

Sticks and Tissue - Lola Special

(And a few other things)



Yes I know its early April and you're not expecting another S&T anyway the reason for all this being twofold I was in a bit of a rush to send out issue 52 as you'll have gathered from my email and on sending started recalling the errors I hadn't amended etc.

Biggest blunders being not mentioning that the engine photos were sent in by Jon Fletcher, George Stringwell, Bill Wells & Brian Cox.

The slope soaring article was titled "Slope Soaring – early attempts" and sent by Stephen Winkworth. I managed to ignore both! Apologies to all.

I must admit to cringing whenever I take a look at past S&T's and immediately see errors usually in my spelling and bits left out such as accreditations. (I for the most part avoid using spellcheck as articles are sent in I'm grateful to say from around this globe and spellings of words do differ so I prefer to keep as per). Some would say what about the grammar to which I reply she's fine in the old folk's home. It's amazing how often I read something and it seems fine but contains more blunders than a Government's 5 year term. Actually probably not as many as that. (I'm courting controversy here! MI5 will be smashing down the front door and arresting the rabbit! Mind you that'd be after they've smashed down all the other front doors trying to find mine in the Close!)

Still the main purpose of the supplement being the amount of interest there is regarding Vic Smeed's last design "Lola". I took the model to Epsom Downs on Tuesday and here is a report that all who have contacted me may find of interest. I decided to send to all, you have delete on your key board.

Flying the RC versions for the first time and the FF with alterations became a possibility on Tuesday last so five of us met up the Downs - Tony Tomlin (Observer without portfolio), Stephen Winkworth (Observer with good advice), Dave Bishop (Photographer with broken camera which meant the flying shots were, can I say poor, a vernacular expression I typed was deleted), Derek Foxwell (RC version and Tx with aerial that can puncture Polyspan) and myself.

Lola

A low wing 36" span free flight model designed by Vic Smeed, late 2010, with separate plan for RC.

The story from Derek Foxwell

VIC SMEED

A few weeks ago I had a call from Margaret Smeed, the wife of the late Vic Smeed, and had a long and emotional conversation about Vic and my relationship with him.

Let's go back 3 years when the Old School Model Aeroplane Factory came into being. I had recently retired from a long career in model making and special Fx and had closed my workshop in London, but retained my laser cutting machines. It was suggested by my colleagues James Parry and David Boddington that I should cut some rib sets to support and encourage the national Tomboy Competition, in those days being the Tomboy 3 and Tomboy 6. Obviously I was keen to do something other than sit on my rear end and watch the television all day, so I produced some samples and the Old School Model Aeroplane Factory came into being.

Now I would just like to mention before I move on that I sought and obtained permission from not only Vic Smeed, although there were limits to what he suggested I did, but also Bill Morley and George Fuller before I started producing the kits. We have a gentleman's agreement, which works very well.

For those of you who knew Vic personally, he wasn't the easiest person to deal with on a cold call basis but our relationship blossomed and eventually Vic agreed to more and more kits to be reproduced by us. In January 2010 after a very successful previous year, I wrote to Vic to say that we had now sold his kits in over 20 countries and the feedback was very positive. Vic wrote back to me as only Vic could, to let me know that he had sold his plans in 161 countries and I had a way to go yet! I might add that this was done in a quite humorous manner.

He also suggested that he would like to design a new aeroplane on our behalf and did I have any suggestions as to what it should be. His actual words were "if you every want a new 1950/60 style design for kiting give me a shout. As you can imagine they heard me in Penzance and I live in Croydon. I suggested to Vic that we do a low wing aeroplane and the 'Lola' was born. As you can imagine there was lots of meaningful discussions between Vic and myself on what the final outcome of the design would be. Vic was not only an aerodynamicist and mathematician, but he also had that gift of creativity and imagination. One of the things that Margaret said to me was that when Vic designed an aeroplane he said that it had to be easy to build and it had to fly well or people who built it would never buy another one of my plans. I think if you look at all of Vic's designs over the years, he fulfilled the criteria.

Let's move on, as I said previously there were lots of meaningful discussions and minor alterations, and from Vic's original pencil drawings I produced the digitalized version of the free flight Lola. There were very few alterations to the original drawing which were all approved by Vic, these were mainly due to ease of construction and laser cutting. Vic approved the drawing and I then laser cut the first couple of free flight kits. Packed one up and sent it off to Vic who was apparently sitting at the building board with a tube of glue waiting for it to arrive! We had also discussed in depth that I would leave the construction details blank on the plan for him to write as he built the kit. In the next couple of weeks I also produced the radio assist version, which was sent to my good colleague Richard Bavin who was going to build the first proto-type. As you are probably all aware, Richard sadly passed away over the Christmas period 2010 and I am not sure if he actually completed the proto-type. So if anyone out there knows of the whereabouts of the proto-type it would be greatly appreciated if it could be returned to us in whatever form it is in. Vic also had started and was well on the way to finalising the building of his first proto-type which he had built up to the covering stage. He had written to me about how keen he was for the better weather to come so he could test fly and trim the new model, and again as you are aware, Vic was taken ill and passed away before the model was completed.

I must admit I found it very difficult to continue with the project after losing two very good friends until I got the call from Margaret. She said how much Vic had enjoyed building the Lola and how impressed he was with the accuracy of the laser cutting and the ease of construction of the new model. It was then I decided to continue with the project and I asked James Parry if he would be willing to build the Free Flight version of the Lola and I myself would build the R/C assist version.

Well they are both done and the first test flights were made at Middle Wallop and Epsom Downs. There are a few minor alterations i.e. side thrust and down thrust, but the test flights were quite brilliant, probably the best days flying I have had for years. The plans were finalised this week and the kits both Free Flight and Radio Assist should be available within the next week or so.

Just before I finish, not everything was plain sailing between Vic and myself. There was a very very heated discussion on the shape and construction of the windscreen on the Ballerina, one of his finest designs, and I must be honest the conclusion of the quite heated discussions on whether my interpretation of the windscreen was correct was, that there was no conclusion.

I consider myself very lucky to have had the relationship I had with Vic and to be able to produce kits that require real aeromodelling and the satisfaction that putting glue to wood gives the model maker. Vic will be sadly missed, a real character and a brilliant man.

Derek can be contacted on 020 8647 1033 or better still derekfoxwell@btinternet.com

He will be cutting 10 kits each of RC and FF when balsa order is delivered hopefully by this coming Friday and after a couple of days cutting should be ready to make up the kits. First come first served for the initial batch more will follow a few weeks later.

First test glides at Middle Wallop in March - JP

A lifting tailplane meant the C of G would probably be back a way but what seemed like a long nose it was in fact balanced at about 25% root chord. A quick chuck and Lola and she went into a short steep glide! Adding about 6 grams of weight to the underfin brought the CG to about 35%. Next chuck was better but still steep. More weight bringing total to about 12 grams got the CG to about 50%. This proved to be just about right with a straight almost flat glide.

With a little side thrust to the MP Jet and similar amount of down thrust and engine burbling it was launched very gingerly into wind. The first few seconds of flight were pleasing however eventually it turned left and dropped a wing. With side thrust as much as could be put in and with a bit of 1/8 square to the underside of the left wing tip another attempt was made with much the same result.

Later that week I enlarged the bearer holes and shaved off a small amount of bearer and remounted the MP Jet with a lot more sidethrust. I also spoke to John Taylor who advised that plenty of side thrust was essential in a low wing FF model. With that carried out, weight firmly attached to under fin and a small cracked glued up I set Lola aside hoping for good weather to coincide with an extended work visit to South London. As it happened the weather on Tuesday was good, cloudy with a gentle breeze and a tiny amount of rain but not enough to prevent another attempt.

So myself with FF version, Derek with RC version, Dave Bishop with camera, Tony Tomlin with advice and Stephen Winkworth taking an interest off we went. Loads of side thrust, CG well back and trim tab to the right what could go wrong. Launch and steady off then turn to left drop a wing and crunch.

Stephen then suggested that side thrust needed to be “obscene” in the angle of the engine to the airframe. So slackening off of two 8ba bolts and heaving on the engine and indeed sidethrust did seem obscene! Down thrust was increased to 3°.

Next flight off it went dead straight and turned right, no wing dropping and a most enjoyable flight to behold the glide being excellent. Another flight was carried out with some minor tweaking e.g. engine and trim tab and off again to a perfect flight the model landing only a few yards away. Each time the engine run was about 20 seconds. Trim was achieved. The model being deemed whilst not a first FF model excellent for sport FF.

Then it was on to the RC version. That too being powered by an MP Jet and using the 2 cc tank supplied.

The engine was new so running rich. Chucked into wind it was off and with a bit off quick trimming on the TX Derek had a good flight. On landing a couple of changes to trim were made

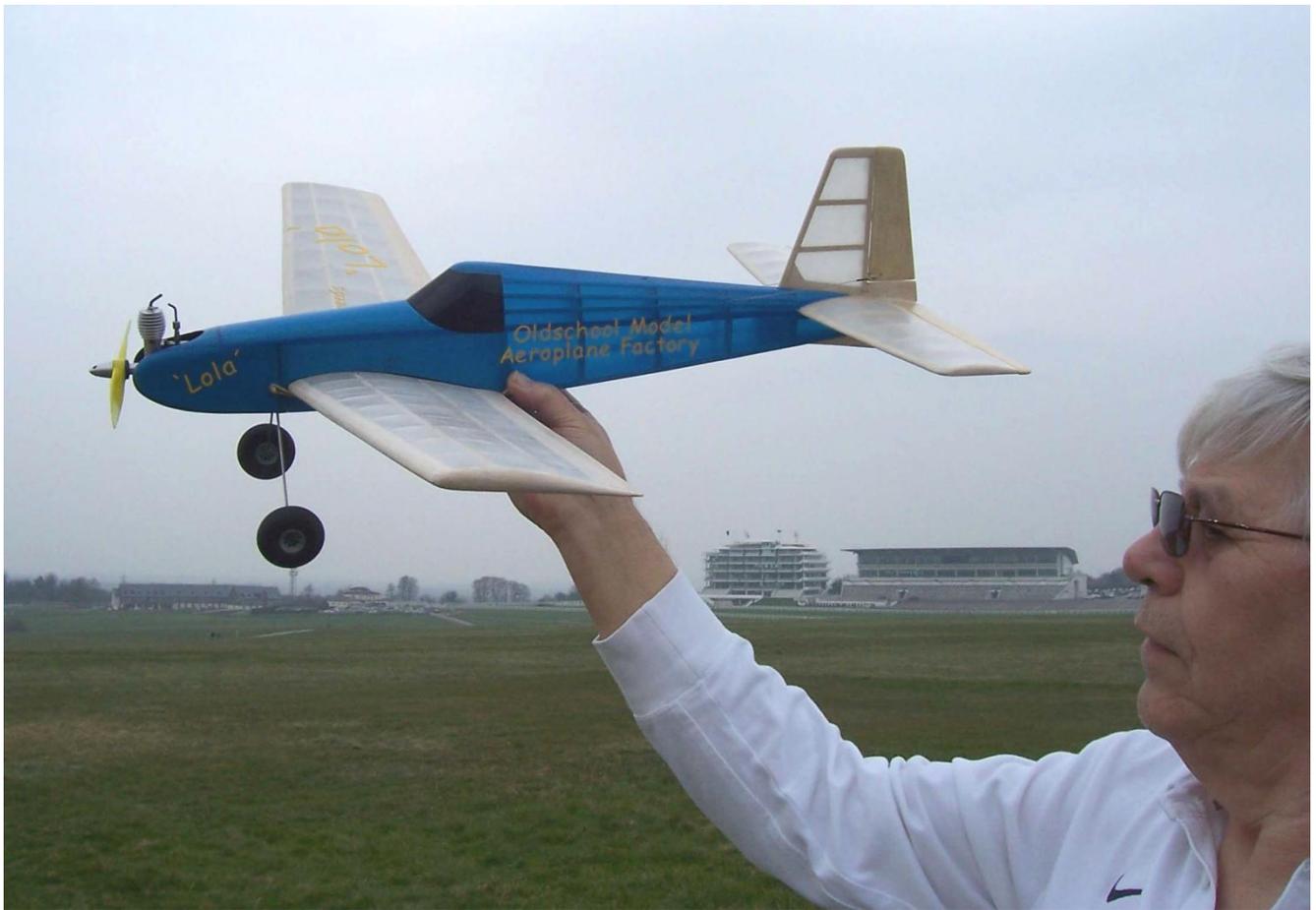
RC version photos





Someone about to lose their shorts giving a launch for maiden power flight RC

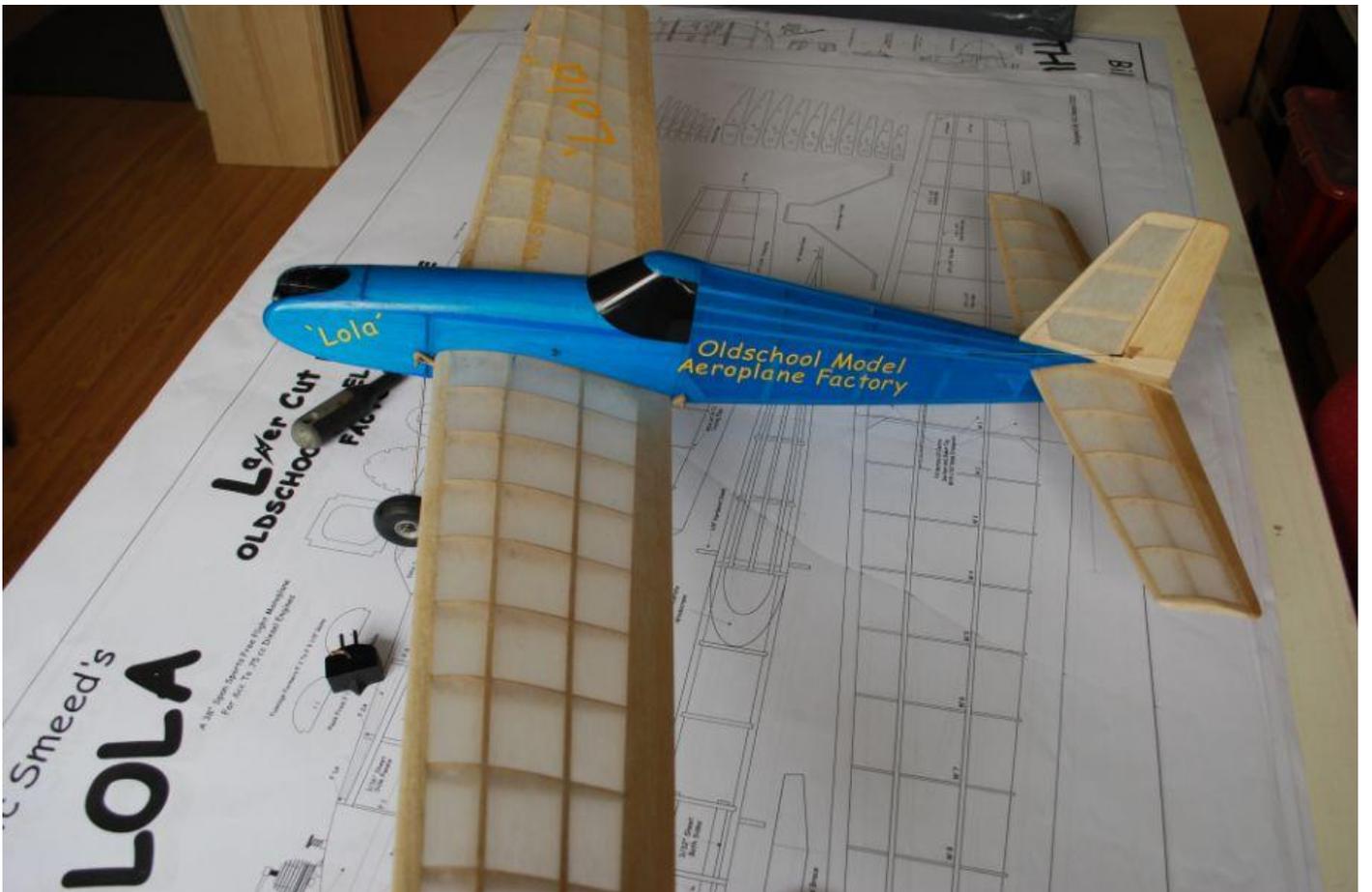
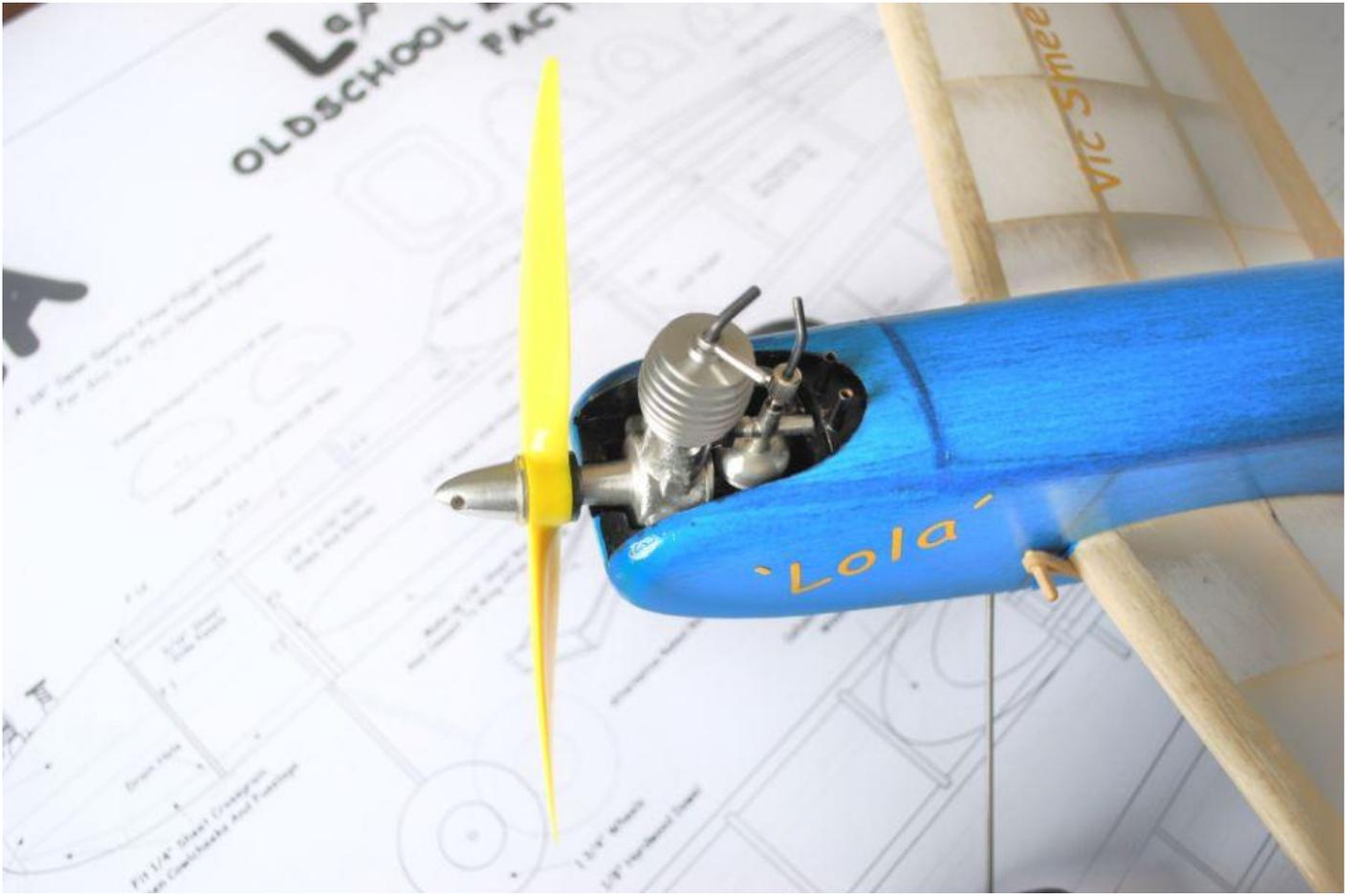


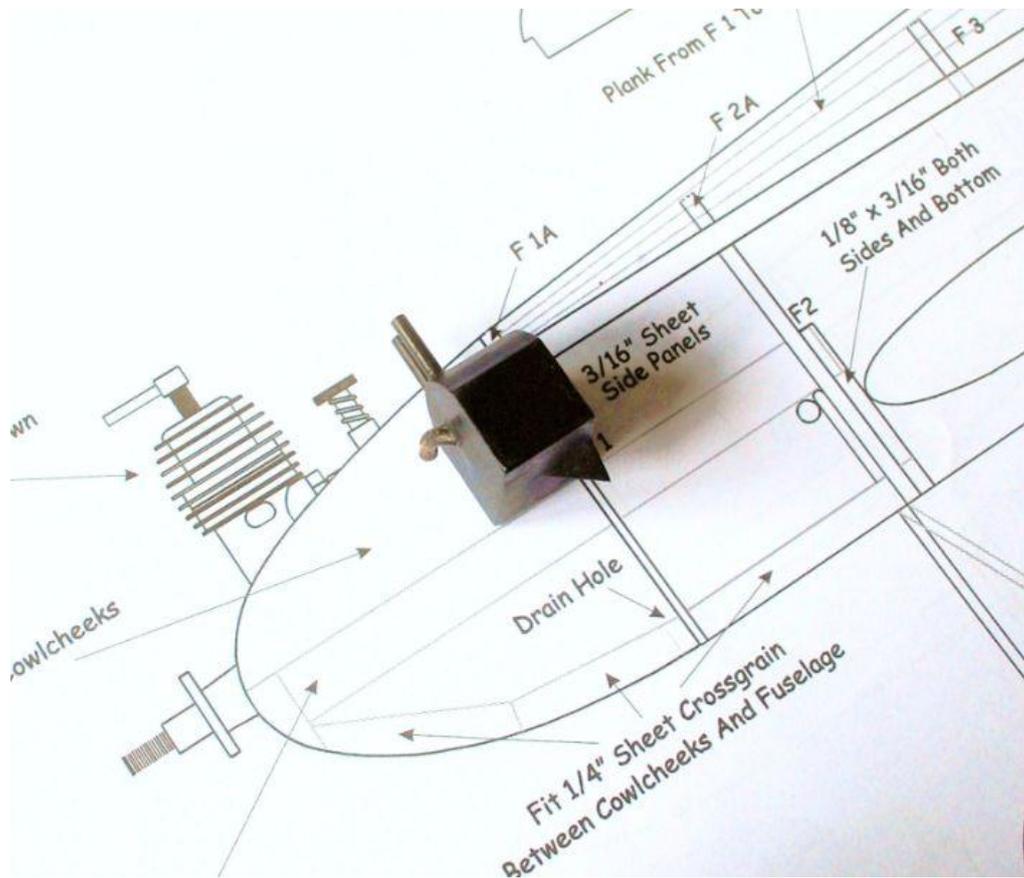




Test glide by Derek prior to first flight







The RC tank with fuel sump, does not come with kit

FF photos



The added weight to balance out clearly visible to underfin. Waiting for fuel level to drop.



Lola and friends, “Wingy” and “Pushy”. Owners “Itchy” and “Scratchy” are out of view as is the rest of fat knees. *(I can come up with some drivel)*

The following three photos were taken at Middle Wallop



The fin is slightly out due to rapidly gluing back when it blew over on its back!



The final plans incorporate changes in light of the flying carried out to date e.g. Showing side and down thrust, C of G, longer trim tab for the FF model, optional wash out. The kits have down thrust incorporated into the formers as you can see and doweling to hold the tailplane in place.

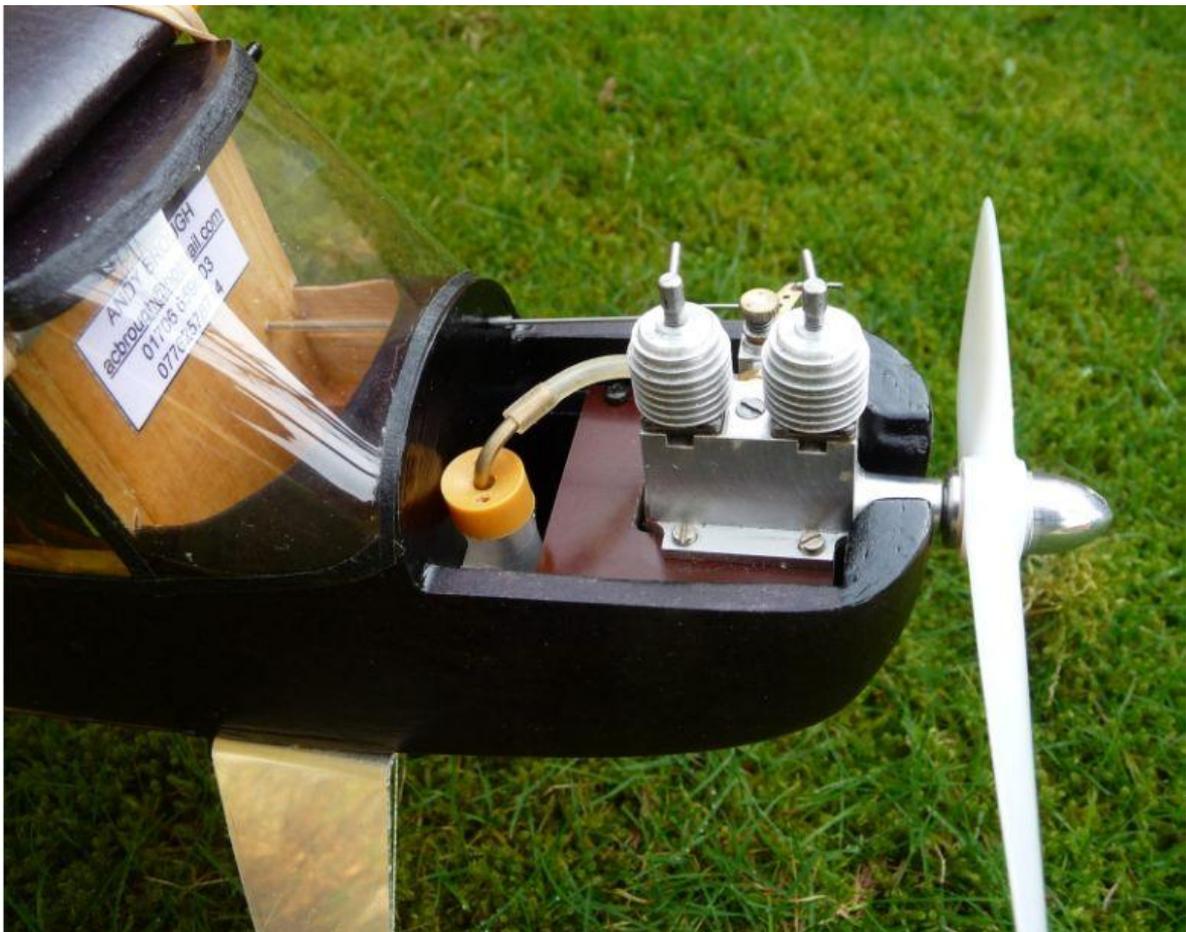
E.D. Racer 1/2A



0.78 cc

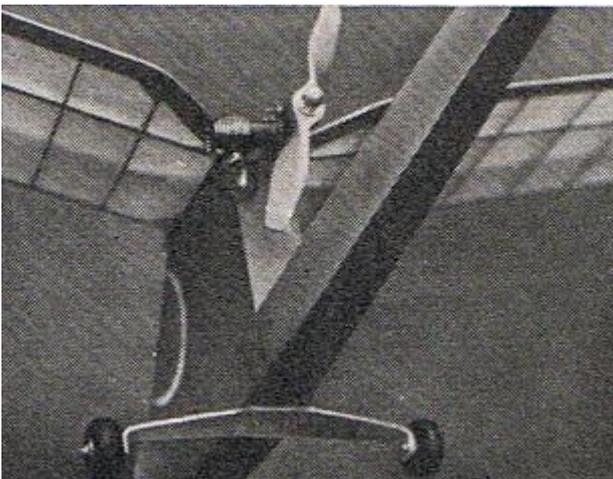
From Andy Brough

Flight tests completed on the prototype Vic Smeed Gamine and article sent to RCM&E. Pretty model that I fly on radio assist as per plan but on rudder & throttle and only to keep it in the field. I'll let you know what issue it will be in once I know so folk will be able to buy the plan. The two pics attached have not been used in the article so can go in S&T. Currently flying with a Derek Collin Allouchery (0.75) as I caused minor damage to the twin, now fixed. The engine happened to be exactly the same weight as the twin! Of course no throttle with this engine. Now on with a Chatterbox for a Giles 0.5 Mills that is also radio assist. Tough little model so I'm trying to keep the weight down so will not be sheeting the top and bottom of the fuselage. Built from a Falcon kit the wood was excellent and I was impressed with the total package. I have wanted to build the model for decades and finding a reduced price kit on Pauline's stand made all the difference. Will send pics once completed.



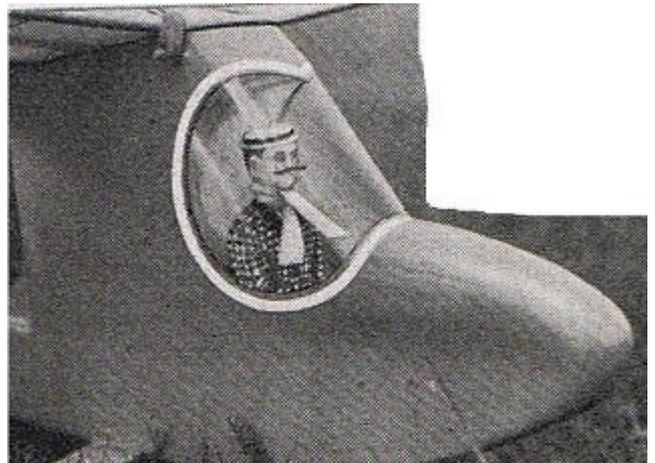
Just about all of a model's ailments centre round, or affect, the CG. To design a trouble-free model is therefore simple—don't let it have a CG. 'Pushy-Cat' is one model which definitely hasn't one, for, although it balances where indicated on the plan, the vertical factors bring the true CG. to a position almost one inch outside the airframe, in thin air! Does this produce visions of the model scudding away and leaving its C.G. standing ?!!

Seriously, "Pushy-Cat" is an attempt to get out of the rut while still retaining reasonably simple construction, easy trimming, and good flight characteristics. The appearance is not far from scale (remember the "Scheldemeuw" and the "Carden-Baynes" ?) and the lay-out is of particular interest to concours builders, since the only part of the model likely to be affected by fuel is the leading edge of the fin, and the all-sheet fuselage offers an excellent base on which to build up a high finish. The configuration also lends itself to flying-boat adaptation, and a suggested removable "shoe" is shown on the plan.



One minor snag is that rotary-valve motors will require a left-hand airscrew, since they will not run "backwards". A plastic prop of suitable diameter can be warmed in an oven until soft enough to be twisted to reverse pitch, or a wooden prop carved from a beech blank as illustrated, which takes less than twenty minutes. Sideport engines, such as the Mills 75 used on the original, can use an ordinary airscrew put on "back to front", the engine being run in the opposite direction from normal. Building the model is Very, straightforward; use softish balsa and keep colour-doping to a minimum if a .5 motor is to be used. Space bearers as required, but check propeller clearance. The cabin top front and rear engine fairing are

the only awkward spots; very soft block may be used at these points if desired. Cover the entire model with lightweight Modelspan. The small strip of aluminium cemented on the rear of the rudder enables the 1/16 in. sheet to be bent slightly across its grain for rudder trim, without springing back straight. Balance the model on the engine bolt as shown, using ballast in the box provided, if necessary (none was needed on the original). Tailplane packing for glide trim should not exceed 1/16 in. —add or remove ballast if more is necessary. Slight left rudder will give a straight ahead or wide left-hand glide circles, which proved most satisfactory on the prototype.





BELAIR PUSHY CAT KIT

Pushy Cat by Vic Smeed

Partial Kit Price £34.50

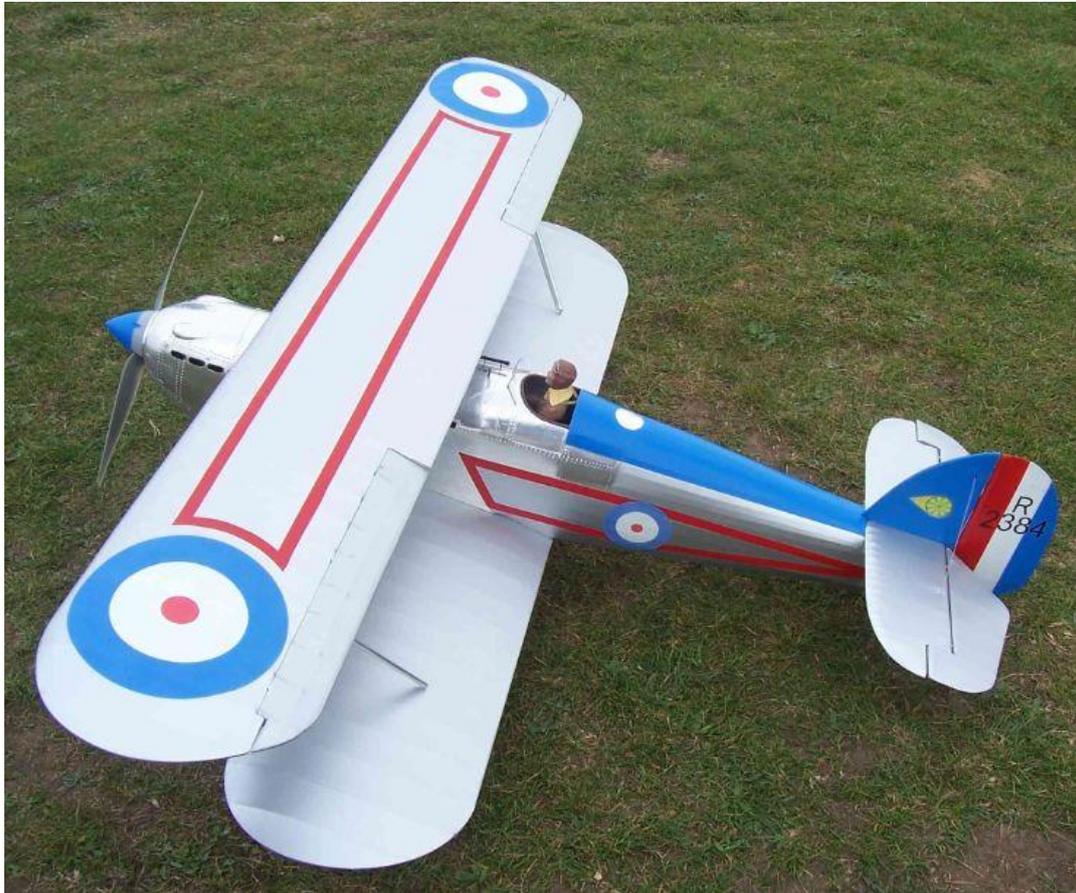
A partial kit for the attractive Pushycat designed by Vic Smeed. Plan is included and shows RC assist conversion. Suits 400 electric or 075 i/c.

Partial kit includes fuselage sides, formers, wing ribs, tip shapes, fin/rudder, u/c mount, just add strip and sheet to complete. Kits include a laser cut and folded alloy undercarriage.

<http://www.belairkits.com/Productdetail.asp?Id=562>

Also up the Downs was this fine Fury electric power and on its maiden flight, flew very well. Was built from one of the magazine plans with supplied component pack. I didn't get the owners name durr. Shame the registration R2384 is for a Beaufighter 1/11 Mk1F (*Now that is sad knowing that! JP*)





The following photos are of OSMAF electric Ballerina for RC. All five of us flew the model and a more docile model has yet to be made. Was in air under power for 31 minutes







The boat race tells it all, another great flight!



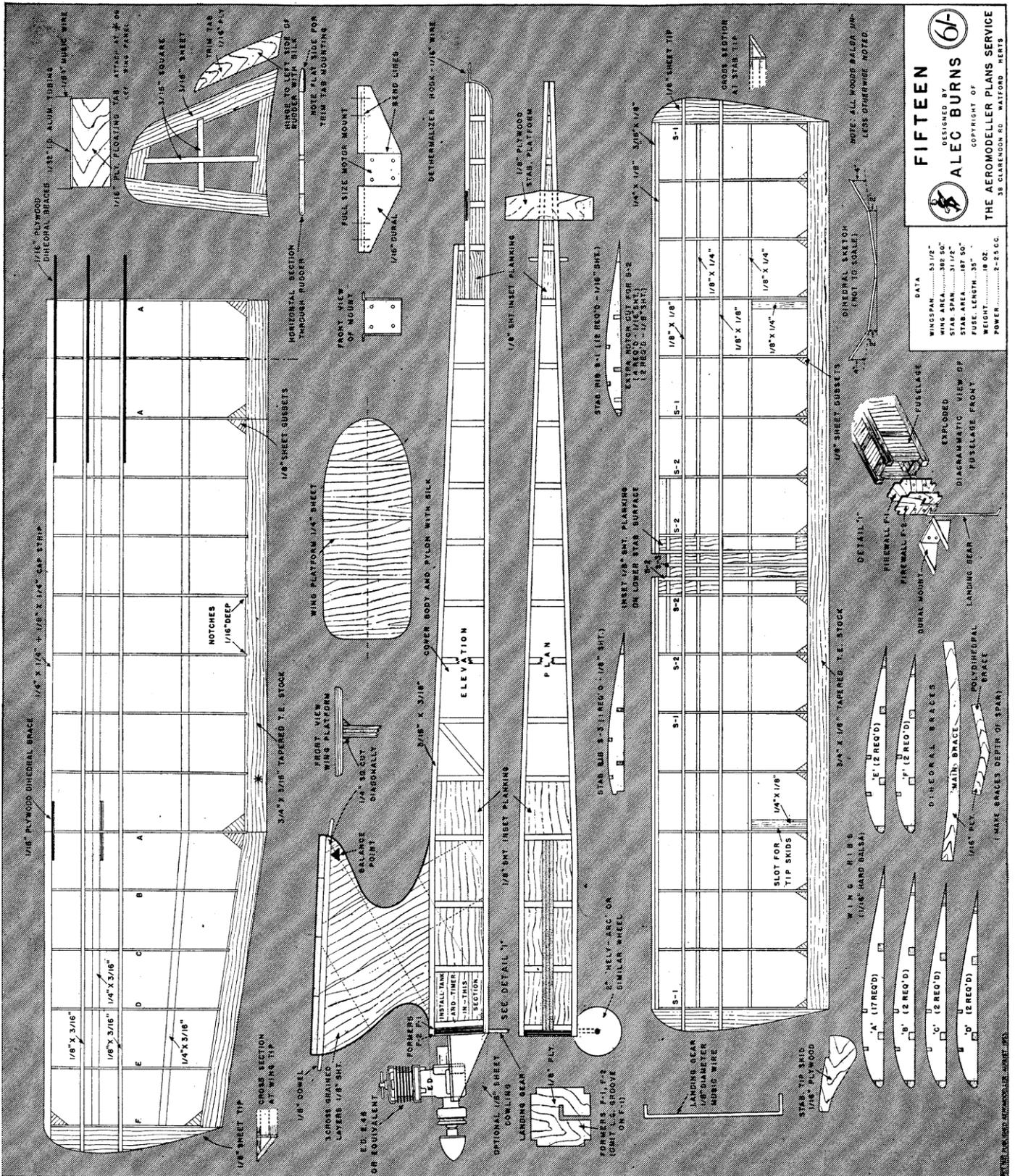
The magnificent four. Left to right – Tony Tomlin, Stephen Winkworth, Derek Foxwell and Dave Bishop.
Tomboy is powered by a MP Jet .6 cc.

Also up the Downs were a handful of free flight models



Peter Michel with his Dovorian glider

I saw this plan and thought what a nice looking power model so here it is. Perhaps a PAW 19 plain bearing non schneurle for the power duration comps?



Fifteen by Alec G Burns from August 1953 Aero Modeller

A high performance contest design for the International power class.



Alec a 25 years old Topographical draughtsman by profession, resident of Mimico, Ontario, specially keen on freeflight power . . . other interests are radio control, team racing, photography and the young lady on the left, Miss Gladys Davidson, shortly to be Mrs. Burns.

(Is Alec Burns still around and modelling does anyone know?)

In my opinion," says Alec Burns, "it is the gadget-free model which is the consistent contest winner," and in this viewpoint he has the support of most competition fliers "Fifteen" (the 2.5 c.c. class is .15 cu. ins, in the U.S.A. and Canada, hence the name) certainly reflects this opinion, for a simpler or more straightforward contest job would be hard to find. The "Hogan" influence is apparent, and the only gadgets employed are the gravity tab, the timer, and the metal engine mount, which offers advantages for simple thrust adjustments. In flight, the model has a vertical climb to the right and left glide circles and has proved particularly safe in windy weather, flicking out at the top of the climb without loss of height. With a motor of up to 2 c.c. it would be a trouble-free introduction to contest-style flying and with a good 2.5 in experienced hands, a threat at any contest.

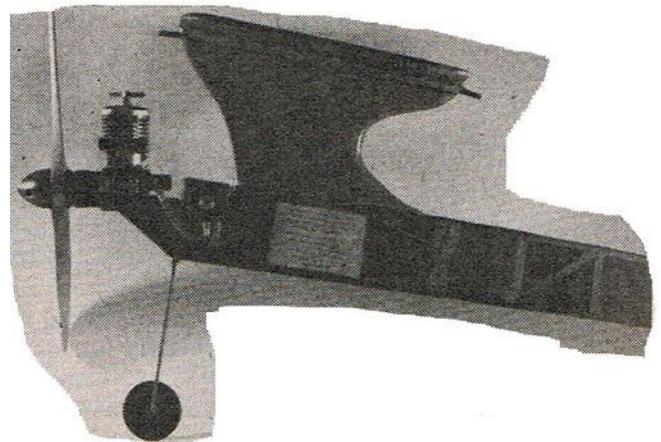
Building procedure is normal, the box fuselage being built in the usual way. Side sheeting (except in tank bay) should be fitted in before removal from plan and the pylon added after being constructed separately.

The front former is laminated and the dural motor mount bolted in place, together with the undercarriage, before cementing the former to the fuselage. After installation of tank and timer the front former should be reinforced with liberally-cemented strips of silk. Wing and tail mounts are self explanatory. The pylon and entire fuselage are silk-covered and given seven or eightcoats of thin clear dope.

Construction of the flying surfaces is also perfectly conventional, but the positive rudder tab is worthy of mention. After attaching the tab to the rudder (left flat at the appropriate place) with a silk hinge, a 10 B.A. bolt is passed through both tab and rudder, packing placed between the two is varied for the right trim, the bolt being tightened to retain the packing. Use Modelspan for covering the wing and tail.

After assembly and alignment check, balance the model as indicated, using ballast if necessary. Up to 1/16 in. packing may be used under the LE. or T.E. of wing and tailplane to obtain a slightly stalling left-hand glide. Use a 9 1/2-x 6 prop. for windy weather and a 10 x 3 1/2 in flat calm, and make initial power flights with reduced revs. A right-hand climb is required, and sidethrust should not be necessary. If a left turn is evident, fit washers behind the port engine mount. Increase power and aim for a 100 ft. power turn. Slight left rudder may be needed for the glide, but clay added to the gravity tab should remove stalliness.

Excess left rudder will call for additional right thrust. The built-in downthrust should take care of any looping tendencies; increase if necessary.



Wakefield Cup From Gary Hinze

The 1911 Wakefield Gold Challenge Cup began one of the most prestigious international aeromodelling competitions. The first event was announced in Flight on April 1, 1911 and held on July 5, 1911 at the Crystal Palace in England. The results were announced in Flight on July 15, 1911. There were contests in 1912, 1913 and 1914. The First World War intervened and there was no contest again until 1928. The original Trophy had been lost. Lord Wakefield donated an even grander Silver Cup for the new series, which has continued to today, making it the longest running aeromodelling event. This year is the Centennial of the first event. This is an opportunity for a historical reenactment of the 1911 Wakefield Gold Challenge Cup event, using model designs, materials and technologies of that time.

I propose an international postal contest to:

1. Memorialize the 1911 Wakefield Gold Challenge Cup competition.
2. Stimulate an interest in and study of model aviation history.
3. To publicize free flight model airplanes.
4. To have a fun international event.
5. To possibly find the lost original 1911-1914 Wakefield Gold Challenge Cup.

I have set up an Internet page on EndlessLift to serve as a hub for communications.

<http://www.endlesslift.com/2011/04/wakefield-challenge-cup-competition-centennial/>

This page will contain postal contest rules, rules interpretations, Wakefield history, notes on 1911 aeromodelling technology, reference materials and lists of sources for plans, kits and materials of interest to contestants. EndlessLift is also set up as a blog, so interested parties may post questions, comments and carry out a discussion of this contest and aeromodelling history. If you are a provider of relevant plans or kits, please post to our blog. If you are a sponsor of a contest or event and want to include a related activity, please let us know.

Feel free to pass this notice on to anyone who may be interested or to publish it in your newsletters, Internet sites and wherever else it may come to the attention of interested parties.

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