

Sticks and Tissue No 118 – September 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/>

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What a beautiful Connie seen at Middle wallop 6 August 2016

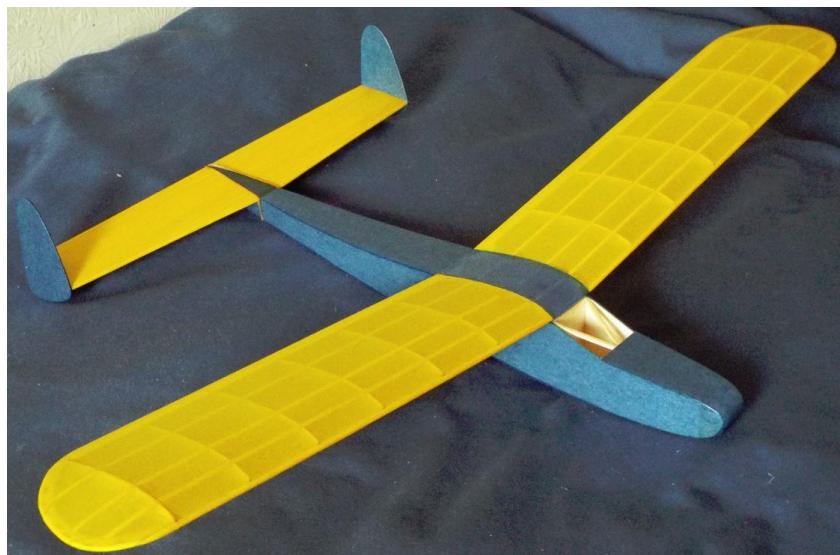
From Simon Rogers

In your latest S&T you mentioned my 36" Frog Wren being stuck in the top of a tree so I thought I would give you an update on it.

Having resigned myself to losing it for good as it was stuck at the top of a very prickly tree plus there was heavy rain forecast later in the week which would have soaked it I bought a replacement kit from the Old school model aeroplane factory who were at the fly-in and went home to start building It. That was on the sunday, on wednesday I got an e-mail from gray to tell me my model was down and safe, amazingly the only damage if you can call it damage was the red tissue that was badly faded by the sun, at this point the replacement had been built, sanded and was ready for covering so now I have two Wrens

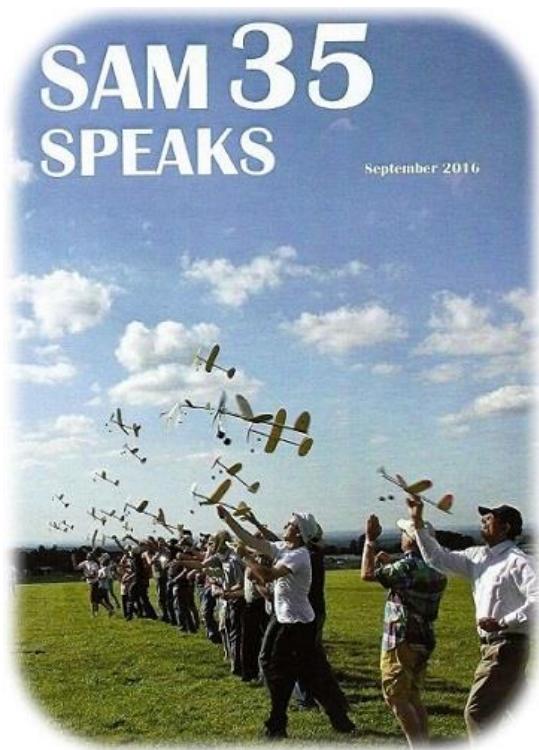
On the new Wren I did something I've never done before I kept a record of actual building time, from opening the box to a finished model ready to fly was 5 hours spread over four days, the single longest job was covering the model which took 1 hour 15 minutes, to build one fuselage side and two wing panels took 50 minutes. This speedy build was certainly helped by the superb lazer cut parts that derek provides in his kits.

The second photo I've sent you is of my performance kits Owl glider, this 29" model was designed by peter fisher in 1968 and kitted by him in the seventies, the original Owl was also used by peter to test fly the prototype telco motor. My model was built from a prototype lazer cut kit given to me by derek foxwell to try out, again the lazer cutting was spot on making this a very easy build.



(More information on laser kits available including the above from Derek Foxwell of Old School Model Aeroplane factory theosmaf@gmail.com)

Carry On CLOUD TRAMPING



Being an all sheet fan, I'm a sucker for Cloud Tramps.....the Sept SAM 35 Speaks cover shows a mass launch of Cloud Tramps in the UK... at the same moment others are doing the same world-wide....bear in mind that some participants are launching in the dark and you begin to realise just how popular 'Cloud Trampism' is!



I first built a Cloud Tramp a few years ago from a FliteHook kit.....it was a revelation, a stick model that flew perfectly.....I immediately understood why this quirky little model is held in such affection the world over.



This led to a couple of electric RC Cloud Tramps....the first was scaled up twice size and quite frankly was a bit on the big side...it used a twin motor GWS IPS motor/gearbox driving an 11 inch slow fly prop.....very majestic in the air and capable of flying VERY slowly.....with lift about the problem was getting it down.....because of its low speed and high stall tolerance downwind rudder control was limited.....this established that the rudder needed to be bigger....no problem with all sheet models and after a bit of modification control was improved.....the wing was built jedelsky fashion and proved excellent.

Using the same wing construction, the next version was at 1.5 scale....this time a single motor IPS system driving an 8 inch slow fly prop did the trick.....the perfect model for a calm summers evening....mine has countless hours of air time, is over 6 years old and is a firm favourite for some relaxing flying.





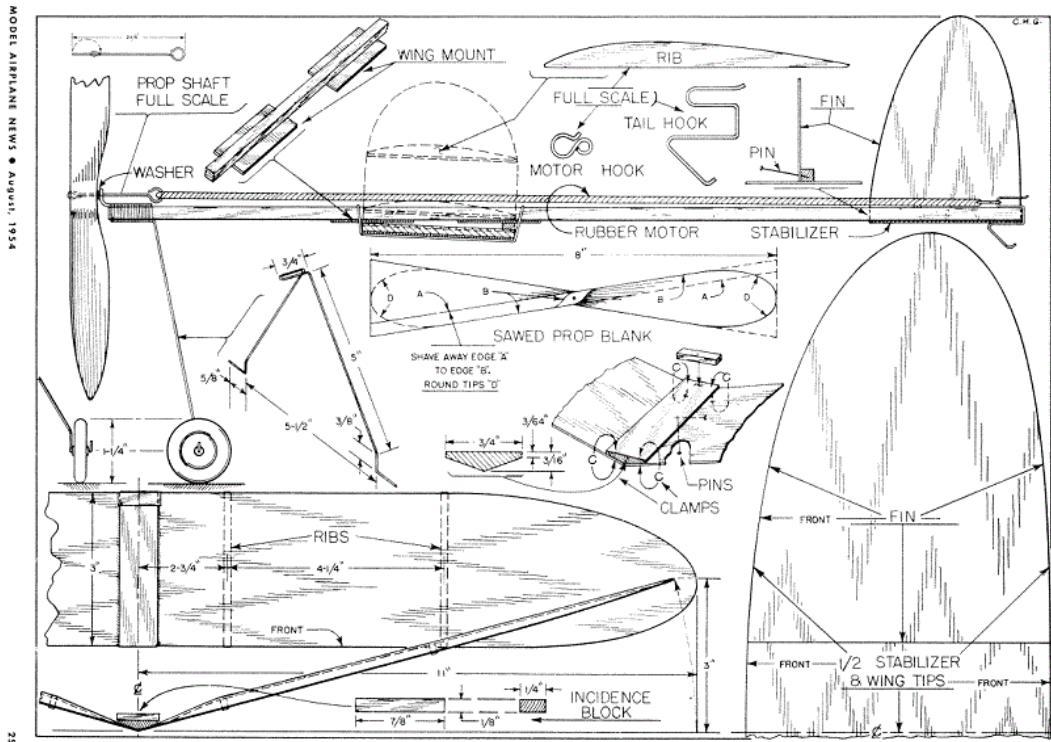
Recently I have been toying with a RC Cloud Tramp for my garden..... so I thought I had better investigate this micro RC stuff...bought a crashed Parkzone Sukhoi off Ebay and removed the guts...bit of work on the computer and this strange hybrid Cloud Tramp design emerged.....sort of Cloud Tramp meets AeroNaut Twist...don't know why, it just turned out that way.....after raiding the scrap box the result is the 20" wingspan model you see here.....nearly had a disaster....note the scorch marks under the wing....caught fire when shrinking the pushrod connections with a lighter!!!....be warned, dangerous occupation this AeroModelling!

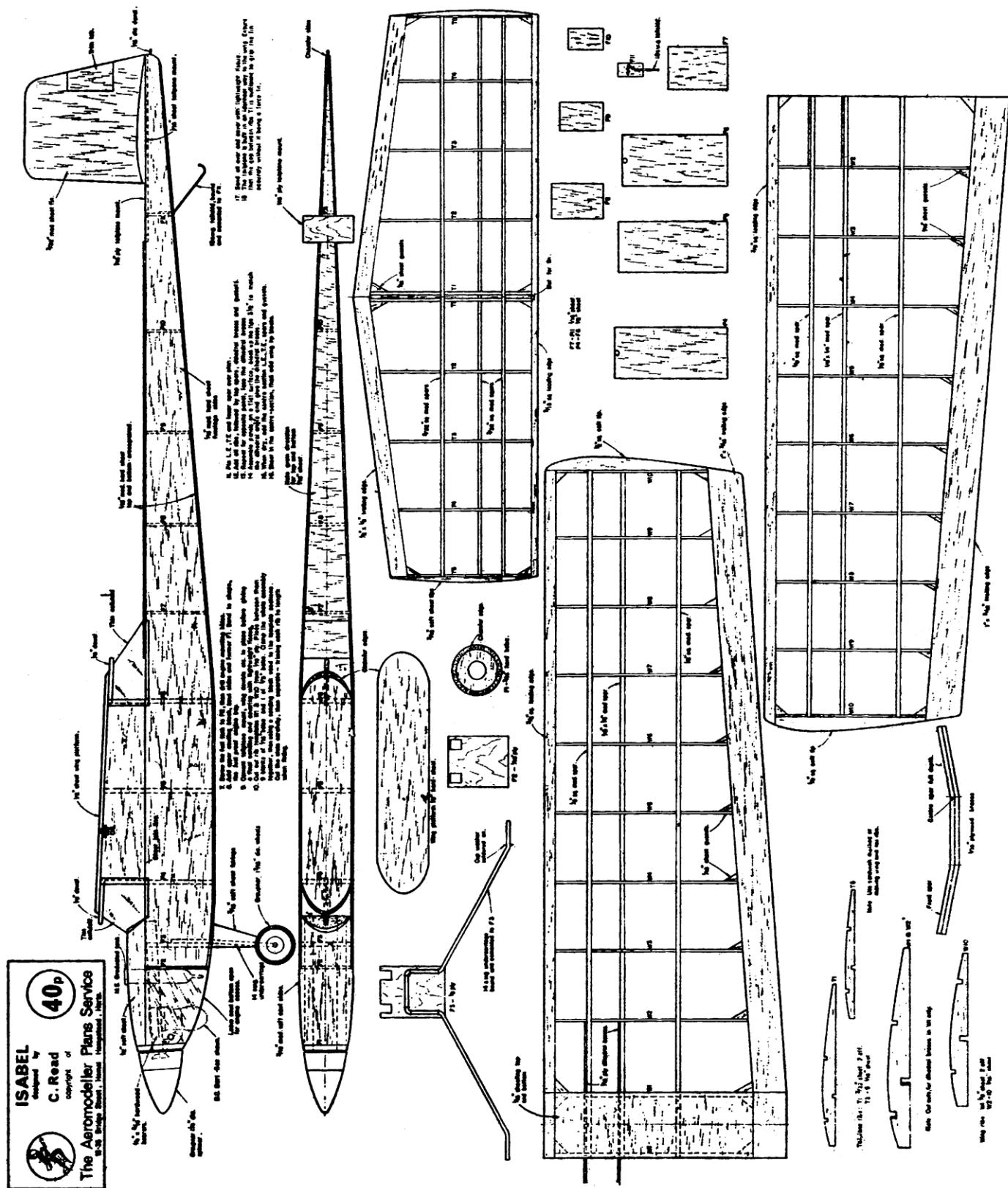
The model flies great but not quite slowly enough for the garden.....I forgot how light the components are and made the nose much too short.....it took 20 grams of lead to put that right!



Still I now

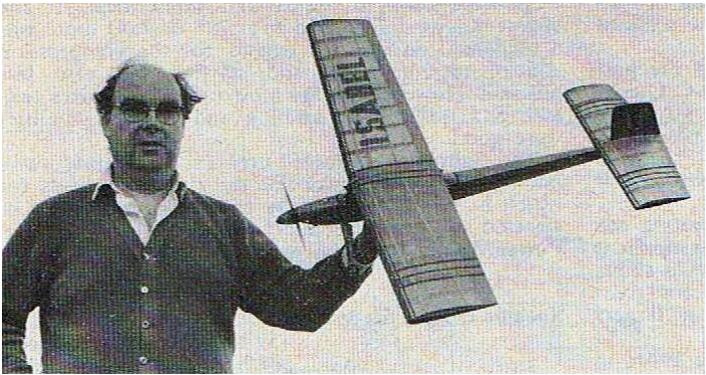
know that without that lead I can get the weight down to about 50 grams and even on the heavy side it flies slowly, so the potential is good for garden flying...but not quite yet....there will be a re-design....more on this in due course....***keep on Tramping!!***





A sports free flight design for .5 - .8cc by Colin Read from Aero Modeller July 1970

Over the past 10 to 15 years the design of sports flying powered model aircraft has not changed to the extent of its big brother, the contest-type model. We utilise domestic items bought over the counter of any model shop, and indeed still use the well-tried 'box' fuselage type of construction which has been with us for so many years. Isabel was designed around items easily obtainable, and to suit the many engines in the 0.5—0.8 c.c. range, diesel or glow.



Construction is quite easy and straightforward, and is begun by cutting out all the fuselage sides and formers from good quality medium-hard balsa sheet. Do not select anything softer for the fuselage sides as with hard usage they may break. It should be mentioned here that careful selection of wood is very important, and this, combined with accurate construction, will result in a much longer life'. The designer's original model, and quite a few of his other designs published in Aeromodeller, have been around for up to eight years now, and still manage

to look clean and in one piece.

Now bend to shape the 14 swig. Undercarriage wire, then bind it to former F3, cementing it well, and using two applications of cement. Formers F2 and F3 will be seen to have cut-outs for engine bearers to suit the D.C. Dart .5 c.c. diesel — other engines can be used but first check the width of the engine crankcase and vary the cut-outs to suit if necessary. The remaining formers may now be cut to size, noting the grain direction.

Mark the positions of the formers on the fuselage sides, then using a set square, cement formers F2—6 in position on one side. When dry, add the opposite fuselage side, checking for trueness. Next, cut the bearers to length and use an epoxy resin to cement in position. Join the sides together at the rear, then add the remaining formers (F7—1 I) checking the fuselage carefully for accuracy. Place on the drawing at regular intervals for checking the straightness. Glue the wing platform in position. Now drill the holes for mounting the engine, and insert the four 8 B.A. bolts. A piece of wire soldered between the slots of each pair of bolts will prevent them from turning. Add the fuel tank and upper cowling block followed by the cowl sides and FI. Sand to shape and then thoroughly fuel-proof the engine compartment. This is most important as one of the author's oldest designs, after some nine years of flying. completely folded its undercarriage despite its being bound and glued and really fitting tightly. Not enough fuel-proofer had been applied to the engine bay with the result that over the years the fuel seeped some 3 in.! Five or six coats of clear dope followed by two coats of fuel-proofer are ideal. Cover the top and bottom of the fuselage with 1/16 in. sheet, cross grained, sanding to a final smooth shape when dry. Add the ply tail mounting and 1/16 in. dowel for the retaining band. .

Retain the wheels on the axles by using 6 B.A. washers, soldered in position. Any good quality wheels can be used but they must be rubber and not plastic. Fitting the spinner will greatly improve the appearance — sanding the cowling lines to match its contours.

Commence wing construction by making the right-hand wing panel first. Select from pre-shaped balsa the L.E. and TE. and pin these and the 1/8in. x 3/4 in. spar over the plan.

Cut out WI and W10 templates from 1/16 in. ply, and, using the sandwich method, cut out all the ribs.

Add the ribs, trimming them to length as necessary. Add the top spars and ply dihedral braces followed by all the 1/16 in. sheet gussets which will greatly increase the strength of the wing. When dry, remove from the board and build the other wing half in an identical manner. less, of course, the dihedral braces.

When this has dried, assemble on a flat surface, checking that each tip has the same amount of dihedral. and glue the dihedral braces. When completely dry add the LE., T.E. and gussets of the centre section, and cover the top and bottom with the 1/16 in. sheet.

Sand the completed structure to a smooth surface and lastly add soft 1/2 in. X 1/2 in. wing tips. Use a good soft balsa here and can'e and sand to shape.

When you are satisfied with the finished wing, sand it again, this time with a really fine grade of sand paper. To obtain the finishes that one sometimes dreams about — only hard work and lots of sanding will do it—all joints must be smooth, and no ridges or bumps.

The tailplane is built flat on the building board in the same way as the wing. Sand the completed structure and add soft balsa tips, sanding to shape. Special attention must be made to the space between the ribs TI as the fin slots in tight. but is not a force fit. Lastly cut out and sand the 3/32 in. sheet fin.

Before covering she model, assemble and check to ensure that all surfaces are true and free from bumps and the odd lumps of cement that can so easily happen!

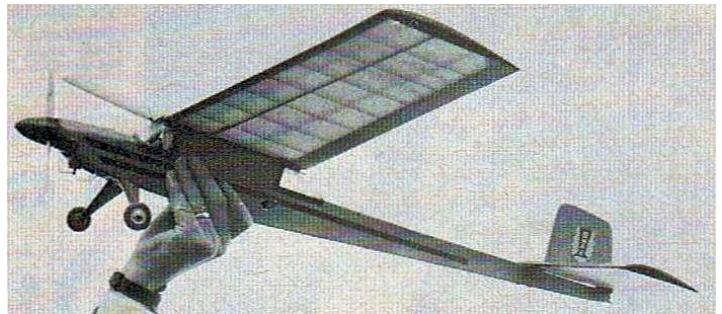
Cover the entire model with lightweight tissue, and apply at least three coats of thin dope to seal the surface. Trim may be black tissue doped on — which gives a very pleasing effect without adding weight.

The go ahead modeller could dye his own lightweight Modelspan with Drummer or Dylon dyes to any of, say, 30 different colours!

Now that the model is finished, add the pilot and thin celluloid windshields, plus the undercarriage Graupner pilot which was a little on the heavy side but the head-and-shoulder type could be used.

Woolworths is a wonderful place for such types and they only need a little trimming and painting. It is far easier to leave these items until the model is finished as a 'tidy' cockpit appearance is well worth while. Trim the windshield outline in black and you are ready for flying.

Check that the centre of gravity is in the position shown and test glide, adjusting rudder if required. A wide left turn under power, quite fast, is the correct flight pattern — a little right rudder offset was all that was needed on the original model, flying in all but the worst of weather.



From Dave Finch.

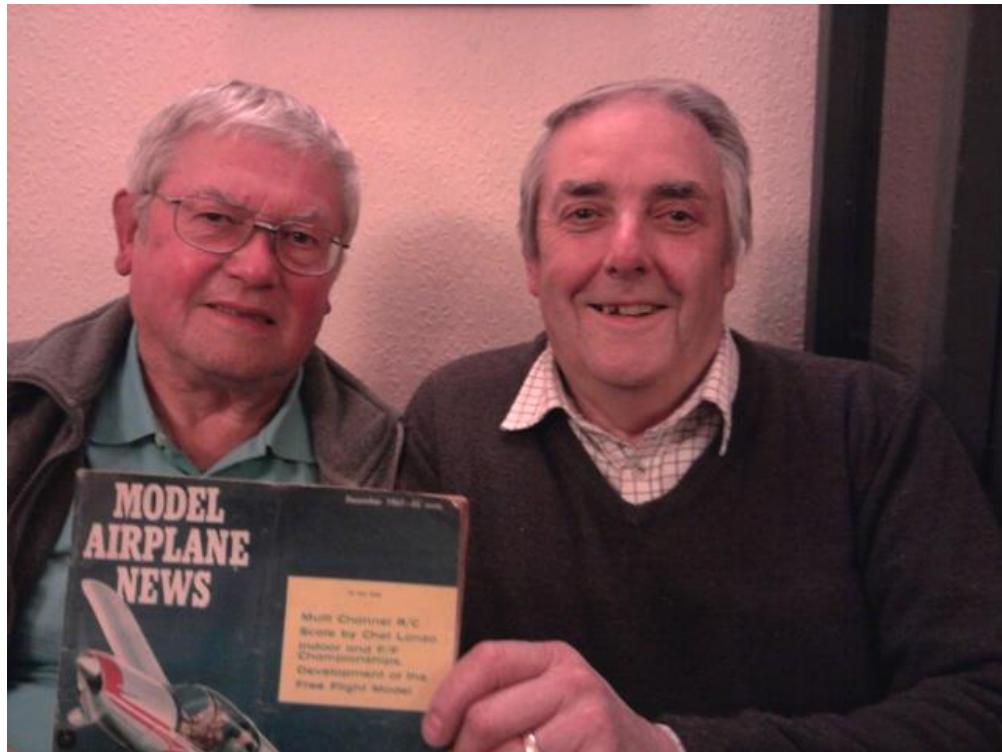
I was interested to read Graham Bryant's memories of flying the Black Ghost with the West Brom lads back in the 50's and 60's.

Mac Grimmett is a great friend of mine and we see each other every week at a Classic Car Club that we are both members of. We talk more about models and the old days rather than our vehicle interests.

I have a photo of Mac taken only a few months ago. he is holding my Ghost and indeed I had him back on the handle after 40 odd years. You can't hold a good old 'un down and he took to it like it had been only yesterday. He did about 2 minutes then had to be rescued from a bit of dizziness. He loved it. There is also a picture of Mac and yours truly taken about the same time and one of the very rare Midlander which was a flapped Ghost. I have the remains of the original and have almost re created one. I will send a picture when I can find time to finish it.

I hope you can either publish these in S & T or pass on to Graham. I am sure he will be interested.





While I am at it still on the same theme, some more interest for the Old Time West brom lot.

A picture of the forerunner to the Black Ghost. The Satan. You have got to be realy old to remember this one. Designed by a group of WB members and published from Ye Olde Model Shoppe in West brom High St. Norman Fletcher was the proprietor. He went on to found Fletcher Marine. ther is also a picture of my Midlander re creation not quite finished. Last but not least the actual original Dimpled Dumpling designed and built by Mac Grimmett. With a little licence by Mac I drew up the plan and there have been countless models built worldwide for Vintage Team Racing. As shown the original has the original Oliver onboard.





If its of any use to you to include in Stick and Tissue.

This is the SAM 35 Spirit of Sam Trophy with last year's winner.

The Mercury Texan. Class A Team Racer from Circa 1952 powered by the ED Racer from the same era. Flies absolutely beautifully , handling well on the ground and in the air. With the motor that is on board not a million miles off the pace even by modern standards.

I have to hand back the trophy for Old Warden in September 2016 and worst of all judge this years competition. Can't win them all.

Kindest regards to all Stick and Tissuers,
Dave Finch.



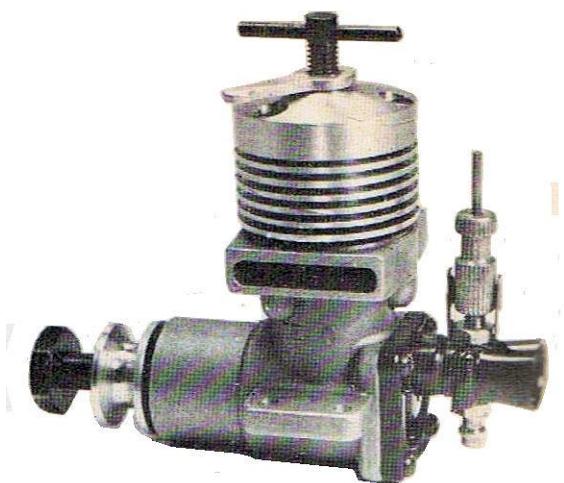
A mistake last month, only one you may say having counted many but website for the glider RES competition run by Chris Hague is www.wessexaml.co.uk

Geoff Goldsmith remembered by Alan Holmes

Sadly I have to report that Geoff Goldsmith passed away on 21/9/16 after a short illness. Geoff was a regular attendee of the vintage meetings at Middle Wallop and Golden Cross. He liked flying large RC vintage models and was a familiar sight with his KK Falcon and Mick Smith Mercury.

Geoff's involvement in the hobby goes back to the early days of RC and he flew 10 channel Orbit reed gear in the days before proportional existed. He was a member of the Bromley Club at the time when top competition flyer Frank Van Den Burgh flew there. In 1966 he joined the Surrey Radio Control Club which is when I met him. He was an active member of the club for the next 50 years and I was flying with him just a few weeks ago. He was the Treasurer of the club for many years and latterly the Chairman. He will be greatly missed by the club.

E.D. Super Fury Aero Modeller May 1970



As explained in the March issue (Latest Engine News), this engine is a revival of the ED. Super-Fury first marketed ten years ago, but with some modifications. When the 1960 model was introduced, it was one of the most powerful model diesels manufactured up to that time in the 1.5 c.c. class. On the basis of our findings with the 1970 model, the Super-Fury would seem to hold a similar position today.

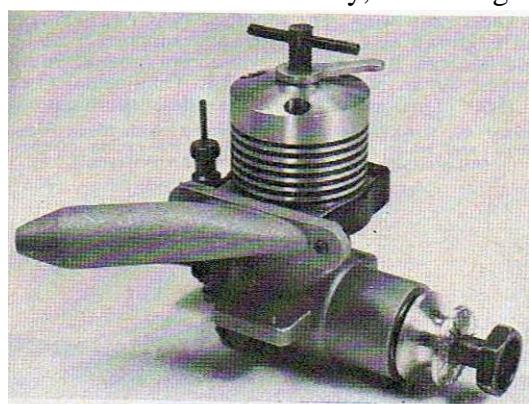
Unlike most small engines, the Super-Fury is a twin ball-bearing unit with rear rotary-valve induction. In layout it is, in fact, similar to the long established ED. Racer 2.5 c.c. diesel and, like the Racer, it can be obtained in both aircooled and watercooled (marine) versions and with a choice of standard or throttle type carburettor. The model chosen for this report was a standard

aircooled engine as normally used for free-flight and control-line work. It is, however, easily converted to variable speed use for radio-control applications by fitting the throttle type carburettor backplate unit obtainable as an extra. In this form and with the silencer unit required for R/C, the Fury loses about 20 per cent of its peak output (or, perhaps, 10-15 per cent on the prop sizes most likely to be used for an R/C model) compared with the silencer equipped standard engine.

This is due to the smaller effective choke area of the R/C carburettor.

Another option with the Super-Fury is a simple silencer unit, fabricated from aluminum alloy, consisting of a small volume expansion chamber with a 3.7 mm. dia. outlet hole. This can be clamped to either side of the engine's rectangular exhaust duct, the opposite side being blanked off with the steel cover plate that forms part of the silencer fixing. Obviously, the free flow of gases from the exhaust ports is somewhat spoiled by the blanking off of one side and, since the Super-Fury still retains a degree of sub-piston induction, some dilution of the crankcase charge with exhaust gas is bound to occur when the silencer is used. However, the arrangement is very neat (actually twin silencers could be fitted without much difficulty) and results in an acceptable level of silencing.

Among the improvements incorporated in the new version of



the Super-Fury is a strengthened crankcase with heavier beam mounting lugs. As on the current Racer, nylon mouldings are used extensively in the rear induction assembly: these include the backplate and carburettor intake in addition to the valve rotor. Incidentally, the valve rotor has two pick-up slots for the crankpin: these enable the backplate to be installed with the intake at either the top or the right side, so that the needle-valve can be located vertically or horizontally, according to the position most suitable for installation in the model.

Performance

Our test unit was submitted by the E.D. company and was given a total of approximately two hours running time after delivery before tests were undertaken.

Although atmospheric temperature at the time of testing was fairly cold (40 deg. F) the Super-Fury started quickly and was quite easy to handle. The response to both needle-valve and compression adjustment was positive. The contra-piston moved smoothly and did not seize in the bore when the engine was hot. There was a tendency for the compression lever to run back when the engine was propped for very high speeds (i.e. on 7x3 and some 7x4 props, but this was, of course, easily checked by means of the convenient compression locking lever provided).

On torque tests, the peak torque recorded by the Super-Fury was no more than average but was realised at rather higher rpm (up to 12,000 when running without a silencer). As a result of this, plus a fairly gentle decline thereafter, a much above average maximum b.h.p. at a relatively high peaking speed was indicated. As the performance curves show, this reached a gross figure (i.e. without silencer) of approximately 0.21 at between 17,000 and 17,500 rpm. This, incidentally, is the best figure we have achieved to date for a quantity-produced 1.5 c.c. diesel.

As expected, the addition of the silencer caused a marked drop in peak output — about 20 per cent. or around 1,000 rpm on props matched to the top end power. However, it is worth remembering that the Super-Fury's maximum b.h.p. when fitted with a silencer was still higher than that of most other 1.5 diesels without silencers.

Because the Super-Fury has a high b.h.p. peaking speed but does not develop more than average low-speed torque, it is the sort of engine that needs to be given its head and must not be over loaded with a big prop if its performance is to be fully utilized. Typical prop revolutions obtained on test, with silencer fitted, included 6,900 rpm on a 10 x 3 1/2 Top-Flite wood, 7,900 rpm on a 9x4 Keilkraft nylon, 8,700 on an 8x6 Power-Prop wood, 9,700 rpm on an 8x5 Power-Prop wood, 9,900 on an 8x4 Top-Flite nylon, 11,000 on an 8x4 PAW Trucut wood, 11,200 on an 8x3 Top-Flite wood, 13,600 on a 7x4 Top-Flite wood, 14,600 on a 7x3 PAW Trucut wood and 15,500 rpm on a 7x3 Top-Flite wood.

Most diesels tend to become more difficult to start on small props: many, in fact, are unpleasantly spiteful, so that a high output at a high peaking speed, requiring the use of such props, may be a mixed blessing. The starting qualities of the Super-Fury on small light props remained tolerably good.

Of course one needs to get one's fingers out of the way fairly smartly when flicking a 7x3 prop, and especially in cold weather, when a rap over the knuckle or finger nail can be painful, it is not a bad idea to use one of E.D.'s moulded rubber finger stalls for protection.

Specification

Type: Single cylinder aircooled compression-ignition two-stroke with rear rotary disc valve induction and twin ball-bearings.

Bore: 0.500 in.

Stroke: 0.462 in.

Swept Volume: 0.0907 Cu. in. 1.486 cc

Stroke/Bore Ratio: 0.924 : 1

Checked Weight:

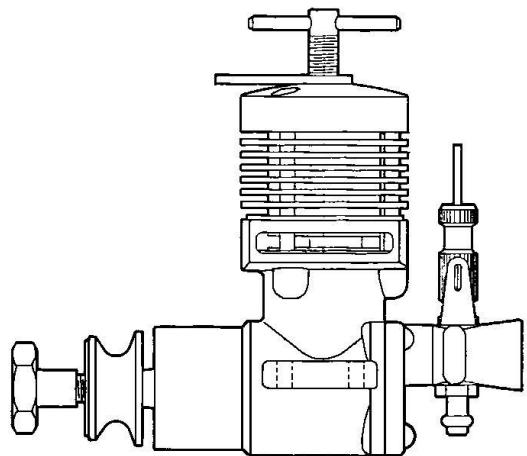
123 grammes —4.34 oz. (less silencer)

136 grammes —4.80 oz. (with silencer)

General Structural Data

Diecast aluminium alloy crankcase/main bearing housing with integral exhaust duct. One piece non-counterbalanced crankshaft with 1/4in. dia, main journal and 5/32 in: dia, solid crankpin. Shaft supported in one 1/4 x 5/8in. front and one 1/4 x 3/4in. Rear ball journal bearings. Radially ported steel cylinder with separate machined alloy cooling jacket and head unit. Lapped cast-iron piston with fully floating 1/8in

dia, solid gudgeon pin. Forged duralumin unbushed connecting-rod. Machined aluminium alloy prop driver pressed onto knurled shaft taper. Steel prop mounting sleeve



nut. Moulded nylon induction valve rotor mounted on 1/8 in. dia, solid steel pin. Pin rotates directly in backplate material.

Moulded nylon

crankcase backplate with paper gasket and attached to crankcase with four round-headed screws. Moulded nylon carburettor air intake. Brass spraybar type needle-valve assembly. Beam mounting lugs.

Optional extras

Ia) Silencer assembly, weight 13 grammes—0.46 oz,
(b) Angled exhaust extension outlet assembly. weight 13.2 grammes 0.47 oz.

(c) R/C type backplate assembly with barrel throttle carburettor, Test Conditions

Running time prior to test: Approx. 2 hours,

Fuel used: 30 per cent ICI technical ether. 30 per cent Castral R', 40 per cent kerosene plus 2 1/2 per cent amyl-nitrate.

Air Temperature: 40 deg. F.

Barometric Pressure: 30.1 in.Hg.

Silencer: Maker's single expansion chamber type.

To sum up, we would say that, if all Super-Furies are as good as our test unit, there would seem to be little with which to find fault in this latest addition to the current E.D. range. It is a little heavier than most 1 1/2 c.c. engines, but makes up for this in an outstanding good top end power output.

It is also easy to handle and soundly built.

Power/Weight Ratio (as tested):

0.55 b.h.p./lb. (with silencer),

0.76 b.h.p./lb. (less silencer)

Specific Output (as tested):

104 b.h.p / litre (with silencer)

139 b.h.p./litre (less silencer)

Gene Smith Model Aviation magazine, Free Flight Sport columnist

Was looking at your recent issue and noticed the FM Airboat. Others may have already let you know but Flying Models plans have just become available.

<https://store.flying-models.com/catalog/>

I looked and the FM Airboat is one of the plans that is available.

From George Stringwell

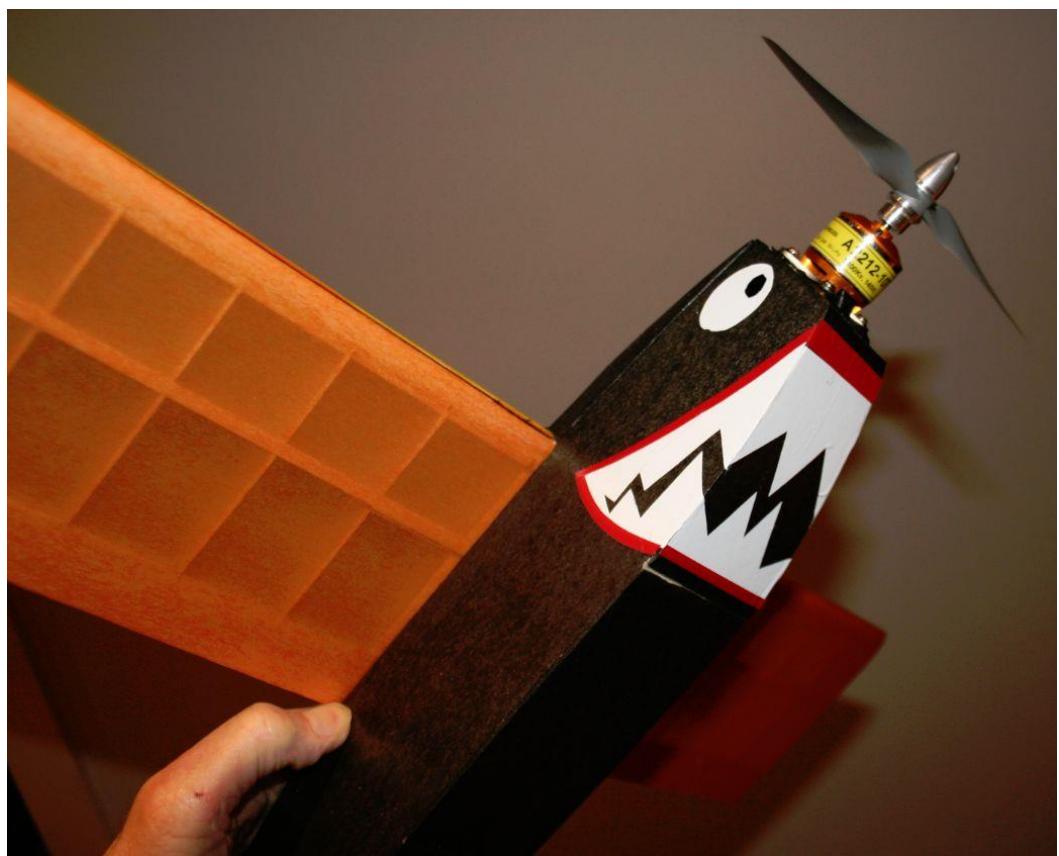
Herewith some flying photos of the "Size 9" from last month's "S&T". Whilst hand launching is still not easy, the flying is now well sorted after the scary first outing and it handles just like any other RET electric model. The appearance in flight is very "different" though, I have got used to it and now quite like the way it looks. Someone commented that it had a sort of "space ship" appearance from some angles, and I have to say that it does look a bit "Star Trek" in some attitudes. I just have to find a suitable lake now for ROW tests; I think it should be OK, but might need a prop change to give it a bit more grunt. Landing on water should be OK though judging by the way it slides in nicely on the grass.

Having some time to spare before the end of the current RCG Build Off I decided on another quick entry and managed to build a classic Eric Clutton "Sharkface" in the amazingly short time (for me!) of just 30 days. My version of this hot little single channel model is electric and has RET controls. Power is a 140 watt BRC motor, but running from a 2S 850 lipo and producing just under 90 watts on a 6" x 4" APC-E prop. Tissue over doculam covering as usual, with the shark teeth which is mandatory for this model executed in Solartrim. AUW is 300 grams/10.5 ounces so with just over 120 watts per pound there is plenty of performance and the motor, 20 amp ESC and 30C lipo are all operating well within their comfort zones.

As one would expect it is fast and response to the controls is very prompt so that a gentle touch and a good dose of exponential is in order for general flying about. Switch out the rates though and it becomes a different animal, very aerobatic with horrifically fast flick rolls, a violent spin and some other things it does almost too quick to follow. Switch the rates back in and lovely big round loops, roll off the tops and a recognisable cuban eight are available. Inverted? Well, yes, but you do need to keep on top of it! As with all models of this type a decent "chuck" is required on launching to get it up to flying speed.

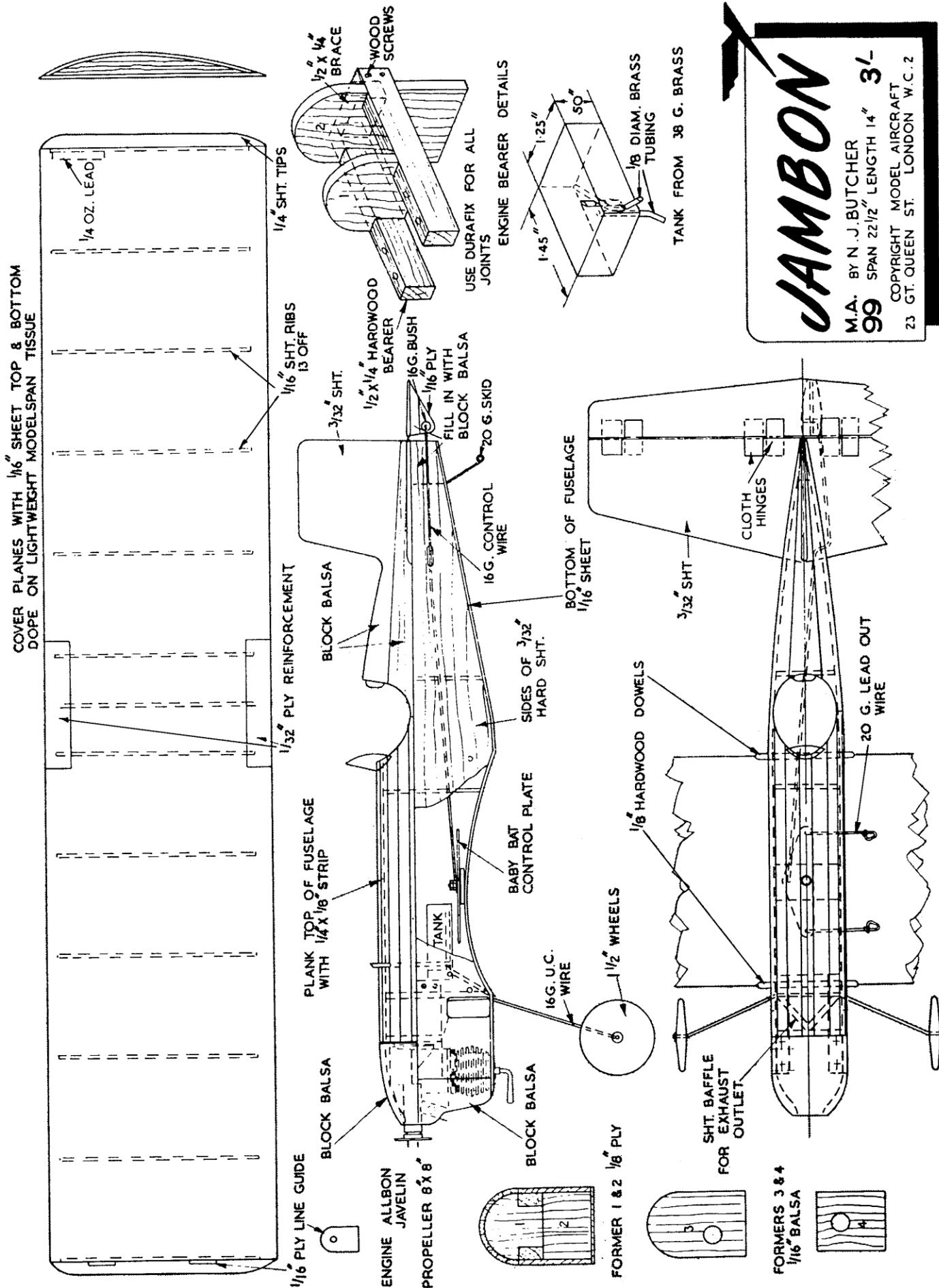
All in all ample reward for 30 days of pleasant building and a small outlay in materials, most of the balsa coming from off cuts in the scrap box.



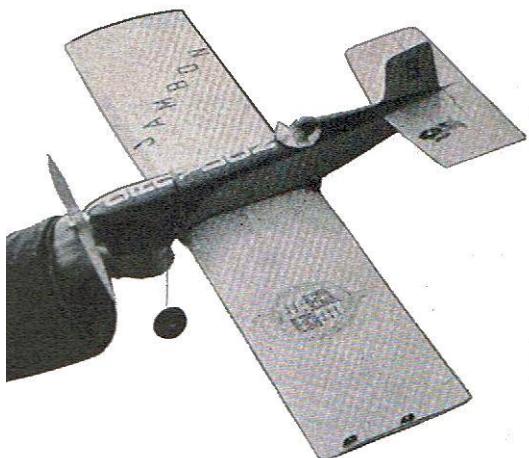








Jambon 22 ½“ CL model by N Butcher from Model Aircraft April 1951



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 undercarriage into position. Having cut the sides to the shape indicated on the plan, cement these to the engine bearers and bulkhead, hold together at the rear with a clothes peg and add all the formen. 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 intn 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 "degrees" Down." A word about the cowling. There is a bafflle 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. 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, trin:i 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 np 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 Modeispan four coats of Banana Oil.

From Jörgen Daun

Hi James at last a flying day and nice blue sky I brought my HERR Cub and Cessna 180 both with Norvels 1cc Engines the Cessna was never flown Before but performed very well both were build around 15 years ago the Cub has been flown with floats but turned out to be to Heavy but on Wheels no problem.



Ronald

This time I send you a construction article by Chester Lanzo I happened upon while browsing through cartons full of old model mags. Being an admirer of the man, I thought to send the article to you, not necessarily in order to put it into S&T, but perhaps only for your interest. The Arado looks very well made and flies probably as well. By the way, I was 20 at the time when I bought this mag! How time flies!



(Unfortunately I couldn't repeat the whole article as the file was too large. JP)

From George R. Vale.

I set various batteries to charge overnight on Friday as has been my habit for nearly 40 years. On Saturday conditions looked favourable for a session with my Dolphin/Porpoise. However on checking the model over it was clear all was not well. I'll attach a few photos.

The battery had exploded with enough force to smash the flight pack out of its mountings and disconnect clevises. The inside of the nose is charred, and everything is covered in black sooty powder. I haven't examined everything fully yet, if any significant further details emerge I'll be in touch.

I think I was lucky the model didn't catch fire. If it had, given the amount of inflammable material in my workshop, the whole house would have burnt down.

The battery used Sony Eneloop 2/3A NiMh cells, and the charger was a standard Ripmax/Futaba unit which claims to be suitable for NiCd and NiMh batteries. Both under 2 yrs. old.

In the light of this I would like to advise your readers: if you usually charge your batteries overnight, DON'T!

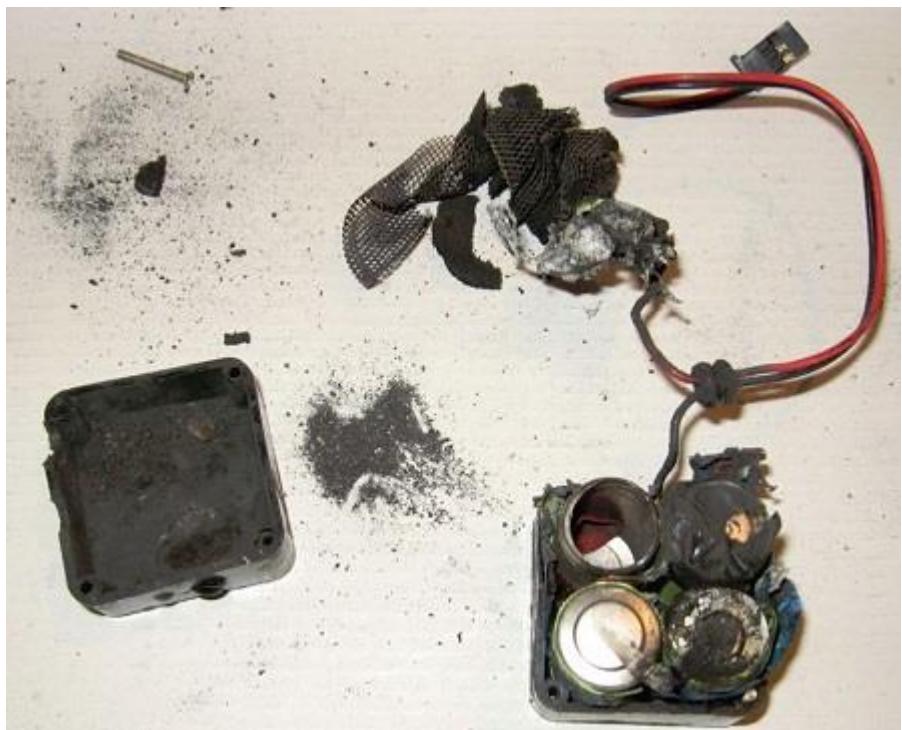
I've found out today that several Ripmax/Futaba battery chargers (including mine) have been recalled by the makers on grounds of electrical safety. The appropriate website is below:

<http://www.electricalsafetyfirst.org.uk/product-recalls/2014/06/futaba-ripmax-mains-chargers/>

I also attach the text of the warning on the website.

The information had completely bypassed me, so it may well have missed some of your readers.

I've also been told that manufacturers say one should always take a battery out of the model to charge, and never leave it unattended when charging. This also was news to me. Furthermore it seems totally impractical: most of us will have models whose batteries can't be taken out. And, who wants to sit around for hours watching their batteries charge? It makes me feel like saying, "Come back, NiCads, all is forgiven!"

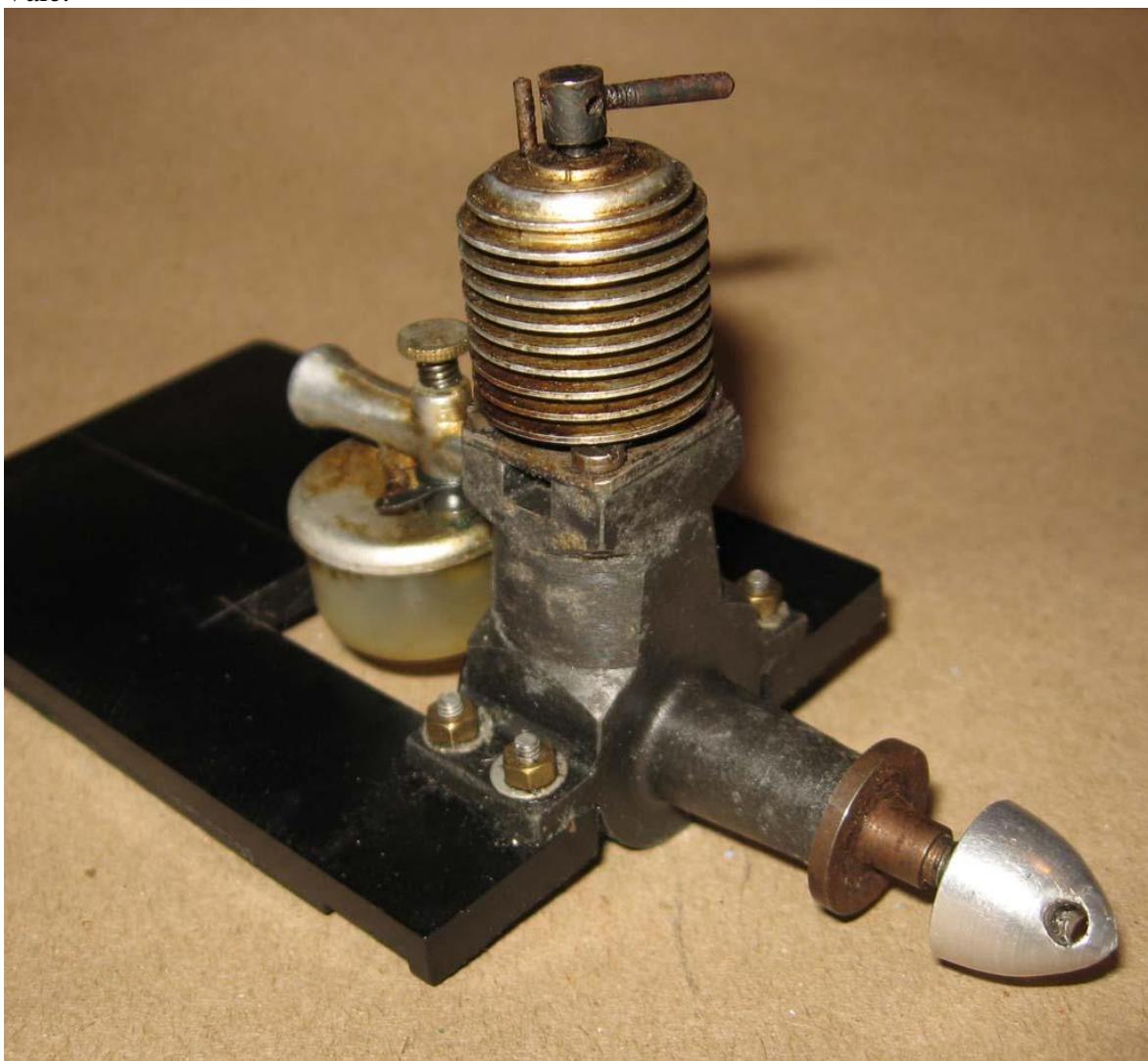




Mills 1.3 for sale

“Mills 1.3 for sale. Understood to be genuine British Mk.II with tank, cutout etc. Offers around £100 invited. Contact owner on 01254-582547 or George R.Vale at ergav@waitrose.com.”

George Vale.



From Spike Spencer

LIGHTWEIGHT COLOUR TRIM

Many years ago, I built a very light Vintage biplane of 52" span for one of the early OS 20 fourstroke motors but the finished model just did not look right in plain colour. I was looking for some way to decorate it but only adding minimal weight. Paint can add significant weight and I have never been able to produce a really crisp edge without an immaculate undercoat. So, with my lack of skill at this, the chances of a lightweight, neat paint trim "first shot" onto Solartex was unlikely. The attractions of "cut and stick" seemed the way to go, more Solartex would have been relatively heavy and Solartrim not in keeping with a Vintage finish so, having experimented with Litespan on a small glider for a mini-bungee competition, I thought it might give the right effect and so started to explore this approach.

The instructions with every sheet advise you to apply Balsaloc to the Litespan then iron on in the normal way. Easily said, but you try handling fiddly little shapes of a tissue-like material with a gale blowing across your workbench ! The solution came in the form of SCOTCH 3M "Spray Mount" photographic adhesive, the type that allows repositioning. The alternative "Display Mount" is more permanent and not for this job. A can of Spray Mount is quite expensive but mine is still working after more than 15 years occasional use for all manner of infrequent tasks both at home and work, a little goes a long way.

At first, I tried taping down a sheet of Litespan, painting it with Balsaloc and then, when dry, cutting the necessary shapes. This did work but I felt it was very wasteful of material and didn't seem to cut easily as the material felt 'soggy' even to a fresh scalpel blade. Maybe I didn't let it dry enough.

Anyway, handling the stuff was still difficult.

I then tried the spray adhesive by drawing the required shapes onto a smooth cutting board (MDF) in biro, then

dusting it lightly with the Spraymount. The Litespan would then stick firmly in place while I wielded the scalpel.

The cut shapes could then easily be peeled off ready for Balsaloc while the next piece was tacked down and cut to shape. One Spraymount application worked for at least a dozen such operations over a period of days before losing its grip.

I soon had about a dozen shapes ready for Balsaloc application for which a similar technique was used. Ordinary newspaper was spray mounted like the cutting board and the Litespan shapes stuck topside down (take your pick - matt or smooth) making the best use of space available. Sometimes a test piece will show that the newspaper leaves white specks on the trim. If that happens, then try a better quality paper (Financial Times ?), wallpaper lining paper, or perhaps you are using too much spray adhesive. For this current job, greaseproof paper has worked well.

Balsaloc was then applied to the Litespan shapes and left until completely dry (*upper photo*). The trim pieces could then easily be peeled off ready for ironing directly onto the Solartex covered airframe. Although I tried spraying the

Balsaloc on, thinned 50:50, it wasn't really worth the bother as the same mixture brushed on just as easily.

The combination should be fuelproof as it is but to seal the 'Tex and protect the trim edges, I finished with a very light spray of my favourite (cheap) matt Acrylic varnish.

If fuelproofing is required, use the somewhat heavier

Polyurethane varnish, or one of the commercial model products. Result, vintage appearance maintained with modern materials while achieving "tissue trim" neat edges as good as in the old days when Nitrate Dope was domestically acceptable.

The technique described lends itself to more modern finishes. You could use the Litespan shiny side out with a clear varnish such as Clearcoat while the fair range of Litespan colours, including a pretty good shiny aluminium, gives many artistic possibilities.



DOOHICKY 46" Completed airframe receiving its final trim

Give Litespan a try when you next decorate a model. It's a different and underused material but you get a lot for your money, the weight is insignificant (unless you are a microfilm user) and no, I don't get a commission from Solarfilm !

Middle Wallop Electric weekend 6/7 August 2016

I attended the Saturday only as last year. Run by Dave Chinery it is a fine days flying with all sorts of models, vintage, scale aerobatic but no extreme flying I believe that happens on the Sunday. If you can then go to next years meeting. Over to the photos.



















Sticks & Tissue for October 2016 from Dave Bishop of DB Sound.

The problems continue with my computer and the virus that I have been blessed with has given me the chance to have it all restored by me paying the ransom of £600 which (apparently) is the going rate for a “working” bloke. I understand that if you are in an American successful business, then you can be charged many thousands of dollars for the resurrection of your computers (again apparently).

So everything I am writing nowadays is written on my laptop and my email address is davedbsound@gmail.com so please use that one if you feel kind enough to write to me. At present I am not touching my Yahoo address as I don’t wish to mess up your computers like mine has been sabotaged.

Also my blooming back is still causing me no end of trouble making it impossible to drive any distance at all so consequently I cannot drive the DB Sound Mercedes van that tows my caravan to the shows. Missing from my life this year were the two Modelair events run by the wonderful pair Ken and Sheila Sheppard at Old Warden. A huge thankyou goes to Sheila who kindly sent me complimentary tickets. I must thank her husband Ken who kindly rang me from there asking after my health and wishing me all the best. I am booked for hospital in a few days’ time and hopefully will be getting rid of this continuous back and legs ache.

So for some Showscene pictures I have to thank the brilliant Andy from the Caterham club with the help of his computer brilliance I have sorted out the attached pictures.



A way back picture of our Welsh annual holiday at Haverfordwest when a very young Luke Bishop won his first trophy. His Uncle Matt and his grandfather Steve were very proud that day.



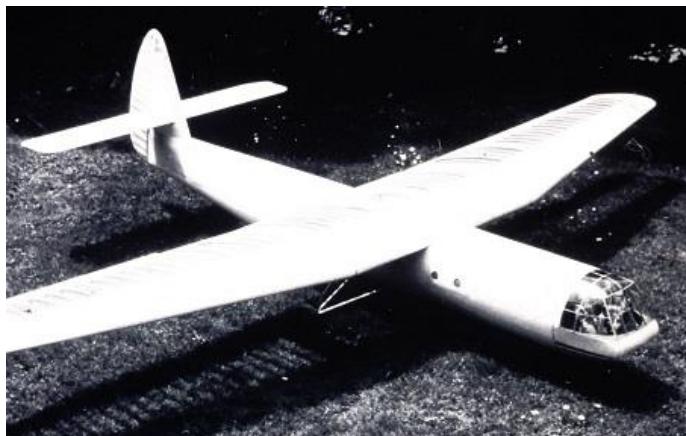
This is a copy of the Airspeed Horsa glider that Croydon club member and ex para Frank Hargraves landed at the Peguses Bridge in Holland in 1944. He surrendered and was a POW for the rest of the war.



Some of my Littlehampton school mates with their free flight rubber powered models in 1948.



My first model commentary on behalf of the first Sevenoaks club show held at the Westerham Kent recreation ground in the early 60's. Some of the country's top flying "stars" were there.



This Horsa glider was built by Frank Hargraves and was thrilled to I win it in a raffle. It now hangs in a room at Middle Wallop airfield.



This superb R/C North American Harvard was pictured flying beautifully at Epsom Racecourse some years ago.



An Old Warden Modelair event in 2015 saw this excellent Flying Fortress control line model being flown. It looked and sounded great.



The first time we saw Ali Machinchy of Al's Hobbies flying in this country was at Old Warden When he stopped the show with his R/C brilliance and a Gee Bee Racer. He loves free flight as well and here he is at O.W. with a DB Bipe in 2014.



We were delighted to welcome the brilliant ex RAF fighter pilot and airshow arranger Rod Dene at a recent Croydon club night. His audience were rooted to their seats with his talk and pictures and it could have gone on a whole lot longer.

(Left to Right) Peter Royal Croydon Clubs Chairman, Rod Dene - speaker and Geoff Potts Croydon clubs secretary.



A lovely lady and gentleman of the Sevenoaks flying club is Lesley and husband David Green and here she is with a magic Eindecker. Both are excellent pilots and fly duo together.



The Croydon and Caterham clubs gave a good static and flying demonstration at the Edenbridge show last year with a goodly display of models. I presented the Sevenoaks club with their models at the same place some 50 years ago.



I love anything with a D.H. prefix and this finely detailed Moth was scratch built by Brian Rice seen at the Edenbridge show.



I was proud to present a very good presentation of models on a perfect flying day recently by the Caterham and Croydon club members at Kenley airfield organised by Neil Wallis and Roger Godley. Croydon club member Don Coe (membership

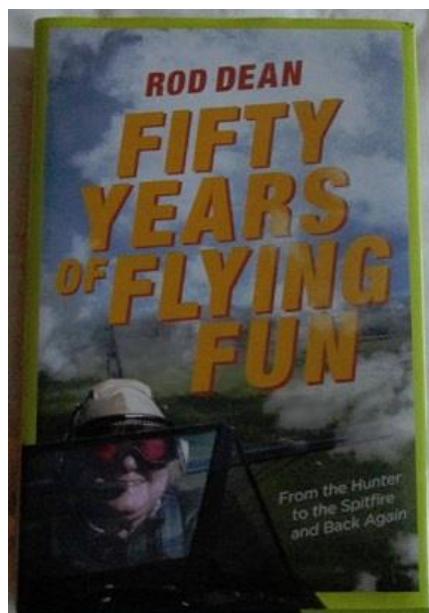
number one) thrilled the crowd with his Blackburn Monoplane as did Mike Williams and his aerobatic displays Extra and (ex - Roger Godley's) Spitfire along with the others that flew in front of a delighted crowd. This DH Moth was another winner. Photo below T28 above.



Moth at Kenley Show



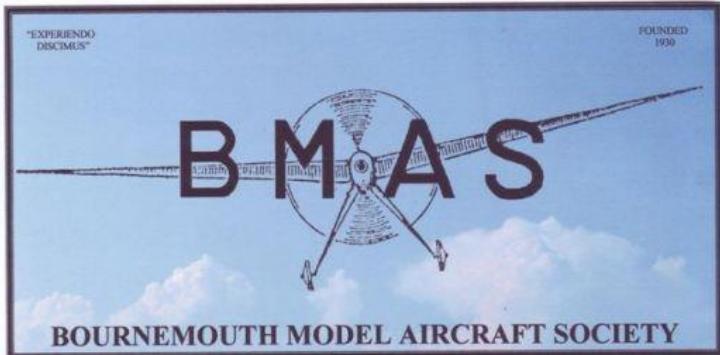
Now be clever and give us the name of this Biplane beauty taxiing at Shoreham Airport. That place takes a whole lot of beating for seeing so many wonderful aeroplanes where viewers can sit outside the superb restaurant and enjoy many hours of relaxed fun. Biggin Hill airfield has a similar viewing area with a cracking top quality café as well. They have the Heritage Museum at Biggin Hill amongst other aeroplanes Spitfires, a Hurricane, ME 109 with an original Daimler Benz engine. The entrance charge for the museum is £36 each person.



*This is the “page turner” book written by top airshow arranger Rod Dene that I bought from him when he gave his recent riveting talk at the Croydon club.
All the best and good luck from Dave Bishop of DB Sound.*

Control line at Wimborne MAC

9 October Sunday Not to be missed further details christopher.hague@ntlworld.com



**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

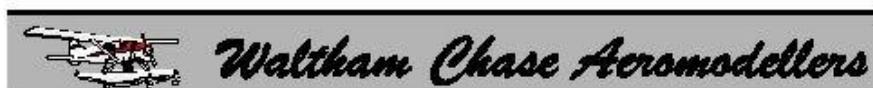
All dates are Tuesdays
25 October
22 November

Further to our telephone conversation, please find attached four flyers, one covering the indoor FF events we hold at Wickham, and the other three giving details of our indoor R/C events at the various venues.

I would be very grateful if you could include details of these events in "Sticks & Tissue".

Many thanks.

Alan Wallington
Public Relations Officer
Waltham Chase Aeromodellers



INDOOR R/C SMALL MODELS MEETING

Following the success of last season's Indoor R/C Small Models Meetings, Waltham Chase Aeromodellers have booked the Main Hall at **Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL** for a series of ten similar events on the following dates:

Tuesday, 27th. September 2016
Tuesday, 25th. October 2016
Tuesday, 29th. November 2016
Tuesday, 27th. December 2016
Tuesday, 31st. January 2017
Tuesday, 28th. February 2017
Tuesday, 28th. March 2017
Tuesday, 25th. April 2017
Tuesday, 30th. May 2017
Tuesday, 27th. June 2017

All meetings will run from 7.00 p.m. to 9.30 p.m. This is the venue at which we hold our popular indoor F/F meetings. The hall is not large enough for conventional shock flyers, but has proved suitable for smaller indoor R/C models.

Models to be flown at these meetings are to be limited to a maximum weight of 95 grammes (3.5 ounces) for fixed wing aircraft, in flight trim, including battery (not to exceed a 2-cell Li-Po pack). Helicopters are to be limited to a rotor diameter of 12" (305mm). All models will be weighed before flight, and will be judged on their suitability for the venue on the evening. Fixed wing models such as the Parkzone Ultra Micro series appear to be most suited to the hall.

Flying at these events will take place generally in accordance with our procedures developed at the regular indoor R/C events, details of which are available on our website.

Admission to the meetings will be £4 for fliers and £1 for spectators, whilst accompanied children will be admitted free. Junior fliers will be charged as adult spectators. Fliers will be required to show proof of insurance.

Waltham Chase Aeromodellers look forward to welcoming all R/C indoor fliers to these events.

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.
(Tel. 01489 895157)

or see our web site: www.wcaero.co.uk



INDOOR F/F MEETING

Waltham Chase Aeromodellers, in association with South Hants Indoor Flyers, are pleased to announce the continuation of the Indoor F/F Meetings held at the Main Hall at Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL. These meetings will be held on the following dates:

Tuesday, 4th. October 2016
Tuesday, 1st. November 2016
Tuesday, 6th. December 2016
Tuesday, 3rd. January 2017
Tuesday, 7th. February 2017
Tuesday, 7th. March 2017
Tuesday, 4th. April 2017
Tuesday, 2nd. May 2017
Tuesday, 6th. June 2017
Tuesday, 4th. July 2017

All meetings will run from 7.00 p.m. to 10.00 p.m. (please note the revised start time). The Main Hall at Wickham Community Centre is particularly suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall, the organisers are always grateful for assistance with moving furniture. A hot drinks machine is available on site.

Admission to the meetings will be £4 for fliers and £1 for spectators, whilst accompanied children will be admitted free. Junior fliers will be charged as adult spectators. Fliers will be required to show proof of insurance.

No R/C models may be flown at these events.

Flitehook, who carry a large stock of indoor models and accessories, will attend many of the meetings.

Waltham Chase Aeromodellers look forward to welcoming all indoor F/F fliers to these events.

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.
(Tel. 01489 895157)



INDOOR R/C MEETING

Waltham Chase Aeromodellers have booked a series of six Indoor R/C events for the forthcoming indoor season. These will be held in the Main Hall at **Havant Leisure Centre, Civic Centre Road, Havant, Hants PO9 2AY**. The events will be held on the following dates, with each event running from 7.00 p.m. to 10.00 p.m.

Saturday 8th. October 2016
Saturday 12th. November 2016
Saturday 10th. December 2016
Saturday 7th. January 2017
Saturday 4th. February 2017
Saturday 4th. March 2017

The Main Hall at Havant Leisure Centre is an eight badminton court size sportshall, and is particularly suitable for lightweight indoor R/C models. Please note that free-flight models may not be flown at these meetings.

Admission to each meeting will be £7 for fliers and £1 for spectators, whilst accompanied children will be admitted free. Junior fliers will be charged as adult spectators. Fliers will be required to show proof of insurance.

These events are supported by the BMFA Southern Area.

Waltham Chase Aeromodellers look forward to welcoming all R/C indoor fliers to these events.

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.
(Tel. 01489 895157)

or see our web site: www.wcaero.co.uk



INDOOR R/C MEETING

Following a very successful indoor R/C season at Fleming Park Leisure Centre, Waltham Chase Aeromodellers have booked a series of five Indoor R/C events in the Main Hall at **Fleming Park Leisure Centre, Passfield Avenue, Eastleigh, Hants SO50 9NL**. These events will be held on the following dates:

Saturday 22nd. October 2016
Saturday 26th. November 2016
Saturday 21st. January 2017
Saturday 18th. February 2017
Saturday 18th. March 2017

Each event will run from 7.00 p.m. to 10.00 p.m.

Please note that due to Christmas Eve falling on a Saturday we will not be able to run our Christmas event this winter, as the Leisure Centre will not be open.

The Main Hall at Fleming Park Leisure Centre is a ten badminton court size sportshall, with a very high and obstruction free ceiling, and is particularly suitable for lightweight indoor R/C models. Please note that free-flight models may not be flown at this meeting.

Admission to each meeting will be £8 for fliers and £1 for spectators, whilst accompanied children will be admitted free. Junior fliers will be charged as adult spectators. Fliers will be required to show proof of insurance.

These events are supported by the BMFA Southern Area.

Waltham Chase Aeromodellers look forward to welcoming all R/C indoor fliers to these events.

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.
(Tel. 01489 895157)

or see our web site: www.wcaero.co.uk

From John Quigley 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

John Quigley email: 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/lst-program/lst-tasks>

For glider guiders new to the LSF process contact the Australian LSF Secretary or Model Flight
(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

John Quigley email 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
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

Dens Model Supplies

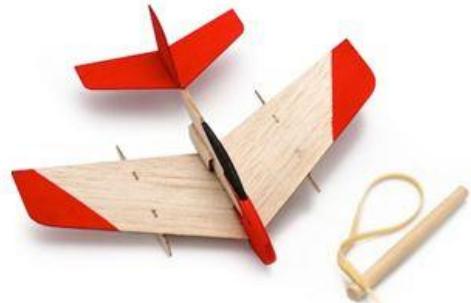
Traditional and Electric Control Line kits and accessories for the Sports Flyer

*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



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.

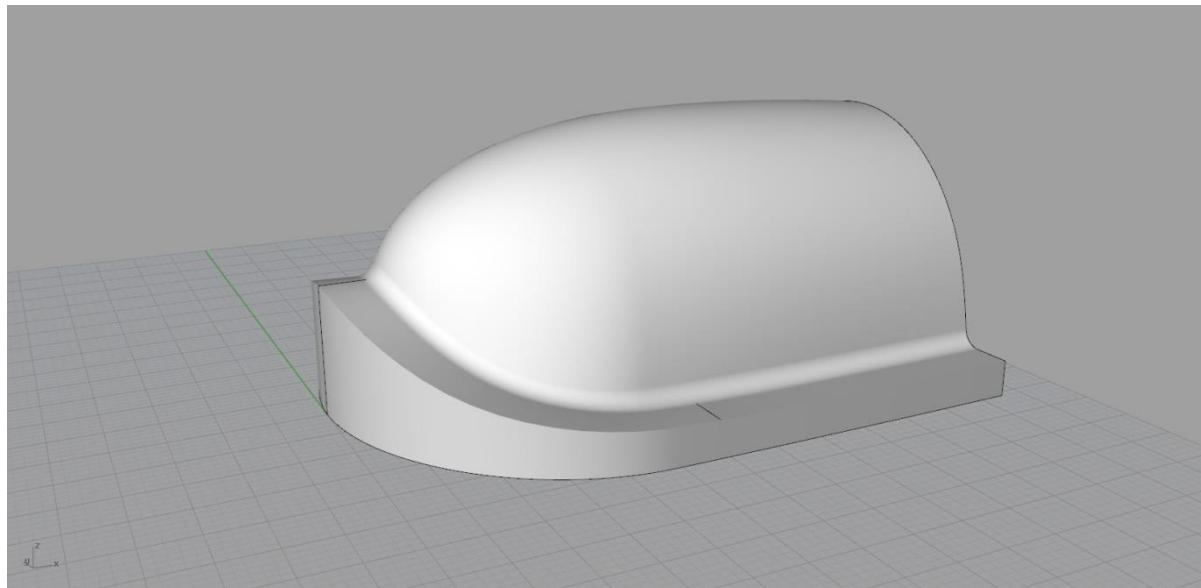
To complement the canopies, we are also producing original style bellcranks for many vintage Control line models.

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

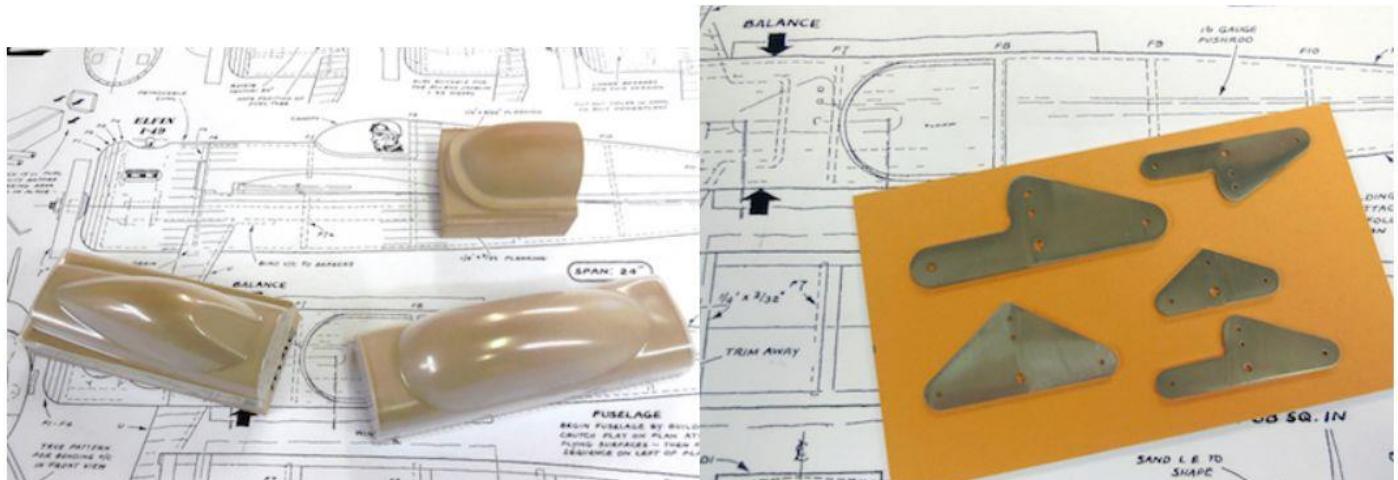
- All American Stunter - De Bolt inc plan
- KK Phantom - later version
- KK Phantom - early version
- KK Phantom Mite - 16"
- Princess
- Blue Pants
- FW-190 Focke Wulf CL 33" span Veron
- Veron Panther 41" span
- Veron CL Stunter MkII 30" span
- Mercury Team Racer MK1
- Philibuster 28" span
- Boogie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

Follow us on Facebook <https://www.facebook.com/pages/Belair-Kits/1448177428736984>