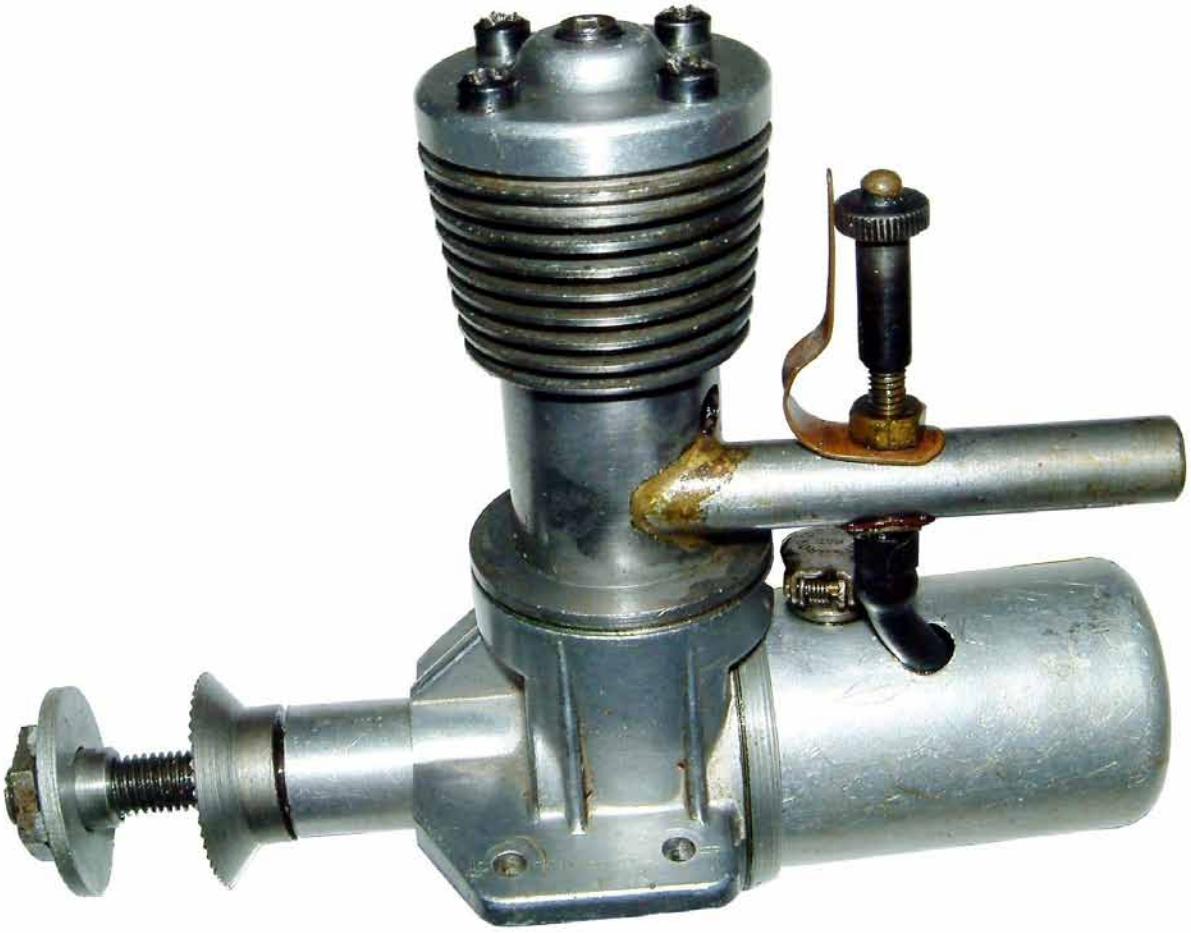
STICKS AND TISSUE 2010 SPECIAL

Following on from the 2009 Sticks and Tissue Special and the much appreciated engine photos, another 96 have been added to this years Special, together with those previously included in 2009. My original intention was just to use the engine photos to fill gaps and perhaps « decorate » the pages a bit, in the monthly S&T issues, particularly as many of the engines are an important part of the traditional aeromodelling that is S&T's « core business ». However, I felt that some of the photos were worth better than the small images that I have to use in the monthly issues... So here they are, big and beautiful, with grateful Thanks to those contributors who kindly submitted the photos.

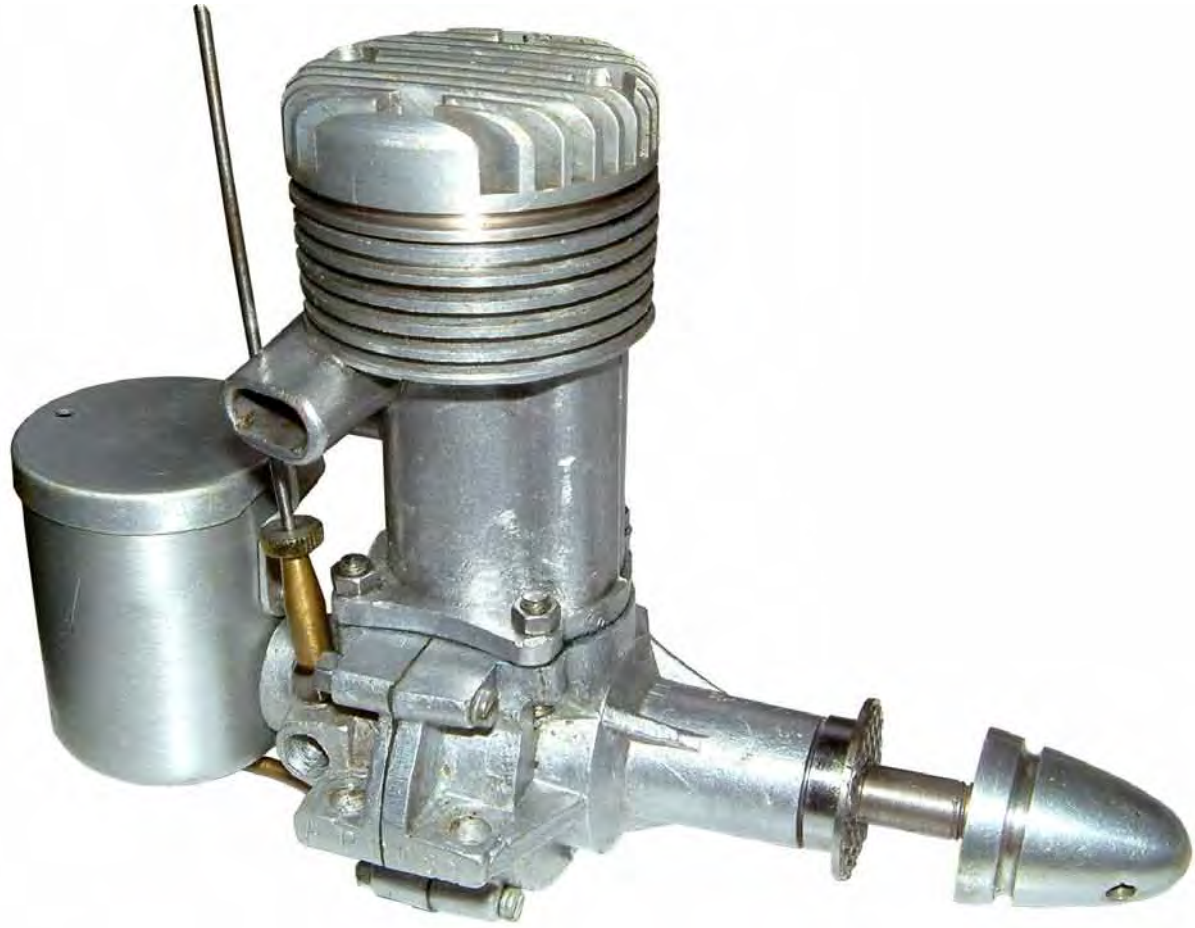
Yet another stunning photo taken by Urs Brandt in Switzerland August 2009 and sent in by Peter Renggli

Aerol Hurricane 2 cc

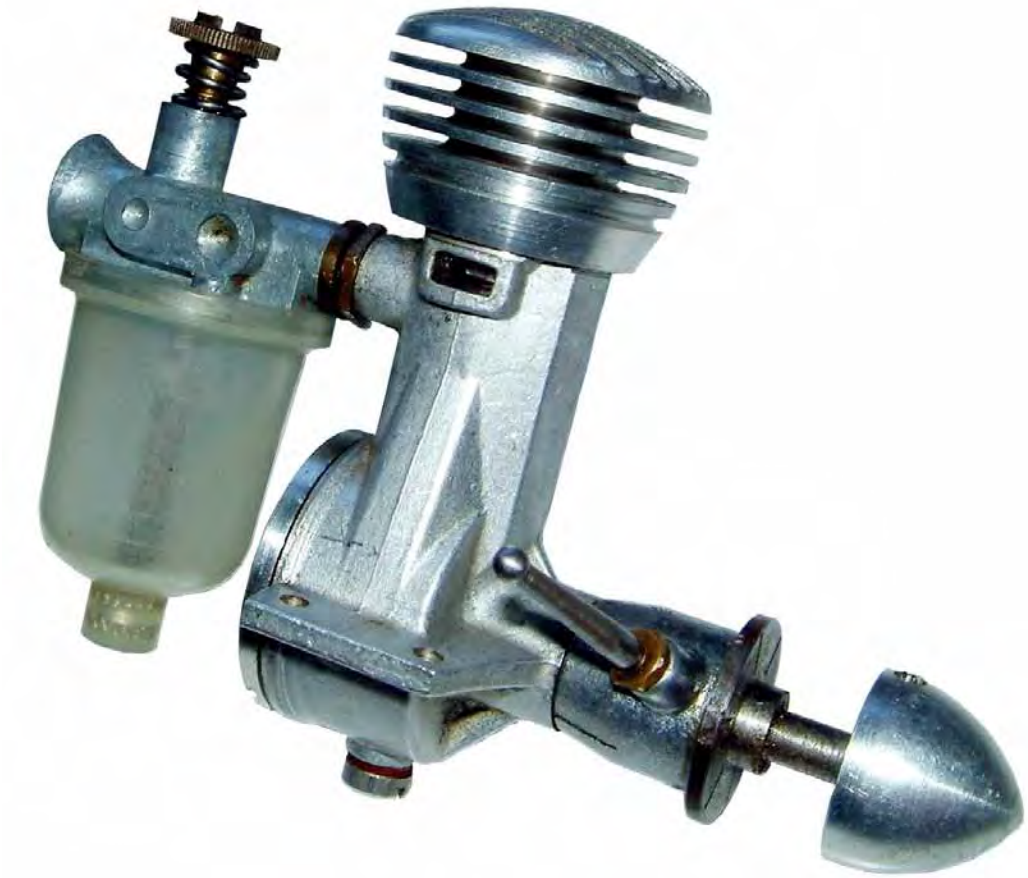


Air-O-Diesel 4.8 cc

Airplan 2.15 cc (modified and marketed as the Airstar in the UK))



Airplan Normandie 5.5 cc



Airstar 2.15 cc (with CL tank)

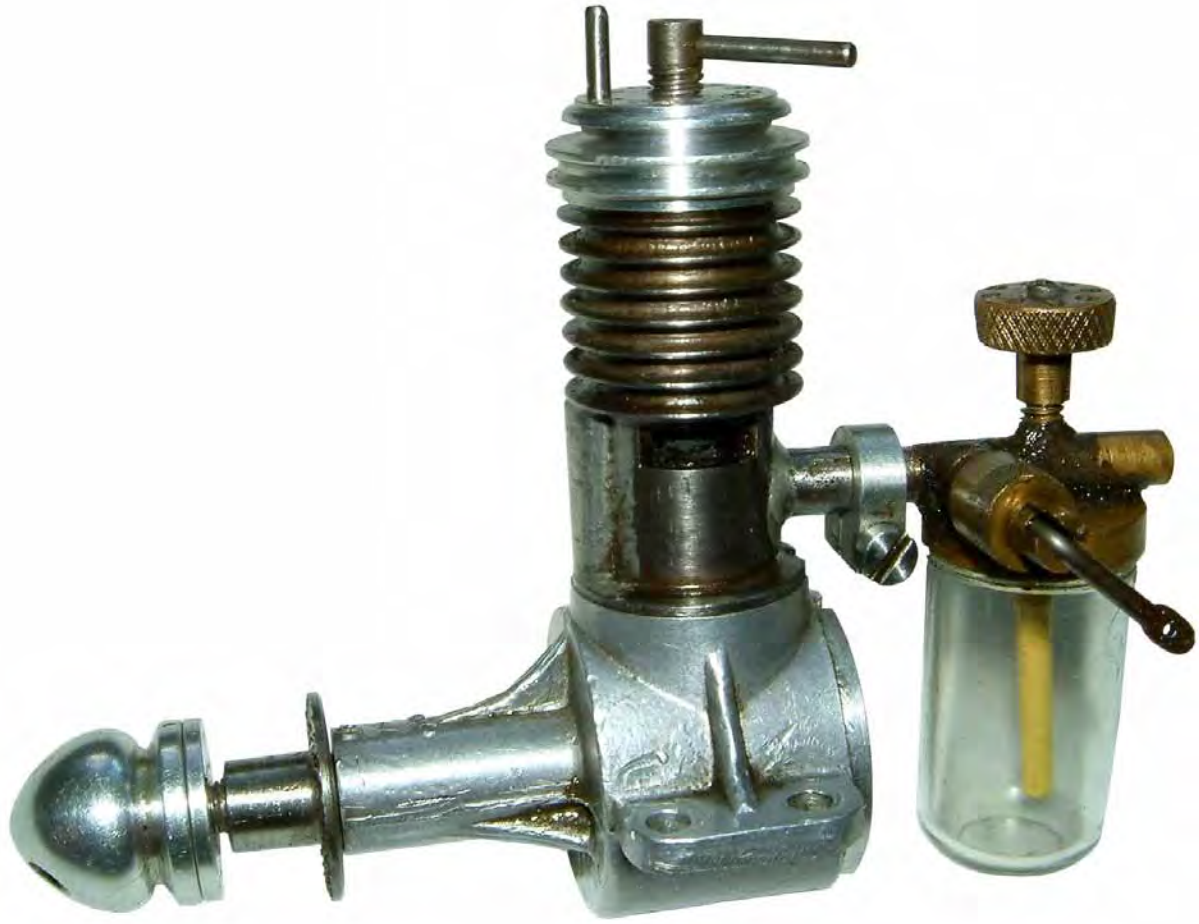
Airstar 2.15 cc (with FF tank)

Allbon Dart 0.5 cc

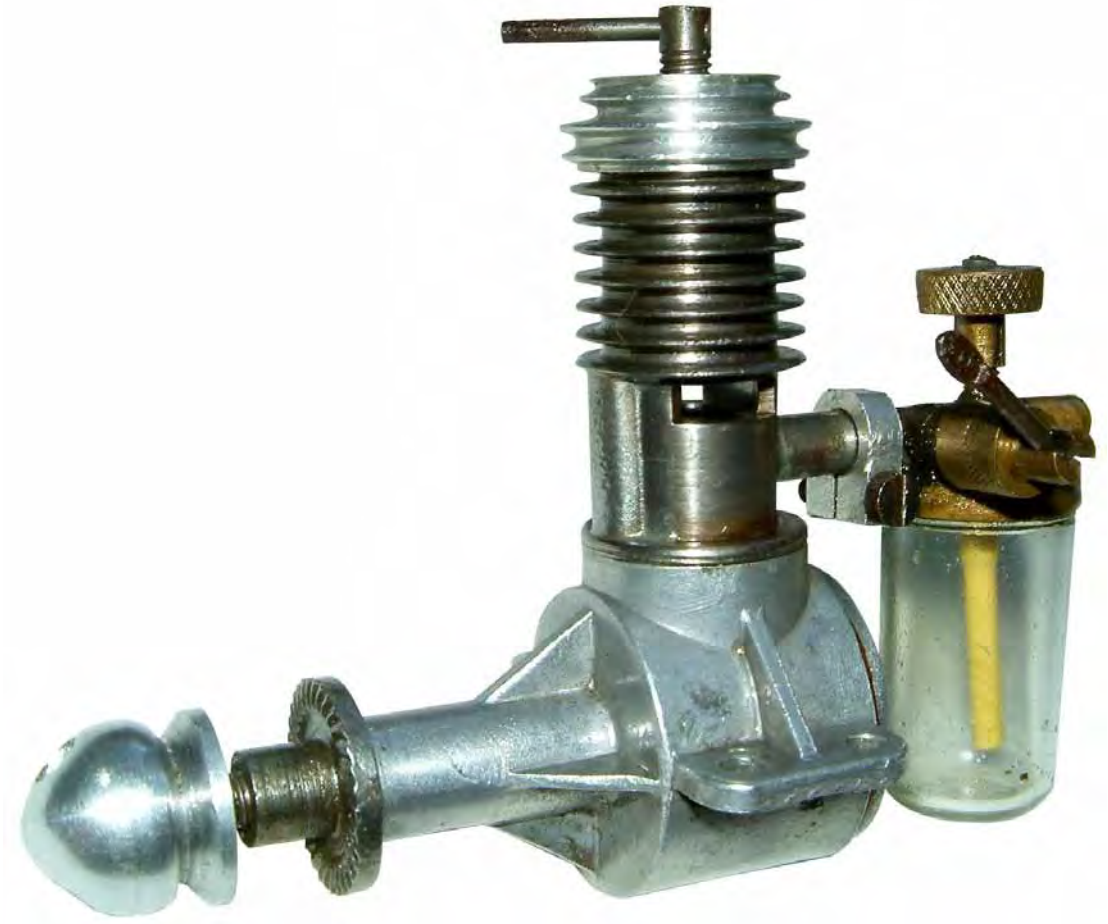
Allouchery 1.25 cc (long shaft ball race, with carb accessory from later model))

Allouchery Turbolid 2.5 cc

Amco 3.5 cc BB



Amco .87 cc Mk I – Early version with only three webs on the shaft bearing and ident. characters on top and front of case



Amco .87 cc Mk I – Later model with 4-web shaft bearing, shorter spinner & other differences

Anderson Spitfire .65 spark (with high compression head)

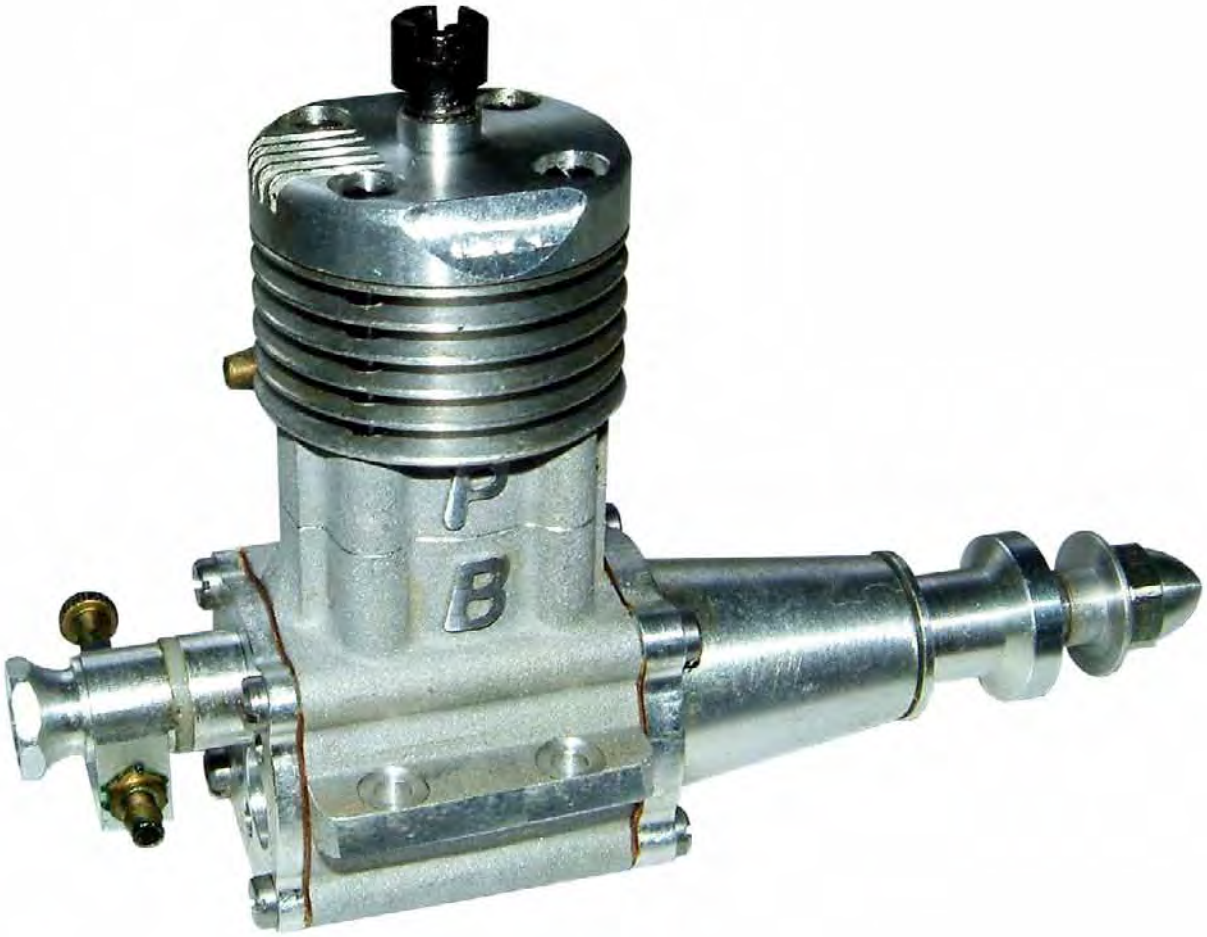
Atwood Champion .62 Model H

Bantam .19 glow (with Shereshaw MM tank accessory)

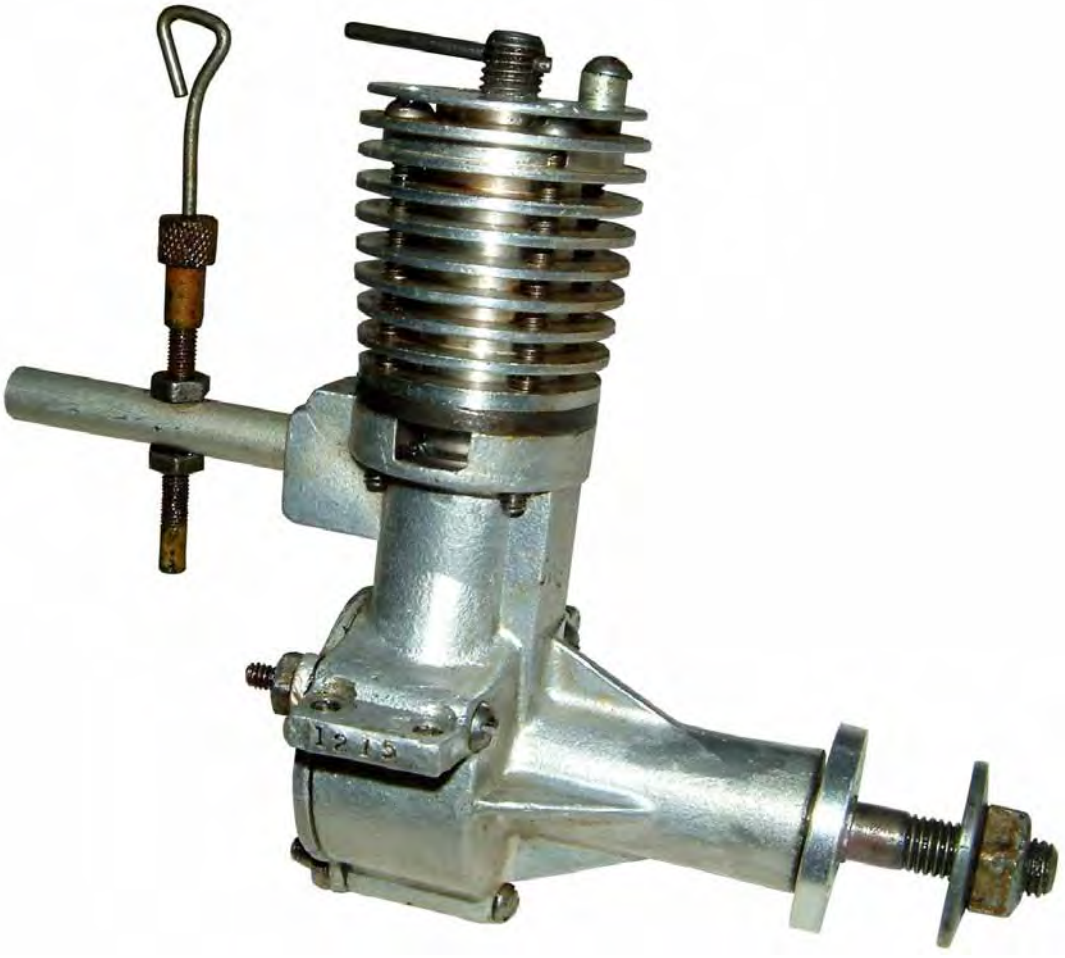
BMP 3.5

Bonnier 5 cc fixed compression 2nd model

Brown Junior model B (1935)

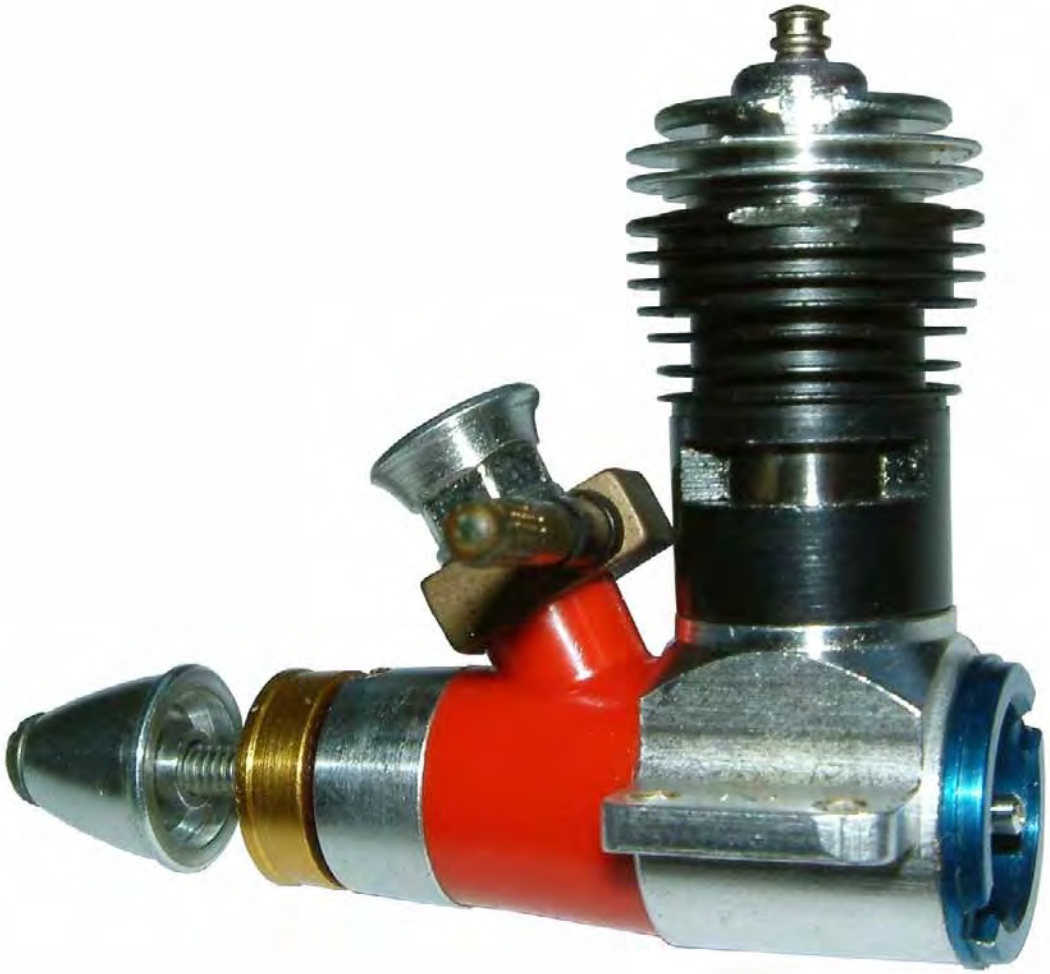


Bugl 2.5 TR Mk I

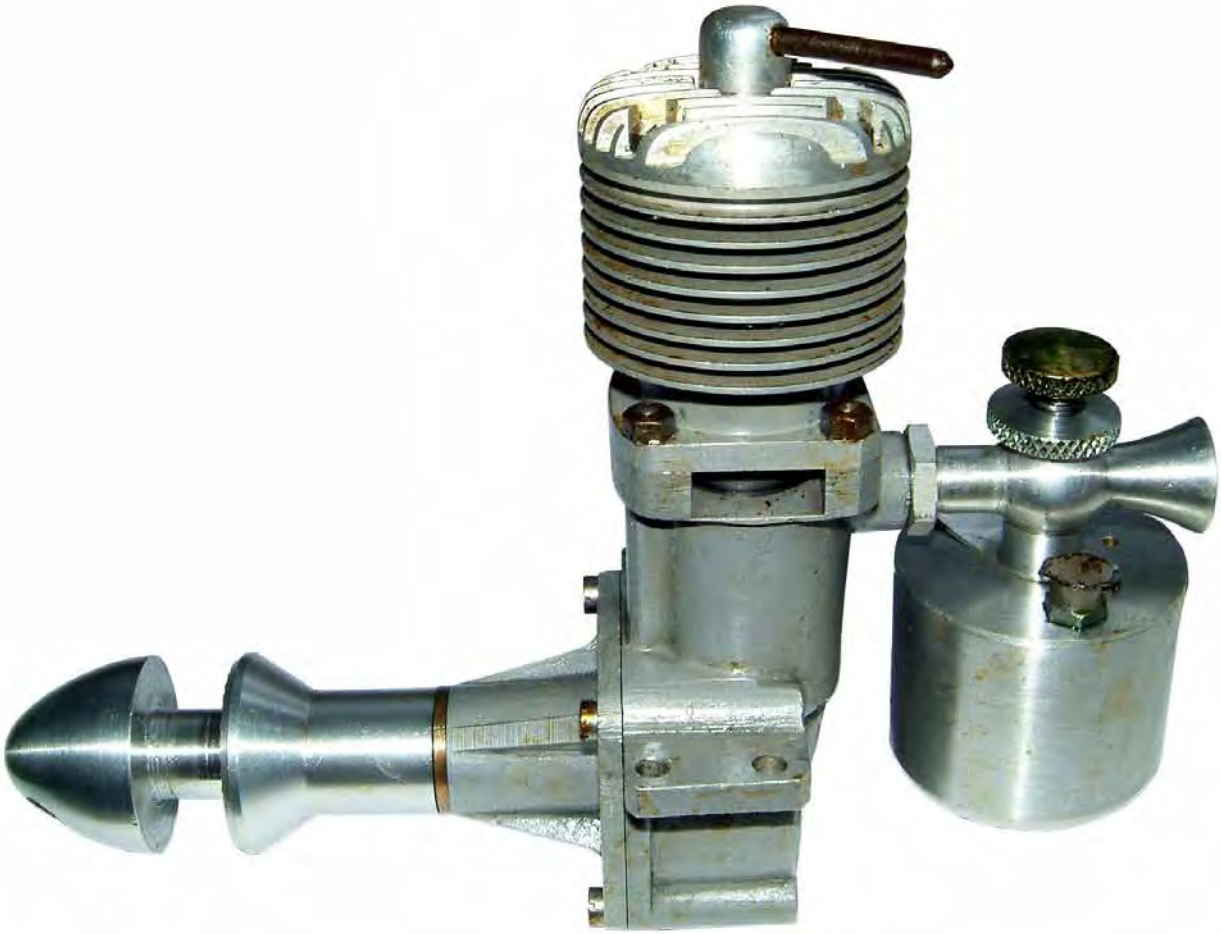


C.I.E. .15

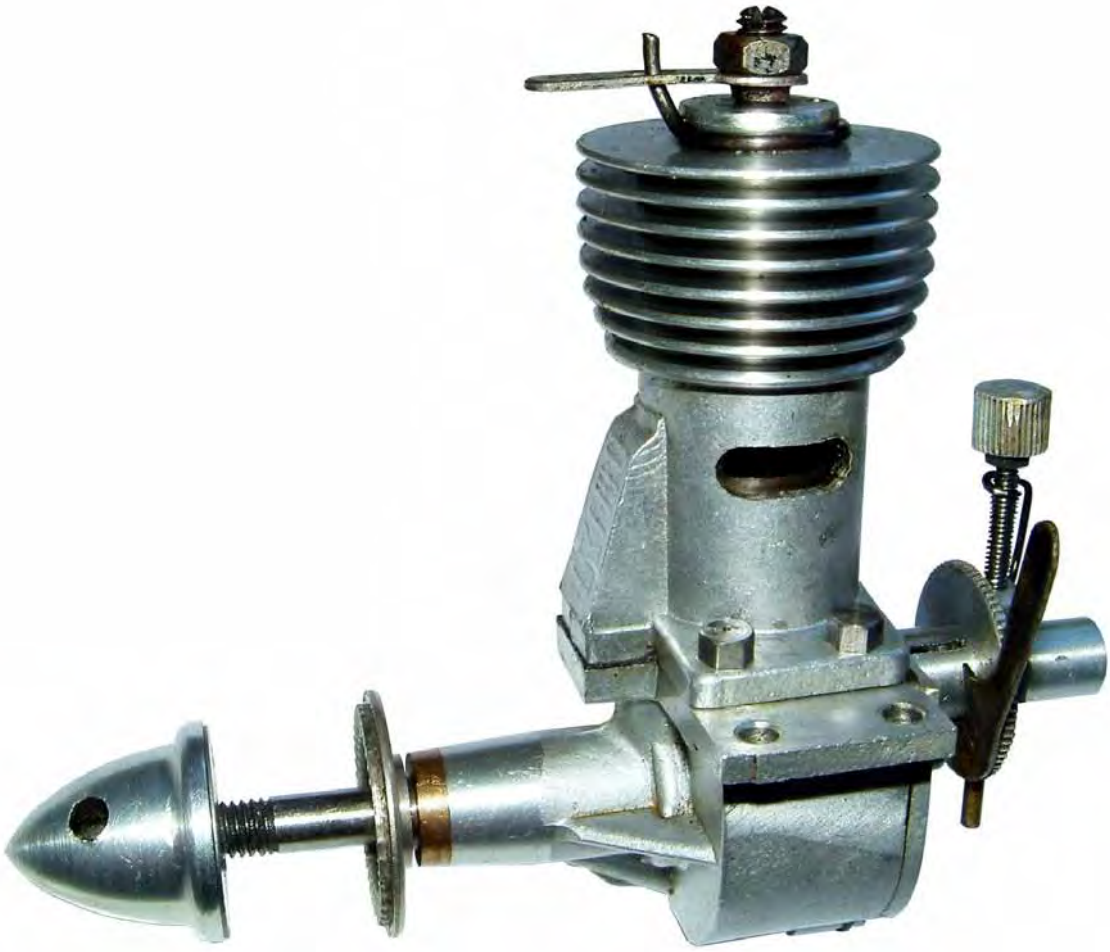
Cox Special .15 Mk II



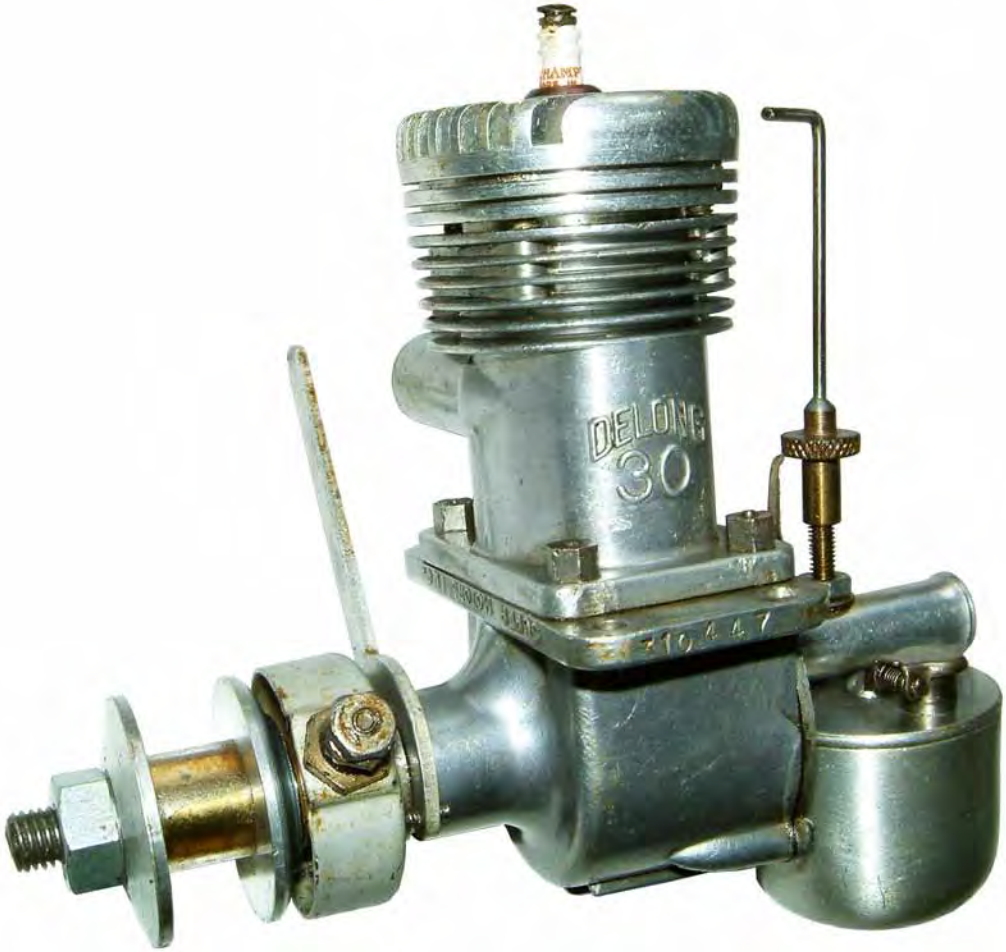
Cox TD .051 (KK modified)



DC Wildcat Mk III 5 cc

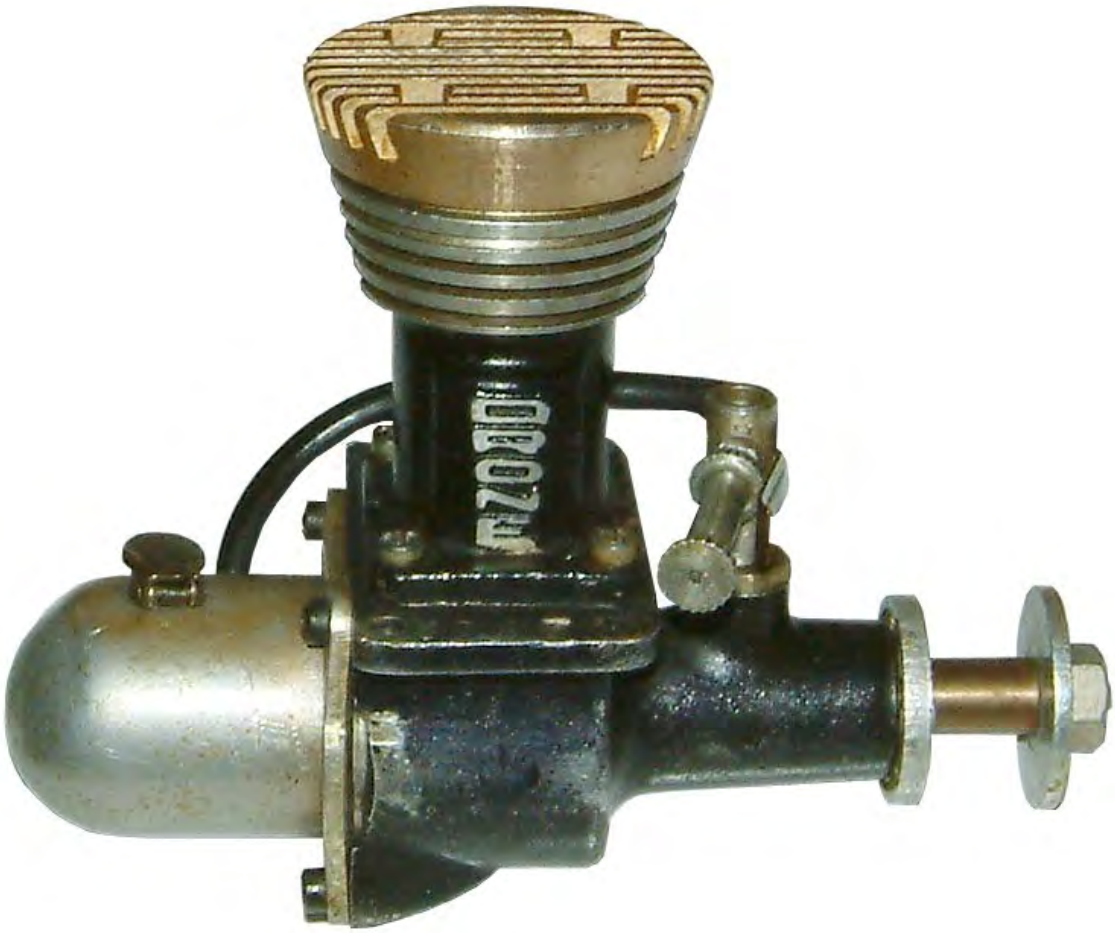


Delmo 5 cc Type 49



Delong .30

Dooling .29



Drone .29

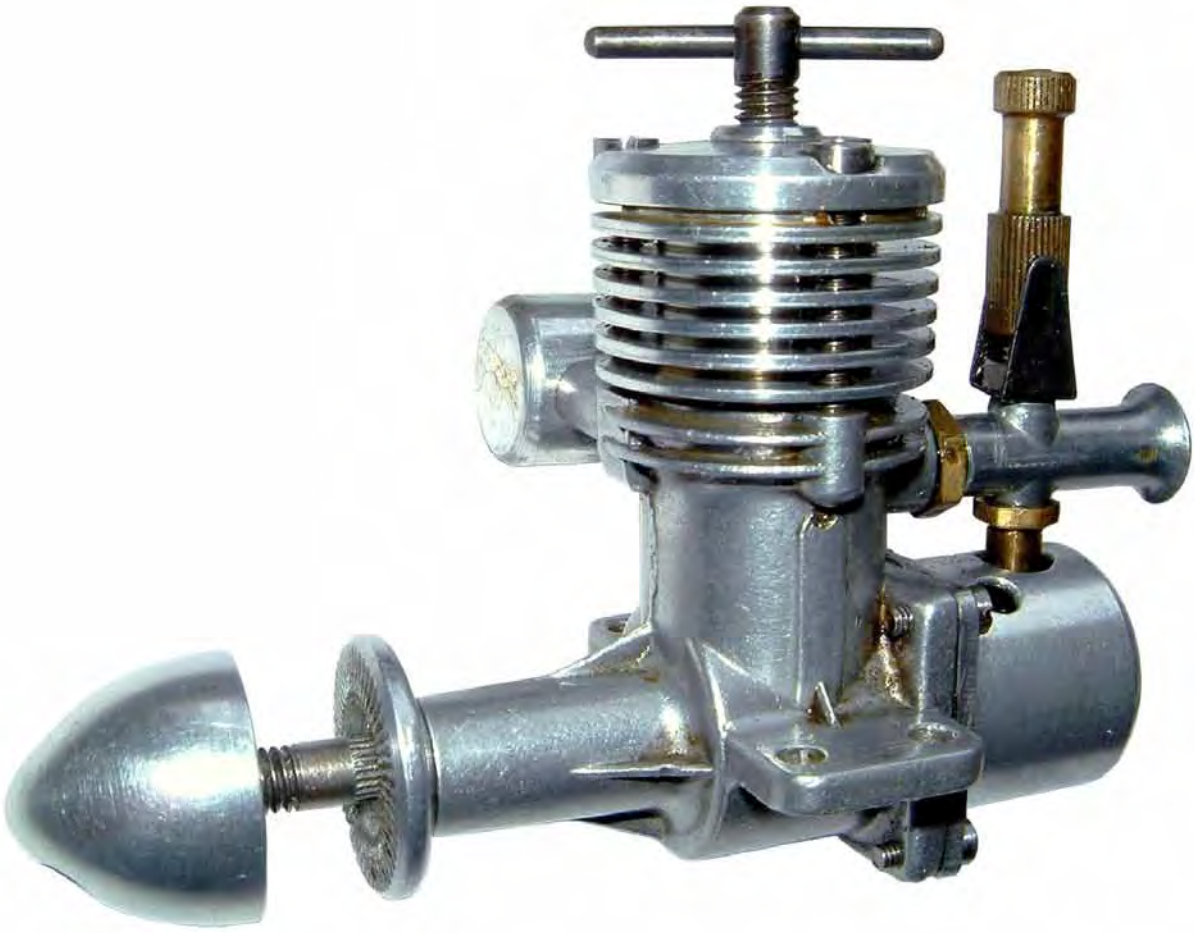
Drone .29 BB with propeller mounting bolt

Drone .29 BB with propeller mounting nut

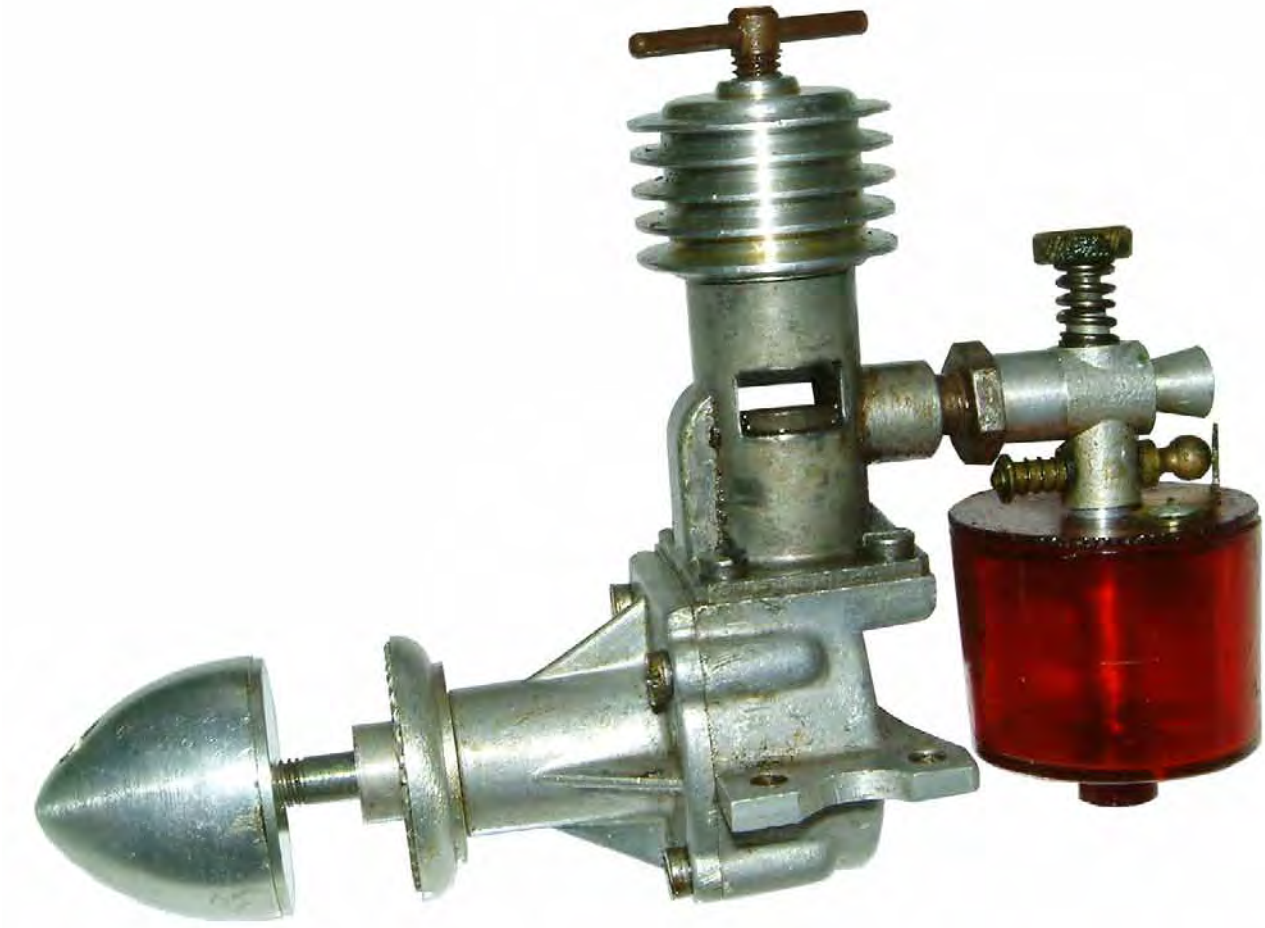
ED Baby Mk I

ED Baby Mk II .46 cc

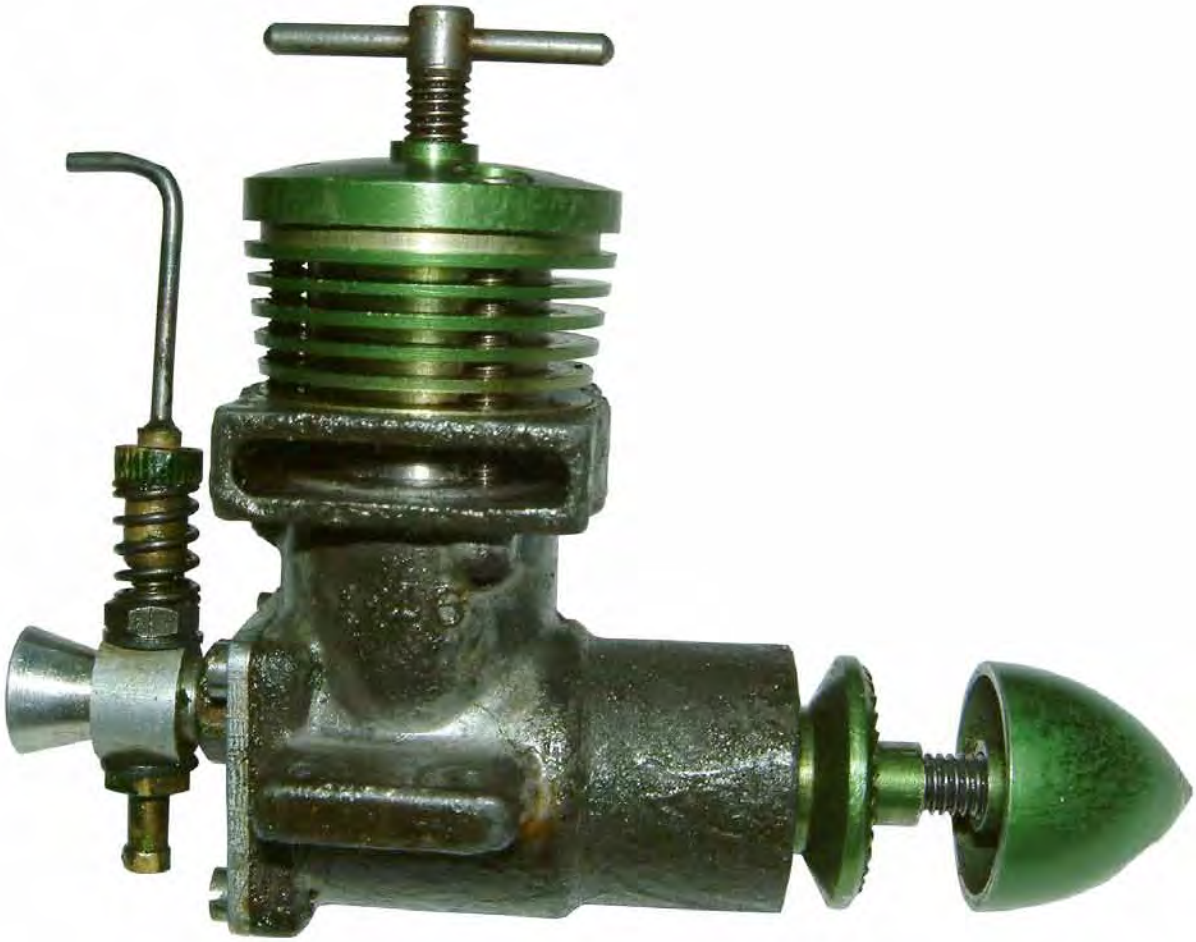
ED Bee Mk I



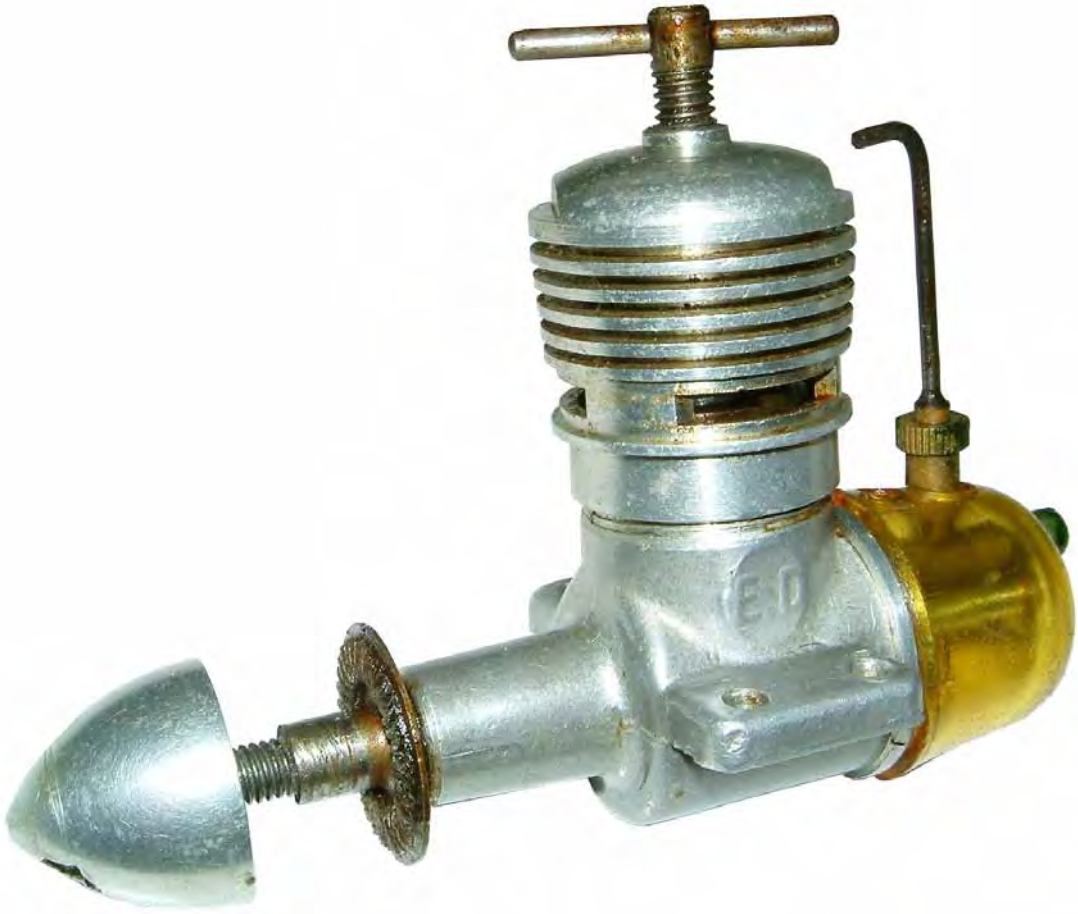
ED Cadet 1 cc



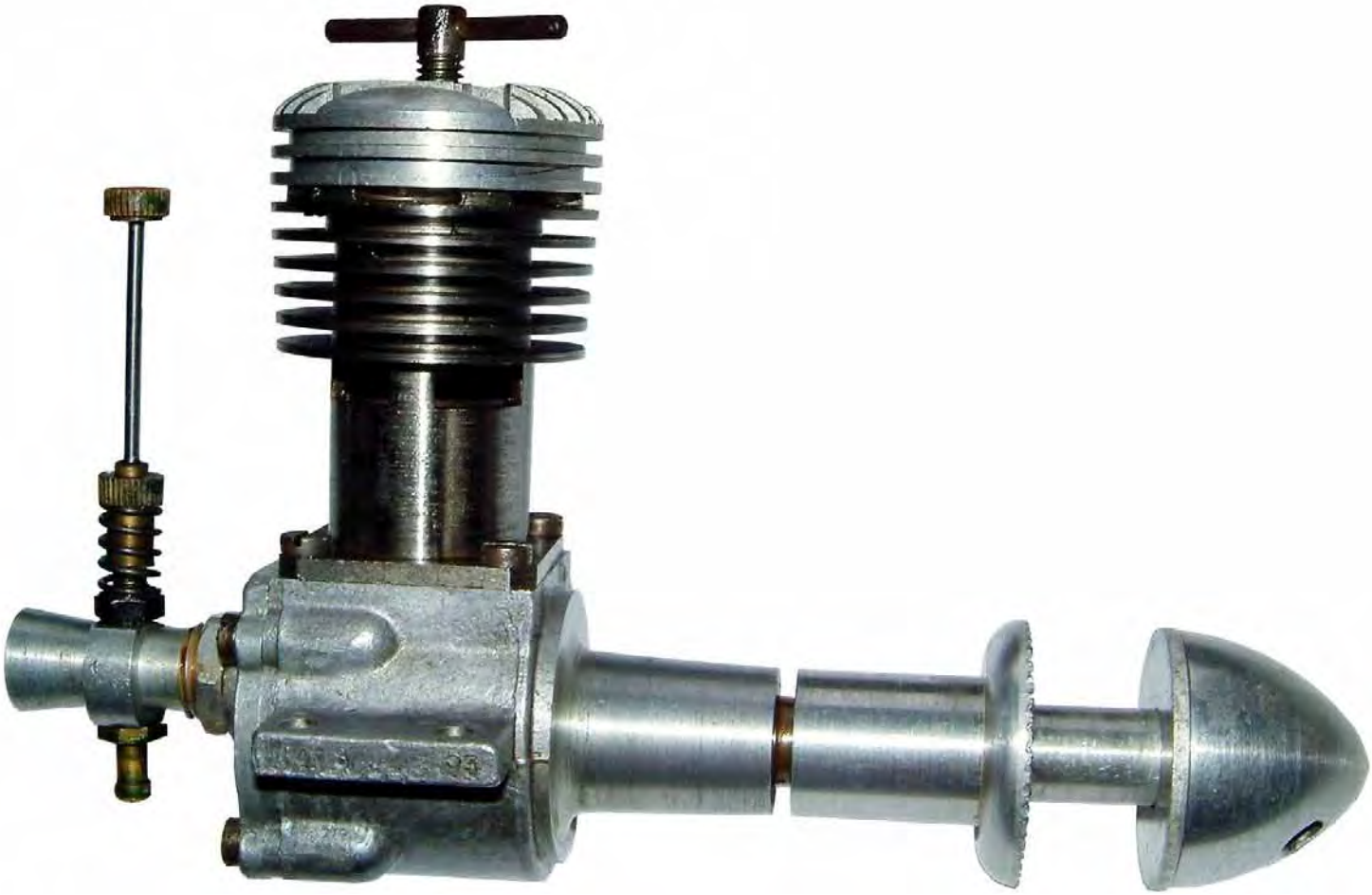
ED Comp Special 2 cc



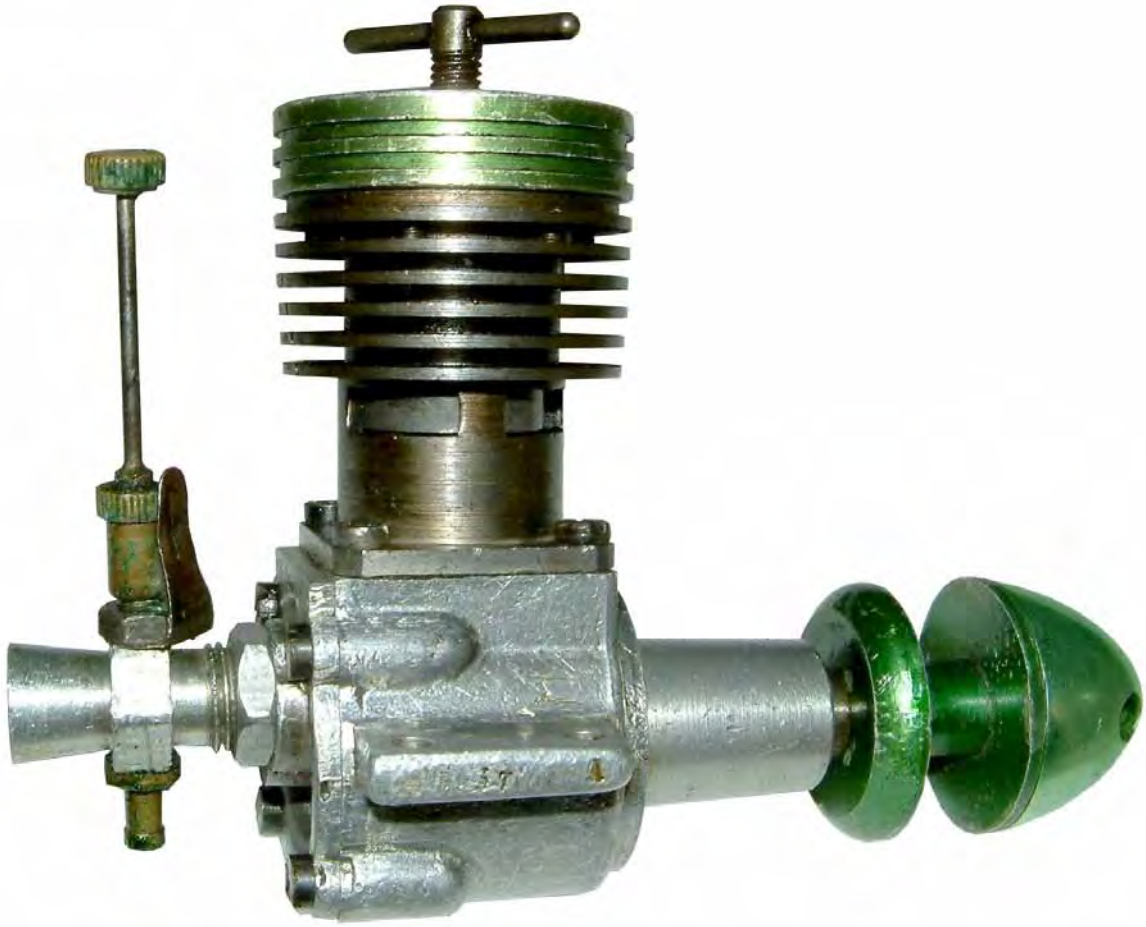
ED Fury 1.49 cc 1st model



ED Hornet 1.46 cc



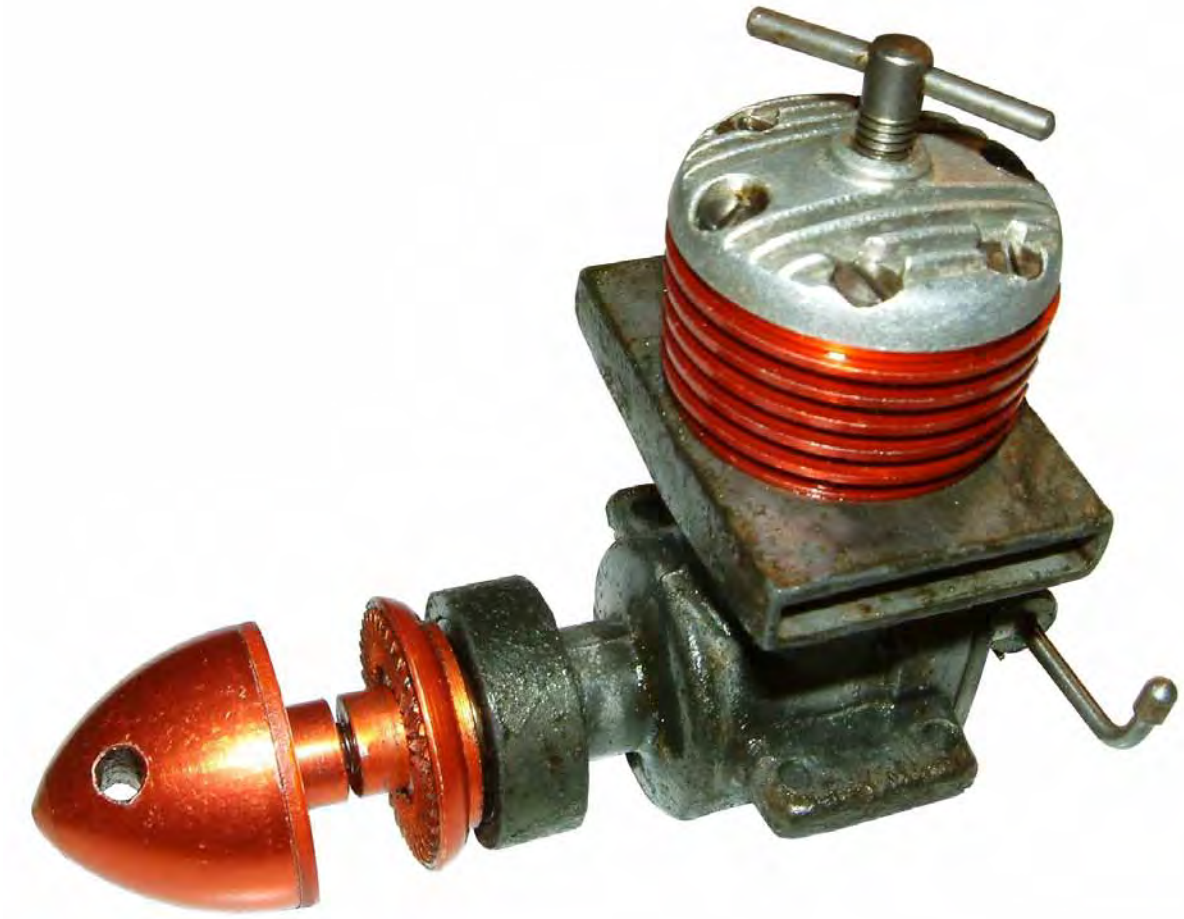
ED Hunter 3.46 (1953 model)



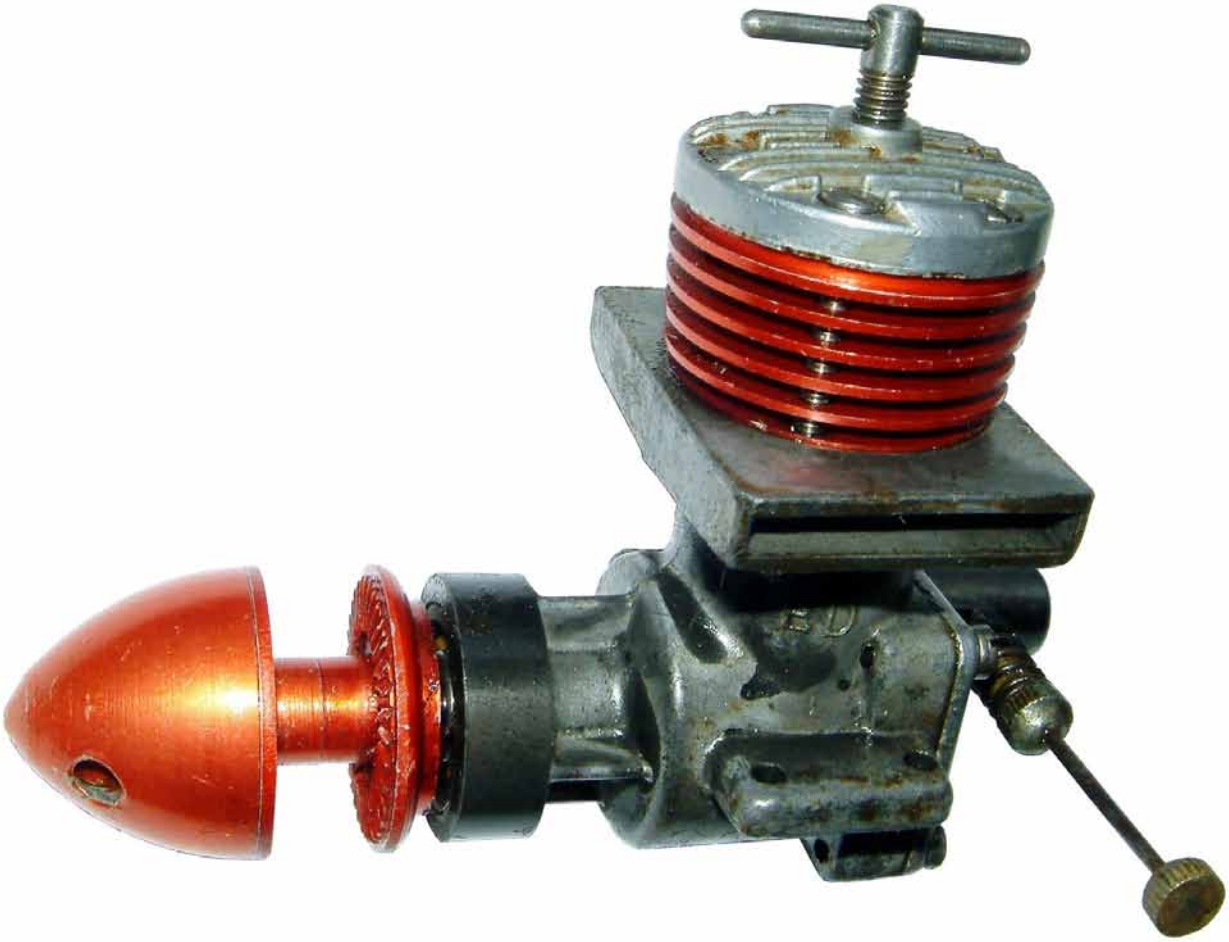
ED Hunter 3.46 cc (60's model last real Hunter)

ED Penny Slot 2 cc

ED Pep .8 cc

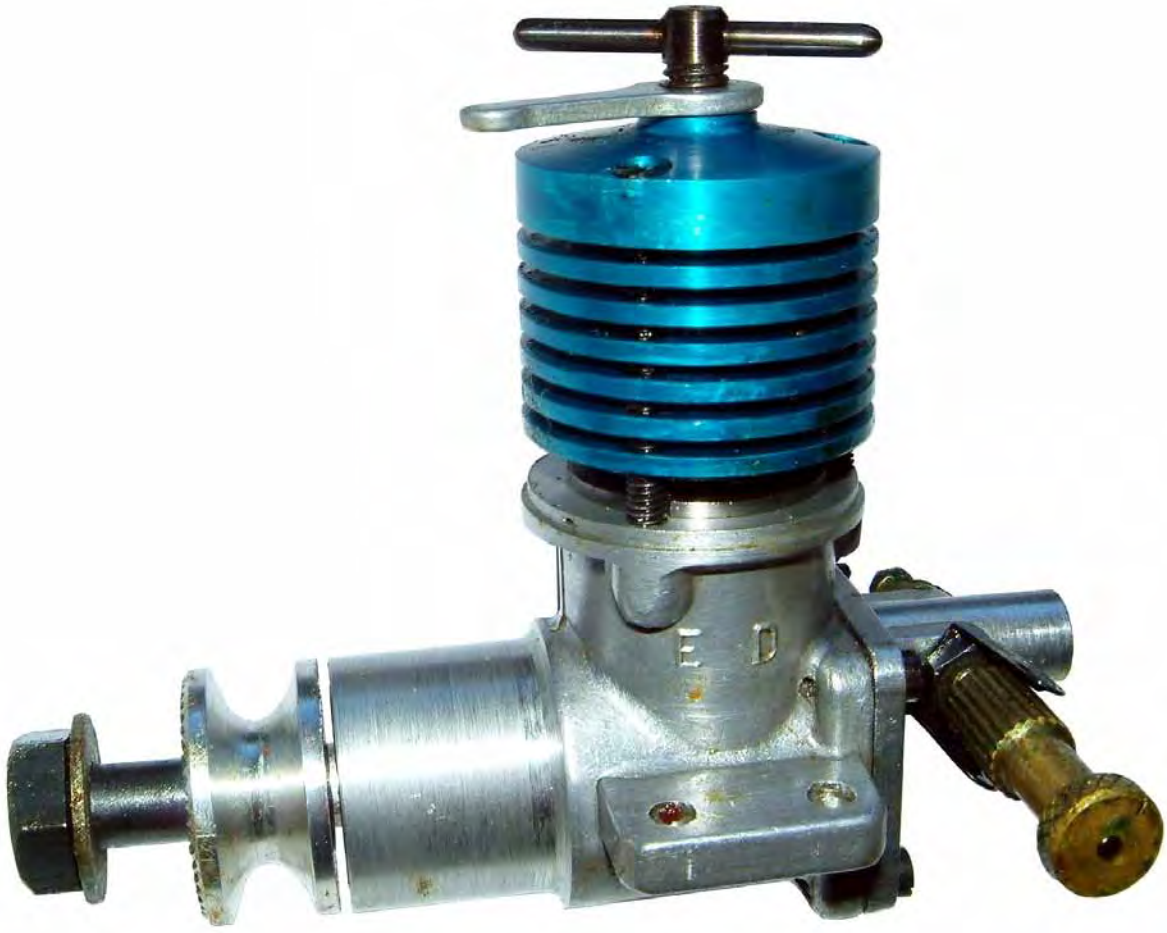


ED Racer Mk I



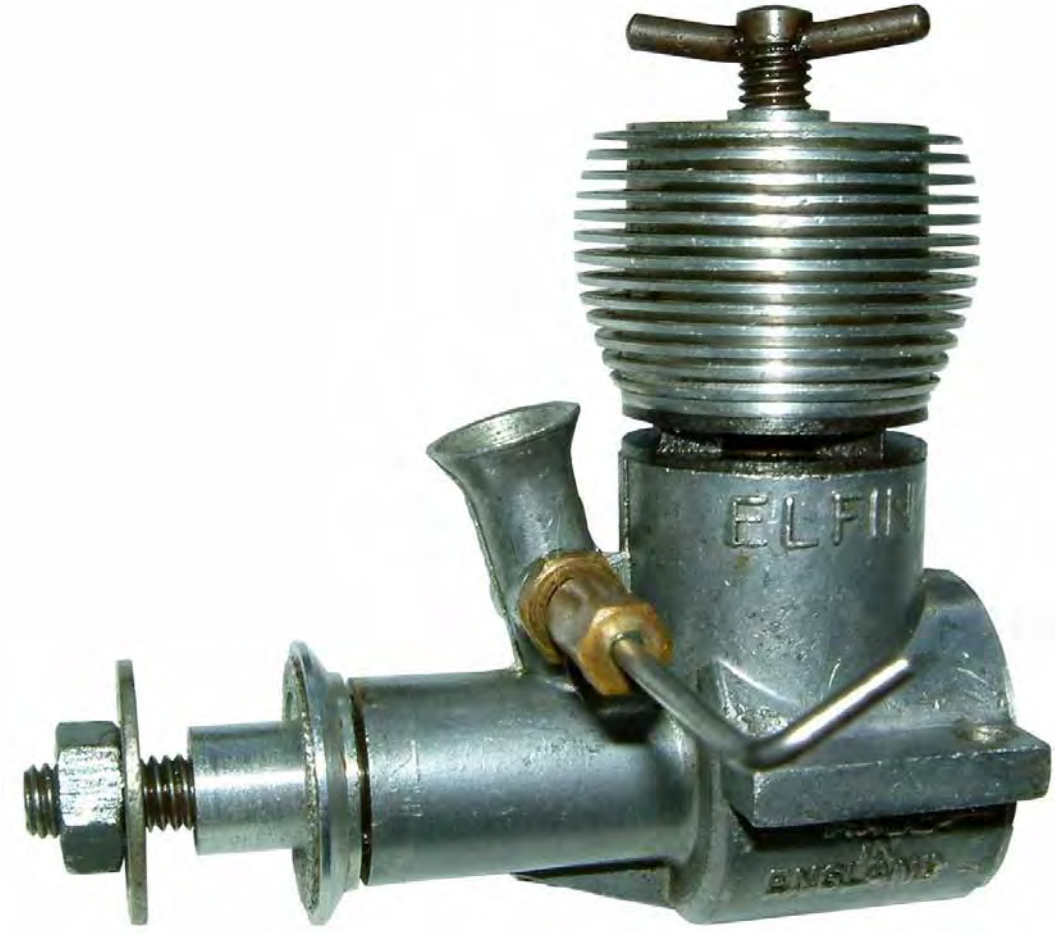
ED Racer Mk II 2.46 cc

ED Racer Mk III



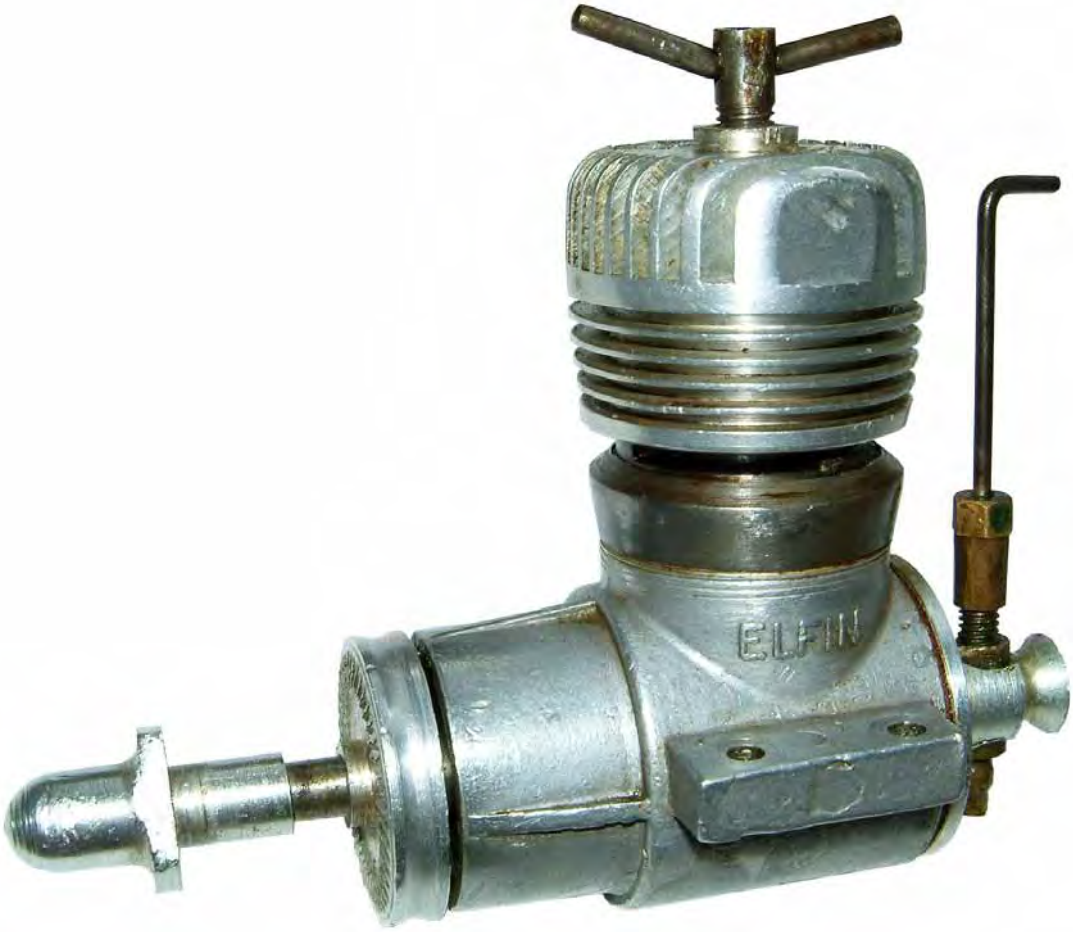
ED Super Fury 1.49 cc

Elfin 1.8 cc (first model, with tank)



Elfin 1.49

Elfin 2.49 beam mount



Elfin 2.49 BR

Elfin 2.49 radial mount

Elfin 50

Enya 15D Mk I

Eta .29 Mk I (1948)

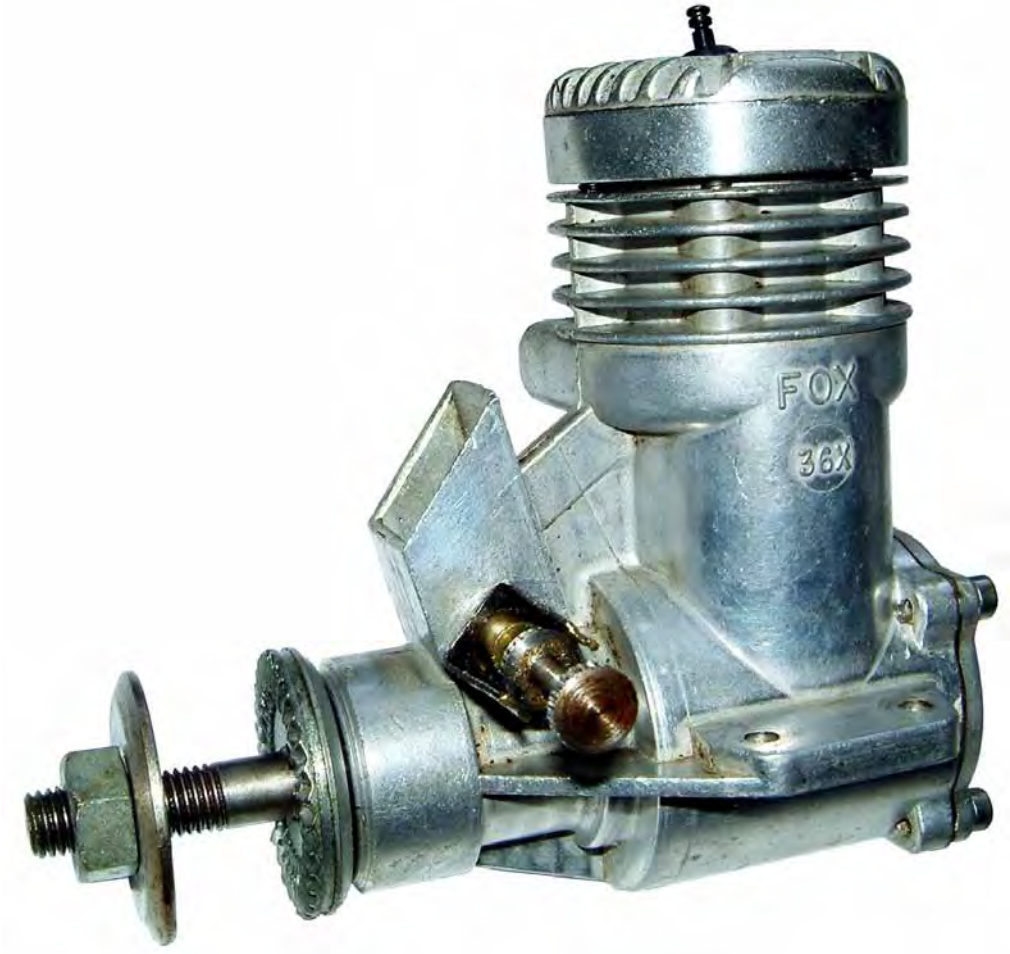
Eta 29 Mk VIc

Eta Elite Mk II

Fargeas protoype 5.5 cc (modified to become the Airplan Normandie)

Forster .31 glow

Forster .99



Fox .36X

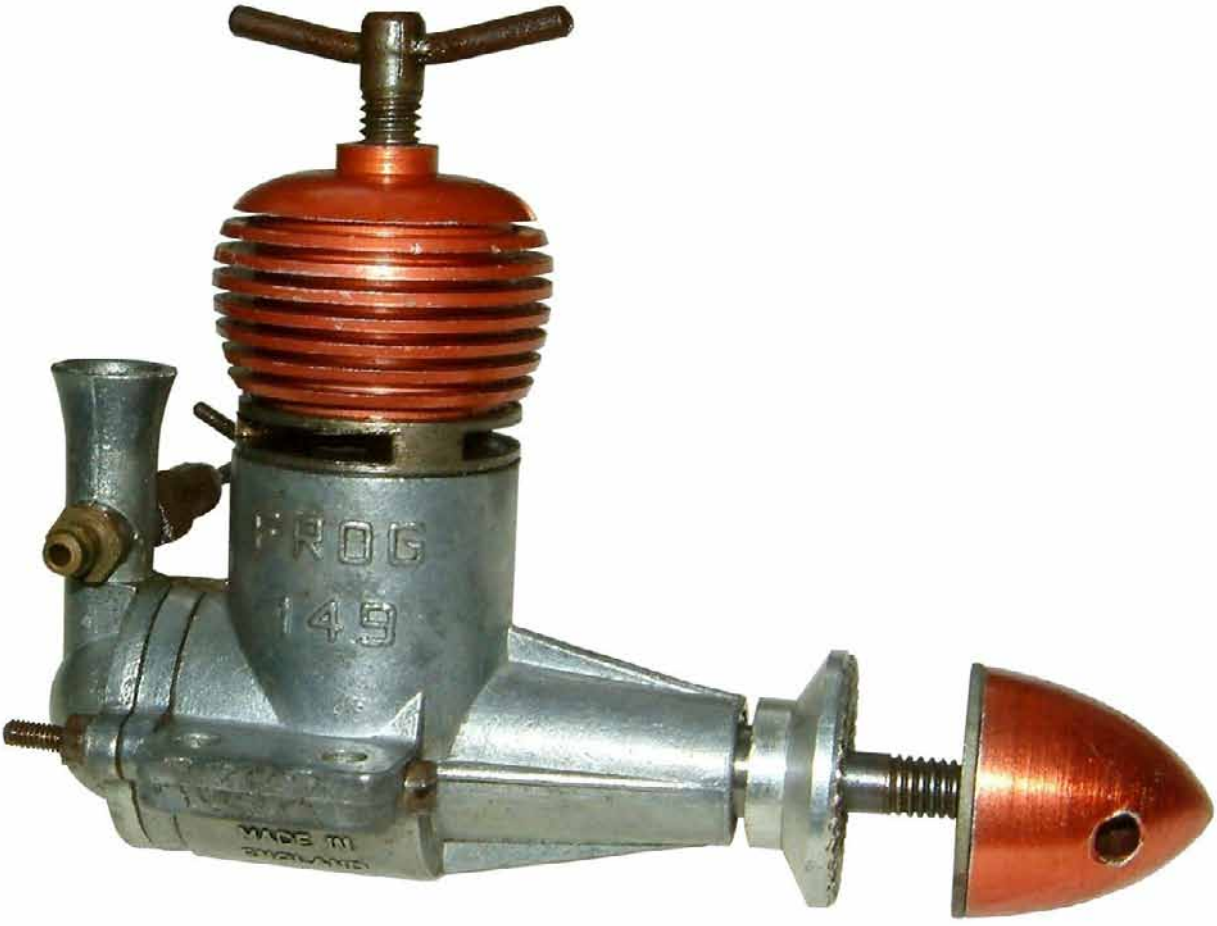
Fox .40 Rat Race (1961 model)

Fox .40 Rat Race (1962 model)

Fox .40 Rat Race (1964 model)

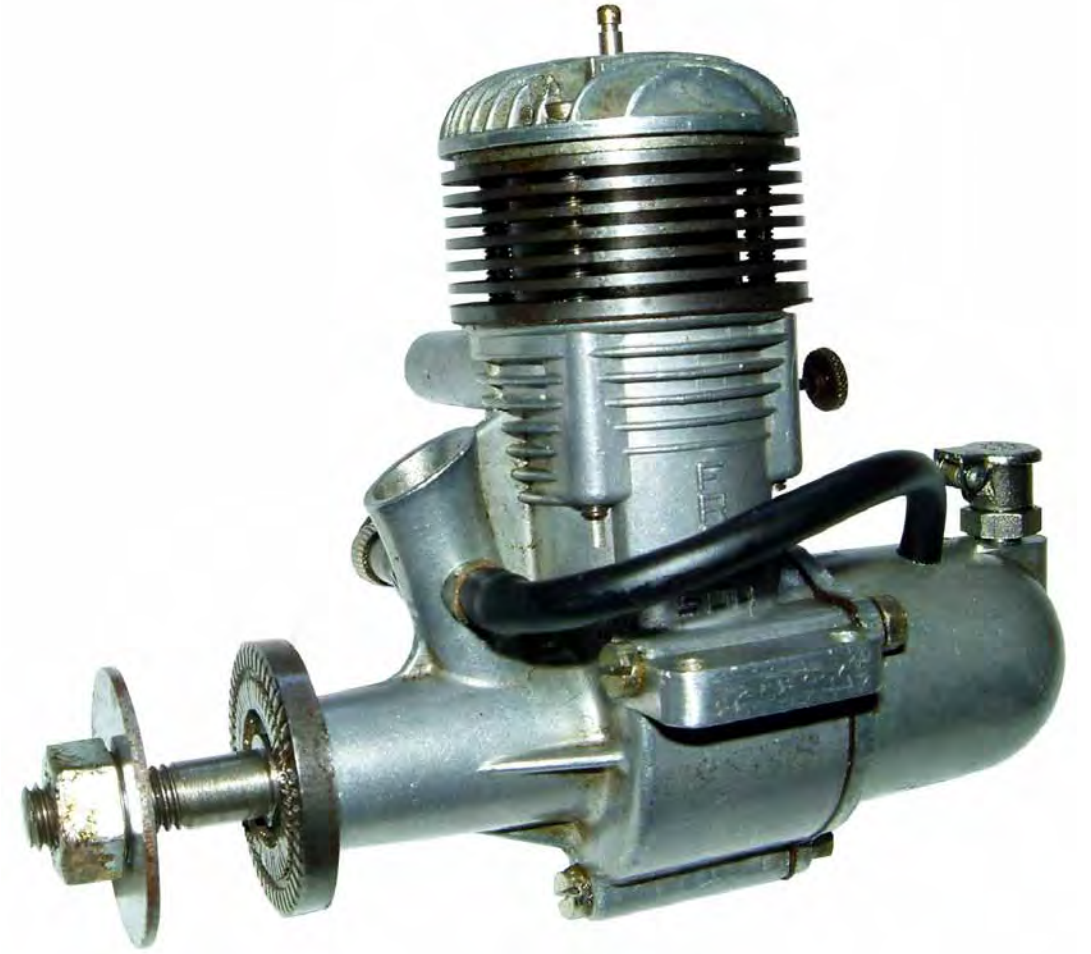
Fox Combat Special Mk II (1958)

Fox Rocket .35

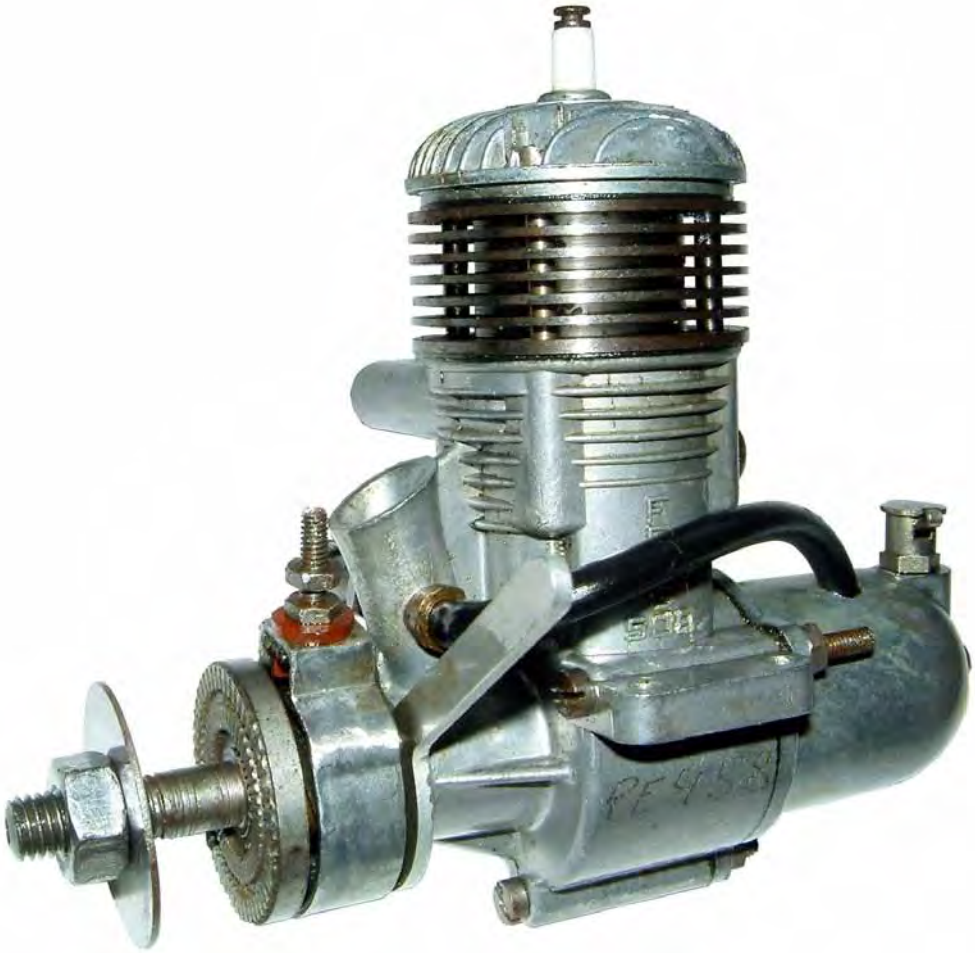


Frog 1.49 Vibramatic

Frog 150 First Model



Frog 500 Mk II - glow



Frog 500 Mk II – spark

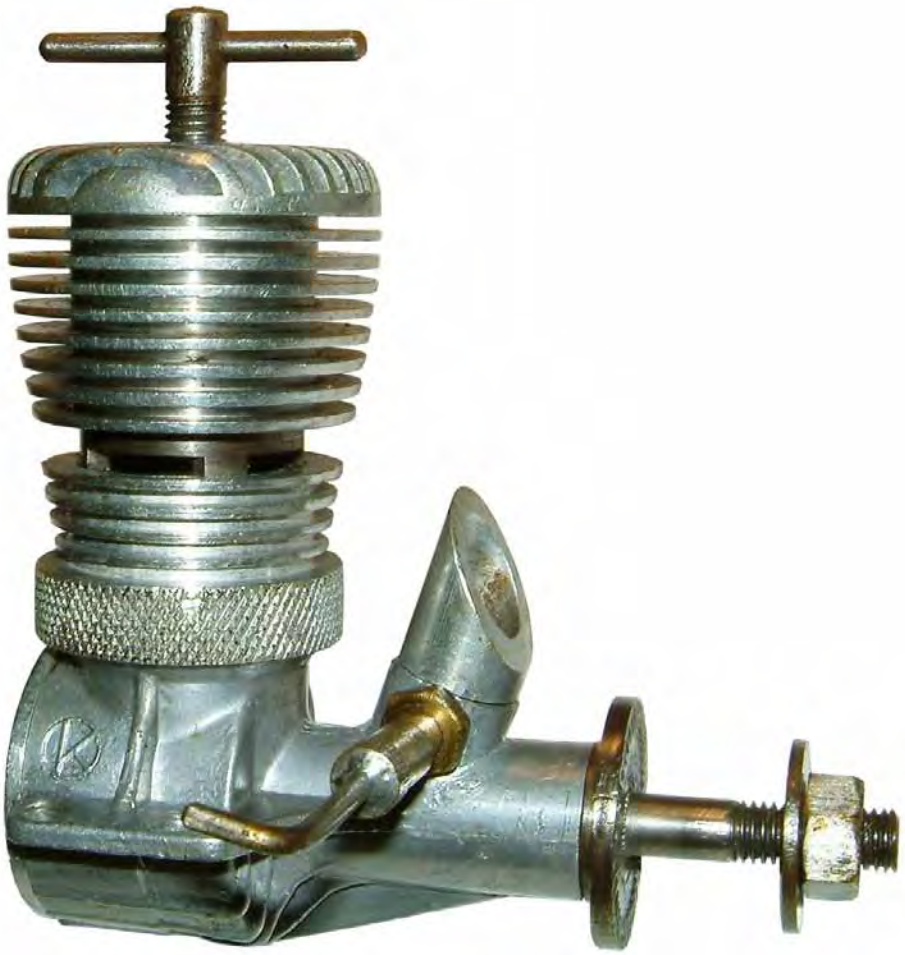
HP .15D

K Eagle Mk II 1 cc

K Falcon 2 cc

K Hawk .2 cc

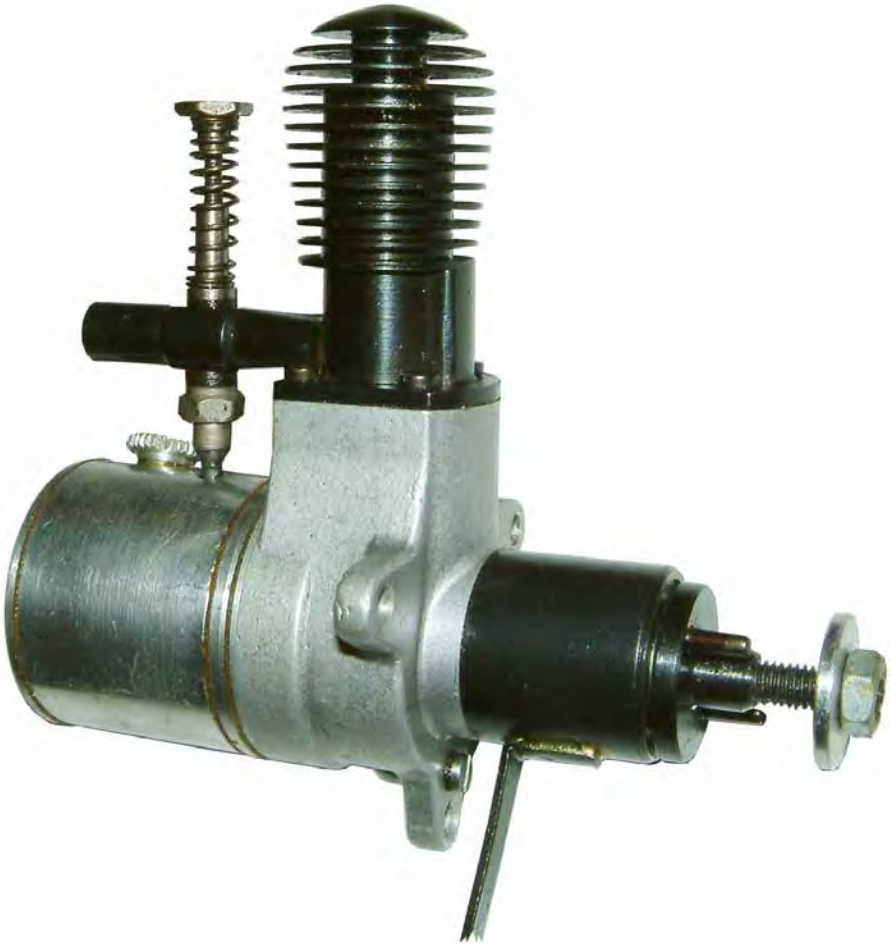
K Kestrel 1.9 cc



K Vulture Mk II 5 cc

K Vulture Mk III 5 cc 1st version

K&B Torpedo .19

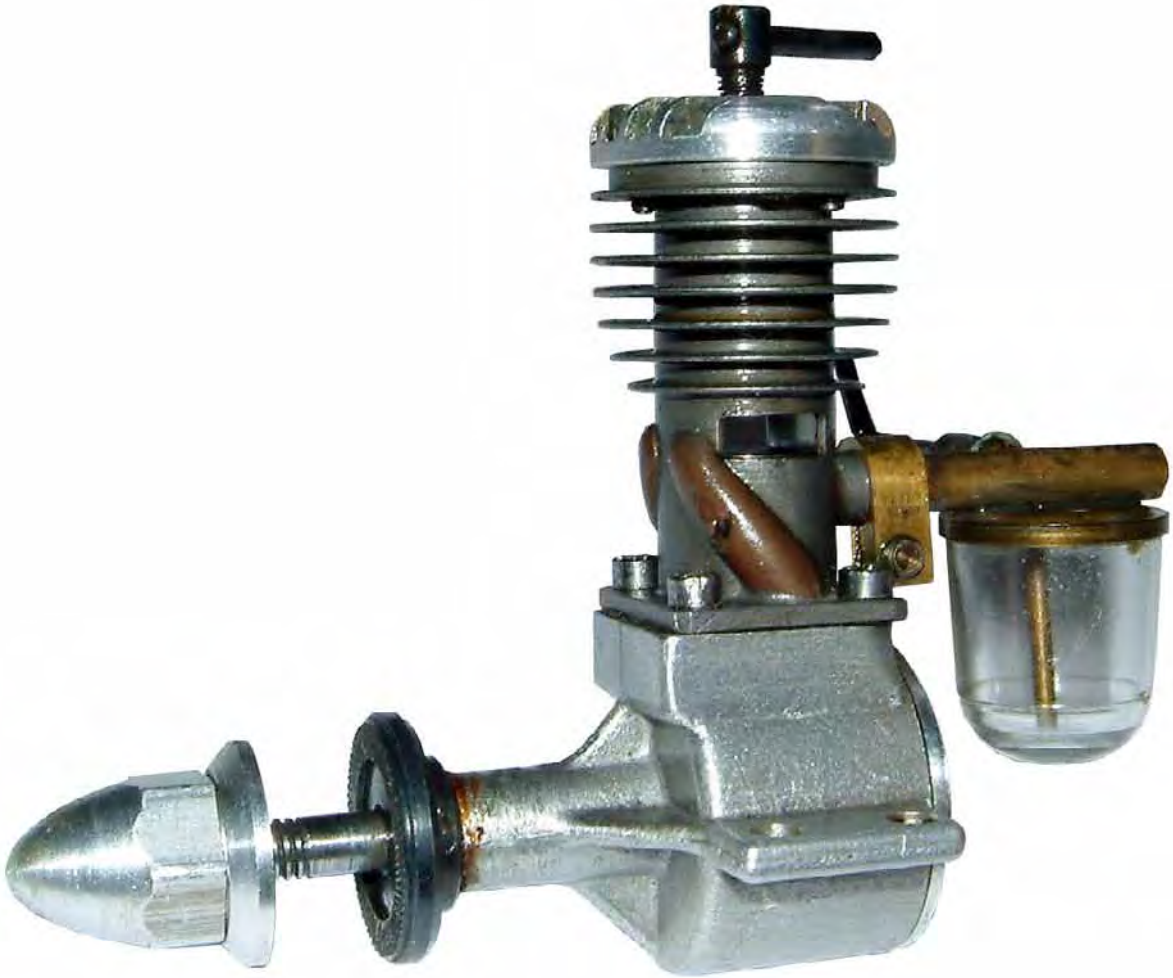


Kratmo diesel replica 1.2 cc

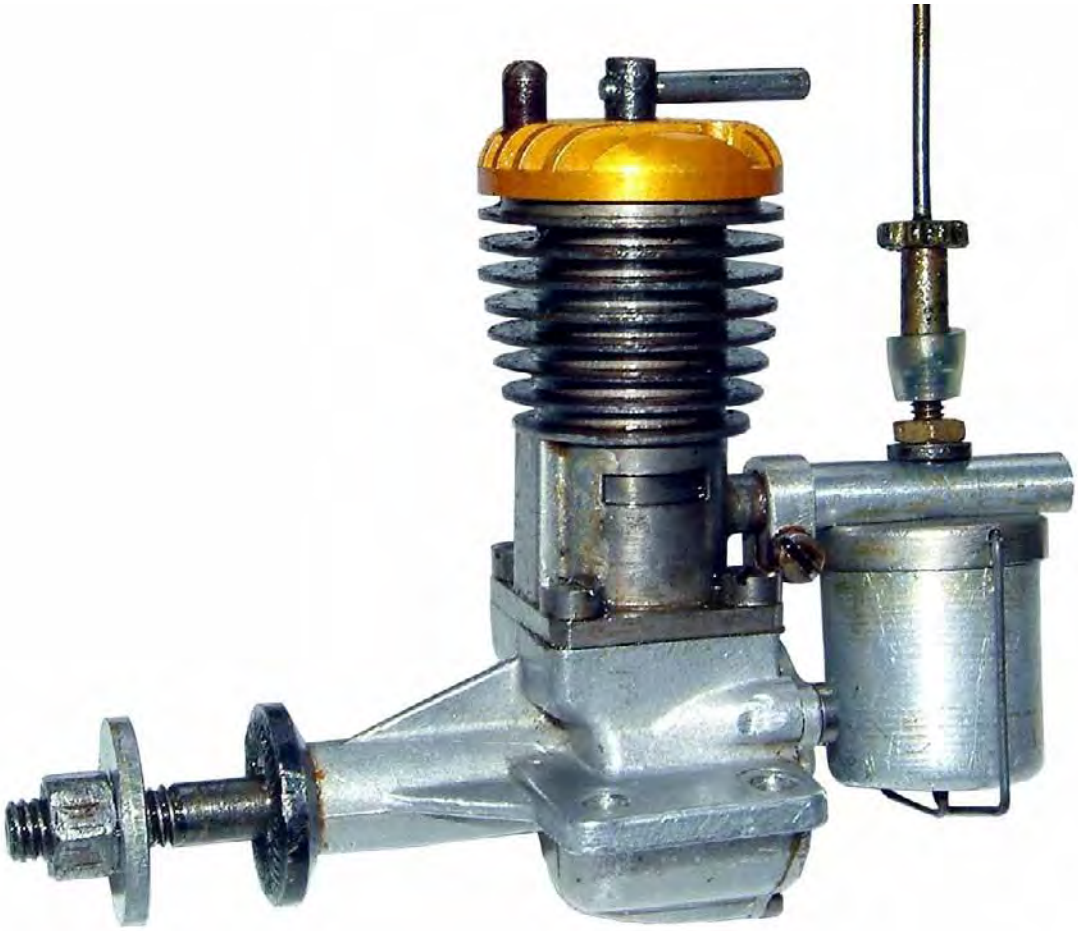
Laser .62

Majesco 2.2

Maraget 0.9 cc



Maraget 0.9 cc look-alike made by French model engineer in the 90's

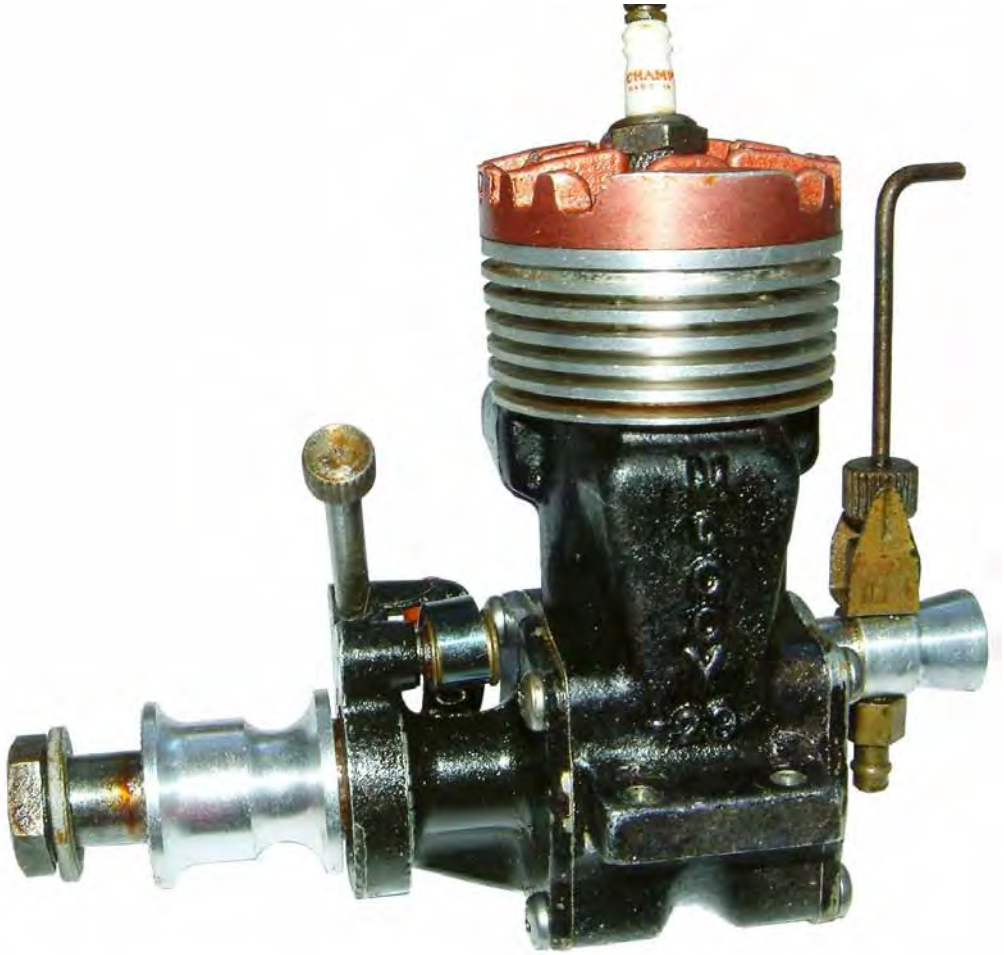


Maraget 1.7 cc side-port

Maraget 3 cc 3rd MODEL

McCoy .09 diesel

McCoy .19 spark

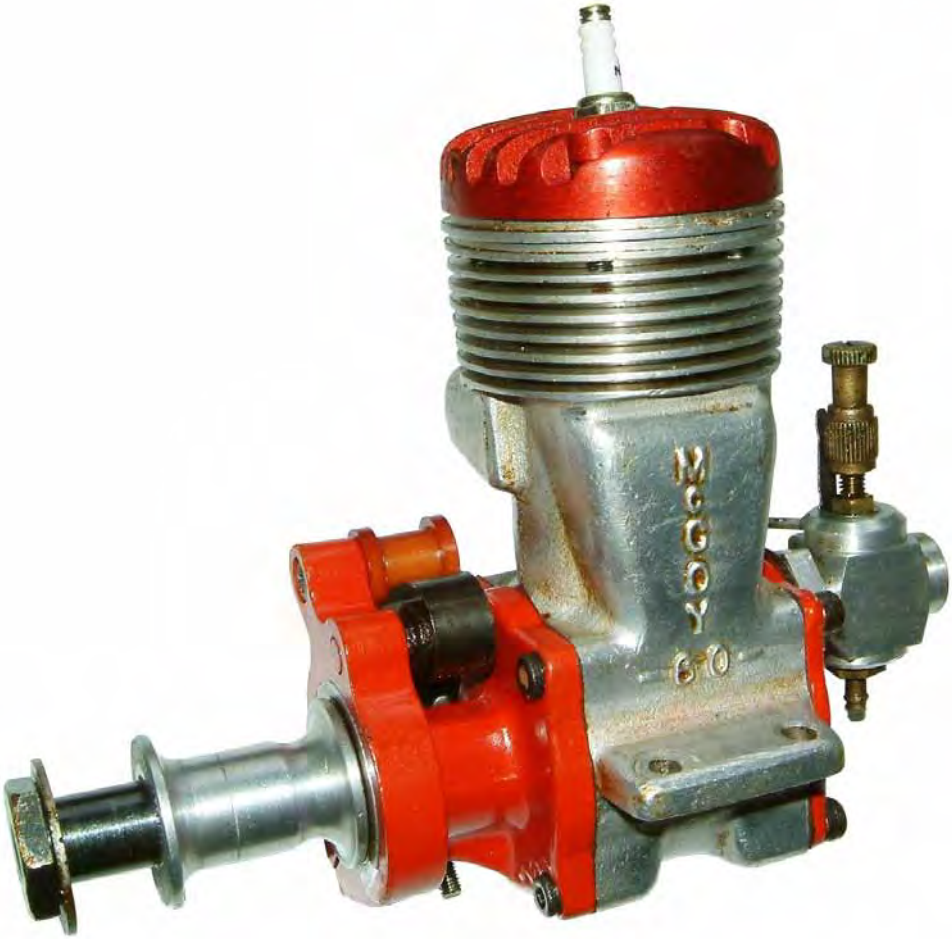


McCoy .29 spark (1947)

McCoy 29 spark (with high compression head)

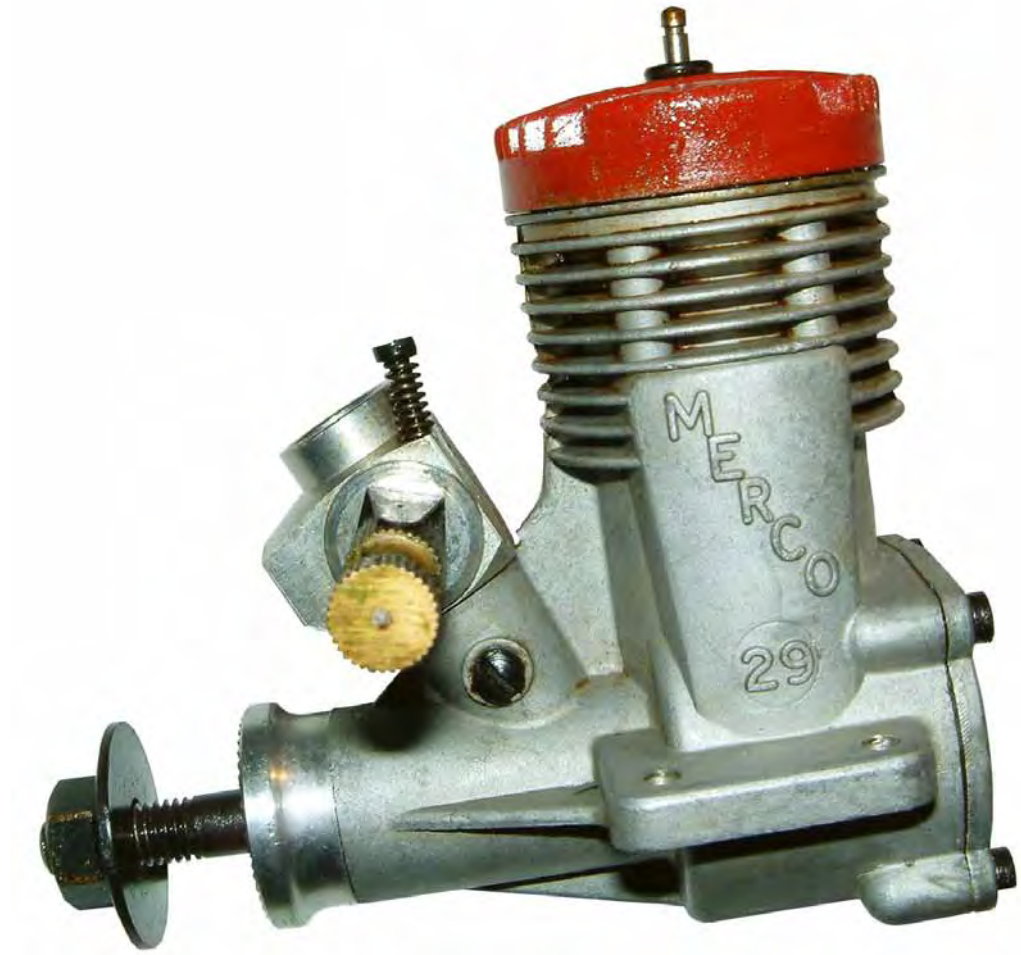
McCoy .35

McCoy .60 spark (1947)



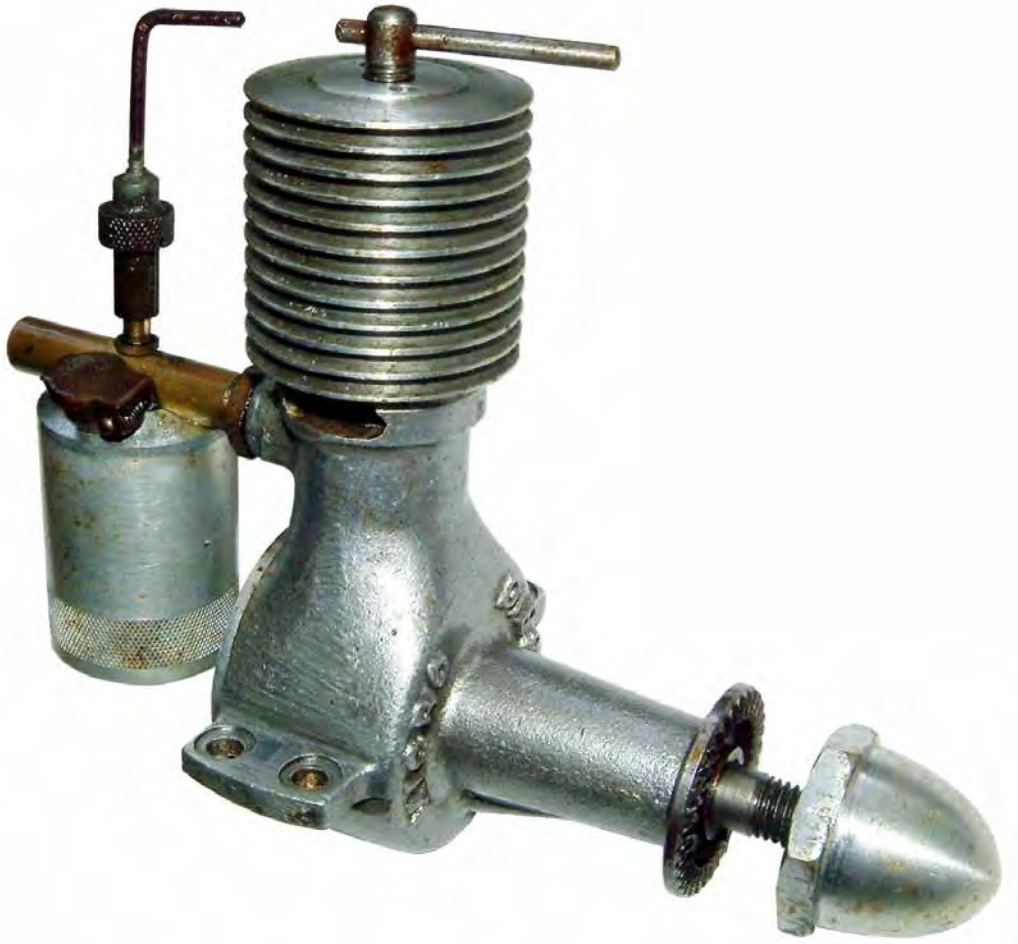
McCoy .60 spark (modified with Merco carburettor for RC))

Mechanair 5.9 cc



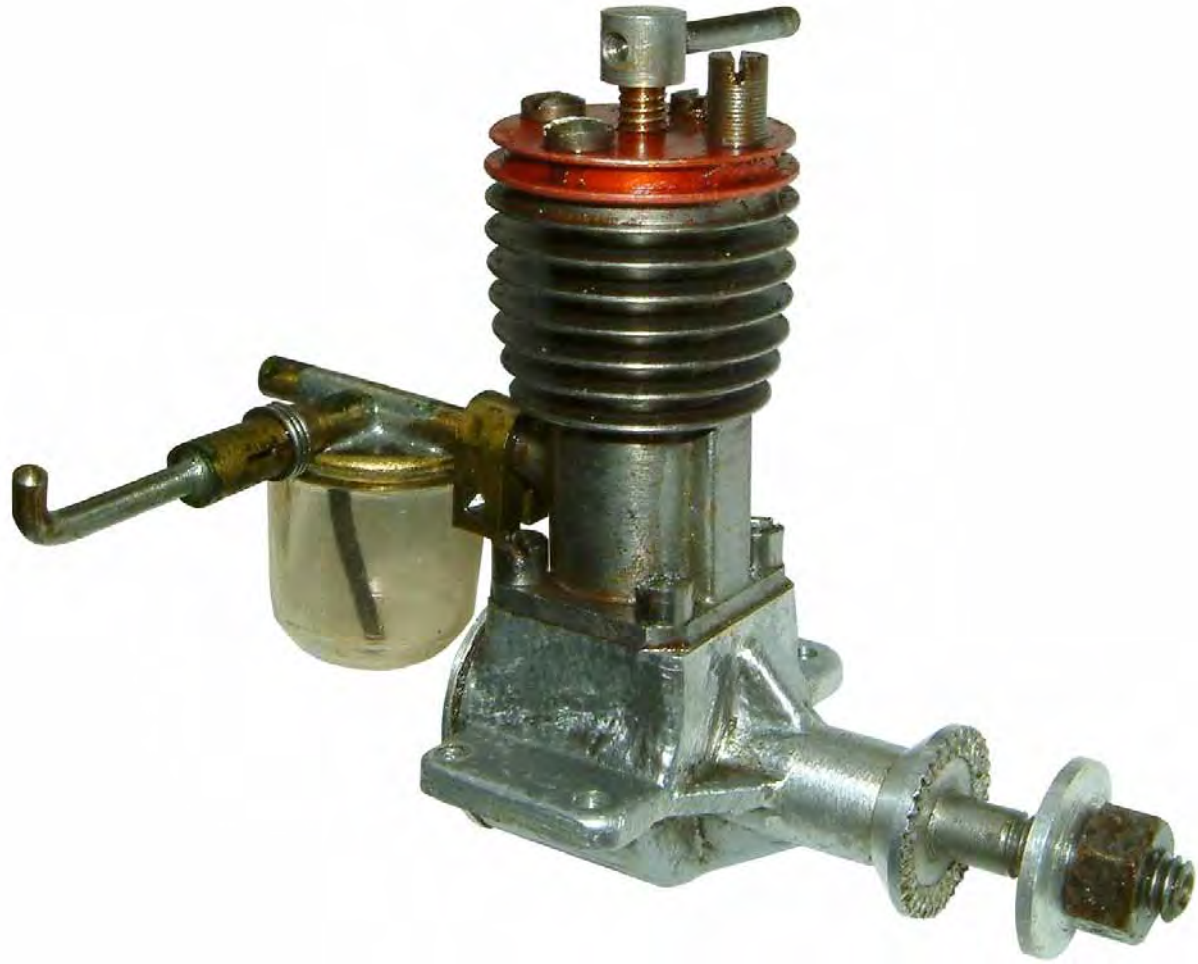
Merco 29 RC

Merco 35 RC



Micro Diesel .15

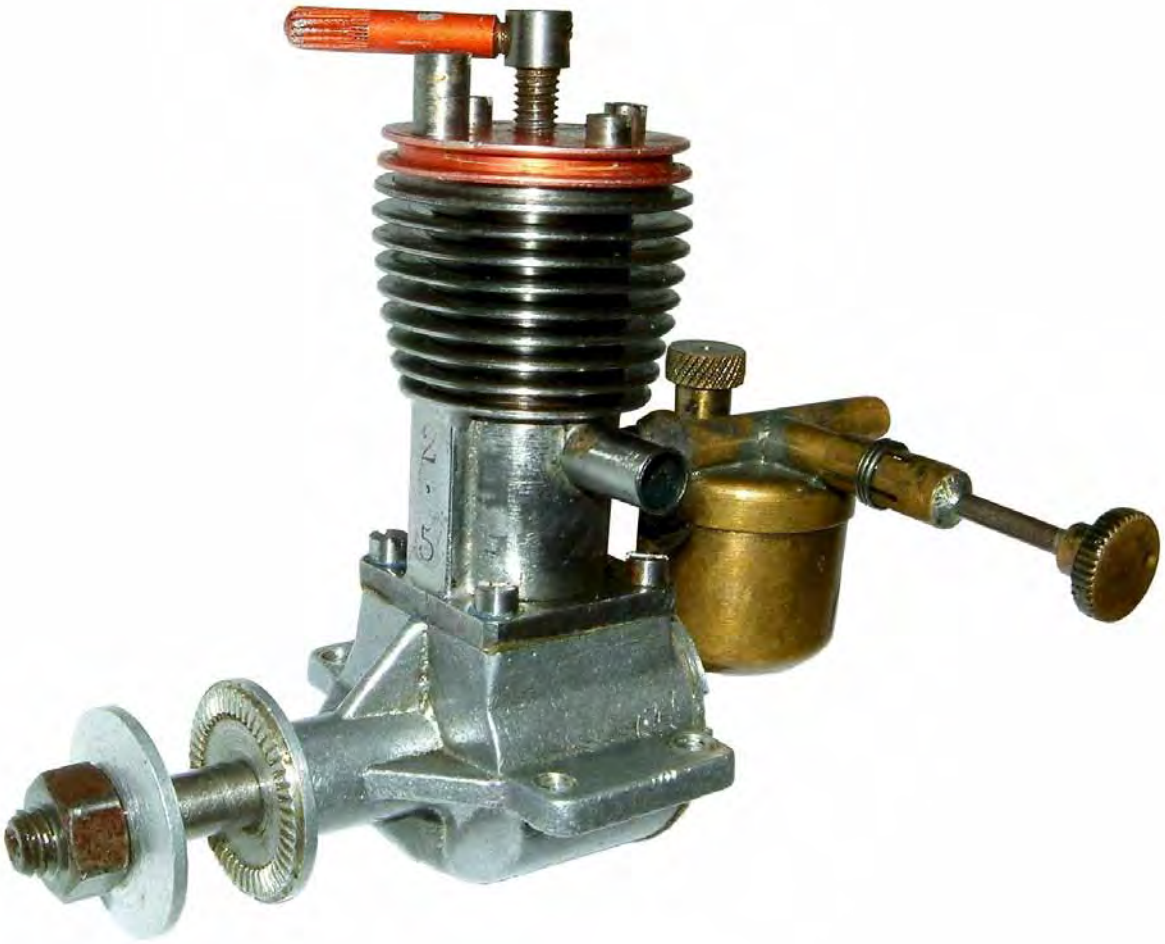
Micron 0.8 Mk I



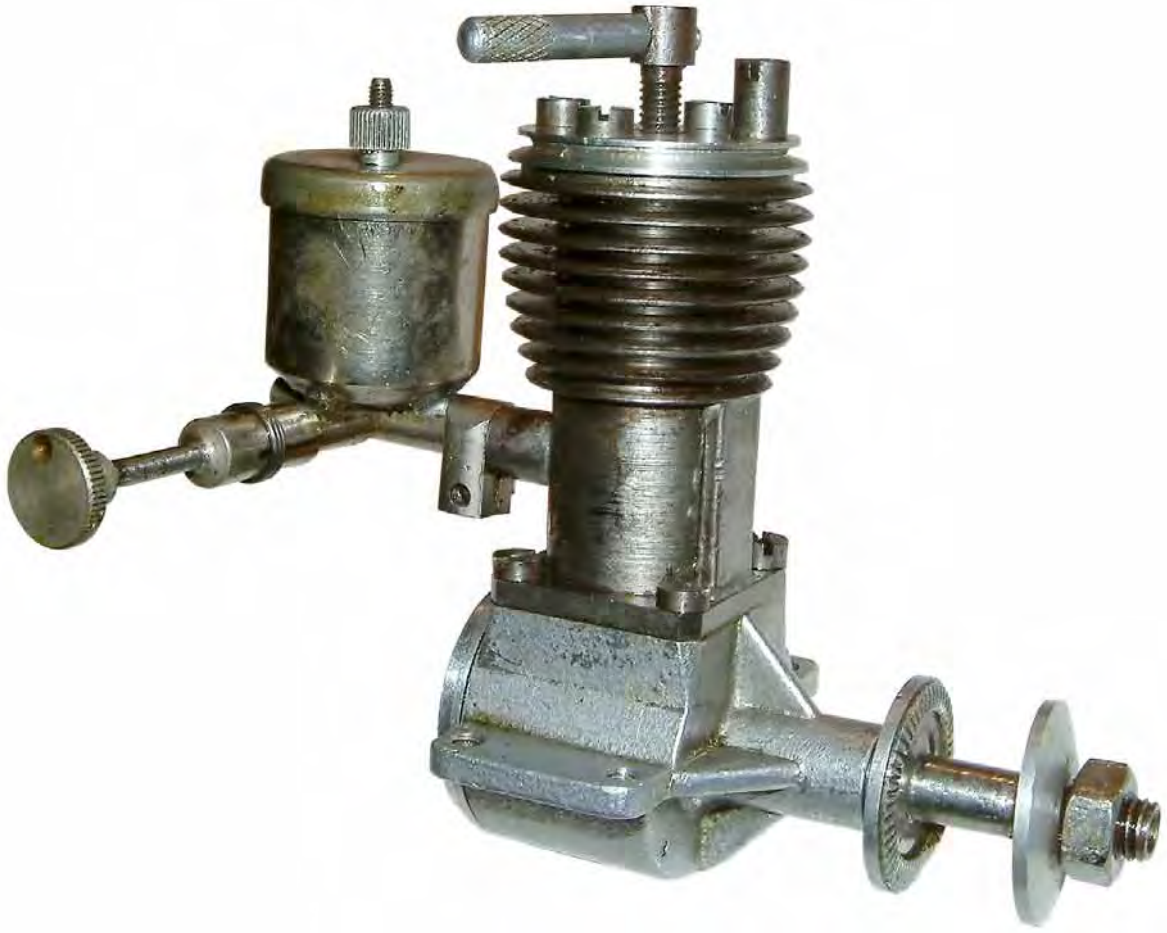
Micron 0.8 Mk II

Micron 0.9 cc side port

Micron 0.9 cc front induction



Micron 2.5 (a 2.8 with the bore reduced 1mm from 1951)

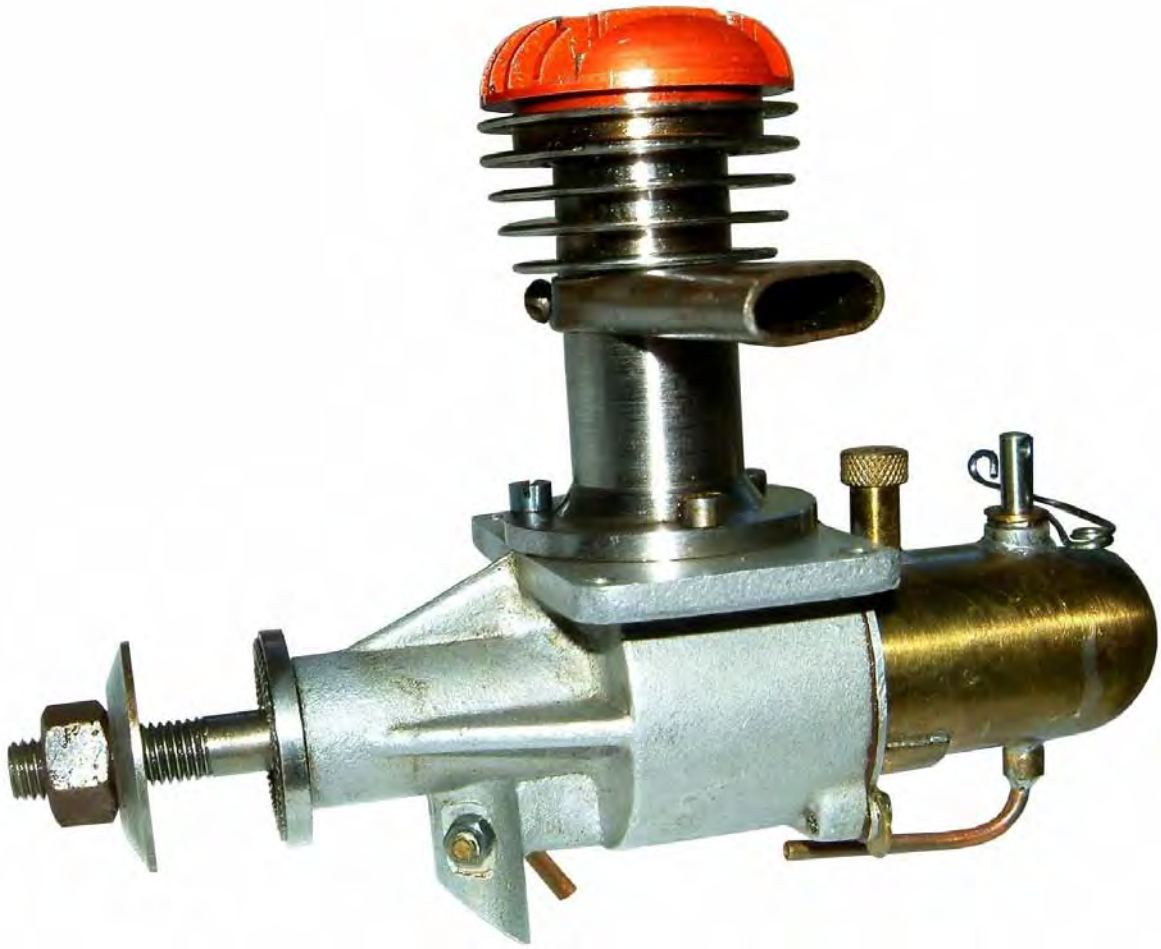


Micron 2.8 cc Mk I (1946)

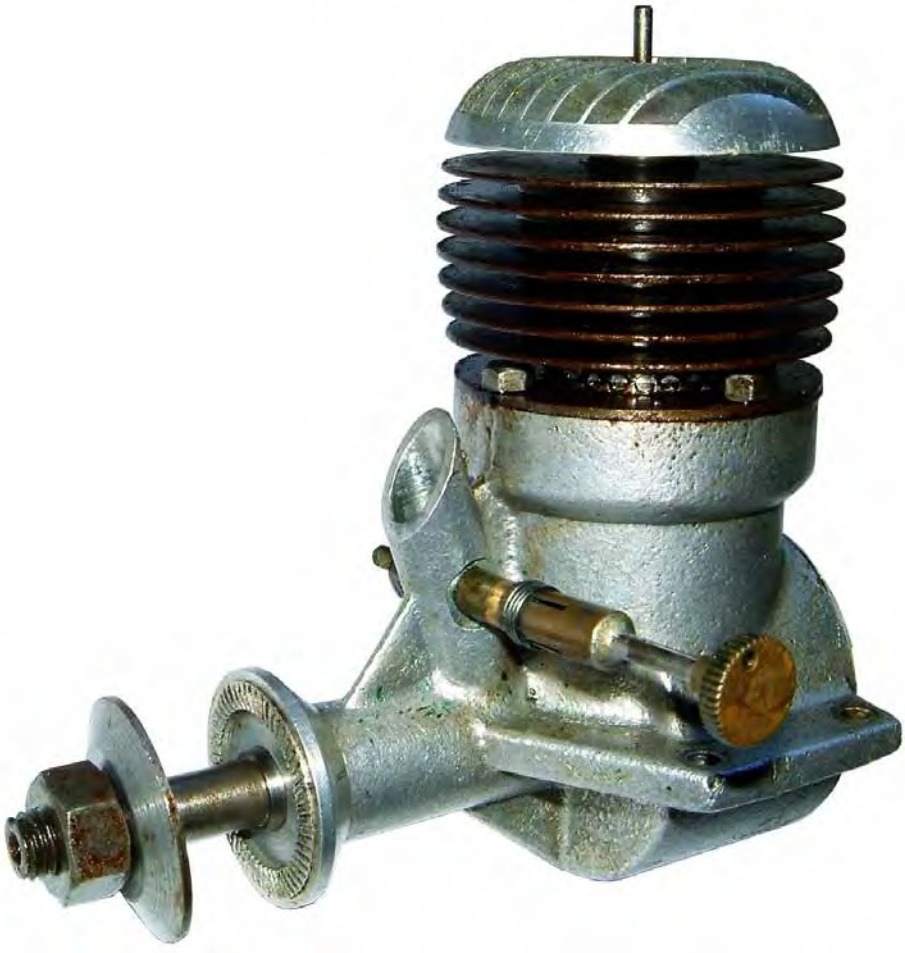
Micron 2.8 Mk II (with original exhaust extension accessory)

Micron 5 cc collector

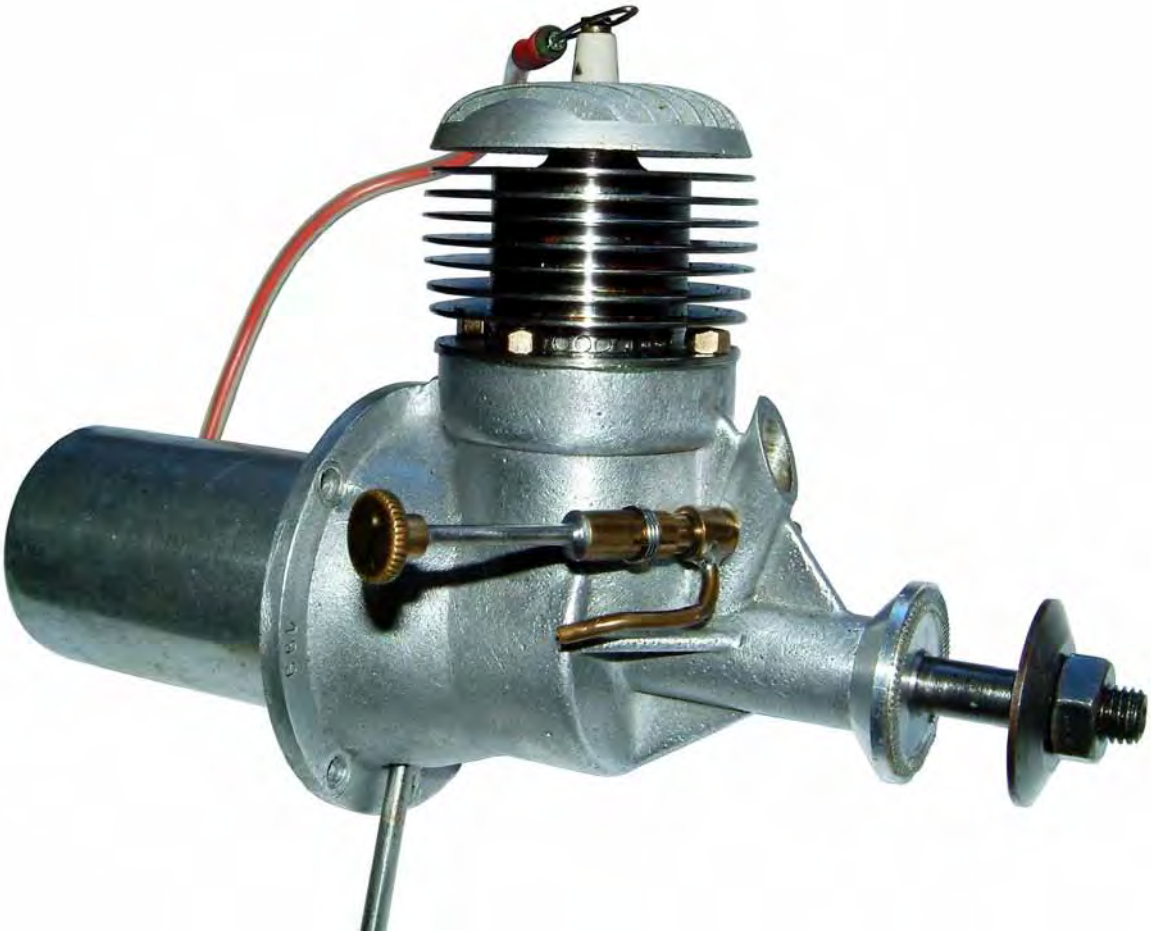
Micron 5 cc fixed compression inverted model



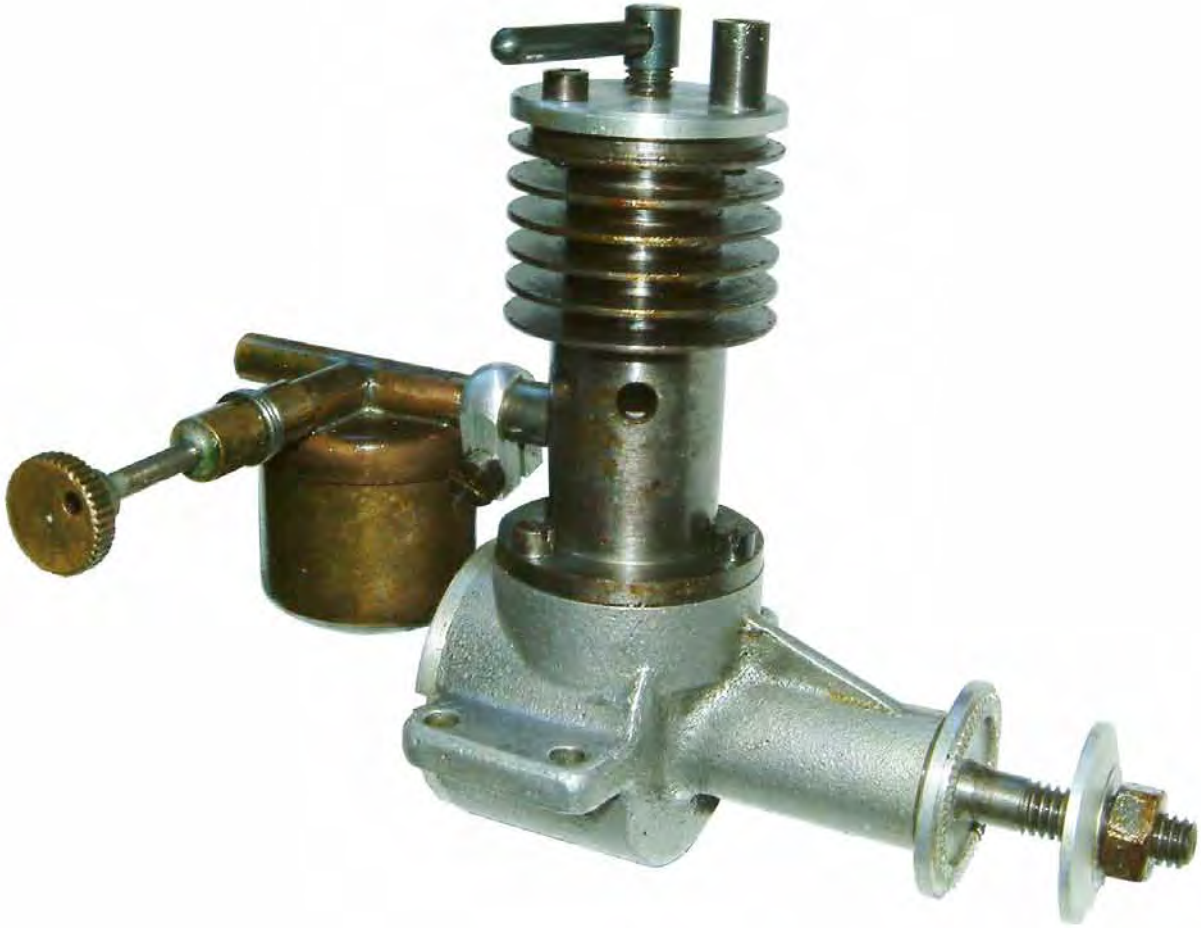
Micron 5 cc fixed compression upright model – with original exhaust stack accessory



Micron 10 cc glow

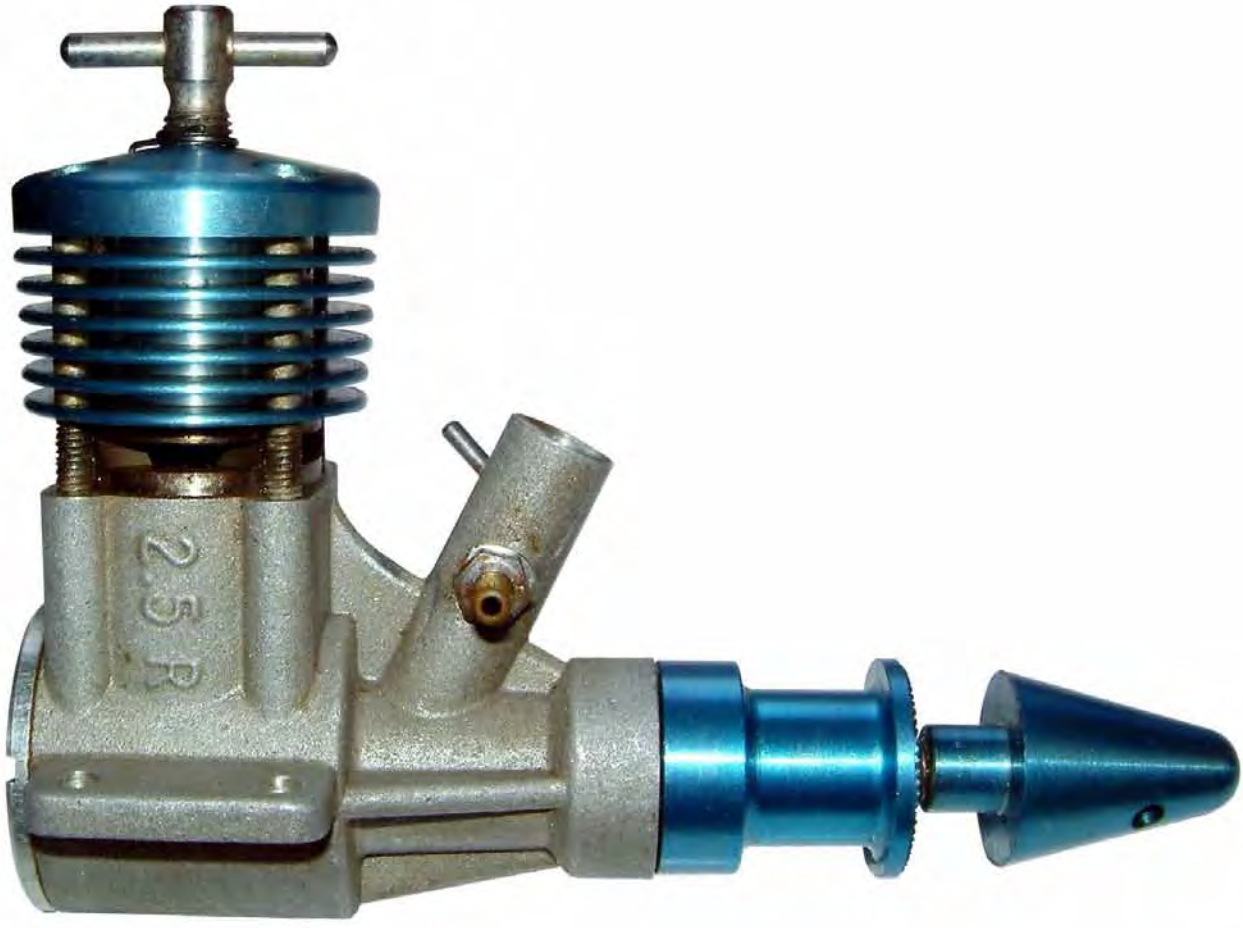


Micron 10 cc spark with magneto



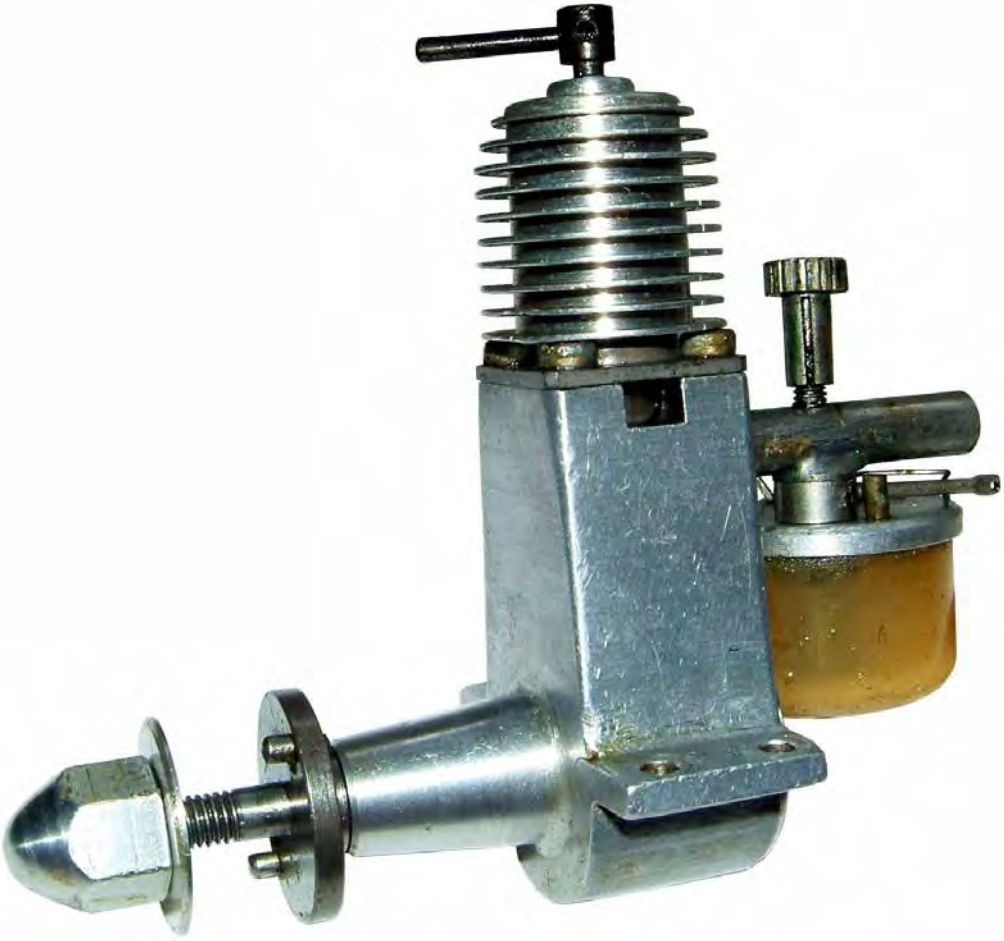
Micron Celtic 1.8 cc Mk I

Micron Celtic 1.8 cc Mk II

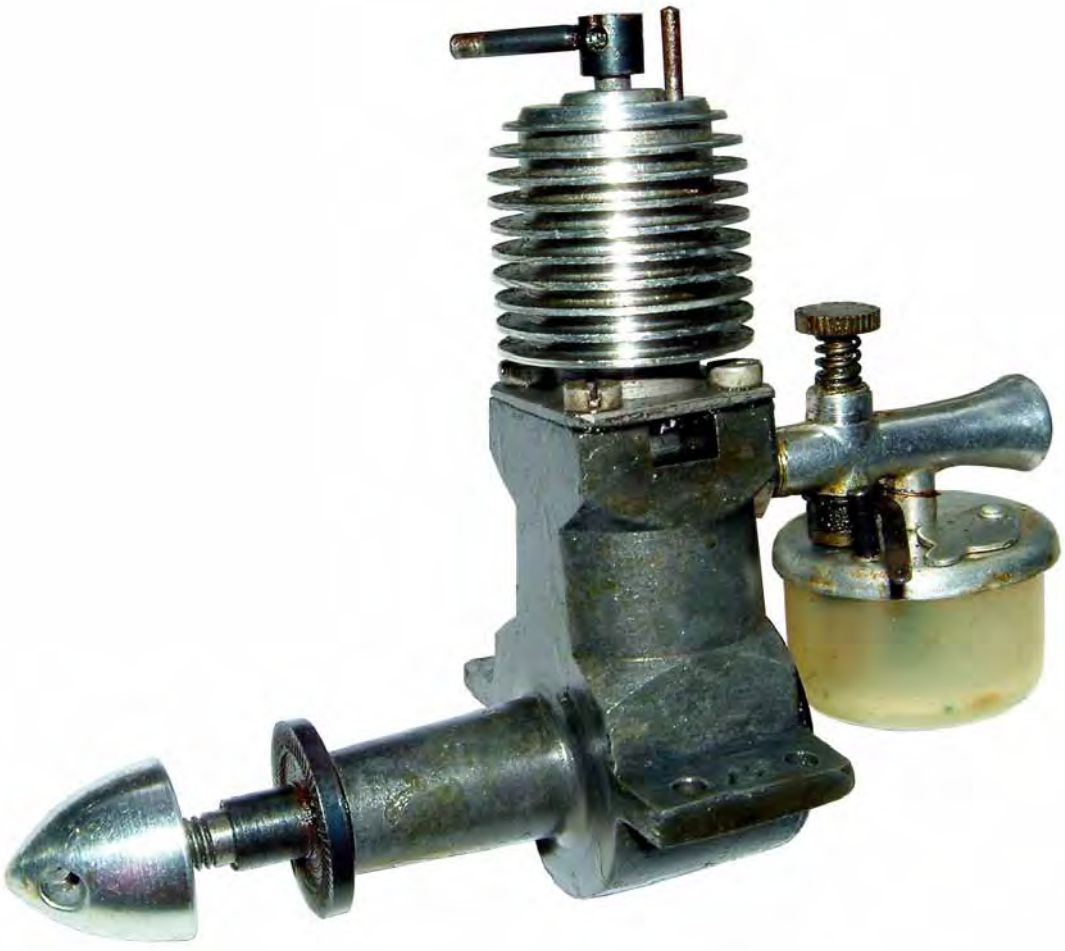


Micron Racing 2.5 cc Course

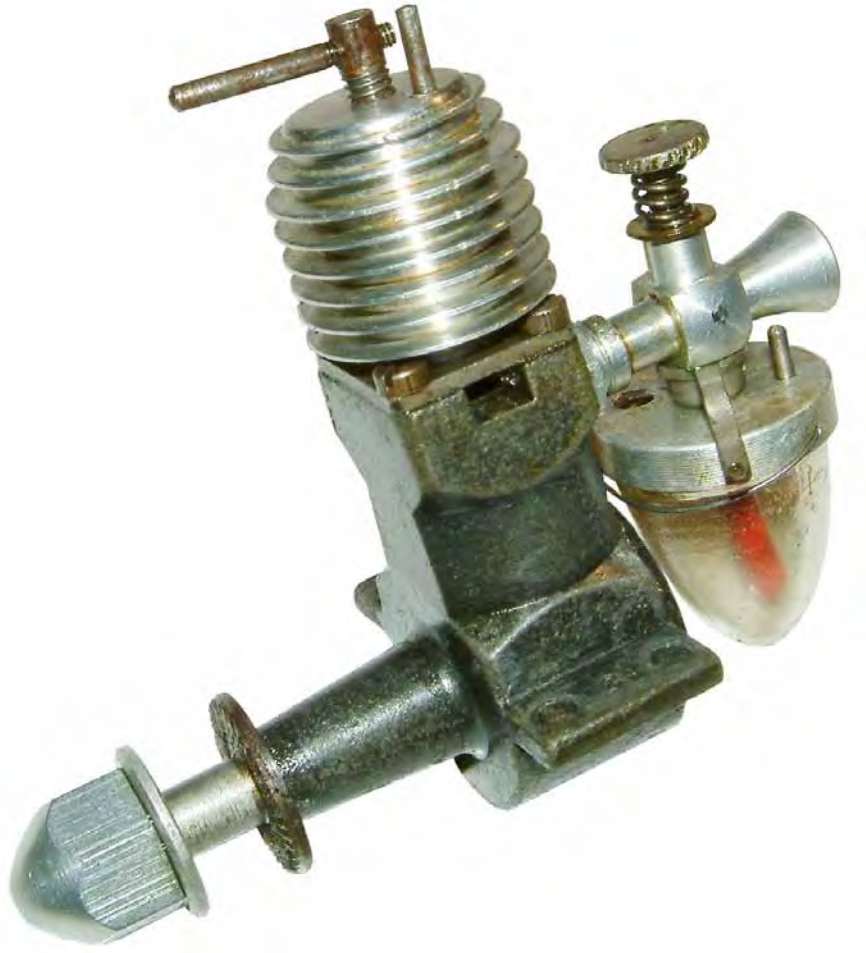
Micron Racing .60 (FAI World Speed record holder in 1950 and ’51)



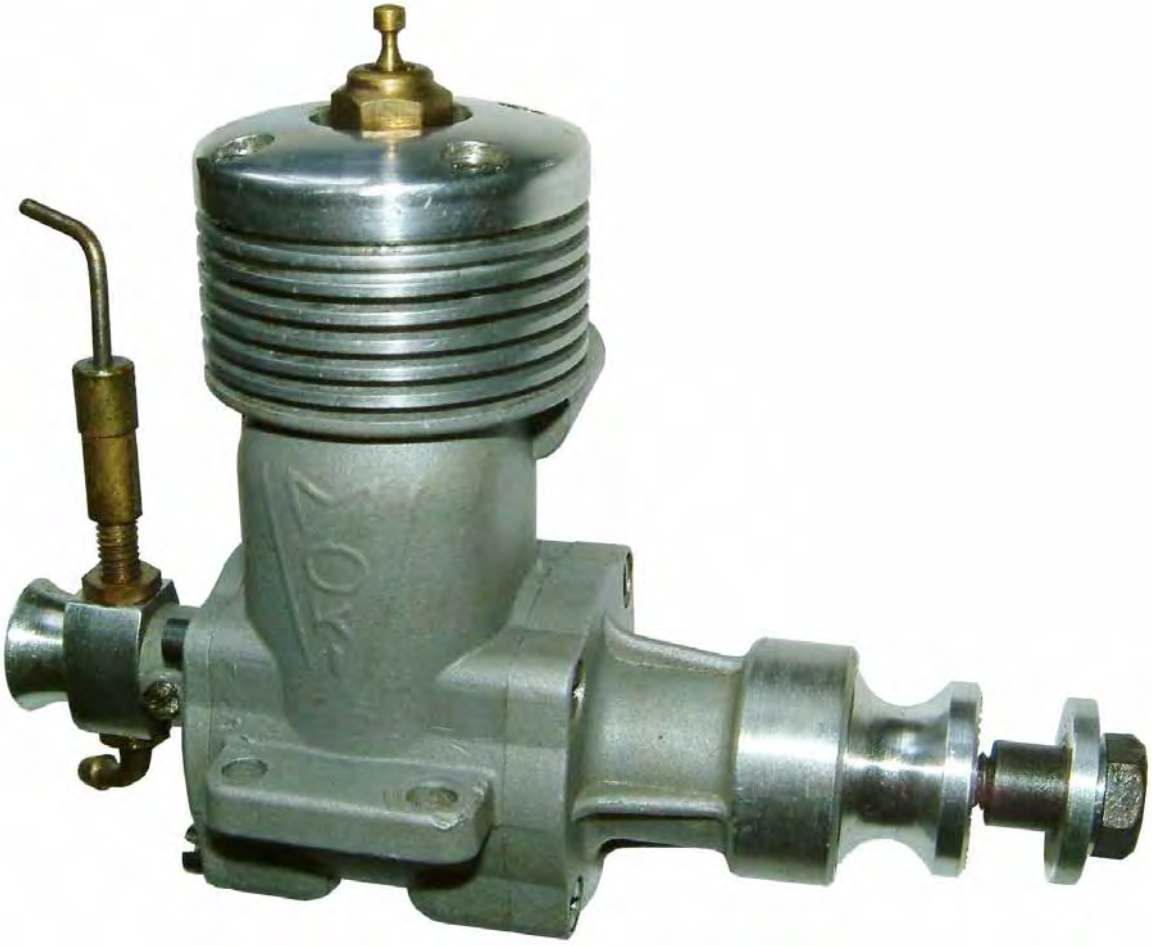
Mills 1.3 Mk I Series II



Mills 1.3 Mk II

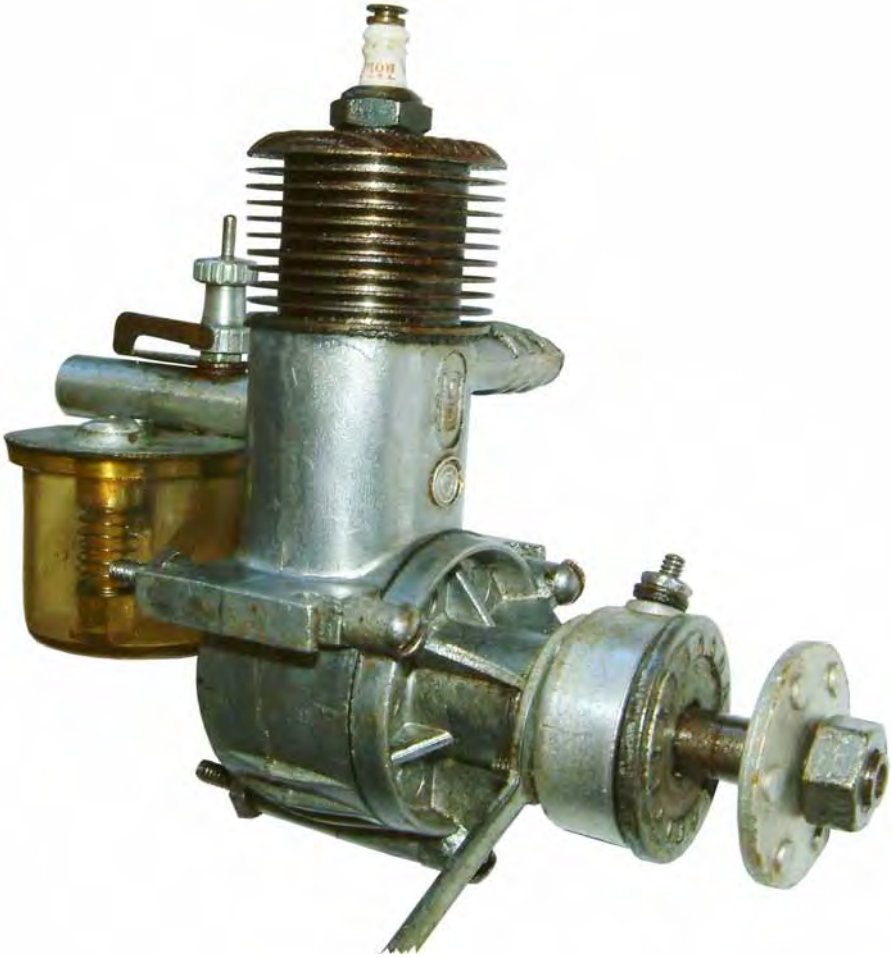


Mills 0.75 Mk I

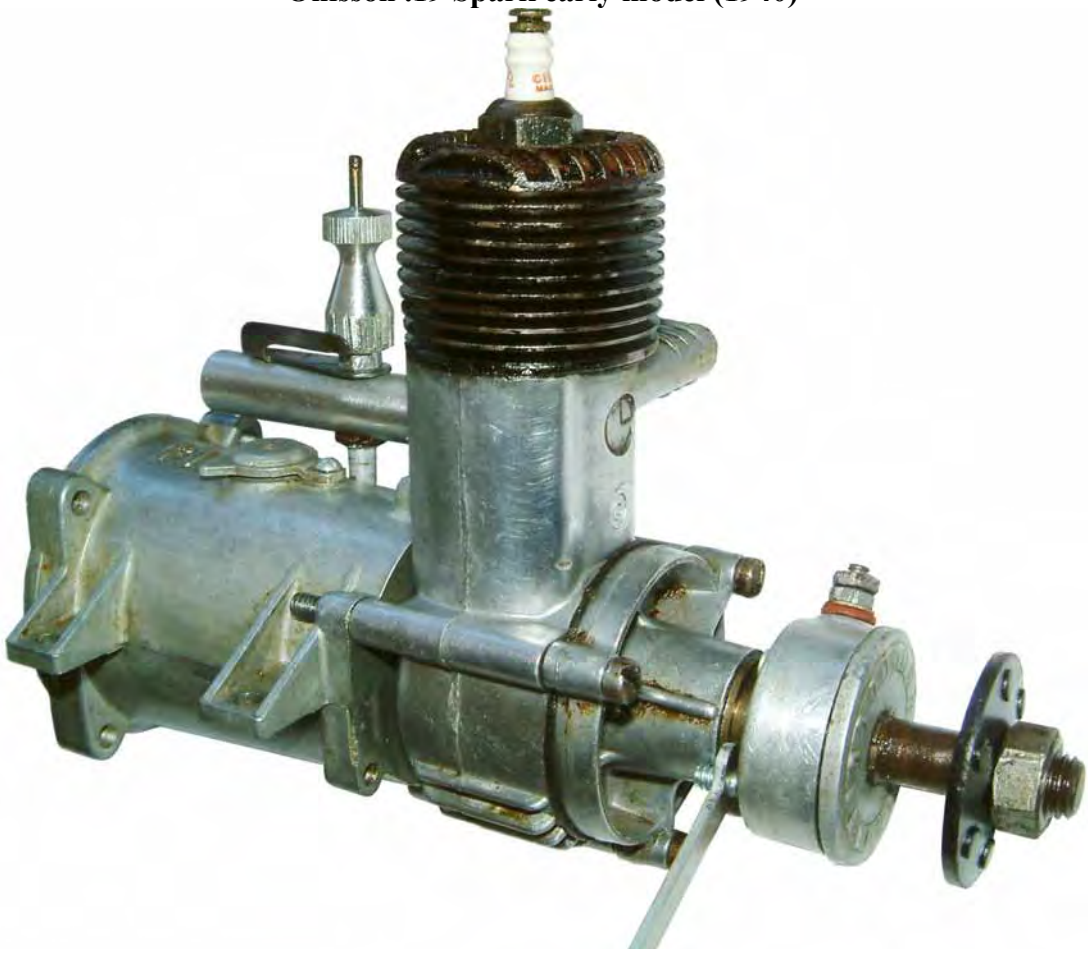


MOKI S3 2.5 cc

Nelson .15 diesel Goodyear

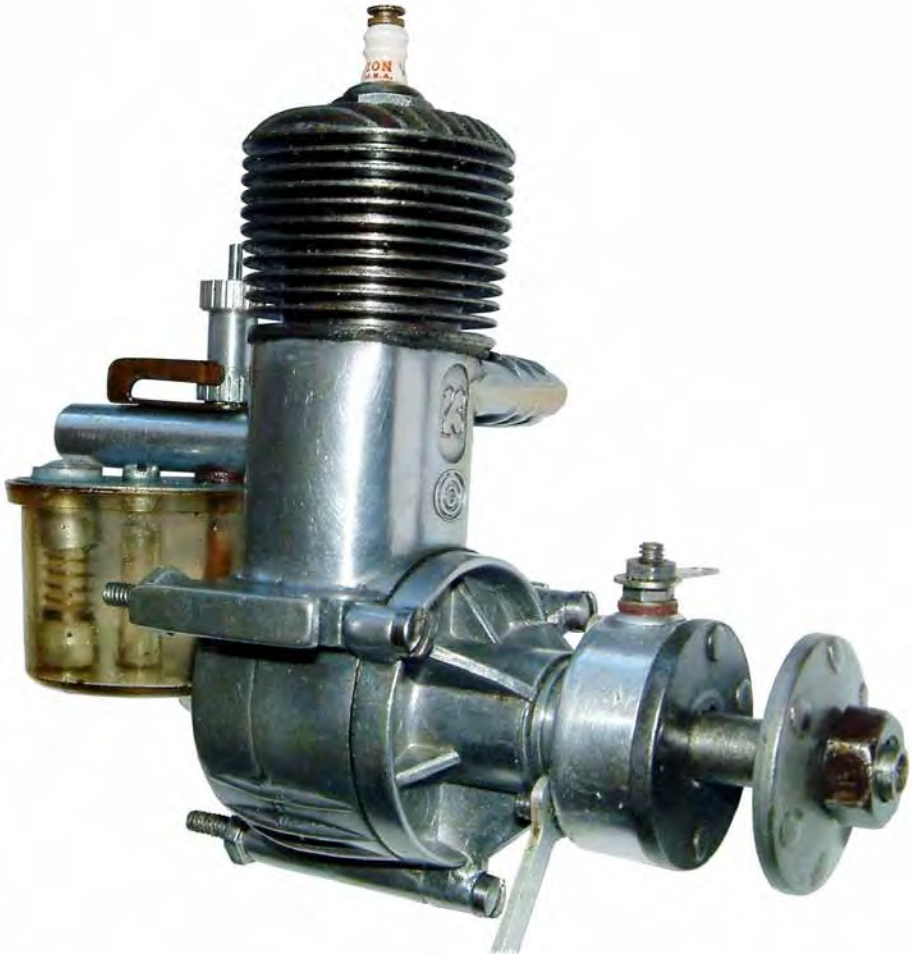


Ohlsson .19 Spark early model (1940)

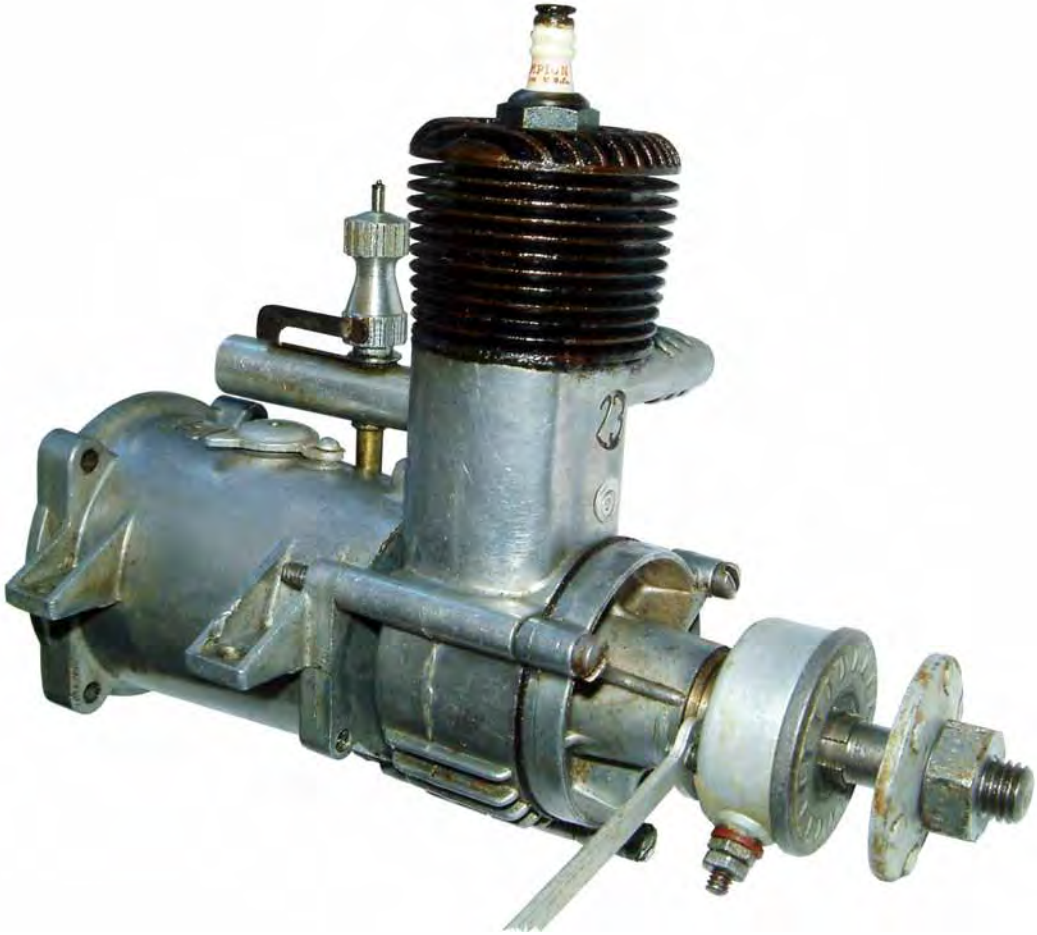


Ohlsson .19 spark (1947) (with tank mount accessory)

Ohlsson .23 glow (1949)



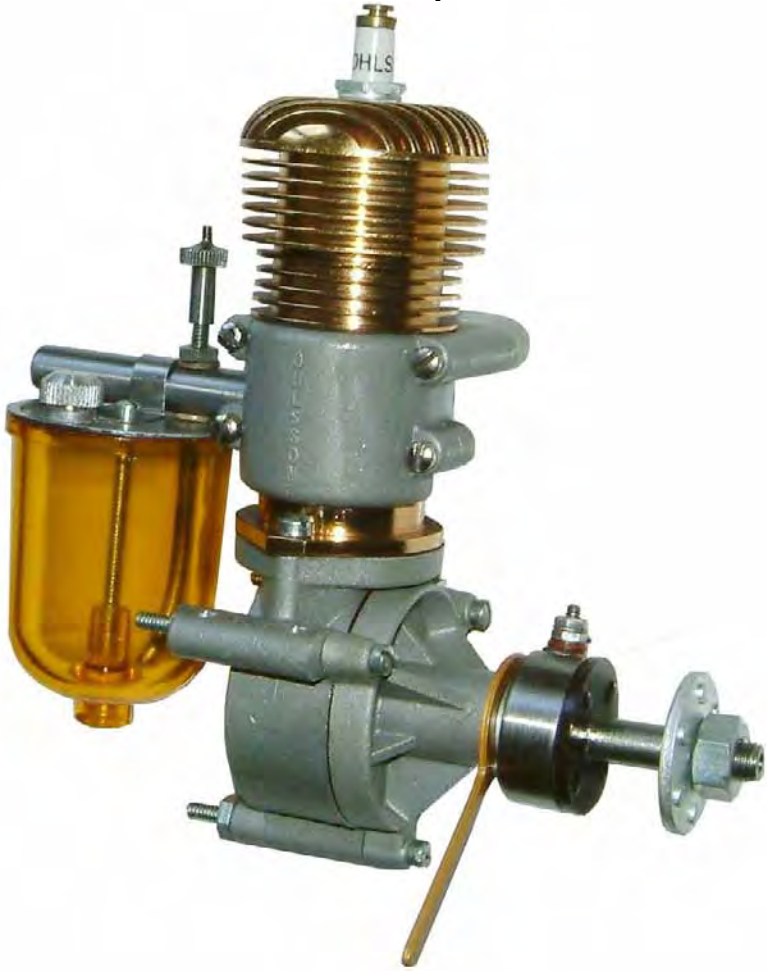
Ohlsson 23 spark (1940)



Ohlsson 23 spark (1947) radial mount (with tank mount accessory)

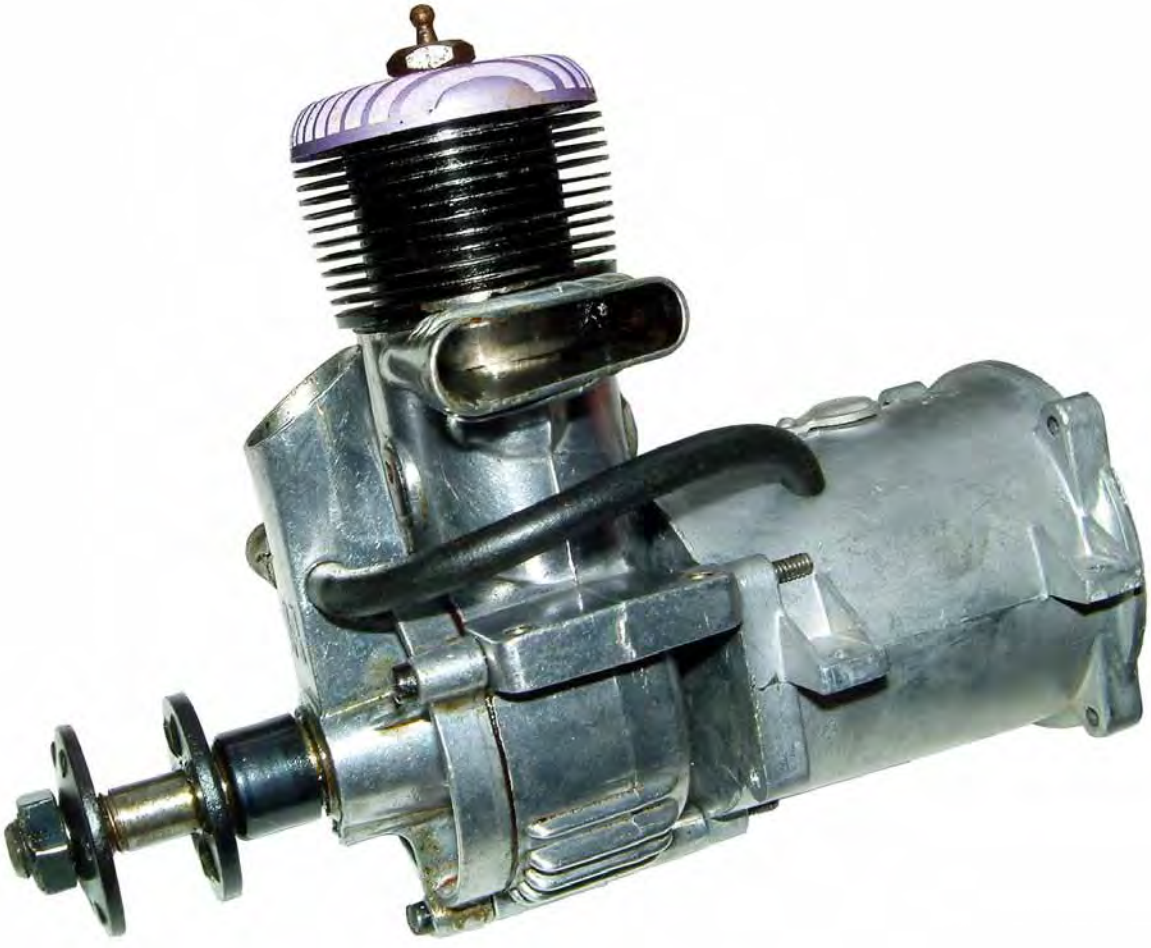
Ohlsson .29 glow

Ohlsson .33 spark



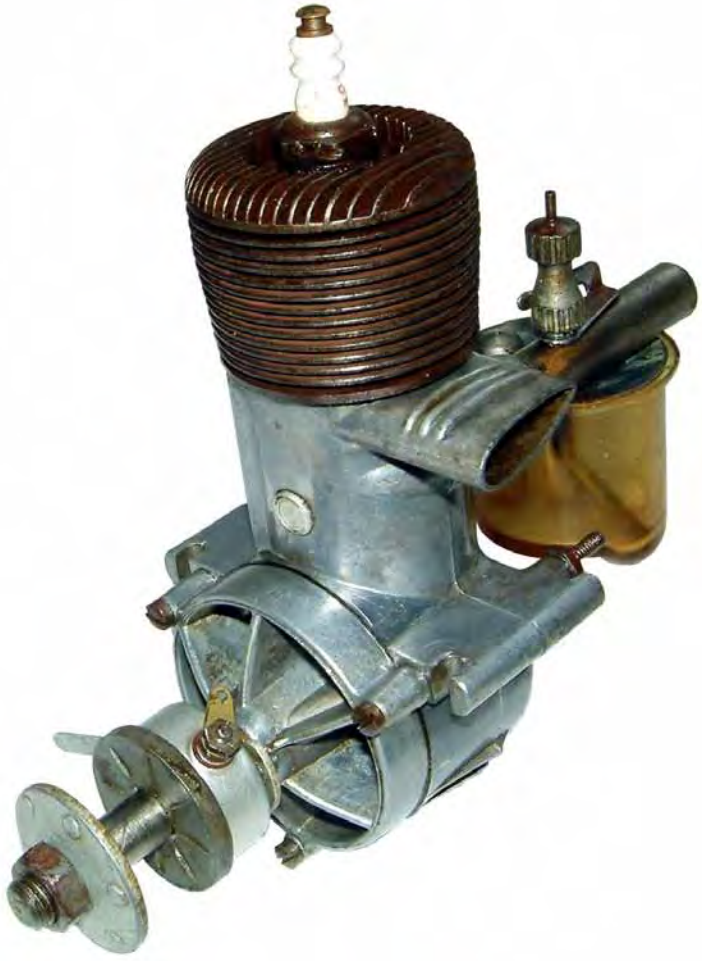
Ohlsson .56 Gold Seal commemorative by Herb Wahl

Ohlsson .60 big port (1949)



Ohlsson .60 Glow purple head, with tank mount accessory

Ohlsson .60 spark – purple head



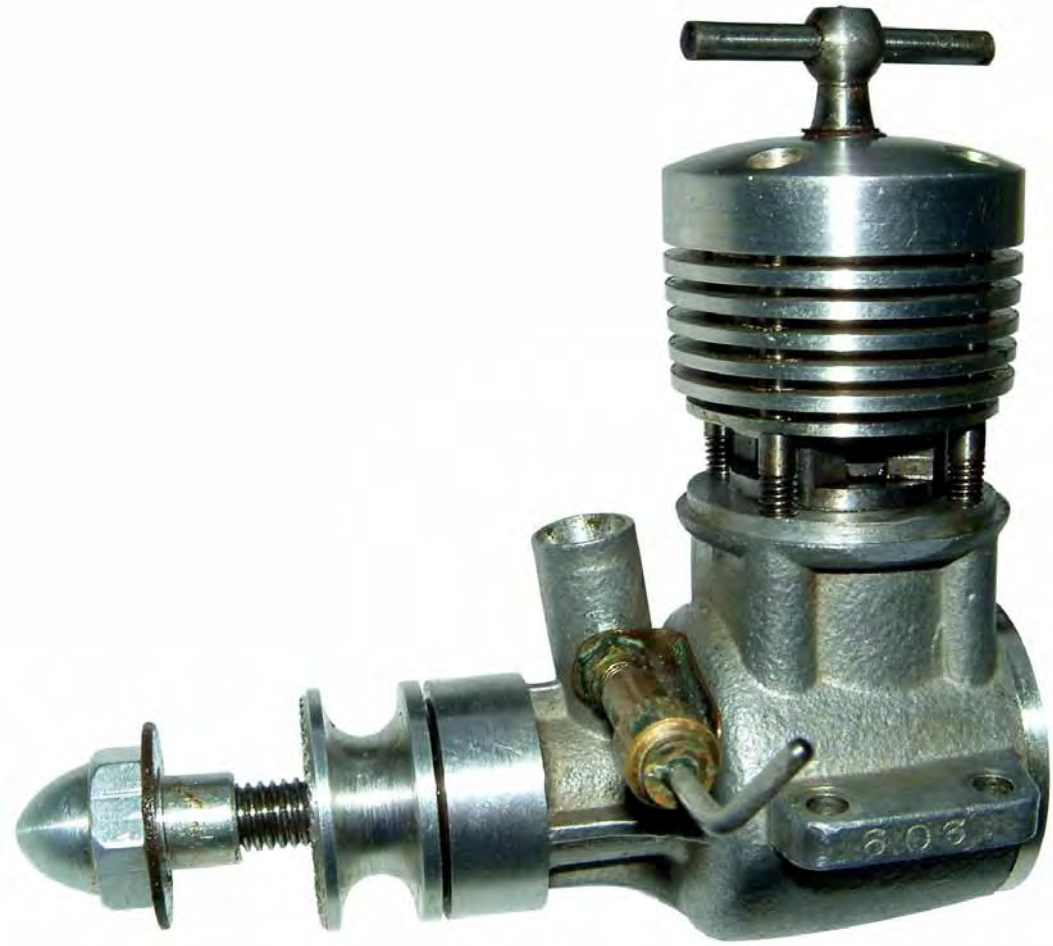
Ohlsson .60 Special (1941 model)

Ohlsson .60 Custom (1940)

OK Cub .049A

Oliver Tiger Cub Mk I 1.5 cc (1954)

Oliver Tiger Cub Mk II (1961)



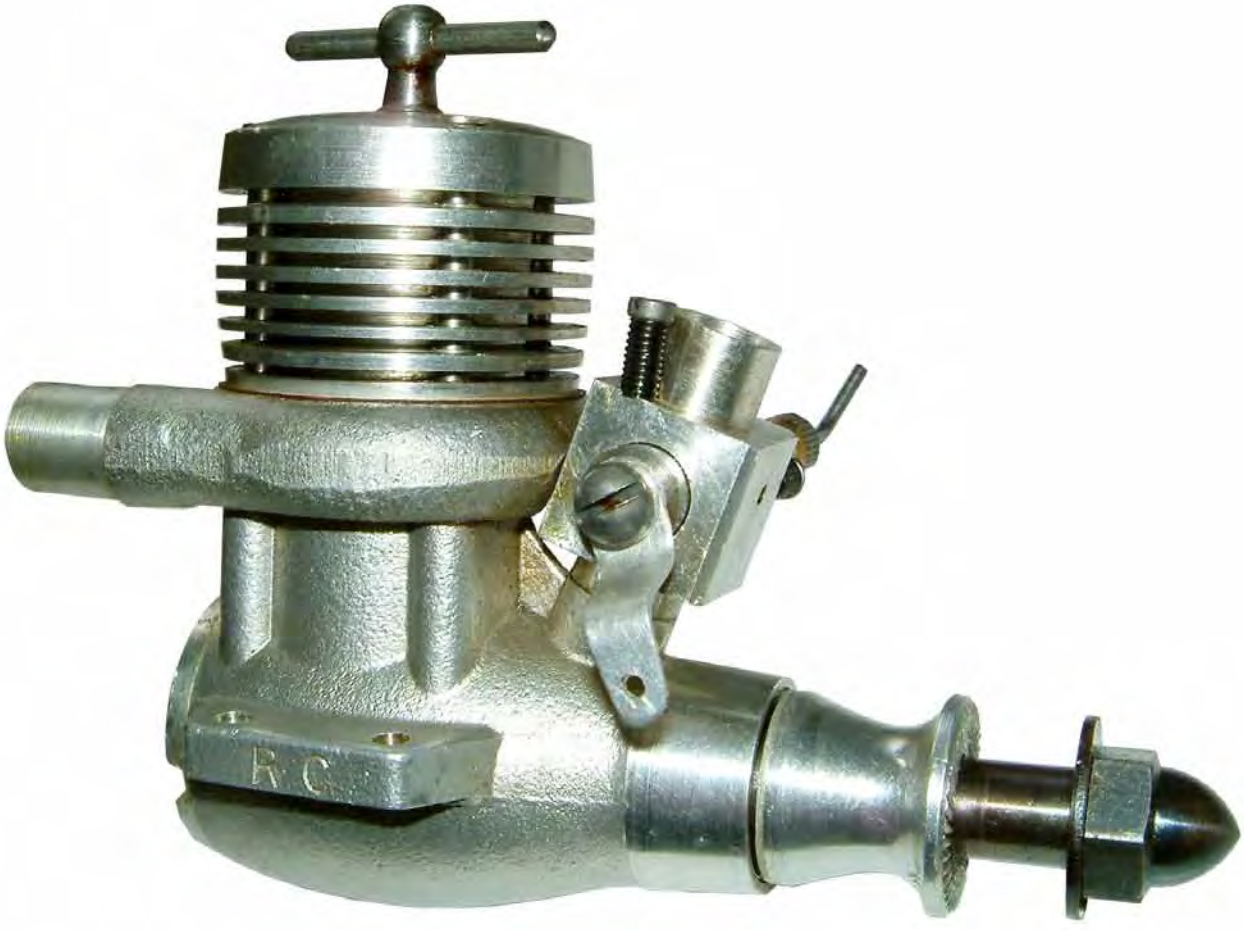
Oliver Tiger Cub Mk III

Oliver Tiger Cub Schnürle

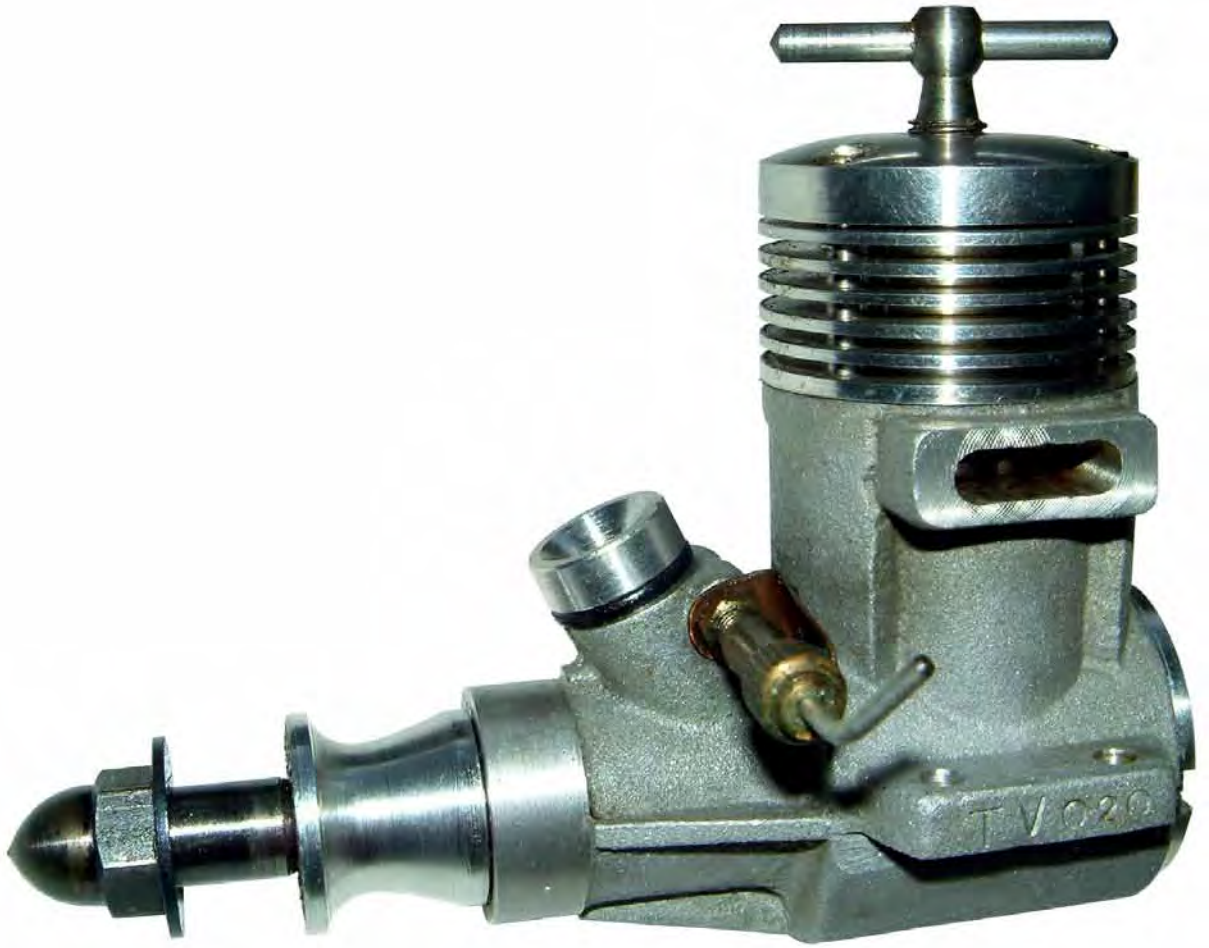
Oliver Tiger Mk II (1952)

Oliver Tiger Mk III (early case)

Oliver Tiger Mk IV (Copeman modified)

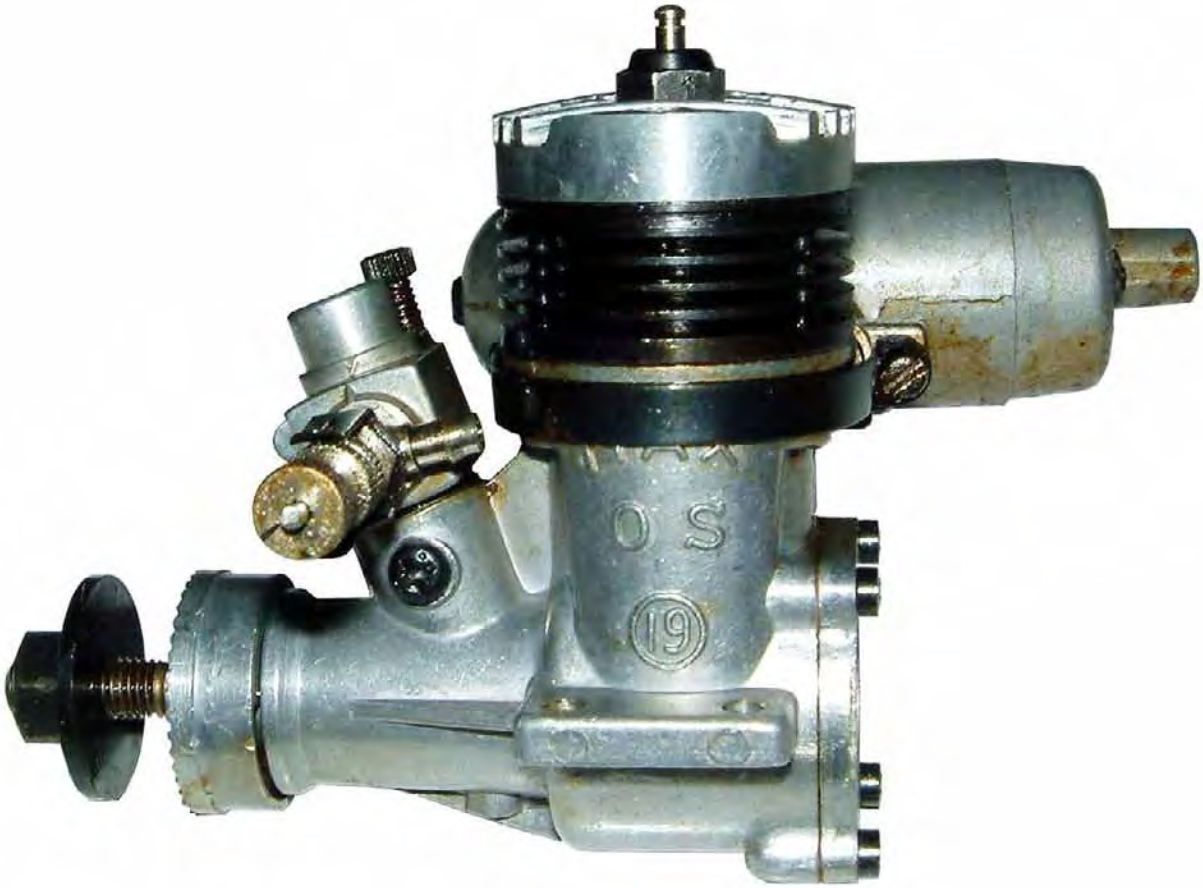


Oliver Tiger Mk IV 2.5 cc RC



Oliver Tiger 2.5 cc Mk V

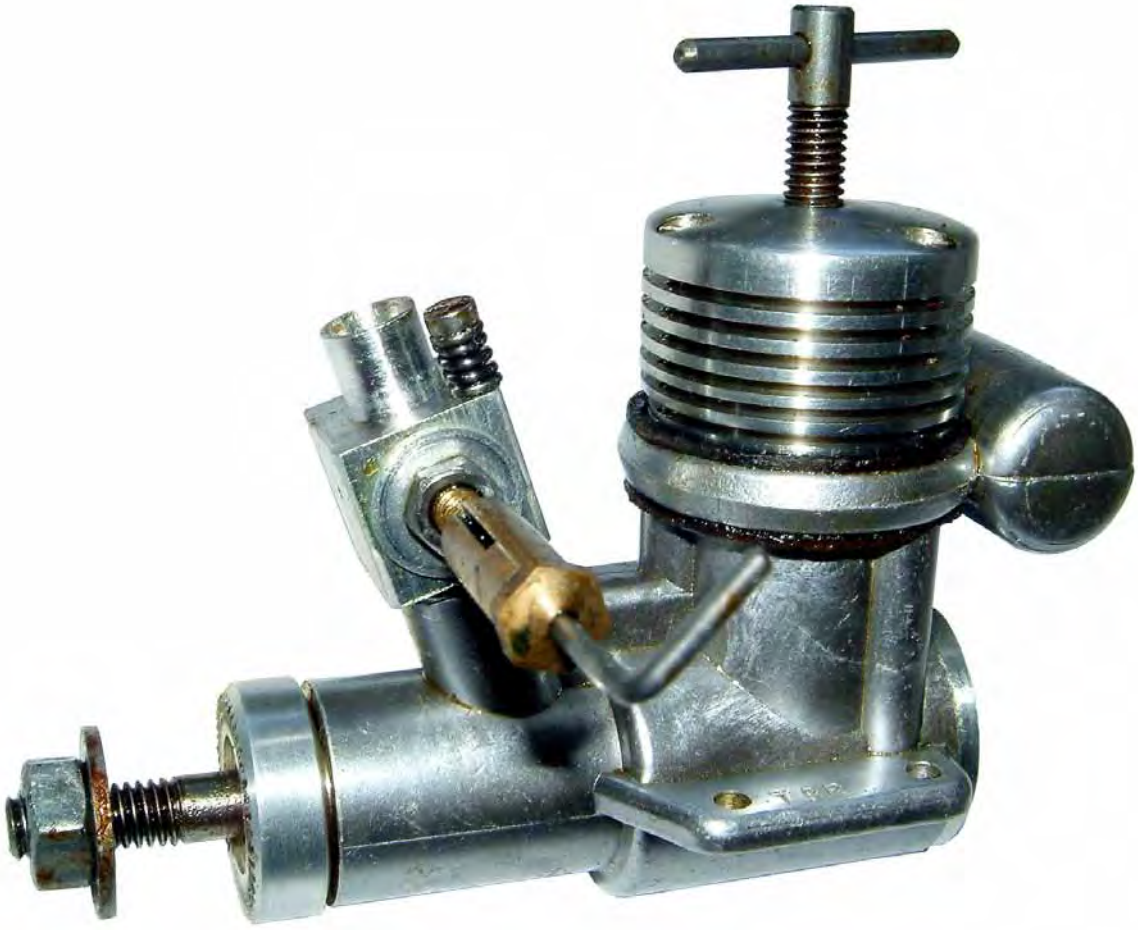
Oliver Tiger Major Mk II RC 3.5 cc



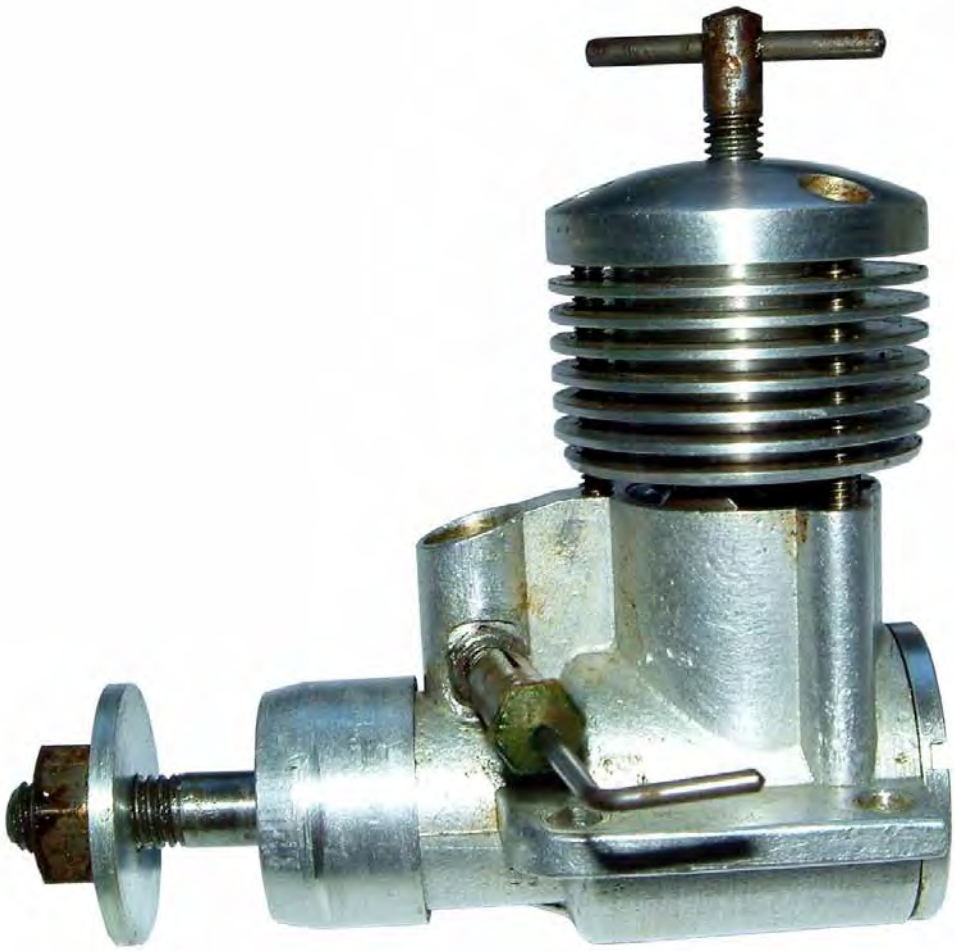
OS Max .19 RC

OS Pet .099

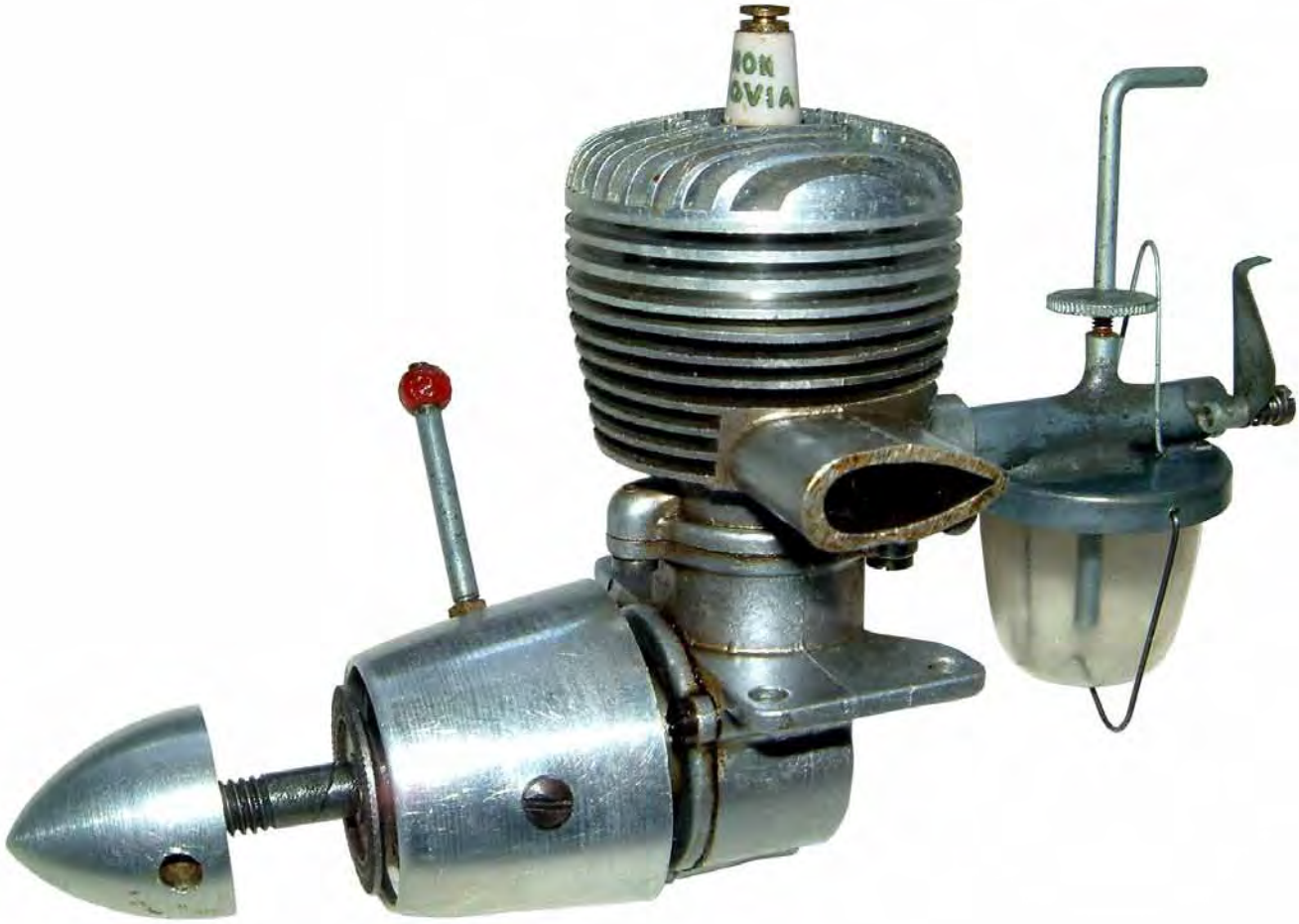
Owat 5 cc fixed compression Mk I



PAW 1.49 cc TBR RC



PAW Special 2.5 cc (the first PAW)



Polymécanique 2 cc

REA 5 cc

REA 10 cc spark – early production (1938)

REA 10 cc spark late production (post war)

Rivers Silver Arrow Mk II 3.5 cc

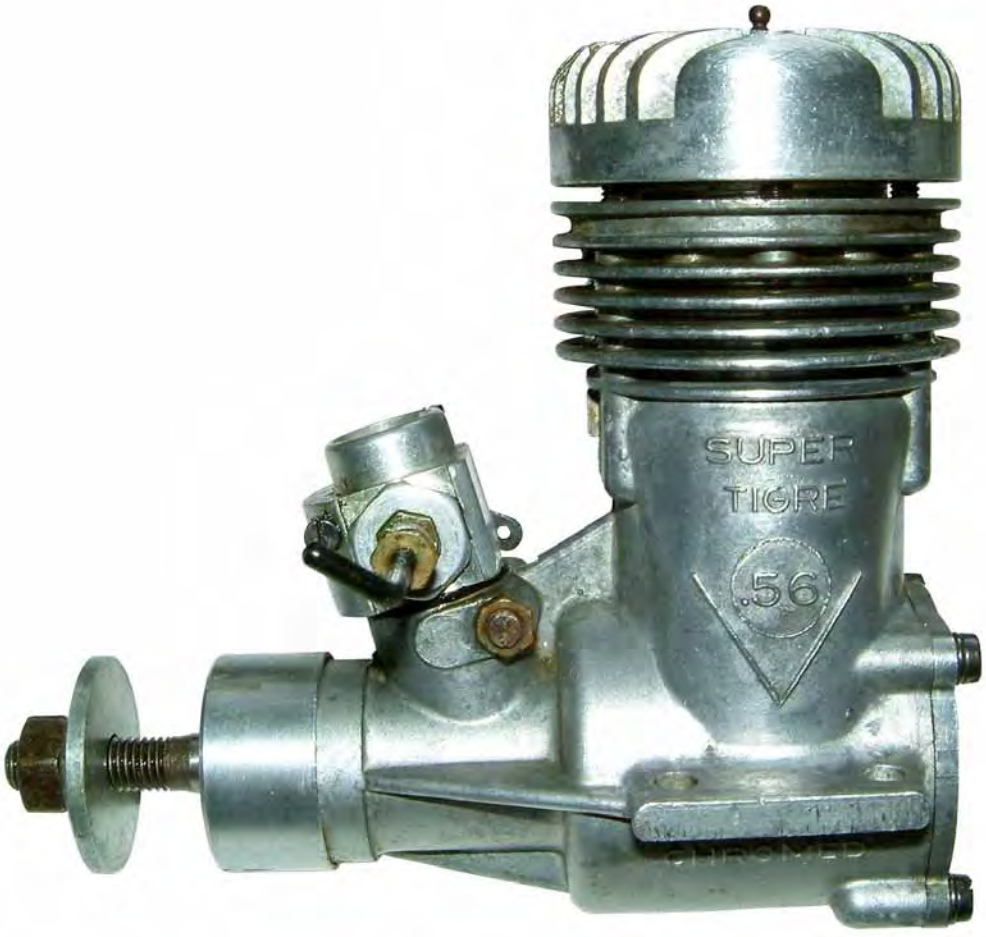
Rossi R15 Normale Mk II (in memory of Ugo Rossi)

Rossi R15 Normale Mk III (with F1C mods)

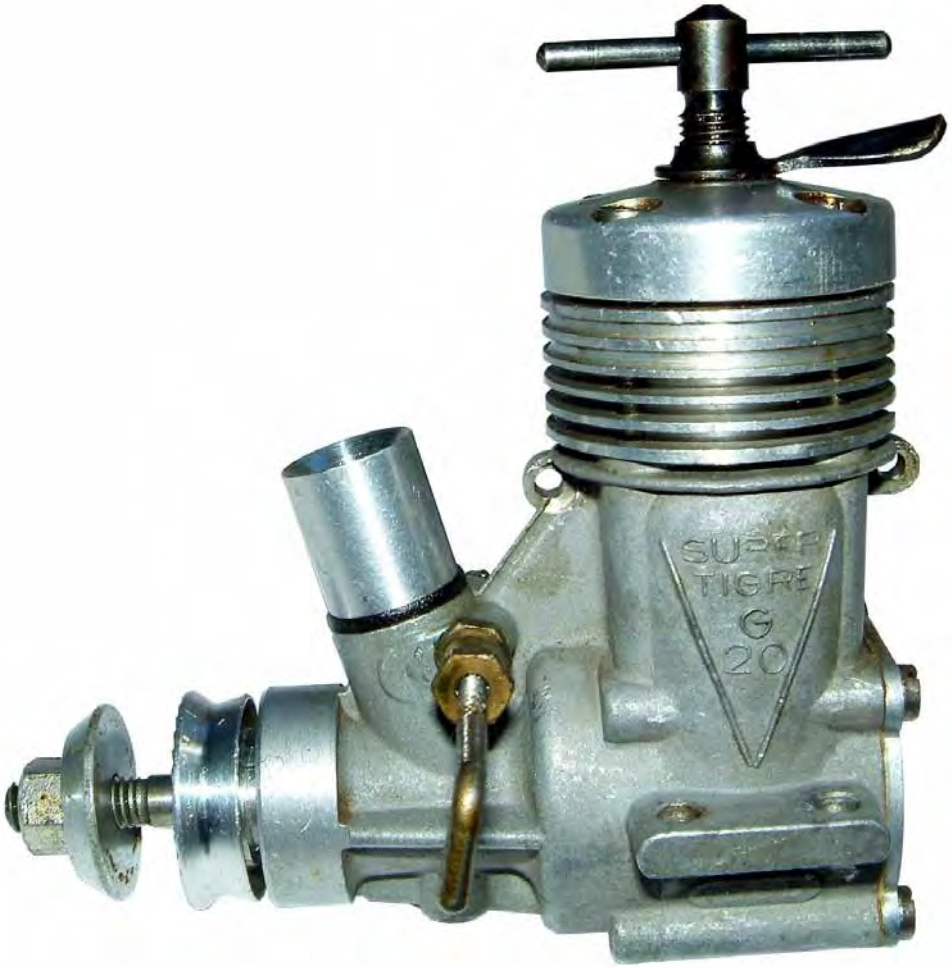
Stab 1.25 cc diesel

Stab 2.27 cc spark

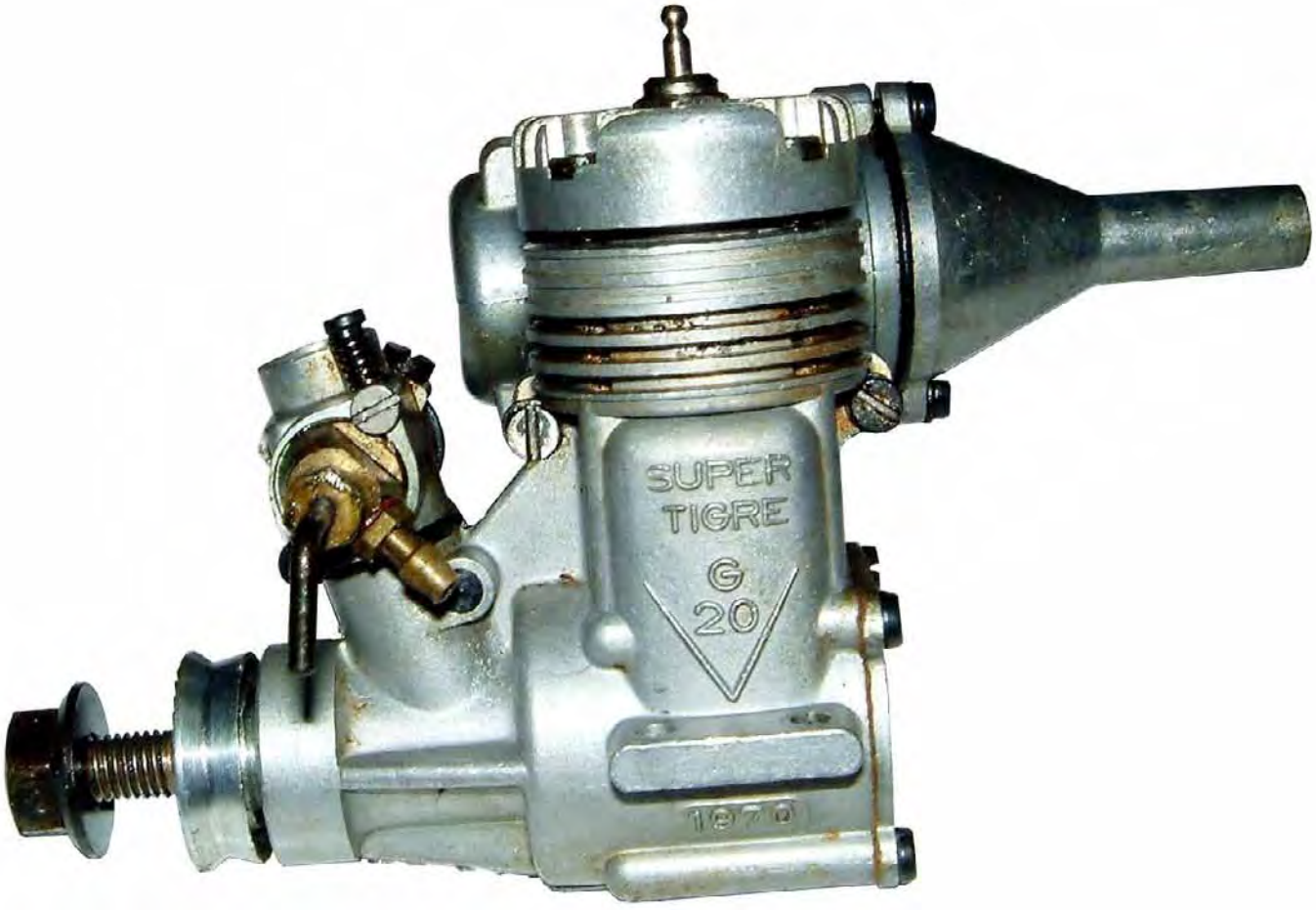
Super Cyclone .64 Model G



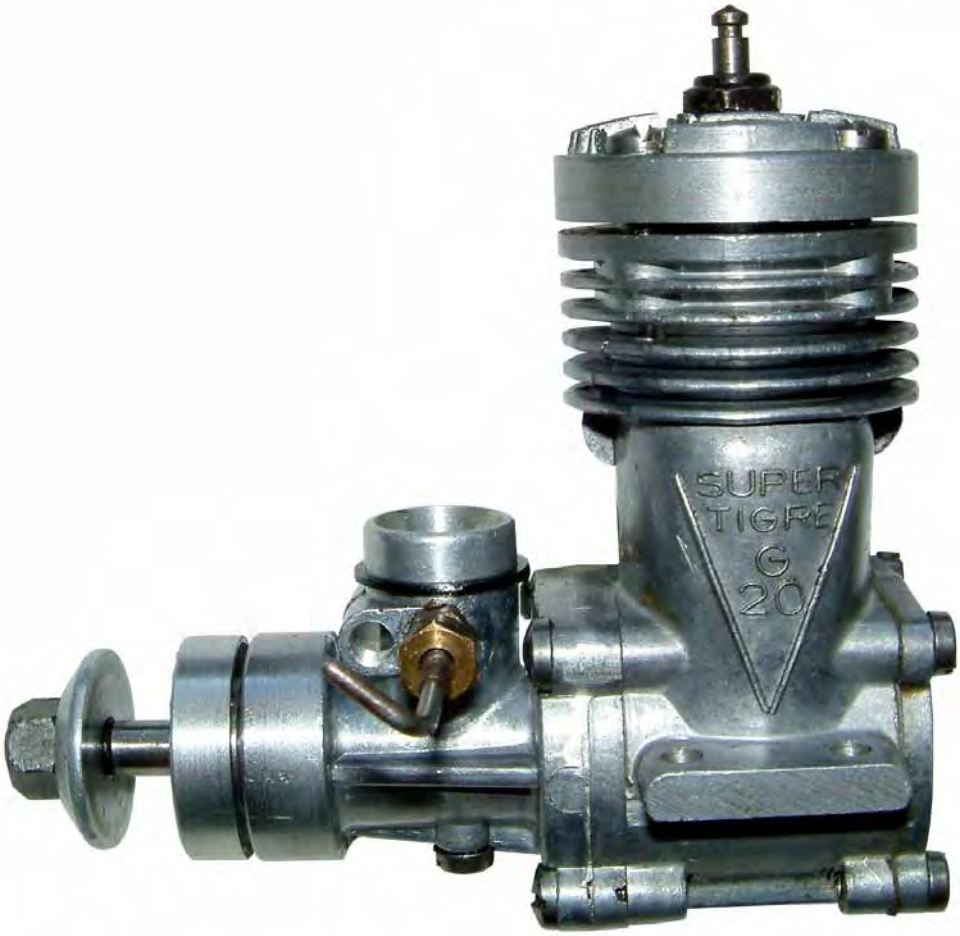
Super Tigre .56 RC



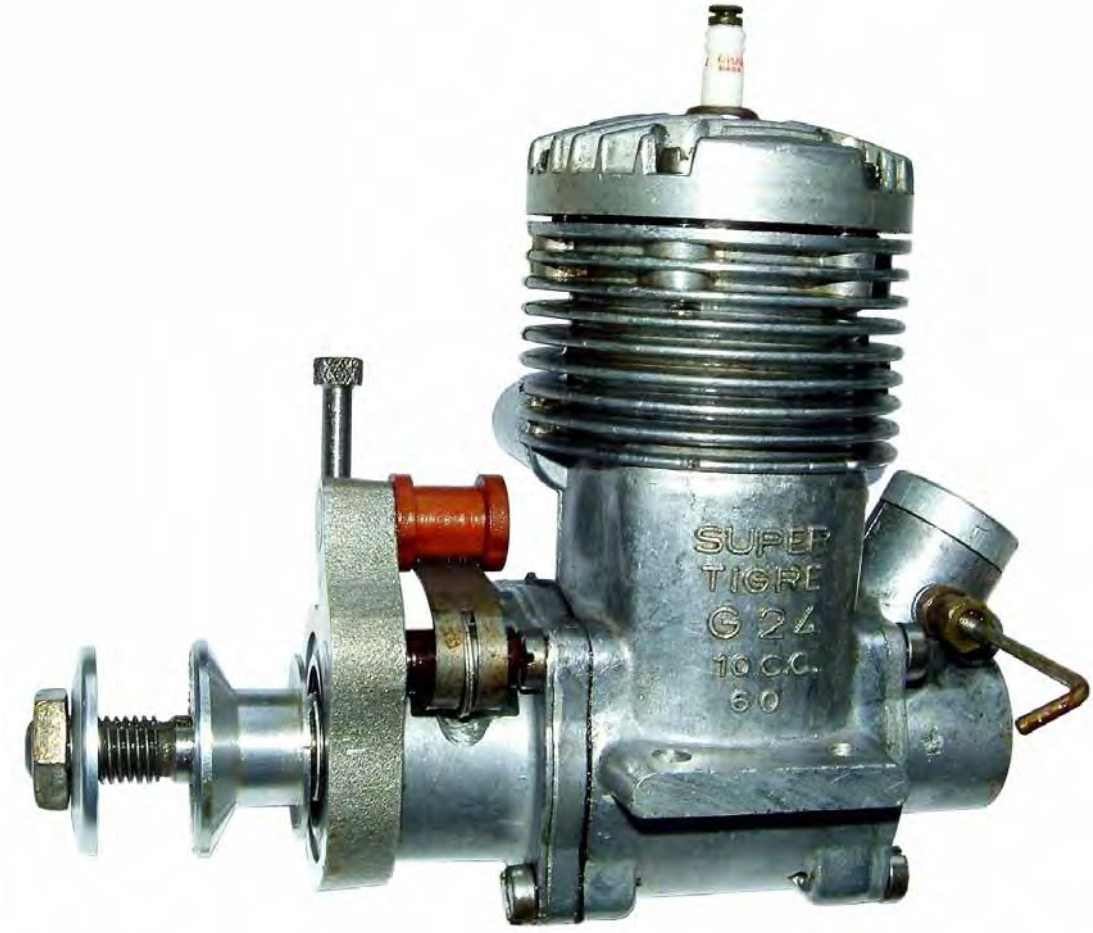
Super Tigre G20/15D (1965 case)



Super Tigre G20/23 RC

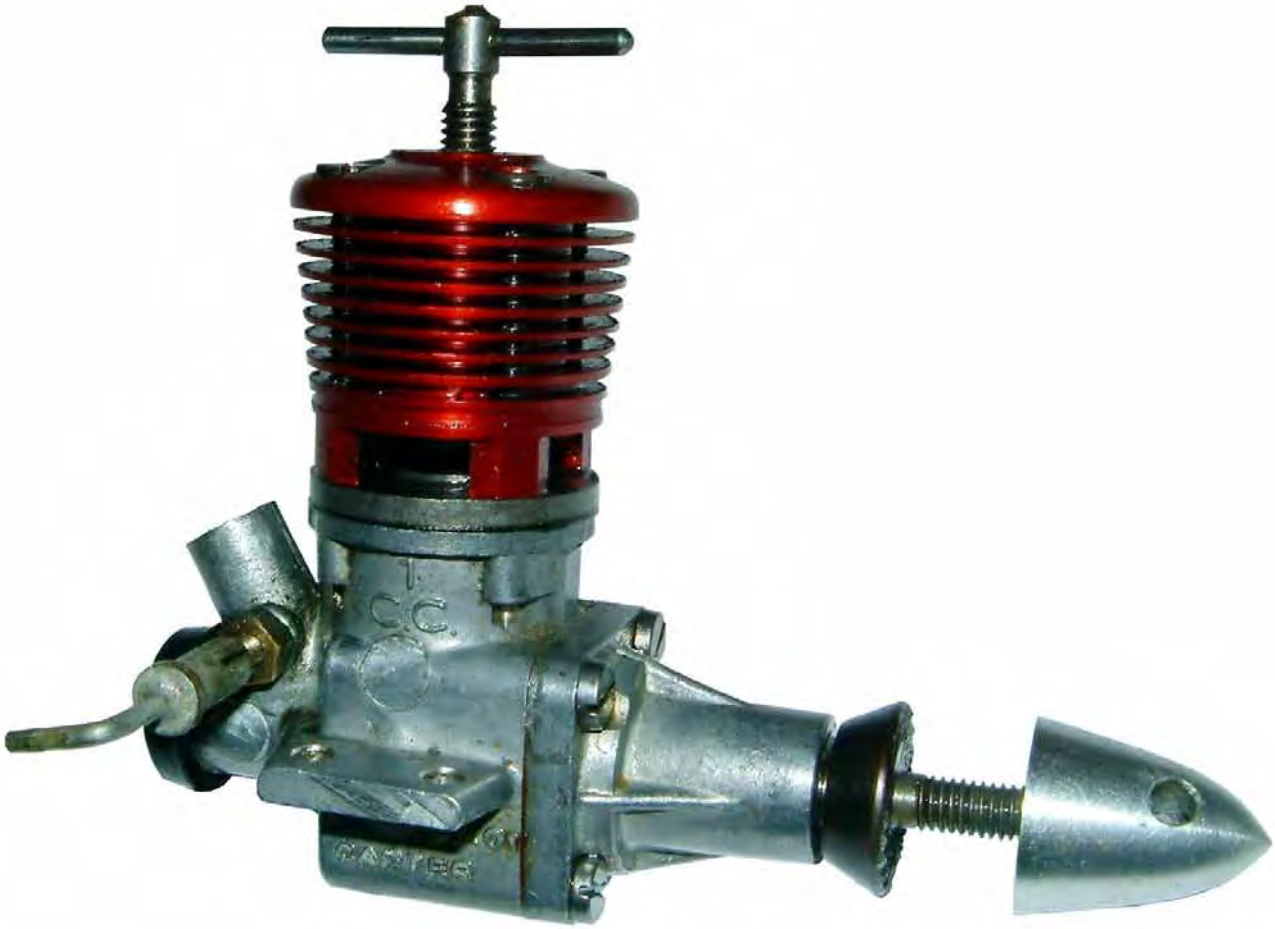


Super Tigre G20V/19

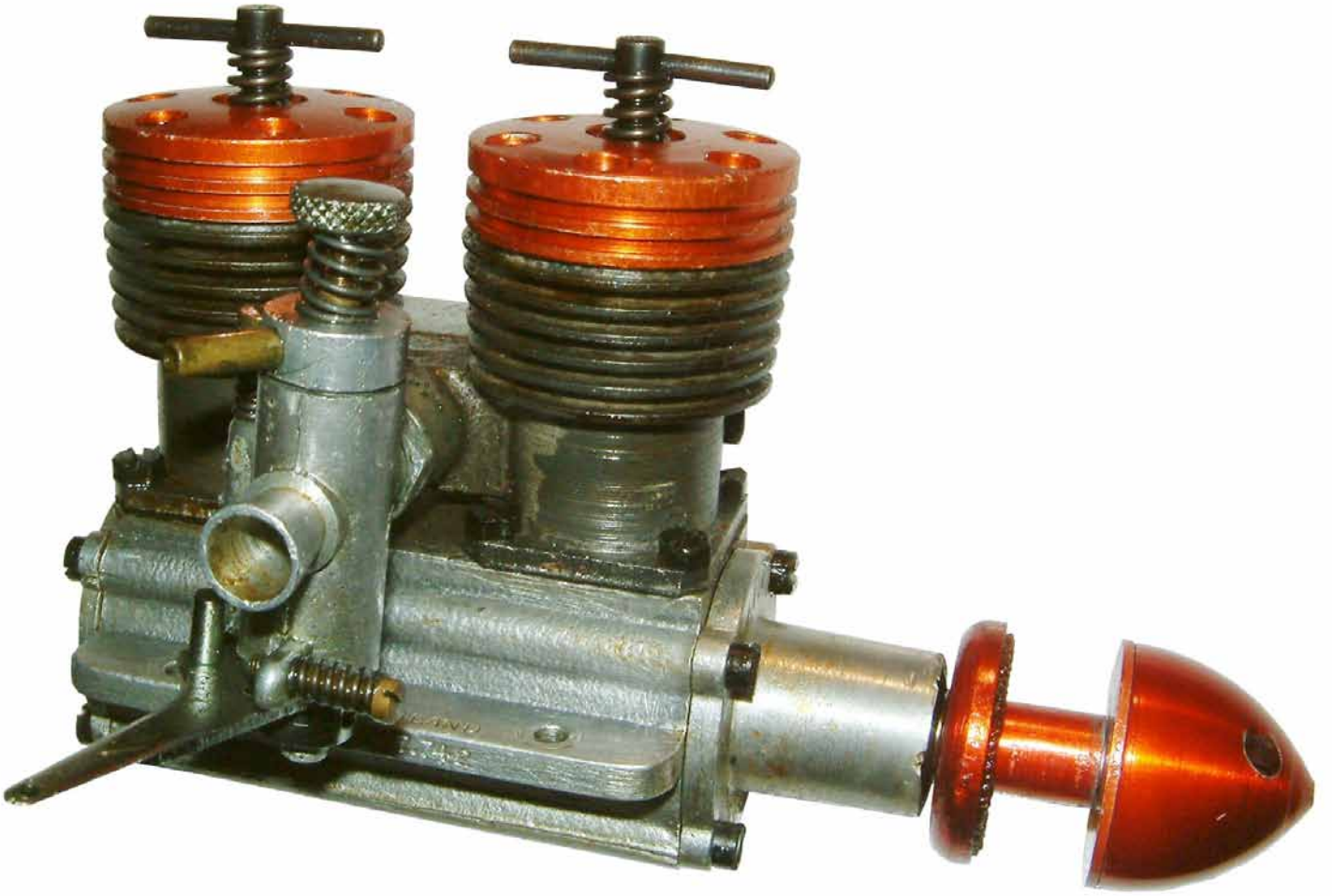


Super Tigre G24 .60 spark

Super Tigre G30 2.5 cc (1957)



Super Tigre G32 1 cc



Taplin Twin Mk II 8cc

That is the final engine for this year there will be another 96 added to next years special, but you'll have to wait a year. Carry on reading there's a few more pages yet.

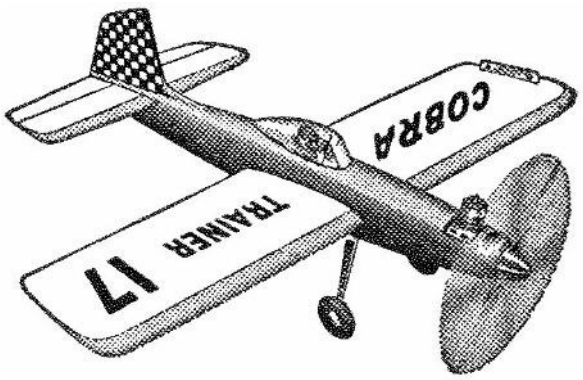
Now for something completely different.

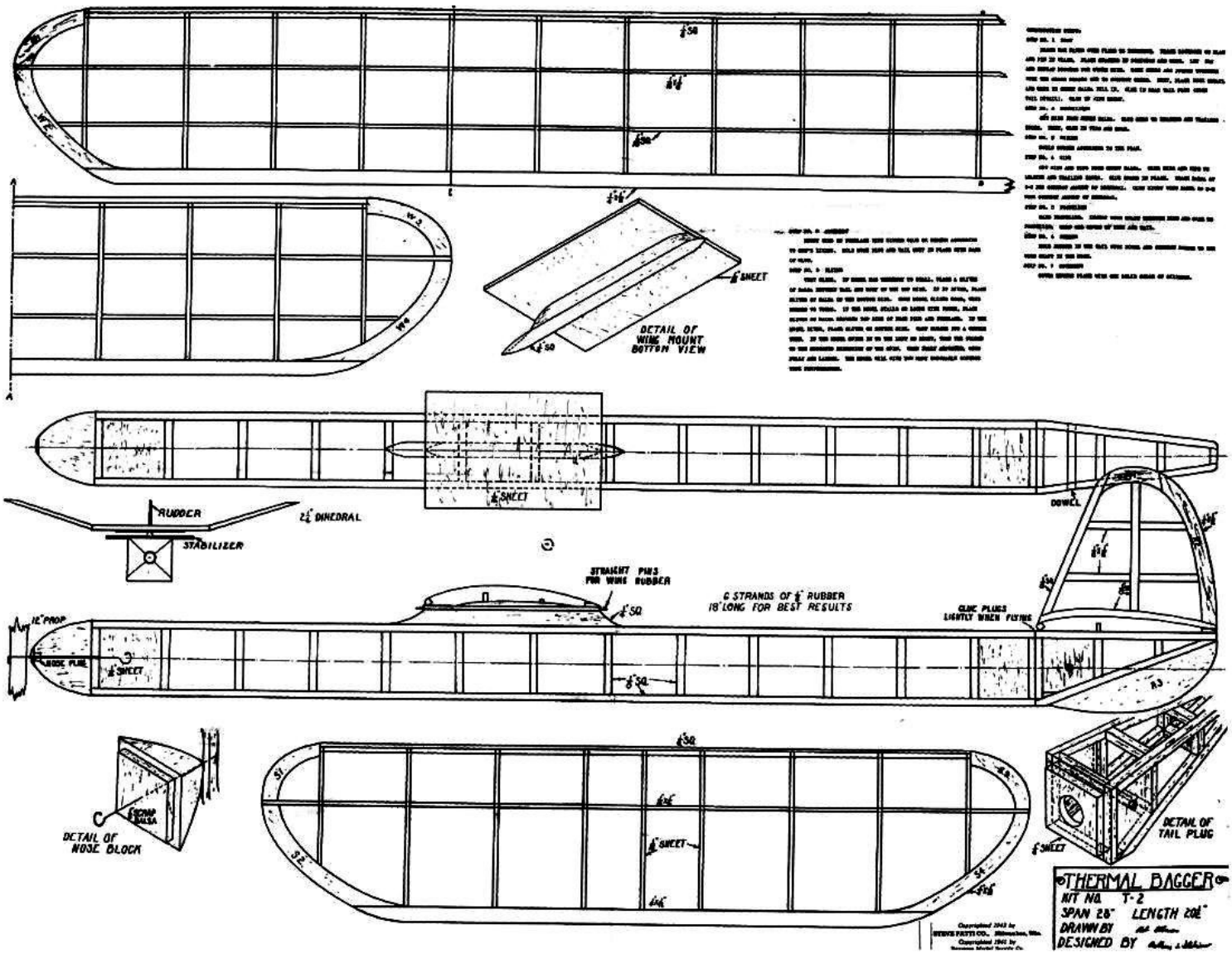
Following came from Roger Cooper regarding the engine photos *(I've included because his appraisal probably reflects many Aero Modeller's thoughts?)*

Don't they all look just fantastic? I need only to look at those American motors and I can hear them all over again in my mind - and smell them. Superb nostalgia!
We are undoubtedly technically very clever these days but there is something about the almost primitive raw power of these old engines, which I think most of us really miss if we are honest. The sound and the smell and the sheer fiddling to start them and tweak them up to full output is something electric motors, good as they are, can never give us. It was a challenge we really deeply enjoyed!
It is also fascinating to see what cracking bits of kit the Americans were turning out to fly model planes while we were embroiled in a very serious war. Their quality of workmanship was really good!
I know that back in the '50s we envied those who could afford these wonderful American Glo and Spark motors - would that we, as impecunious late teenagers, could have afforded to buy one. I never managed it and they still attract me!

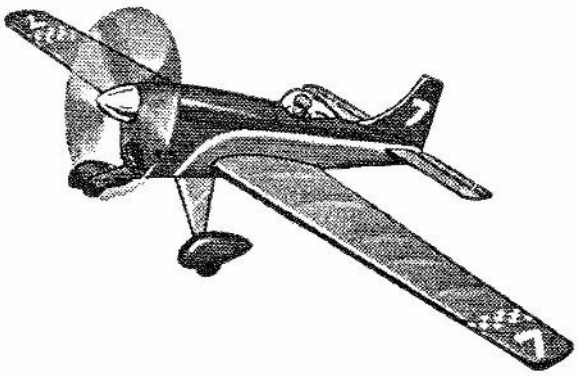
From David Kinsella

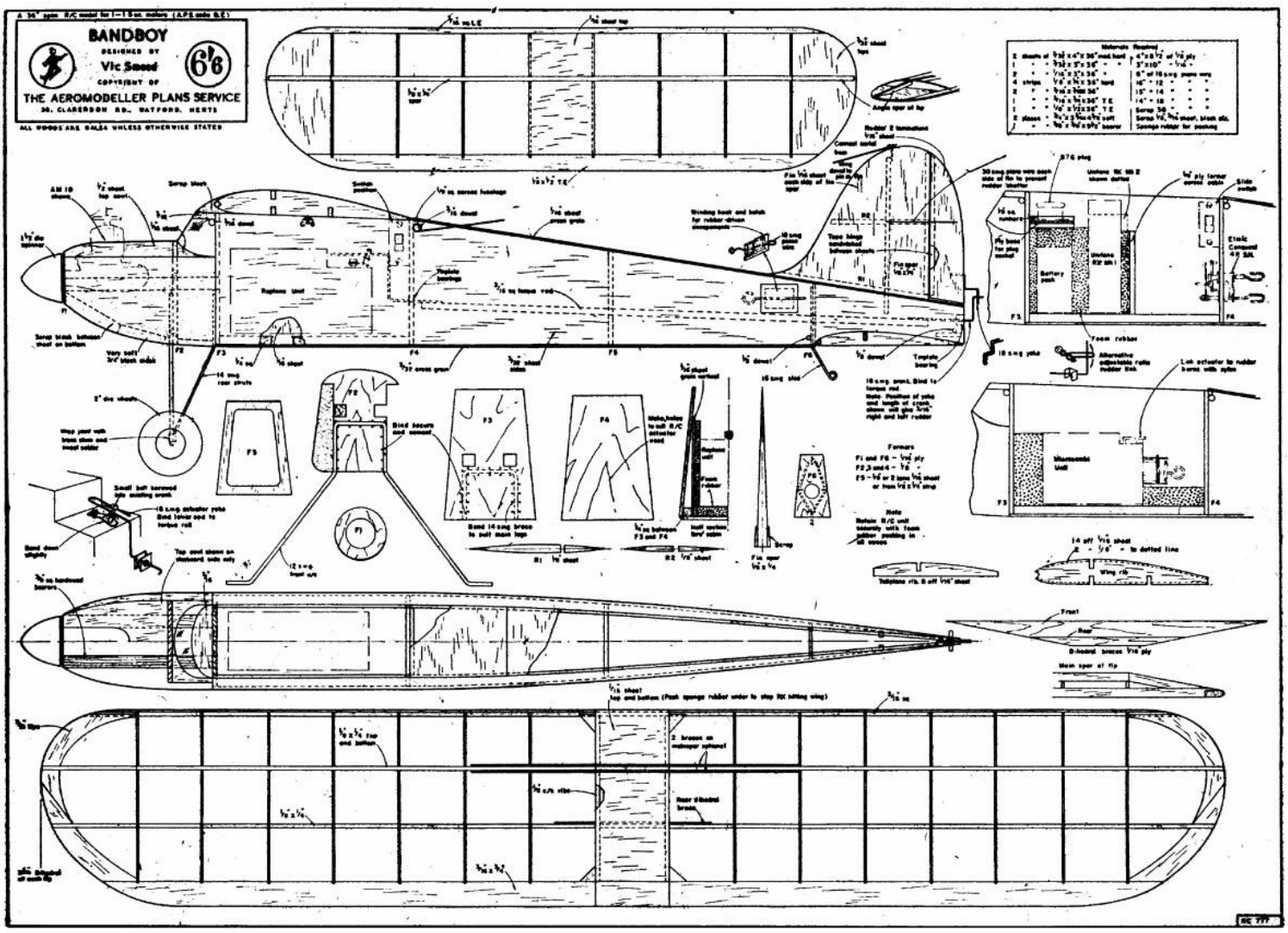
A Time to fondle
Whoever did write those wonderful plays - Bacon, the Earl of Oxford, Shakespeare himself or a mile of monkeys with typewriters - someone got pretty close to a question that concerns all collectors of model aeroplane engines: to fondle or not to fondle?
Beyond a certain point, 40 or so, most engines in a collection are hardly ever run. Plucking it from the case, bolting it up, selecting a prop, fuelling up and running the thing, all this - times 40, remember - would take an age.' And we all know what Napoleon said about time and the lack of it (roughly translated, @+1/8@@!Zz)
Personally (and these days they can't touch you for it) I'm outing myself as an engine fondler. The first sight of the thing. The reassuring weight of a big 60. The silky smoothness of the case, or sand-cast rough of a low volume masterpiece that feels like your chin before the daily grind of morning ablutions. And then there's the wonderful colours: red, silver, blue, gold, green, black, yellow, brown, white, bronze, copper and pink. Oh, the joy of it!
Lay out a few dozen on a table one evening and you're back in time with your final display of fireworks before their glorious exit on the 5th. And, if I may digress, the spirited showing in my neck of the woods last November was like a night bombardment ordered by Haigh or Kitchener!
And it's in the layout that time and again you thank your lucky stars that you chose bread and water and cardboard in your shoes to get that boxed with papers Dooling 61. As a famous stick in an auction room once advised me, always go for the very best you can afford.- even if you can't afford it! This dude declared for excellence and he was right. In time cash spent fades from the memory, but that shaved exhaust or busted lug will be with you until you exit feet first. Such things are so annoying.
Bliss is to fondle excellence. Good food returns and feet soon dry. And by your restraint a grand parade on a dull winter evening is yours. Clear the table! Now: red, silver, blue, gold...

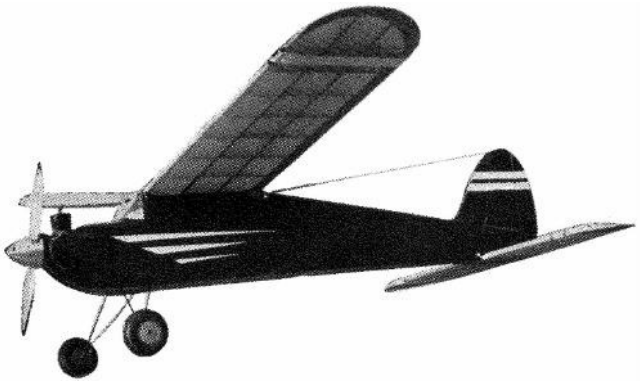




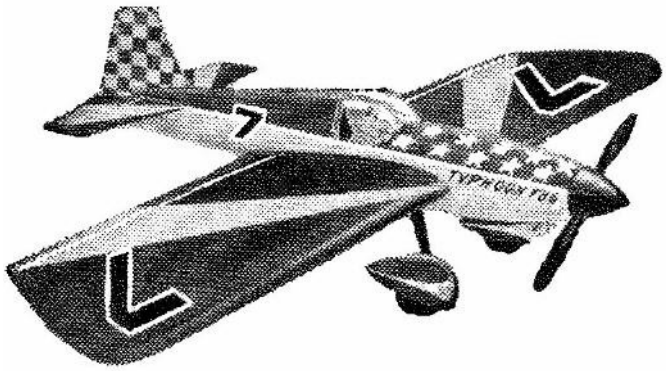
Thermal Bagger looks a straightfoward build, plan came from Alan Jupp



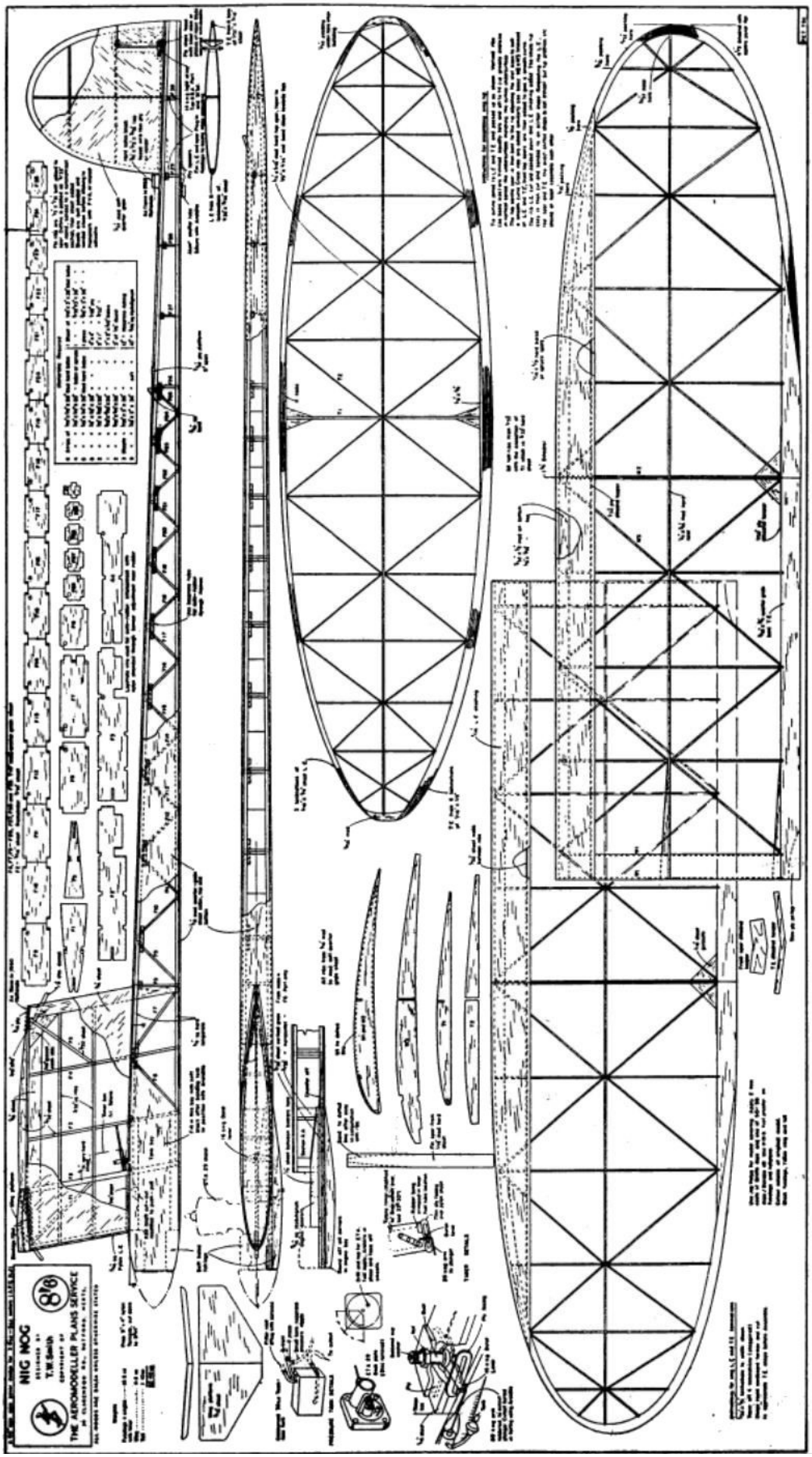




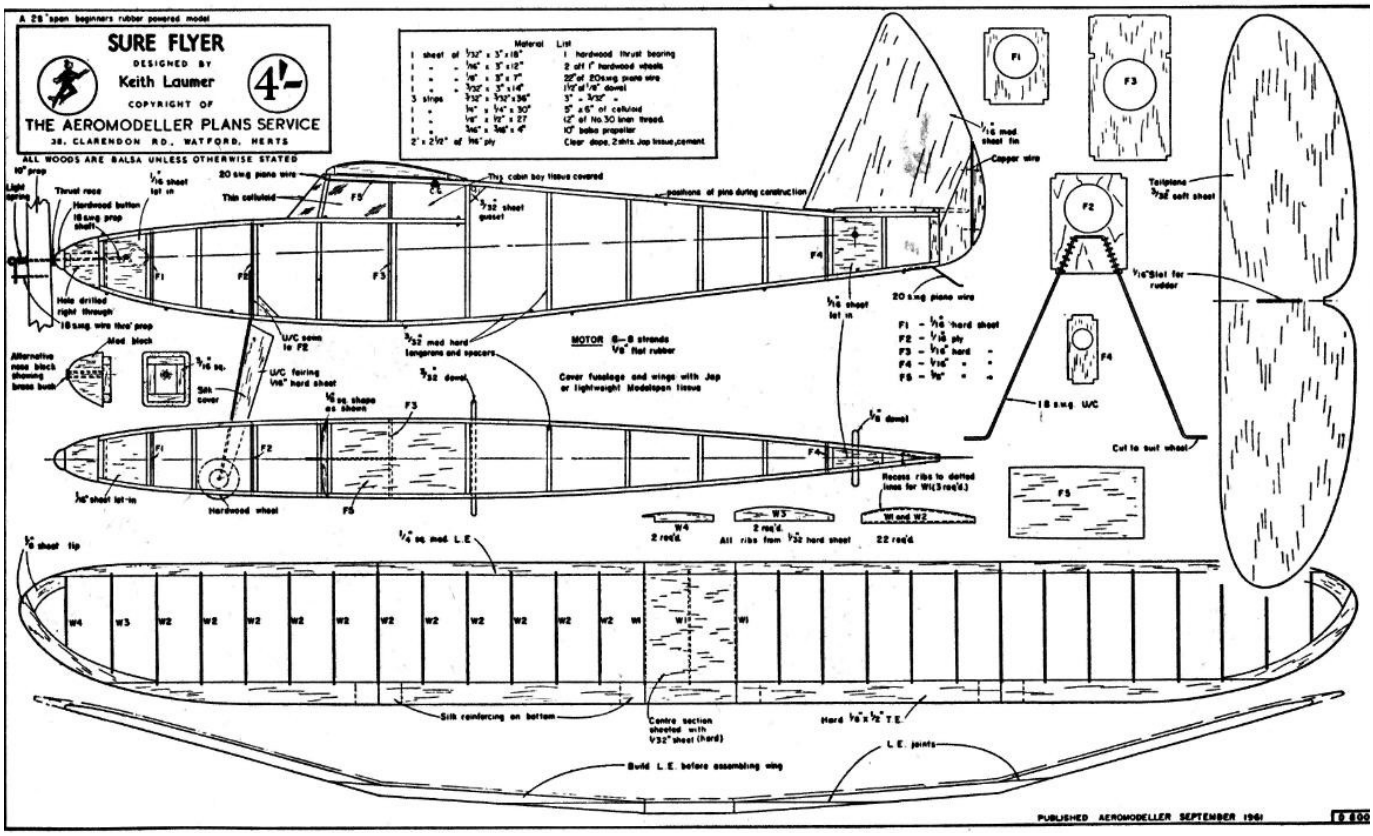
Vic Smeed Band Boy at 36” span FF or RC, plan shows an AM10. Aero Modeller January 1961.

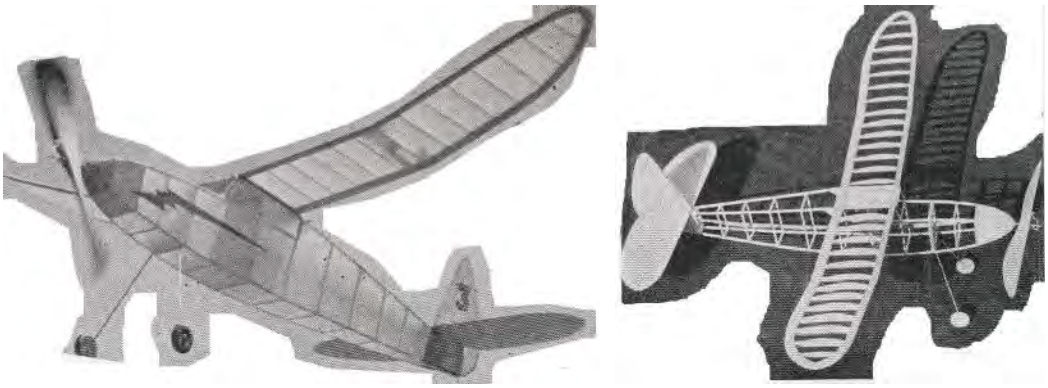


Don Still's Stuka for Fox 25, model weighs 30 ozs on 57 ½ ft lines.
47 ¼" span. Aero Modeller January 1961

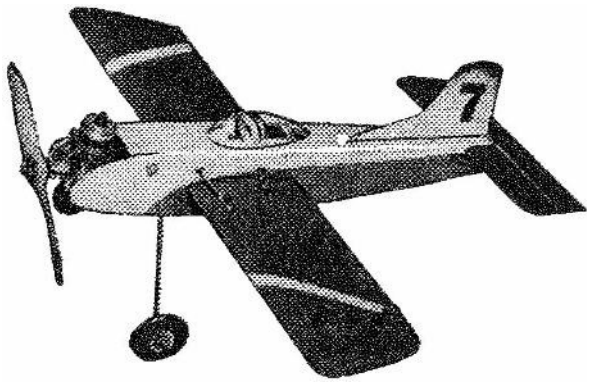


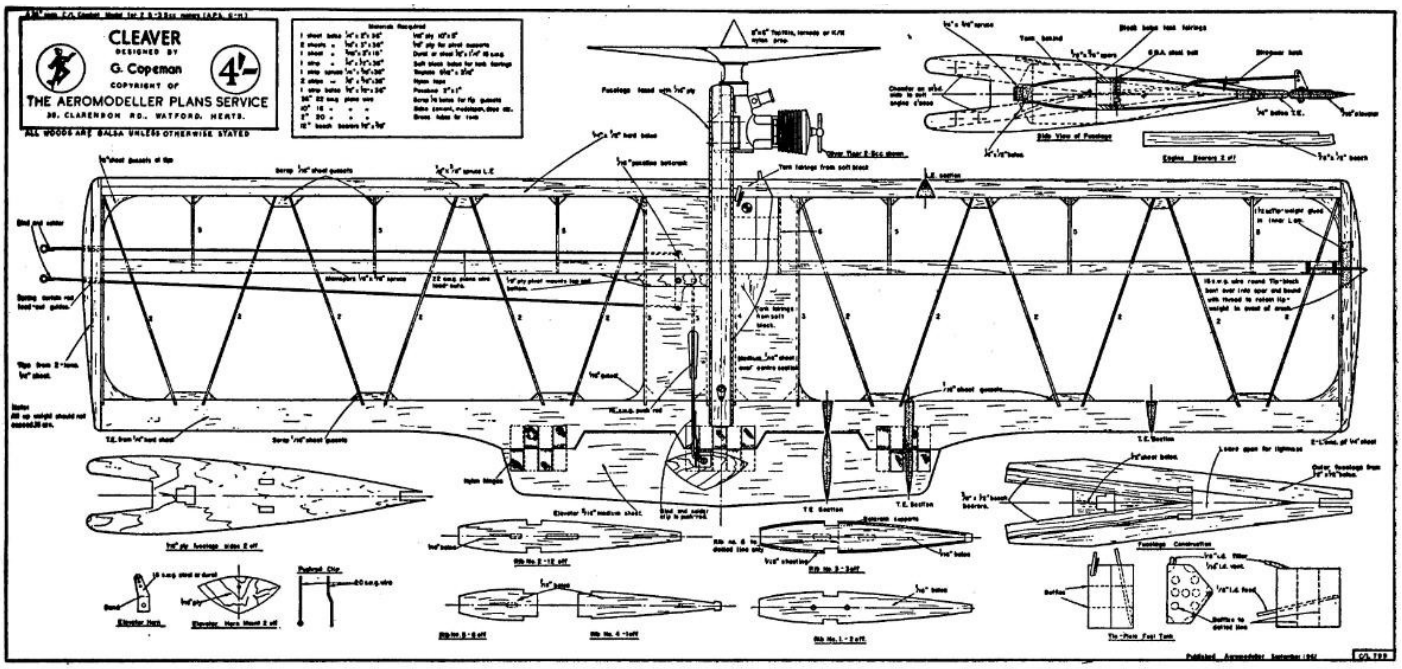
Nig Nog by Tom Smith powered by Eta 29 from Aeromodeller March1961

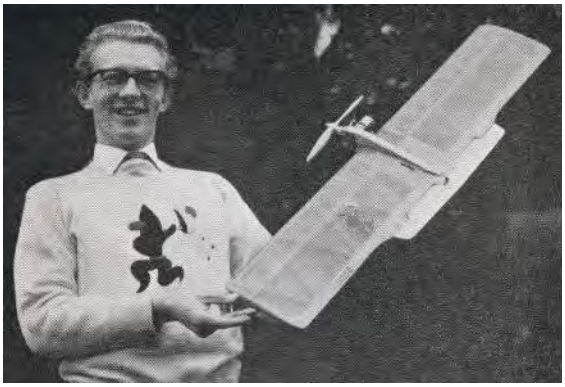




Sure Flyer a 28”/30” span rubber model by Keith Laumer for beginners. Aero Modeller September 1961. Dare I say it, basis of a comp at Middle Wallop? Let me know. (Plan says 28” article says 30”)







Cleaver by George Copeman for Oliver Tiger, Copeman tuned of course. September 1961 Aero Modeller

Just a last minute item the Frog Cirrus that appeared in last S&T is up for sale. If interested please contact Bill Longley tasuma@btconnect.com

Well that's it the end of The Special 2010