. 2

## Jambon a 22 1/2" span control line model by N J Butcher from Model Aircraft April 1951



When studying the plans of "Jambon," perhaps the first thing which comes to your notice is the fact that the wing area is well over the minimum required. This has been done for a specific reason, namely, that if using an engine of larger capacity, i.e., 2 c.c. to 2.5 C.C., it has been found that a too heavily loaded model does not have that manoeuvrability or glide which makes for safe racing. Even when fitted with a smaller motor there is no apparent loss in performance resultant from this extra area, but should the builder so desire, he can trim the wing tips down until the bare 70 sq. inches minimum remain.

### Fuselage

Commence by carefully selecting two pieces of oak or similar hardwood for the engine bearers, making sure that these are completely free from knots or cross graining. Mark the mounting hole centres and drill these with a 6 B.A. clearing drill. Take the cross piece and after having first drilled the bearers, glue and screw each into position to form a crutch. Now cut the ply bulkhead and thoroughly Durafix this to the motor mounts. After allowing reasonable time to dry, bolt the under carriage into position.

Having cut the sides to the shape indicated on the plan, cement these to the engine bearers and bulk head, hold together at the rear with a clothes peg and add all the formers. When these have been allowed to dry, insert the 15 c.c. tank and the control system, not forgetting to allow ample clearance for the push rod through the bulkheads. Cement wing dowels securely into position. Cover the top with sheet commencing from either side and meeting at the centre, sand completely smooth, cut out cockpit, add head rest fin and tail plane. Build up control horn as indicated on the plan, cement this to the elevator and link up the entire control system so that there is about 20 degrees "Up" movement and 5 degrees "Down." A word about the cowling. There is a baffle made from 1/16 in. sheet which restricts the air flow to the cylinder head of the engine only and behind the cylinder head there are two deflector plates which guide the air flow and exhaust gases out of the cowling.

### Wing .

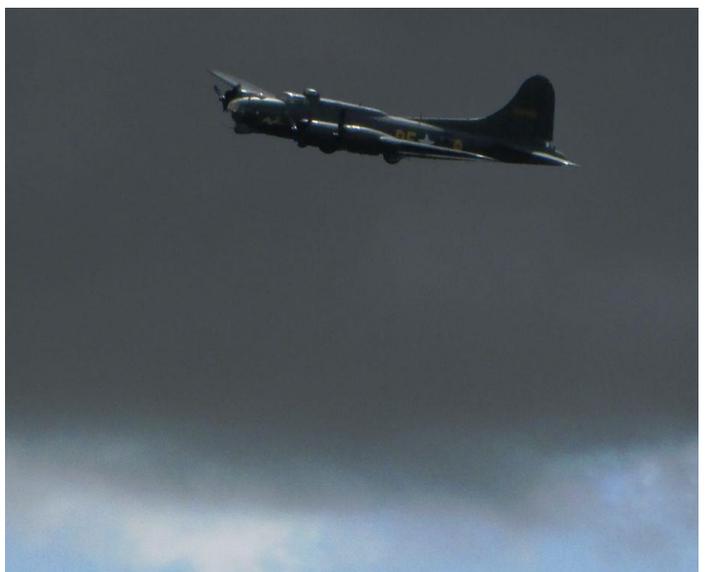
If you are unable to obtain 6 in. wide sheet take four pieces of 36 in. X 3 in. X 1/16 in. and cement these together on a flat surface to give two pieces of 36 in. X 6 in. X 1/16 in. Sandpaper these thoroughly on one side as once the wing is built it is not possible to do any vigorous sandpapering at all. Lay one piece on the building board and cement all the ribs in position, trim to the outline, shape, allowing about 1/16- in. overlap beyond the end of the ribs. Sandpaper this to conform to the wing section then cement on the top piece holding it in place with pins until dry. After these have been removed and the overlap trimmed off the ends can be sand-papered up square and the tip blocks added. Sand paper whole lightly and add ply strengtheners.

### Finish

Cover entire model with rag tissue or lightweight coloured Modelspan. Coloured dope is not recommended as it adds too much weight. Aerolac gives quite a pleasing appearance, is very light and if given two coats of Banana Oil on top, is completely fuel proof. Give coloured Modelspan four coats of Banana Oil.

**A few full size photos I took at Chalke reenactment event on 2 July 2016 James Parry**

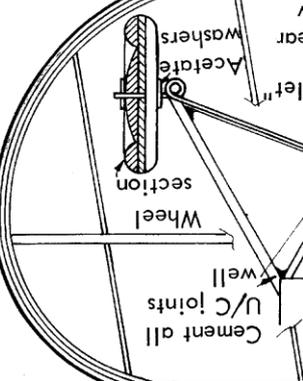
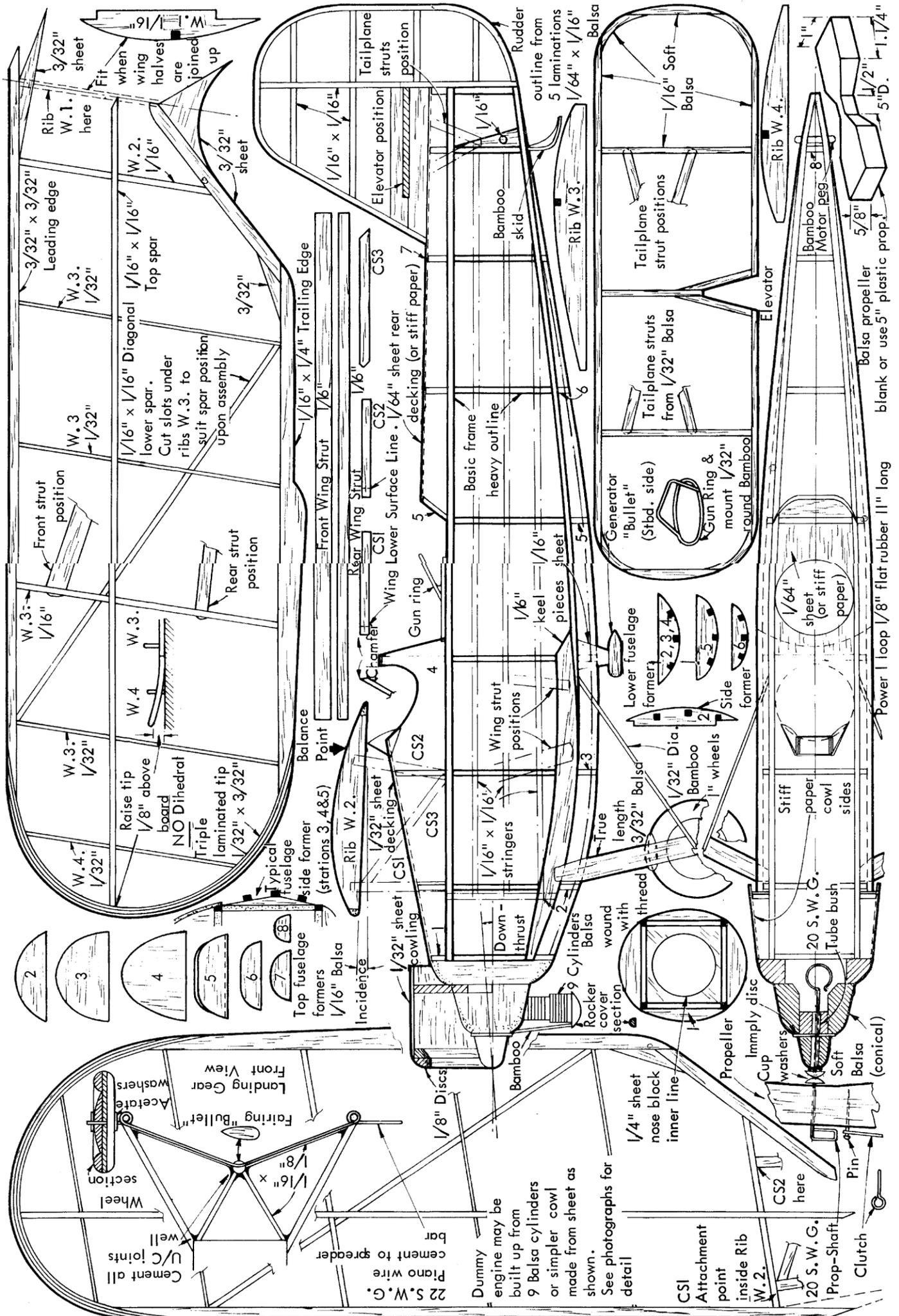
A Corsair, Swordfish and B17 flew over and did some passes here are what I snapped. The weather was a little inclement.





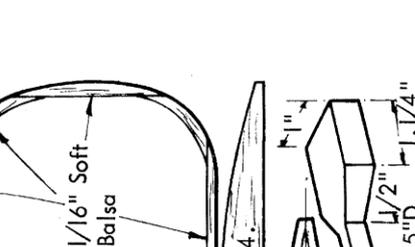
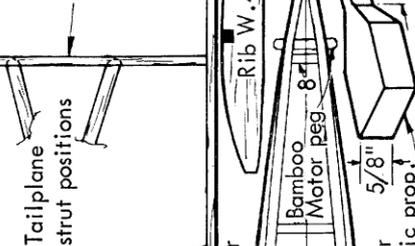
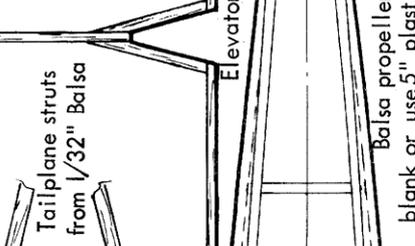
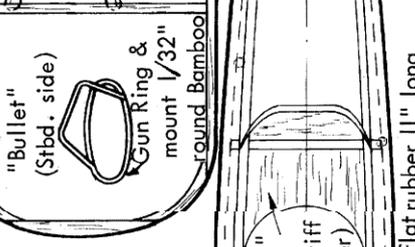
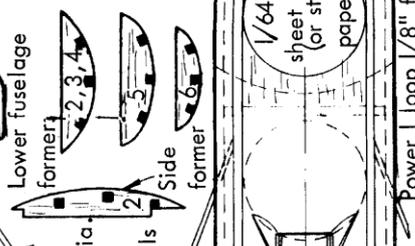
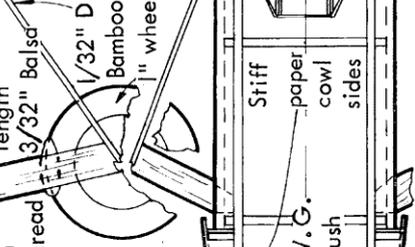
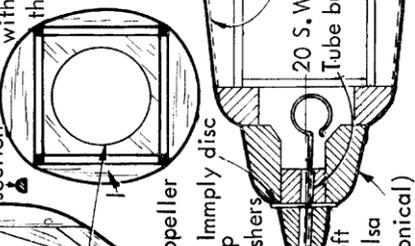
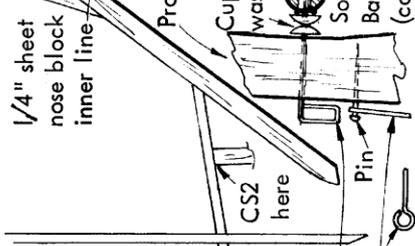
*Wasn't as low as it looks*





22 S.W.G. Piano wire  
 Cement to spreader bar  
 Dummy engine may be built up from 9 Balsa cylinders or simpler cowl made from sheet as shown.  
 See photographs for detail

CSI Attachment point inside Rib W.2.  
 20 S.W.G. Prop-Shaft  
 Clutch  
 Pin  
 Soft Balsa (conical)

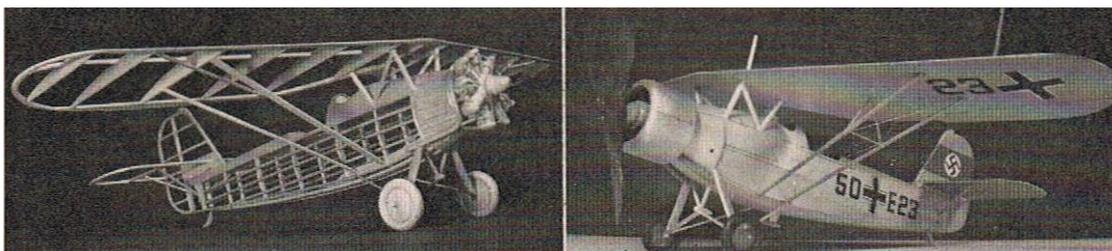


Power loop 1/8" flat rubber 11" long

Balsa propeller blank or use 5" plastic prop.

5"D. 1/2" 1/4"

**An 18 1/2" span rubber driven model suitable for indoor or outdoor flying by Doug McHard from Aero Modeller April 1970**



The Heinkel He 46 was widely used by the Luftwaffe in the mid and late Thirties as an Army Cooperation machine. Its parasol

lay out makes it an ideal subject for a stable scale model and the degree of wing sweepback dispenses with the need to use non-scale dihedral.

Choose your balsa carefully. Use the lightest possible material, consistent with strength, and use only sufficient cement to ensure sound joints. Surplus cement pushes up the airframe weight alarmingly, and a small model like this depends for its success upon keeping the weight DOWN!

First remove the plan from the magazine and place it over a flat building board. Start the fuselage by making a conventional box structure from 1/16in. square balsa and the 1/16in keel pieces.

Construct two basic side frames flat on the plan, then when dry, separate them with a razor blade. Re-cement at the rear post and complete the basic box by inserting 1/16in. square spacers top and bottom, to the lengths shown in the fuselage plan view.

The 1/16in sheet top and bottom formers are now cemented in place. Cover the top decking with sheet balsa or stiff paper, using P.V.A. glue to avoid the inevitable distortion produced by the shrinkage of balsa cement. Now add the bottom stringers. Side formers are 1/16in. X 1/16in. strips of soft balsa, tapered (after fitting) at each end as shown in the small sketch. Check the final shape by placing the 1/16in. X 1/16in. side stringers in position before cementing finally in place. Cement the main landing gear legs in place and fit the bamboo rear leos in position, sharpening the tops of these and forcing them into the fuselage keel pieces. Cement well. When dry, build up the rest of the landing gear assembly, starting with the cranked axle fairing. Streamline all struts and let in

the 22 s.w.g. axle flush with the fairing lower surface. Wrap with two layers of tissue, well cemented.

Cut away the top fuselage decking to allow the lower ends of the wing cabane struts (C.S.1., C.S.2., C.S.3.) to be cemented securely to the top fuselage longerons. Check the angle carefully to bring the top ends against the inside faces of wing ribs W.2.

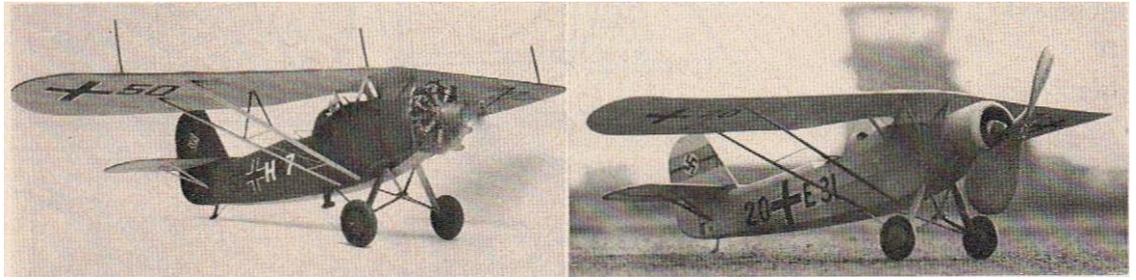
Before building the noseblock you must decide which type of engine you are going to reproduce. The simpler (cowled) version is recommended for the less experienced builder, but the exposed engine can be very impressive if you've the patience to build it! Make the nose plug detachable in each case, and bush with a 20 s.w.g. brass tube at the angle shown.

Wing halves are built on the plan. Take particular care to cut the inner ends of the spars, leading and trailing edges exactly as shown. The wing tips are laminated from softish 1/32 in. sheet cut into 3/32 in. Wide strips. Soak the strips in slightly watered down P.V.A. glue and form all three laminations pressed hard against a thick cardboard or 3/32 in. balsa former well waxed to prevent the laminations sticking to it. Hold in position with pins as shown in the photograph and do not remove until completely dry. Remove the completed wing halves and cement them together flat with no dihedral.

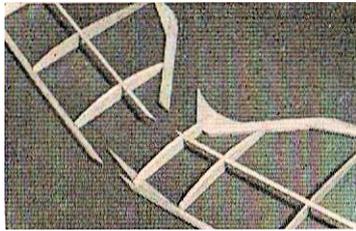
The fin/rudder outline is laminated like the wing tips. If you are unable to buy



1/64 in. sheet balsa, sand down a piece of 1/32 in. sheet to half thickness, using the sandpaper wrapped around a balsa block.



Each component is covered separately before final assembly. Use Jap tissue if available, otherwise use lightweight Modelspan. Cut away tissue wherever struts are cemented to the frame. Note how the struts C.S.1 and C.S.2 are chamfered at their top ends and cemented to the inside faces of wing ribs W.2. Be very careful to ensure that the correct angle of incidence is maintained. You can check this by cutting a piece of sheet balsa to conform to the angle between the top fuselage line and the wing underside, Use it as a temporary packing jig to achieve the right setting. Keep the wing tips level too. The tailplane assembly should be clear from the plan.



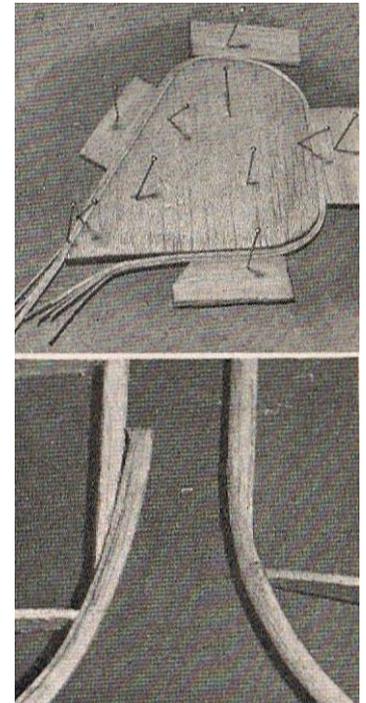
After steam—shrinking the tissue, apply one coat of thin, clear (dope all over with an extra one on the fuselage. Use colour (dope very sparingly. If you haven't got a spray gun we strongly suggest you leave the colour dope strictly alone. Brushed-on colour dope is very heavy and destroys flying performance. The distinctive trio of aerial masts on the wing are cut from thin acetate sheet, lower ends pointed and cemented into carefully cut slits in

the wing ribs.

Carve a propeller from balsa, to the blank sizes shown on the drawing, if you want to, performance. If you must use a plastic one, fit one of the very thin flexible, square-tipped type that come with those ready-to-fly stick jobs. They are far more efficient than the heavy sort supplied with the majority of small British kits.

Balance the model where shown, adding weight if required, to the nose. My original He 46 (cowled engine) was built from very carefully selected balsa and weighed just over 16 grams (.6 oz.) all-up. It required no balancing weights and flew on a 9 in. loop of 1/8 in. flat rubber.

The second He 46 (exposed engine) built exactly to this drawing and using the sort of wood that less experienced modellers might choose required a little nose weight and came out at 22.5 grams (.8 oz). It needs a 9 in. loop of 3/16 in. Rubber and, although somewhat faster than its lighter brother, it s still quite a slow coach by small scale model standards.



## From David Bintcliffe.

Please find enclosed some photos of possible use in sticks and tissue. First photo shows wing covering removed from Custom Privateer seaplane by Dick Mc govern ,a huge seaplane, probably made by an elderly gent in Torquay who powered it with an Anderson Spitfire petrol engine. He only flew it off the land as I had to build the outrigger floats when I bought it off him. I also converted it to electric for use at Longham .It's about 10 ft span . Under the removed covering the spars were all cracked ...covering was removed to straighten out a warp ..the tail also began to resemble a propellor ..so also was straightened and recovered.it now flies well in a stately fashion.

Next photo shows a Macchi M39..5ft 6 " span .just recently had its test fright ..which actually went well ...better after I had tried to slow my heart rate ...lack of water rudder in a breeze needs attention...otherwise very promising .This plane was built by Ray Randall a talented engineer from Ferndown ,who unfortunately died some years ago .still needs a spinner(omitted for cooling) and a pilot looking suitable Italian

Last photo shows the large custom privateer with the Berkley Sea Cat ..much smaller but similar designs ...the sea cat flies very well ...easy to land and take off ( the 35 meg radio gives the odd glitch which can get you attention over water! Note that the Custom Privateer in not lacking in the "length of nose department"









Here is the Macchi again now with spinner and pilot. awaiting further trials in calmer weather (gales at present and people being swept out to sea)





## **Good Day for the Cloud Tramp Fliers Tony Tomlin**

On Saturday the 6th of August at around 4o'clock dog walkers and picnickers on Epsom Downs were mistified to see groups of people of all ages walking across the Downs to a central meeting point. They were carrying small 20" span rubber powered balsa model aircraft. The group soon settled and the chat was of motor lengths and wing settings. Some of the interested spectators were asking what was going on and were interested to hear this was the annual Mass Launch of the model aircraft called the Cloud Tramp. The event is held in memory of Charles Grant who was an American who designed the model in 1954 in an effort to get American youth interested in aeromodelling, leading to full size aviation. The models are launched together at 17.00 hrs BST all over the world, giving this a true international flavour. This does mean that in countries literally on the other side of the world [New Zealand, Australia etc] the models are launched in the dark, some, times in sport centres and illuminated parks.

The meeting was organised by the Epsom Downs Model Aircraft Club [EDMAC] Luckily,for the fliers which is not always the case,there was wall to wall sunshine with a fair breeze blowing towards the grandstand. Fliers came from far and wide to fly in this unique event, now in its 22nd year. The club were pleased to welcome the current chair of Epsom and Ewell Conservators, councillor Liz Frost and the past chair, Jean Smith, who took an active part in the procedings. As the minutes ticked away nearer to the start time, Ted Horne, who gives the launch signal with his trusty whistle, got the fliers lined up in a straight line all facing into the wind. As the start signal was given the air was filled with what seemed like hundreds of models [actually 26] all climbing away. As always there was a lot of good natured banter as the fliers then had to chase after their models across the Downs, some flew for a few seconds with others travelling literally nearly to the grandstand.

All agreed that the meeting had been a great success and were already looking forward to next year!!



## From Graham Crawshaw

A few snaps at SAM35 Cocklebarrow Meet August 2016





I bought this pylon model at Cocklebarrow meet but do not know the model name. It could be own design. Tailplane and rudder are fixed at an offset so may have been a freeflight model before conversion to R/c. There m are bearers that could have been used for a small diesel. If anyone out has any ideas it would be appreciated



## North Cotswolds weekend meeting 14 / 15 August 2016

### Dan Mellor

Saturday was a blow out at the recent NCMAC Fun Fly, but Sunday was perfect! I Had several flights over two minutes with the Brown CO2 Moorhouse "Scram" and it never landed more than 50 feet away. I got talking to a gentleman about the Moorhouse kits and CO2 power when he told me that he had some CO2 stuff and asked me if I'd be interested. Like an idiot, I forgot to get his contact details before I had to leave, so if he reads this, could you give him my eMail, please?

I've attached a couple of pics; hope they are of interest.

Thanks! PS Tiggy from VMC kit with GM63, Other pic is Moorhouse Scram and Puffin, Peck Bostonian Pup, Whimsey biplane and Whoopee. All rubber or CO2.

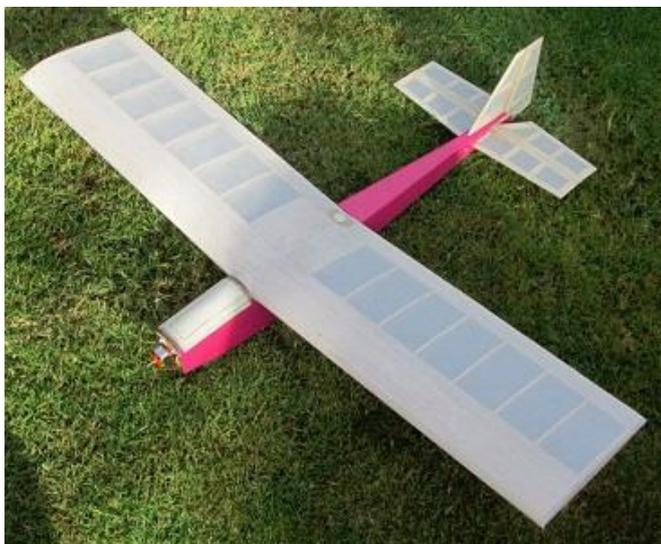


### James Parry

A really great weekend thoroughly enjoyable so thanks to organisers at NCMAC in particular Gray who no doubt will include more detail in his RCMW articles.

The Saturday was turbulent but Sunday perfection. At last Derek of Old School Model Aeroplane Factory had a maiden of his electric Lola and it flew well. Models were a mixture of all things, some free flight and control line as well as RC and a real treat so roll on next year.

On Saturday there was a Vic Smeed design competition and Sunday a Did King Novice. I'd hoped to finish my Novice E to take along but of course by 20.00 the previous night gave up trying to complete.



*My Novice now decorated with Chimpanzee type art*



*Some of the Novices on display*



*The OSMAF shop*



*Derek with the about to be maiden electric Lola*





*Simon Roger's collection, Wren ended up a tall tree*







*Bill Wells with original Peter Fisher Sun Bird, recovered*



*Gas Buggy look at own built V2 cylinder motor*



*Mike Cummings with his kit Cardinal*





### **From Dave Bishop of D B Sound**

Problems. My office computer has been “spond” as the Goons used to say and all the words and memories that I have written about and all of the many hundreds of photographs that I have taken over many years have all been “encrypted”. It means that this blooming virus stops me from opening any of my items in my computer. All I get from the screen is a message telling me that the only way I can get back to my normal computer is by paying money NOW. I understand that the ransom money that “they” are talking about is 600 euros and (apparently) if you are a businessman in America, then it will cost you thousands of dollars to have the same treatment. Luckily I have some very kind and extremely clever friends who sort out this problem on a daily basis. I do hope that I will be back on air properly again reporting on the Showscene. Also I had an incident recently when I fell down an 8 tread pair of steps whilst cleaning my caravan’s roof and I did some damage to something or other to my back. I now sympathise with anyone who has suffered with back trouble ‘cos it isn’t very nice. Sleeping is a problem and driving any vehicle is even worse. Altogether now = aaaaaaaaaaah! Anyway let’s crack on.

I felt quite sad at the 30th and final Jane Stephenson’s Wings & Wheels show at North Weald airfield over the June 25 - 26 weekend as it was my 34th time that I had “worked” there, with the first one being a full size event many years before radio controlled model shows came along. Then there were three shows by a team of three chaps with one of them named “Woody” and another was Mr Jackman who had been previously a guest flyer with a homemade jet propelled aeroplane that he one time flew at my Family Model

& Craft show at Plumpton Racecourse. Well on the Friday evening before Janes last show at North Weald, Jane told me that the Wings & Wheels show was going to continue for another 30years, which is very good news. I was also delighted with some very nice presents given as a goodbye thankyou from the excellent hard working team there. So we four, Dave, Sheila and Les and your scribe, will be visitors and something to very much look forward to attending.

I sadly missed the recent Old Warden over the July 23 – 24 Modelair Scale weekend and the team of regular helpers were in action to help Ken and Sheila Sheppard who the main organisers of it all. James Gordon, Roger Godley, Peter Royall, Richard Ginger and all of the local Shuttleworth members who give up their weekends flying to help out with all of the many jobs deserve much credit. Not being there, I missed the flying of James with his kind present from Don Coe of his Old Warden scale winning monoplane. It is all now on Utube complete with its wing warping. News has just reached your scribe from the very nice show stopping gentleman Mike Williams that he will be flying his second standby Extra 330SC at Old Warden sometime over the weekend September 10 – 11. Those of you who attended the recent annual airshow at Little Gransden on August 28 will have witnessed the disaster that happened when he was flying his 40% of the full size Extra 330SC. Both Mike and Chris Burkett, (who pilots the full size version), perform an amazing show stopping duo display with Andy Nicholls operating the necessary radio link for them both. The problem all started happening when they were almost through most of their display and at the top of the humpty bump, when Mike saw that his Extra was on fire. Andy thought that it was the sun was glinting on the aeroplane but Mike knew that there was a major problem. Then the model was seen to be really on fire and flaming and Mike immediately cut the throttle of the large IC engine so that it sycamored down to ground airfield on the far side of the crowdline, where it ended its life in burnt out pile. It was a sad day for Mike's family there because both Mike's wife (the stunning Michelle) and their son Charlie were in the crowd who witnessed to whole sickening affair from start to finish. What was once a superb aerobatically brilliant model aeroplane was later picked up in pieces to be binned as nothing was left of any value that could be of future use. Mike was saying goodbye to so many people who came to kindly commiserate with him on his sad loss and to congratulate him on his superb flying, when one of the organisers approached him and asked him to stay awhile. They wanted to present him with a sum of money that the crowd had gathered together for him. Mike has won many trophies and championships and it's been my privilege to present him to so many people at shows and I'm proud to say that he is British.

This isn't the first time that such a thing has happened at an airshow as many years ago we witnessed at Old Warden, a young lad who was flying in his first public show, suddenly crashed his model. It was a sudden idea of the ex – para and Croydon club member Frank Hargrave who took his hat off and made a collection along that flightline. Frank raised almost £200 from a generous crowd with a little help from yours truly on my microphone. I remember afterwards when Bill Burkenshaw of RCM&E and a trad-jazz player, saying to me that if he crashed his model aeroplane would I do the same for him, if that was the sort of cash that could be raised from a generous and sympathetic crowd. Now, there is the third and final Modelair event of the year at Old Warden over the weekend of September 24 – 25 and it is a “not to be missed” weekend. The title of this heading is the “Festival of Flight” and it features (amongst many other things going on), the Vic Smeed Memorial day. So Sticks & Tissues, you still have time to get on the phone to Leon Cole of Belair to order from him any of the many designs he has in stock of the late Vic and have a great time at a superb venue. There's full camping available, a cracking restaurant, plenty of traders and loads of similar minded people from all over the place to catch up with the goss. All the V.I.Ps should be there including Andrew Boddington and Ken Sheppard.

What a shame about the fact that there was no BMFA National Championships over the August Bank holiday weekend and what cracking weather it was too. Great shame that. See you all next month hopefully with a mended computer – please?

All the best from Dave Bishop of DB Sound. email; davedbsound@gmail.com  
Pictures attached,



*Mike Williams and Chris Burkett with their individual Extra's displaying at Little Gransden in 2014. Mike is the centre crowd vertical aeroplane and Chris (full size) is performing the very low fly by.*



*Now give me a date and name of this model flyer at a single channel competition flyer. You'll know his two famous sons, Graham and David.*



*I wouldn't mind betting that dear old David Toyer will be at September's Modelair but here he is way back with my favourite Wakefield, Mr Evans Jaguar.*



*This show stopper and champion was Mick Charles and his superb Sirocco scale winner with a lot of help from the late team manager Norman Butcher.*



*Another dear friend and brilliant engineer is John Barber with his prop driven Vulcan at a long time ago Wings & Wheels show. He later built a number of jet turbines to power his own designed models including a wonderful flying Vulcan at shows, long before the great Dave Johnson.*



*Another great flyer and “helper” at Old Warden is the fit specimen Richard Ginger seen here with his Tempest Meteor.*



*The infamous Roy Lever team at the largest show in the UK, the Woodvale Rally and here he is belting along the runway in the sports car chasing their Lancaster bomber at over 70mph. The crowds loved it all. So did I.*



*One of the four pulse jets on test of Roy Levers' who had 4 of them powering a delta model. It wasn't all that successful really.*

## From Ronald in Belgium

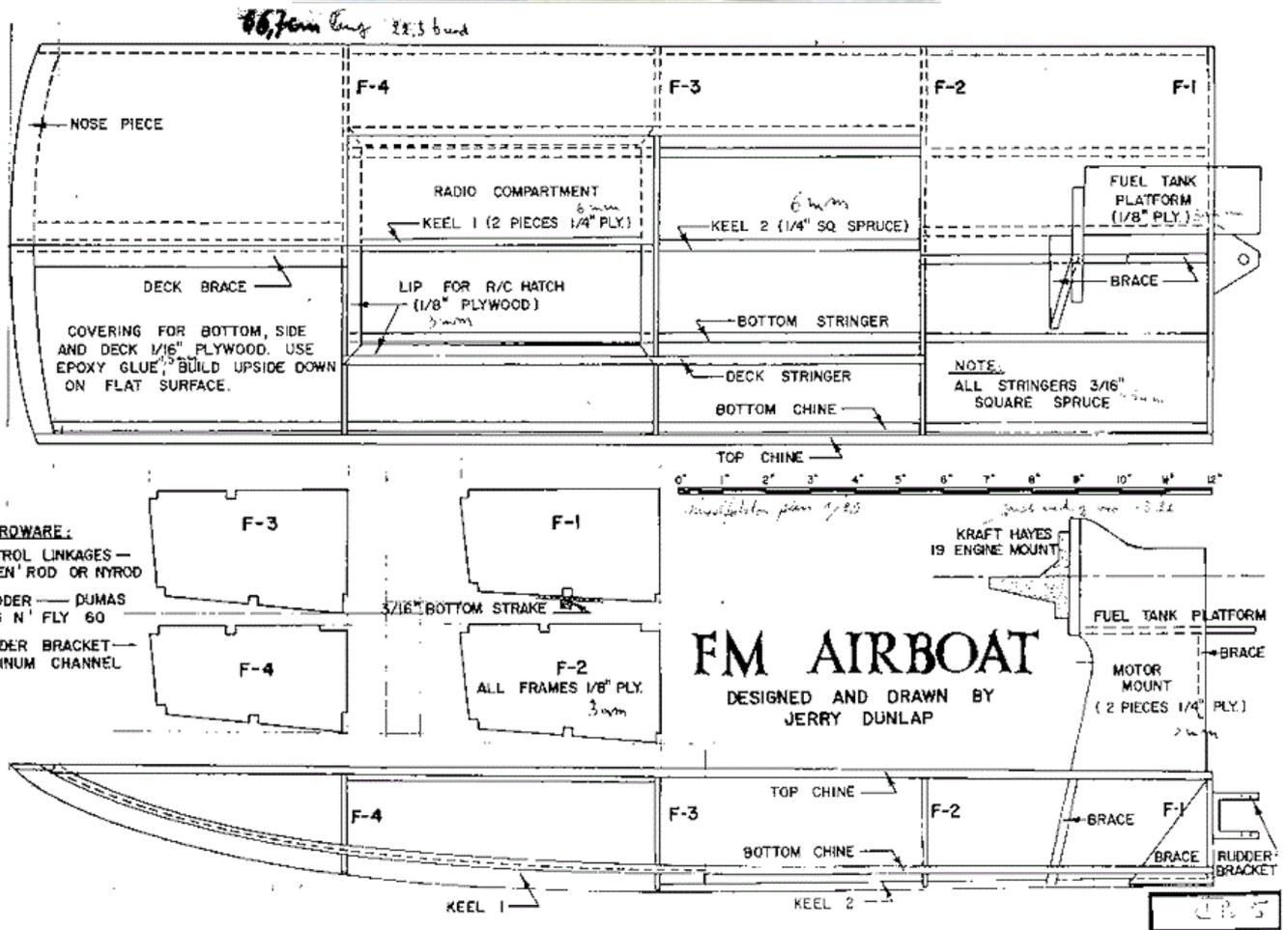
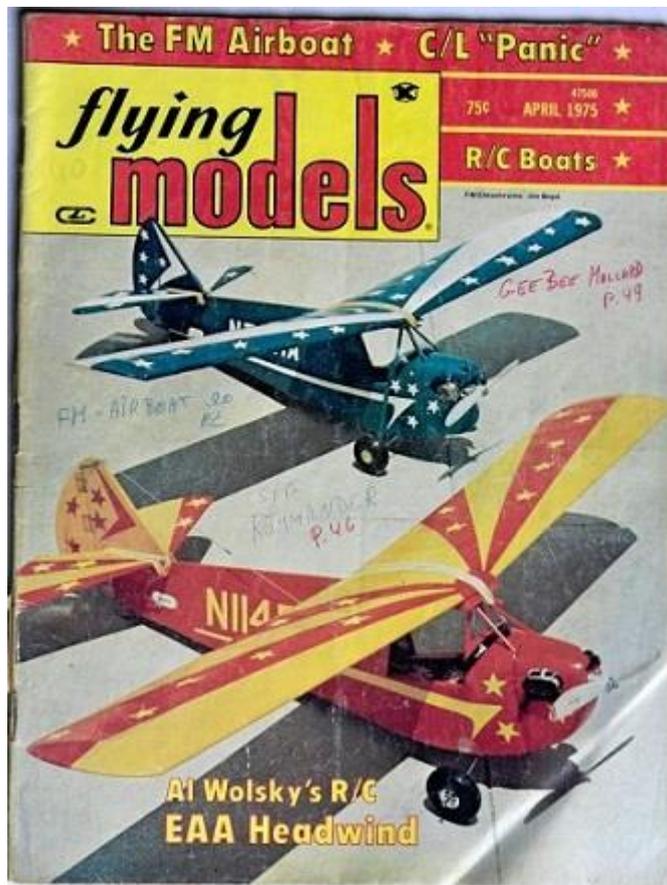
Here some pictures of my "Snorrie" airboat. Not really normal S&T stuff, but still connected with model airplanes. In 1975 I flew controlline and I wanted to fly RC. Being a bit of a loner I knew nobody in the area where I live who could teach me. As I knew how to fly control line models, I knew that for me the main problem was the steering coming towards oneself. Giving the wrong left or right order in that early stage of learning how to handle one's airplane could easily be disastrous to the plane (and the ego?). In the American "FlyingModels" magazine I found an article on how to build a small airboat complete with a small plane. As boats don't tend to crash, even after being given a wrong directional order, it looked to me this was the way to go. Indeed this idea worked a charm and after many sorties on a pond, I never, later on, made a left/right mistake when flying.

The first engine installed was a H&B .20 glow. This gave a very moderate max speed enabling me to train. Later on the boat served often as a test bed for new engines, particularly good for running them in. Many engines were used, just to name some I remember: Fox .25, K&B 3.5cc and 6.5cc rear exhaust, HP .40, Wankel .30, OS Max III .15, OS .25FSR, Super Tigre .19 and .23, West 25, JEN .37 and many more I do not remember right now. On the photos you see the West engine in action, which has now been replaced by the Jen 37. After 42 years of regular use, the boat is still in original condition, with the original Futaba servo's of that time and with the original Futaba receiver on 27 (no glitches!). Even the trannie is the original two channel one, very cheap at about £10. So, that is how to learn to fly RC with a boat.









Ronald also included the magazine article which I could not include as to be legible the file was too large. I'm not sure of the situation with Flying Models but if you are interested I suspect you would be able to get a copy of the magazine and also full size plan?

## Jud Bock request for plan

Guys, a friend from out of state, asked me to ask you guys if anybody has plans for a Variant, picture below. His description of the plane is noted below. If you have any answers for him, please email me and I will email him. Thanks....Jud



## From Peter Wallis

I was wondering if any of your flying club mates would be interested in a load of back issues of RCM&E plus a number of other model aircraft mags. I do not want anything for them but would like them to be of interest to a modeller, if not they are going in the skip. I can no longer justify the amount of loft space they are taking up. I am going to start getting them down over the next few days and will then be more specific about the dates etc, but they do go back a good number of years.

*If anyone is interested send me an email and I'll forward on [jamesiparry@talktalk.net](mailto:jamesiparry@talktalk.net)*

## Control line at Wimborne MAC

9 October Sunday Not to be missed further details [christopher.hague@ntlworld.com](mailto:christopher.hague@ntlworld.com)

## Cocklebarrow

The dates for Cocklebarrow have been confirmed as 2<sup>nd</sup> October.

# SHILTON VINTAGE (FLY IN)

BLACKWELL FARM

Saturday 11h and Sunday 12th September 2016

Details and directions for the Shilton Vintage meet on 11th<sup>th</sup> and 12<sup>th</sup> 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](mailto:nick@nickblackwell.co.uk)

OR Derek Foxwell Tel: 0208 647 1033  
Email: [derekfoxwell@btinternet.com](mailto:derekfoxwell@btinternet.com)

OR Boycote Beale Tel 01993 846690  
Email: [bealekraft@outlook.com](mailto:bealekraft@outlook.com)

### *Directions:*

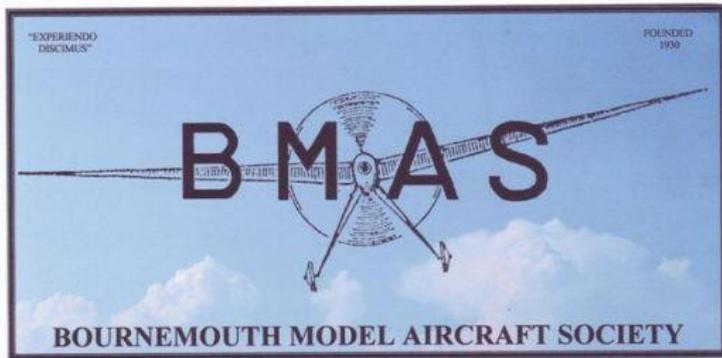
#### *By road from the north:*

*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 )*



**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  
27 September  
25 October  
22 November

**From John Quigley** [john.quigley@tech2u.com.au](mailto:john.quigley@tech2u.com.au)

Attached are two documents regarding an aeromodelling rally and LSF rally at the NSW Free Flight Flying Field, West Wyalong, 29-30 October, 2016.

**Field location:**

33 49'21.45 147 18'15.14E Elev 240M

**Contacts:**

Roy Summersby email: [roydi123@optusnet.com.au](mailto:roydi123@optusnet.com.au)

John Quigley email: [flyingnut@tech2u.com.au](mailto:flyingnut@tech2u.com.au)

# WINGS OVER WEST WYALONG



*Saturday 29th / Sunday 30th October 2016*

**Last Weekend in OCTOBER**

*A fun flying weekend for all*

*Come and fly Friday afternoon if you want!*

## **Fly anything at all,**

Pulse Jets; to Cox 010s (noise no problem)

FF, CL, or RC, BIG and SMALL, bring them ALL to our 700 Acre multi-purpose field.

Plenty of room for everyone !

## **Facilities**

Camp on the field in our camping ground and make use of the camp kitchen, showers and toilets. Electricity and water hook up for vans.

Sausage sandwich, tea, coffee & drinks will be available.

## **Cost**

Camping - \$10 per head per night.

Flying - \$20 registration fee\* paid before you fly and you MUST have and produce a current MAAA card.

\*Registration fee includes a ticket in the raffle for a new in box DC Merlin, drawn at Saturday night dinner.

## **Organized events**

**Saturday 4.00pm**

Ebenezer mass launch

## **Saturday evening**

Lamb Spit roast & vegies around the campfire Saturday evening \$20

## **Sunday 8.00am**

½ Hour Campbell Scramble (must walk, no running)

# WINGS OVER WEST WYALONG

*Saturday 29th / Sunday 30th October 2016*

## *Last weekend in October*

League of Silent Flight Achievement weekend  
Sanctioned by LSF Australia.  
Just come and fly your glider / electric glider  
Have fun with other glider folks.

Discover cross country flight on the 700 acre  
Adrian Bryant field

RC gliders will have a separate mowed area away from the power RC flying.  
Any glider or Electric glider is suitable.

If your electric glider has a timed/altitude controller you can start your low key journey in the LSF eSAP.  
(Electric Soaring Accomplish Programme) or LSF SAP. Any glider that fits the FAI Specs is eligible. Basic  
specs 5Kg approx 2000 sq inches.

Bring your bungee and or winch, winch lines limited to 300m.

Refer to the Australian LSF WEB site and for more information.  
More information and history of the LSF movement visit the US LSF WEB site.

<http://www.lsfaustralia.org.au/>  
<http://www.silentflight.org/index.php/lsf-program/lsf-tasks>

For glider guiders new to the LSF process contact the Australian LSF Secretary or Model Flight  
([mike@modelflight.com.au](mailto:mike@modelflight.com.au))

John Quigley will coordinate this rally with the NSW FF Society and LSF Australia.  
I will have all the necessary paper work to start this gliding journey and can sign off on any achievements. It  
is a self paced process.

The field is large enough for the 1K Goal and return and stay off public roads. The weather this time of the  
year is improving and there should be good thermal conditions.

Field location and Contacts. 33 49°21.45 147 18°15.14E Elev 240M  
Roy Summersby email [roydi123@optusnet.com.au](mailto:roydi123@optusnet.com.au)  
John Quigley email [flyingnut@tech2u.com.au](mailto:flyingnut@tech2u.com.au)

# 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](mailto:flitehook@talktalk.net)  
Tel. No. 02380 861541

Flyers £6, Spectators £2

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

2<sup>nd</sup> October 2016

6<sup>th</sup> November 2016

4<sup>th</sup> December 2016

**Tuesday 27<sup>th</sup> December 2016**

**10.00a.m. to 3.00p.m**

**2017**

**Sundays**

8 <sup>th</sup> January 2017	9.00a.m. to 1.00p.m.
12 <sup>th</sup> February 2017	10.00a.m. to 4.00p.m
12 <sup>th</sup> March 2017	10.00a.m. to 4.00p.m
9 <sup>th</sup> April 2017	10.00a.m. to 4.00p.m

# Dens Model Supplies

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

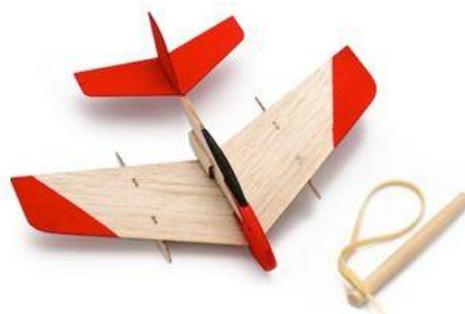
*Exclusive UK Stockist of the range of E-Zee Timers  
For Control Line – Electric Powered FF – Servo DT Only*



## E-Zee Timers

**Black Hawk Models**

**stevens<sup>TM</sup>**  
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](http://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.

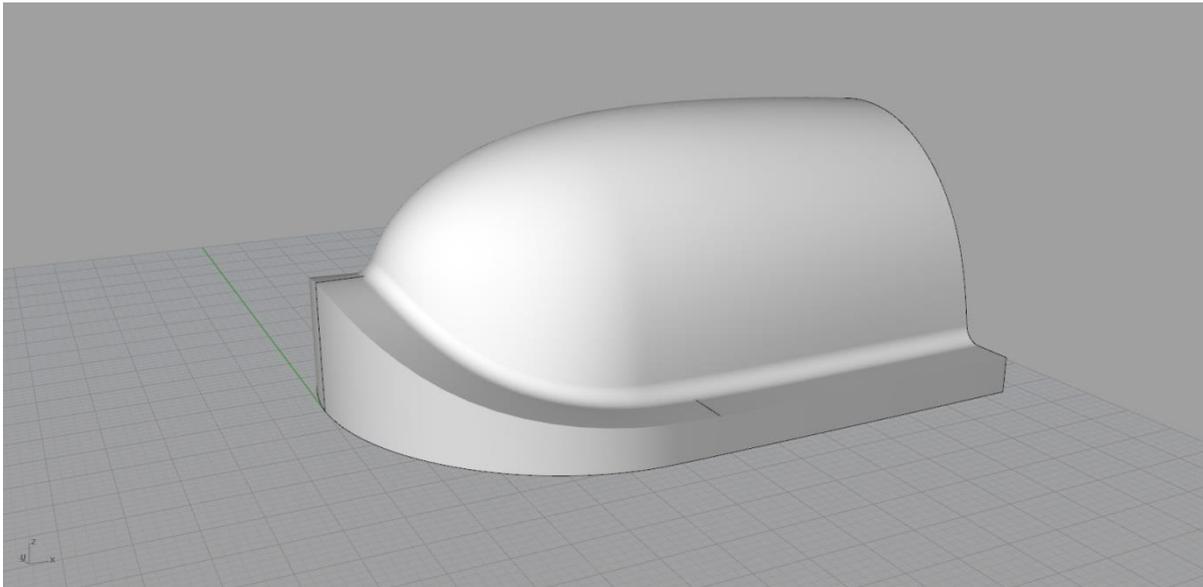
To complement the canopies, we are also producing original style bellcranks for many vintage Control line models.

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

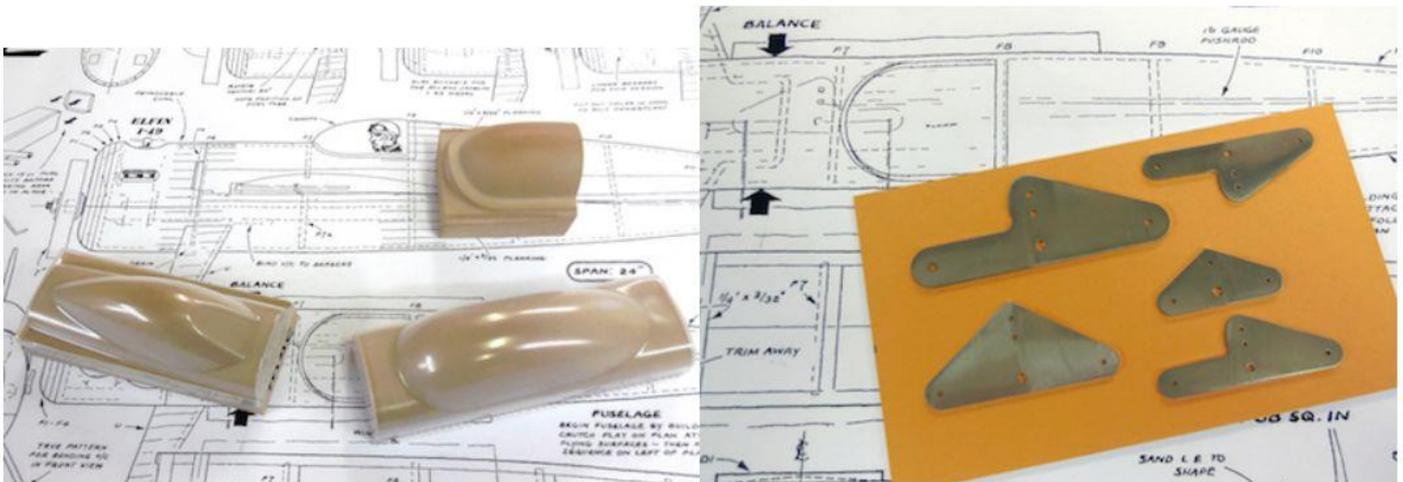
- All American Stunter - De Bolt inc plan
- KK Phantom - later version
- KK Phantom - early version
- KK Phantom Mite - 16"
- Princess
- Blue Pants
- FW-190 Focke Wulf CL 33" span Veron
- Veron Panther 41" span
- Veron CL Stunter MkII 30" span
- Mercury Team Racer MK1
- Philbuster 28" span
- Boogie Woogie 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  
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