

Sticks and Tissue No 142 – September 2018

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

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

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



John Bainbridge launching mills 75 powered Veron Nipper at Wimborne MAC. Andrew Squires photo.

A few photos from US – Geoff Knight

James just a few photos of some models and a few faces from the past



Mannock





John Maddaford and Brian with Arden 199 Suoer Phoenix



Merv and Me with Sunspots



Yours truly with 91 years old Sal Taibi



GK launching the Hayseed



Naomi Madsen with Sal Taibi 2005 on Eldorado dry lake Las Vegas

Moss Trooper 35" low-wing sports free flight for up to 1 cc by M E Jones from Aero Modeller May 1968



Before we begin, let's explain the name! A Moss Trooper is defined in a dictionary as a Freebooter of the Scottish Border. This model was designed and built to a deliberate specification which was as follows:

1. A reasonably easy model and fairly quick to build.
2. Semi-scale model with realistic looks.
3. And by utilizing the minimum of balsa wood varieties, the cost could be kept down, therefore the minimum of waste wood was left over.

The most accurate way to describe this model is to say it is a cross between a scale Grumman Wildcat, a Garland Linnet, a Cessna 172, and a Percival Provost trainer! !

The main feature which adds the most character to the model is the almost scale looking nose cowling which is based on the type used in most modern light aircraft to enclose the flat Lycoming or Rolls Royce Continental piston engines, plus the blown type cockpit cover which the French seem to go in for. But for certain details, the model is a conventional low winger which anyone used to building from APS designs can tackle with ease.

Construction

The best way to start is to build the nose cowling from medium in. sheet balsa. From 1/4in. wide sheet it will be necessary to build up the rear bulkhead from two pieces. The point to remember here is to build all the engine compartment edges so they all cement onto the rear bulk head against the edge. The reason for this is the rear bulkhead will take the punishment in a hard landing and will stop the rest of the engine compartment pushing back. The rest of the 1/4 in. sheet can now be used to make the tail, the fin, the fillet to the fin, and by using it to cut two wing-tip ribs for each wing-tip they can be cemented together in two's to make the wing-tip blocks. The 1/8 in. sheet can now be cut into the fuselage formers, necessary wing ribs and the piece which the tail wheel leg is sewn to.

The 1/16th sheet will make the fuselage sides, the fuselage decking, wing ribs and capping. A point to note here is that the built nose section can be kept completely free from the rest of the fuselage until the very end, and that includes the painting and doping. There is an advantage in the fact that there is a much neater join with the engine access lid or hatch when sawn free with a fine bladed saw.

The undercarriage is normal but use 1 3/4 in. wheels or approx. for proportional effect. The wings are slightly tapered but by using the wing root rib as a pattern they can be made parallel if so desired. The only hard part of the model to construct is the cockpit canopy. It is a large shape to be moulded in one piece, this can be built up from flat sheets of acetate but a moulded structure is less angular in appearance.

Finish

Cover the wings from a sheet of heavyweight tissue and the rest with lightweight modelspan tissue. Two coats of clear dope with one or two coats of Humbrol enamel should be enough for the average modeller. The registration on the prototype G-ARNF is from a full-size Piper Colt of The Cheltenham Aero Club, both of which are now defunct. This model was aimed at economy, therefore if a moulded cockpit is required it is much cheaper to make the mould from English hard wood instead of Balsa block this is of course, unless you don't mind today's prices.

Flying

This model is a short nose specimen, so you will need all the tricks and ideas to bring the weight forward to get the wings to balance at the point one-third back from the leading edge. It will help to make the engine bearers from a thicker wood. Also use one-eighth ply to sandwich between the engine section and the fuselage. Due to its short stumpy shape the original does not respond too well to test gliding, therefore it is suggested that after getting balance and approx. trim from gliding, trim properly under power using short powered hops. The prototype had a Mills .75 diesel which needed full thrust to take it forward above stalling point with an 8 in. propeller, though a 7 in. propeller is recommended for engines under 1 cc.

From Jörgen.

Hi James sending some Pictures of my Linnet short kit from Belair PAW 1cc up front and covered with Esaki tissue over thin Polyspan and Butyrate dope and also Pictures from a seaplane meeting my only ARF model .





Hi James sending Pictures of my Deacon made from an original Veron kit that I got from an old friends estate a PAW 1,49 in the nose and double covered in Esaki flight tissue over Polyspan light and Randolph butyrate dope not test flown yet. Jörgen.



From – Stephen Winkworth

Herewith the results of a recent visit to the local flying site – aren't we lucky to have such a splendid mountain background, even if the site itself is small – with my own-design version of Larry Mauro's Solar Riser! She flies well, though faster than I would have liked. With these new-fangled electric motors it is hard for an old diesel aficionado to get the wing area/power ratio spot on. If I were to build it again, I would use the same motor and 800 3-cell li-po, but increase the wing area by about a fifth. The present version climbs like a rocket on full power, and only becomes civilized at half power. The glide is much too fast to be at all scale-like.

An obvious problem with making a model of this innovative design (the first truly solar-powered man-carrying aircraft to fly), was the lack of any elevator control on the original. Derived from a hang-glider, up and down control was by weight shift only. Now weight-shift control is notoriously hard to reproduce in a

model: even if you can get the mechanics sorted, the lack of feel makes it a dubious proposition. So I have added elevons, of thin unpainted balsa. These do the trick, though I had to make them a bit larger after initial trials.

The structure is based on the original aluminium tube leading and trailing edges, but I have substituted carbon fibre tube, with balsa ribs in place of the originals, which were expanded poly foam. The interplane struts are all ali tube.

One delightful feature of the original which I have been able to reproduce, and which works extremely well, is the tip-fin steering: only one rudder moves at a time, and always outwards, creating drag on the inside of the turning circle. These tip fins were covered in transparent film to enable the pilot to have a full view as he looked sideways.





Another pic: faithful hound at my side!

SAM 35 & 50 From Bill Wells

In Sticks and Tissue 140 issue I had pictures of the prototype three cylinder radial diesel produced by Alex Phin. The good news is these pictures generated quite a few enquires, the bad news is the present design has been considered as too fragile for general use. So the project is on the back burner, if the design can be made more robust Alex may well go ahead with it.

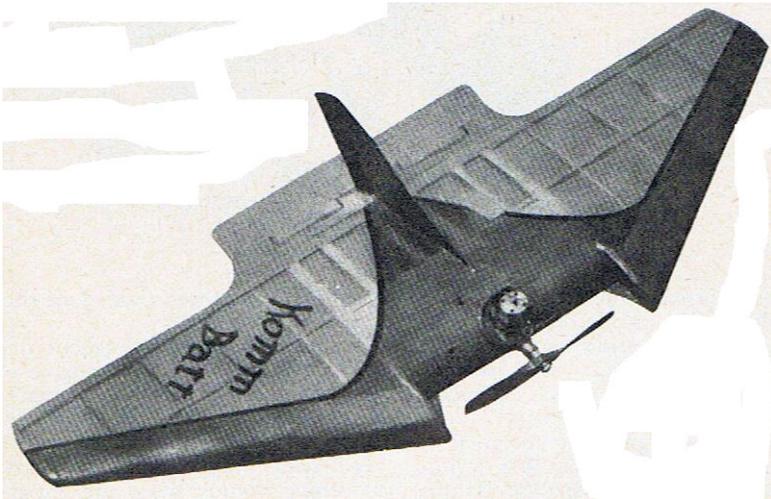
To celebrate the 35th year of The Society of Antique Modellers Alex produced a Special Anniversary .35cc long stroke side port engine which lead to a .5cc version. A full test report on these engines by Maris Dislers is in the Aeromodeller Magazine for September 2018. The crankcase is common to both engines having 35 cast onto the left side and 50 on the right side of the engine. It is a simple matter to mill away the 35 or 50 to leave the applicable capacity. Externally the top of the .35 cylinder head is rounded whereas the .5 has a gradual taper giving a wider square appearance.

The engines are now available direct from Alex and come with a distinctive Blue anodising which I must say is very attractive. I used a straight fuel and found an exhaust prime was not required, if one suck in didn't do the trick after a few flicks then a second one did, hot or cold. Compared with some small diesels I have come across these engines are a very pleasant walk in the park when it comes to starting. OK these engines are not high performance racing engines but they produce more than adequate power for small free flight models or with light weight radio gear RC models. I bet someone will power a small control line model with one. I used a KK 6x4 nylon prop and got 9,100 rpm from the .5 and 8,500 from the .35. The weights are 1.68 oz for the .5 and 1.63 oz for the .35. The only problem I found was the .35 compression screw would slowly back off. There are ways of stopping this but a locking bar would not work with the present compression screw because nearly all the thread is used. We have become a noise sensitive society although you wouldn't think so when a child emits an ear splitting screaming fit that seems to go on forever in a Super Market. For a noise sensitive site these engines are relatively quiet on a 6x4 prop when compared with some small glow plug engines.





Komm-Bat a rugged combat design with built-in engine protection for 2.5 – 5cc engines by Laurie Ellis from Model Aircraft August 1958



At most combat meetings it is appalling to see the chop rate on engines. Engines are certainly plentiful nowadays but they still cost money and there are those fellows who like their fuss, but a smashed engine can be a near financial disaster. At one meeting, we witnessed no less than five engines reduce themselves to bits and pieces against a tarmac surface in a two-hour period.

This prompted thoughts toward a design which might spare the engine in the event of a vertical plunge into a hard surface. Thus Komm-Bat emerged from the drawing board. For initial test flights we

thought of using an older, expendable, engine but the machine was designed with engine safety in mind so we threw caution to the wind and installed our favourite Oliver Tiger. To date, the model and engine have survived two sudden stops against very hard ground.

Komm-Bat: is by no means a final answer to engine safety in a combat design, but it may serve as a basis for further research for those who are interested along these lines. Performance is typical of a C/L flying wing. It is ultra-sensitive on the controls and an inexperienced flyer will tend to over-control on first attempts. However, once one masters the sensitive control it will be found to be very easy to manage. A word of caution—one must ensure that the take-off is made down wind to allow the model to reach full flying speed before coming into wind, otherwise it will rear up into a wing over and some pretty fast foot work is necessary to regain control and tight lines.

An optional undercarriage is shown and may be used if one has a smooth take-off area; this is the easiest way to get it airborne but hand launching is reasonably easy as long as line tension is maintained and one is quick to gain control. We have always used 2.5 c.c. power having first had an Oliver Tiger installed, then an A.M.2.5. With 3.5 c.c. power the model would be much hotter. We shall eventually install a hot 29 glo-plug engine in order to keep up with the present-day flying missiles.

We should add that one should not expect the model to remain in one piece after a power dive into a tarmac surface. The idea behind the design is in the event of a power dive into tarmac; the impact is taken by the centre section leading edge outboard panels. Disintegration will most likely result but the major shock will have been absorbed, thus reducing the impact velocity of the engine. A smashed machine is better than a smashed engine and a smashed model.

Construction

The model is quite easy to build but it is built in a slightly different manner than usual, so follow the step-by-step detail and no difficulty will be experienced. First study the plan to get an idea where all parts fit. Make stiff paper templates of all full sized parts, trace on to balsa sheet of correct dimensions, also make all plywood parts, bellcrank and push rod assembly and have stunt tank on hand.

1. Make trailing edge complete with elevators attached. Note that there is a splice in the 1/4 X 3/4 in. trailing edge piece.
2. Cement the ribs W1 to W2 for the outer centre section. Both these ribs are from 1/8 in. sheet. Note that W1 is 1/16 in. smaller in depth on top and bottom to allow for centre section sheeting.
3. Cement and tack hardwood engine bearers to 1/16 in. plywood rib W1. Cement this assembly to the 1/8 in. ribs W1 and W1A.
4. Next pin in place the front centre section 1/4 in. sq. spar behind firewall. Locate and cement in position all centre section ribs. Install the 1/8 in. plywood bellcrank plate with the 3 in. bellcrank in position. You are working on the top side of the wing so make sure that the bellcrank is on the **BOTTOM** of the plate when you install it at this stage.

5. Cement trailing edge in position, supporting it with scraps of balsa, Also cement in the 1/4 x 1/2 in. centre section leading edge pieces.
6. Cement ribs W7 in position at wing tips. Support with balsa scrap and cement on the 1/4 in. sq. leading edge pieces on both sides. Make sure assembly so far is lined up correctly.
7. Locate and cement in all other ribs and install upper 1/4 in. spars parallel with l.c. Then locate and cement in the rear centre section 1/4 in. spar.
8. Install and cement in the 1/4 in. sheet gussets at outer centre section leading edge and cement in the 2oz. lead weight on left side of centre section.
9. Cover leading edge 1/16 sheet. Install stunt tank in centre section and sheet over with 1/16 in. sheet shown on plan. Cement on capstrips on centre section to rear of spar.
10. Remove wing from plan and prepare to complete other side.
11. Drill holes and insert tubing for leadout wires in left panel. Install leadout wires on bellcrank and lead out thru holes in ribs and tubes in leading edge. Install push rod to elevator horn.
12. Install spars, sheet over leading edge and centre section and cement on lower capstrips on centre section.
13. Cement on soft balsa wing tips and sand to shape.
14. Cover elevator with light-weight Modelspan. It is recommended that the wing be covered with silk or nylon. However, if one cannot afford or does not want to go to the additional expense, then use heavy-weight Modelspan.
15. Cover fin with light-weight paper. Cut slot where indicated on upper centre section and cement fin in position. Form a silk fillet from the centre section covering to the surface of the fin. This ensures that the fin will not be knocked off easily.
16. Give model sufficient dope coverings to obtain a smooth finish and colour dope to suit. The original was coloured with red and yellow Aerolac with a black separating strip.
17. Install engine and undercarriage if it is to be used and you are ready to fly.

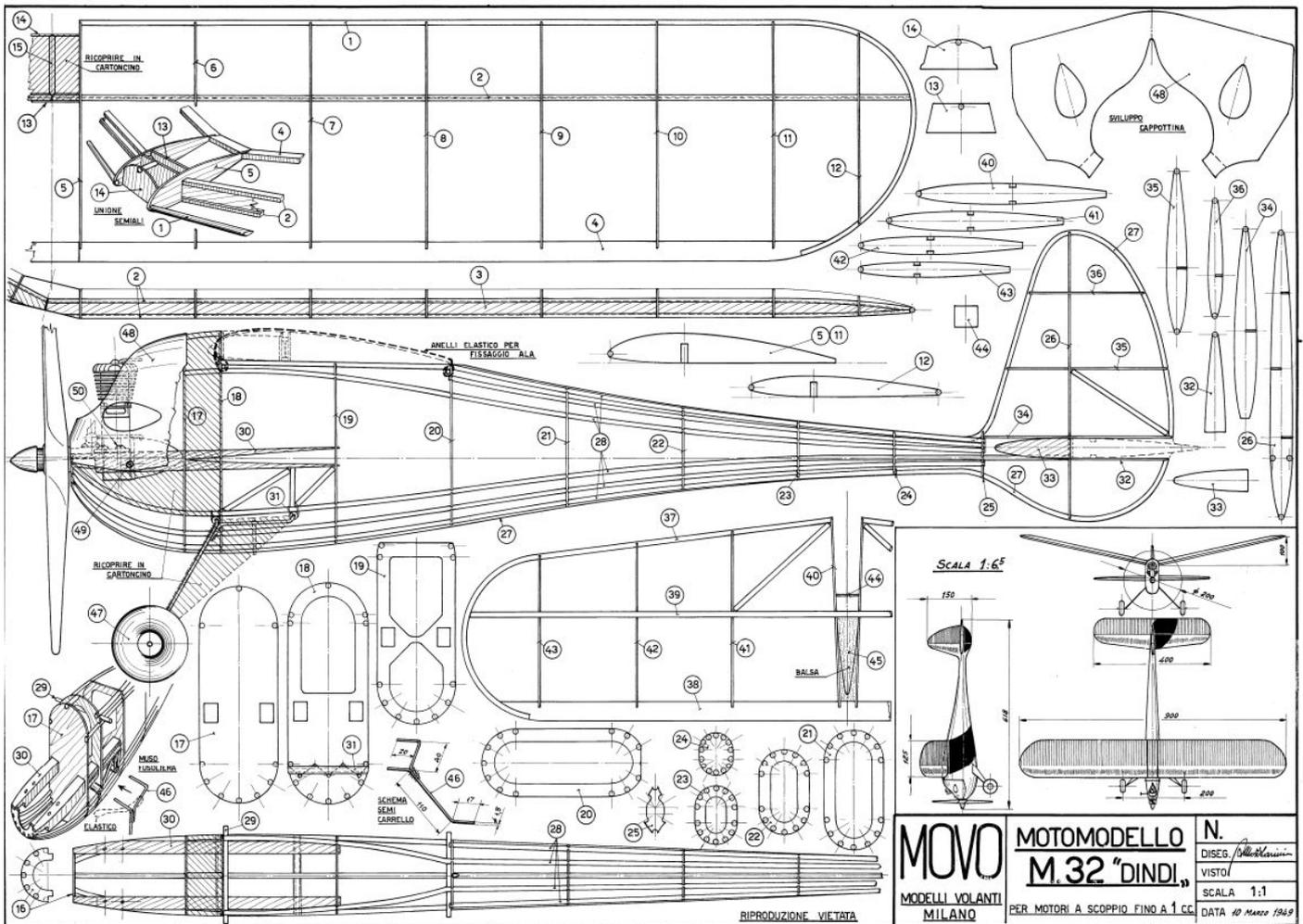
All that remains is to—have fun!

From Andrew Squires

I maiden'd the Schiffermuller yesterday at my improptu flying site. It's quite a speedy little number even with me changing the wing section for one robbed from the Junior 60 to try and slow it down a bit. I would be grateful if you might do the honours at our next outing to try and get a couple of flying shots and a little video.

I've made a start today on a new project for the winter months which is for a 'Dindi' by Arve Mozzarin. It's for a build off on the RC groups forum, the theme of this competition is to build a model from the selection of plans on the Outerzone that currently has no photo associated with it. I liked this because it's nice to see something new and I'm sure a lot of the less commonly built designs still have a lot going for them.





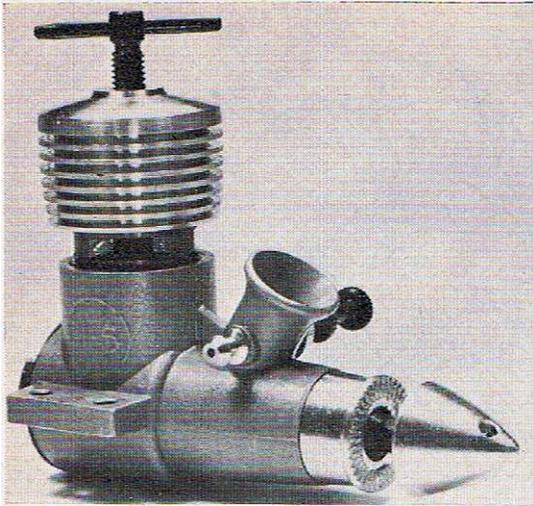
From David Bintcliffe

Hopefully attached are photos of an approx 1/6 th scale model of De Havilland 's No 2 Biplane ,which first flew near Downton Abbey in 1910.(No 1 biplane crashed and it's motor used in the no 2 plane), The model comes apart just behind the wing for transport.The first 2 photos are of a pontoon float and wingtip floats as I feel it's probably more forgiving to try to test fly this fragile craft as a floatplane. The plane was made from 3 photos and is semi scale (I tried to make it as accurate as possible) It is powered by a moderate sized brushless outrunner.First flights are awaited with some trepidation....and a little "church roof " fixed to the foreplane,to get the centre of gravity in the right place





Taipan 1.5D series 66 Australian diesel of high quality and performance



The Taipan 1.5-D Series 66, as its designation suggests, was announced in 1966. Importation into the UK began last year and it is now one of the most popular engines in the current Australian made Burford range.

We have tested two forerunners of this engine, the original Taipan 1.5 introduced in 1958 and before that, the Burford Sabre 150. Just as the earlier Taipan 1.5 was a substantial improvement on the Sabre 150, so the current model is, in our view, an equally significant advance on the original Taipan. Actually, there was another 1.5cc. Taipan diesel between the 1958 and 1966 models. This, first marketed in 1963, was entirely different in appearance, having combined beam and radial mounting lugs on a crankcase design somewhat resembling that of the smaller Herkimer-OK Cub engines. Like the Cubs it included an integral

cylindrical fuel tank, attached by means of a single long screw, to the crankcase backplate.

The small Taipan diesels have enjoyed wide acceptance in Australia during recent years and this popularity would certainly appear to be justified when one compares them with British and European equivalents. They are well-built, nicely finished and of good performance.

Construction

The overall design and construction of the current Taipan 1.5 follows modern, if orthodox, trends. A notable feature is the large diameter crankshaft. This has a journal diameter of 3/8 in., although the gas passage through the shaft is not of particularly large bore. A circular valve port is used, of 0.230 in. diameter and this, in conjunction with an oval intake aperture in the main bearing, gives an induction period of 150 degrees, the valve opening at 55 deg. ABDC and closing, quite early, at 25 deg. ATDC.

The shaft runs in a bronze bushing in the diecast crankcase unit. This latter is cleanly turned out, has substantial beam mounting lugs and a good solid front end. It is threaded for a screw-in backplate and for the screw-in cylinder. The cylinder has three radial exhaust ports, spaced at 120 deg. intervals around the bore and, between them, are three internal transfer flutes. According to our measurements, the exhaust ports remain open for 130 deg. of crank angle and the transfers are open for 110 deg. The cylinder is topped by a screw-on machined cooling jacket.

Unlike the earlier Taipan 1.5's, the Series 66 uses a flat crown piston. The contra piston is also flat. (Actually there is a very slightly raised 1/16th in. wide rim on the contra piston surface, giving the impression of a squish band but the volume of the recess created by this is not sufficient to constitute the effective combustion chamber shape, so the squish effect is obviously quite small). The connecting-rod is machined from aluminium bar stock and is coupled to the piston by means of a 5/32 in. dia. solid gudgeon-pin pressed into the piston bosses.

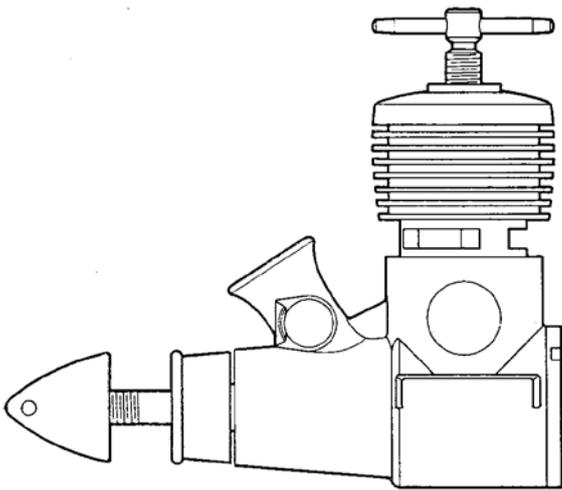
A substantial machined aluminium prop driver is used. This is pressed onto a short knurled length on the shaft just ahead of the journal, beyond which the shaft is further reduced in diameter and is threaded for the solid spinner type prop retaining nut.

Performance

The Taipan submitted for test was supplied direct from Australia by the manufacturer and had received a slight amount of running. It seemed to be reasonably free, but we nevertheless gave it a series of runs, prior to testing, sufficient to ensure a nominal running-in period of one hour. The manufacturer states, in the instruction leaflet which accompanies it, that the engine will normally develop its full power after approximately 30 minutes running time.

Starting was quite good. We would not rate the Taipan as being in the absolutely foolproof beginner class but we found it reliable and not over-critical. The engine responded to standard starting preliminaries — i.e. exhaust port priming for an initial cold start when the engine was sticky from residual oil, otherwise requiring only a couple of choked flicks of the prop.

The most impressive aspect of the Taipan's performance was the exceptionally high maximum torque recorded on test which reached some 16 oz. in. at 8,000 rpm. This, equal to a bmep of 73 lb/sq. in., is well



above average for a 1.5 cc. motor. At higher speeds, torque fell off rapidly, with the result that the power curve levelled off fairly early at between 12,000 and 13,000 rpm. The output here, however, was over 0.16 bhp which is a very useful figure for a general purpose type 1.5 diesel. The nature of this performance can be seen in the speeds at which various propellers were turned. Possibly our test sample was 'a good one', but the figures achieved clearly indicate the potential of the design.

For example, a 10 x 3 1/2 Top-Flite wood prop was turned at 8,200 rpm and a 9 x 4 Keilkraft nylon at 9,150 rpm, which are very good indeed. Props such as these could be useful for a large non-contest type free-flight model. An 8 x 5 Power-Prop (a possibility for a C/L stunt model) was

turned at 10,600 rpm and an 8 x 4 Top-Flite nylon at 10,750. Props which could be expected to take advantage of the Taipan's full power, allowing for speeding up in the air, included an 8 x 4 PAW and an 8 x 3 1/2 Power-Prop, both of which were turned at 11,600 rpm static and should be well suited to power-duration models. On a 7x4 Tornado, 12,600 rpm were recorded, rising to 13,700 on a Power-Prop of the same nominal dimensions. On the smaller props, as one would expect from the pattern of performance indicated in the torque and bhp curves, the Taipan was less impressive, reaching 14,300 on a 7 x 3 PAW and only 15,200 on a 6 x 4 Power Prop. On these smaller sizes the engine was also somewhat less docile to handle.

In short, the Taipan's performance is noteworthy for the fact that its most useful speed range happily corresponds with the most usable prop sizes.

Handling and running qualities were generally good, although response to the short needle-valve (which, incidentally, brings one's fingers uncomfortably close to the hot exhaust gases) was very rapid and caused the engine to cut out abruptly if closed down too far.

The compression control was good, however, and still

remained easy to adjust when the engine was hot. There was a tendency for the compression to run back when the engine was propped for speeds above 14,000 rpm, but not at speeds up to the normally usable maximum.

To sum up, then, we found the Taipan 1.5-D Series 66 a well-made, robust engine of excellent performance

and at the currently listed UK price (£4) it appears to be very good value.

Power / Weight Ratio (as tested): 0.68 bhp/lb.

Specific Output (as tested): 106 bhp/litre.

SPECIFICATION

Type: Single cylinder, air-cooled compression-ignition two-stroke with shaft rotary-valve induction and bushed main bearing.

Bore: 0.511 in. Stroke: 0.453 in.

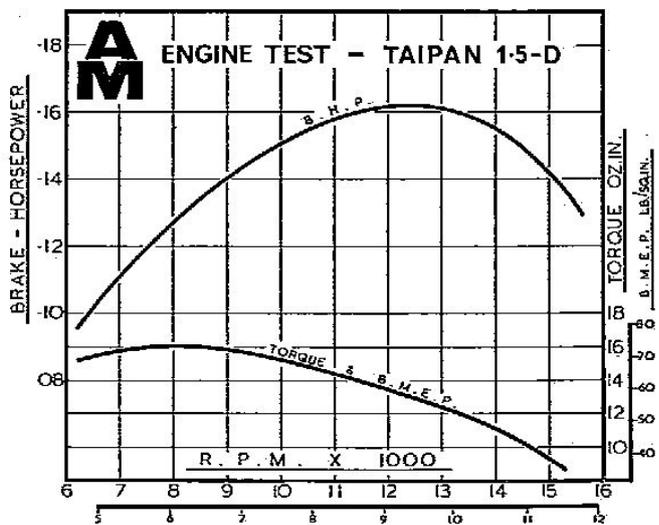
Swept Volume: 0.0929 Cu. in. = 1.522 cc.

Stroke/Bore Ratio: 0.855 : 1

Weight: 3.8 oz.

General Structural Data

Crankcase/front housing unit of diecast aluminium alloy with bronze main bearing bush. Screw-in



machined aluminium alloy crankcase backplate. Non-counterbalanced disc web crankshaft of hardened nickel steel with 3/8in. dia. journal. 0.200 in. bore gas passage and 3/16 in. dia. crankpin. Hardened, mild steel cylinder screwed into crankcase. Machined aluminium alloy finned cylinder jacket screwed on to cylinder. Meehanite piston with pressed in solid gudgeon-pin. Connecting-rod machined from 2014 aluminium alloy bar. Meehanite contra-piston.

Machined aluminium alloy prop driver pressed on to short knurled section on crankshaft. Machined aluminium alloy spinner-nut. Brass spraybar type needle-valve assembly reversible for left or right hand control. Beam mounting lugs.

TEST CONDITIONS

Test Engine: Standard model supplied by manufacturer.

Running time prior to test: Approx. 1 hour

Fuel used: ED. 'Super Zip'.

Air temperature: 44 deg.F.

Barometer: 29.8 in. Hg.

Silencer: Nil.

Photos of Carrier Deck at the 2018 Nats from Chris Hague



Fairey Spearfish











Compilation of photos I've snapped



John Taylor brought along a wing section that has been 3Dprinted



Control line at Wimborne MAC Cashmoor

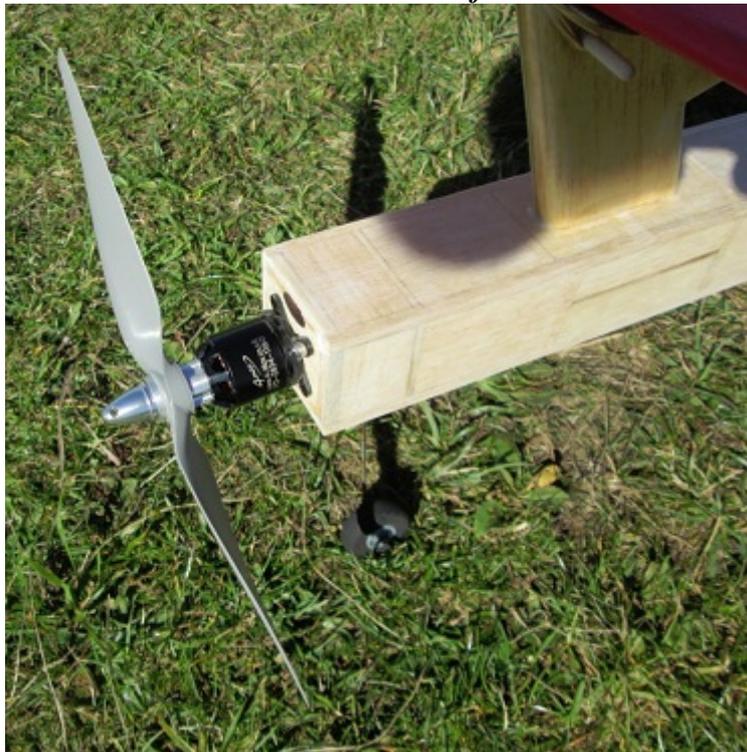




Following taken at Epsom Downs on 27 September 2018



Derek Foxwell's new electrified Zoot Soot





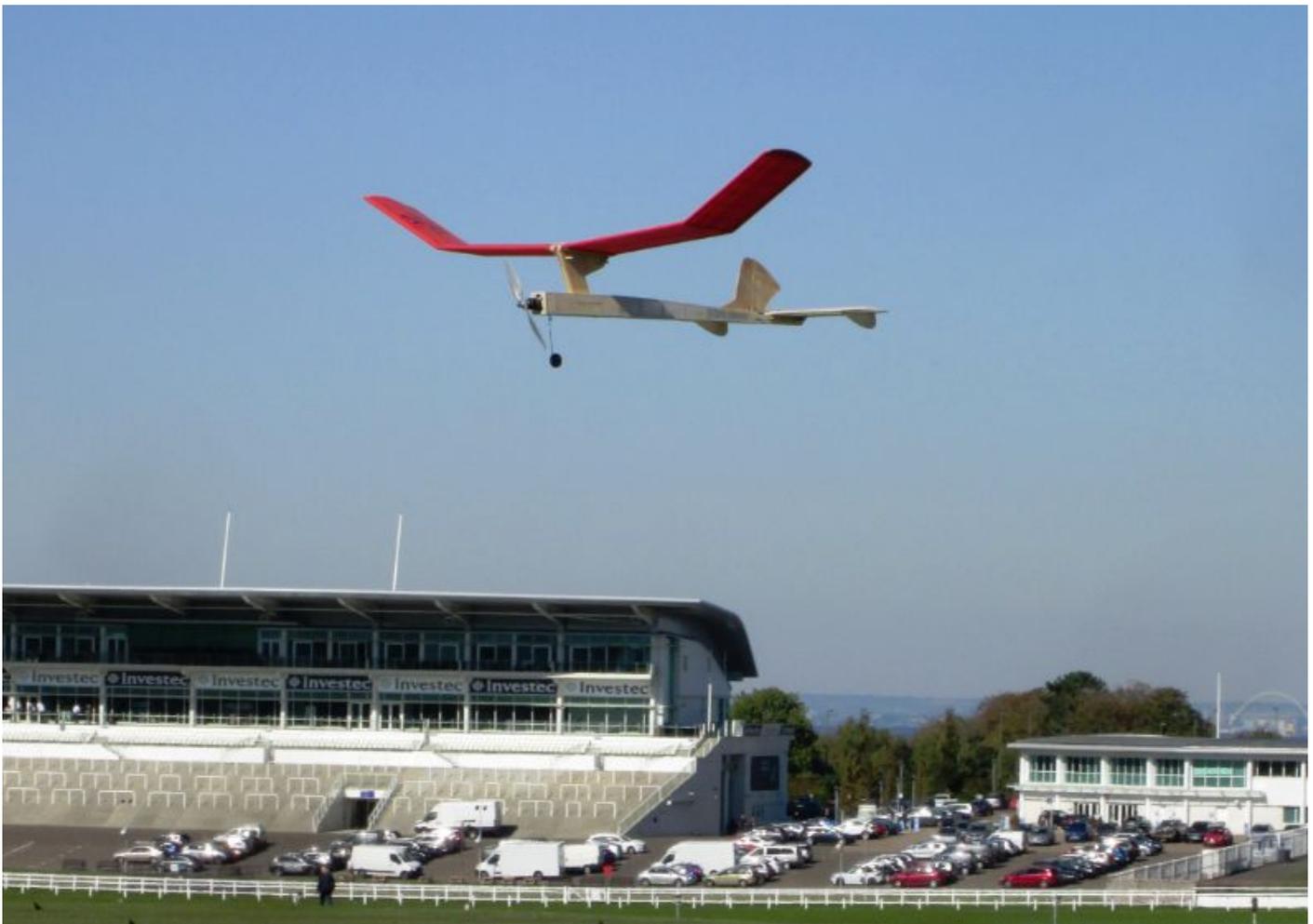


Derek Holding Zoot Suit after excellent maiden flight see Old Schhol Model Aircraft Factory on ebay or theosmaf@gmail.com



Heathrow Airport in the background







Derek with his Coquette





John Taylor returning from flight



Again Heathrow in the background



My Novice and Derek's Coquette



Joe's Spitfire

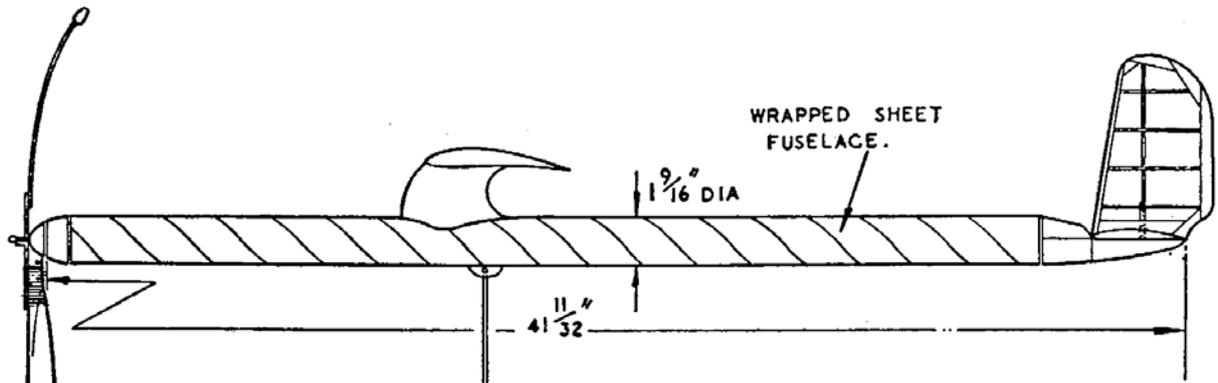


John Taylor's Zoot Suit



Tony Tomlin trying to land his Chatterbox, Knifeedge fashion

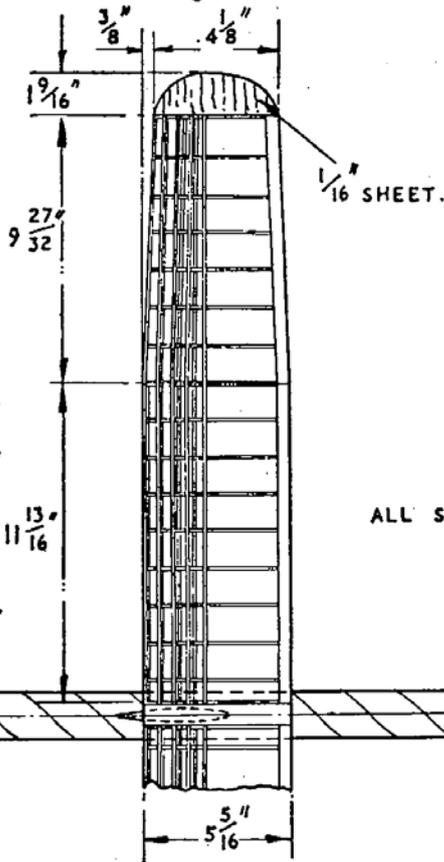
The following two plans are from the 1955 and 1953 Aeromodeller Annuals loaned to me by Terry Burnal



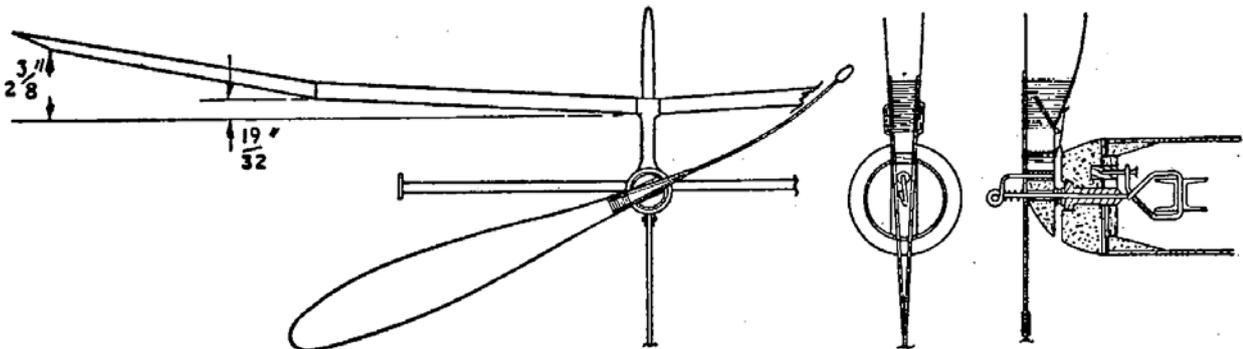
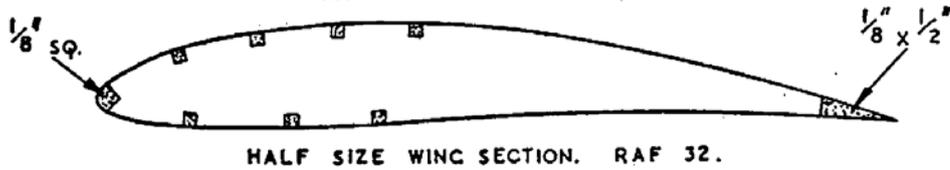
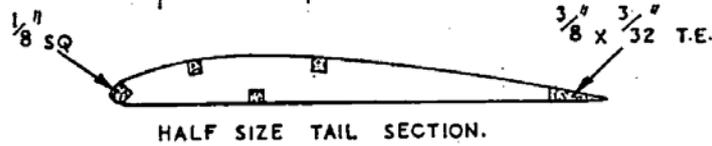
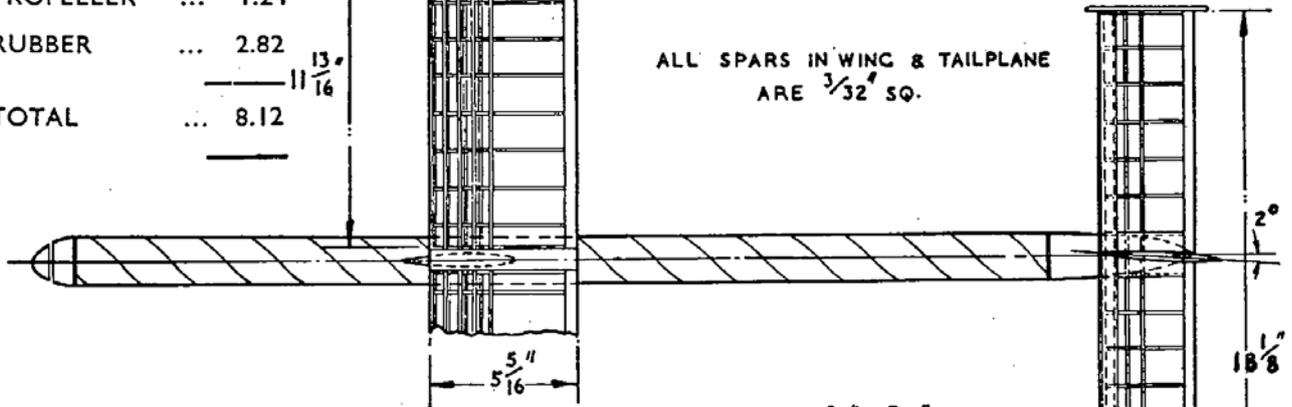
IL TUBO
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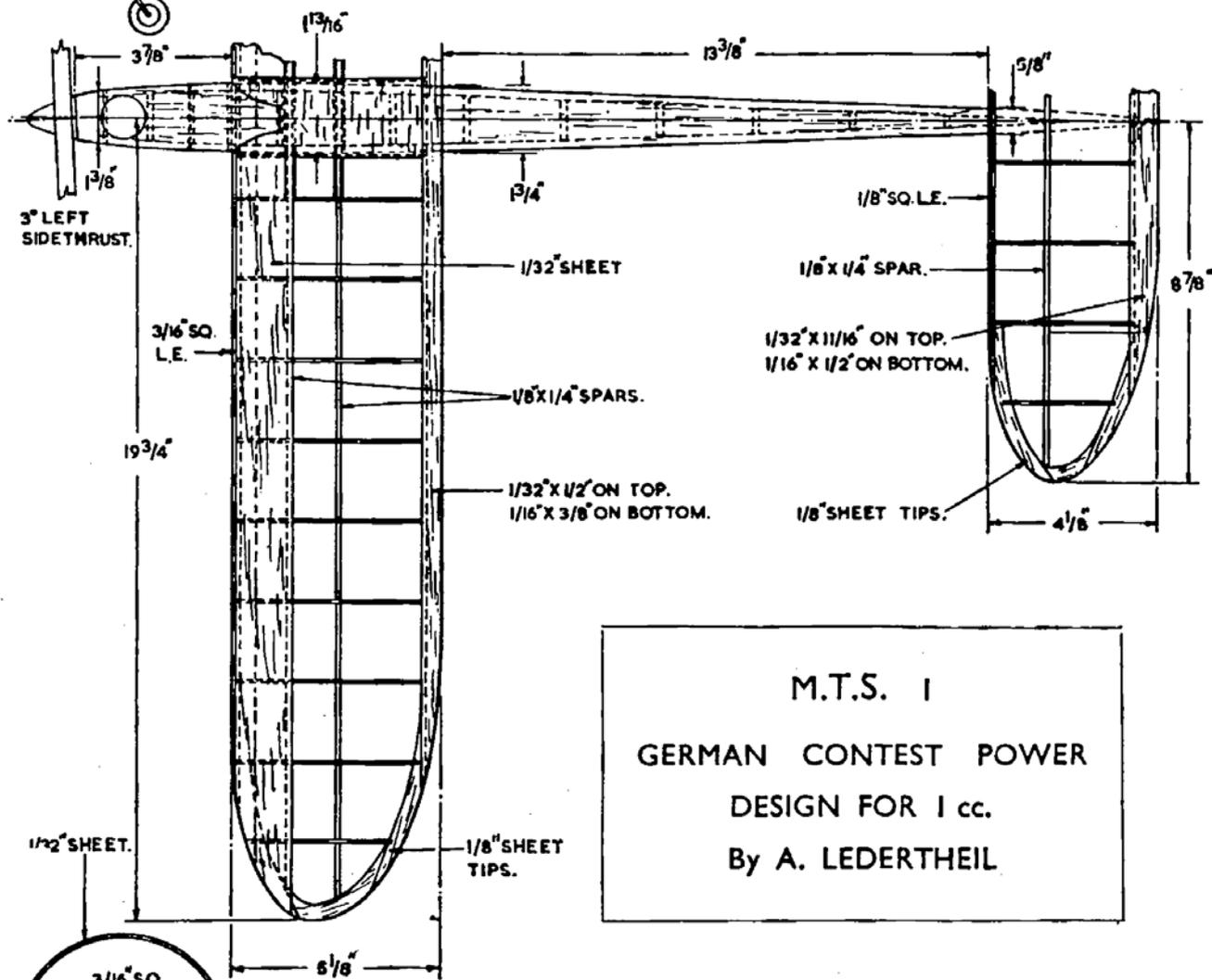
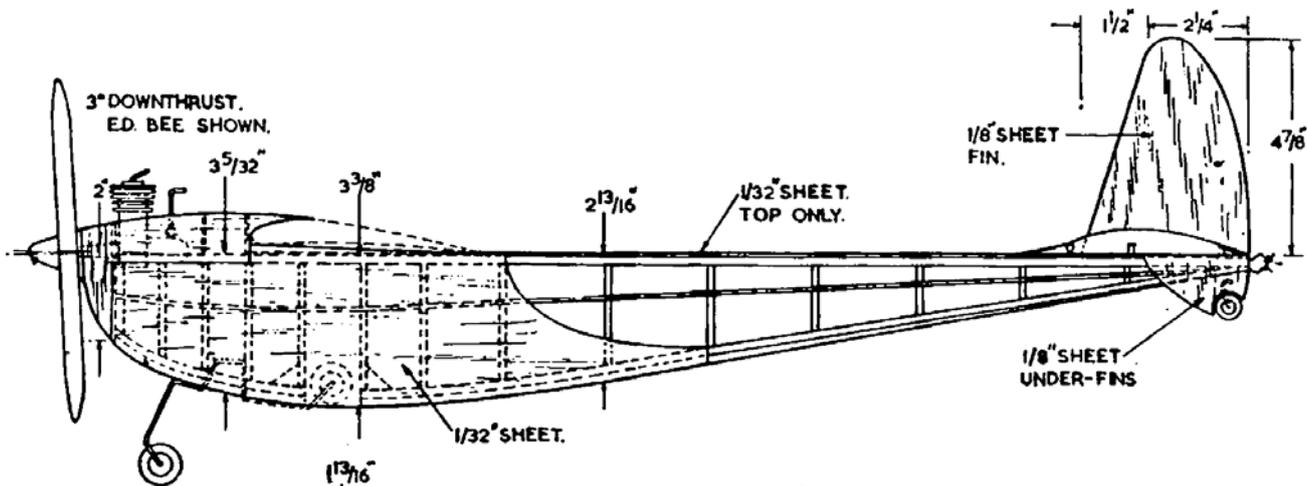
WEIGHTS IN OZ.

WING ...	1.05
FUSELAGE ...	2.47
EMPENNAGE ...	0.54
PROPELLER ...	1.24
RUBBER ...	2.82
TOTAL ...	8.12

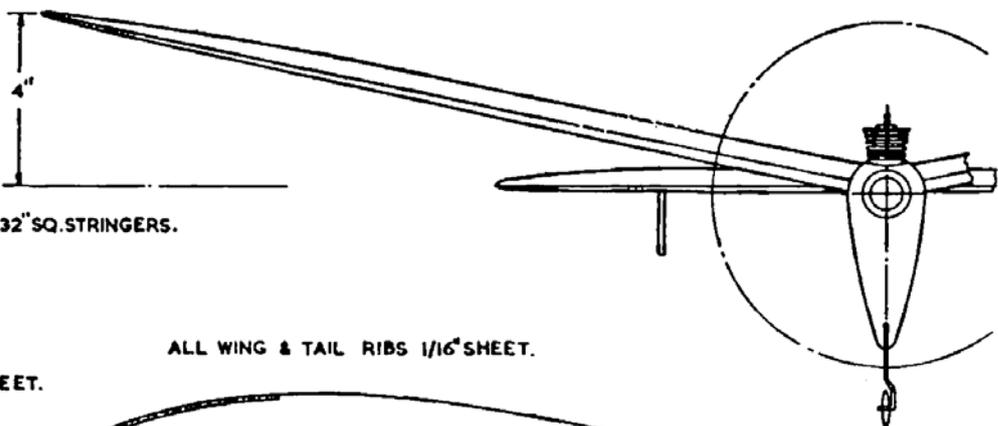
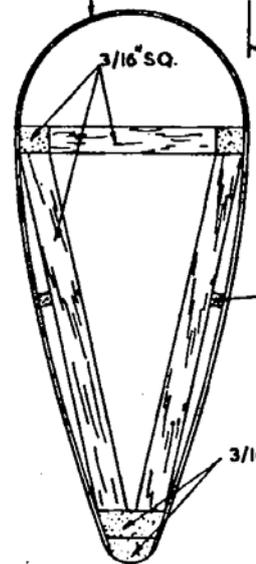


ALL SPARS IN WING & TAILPLANE
 ARE 3/32" SQ.





M.T.S. I
 GERMAN CONTEST POWER
 DESIGN FOR 1 cc.
 By A. LEDERTHEIL



Showscene from Dave Bishop of DB Sound.

Well the three Modelair events have taken place with the final one being run by Ken and Sheila Sheppard at Old Warden being not so good at all, weather wise that is. Previously the forecast had said it all and it seemed that many people had seen the “dart board” weather lines on their televisions and decided to stay away for the September event. The previous two Modelair events had seen the airfield packed to the gunnels with visitors and so many aeroplanes and old friends to have the catch-up chats with because the sun shone and the wind was kind on both of them. I motored to Old Warden on the Saturday September 22, travelling from my Tatsfield Village in Kent (about a mile away from Biggin Hill airfield) and was surprised when I went straight through the Dartford tunnel without a single stop and this was at 7.50 am. That was a “first” for me in many years of travelling to many of Old Warden’s shows and I arrived at the airfield entrance by 9.20 am to be greeted by a smiley yellow coated gate keeper. Many of the people who “work” at Old Warden are volunteers and they are aeromodellers who belong to the Shuttleworth Model Flying club and they can fly their model aeroplanes almost every day, only to pause when there are any full sized movements. Sadly the promised drizzle started around 11 am and it was the sort of rain that got into everything. What with that and the strong wind, the few traders and boot sellers that were there, soon started to pack up their wares as they too had heard the even worse weather forecast for the Sunday. The Ron Moulton Vintage control line Voetsak “Sparkies” did their thing but the CD Steve Betney said the entries were well down as was the total entrants of carrier deck C/L competitors as well. I always enjoy a visit to the super restaurant at Old Warden and double beans on toast did me for a late breakfast. A cracking cup of tea washed it all down. I motored back home at 4pm in quite horrendous conditions with the rain now hammering down and a sort of thick fog making it a “no fun” drive at all. It was no surprise when I rang Peter Royall the chairman of the Croydon Club (of which I am the President) at 8 am on the Sunday morning to find that the second day of the third Modelair 2018 was cancelled due to the forecasted weather being absolutely spot. In other words, a wind and washout. Such a shame after the hard work by the regular team of James Gordon, Roger Godley and Richard Ginger all doing their stuff on the R/C line. The following day Monday dawned beautifully, of course!

In Total Contrast.

Now scroll back to a couple of weeks back at the same venue to Sunday September 2 which was the full size Shuttleworth Heritage Day and we took advantage of the weather forecast and went up to Old Warden on the Friday towing the caravan again with very little hold up at the Queen Elizabeth Bridge (or Dartford tunnel going North of course). The sky was a pure Blue wall to wall and it stayed that way for both Saturday and Sunday with just a 3 knot wind blessing as well. It was the annual full size display starting on the button at 2pm until way past 6.30. The reason for the “extra” flying time was because the weather was so perfect that everyone stayed behind the time advertised on the excellent programme to enjoy the flying of the Bristol Boxkite and the Avro Triplane in formation. I must congratulate the two commentators (MARK WHALL was one of them) who, when there were two Spitfire Mk 9’s flying together they never breathed one word for over 8 minutes and let the massive crowd simply enjoy the sound of those wonderful Merlin Engines. Shuttleworth are looking for £100,000 for some renewal maintenance on the two Bristol engines for the Westland Lysander and the Gloucester Gladiator. The place was heaving with spectators and the ice cream sellers were flat out in the wonderful terrific summer warmth all of the afternoon. There was some cracking entertainers standing at the mouth of one of the hangers singing all of the wartime jive songs with great gusto and many people were seen walking about in period costumes as well, a colourful sight that made it all so warm and friendly. Old mint condition busses gave free rides around Old Warden and a DH89A Dragon gave flights to many people during the morning until the show opened at 2 pm. A huge, well done everyone is due, for such a memorable show from start to finish. It’s a certain diary date for us next year as well as the three Modelair shows of course.

Anyone wishing to write (email) then please do on davedbsound@gmail.com

All the best from Dave Bishop of DB Sound.



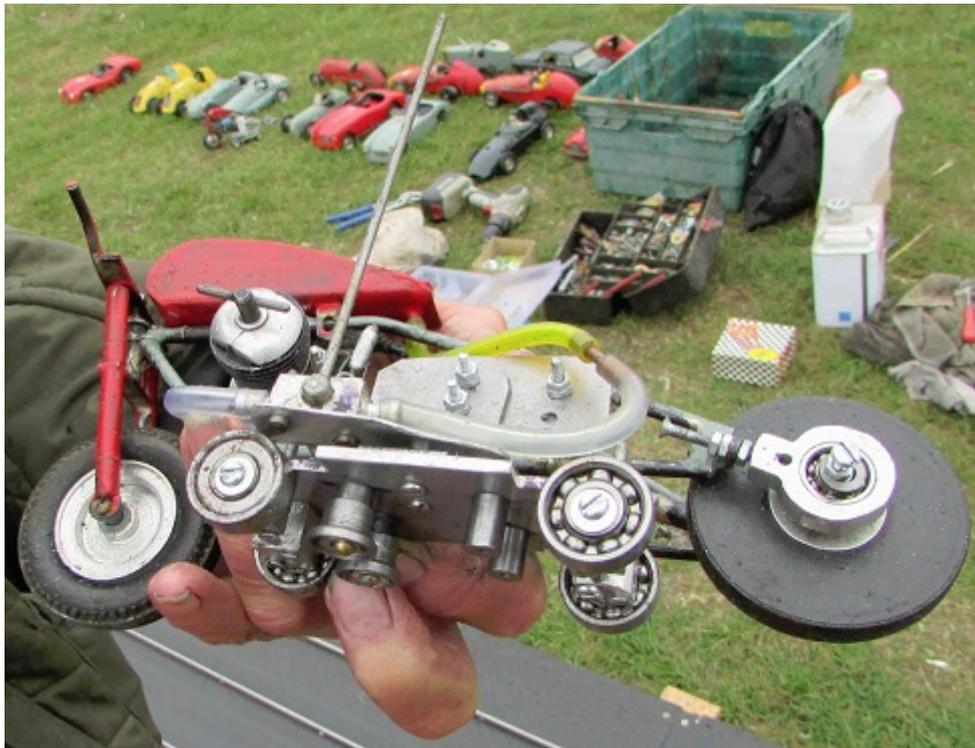
Young winner Master Mathew Barden receiving his prize from the Modelair guvnor Ken Sheppard.



These chaps from Holland, Rutland and the Netherlands were laughing at there being no entertainment due to the rotten weather at the third Modelair at Old Warden.



This profile Swordfish was on its own at the Control Line area at the Modelair at Old Warden.



Not only are there aeroplanes at the Modelair events at Old Warden but this slot motor bike was being run as well as a number of diesel powered slot cars.



At Modelair at Old Warden on the R/C line was Neil Tidy, Mike Henderson (who again travelled well over 500 miles to get there) and our “Colin”.



A picture showing the new slot car racing circuit with it's proud owner and just some of his diesel powered cars.



The young and now famous Martin Thompson at Old Warden with his lovely dog who you will have seen on television recently in the Model Battle of Britain series.



The Full size Avro and the Boxkite being flown at Old Warden in perfect weather at the Heritage day.



A cracking fly-by of the Shuttleworth's DH9 at Old Warden's Heritage event.



A couple of the pilots at the Old Wardens Heritage event are Stu Goldspink and Rob Millingship who was a champion aeromodeller in the 1980's.



This Koolhaven flying at Old Warden was modelled by Arthur Searle of the Liverpool club. He complained to the experts at OW about its insistence on having a bad Dutch roll. Arthur was told that the full size suffered in the same way.



A fast flying shot of the Shuttleworth's Comper Swift. I think that Rob Millingship might have been the pilot.



This full; size pair were a joy to witness at Old warden heritage event of a Tiger Moth and a Avro Tutor together.



Old Warden had this excellent full size commentator by the name of Mark Whall.



Some people were well and truly part of the show being dressed up for the occasion at Old Wardens Heritage event.



Well known large modellers were at the full size heritage event at Old Warden and a large number of their models were on display at the super BMFA stand.



Here are just some of the super models brought to Old Warden to show the thousands of visitors at the Heritage full size show.



BOURNEMOUTH MODEL AIRCRAFT SOCIETY

INDOOR MODEL FLYING

TUESDAY 25th SEPTEMBER 2018
TUESDAY 23rd OCTOBER 2018
TUESDAY 27th NOVEMBER 2018
TUESDAY 29th JANUARY 2019
TUESDAY 26th FEBRUARY 2019
TUESDAY 26th MARCH 2019
TUESDAY 30th APRIL 2019
TUESDAY 28th MAY 2019

7pm to 10pm

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

FREE FLIGHT ONLY
COMPETITIONS incl. GYMINNIE CRICKET LEAGUE
ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE
 Adult Flyers £6 Junior Flyers £3 Spectators £1.50

CONTACTS: John Taylor Tel.No. 01202 232206
 Keith Fredericks, e-mail: keithfred44@btinternet.com

FLITEHOOK

Indoor Free Flight Meeting

West Totton Centre, Hazel Farm Road, Totton, Southampton, SO40 8WU

Contact: Tel. 02380 861541

E-mail flitehook@talktalk.net

Café on Site

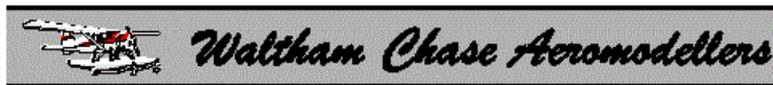
Flyers £8 Juniors & Spectators Free Flyers must be BMFA Members Sundays 10.00a.m. to 4.00p.m.

2018

14th October 2018
11th November 2018
9th December 2018
30th December 2018

2019

13th January 2019
10th February 2019
10th March 2019
14th April 2019



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, 2nd. October 2018
Tuesday, 6th. November 2018
Tuesday, 4th. December 2018
Tuesday, 8th. January 2019
Tuesday, 5th. February 2019
Tuesday, 5th. March 2019
Tuesday, 2nd. April 2019
Tuesday, 7th. May 2019
Tuesday, 4th. June 2019
Tuesday, 2nd. July 2019

All meetings will run from 7.00 p.m. to 10.00 p.m. 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 £5 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)

(e-mail: alan@wcaero.co.uk)

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



Linnet Parts Set 43" span

Ref: ot-linnpk

Quirky looking design by GR Woollett published in Aeromodeller January 1954

43in span suits 1.3cc size motors. Tricycle undercarriage and low wing, looks semi-scale and makes a pleasant change from the usual high wing cabin job.

Part Set includes all the laser cut balsa and plywood parts, such as cowl cheeks, fuselage sheet, formers, bulkhead, LG mount, shaped gussets, fin outlines, wing and tailplane tips, wing ribs, sub fin, wing seat, plus many smaller items.

Parts fit original Aeromodeller plan which is not included - shown for reference only. Builder to supply stripwood and covering to complete basic airframe.

Mercury Toreador CL Parts Set

Ref: ot-kktore

Parts Set for the **Mercury Toreador** model. Suitable for Stunt or Combat. Laser cut parts will save you hours of tedious cutting and include fuselage sides, fuselage top & bottom in one piece 1/2" balsa, bulkheads, formers, fin/rudder, wing tip shapes, wing ribs with additional tab to allow the symmetrical wing to be built on a flat board without packing each rib, bellcrank mount, spinner ring, shaped trailing edge and elevator.

Also includes **full size plan, and canopy, vac-formed in clear plastic.**

Specifications

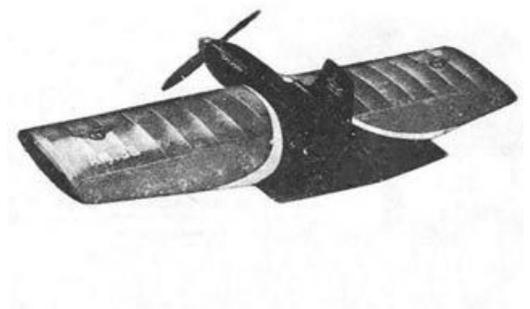
Wingspan - 36 inches, weight around 20 oz and suitable for 2.5 to 3.5cc engines (AM35 shown on plan). Builder to supply small amount of stripwood to complete.

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>



Dens Model Supplies



Traditional CL Kits including the ACE + Plug & Play Electric CL Starter Kit...just add glue and a battery !!



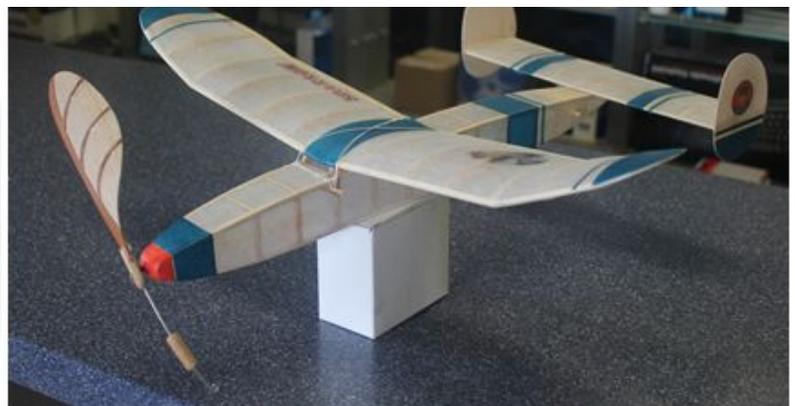
**Tinplate CL tanks....Bellcranks,
Lines, Handles, Cloth Hinge Tape,
Leadouts etc**



Cox Engines & Spares



Electronic Timers for CL & FF



Laser Cut - High Quality FF & RC Kits



On Line shop at
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