

Sticks and Tissue No 126 – May 2017

If you can contribute any articles, wish to make your point of view known etc please send to or phone 01202 625825 JamesIParry@talktalk.net The content does not follow any logical order or set out, it's "as I put it in and receive".

Thanks to Mark Venter back issues are available for download from <http://sticksandtissue.yolasite.com/>

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



Photo sent by Peter Renggli taken by Urs Brand and Urs Rindisbacher of the MG-Bern

From Sid King

Just a quick pic of new model, Walt Good's Rudderbug, in tissue and dope, ready for nylon, I hope to have it ready for Shilton. A question for Ran out of characters with pic.

Would this have been the first published plan for a model SPECIFICALLY designed for R\C ?, Designed in 1947, flown in 1949,

I have failed to find dates for the Radio Queen and the Falcon and Junior 60 were of course sold as Free Flight.

Are there any other contenders?



From Tony Parkinson

Finally completed the Gas Bag first published in Flying Aces of Feb 42 and designed by Steve Kasprzak, though I used a later redrawn plan (see attached pdf purchased from the NFFS in the USA as a seven dollar download).

Only one flight so far but it seems to be a doddle to fly and is electric powered RC, covered in polyspan and sprayed with vallejo air brush paint. Final weight ready to fly was 578 grams but it has an extra 44 grams in the nose that I will reduce some for its next outing.

Posted a rather crummy video on rcgroups of the GB in flight taken by myself whilst flying and will have to bribe my assistant to come along so I can get a better video.

Photos next page



A rubber powered 21" span Fokker DVII by D R Hughes from Aeromodeller September 1948

Fuselage.

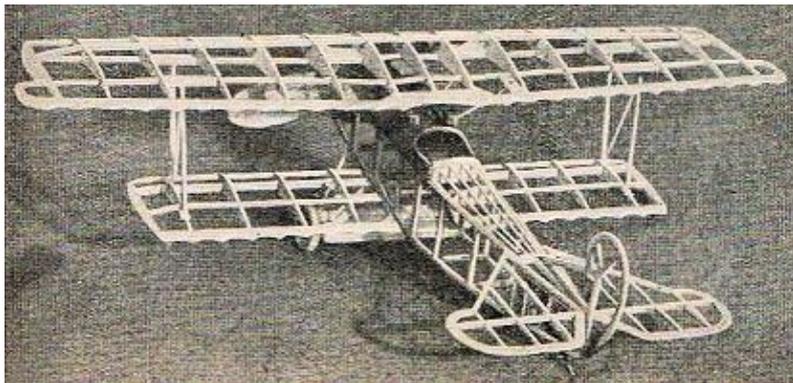
The basic framework, of good 1/8 in. square balsa, is built in the usual manner. Fit the rubber motor-anchorage and lower wing-fixing (1/16 in. sheet) while the sides are on the building board. Then the box-structure is complete, fit the formers and commence sheeting the nose. The sheet will have to be cut, at the rear of the cockpit, and re-joined, leaving out about 1/16 in. so as to fit nicely round the cockpit. Rear stringers of hard 1/16 in. square may now be added. All wire parts—undercarriage and centre-section struts—should now be made up and bound and cemented to positions indicated (see separate note, below). Fit the paper tubes for lower wing-dowels and cement securely in position. Dope on the coloured tissue to the sheeted portion of the fuselage, before adding details—machine-guns, exhaust ring, cylinder heads and windshield.

Undercarriage.

Make up from 18g. wire to exact shape and size shown, and bind and cement to fuselage, together with forward (18g.) centre-section strut. Now solder the "spreader-bar" to the "V" legs. Bind and solder the axle to the spreader-bar, by its centre only, so as to let the ends spring freely up and down. The Axle-fairing is simply a balsa structure covered with stiff paper. Make slots for the U/c legs, and slide into place, squeezing cement into the slots to fill them up. The wheels may now be added, after painting.

Centre-Section Struts.

The front strut is already in place, so it only remains to make up the "V" struts from 20g. wire. Bind and cement each pair to the upright indicated on plan, making sure that they are of adequate length. Now solder

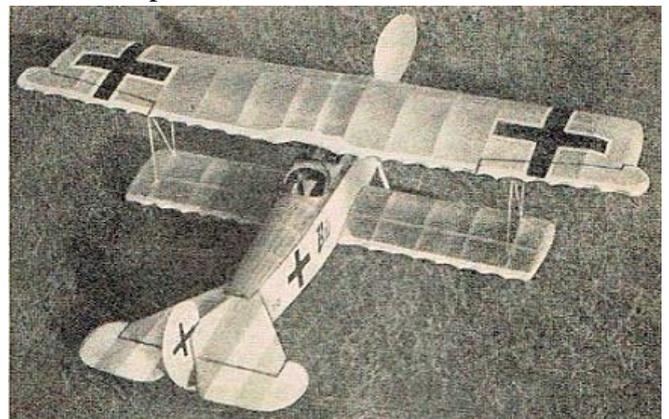


the front strut to the top of the first 20g. strut, on each side, making the "N" shaped struts. File off surplus solder and smooth of so as to slide freely into the 16g. ali tube in top plane. Another spreader-bar "may be made to join the two rear 20g. struts and keep them in alignment. This should be made from 20g. wire and bent to follow the curve or hollow of the centre-section at this point. Make sure that the wing will be absolutely at right-angles to the fuselage as it is rather difficult to make

adjustments afterwards.

Wings.

The lower wings are very simple and need no special mention—the only fittings being the paper tubes for the fixing dowels, and the ail tubes for the interplane struts. Now the top wing is rather more complicated. Pin the lower mainspars in position, and cement the ribs in place, with the exception of the centre-rib, which is not fixed to lower spar until this is cracked (see note below). Now fit tips, leading and trailing edges in the usual manner. When dry, remove from board and fracture the lower spar in the centre. This break allows for the undersurface of the centre-section to be rounded (see front view). Now prop up the tips to 1/2in. at the trailing edge only and fit centre-rib and top spar in position. Cement well and allow to dry out. When completed in this way the wings will be seen to have the required "washout" necessary for stability—since the model has no dihedral. Now, the 1/16 in. sheet gussets and strut fixing tubes are cemented in place. The scalloping on the T.E. should be roughed out" with a razor blade: finish by wrapping some fine grade glasspaper into a scroll of about 11 in. diameter and use it to carefully trim each serration.



Noseblock and Gears.

Shape the noseblock from balsa and cement the ply former to the back. Face the front also with thin ply. Now fit the 1/8 in. sheet spigot (to fit nose former) in position. pre-coating for extra strength. When dry, mark positions of gears and shafts, and drill to take the 18g. brass bushes. Screw these into position, but do not glue yet. Now make up the two shafts and fit the gears loosely in position; slide into the bushes to make sure that the gears are a snug working fit into each other. When satisfied, remove assembly and re-fit bushes, this time cementing in place. Make the usual card washers for soldering (to stop the flux spreading into the bushes). Solder the gears in place.

Covering and Finishing.

Fuselage is covered in a medium-heavy grade of tissue, water-doped and given two coats of clear dope. Wings and tail are covered with light-weight tissue and given one coat of dope. Use very thin dope for tail surfaces if dope must be used, but it would be better not to dope the tail at all, as it is rather prone to warp. Flying.

Power, with 4-6 strands of 1/4in. x 1/30 in. rubber, 30 ins, long. Balance model by adding weight to the noseblock which may be hollowed out for this purpose. Motor will have to be wound anti-clockwise unless noseblock is removed which is, incidentally, the best method. Start with about 50 turns and work up until model will R.O.G. and climb in a wide left-hand circle. Up to three degrees of downthrust may be needed for correct flying un&r full turns.

Control Line “Downunder” circa late 1950’s to early 1960’s By Brian Grebert (FAI AUS 5778)

Story behind Photo #1

My name is Brian Grebert (Nicknamed Brizo or Grub, both derived from my first name & surname), I grew up in a rural country town called Moe in the state of Victoria, Australia.

I first became interested in Control Line model aircraft as a 12 year old in 1958. It all started when I heard a buzzing sound emanating from a local park, which was increasing & decreasing in pitch. On investigation, I found the “Culprit” to be “Spark Plug” petrol driven model aircraft controlled by a set of wires flown by a teenager and helped by his friend. (Up to then, the only model aircraft that I was familiar with was cheap and nasty “Chuck Gliders” & simple all balsa “Rubber Powered” models.)

Being impressed with what I saw, I conned my “Old Man” (Dad), to buy my first C/L engine, it was a Gordon Burford Taipan 2.5 cc diesel & all the extras to make it fly. My first C/L model was a “Hearn’s Hobbies” Sabre Trainer, which my maternal Grandfather helped me to build. The next problem was trying to start my new motor; neither my granddad or anybody else could get it to start after adjusting all the knobs & levers which we all knew little about. SOLUTION: take it to the park the next time I heard C/L being flown. Bingo, a hole in one, these guys had it going in about a minute or so. Now with two new friends, my C/L apprenticeship began.

After a couple of months of flying, the “Sabre Trainer’s” demise was not from hitting the ground trying to do wingovers or loops, but my Grandmother accidently sat on it and broke it in half. Time to buy and build a new aircraft, this time an “Aeroflyte Taipan Trainer”

As time went by, the buzzing noise emanating out of the park attracted more & more inquisitive “Sticky Beaks” coming to see what the commotion was about, most of them being “High School” teenagers who eventually purchased C/L models of their own. A “Local Rag” (Newspaper, called the Moe Advocate) sent a photographer to the park who took some pictures. The group photo below was taken sometime about 1959 – 60.

This photo was seen by a member of a group calling themselves “The Gippsland Associated Aero modelers”, GAA for short. (Gippsland being a region in eastern Victoria). Before we knew it, a local Moe “Bicycle

repair shop”, started carrying a range of C/L goodies, saving us having to travel to Melbourne by train to shop at Victoria’s leading hobby shops, back then namely “Central Aircraft”, “Model Dockyard” & “Hearns Hobbies”.

The Bicycle repair shop manager helped us to form a “Club” and became President of the Moe and District Model Aircraft Club” MADMAC for short.

Photo #1 shows the photo that was published by the “Moe Advocate” newspaper that helped to promote the newly formed club. I’m the skinny one second from the left, my plane in front of me was a flying wing made totally of 3 ply wood (No balsa) & was Taipan 2.5 cc diesel powered.



Story behind Photo #2

The members of MADMAC were asked to put on “Flying Demonstrations”.. The local Moe “Aussie Rules Football Club” allowed us to fly during their “Half Time Break”. We thrilled the crowds by having 4 flying circles going continuously, flying basic stunt pattern, combat and team race & anything else. The football club even supplied transport for the “Die Hard” flyers to their “Away from Home” matches at nearby towns. The club even put on displays for “Rural & Agricultural Country Shows”, we also demonstrated in the local light aircraft pageant at the township of Morwell’s airfield.

As the popularity of MADMAC gained momentum, we were offered officially the use of the Moe Race course parkland, except on Race days. (Up to then, we had been using this parkland for a year or so without anybody’s permission)

The “Die Hard” members of the club (see photo below for some of them) would every now & then travel for 2 hours to Melbourne to participate with other C/L clubs, namely at Albert Park Lake & Moorabin Light aircraft Airport. One of the flyers father would take it in turns to be the DAD of the day to drive us to these events.

Photo #2 shows a small group of “Sunday Flyers” at Moe Racecourse (No Horse racing on a Sunday) I’m the guy holding the Pylon Free Flighter on the far left. The group photo was taken about 2 years or so after the above “Newspaper Photo”.

Aircraft from Right to Left: SKUA Stunt, Kiel Kraft Spectre, Own Design Flying Wing, Profile Bell Aircobra, Pylon Free Flighter, & far left on ground, my Hearns Hobbies Demon.

I continued to fly regularly at the racecourse with this group until the age of 17 years old. I then Joined the Royal Australian Airforce (RAAF for short). This is another story that I may submit to S&T at a later date.



Story behind Photo #3

This is a photo of me holding a “Hearns Hobbies Demon”, built from a kit & powered by an Enya .29 Glow motor. On the right wing near the leading edge of the demon is my MADMAC number which was 6. This is the A/C that I used to practice more advanced stunt maneuvers.

Back in those days, the Club mixed its own fuel, comprising of “Shell A” or “BP A” racing fuel and “Castrol M” oil, (no Nitro) mixed in either 3:1 or 4:1 mix ratio depending on the motors being used. (The Merco .35 & Fox .35 stunt motors appeared to run better on a 3:1 mixture)



Story behind Photo #4

Even though MADMAC was predominantly a C/L Club, some of us had a go at the various forms of F/F. Tow Line gliders were popular. The problem we had on occasions was, the “Wings” would fold & break when being towed up, and this was eventually rectified by the speed that the “Tow Runner” ran. I came across a picture in a model magazine showing a Pylon Power F/F called the “Crowbar” designed by a distinguished Aussie modeler of the time “Basil Healey”. So I decided to have a go of something similar myself, thus was born the “Martian Maggot” (So named after watching a “Bugs Bunny” cartoon on TV, featuring a very cheeky Alien flying a cigar shaped rocket ship called the “Martian Maggot”)

Not knowing the tricks of F/F ie like having your name & address on the A/C, Fuel Shutoff Timers, DT’s etc. the fuel tank system was the same as my early C/L trainers, a metal box containing about 4 minutes of fuel. Well on the first flight it was last seen just under the “Cloud Base” motor still running, heading away from the launch area which was a local “Cow Cocky’s (Aussie for Dairy Farmer) “ paddock. It “Flew Out of Sight” (OOS) and then some more. Bye Bye “Martian Maggot” I thought.

It did not take long for the news of the lost Model Aircraft to gain public attention. The Moe Advocate newspaper sponsored its own “Lost & Found” advertisement in its next edition, they were even prepared to pay for a “Reward” if it was found.

A Local AM radio Station 3GL (Warrigul), gave “Free” lost advertisements for a couple of days after it went missing.

A few days later, the “Martian Maggot” & I were reunited together. The aircraft was in one piece, not even a hole in the tissue covering. It turns out that a distant Dairy Farmer many miles away from the launch site, found it in his paddock & heard the 3GL Radio report and knew where to find its owner. He wasn’t interested in a Reward.

Eventually the “Martian Maggot” became just “Maggot” because of the left wing losing its tissue covering with an encounter with a tree. (On recovering it, I couldn’t be bothered repainting the “Martian” back on it.)

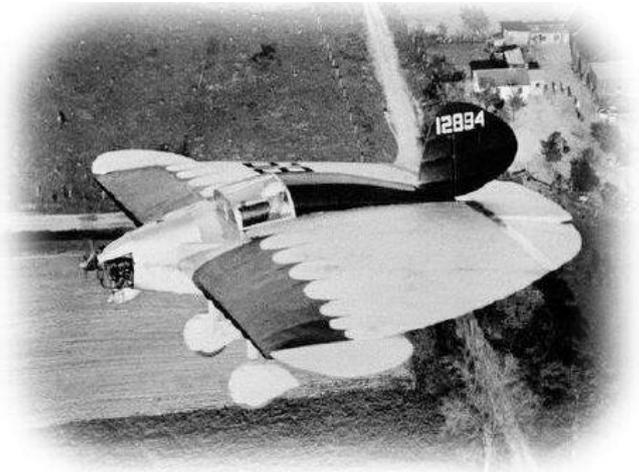
Photo #4 shows a damaged “Maggot” after it was launched from the Moe Racecourse (with 30 seconds of fuel & my name and address on it this time). The wings moved on the pylon causing the A/C to crash into a house holders “Chook Pen”. The Maggot was repaired and we both had many more flights together before its final demise.



Photo #4 Martian Maggot

The 'Facetmobile'

I was trawling the net researching short aspect ratio designs that might make an interesting project, turns out that there have been quite a few of various shapes and sizes particularly in the 30's. There have been military and civil SAR designs; probably the most well-known is the Vought V -173 'Flying Pancake' but there were home builds as well, like Dr Snyder's monoplane from 1934

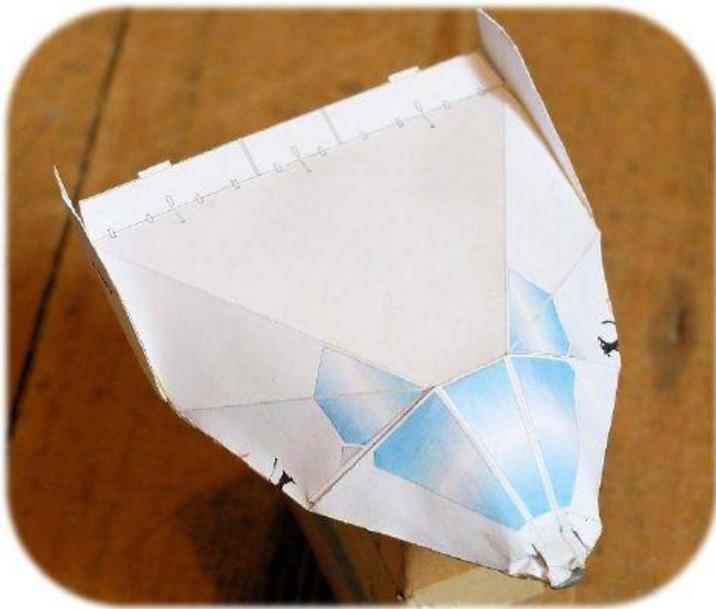


But the one that caught my eye was the 'Facetmobile'....seen here at Oshkosh



You can read all about it here:- <http://www.facetmobile.com/>

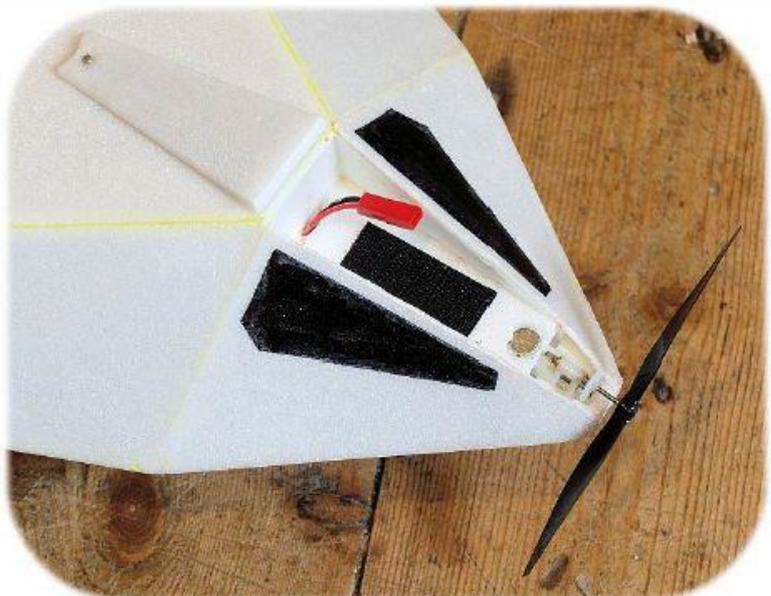
This looked a perfect Depron project and to start I downloaded the card model available from this site:- <http://www.currell.net/models/facet.htm>

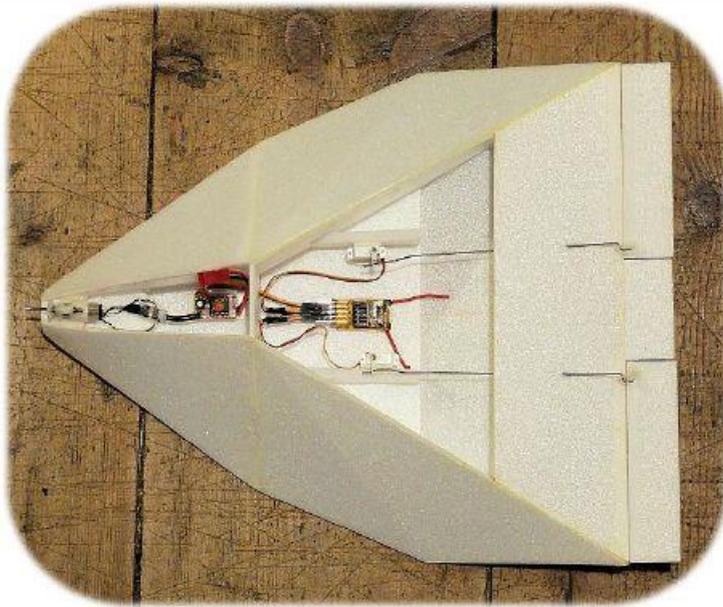


A bit of chucking the card model about established a rough CoG and elevon deflection and using the models dimensions I scaled it up to give a width at the rear of 25 cm. This was to suit some RC gear that I had from a failed garden flyer project, here is the result.



Trimming (crashing) proved interesting until I realized that the aileron element of the elevon mix was very sensitive while the elevator element is not. Finally by using the exponential and control throw adjustments a suitable compromise has been reached and now it's a pleasure to fly. In fact it is very stable, CoG does not seem critical, turns nicely and the stall is very mushy and easily controlled. This prototype weighs about 2 oz and uses a 350mAh 1S battery that is installed under a hatch at the front, this gives very long flights





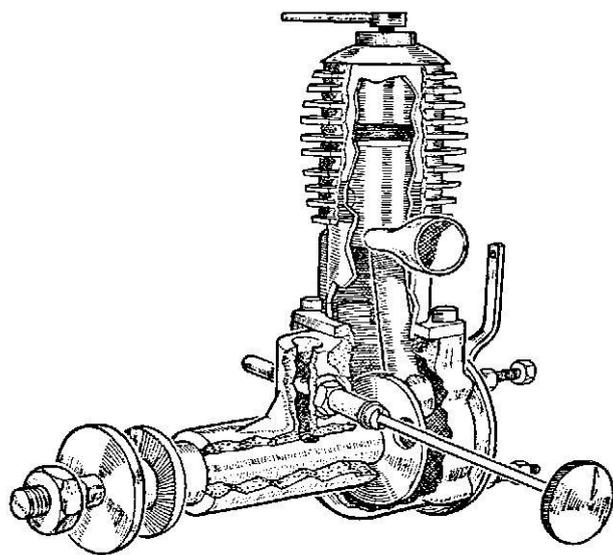
Here is a view of the internal layout which as you can see is very simple and I'm encouraged to build a larger version about a third bigger. One of the endearing qualities of the prototype is its ability to fly slowly at large angles of attack. Better throttle control will improve this part of the 'flight envelope' and I'm thinking of using a brushless motor designed for 3D flying. These 'pancake' type motors are specifically designed to allow very fine throttle adjustment and I'm sure would make for some interesting flying with the 'Facetmobile'.



There is nothing new in modelling the 'Facetmobile'.....when it first flew in the late 90's there was a rash of model designs from 1/4 scale down to indoor rubber and RC models were used in the development of the original. The shape also lends itself to space frame construction as shown below

So if you fancy something different this might be just the project for you
Have Fun !!
Den Saxcoburg

Jagra Dyne 3 from Aeromodeller October 1948



As it has been pointed out by readers and manufacturers, and, indeed, as we are well aware ourselves, static thrust tests are of little value to the practical aeromodeller, and may, in fact, be actually misleading. Little or no idea of the performance of an airscrew under actual flying conditions may be gained, and it is even possible that an airscrew showing lower static thrust figures may be a more efficient performer in the air than one showing a higher static reading. In view of this, it has been decided not to take static thrust tests of AEROMODELLER propellers specially designed for high flight performance, as considerable work is entailed in the design, making and testing, to no useful end. We have under construction a special apparatus designed to give figures of airscrews under actual flight conditions. This will be shortly completed, and we then hope to give performance figures

of those airscrews which have not been featured in static test.”.

TEST

Engine: “Dyne 3” 3c.c.

Fuel : Mills Diesel Fuel, 2 parts; Ethyl Ether, 1 part.

Starting: Hand starting was used throughout, and little difficulty was experienced, with engine either hot or cold, once the control settings had been mastered. The engine was run inverted, as the position of the carburettor air-intake indicated that this was desirable. The air-intake is situated on the top of the main beating housing—a crankshaft inlet valve being used—and as gravity feed of the fuel seemed indicated, running in an upright position would have tended to flood the carburettor when the engine was stopped. A cut-out is fitted to the back of the crankcase, and engine is stopped by release of crankcase compression.

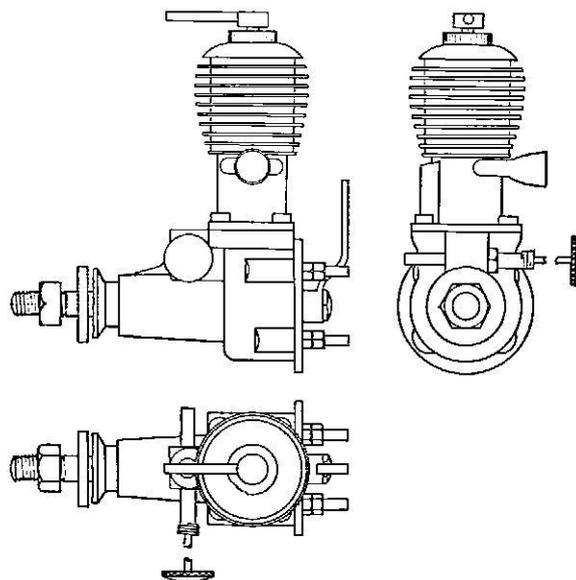
Running:

The engine runs well over a limited range of speeds, but seems most happy around that point where greatest B.H.P. was found to lie. This usually indicates good design of ports and timing. Unlike most small diesel engines a single exhaust port is used, yet the engine shows no marked signs of insufficient port area. The “Dyne 3” would not, however, be called a fast running engine, as power dropped considerably around 8,000 r.p.m.

B.H.P.: The b.h.p. curve of the “Dyne 3” is steeper than that of some small diesels. The graph shows that a b.h.p. of .072 was found at 4,100 r.p.m. with a steep rise to a maximum of .103 b.h.p. at 6,300 r.p.m. A steep decline in b.h.p. is then evident up to about 8,000 r.p.m. It is possible that the use of a single exhaust port may account for this fall off in power at the higher speeds. Many modellers do, however, prefer an engine which is “doing its best” at a comparatively low rate of revolution, and it is a feature which usually makes for long life.

Power Weight Ratio: .239 b.h.p./lb.

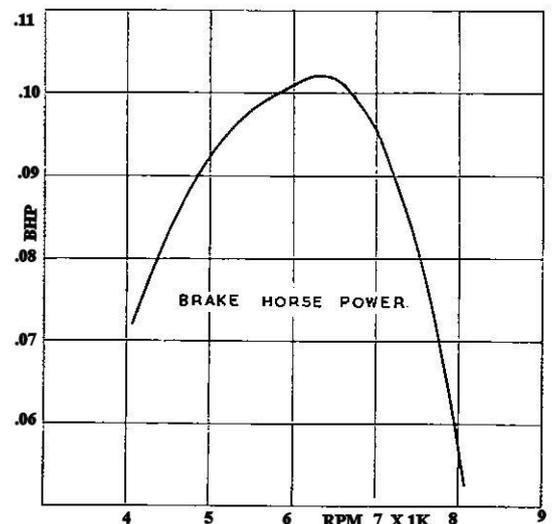
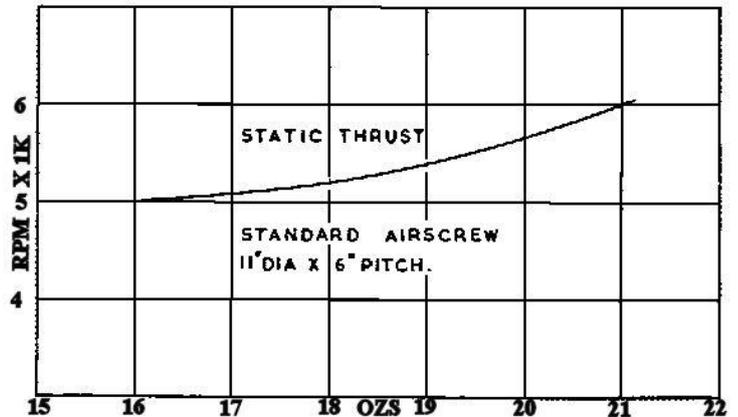
Static Thrust : As a measure for comparison, static tests were undertaken with a standard symmetrical airscrew of 11 ins. diameter and of 6 ins. pitch. As would be expected from the steep fall off in power for decreased revs. (as shown in the B.H.P. graph) the static thrust also declined rapidly with r.p.m. At 5,000 r.p.m. a static thrust of 16 ozs. was measured, rising to 21 ozs. at 6,000 r.p.m. This compares quite favourably with other results.



Remarks : Owing to the combination of a radial mounting with the cut-out in the crankcase cover plate, a somewhat complicated engine mount must be devised for this engine. No fuel tank is supplied, so that this also must be incorporated by the builder. Theoretically, a cut-off by means of a release of crankcase compression is ideal, as the engine is automatically scavenged as the engine dies off and a clean, unflooded crankcase is presented for the re-start. The cut-out fitted is reasonably effective, but is uncertain at speeds above 7,000 r.p.m.

GENERAL CONSTRUCTIONAL DATA

Name : Jagra Dyne "3"
 Distributors : Watkins Stores, Cardiff.
 Retail Price : £5 10/-
 Delivery: Ex Stock.
 Spares: Ex Stock.
 Type Compression Ignition: Two stroke.
 Specified Fuel : Mills Blue Label.
 Capacity : 3 c. cms. .183 c. ins.
 Weight : Bare 6.9 ozs.
 Compression Ratio : 16 : 1 adjustable.
 Mounting: Radial. Designed for inverted position but will run in any position.
 Recommended Airscrew: 12 ins, diameter, 6 ins, pitch.
 Free flight.
 Tank: No tank provided.
 Bore : 5/8 in
 Stroke : 5/8 in.
 Cylinder : Hardened steel, honed and ground to 0.0001 in.
 No, of Ports : 1 inlet, 1 transfer, 1 exhaust.
 Cylinder Head : Cast dural screwed to cylinder 11 fins.
 Contra Piston: Cast iron, ground and honed.
 Crankcase : Single diecast in dural.
 Piston : Cast iron, ground and honed. Flat top.
 Connecting Rod : Phosphor bronze, machined from solid bar.
 Crankpin Bearing : Plan, integral with connecting rod.
 Main Bearing : Housing integral with crankcase, bushed with cast iron.
 Little End Bearing : Plain.
 Crankshaft Valve : Rotary valve in crankshaft.
 Special Features : Jagra speed control valve which permits full engine control for control-line flying. The engine is also made with a fixed tank including cut-out.



From David Lovegrove

Just finished reading the latest S&T. Excellent as always! It's great to see all those designs from yesteryear.

On that note, following on from my missive last month about the brilliant little "Tadpole", I thought you might be interested in my latest. The reason it came about is that at the Pontefract Club's Vintage Meeting on May 21st (which will have come and gone by the time this appears) the theme chosen is "Geometric shapes". Circles and triangles would obviously come top of the heap, so deltas were certain to feature and my cunning plan was that if a run-of-the-mill delta was good, a double-delta would be twice as good! Casting around on Outerzone identified the perfect subject - cue the "Wombat"!

The history of this little weirdo deserves a brief mention. In the November issue in the Year Of The Blessed AeroModeller, 1959, the renowned Peter Holland, designer of a number of more or less unconventional models, contributed a little knock-about control-liner of a mere 14" wingspan. He called it the "Duplex Delta". Conceived as a novelty, bounceable model for a local display (remember those?) it apparently fulfilled its brief well.

Fast-forward thirty three years, and it surfaced again in the AeroModeller, this time as a 15" freeflyer, re-imagined via the drawing board of Charlie Jeffreys. In that guise, it was powered - noisily for sure - by a Cox TD 010. Alternatively, for those of a nervous disposition, a CO2 motor could be substituted for the little screamer.

Despite what you might think, my experience suggests it would be reasonably easy to trim as a freeflyer, and probably extremely stable. My only reservation concerns the balance point, or, more precisely, how Charlie and others would have fared in their efforts to achieve it! I reckon I build reasonably light, and I although I concede that my choice of electric power might have been lighter, proportionately, than an IC set-up, I still think the essential addition to my model of an eye-watering 150 grams (5.3 ounces) of church roof up front was on the hefty side of STRENGTH! However, without it, the model would certainly not have flown.

In fact, defying my expectations, the model does fly very well. It's mildly aerobatic and quite quick at full chat, but slows down to an unflappable crawl for landing. Normal cruise is at about one-third throttle, which clearly indicates there's no shortage of lift from those two wings.

To make things a little easier for my old eyes, I scaled up the wingspan to 26.5" (675mm). This means that with a root chord of 15.5", the total effective wing area works out to about 5.7 square feet and the wing loading is a miniscule, sub-4 ounces per square ditto. No surprise then, that the model's performance is, in the memorable words of Rolls Royce, "adequate"!

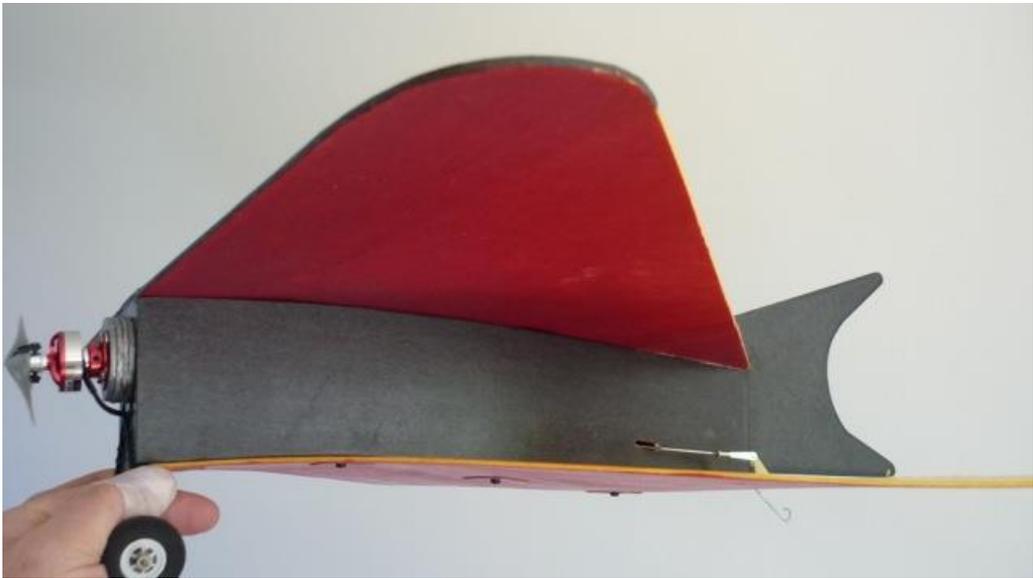
What strikes me as clever about the design is that apart from the two wings facing in opposite directions (which incidentally confers a unique appearance in the sky) each has its own flat-plate aerofoil. On the top wing it's a simple undercamber. Nothing fancy at all. On the bottom though, the plate acquires a sinuous double curve, terminating in pronounced reflex. I don't begin to understand the aerodynamic qualities of this arrangement but by golly it works. Incidentally, nylon bolts see to the wing attachment requirements, allowing unfettered access to the innards.

For motorvation I screwed on an inexpensive E-Max 2805/2840Kv motor, driving a 6" x 4" APC-E prop and fed by an 800 MAh 2S LiPo. Elevons do the steering bit. It did cross my mind that rudder-only would be good for a laugh, but I went for a lie-down and commonsense eventually prevailed. Nevertheless, I think it should work. Shouldn't it?

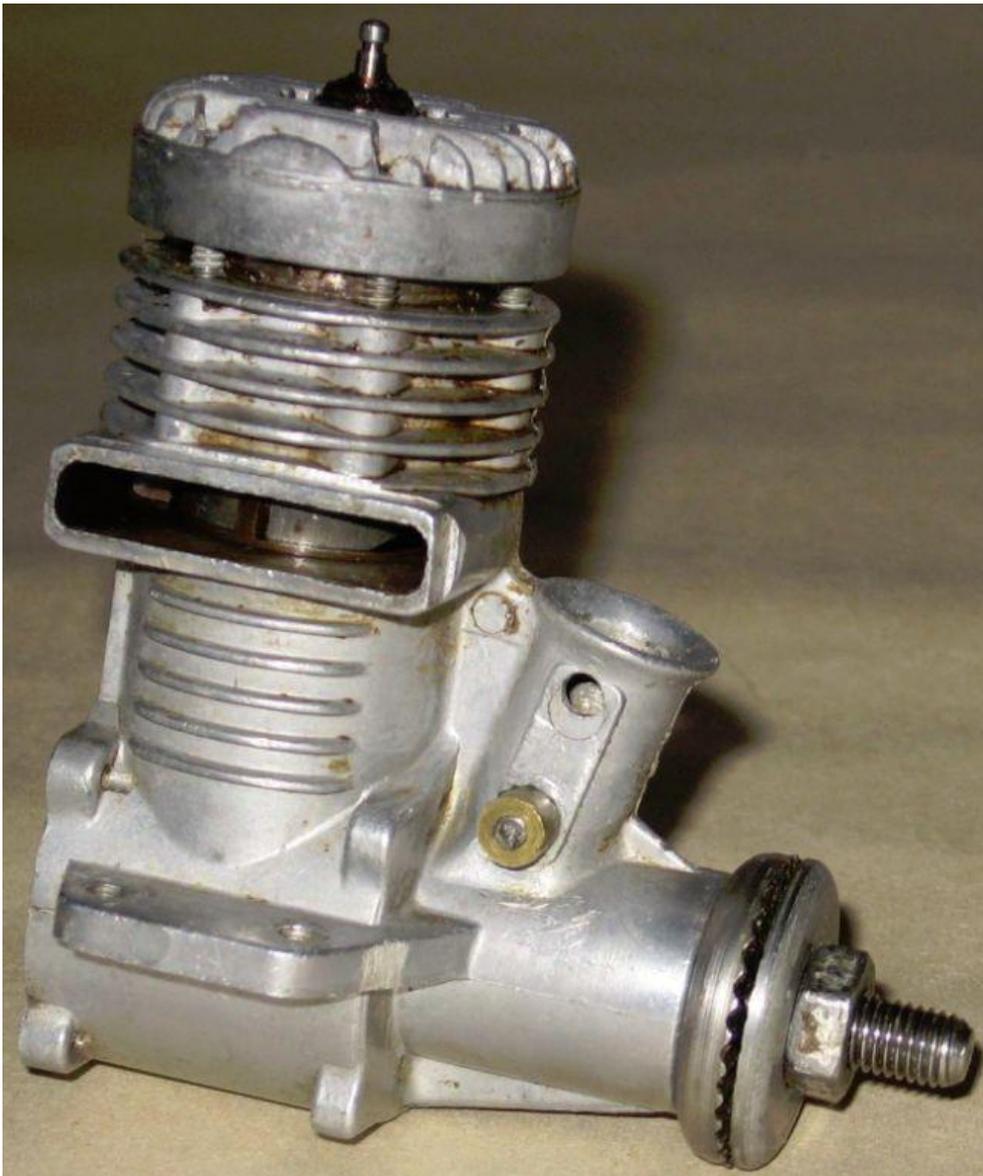
Given a little bit of breeze, the Wombat will take off - eventually! Better though, is a sort of right-arm sling, a suave technique perfected by my chum Mike (Spike) Spencer for launching his Tea Tray.

If anyone is interested in producing their own replica of this cute little machine, I'd be happy to supply more information regarding my version. Requests via James.

And by the way James, despite my best efforts I haven't forgotten the challenge you threw down re: an RC version of John Coasby's "Yoicks". Someday . . .



From George R. Vale.



Seeing picture of Bill Wells's Fox 35 in no.124 I realised how similar it was to my Fox 40 of 1962 vintage. (Picture attached.) Despite its great age this engine has only done a little over 3hr. running.

Very observant readers might notice the absence of the backplate. This is because the shaft/main bearing fit has tightened up to such an extent that the shaft will not go fully into place; hence the backplate won't go on, when the shaft is partway in as it had to be for the photo.

This also used to happen when the engine was new. I wonder if it's a feature of Foxes or of phosphor-bronze bushes. I've tried fine grinding paste on it (!) to no avail, the metal is so darned hard. Any suggestions?

From David Bintcliffe

For possible inclusion in sticks and tissue

I went up to Market Harborough to the spring auction at Gildings. quite a long trip from Poole .there were 367 lots ...old English diesels..DCDart with papers £50 ...Forest engineering AM25 NIB £80 !DC Bambi £160 Elfin 0.3 cc £95...super Tigre G20 £120 (looked a bit rough..Aurora Mills NIB £55...these were the good prices ..

Dynajet jet x2 went for £75 and £120 ..

There were quite a few exotic single and multi cylinder NIB glow engines ..see photo

Surprisingly there were lots of free flight power models all red wings and black fuzes ...all sold pretty cheaply average £20 with engines ...there were 2 lots of 2 gliders .

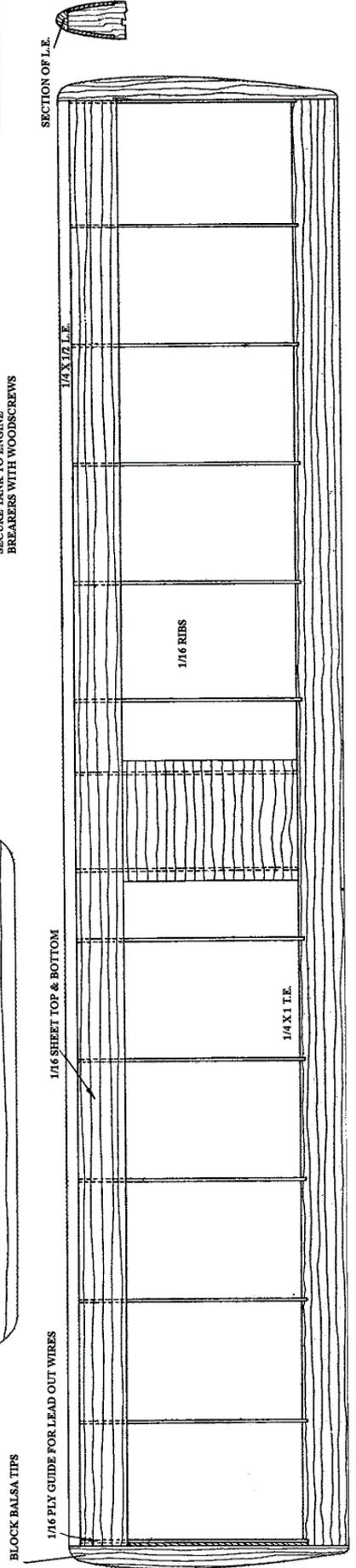
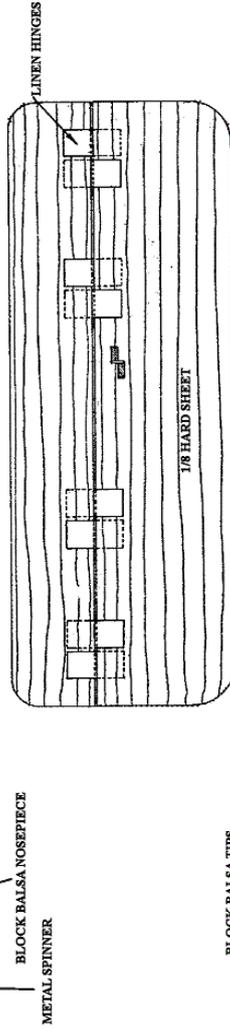
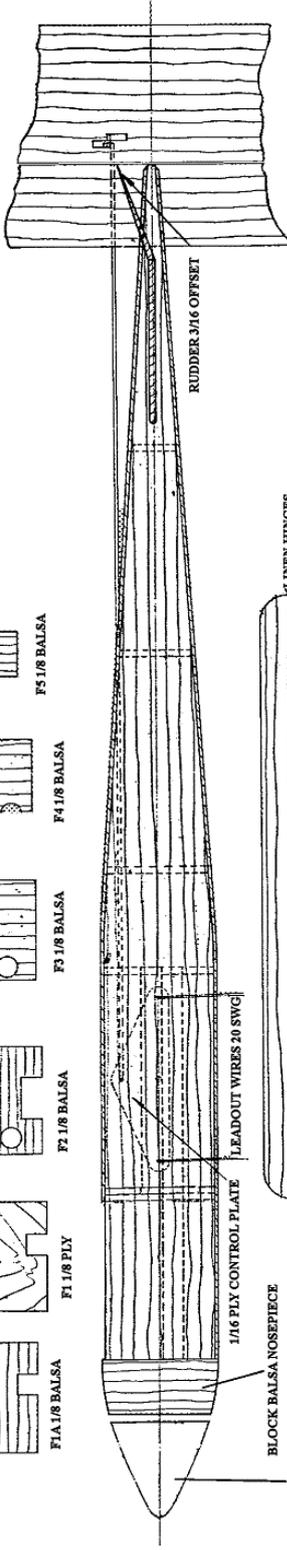
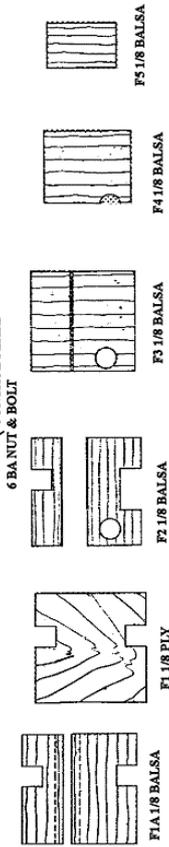
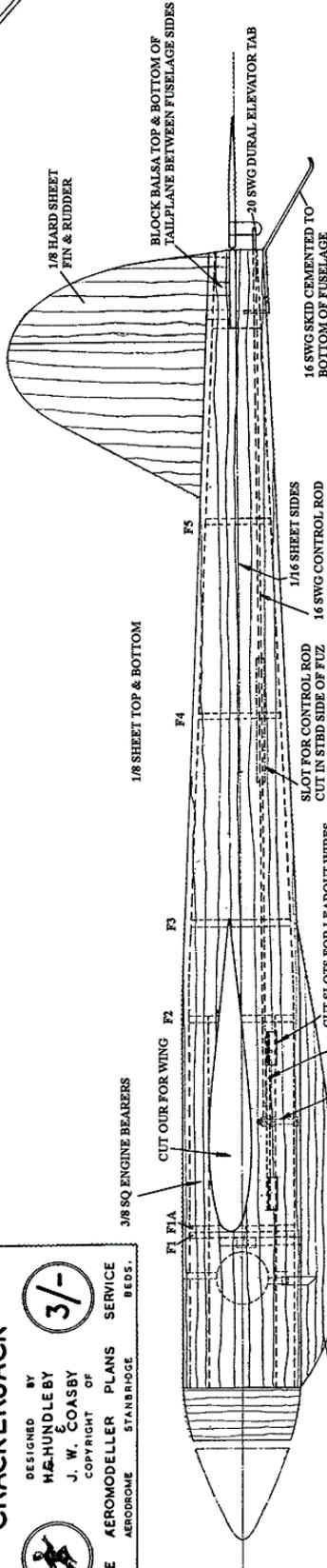
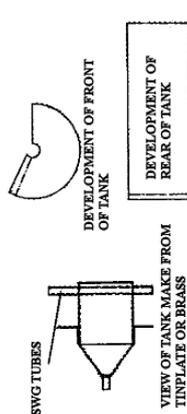
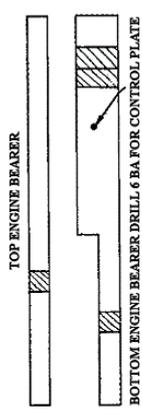
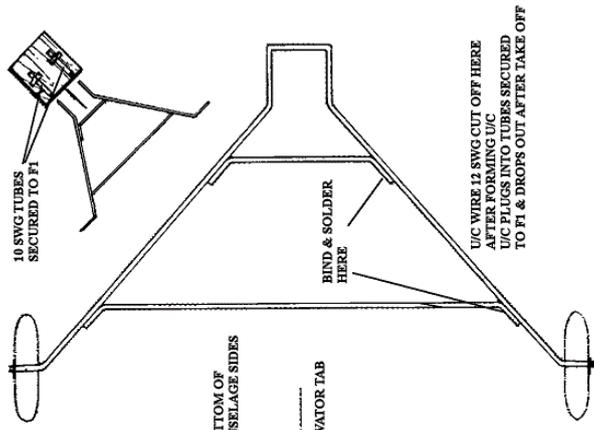
There was lots of engineering "stuff" including lathes .but I left before these were sold.

Overall an interesting day out ! and not too damaging on the wallet. The auctioneers oversee the bidding with good humour (but clearly don't really have a clue what they are selling !..the bidders are also in good spirits at a guess between 50 to 100 of them ...mainly mature with one lady present ...dress code definitely ...anoraks !!!)

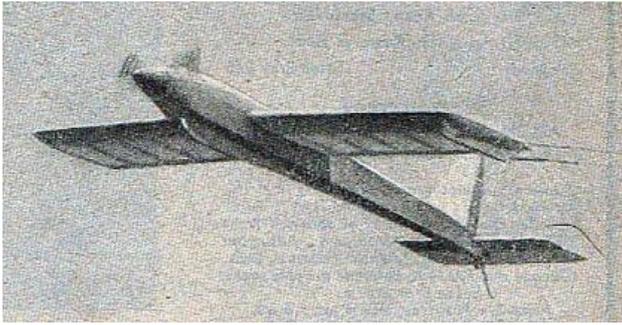




CRACKERJACK
 DESIGNED BY
H. HUNDLEBY
 J. W. COASBY
 COPYRIGHT OF
 THE AEROMODELLER PLANS SERVICE
 THE AERODROME STAIRBOARDS BEDE.
 3/-



Crackerjack a 32" span stunt control line model for 2.5 – 4.5 cc motors by H G Hundleby & J W Coasby from Aeromodeller October 1948



Having learnt our control-line flying the hard way and having tried for some considerable time to develop a really successful stunter suitable for a popular size of British engine, we were more than gratified at the performance of Crackerjack. The prototype, powered with an E.D. Mark III performs the most difficult of stunt manoeuvres with an ease and reliability that make it a pleasure to handle. The model is extremely sensitive to control and less experienced flyers should watch out when

the undercarriage releases. We found 50 ft. the most satisfactory line length, although in calm weather this can be extended to 60 ft. with beneficial results.

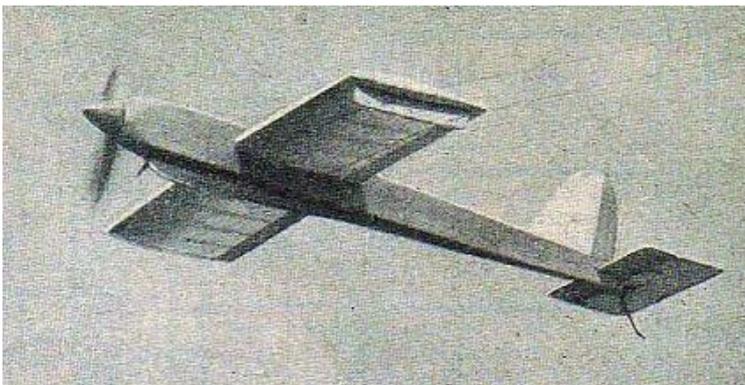
Commence by building the wing, cutting all ribs from hard 1/16 sheet. Utilise a template of thin sheet zinc or aluminium for this job, it saves time and ensures accuracy. Sand and shape leading and trailing edges before pinning down and note that packing will be required in view of the symmetrical section. Cement ribs in position and also wing tips, lift from plan, and apply top and bottom sheeting as shown. Finish by sanding lightly and then cover with rag tissue and dope. Cut through the covering over the slot that takes the ply guide plate and cement plate into wing.

Fuselage. Commence by cutting bearers to shape and drill engine bearer holes and the hole for the control plate. Glue the bearers to the top and bottom fuselage sheeting with Durofix and when dry cement bulkhead F.1 and formers F.1A, F.4, F.5 and tail-block in position. Do not insert formers F.2 and F.3 at this stage. Remember also to screw undercarriage tubes to F.1 before inserting. Fit control plate and also engine bolts together with their back plates. Check assembly at this stage for accuracy and leave to dry thoroughly. Cut out fuselage sides slightly oversize and construct tail surfaces and fin whilst you are waiting. Fit all control wires to the control plate and then cement the port side of the fuselage in position. When dry slide wing into place remembering to thread the control leads through the wing guide plate. Now is the time to



cement formers F.2 and F.3 in position and the wing should be accurately aligned at right angles to the fuselage. Any adjustment necessary can be made by lightly sanding these formers before glueing.

Complete the tailplane and cement in place. With the wing and tail surfaces in position the starboard fuselage side can now be passed over the wing and cemented in place, remembering to



thread the control lead through the side at the same time. Lightly cement the front nose block in place and thoroughly sand fuselage with block in position. When sanding is completed remove nose block, which can be finally positioned when the engine is installed. Cover fuselage with rag tissue using thick dope or banana oil and finally apply finishing coat of clear dope. Cut tissue carefully away from fin and underskid positions and cement these two items in place, also the tailskid. Note that the tail surfaces are left uncovered and



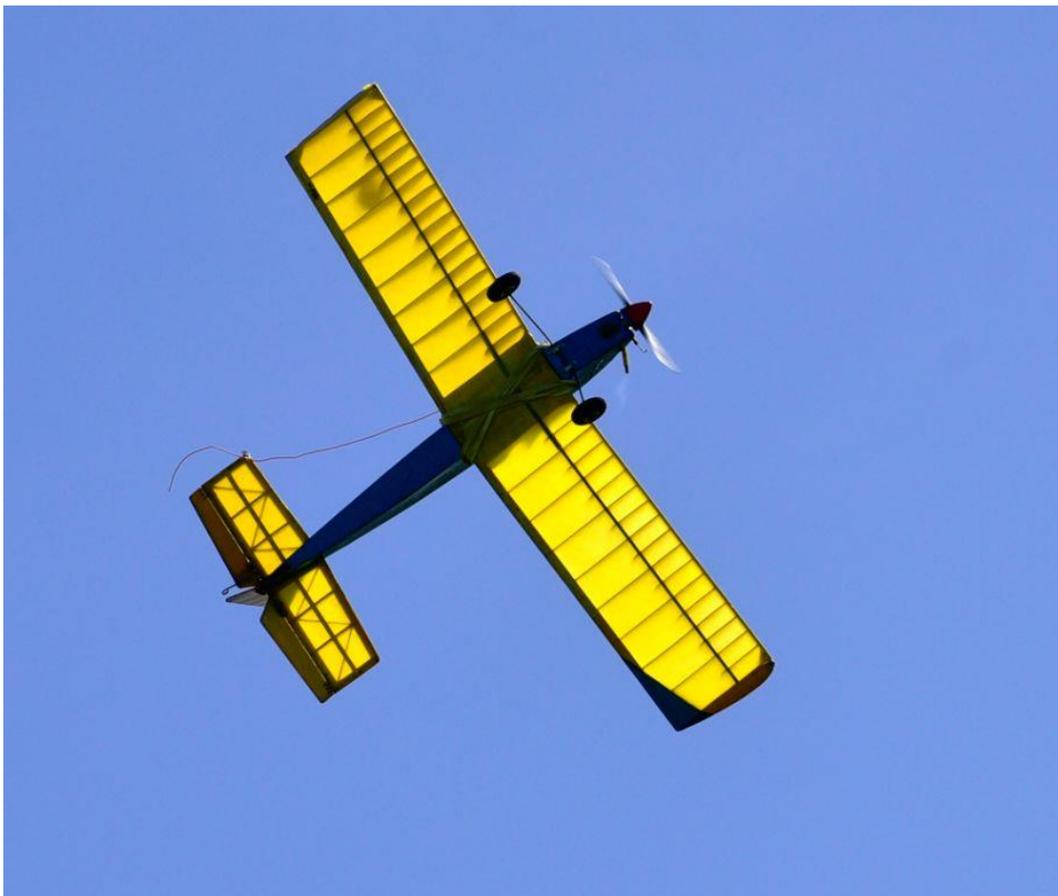
finish with clear dope. A final finishing coat of coloured dope may be applied although this was not done on the prototype in order to save weight. Construct the fuel tank and also the undercarriage remembering that the latter item should be a loose fit in the undercarriage tubes. The inside of the fuselage front should be given a coat of shellac as a proof against fuel residue. Bend the necessary clips at the end of the lead-in wires and carefully adjust the length of the elevator control wire before cutting and bending through control horn.

The prototype came out at 13 ozs. complete with motor and it is not advisable to exceed an all-up weight of 14 ozs. The model should balance at a point half inch back from the front wire measured at the guide plate.

From Ronald in Belgium

Here are a number of foto's of my much liked BeeTweens. Drawn by Randy Randolph, it came as a free plan within MAN. I cant remember the date though, it was a fair number of years ago. I guess early nineties. Having acquired a brand new Schlösser 1cc R/C diesel (what an engine!), I preferred that one to the Cox 049 on the plan. Because of the heavier engine installation, I added an extra bay to the wing and ended up with a 40" wing instead of the 37" span specified. All went very well from the start and she is still alive and kicking, although a bit wrinkled, which befits her age I would think. A friend of mine saw me flying her and also built the model very lightly for electro. This one also was a delight to fly. My friend had a heart condition and shortly before he died he gave his electro BeeTween to me. I hardly dare flying her in more adverse wind conditions. She is only flown in perfect weather conditions, in honor of my friend who was a great and prolific model builder.













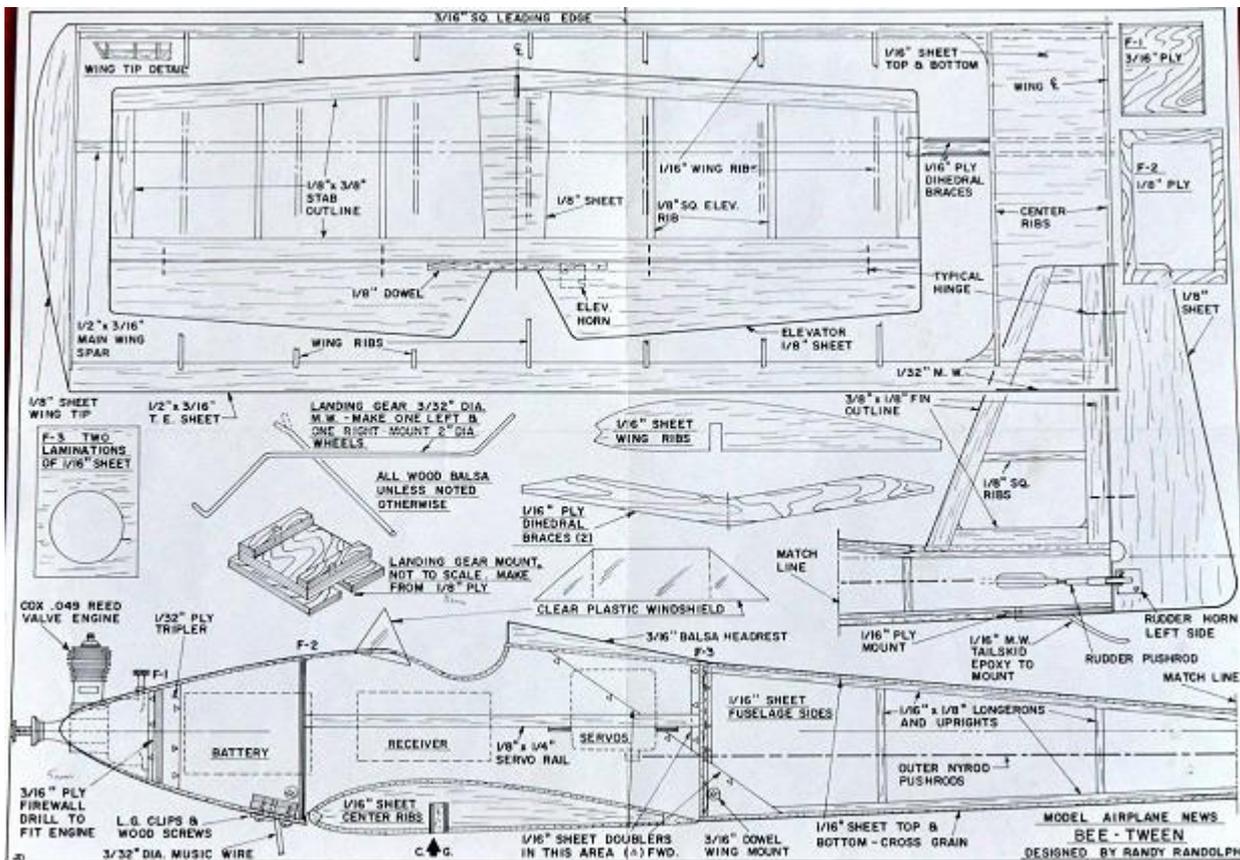
1/2A sport low-winger with a big-plane feel

ALMOST EVERY MODELER has at least one Cox® engine: the Golden Bee, Black Widow, Texaco, Dragonfly, or QRC. In fact, so many have been sold that almost everyone in the country could have one! As a gateway to the R/C experience, they're about the least expensive, most easily obtained and installed power sources that can be found. The "Bee-tween" was designed as a low-cost, easy project that's suitable for these ubiquitous Cox engines. It could very well serve as a first plane for someone who wants to get into the sport of R/C flying. Its low-wing configuration is a little more glamorous than the common high-wing trainer, yet it retains the stable flight characteristics of a trainer.

Because the airplane resembles those that were popular during the "Golden Age" of aviation, I chose a color scheme that fits that period. The blue fuselage, the yellow wings and the Golden Bee powerplant prompted friend Tom Anderson to provide the name.

by RANDY RANDOLPH

bee-tween



At a recent DMFG meeting Derek Collin brought along his new model and engine he'd built based on a Cloud although diesel. It ran very well indeed. A change from the sparkies he usually constructs from scratch

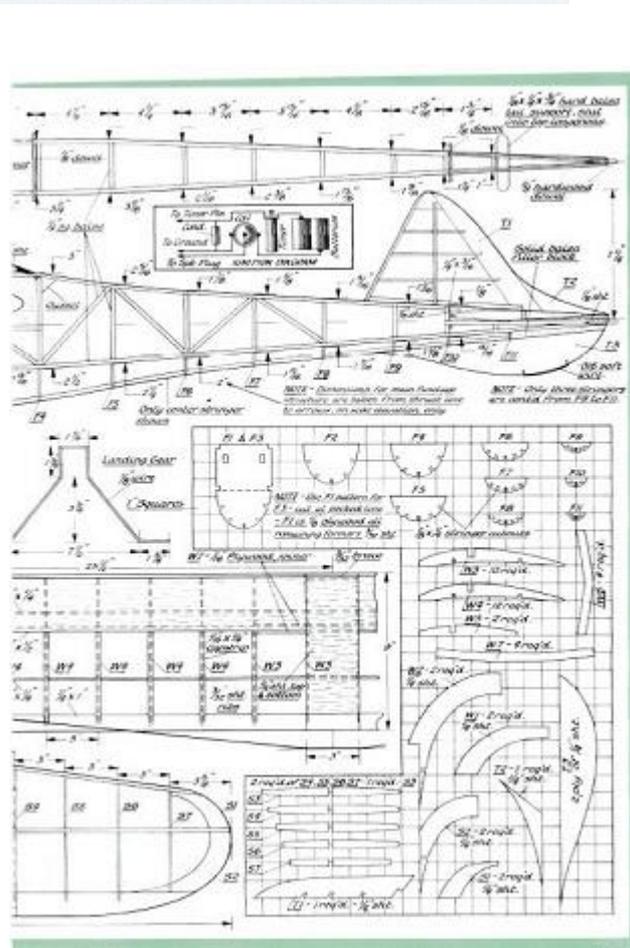
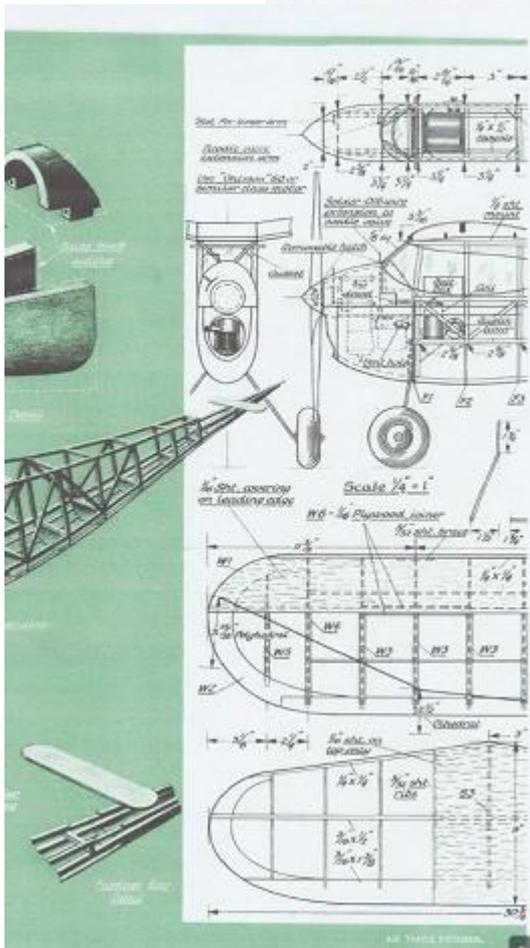


From Andrew Burston in Oz

I look forward to my monthly dose of S & T and, in issue 125, was captivated by John Laird's report and video of Bill Winter's Vagabond.

By sheer coincidence, I was trawling through back copies of Air Trails magazine later that day and found the original publication of the model in the August 1945 issue.

I attach some snippets therefrom in case they are of interest.



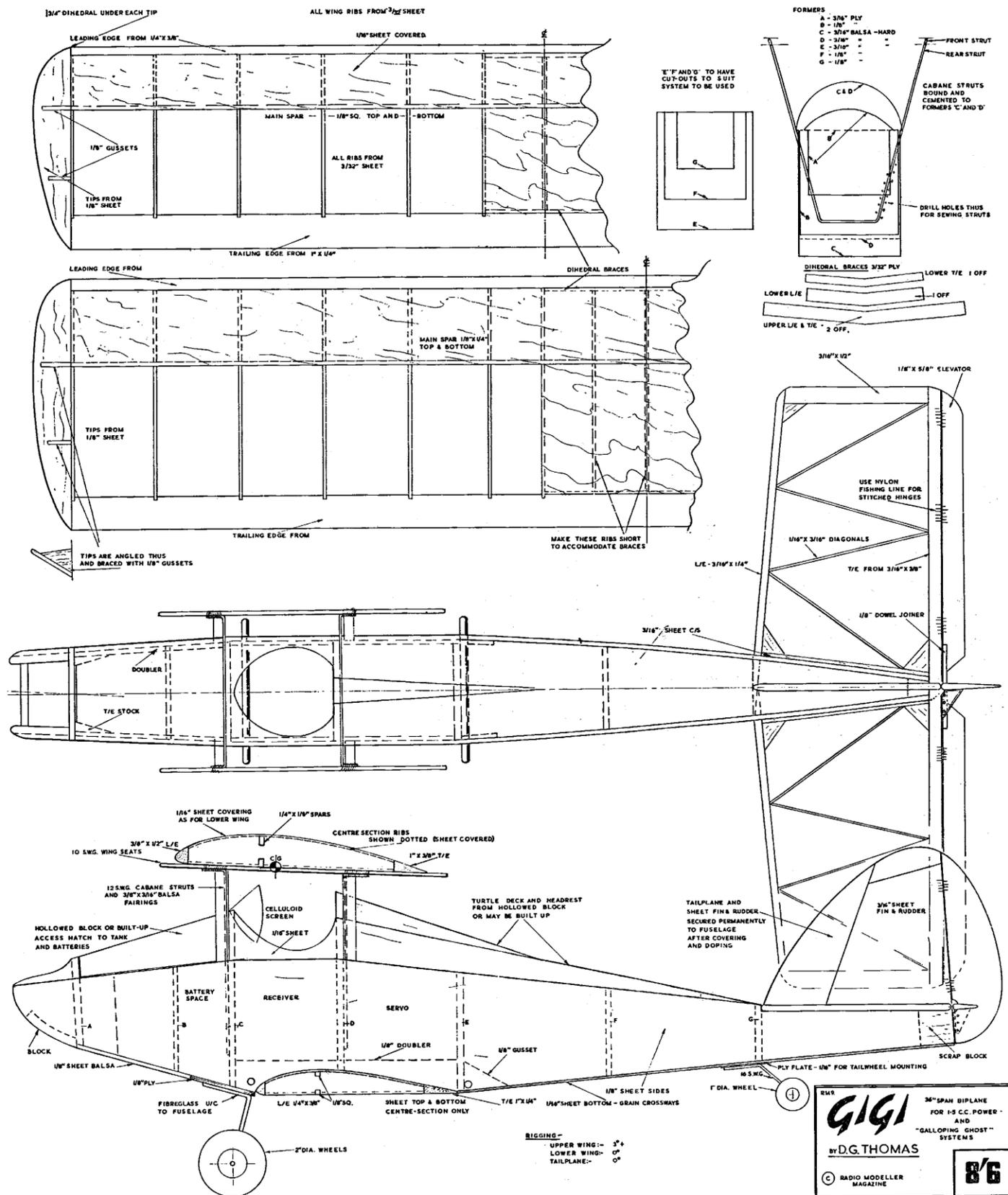
Photos sent by Peter Renggli taken by Urs Brand and Urs Rindisbacher of the MG-Bern, September 2016 Antik-fliegen.











Gigi a 36" span biplane for 1.5 cc power by D G Thomas from Radio Modeller November 1966

Gigi is my first successful "G.G." controlled model, after many unsuccessful projects. The reason for my success with this model is due mainly to the acquisition of an old R.C.S. pulse-proportional transmitter—and the change over to push-rod control of the flying surfaces in the model, instead of the usual torque-rod and "bird cage" at the rear end.



This ironmongery type of control fitted to a model is, I think, the reason why so few modellers seem able to cope with “Galloping Ghost.” The bending of the “bird cage” and the positioning of the hinge-lines relative to each other, is something which has to be spot on if it is to work correctly, whereas the push-pull system used in Gigi is simple to install and gives completely independent adjustment of rudder and elevator. Of course the whole external set up is much neater and allows scale type tail surfaces to be used. Gigi herself was an attempt to capture the lines of the old fashioned “cobby” biplane shape without too many

frills in construction. With a 1.5cc. engine the model is very nippy and can be flown in fairly strong wind conditions. The original model started life with a Webra Record, but the present power unit is something of a veteran, being a reconditioned I .8c.c. Elfin PB! Nevertheless it is giving excellent service.

Construction

This should not offer any difficulty to the average modeller, the assembly of the cabane struts to their respective formers being, perhaps, the only part of the construction requiring special attention. The struts themselves should be bent to shape and secured to their formers with nylon thread. The stitched parts are then covered with strips of fine fibreglass matting (about fin, wide) through which balsa cement is worked with the fingers. The fine matting is similar in thickness and texture to heavyweight Modelspan tissue and



this method of attaching wire parts to balsa or ply is both quick, easy and results in a very strong bond. The undercarriage and tailwheel strut are fastened to the fuselage using the same method or substituting fibreglass resin. The under-cart was originally secured with the usual rubber bands round dowels but, as one or two rough landings on grass resulted in its “retracting” back into the lower wing, the permanent method was deemed more satisfactory. Apart from occasionally having to straighten one of the legs, this method has given no trouble.

The fore and aft struts on the cabane assembly, which support the upper wing are left until the fuselage has been completed, when any small error in the strut assembly, which could result in an incorrect incidence angle, may be put right.

“G.G.” installation

The Mighty Midget motor is mounted across the fuselage and has a pin Araldited into the main gear wheel—1/4in. throw is ideal. This is the rudder crank, to which the push-rod is attached. A suitable stop is arranged on the Mighty Midget base-plate to restrict the rudder crank to a total movement of 270 deg. At the pulley end of the motor’s main drive, another crank is soldered on, again with ¼ in. throw, at 90 deg. to the rudder crank. As well as being the attachment point for the elevator push-rod, this also serves as the attachment point for the rubber-band tensioner. The tension of this band need only be sufficient to bias the crank towards centre and does not have to be strong enough actually to pull the crank back to the centre position. The servo on the original hardly moves at all from either extreme throw under rubber-band tension, yet it works perfectly through all positions of the transmitter control-stick. Connections at the actual control-surface ends are by way of the usual nylon horns and adjustable devices available at most model shops.

Trimming and flying

The model has no bad habits, if trimmed and balanced as shown on the plan, and can be flown quite easily on rudder only. Thrust-line may vary according to the engine used, but 3 to 5 deg. down and 3 deg. side-thrust should be adequate for most motors in the 1.5c.c. range.

As with most biplane layouts Gigi recovers from a stall without any fuss and, with ordinary rudder turns, she



will stay “glued” in a turn until opposite rudder is applied—very handy for pylon racing! My own method of trim ming for “G.G.” control is to balance the model slightly tail-heavy—enough to give a safe climbing angle with the Tx control-stick centred. For straight and level flight, a forward stick position has to be maintained (i.e. down elevator) and, of course, this means a faster overall pulse-rate, is used, which helps to eliminate any “gallop” present in the set-up. This may sound a little strange, but it does work in practice and, indeed, most of our club members who fly G.G. use this trim with complete success.

Who’s for pylon racing? Small-model pylon

racing is catching on fast in the Liverpool club, and Gigi is ideal for this sort of event, being a very pretty sight when rounding the pylons at about 10ft, up—if you have the nerve!

With a good transmitter and servo set-up, Galloping Ghost control is not as difficult as some modellers think and, in my opinion, is even superior to 4-channel reeds! True proportional control is available —and, with the new American G.G. servos coming onto the market, proportional engine control is now also available.

Gary Hinze, San Jose, CA, USA

Mike Parker asked me to take over the Cloud Tramp Home Page and the Memorial International Mass Launch of Cloud Tramps. I agreed to administer it and transferred the pages to EndlessLift.

<http://www.endlesslift.com/charles-hampson-grant-mimloct/>

Anyone who participates on Saturday, August 5, 2017, can report in the Comments section at the bottom of the page, or email me at the above address. Pictures are welcome and I will post them and a list of participants with the 2017 MIMLOCT Report.

The International Cloud Tramp Competition is part of the World Wide Postal Competition, which ends on June 30, 2017.

<http://www.endlesslift.com/25th-annual-world-wide-postal-competition-2016-2017-including-sky-bunny/>

Flyers can report their qualifying MIMLOCT flights to the WW Postal. Also, they can look through their flight logs for the year and see whether they have any other flights that would qualify for any of the other WW Postal events.

Old Warden and Avicraft. Dave Bishop.

What a joy it was to be at Old Warden in Bedfordshire again at the kind invitation of Ken and Sheila Shepard over the weekend of May 13 – 14. It was the first of three Modelair events run by this hard working couple and the weather was kind once again apart from the blustery wind which luckily for the radio flyers was almost straight down the runway. There are so many disciplines all running at the same time there that it is difficult to keep up with the many areas of modellers specialising in their particular form of aeromodelling. For instance if you have your back to the pristine hangers, the flying field is shaped like a letter L, with the long part of the L being the main runway and the short bit comes along the left hand side up to the main gate entrance. So concentrating on the “short” bit, that is where there are several circles where the Control Line events take place. There are different headings for each discipline that the spectator can only understand if you study what’s going on. There is no commentary at this place as it is not a show as such and your best bet is to try and talk to someone to find out what each section is all about. Here’s a taster of those titles that make real sense of those seen “doing it” and they are all enjoying every second. The first is “Nipper Speed” where the engines are 1.5cc and the lines are 42feet long. All pilots must wear a mandatory wrist strap (a great safety idea) and anyone whipping will be instantly disqualified. The next lot of control line chaps (I didn’t see any ladies this time) were under the heading of “Rascal – Racing and Speed,” where the engines were 1.5 cc, and lines 45 feet long and a wrist strap was mandatory again. That race was for 100 laps after a “pull test” on the lines. Then there was the next group of “Vintage A55 T/R” which were SMAE Racers. The engines were plain bearing 1.5cc. Next were the “Trojan Racing Speed” and those engines were 1cc and the lines at 40 feet. Wrist straps were again mandatory and all pitmen had to wear a hard hat. 40 laps were flown for starters and the final was for 80 laps.

So from that line-up, you can see that if you were a control line feller, you were well and truly catered for. One circle had some very old and wonderfully sounding big sparky old timers that originated from South Africa connected to the wonderman, the late Ron Moulton. Carrier deck landings were also being carried out and near to them were the aerobatic stunters which were absolutely terrific.

As a teenager (long before Pontius was a pilot) I spent many hours control line flying (always with my left hand in my pocket of course) at Littlehampton and my monthly Aeromodeller was filled with pictures of the young dynamic stars who won this and that specialised control line competition modellers where ever they were run. The great thing is that if you do go to a Modelair event at Old Warden, you will find those stars are still “at it” going around and around with no signs of giddiness whatsoever. The only difference is that they are a little older now but everyone you meet and talk to are in their element and enjoying every moment of the weekend, along with their mates. I had the pleasure of meeting some of those control line travellers who come from abroad purely to fly their control liners there and meet up with old and new friends. Three of them were named Niels Erik Hanson, Claus Melcher and Jens Geschwendter and they were having a great time again as they are regular attendees and good at what they do.

So the May Modelair at Old Warden control line area was just a bit of the hundreds of aeromodellers spread out all over the place. The far left corner of the Old Warden is for the free flight people and nowadays many radios assist old time ex rubber powered models and now fitted with small electric motors and tiny servos to keep them in sight. Nowadays is pretty guaranteed to make a safe landing after a long flight all controlled on 2.4 Gigahertz transmitters. The right hand side of the airfield is where the radio control section is “in action” for the whole of each day run by the same super team of chaps who are so friendly and helpful to everyone. There is a TX control in operation, because some radio modellers still prefer using 35 megahertz and there is always a peg board there as well. The yellow jacketed team that run the radio section slots are the nicest one could wish to meet and amongst them are James Gordon, Roger Godly, Peter Royall and Gavin Barden assisted by others. Other fun events are run there especially for the youngsters who are each given a model kit for free, followed by building instructions on how to complete it. Afterwards they are then flown in the middle of the free flight area. There is always a whole lot of applause and cheers when this happens as it is extremely popular with everyone. Another fun event is the “Ebenezer” R/C event where everyone gathers together near to the Control Tower for their models to be judged and then flown in a huge mass launch. When you come to Old Warden there is so much to see that it is impossible to “do the rounds” in one day. It’s far too vast with so much happening and in my “taster” about the place I haven’t even mentioned the hangers that are filled with some 50 full sized aeroplanes some of which are the oldest in the whole world

and are still publically displayed and flown on special days and evenings throughout the season. Then there's the super restaurant and by that the bookshop that is filled with the most wonderful aeronautical reading that one could buy. "They" the Old Warden team, can arrange conferences there and "jolly days" as well. The news is that there is going to be a new huge hanger built on the far side of the left hand part of the airfield that will be home to the regular full size aviators that have the pleasure of being housed there. Another added plus is the new refreshments stall situated by the Control Tower so bacon baps and a cracking cuppa are on hand with seating nearby and you don't have to leave the "action" for a snack break. And finally to the toilets which are something that can make or mar your stay, and Old Warden has a score of ten from me for the condition of those that are there and that includes Elsan disposal for the campers as well.

The trade line at Old Warden is a place where you are guaranteed to get many bargains and I was lucky to meet our Sticks & Tissue editor James Parry when I was there. He is so popular that he can only move a few yards (metres?) before someone else wants to talk to him. The "regular" traders are there including Ali and Jane Machinsky of Al's Hobbies and alongside is the cracking Belair family company with almost every kit available. I always like to have a catch-up chat with the BMFA team and once again the friendly and helpful family of Keith and Christine Lomax and other members of their family were on hand for the up to date news.

The other dates left for this year's "must go to" Modelair events are July 22 – 23 and September 23 – 24 and I do hope to see you there – please?

Another show that I have been kindly invited to is the Wings & Wheels Show at North Weald Airfield this year being staged by young Tom Stephenson who is the son of the famous Jane Stephenson who has run the show there for the past 30 years. I haven't heard anything from Traplet Publications since I announced my retirement for commentating last September. So the magazines that I can discuss are the Aeromodeller edited by that nice Andrew Boddington and also the packed RCM&E edited by the son of a single channel flyer I knew some 50 plus years ago, Maurice Ashby. His son is David is the present editor. David's brother is Grahame who also served his time as editor of the same magazine. They are such a talented family and if you want to know the in's and out's of quad copters and drones then David Ashby is your man.

Now us balsa bashers of so many years, must from time to time frequent our local model shop and my one in particular is Avicraft at Bromley where way back the owner (and British National Scale champion) was Bunny Newman. He and his wife Jean had three sons, Philip, (who designed the world famous Panic Bi-plane) Alistair, a British National helicopter champion and Robert, who is now full time at the shop from early morning till late at night. Now Robert is an engineer, a scientist, inventor and very clever chap in so many ways. Not only that but he is so helpful and brilliantly witty as well and if you want anything in particular and he hasn't got it in stock, he will make whatever your needs are. His latest creation is a model that simply slots together and he will guarantee that this 3 channel when finished model (electric or pop banger) can be safely flown solo after just ten minutes tuition. It comes in a flattish strong box and it has everything in it at a cost of £65. Robert reckons about building 5 hours will see it ready to rock and roll, and I will look forward to seeing how the one he has kindly given to me performs when mine is finished. The aeroplane is so new that it is presently called by the designer Robert the "Avicraft No Name".

Anyone wishing to communicate with yours truly please email davedbsound@gmail.com



Old Warden - May 2017, shows the new refreshment team right up by the Control Tower.



There is almost every sort of model brought along to Old Warden and here are a couple of Scale Slope Soarers that look great.



This is part of the overseas visitor's team that were having a great time and "doing their thing" at the Old Warden's Control line area.



These big “Sparkies” large control line models seen at Old Warden. The Design, Voestak, was originated by the late Ron Moulton.



Another control line “Sparky” at Old Warden with complete with its winning “gong”.



This control line couple shrugged and smiled when he “sort of” had a quick landing with “terra firma” at Old Warden. A bit of glue should soon sort it out!



Always working and so helpful is the Belair team with so many wonderful kits to choose from.



At the Sevenoaks MFC flying field is 10 years old Harry Middleton who had just flown solo with his OS 46 powered - Boomerang 2.



This is Sevenoaks club member Jim Frisby with a very old "Pocket Rocket" 4 channel R/C model (much own designed) yonks ago. It's all complete with a battery state meter and an OS CV 15. In Jim's hands it's also a fantastic aerobatic performer



This twice size Avicraft Panic was given as a present to Sevenoaks club member John Leach's son by Bunny Newman of Avicraft, many years ago. It has had thousands of flights, has been demonstrated in many shows and has a 30cc Chinese engine.



This is Sevenoaks Club excellent committee members David and Lesley Green with identical Wildcats that look superb when formatting together.



Just a few of the many second hand model aeroplanes that John Leach of the Sevenoaks club has to offer anyone who emails johnleach2000@aol.com



A way back picture of a normal shopping day at Avicraft at Bromley with a couple of happy customers and Robert and his brother Alistair Newman serving.



The latest Avicraft click together aeroplane kit “No Name” comes complete with “everything” for £65.



The finished article, Avicraft’s “No Name” all ready to rock and roll.



Just couldn't resist this amazing scale Free Flight Javelin at Old Warden that flew perfectly just like the real thing!

North Cotswold MAC – August event from Gray

The North Cotswold MAC have set the dates for our 2017 Fly For Fun show for August the 12th and 13th. We'd like to extend an invitation to all our regular guests and new visitors to join us at our site at Far Heath Farm near Moreton-in-Marsh, Glos.

We will be running all our regular attractions, including off-the-peg sport R/C flying, control line and small field freeflight.

Our Designers' Events this time are going to be:

On the Saturday, any model designed by the great Ray Malmström, in any form and any size + R/C conversion. Then on the Sunday, Chris Foss's legendary Wot4 design in any version and any form including ARTF's and foamies. Informal judging and prizes in both events.

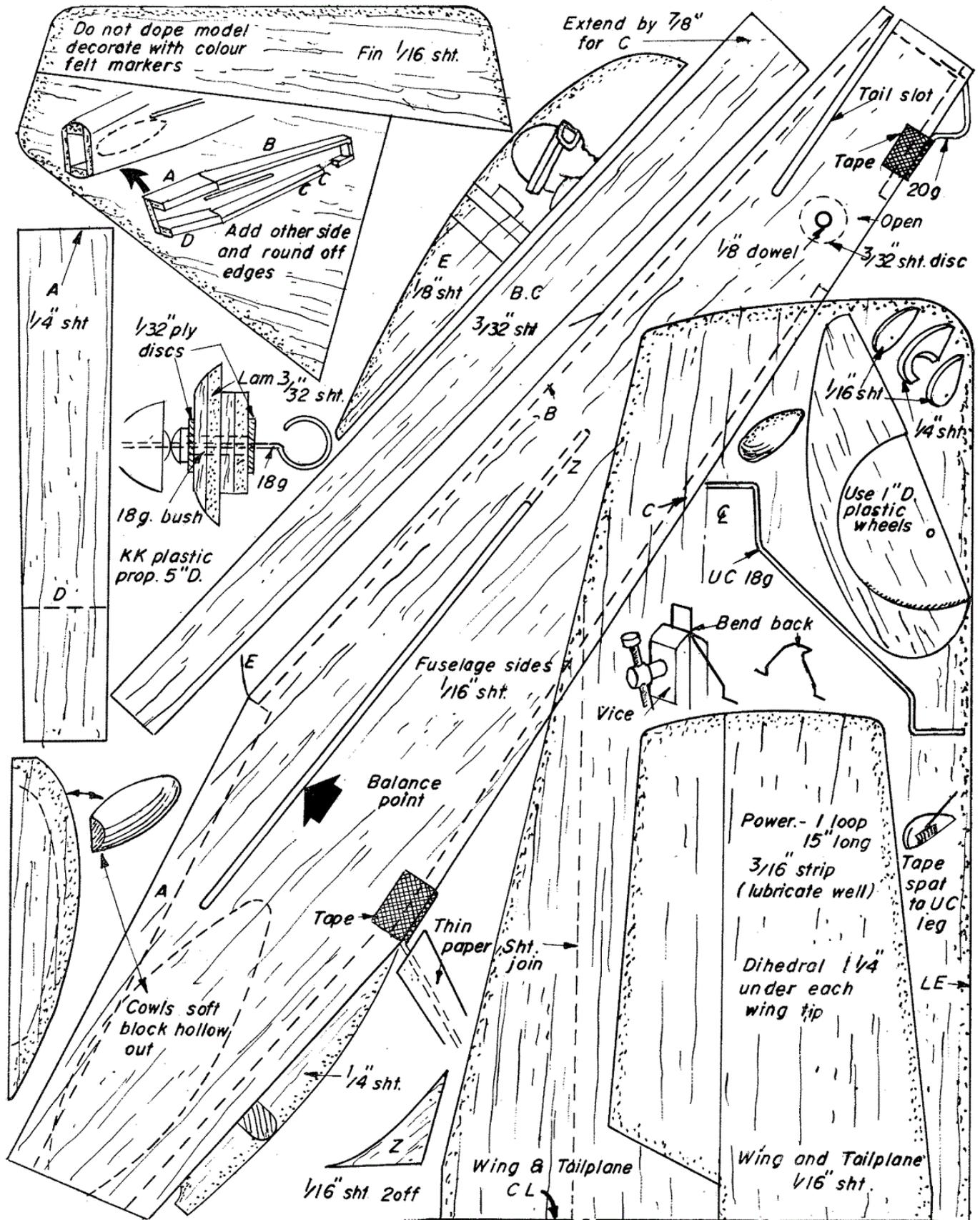
Ray Malmstrom's Model'n Tip— MODELLING PINS

Aeromodellers (like dress designers) would be lost without supplies of the humble pin. For holding sheet coverings, frame works, etc., in position while the cement sets they are invaluable. On the subject of pins, herewith two tips. Firstly always use the glass-headed modelling variety, they are easier to position accurately, and to push in. Secondly, when removing pins, rotate the pin several times before pulling it out.



The pin will withdraw easier and you will avoid damage to the parts being held together, Heaving a pin straight out often causes trouble with a delicate structure. You will only need a handful of modelling pins, some medium grade balsa wood, and a few odds and ends to get right in building the rubber-powered model featured here. It is a simple-to-build, sure-fire performer, of the famous Good year Trophy racing aeroplane, Cosmic Wind, designed by Lockheed's test pilot Tony LeVier in 1947. It's a good looker and flies as well as it looks. The plan furnishes all

details. Spend a moment on balancing this little racer correctly. Test glide over long grass and obtain a straight glide. Then wind on the turns and get flying. Fly to the left and avoid right hand turns. Rudder adjustment is sensitive. See you on the starting line!



Cosmic Wind From March 1964 Model Aircraft

HOT NEWS! SAM 35 DATES FOR YOUR DIARY

We're delighted to announce that SAM 35 has been granted permission to hold two Vintage Model flying events this Summer and Autumn at Middle Wallop - Europe's biggest grass airfield!

The dates are June 11 and October 8, both Sundays, and everyone - SAM 35 members and non-members alike - is welcome, subject to the conditions set out below.

The emphasis will be on fly-for-fun and, in addition to RC, we plan to have control-line flying - full details will follow in SAM Speaks. Brian Lever intends to CD a BeeBug Bash (details and rules on the Home page at sam35.org). More classes may be added.

Entry to the airfield* is from 9.30 am and there will be a Pilots' Briefing at 10 am.

Throughout the discussions, it has been clear that the MOD's H&S regime is now far tighter than ever before, hence we need to take particular care to ensure safe flying. Please therefore take note of the following conditions:

- **NO BMFA "A" OR "B" CERTIFICATES ARE NEEDED. HOWEVER, ALL FLYERS WILL BE REQUIRED TO REGISTER THEIR TRANSMITTERS AND MODELS AND SHOW A CURRENT BMFA MEMBERSHIP CARD - NO CARD, NO FLY!**
- **2.4GHZ RADIO EQUIPMENT IS TO BE USED EXCLUSIVELY**
- **THERE WILL BE RANDOM SPOT-CHECKS TO VERIFY CORRECT FAILSAFE OPERATION. PLEASE ENSURE THAT YOU AND YOUR MODELS ARE READY FOR THIS!**
- **THE MAXIMUM NUMBER OF MODELS AIRBORNE AT ANY ONE TIME WILL BE RESTRICTED TO FIVE**

The Museum of Army Flying will levy their usual charge at the gate* (probably £5 PER PERSON - TBC) for entrance to the airfield. *Note also that when you reach our site on the airfield, there will be a further charge of £5 per person. This is to help defray the cost of our Licence. The only exceptions will be wives and partners.*

* DIRECTIONS TO THE ENTRANCE GATE:

We should now enter the airfield from the usual place, i.e., the Museum Car Park.

That's all. If you have any questions, please ring David Lovegrove on 01491 200558 or email dflovegrove@hotmail.com"

"Under the terms of our Licence, freeflight is not permitted and please also note that the airfield authorities do not allow dogs on the site". Pop it in under the section starting "The emphasis will be on Fly-for-fun . . ."

Peterborough Flying Aces Nationals, Sunday 3rd September 2017
at Ferry Meadows, Nene Park, Peterborough PE2 5UU .

NEW EVENT ! BIG CASH PRIZES ! KK Elf Precision.

Precision flight time contest for the "Elf" model (Super complete kit available from The Vintage Model Company (VMC) or Brian Lever (blever@btinternet.com). Target times posted on the day at control.) Model must use a 6 inch Dia Plastic prop (spares available from VMC)

Note! The Elf is also eligible for the Rubber Ratio Contest (see below). Prizes, kindly donated by The VMC, will be determined by "Elf" Placings in **both** "Rubber Ratio" **and** "Elf Precision" (1st £50, 2nd £30, 3rd £20). **Photo by Aeromodeller of "World Record for Most Elfs"-12.45pm** at Scramble location.

Rubber Ratio: NO MAX. Any rubber powered model with wing span 16"-25" (tip to tip). Flight score is total time in secs (from 3 flights) divided by span in inches. **Cash Prizes** for "Elf" models! See above.

SCALE MODELS - NOTE! All scale models, except Masefield entries, are judged for accuracy, workmanship and flight profile. Please bring the plan or, if scratch built, the 3 view.

Open Rubber Scale- Any scale rubber model, to which Masefield-type bonuses will be applied. No flight judging, just duration plus bonuses. Please present model to control for processing.

Open CO2/Electric Scale "Stand off" scale judged against plan/ three view plus judged flight profile of launch/flight/landing. Any CO2 motor/tank permitted.

Kit Scale ANY rubber powered kit model up to 36" span. Model judged against kit plan plus judged flight profile. Cash Prizes, donated by The Vintage Model Company, for highest placed VMC models

Jetex/Rapier Authentic Scale Judged against model plan/three view and judged flight profile.

Jetex/Rapier Profile Scale Judged against model plan/three view and judged flight.

P-20. 20" span and length. Max 8" plastic prop, 6 gram motors (may be external)

Cloud Tramp 5 flights NO MAX. (best and worst times discarded, and the remaining 3 times totalled. Note! If fewer than 5 flights logged the best and worst are still discarded.

Tailless Rubber Duration: Max span 30" (tip to tip). Max rubber 10gm, Prop 9.5" max dia. commercial plastic. (may be modified.) No in-flight movable surfaces except DT)

Frog "Senior" Rubber Duration (for plan <http://www.houseoffrog.co.uk> or PMFC see below

Catapult Glider: Catapult, max 2 grams rubber on a 6" max handle. This equates to a 280mm length of 3/16" rubber tied into a single (140mm) loop. Any model permitted.

TableTop Precision Precision flight time event for Rubber models which must Rise off Table.

36 inch Hi-Start Glider; Any glider up to 36" span launched by the supplied "Hi start" bungee. Also includes a prize for best performance of a **SCALE** glider (proof of scale reqd.)

Best Unorthodox: Must be seen to fly (by either Scale Flight judge)

Rubber Scramble: 20 minutes, use any rubber powered model that qualifies for one of the above events. Competitor must both wind and launch but may use a retriever.

Flying Swarm Mass launch for any non electric model that is eligible for one of the day's competitions. Last model down is the winner.

Young Flying Aces; Prizes for 3 best Juniors (Junior - 17 years or under on 31/08/17)

World War One Tribute event: Until 2018 we will award a prize for the best scoring model of a **WW1 combat aircraft** flown in any of the scale competitions.

Prizes for 1st place: **Scrolls** for 1st, 2nd and 3rd.: **Raffle** Including Kits donated by The Vintage Model Company.

Note: this is a Free Flight event: strictly no Radio Control: Proof of Insurance required for all flyers.

Revel in the special atmosphere created at this unique event.: Discounted parking. Toilets, café, and Park Visitors Centre. **For more details of events visit the Peterborough MFC Website at www.peterboroughmfc.org OR contact Brian Waterland on 01778 343722 (07717 461000 on the day)**

Cockelbarrow dates

The dates for Cocklebarrow are 9th July; 20th August and 1st October.



Belair Kits are very pleased to have been appointed BRODAK dealers for the UK and Europe. Modellers can now purchase all their control accessories, including flying lines, handles, bell cranks, metal fuel tanks and many other items required to finish off their models. The Brodak range will also complement the

ever increasing range of Vintage/Classic CL models Belair Kits produce as parts sets, such as the Humongous, Peacemaker and Rascal shown.

Call Belair on 01362 668658 or visit their online shop at www.belairkits.com Our free Vintage catalogue is available, just call for your copy.

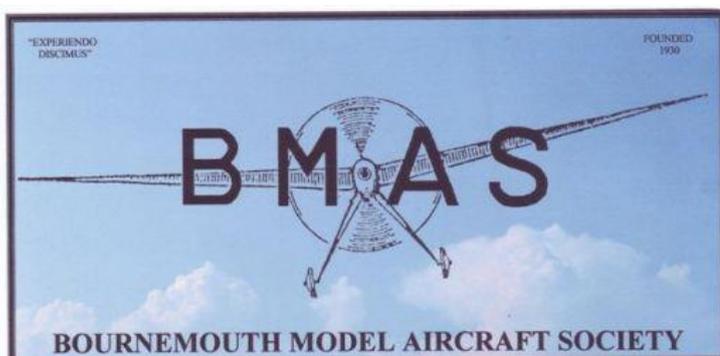




Regards,

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

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



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

TUESDAY 27TH JUNE

TUESDAY 25th JULY

TUESDAY 22nd AUGUST

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 £8
Juniors & Spectators Free
Sundays 10.00a.m. to 4.00p.m.

2017

10th September 2017
8th October 2017
12th November 2017
10th December 2017

Friday 29th December 2017
10.00a.m. to 4.00p.m

2018

Sundays 10.00a.m. to 4.00p.m.
14th January 2018
11th February 2018
11th March 2018
8th April 2018

Dens Model Supplies

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

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

E-Zee Timers



Black Hawk Models

stevensTM
aeromodel 



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

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