

Sticks and Tissue No 56 – July 2011

I'd like to thank all the contributors, without whom this newsletter would not be possible.

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

Thanks to Mark Venter back issues are available for download from <http://www.cmac.net.nz/>

Writings and opinions expressed are the opinion of the writer but not necessarily the compiler/publisher of Sticks and Tissue. The content does not follow any logical order or set out, it's "as I receive and put in".



In memory of Ray Page a great chap who died on Sunday 17 July 2011 and whom we'll miss very much, I certainly will

John Haytree

I heard from Adam Chambers that John Haytree passed away recently.

Many thanks to John Hoyle, Pauline Hook, Alan Holmes and all those who replied with details of person who took over John Haytree's business details as follows:-

John Walton
Motorvation Model Engine Repairs
Lansdowne House,
Unit 10,
Lansdowne Road,
Leicester,
LE2 8AR

http://motorvationmodelengines.co.uk/Home_Page.html

email john@motivationmodelengines.co.uk

Assistance required

Peter Michel, who lives in Epsom, asks

"Is anyone attending Middle Wallop in August who comes from Lancashire and would take back a model for collection by a third party?" peter.michel@btinternet.com

From David Danvers

I have come back to modelling this last 2 yrs mainly R/C scale. However as a youngster I did a lot of Control Line (as did everyone else), I always fancied building a KK Ladybird but never did. My friend Peter Nye (of EDF fame) flies a Ladybird at Lords Hill MFC in Wiltshire and I showed some interest, next came along an original KK kit from Peter which I promptly built, I have a PAW 06 fitted, which runs beautifully (that smell of ether never leaves you). The wind down here has been too strong for a flight yet, but I cannot wait to try it out.

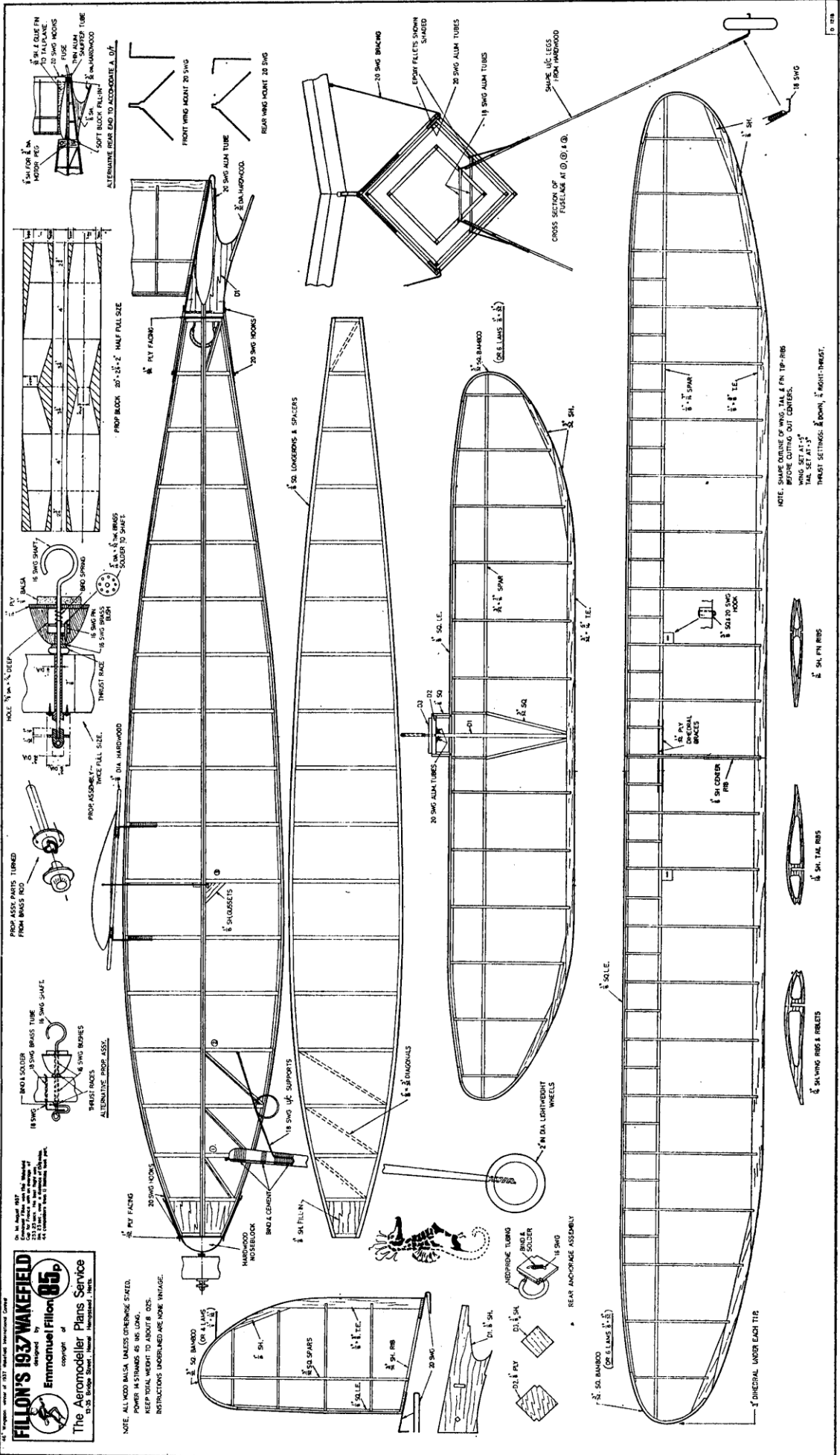




Eta .29 Mk VIc

NOTE: ALL WOOD BUILDS UNLESS OTHERWISE NOTED.
 POWER & STARTING AS IN FIG. 10.
 KEEP TAIL WINDING TO ANALOGOUS
 INSTRUCTIONS UNLESS OTHERWISE NOTED.

FILLON'S 1937 WAKEFIELD
 designed by
Emmanuel Fillon
 copyright of
 The Acromodeler Plans Service
 1501 BROADWAY, NEW YORK, N.Y.



NOTE: SHAPE OUTLINE OF WING, TAIL & FIN TRIP-RIBS BEFORE CUTTING OUT CENTERS.
 WING SET AT 1°
 TRIPLET SETTINGS: 1/8" DOWN, 1/2" RIGHT-TRIPLET.



Fillon's 1937 Wakefield from a 1974 Aeromodeller

THE 1937 WAKEFIELD International Trophy competition, held at Fairey's Aerodrome (better known nowadays perhaps as 'Heathrow' — where model flying is certainly no longer permitted . . .) was particularly memorable as being the first truly international meeting. Incredibly, M. Fillon, the eventual winner, still has the actual model today where he photographed it at his retirement home in the South of France. Vintage competition fliers will be pleased to know that this model certainly conforms with S.M.A.E. vintage rules — the plans were originally published in the December 1937 issue of the French magazine *Model Reduit d'Avion*. However, those who have a liking for vintage designs but not for some of the complicated and certainly out-dated constructional methods employed, should note the suggested alternatives marked on the plan where appropriate. These still retain the vintage 'flavour' without the hair-splitting accuracy demanded by some vintage contests. The choice is yours!

To recapture the atmosphere of the 'serious' competition flying of the day, what better than the following report, taken from the September 1937 issue of *Aero Modeller*? 'I am glad to be able to assist in this movement, a rivalry between nations which is pure enthusiasm and goodwill.' With these words Lord Wakefield further evinced his appreciation of the fine international spirit which aero-modelling arouses; the Wakefield International Contest on August 1st, won by M. Fillon, of France, with an average of 253.23 sec., was, perhaps, one of the finest examples yet seen. In previous contests the international atmosphere has been lacking in both entries and personal contact, foreign machines usually being flown by proxy. This year twelve nations entered, and of these nine sent men and machines.

The early morning weather showed little prospect, wet and a refreshing wind, and it was with dampened spirits that we made our way down the Great West Road in the early hours. The delight of the contestants can best be imagined when, at about 11.30 am, the sun broke through with ever-increasing intensity. (This seems a typical prelude to competitions, as we remember that the '36 trials in America were held under similar circumstances.)

To those 'not in the know' the constant arrival at the field of different foreign competitors was somewhat staggering; for so many years have countries made rash promises, and then on the actual day just the usual French, U.S.A. and British teams would appear! This year the world was represented enmasse, the countries entered being France, New Zealand, U.S.A., Sweden, Holland, Germany, South Africa, Belgium, Canada, and Norway. As was perhaps only natural, the Yankee boys come in for most of the attention. Frank



Zaic, perhaps the best-known modeller in the world, was one of the first to try out his machine. Very nicely built, it had twin rudders, monocoque fuselage, and a spinner.

Resplendent in peaked cap and uniform were Messrs. Fish and Bodle, Akron representatives, whilst Alvie Dague, of Tulsa, Oklahoma, and Mr Beadle-mann formed the remainder of the American contingent. Soon the 'golden voice' of Mr J. C. Smith, S.M.A.E. Competition Secretary, was heard over the 'mike' calling all contestants in, and, taking the opportunity of the 'lull' we made some sketches of the salient features of some of the foreign aircraft. Soon the competition was under way. First off was France. The designs were not unorthodox, having flat-sided fuselages, with airscrews of a design first made popular by early American efforts. All were finished orange, with French tricolour stripes running across the wings and fuselage. The climb was fairly slow but steady, and in the air the impression was given that a 4 oz. job

rather than 8 oz was flying.

The Swedish entrant provided the first surprise. Whilst he wound up a study of the machine was made. The fuselage was very long, with a resultant large cross-section. Mounted on the top of this was a wing of unfamiliar design to British eyes. Of fairly high aspect ratio, about 10-1, seventy-five per cent of the surface was flat with no dihedral. The remainder in the form of wing tips was sharply inclined upwards, and gave the machine perfect stability. Twin rudders were also employed. Mr Anderson then placed his machine on the board and released the prop. We were surprised! The model positively whistled across the ground and then pulled up to a terrific steep climb to about 200-300 feet. The spectacular nature of this flight earned a round of applause, and it was evident that some pretty stiff competition was going to be put up.

Next, the New Zealand entry had a little trouble and, unfortunately, had to retire.

Americans seem to have a perfect passion for making models at the last moment, and Mr. Bodle built his entire machine, bar the airscrew, while he was in England, staying up till 4 am on the Sunday to finish it. His second flight with it put up 199.4 sec. Of the American entrants two employed polyhedral wings, while the others were of conventional design. Mr Fish kept his rubber on ice to store its energy; he was using 26 strands of 3/16 in. brown rubber in a single skein turning an 18 in. x 1 1/4 in. x 2 in. airscrew. How the fuselage could withstand so much 'juice' is amazing! Mr Struck's machine, flown by Beadlemann, was a diamond fuselage job with a midwing-taper. When launched the torque was so great that after taking off the model performed two rolls vertically before straightening off to a steep climb!

Mr Fish was using a torque balance for recording the turns in his motor. The balance was hooked on to the propeller shaft, and when the requisite turns were obtained the balance weight would rise. A very cute idea!

The Belgians, of whom little model work was known, came to the fore with a vengeance. In general lay-out similar to the U.S.A. design the Belgian job had a climb just as fast and steep, with an even better glide. A Belgian entrant had a monocoque fuselage, spinner, spats, and a strut-braced wing, but unfortunately had some trouble with his rubber slipping the hooks.

The German entries were neatly built, and gave smooth, very fast flights, and appeared to be employing hardwood airscrews. One machine had an air-screw 20 in. in diameter. An unusual design of theirs which was not very successful, was a low-wing with knock-out panels, a peculiar flattened fuselage of large proportions, and a tail plane mounted high in the rudder. One of the German machines was timed out of sight overhead. It is of interest to note that they were using a synthetic white rubber.

Against all these fast jobs the English models took a back seat when it came to spectacular flying, although Mr. Leadbetter's machine was extremely fast. Mr Bullock had lost his original model in the Wakefield Trials, and had built an entirely new machine. This is worth mentioning, as his model was beautifully finished, with no trace of hurry or skimmed work. All control surfaces were hinged and the fuselage was faired to a round section with stringers. In the air the machine was a picture of grace, rising smoothly with no wobble or deviation, and making a large sweeping circle, climbing all the time. There was a complete lack of brute force about the design, and the durations he obtained were the result of sheer good flying. (Mr. R. Bullock won the trophy in 1929.)

Some excitement was caused by an unusual French entry coming to the take-off board. Employing two propellers running simultaneously, one at the front and one at the back, the aircraft had no wheels, but took-off quite successfully on three wire skids. Unfortunately, bad luck followed it, for just after taking-off the rubber burst or slipped its hooks, holes appeared in the fuselage, and, amidst a shower of wreckage, the machine fell out of control to the earth some 100 feet below! (It appears that 'push pull' designs require careful synchronization of air-screws, otherwise there is a tendency for the rear to slide round if it develops too much thrust.)

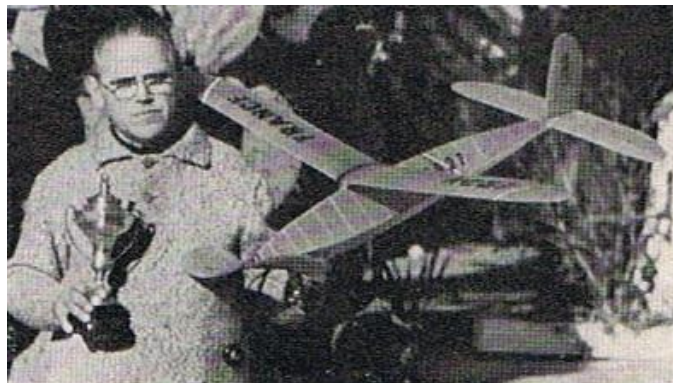
The Dutch team were fortunate in having with them the well-known modeller, M. Van Hattum, who, in conjunction with Pelly-Fry, produced a great number of designs some years ago. (M. Van Hattum also designed some excellent wing sections for model work.) The Dutch machines were very nicely built, mostly of the twin rudder type, a low-wing job which flew quite well, and a cabin job. They seemed a trifle under-powered, however, and their take-offs were rather laborious.

The Canadian jobs were exceptionally well finished; in fact, the one Mr Rushbrooke was flying was so neatly made that 'Rushy' must have felt quite at home flying it. The general design was a flat-sided cabin fuselage in glossy red. Wings, straight in centre, with upturned tips, flying surfaces finished with silver tissue; very fast performer. On one occasion we observed two machines in the air together, a French and U.S.A. The French job had struck a 'riser', and was going up rapidly. The other was only about 200 feet away and circling in the opposite direction, could get nothing at all, and was descending rapidly! (This serves to show how easily competitions are won and lost!) The sole Norwegian entrant was an extremely beautiful job, and was quite a surprise to many. The machine, however, was badly trimmed with regard to its line of thrust, with the result that the first burst of power was lost in a series of terrific stalls, after which it would level out and start 'going places'! Late in the afternoon, in order to speed up results, Mr Smith declared the contest free-for-all, and instead of coming in strict rotation it was a question of 'first come, first served'. This appealed mightily to the Americans, and almost as soon as the words were

spoken Bodle was out on the board with a couple of timers, and winding up! With things moving so fast it was almost impossible to check everybody's flight; in fact, on one occasion, five models were in the air together. M. Fillon, unaware that he had won the trophy, was scouring the countryside for it, and the model was eventually found by M. Denois, who returned in a highly excited condition, waving the model above his head! We must say that the trophy could not have gone to a more deserving winner, as the French have put up determined efforts to obtain the trophy for the past four years, sending a team of models and one man, M. Vincere, over to the States with the British team last year.

M. Fillon today seen in front of a magnificent cactus plant outside his South of France home. Same model as that in the heading picture too — how many others have models 37 years old, especially in such pristine condition?

(It is 37 years ago that this article appeared coincidence or what? JP)



WAKEFIELD CUP RESULTS, 1937

AVERAGE

1 E. Fillon	France .. 253.23 secs.
2 R. Bullock	Great Britain 194.53 ,,
3 R. T. Howse	Great Britain 193.46 ,,
4 Chabot	France ... 157.6 ,,
5 R. Clasens	Belgium ... 156.83 ,,
6 B. Anderson	Sweden ... 155.73 ,,
7 M. Mckinney	Belgium ... 155.05 ,,
8 G. Stark	Germany ... 151.83 ,,
9 K. Schmidtberg	Germany ... 147.65 ,,
10 A. Dague	America ... 145.1 ,,



ENTRIES

South Africa 4	Great Britain ... 6
Canada 3	Holland 5
New Zealand ... 4	Germany 6
France 6	Belgium 3
America 5	Sweden 5
Norway 1	

A Good day for the R/C Vintage fliers By Tony Tomlin

After the miserable weather conditions suffered by the R/C Vintage fliers [and most others] at the majority of events in 2011, we all hoped for a good day on Sunday, 10th July. This was the date for the Vintage and Tomboy day kindly hosted by the North Berks Radio Model Aircraft Society at their excellent site.

We were not disappointed in any way, with the sun shining for the majority of the day, only a light breeze and an all day barbeque, plus a proper ladies toilet [much appreciated!]. Considering this was a new event for the club there was a fair turnout of the normal vintage models, plus around 18 Tomboys, both 36" [Tomboy 3] and 48" [Tomboy Senior].

There was an interesting variety of other models including a 1932 Bowden Bee, Quaker Flash, Falcon, Matador, Spook, Elf Biplane, Halifax Hermes, Ionosphere MK21, Cutlass, Junior and Super 60s and many others. During the day there were generally 2-3 models in the air, most of the time, the fliers making use of the ideal conditions.

Tomboy 3

Eight keen fliers were entered for the Tomboy 3 competition. This called for a Vick Smeed designed, 36" Tomboy, fitted with rudder and elevator control and powered with a Mills .75 with its integral 3cc tank. The fliers had to achieve two preliminary flights of 4 minutes or more to qualify for the mass launch flyoff. Unfortunately this was reduced to 7 as Dave Stock, a regular Tomboy flier, suffered a nasty injury to a finger whilst starting his engine, necessitating a visit to the A+E dept. of the local hospital.

The remaining 7 all qualified, with some good times, as lift was abundant in the morning. All the fliers, with the exception of Brian Ball flying in his third event, were regular Tomboy fliers. They were John Strutt, Tom Airey, Jeff Fellows, Tony Tomlin, Derek Collin and Stephen Powell. Nick Skyrme was the starter and, as the start board was rapidly lowered, all the models got away climbing quickly. Stephen Powell was soon in trouble with a short engine run and was down at 2mins 30secs. At a little over 2 minutes the air became quiet as the models used up their fuel and entered the glide part of the flight. It was then apparent that there was very little lift available and the majority of the models were descending rapidly. Tom Airey and Jeff Fellows were the lucky ones having found some good air. Derek Collin was down at 4mins followed by Tony Tomlin, John Strutt and Brian Ball all within a 45 second period. Jeff Fellows was next at a little over 6 minutes with Tom Airey claiming first spot, 5 seconds over 7mins.

Results: 1/ Tom Airey 7min 05secs, 2 /Jeff Fellows 6min 03secs, 3/ Brian Ball 4min 45secs, 4/ John Strutt 4min 32secs, 5/ Tony Tomlin 4min 28secs,
6/ Derek Collin 4min 00secs, 7/ Stephen Powell 2min 30secs.

Tomboy Senior

The number lined up for the Tomboy Senior flyoff was as for the Tomboy 3 event, with the exception of Jeff Fellows, the numbers being made up by Jeff's son, Andrew. This class is for the Tomboy scaled up by one third and fitted with a Mills 1.3cc with a 6cc tank. As Nick Skyrme gave the start signal, all the models climbed away, all close and appearing to fly slower due to their greater size. John Strutt led the way, closely followed by Andrew Fellows and Tom Airey. The others, with the exception of Tony Tomlin, were all at an estimated 600 feet, around 200 feet below the others. Tony was in difficulty, unable to climb with what was proved to be the all important piece of packing required for trim, residing in his flight box and he was soon down, at a little over 3minutes! The other six were in two distinctive groups of three and now were gliding. There were a few patches of weak lift around but only the three higher fliers seemed to be able to use it. Brian Ball was first down at 6min 23secs followed by Derek Collin, 21 seconds later and Stephen Powell at a few seconds over 7 minutes.

The final three were close, but Tom Airey was unable to achieve his success in the Tomboy 3s and landed at 8 min 02secs, followed by second place man, Andrew Fellows, 20 seconds later. A beaming John Strutt landed 30seconds later to a ripple of applause from appreciative onlookers.

Results 1/ John Strutt 8min 32secs, 2/Andrew Fellows 8min 22secs, 3/Tom Airey 8mins 02secs, 4/ Stephen Powell 7min 06secs, 5/ Derek Collin 6min 44secs,
6/ Brian Ball 6min 23secs, 7/ Tony Tomlin, 3min 17secs.

The prize giving took place a little later in the afternoon with the Tomboy awards being awarded by the club chairman, Paul Goddard. There was also a presentation of the club vintage cup for the best vintage model built and flown by a club member.

This was presented to Richard Voller for his very well finished 1937 Elf Biplane designed by Frank Ehling. It was also announced due to the popularity of the meeting that the club committee would be pleased to host another Vintage and Tomboy meeting in 2012.

All thanks go to the club members for making the guest fliers and other visitors very welcome and for organising an excellent meeting.



John Strutt winner of Tomboy Senior, seen here with his very smart Tomboy 3



Nick Skyrme with 1949 Halifax Hermes scaled at 1.7-1.0 OS 25 FX (See advert below)



1937 Elf Biplane designed by Frank Ehling and built by Richard Voller and winner of the Vintage cup.





General line up



Derek Collin and his Tomboy 36

HERMES



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A sleek Power Duration Model of exceptional design and Contest Performance, suitable for all types of motors around the 1-1.5 c.c. class.

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- ★ Rubber Powered Model
- ★ Power Model Aircraft

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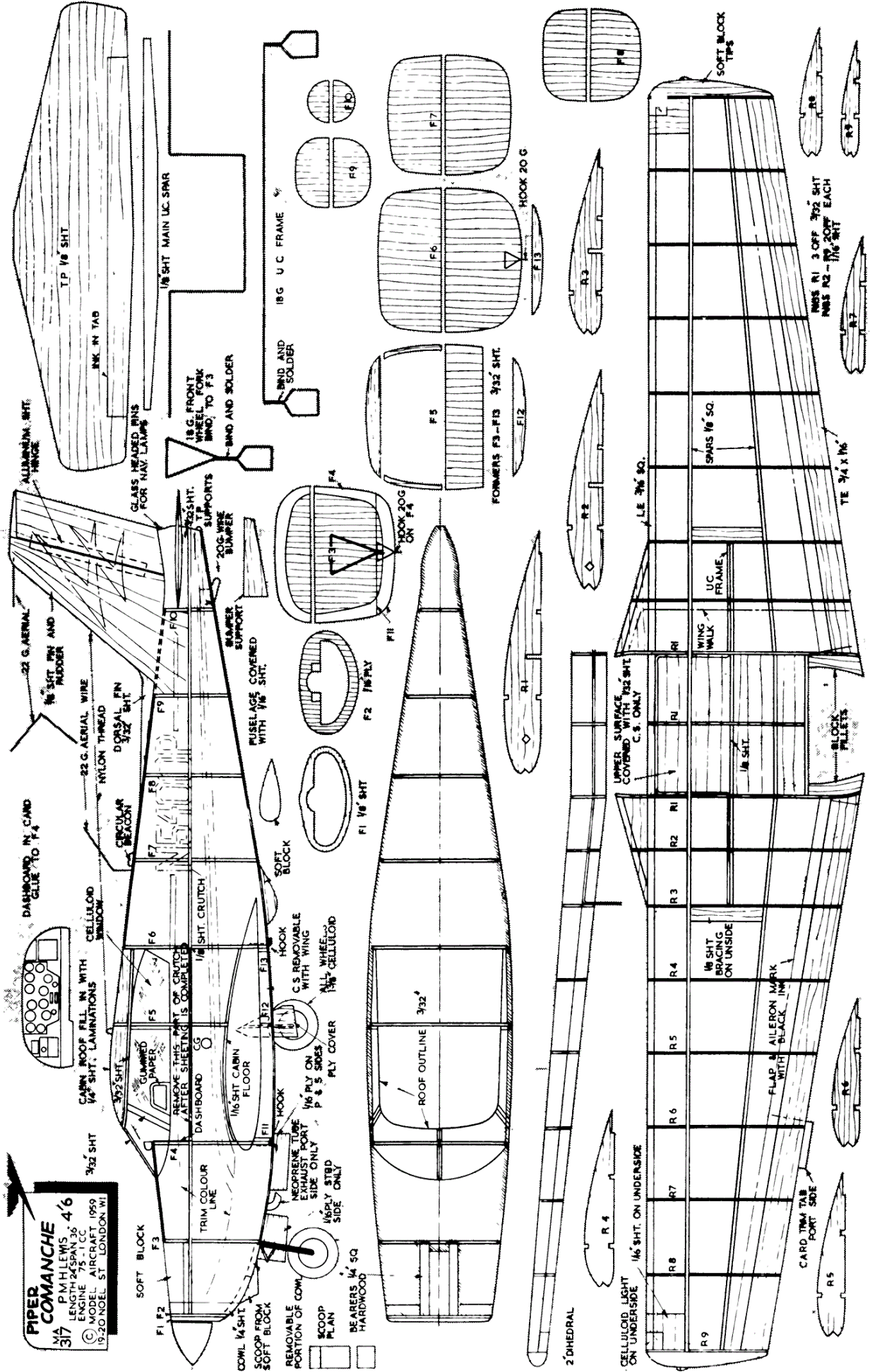


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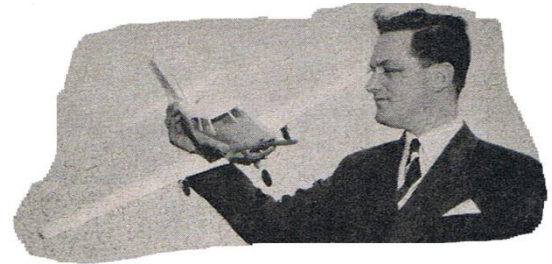
Piper Comanche by Peter Lewis a free flight model of a popular light plane. From November 1959 Model Aircraft

A DREAM-COME-TRUE is how Piper describes this elegant new combination of their many years of experience in the light 'plane field, and the same description holds good for this stimulating F/F Comanche replica.

Scaled to the popular 1 in. to 1 ft. size, this sleek low-wing design accommodates a 0.75 to s c.c. engine for optimum performance.

Fuselage

Medium weight 1/8 in. sheet is used for the crutch and it is shaped to the outline shown in the plan view. The engine bearers are now cut from 1/4 x 1/4 in. hardwood and cemented firmly in place, adjustment to their spacing being made, if necessary, to suit your engine. Former F2 is made from 1/16 in plywood and is pinned and glued to the front of the bearers. It is then faced with the 1/8 in. sheet F1, after which the remaining full formers, F3 to F10, are cut from 3/32 in. sheet and cemented in their positions on the crutch. Add the pair of 3/32 in. sheet tailplane supports and the 20G wire tail bumper on its 3/32 in. mounting. Make incisions across the crutch at the rear face of F4 and the front face of F6 to facilitate the cutting away of this part at a later stage. F3 carries the 18G wire fork for the nosewheel. Cut the cabin roof to shape from 3/32 in. sheet and cement it in position, supported by the cabin side frames below. Before covering the fuselage, add the tailplane and fin. Both are cut from 1/8 in. sheet and sanded to section. The tailplane is mounted on its supports, followed by the fin above it. At the same time, add the rear fairing of 1/8 in. sheet which is securely cemented just below the rudder. The fuselage is now ready to receive its covering of 1/16 in sheet aft of F3. As the sides, top and bottom possess gentle curvature, as much area as possible can be covered in one piece at a time, leaving just the four corners to be filled with narrower strips curved by heating or steaming. Use soft block for the tail fillets and 1/4 in. sheet on the cabin roof. After fitting the engine mounting bolts, build up the cowling area above and below the crutch with 1/4 in. sheet, making the underside removable. On completion of the fuselage skinning, sandpaper the structure until it is smooth. Cut away the section of the crutch in the cabin, leaving about 1/8 in at the sides, and line the curvature of the wing section across the fuselage from wall to wall with 1/16 in. sheet. The rudder is now joined to the fin with a hinge insert of thin aluminium.



Wings

These are made in one piece on the plan by pinning down the 3/16 x 3/16 in. leading and 3/4 x 1/16 in. trailing edges. Add the 1/8 x 1/8 in. lower spars followed by the ribs of 1/16 in. sheet. Note that 3/32 in stock is used for the root and centre-section ribs. Add the upper spar and then the soft block wing tips, and then set the dihedral of 2 in.

When the wings are set, remove them from the plan and install the under carriage frame. This is shaped from 18G wire and is fitted with the 1 3/8 in. dia, celluloid wheels before binding to its pair of spars and cementing to the centre-section. The 1/32 in. sheet covering of the upper surface of the latter is next carried out, followed by the addition of the small formers, F11 to F13, on the underside. These are then sheeted



over with 1/16 in. stock to fair in the lower portion of the fuselage.

Covering

The main structure of the Comanche is now complete. Using sanding sealer and sandpaper, ensure that the model is as smooth as possible. Cover the fuselage, wings and tail with light-weight tissue. Water spray the wings and, when dry, give two coats of clear dope to the whole model, following with the same number of applications of coloured dope. Note that under the new regulations the registration of U.S. private civil aircraft now appears in large letters and figures on

each side of the fuselage alone. Standard Comanche

colour schemes are in Daytona white overall with the alternatives of trim in Bahama blue, Hershey brown or Santa-Fe red. N5165P is in the white and blue finish, while N5100P is yellow overall with blue trim.

Details

The dashboard is drawn on card and glued to F4, and the cabin windows are added from sheet celluloid 1/16in. plywood is used for the wheel covers which are pressed and glued into the cowling and the wing blocks. Nylon thread and 22G wire aerials are added to complete the model.

AQUABIRD[ground effect aircraft] from Michael Burke



SENNAPOD

A winning combat model designed by Eric Clutton

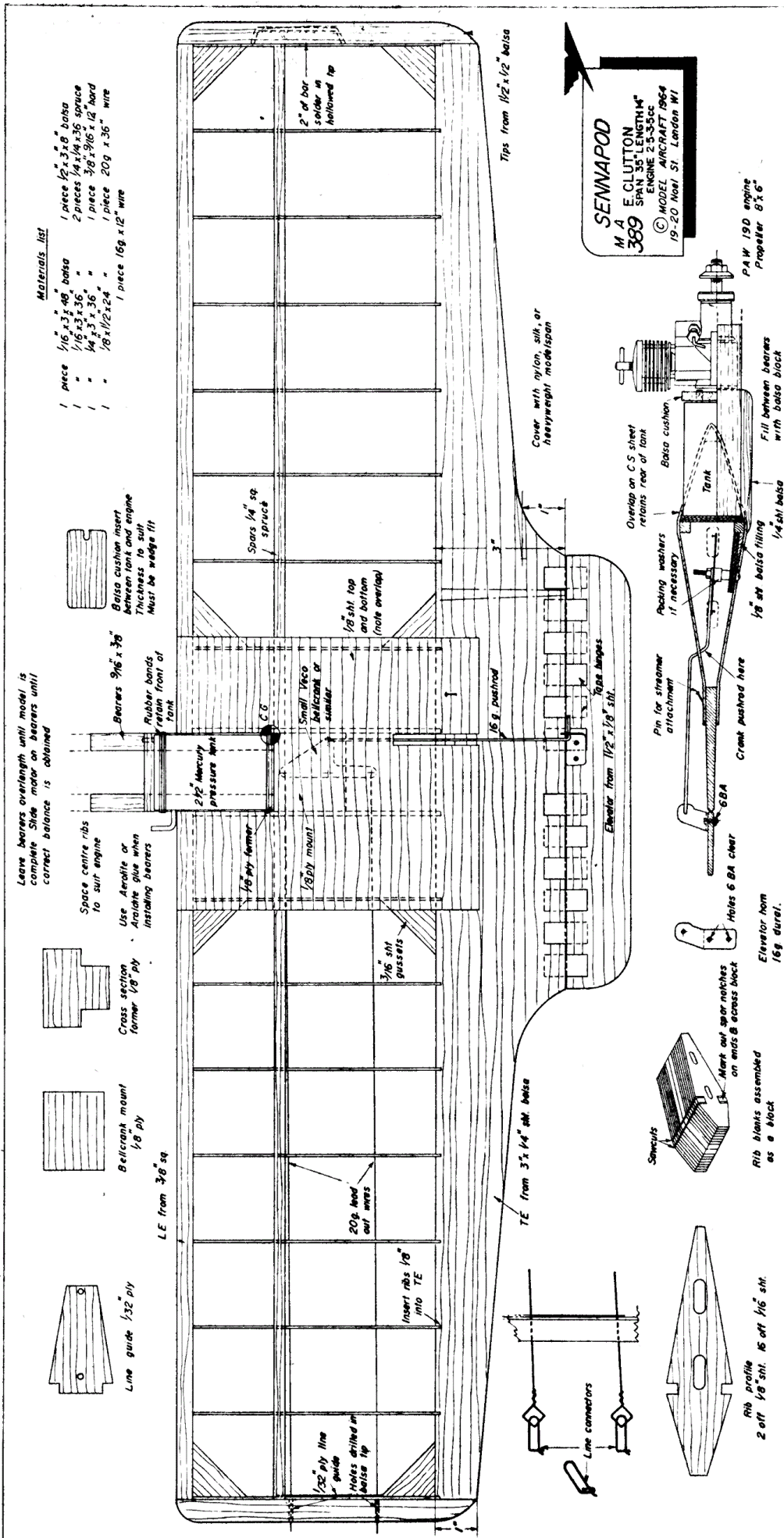
From Model Aircraft
March 1964

Having made a number of combat jobs, all of which proved lacking in some way or other, I wrote down the following list of desirable "combat" features and designed a model around them.

1. Tough
2. Simple
3. Quickly built
4. Easily repaired
5. Fairly fast
6. Extremely manoeuvrable
7. must hold lines really tight at all times.

The model which was built to meet these specifications is presented here. For instance, besides being very quickly built the model has several other useful features. If the tank should spring a leak it is replaceable in a few seconds, there are no tubes in the wings tips to jam the lines, and my elevators never come adrift!

With my favourite PAW 19D up front, the model fairly zips round all the usual aerobatics and some not so usual. Owing to the rearward bellcrank pivot, the lines are so tight that it is possible to tell where the model is even when it is behind you—a highly desirable feature during a line tangle!



Construction

Mainspars are cut to length from 1/4in. square spruce and rib stations marked off. The leading edge is left square and overlength and the trailing edge is cut from 1/4in. sheet balsa and the notches cut for the ribs before it is planed down to 1/8 in. thick at the rear. A master rib is cut (without spar notches) from hard 1/16 in. balsa or ply and used as a template to cut all the ribs, which are then lined up in the form of a solid block and held together with a few pins from each side, with the two 1/8 in ribs in the centre. The spar notches are now marked and cut with a junior hacksaw or similar, and finished off with a small file. The 1/4 in. sq. spar should fit snugly and flush in each recess in the "block." Smooth off all faces of this block of ribs, with particular attention to the ends, which must be square with the ribs. Before removing the pins and dismantling the completed ribs, make two guide lines on the block as shown on the plan. These make it easy to keep the ribs in their correct relative positions—a good way to avoid warps!

Place bottom spar on-building board and glue ribs in position making sure they are upright. Add top spar and trailing edge. When dry, add LE and gussets. Reinforce all joints with a fillet of cement.

Carve L.E. to section and add 1/2 in. tips (after embedding weight in outboard tip) sand these to shape after fitting.

The bellcrank mount can now be glued in position and bellcrank and leadouts fitted. The elevator pushrod is cranked to clear the T.E. The 1/32 in ply line guide is glued to the inside of the inboard end rib.

The 1/16in sheet centre section planking is now added, being simply glued over the top of the ribs and L.E. & T.E.—note overlap on ribs.

Fit elevator and cut pushrod to correct length to fit. The centre section former and bearers can now be fitted, using an epoxy glue such as Araldite. Fill in between bearers with balsa block and complete details.

Cover and dope complete model, place tank in position, and slide motor with prop back and forth on bearers until correct balance is achieved—this is important! Now drill bearers and bolt engine in position —note sidethrust. Fit balsa cushion between tank and motor. This is partly to hold tank in position and partly to preserve the tank in the (unlikely!) event of a crash.

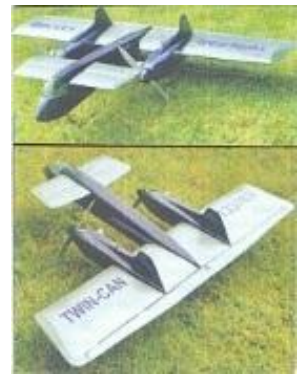
The diamond section wing on this model has amply proved itself in local competitions—to such good effect that it has been adopted as our club (Five Towns M.A.C.) model.



David Kinsella's Column

How About This!

We open up this month with a fine model from Jim Abbott of BartonMFC. Great in the air and reminding me of secret weapons built and not built during the last war (good books cover this stuff) Jim's Twin-Can has a span of 39 ins, is close to 3lbs and charges forward on 9x5 props driven by ASP 2Is. Colour is perfect for a threatening device in the combat zone! A treat to see an unusual model, beautifully built of course, its roots to be found in Design For Aeromodellers published in 1955. Full marks, Jim!



Snip From Eagles Dare

Need at the BBC for a name to cover a great occasion, Graham Jenkins suggested his brother Richard Burton. When the movie star arrived he was introduced to a fan of the WW2 adventure lead by Burton and Clint Eastwood (1968). Shaking hands, Richard Burton leant forward and whispered "Broadsword to Danny Boy.....Broadsword to Danny Boy".

McCoy Matters

Woody Bartlett of Galesburg USA is strong on great engines. Recently he's offered the Red Head McCoy 60. To land one in the UK would cost some £330. Taller than the Dooling 61 and more colourful too, as we know the Series 20 arrived in a blue tin box when Dick McCoy was at the helm. As tested by Dick Roberts (we all enjoy his column in SAM 35 Speaks) good replicas were built by Arne Hende and came with a certificate from McCoy himself. Not easy to find these days. Woody's number is 269 665 9693.



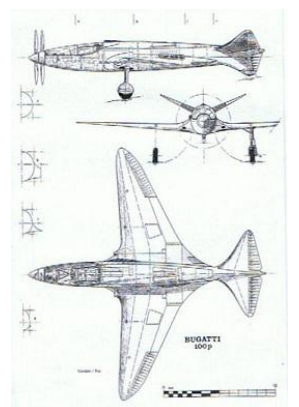
Expensive Tin

Wallis & Wallis are toy and model auctioneers of Lewes, Sussex. Sales are frequent and catalogues for £7.50 may be ordered on 01273 476562. Good toys are serious business, particularly tinsplate liners and battleships of 3ft which regularly hit five figures. (supply limited due to losses at sea and rust!) and good Meccano aeroplane and car kits doing nicely too. Several books on the subject have been published by New Cavendish, an overview in The Products of Binns Road by old friend Peter Randall being an excellent primer.

Bug Racer

Another fine 3-view from Gordon Rae's book (Traplet Publications 01684 588500) shows the

Bugatti-powered racer of the 1930s, these days restored and on show at Oshkosh USA. Striking in traditional Bugatti blue and powered by two 8-cylinder engines amidships driving contra-props, the design may well fly again - in replica form! After careful study of the original, a team headed by an ex USAF pilot is well on the way with a brand new Bugatti100P. Replicas for land, sea and air abound these days and bring enjoyment (but not always so on the old car scene of years ago!)



Filton's Famous

Here's Bader's view of the Bulldog. Domestic switches to left and right, the big RPMs dial is cranked over to the left to warn that a vertical needle indicating 2000 meant danger! The Jupiter was drawn to run at 1700, 1870 rpm for a maximum of 5 minutes. Such simple times, my copy of the Bristol Jupiter handbook only goes to 103 pages the engine itself almost within the scope of a good garage. Standard weight dry was 730lbs and the famous 9-



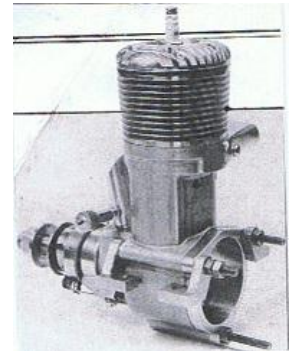
cylinder ran on a Petrol/Benzol mixture and was lubricated by Castrol R. Employed around the Empire by the RAF and Imperial Airways, are there one or two hidden away in forgotten buildings and stores?

Coming Down

Dickens married at a fine church in Chelsea. Part of a Dalmatians movie was shot there and a huge service celebrated the life of fighter pilot Cocky Dundas. But long ago it witnessed the last flight of The Flying Man. In a contraption with flapping wings, he was hauled aloft by a rope attached to a balloon. Eventually a knife cut him loose, furious activity on the way down not softening the blow when The Flying Man hit Sydney Street, scene of the Churchill-attended siege. Unlike Peter the Painter our pilot cashed in his chips amid the wreckage.

Orwicks

In the early 1980s Dunham Engineering of Wigan made replicas of high quality Tall and elegant in emerald green with polished cooling fins, the 10.6cc Orwick was perfect to fire up or fondle and turned my crank as soon as I saw it. Made in the USA by Henry Orwick and campaigned by Bob Palmer and J C 'Madman' Yates, in the 1930s larger at 12cc plus, Dunham turned out a super job complete with the optional feet for beam mounting and uprated in power, engineering and finish. Snapped up via agents in Texas and NSW Australia, few are seen these days and it's easy to see why. They also made a fine Mills one bought by me on a day in Swindon.



China Station Days

When doings across 11 1/2 million square miles of the Empire were determined over gallons of crusted port consumed in the sacred bow window at White's, top chaps in the services lived in style: HMS Hood carried an AC car for trips ashore, Cardigan took his yacht to the Crimea, Beatty with five houses designed his own uniforms and like Fisher enjoyed magnificent cabins, Curzon lived like a lord in India and was one, Kidston took his motorbike in his sub and Bader remarked that the RAF was the best flying club in the world. Broadhurst regarded his black Hurricane as personal property. It's a bit different now!

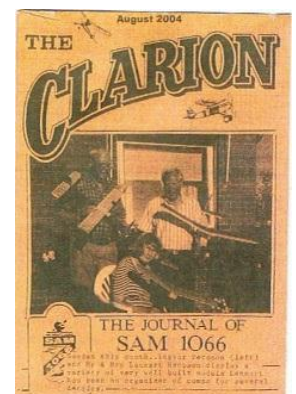
The Big Wing

A while ago I mentioned to Brian Lever that unusual machines would be a good idea. Not Hume's Jabberwocky perhaps, but along the lines of Fourth Dimension and Pluto there's Long John, a 42in span VTR drawn by Cheeseman, Bassett and Greenough and published in 1960. Are any of these 'walking sticks' flying these days? As covered in Ron Moulton's Control Line Manual (pictured in March) Dick Edmonds and churns built a few. Here is my Fourth Dimension (Rivers 3.5) built by Alan Walker.



The Jenny Man

A prime mover on the UK Vintage scene and founder of SAM 1066 and The Clarion, David Baker - Dynamic David as Ron Moulton called him- grabbed me at Wembley long ago and showed me the models on his SAM 35 stand. I signed up at once, joining him a few years later on the huge stand set above the entrance to the MEE and which appeared in the heavyweight press. Reinforced with tins of beans I did every day, John of RPMAC reminding me of the event. Finding this spare Clarion reminded me of David, known to thousands on either side of the Atlantic and beyond and who's favourite aeroplane was the Curtis Jenny. At the huge Christie's sale in 2004 he spoke of his hopes for a club-owned flying field and possibly a museum. His SAM Champs at Middle Wallop were a triumph and he was an early member of the SAM Hall of Fame of the USA. Like me he had a love of Italy and the United States and I still have the bottle of House of Commons whisky he gave me an age ago. Everyone knew David.



Hydros

The Model Hydroplane Club put on an impressive show at the MEE this year, a number of models dating from the dawn of the sport. Basil Miles of ED was a keen model boat man, making engines and hydros which survive. Speeds are impressive: 154.9mph in the airscrew class, 122.6mph for flash steam. Several meetings are held around the country, the last in October, and Secretary Arthur Wall (01214 757392) will be happy to advise.

Long's Lovelies

Ken Long drew up some super VTRs. In plan and pictured (S&T No 53) several in their classic finish could be spotted a mile off. Scaling up or down, as a 1/2A, B or C, the Dalesman and the Tigress look great. The well known picture of Ron Moulton with his Sir Stirling Moss biography also features a Ken Long Dalesman built as a Class C by Alan Walker. BRDC and Mille Miglia badges are carried together with a miniature of the of the special Motor Sport cover marking the epic race. And enjoyed too over many issues of S&T have been the pictures of scores of classic engines - far too many to list here - which are another strong feature of this magazine.

Action West

Welcome news and pictures from Digby Perriarm of the South Bristol club. At the All Britain Rally at Radlett in 1955 we see A and B racers, the A models mostly Olympians designed by Terry Smith (centre, front row). A fine model first powered by an ED Racer trimmed down, Terry and his blue and box-lined Olympian first appeared in Sticks & Tissue in September 2008 (No 22). Now busy with B plans, Phil Darke stands on the right next to Brian Hopkins. In the picture below there's a Dynajet—powered stunt model(!) and another for speed, the latter engine still going well after all these years. I read somewhere that Bristol had three clubs at one time, Digby confirming that. South Bristol MAC is the active one these days. Cheers, boys.

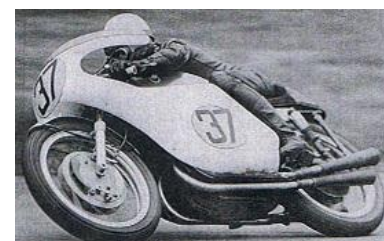


That Man Moon

When we enjoyed a vast railway network that was the envy of the world small change would buy a ticket, the system was in the hands of railwaymen who'd followed fathers and grandfathers into the business. There were great characters too, Richard Moon being one with a large sign above his grand leather-topped desk. He'd point to it at meetings, to the single word writ large: DIVIDEND. And dividends were achieved through efficient operation. A Yank at GM asked me what I thought he was doing there I said making cars and trucks. He said he was making money for the stockholders. Moon would have been appalled at the thought of a hand-out.

Furious Fours

In 1963 Geoff Duke persuaded Gilera of Italy to dust off two of their bikes for a blast at Oulton park. Last raced in 1957, on the fours would be Minter and Hartle. Opposition came from Read and Shepherd, both front line but not quite up to it on Norton and Matchless singles. And so it proved. In just 83 miles Minter on the red Gilera was virtually a lap ahead, the 10,000rpm wail hanging in the Cheshire air as Minter gave it the works. Seven years later I was at Monza for the Italian Grand Prix and after practice saw Agostini on the MV (possibly a six) enjoy the track to himself. Memorable!



Of Days Gone

Nostalgia is often part of the modelling experience. Many will remember black and yellow tubes of O-My at 6d, the KK Flying Scale range at 3/6, tins of dope for 1/- or less. A happy day I remember was the Gala Sunday at Old Warden in 2007. Spots of rain fell (but better than the high winds a year later!), the Voetsaks flew as did the VTRs and Alan Jupp put on a super display with his DH4. These days Alan is far away in the

Med, his beach shirts no doubt admired, and on a wall nearby there's a picture of Dick Barton in his KI Allard. Cheers, Alan.

Elmo's Racer

Arriving in Manhattan aboard one of the great liners, toffs and A-listers of the day headed for Elmo's. Run by John Perona, the famous El Morocco with its palms and zebra seats was where Hollywood and the scions of oil barons and Chicago meat packers let of steam. A chum. who moved to Puerto Rico used to deliver flowers there and knew it well. Perona loved cars and Brit Tom Cole raced an Allard for him. In the 1980s it came to Surrey where I tried it, then back to the US again to be restored by friend Jack. With engine space maxed out by the big Chrysler hemi, it was rocket quick and looked great. But race tickets carry a warning of danger, and Jack and the zebra-striped racer landed across a race track barrier. Shortly before the crash Jack sent me a picture of the car at 150mph with zebra stripes to the fore.



Classical Gas

Our Henry J sold much more than his Mercury kits at the famous shop at 308 Holloway Road, where our Ron worked for a while. Many will remember the Mercury fuels in 8oz bottles: Orange Label No 3 Competition Diesel, Blue Label No 4 Competition Glow-Plug, Red Label No 1 Competition Petrol, bright Yellow No 6 All-in-One Diesel, Purple No 5 Racing Glow-Plug, Green No 2 Racing Petrol. Mills Blue Label was sold in a can. Most expensive was No 5 Purple at 4/9 - 24p but it was forty years ago. Vintage most certainly, an hour or so in one of our great model shops - and Henry J's was definitely one - was like a rare wine to be sampled and enjoyed, its fragrance lasting down the years.



Top Boxes

The Prussian name of Richthofen rings down the years. Recently two photo cases were auctioned, made of wood with a £400 estimate. But the wood came from the Red Baron's Triplane. Finally the hammer came down at £2,400. History counts in the sale room.

Clubland Cub

To the RAC, not for a swim in the pool, but to see the Sunbeam Cub racer on show to mark 100 years of the Royal Automobile Club. The Cub itself is the last remaining and driven by Segrave won a Grand Prix in 1923, the first Brit to do so in a British car. The tall Old Etonian attacked speed records on land and water and died doing so, his white boat with crew aboard striking part of a tree. In Spain for the Grand Prix he was invited to try a spot of bullfighting. Segrave agreed so long as a host did a lap as his riding mechanic (two-seaters then). The offer was declined.! Segrave was RFC.

That Bader Spirit

Furious that the first fifty years of the RAF would not be marked with a fly-past over London, lit Lt Alan Pollock arranged his own. Aboard his Hawker Hunter of One Squadron, he buzzed the Houses or Parliament and flew between the spans of Tower Bridge before setting course for home. But it was 1968 and the great characters of the war years - Bader, Johnson, Aitken Lacey and many more - had moved on. It was a different service, far different from blind eye days when through-hangar stunts and blonds joyriding in Spits somehow didn't get reported. Within minutes of landing, Alan was on. The carpet...



Finch Facts

Running over six months in Brian Lever's column in Speaks, we have all benefited from David Finch's generous sharing of knowledge in the art of top notch building practices. VTR stuff it's true, his great care in all areas should inspire those who

build free flight models and chaps who take on difficult statics. An old Italian saying I can't quite remember in full at the moment really equates to going the extra mile, always necessary if something really worthwhile is to be achieved. Here David gets his model away after a one-flick start, Robinson wheels evident.

Interesting

Bill Boddy mentioned Eaton Bray in his piece on model cars (May's Motor Sport). Just after the war Eaton Bray was a brave attempt to get a proper modelling centre established for model aeroplanes, cars, possibly boats too. Its demise all of a sudden was due to the lack of proper planning permission rather important even 65 years ago. Just north of London, the Bedfordshire site was ideal for steady development as a mecca for all, but Bill affirms that red tape and those fellows with clipboards (around even then) did for it. Cash problems may have impinged. Another gap to be filled concerns the need for a museum of aeromodelling, so many historic models stored in sheds in the 'great out there' and unknown to most.



The Right Stuff

Granger Williams is one of the FAST shakers pictured in Gordon Rae's book. He built a biplane racer featured in the UK magazines and later moved into bits production for aeromodellers. When a crashout on ice put my SE5a on the back burner my Williams items were already here: beautiful 5 in wheels with tyres, Vickers guns at 6 1/2in and a Lewis too plus lots of rigging to finish, the job in style. Serious men of Scale should contact Procter Enterprises of Canby, Oregon 97013 USA when only the right stuff will do.

Gone With Regret

Allen Levy's magnificent museum in sight of Paddington station had it all: boat pond, garden railways, a roundabout or two, a Prince Bira ERA and an impressive collection of models of all kinds. The cafe, close to the blue and yellow ERA, was ideal for a Saturday morning coffee before turning to the book shop. Visitors from far and wide loved the place. In 1987 the Coventry Diecast Model Club arrived in force, forty at least to enjoy the day. CDMC's Wheelspin magazine carried glowing reports and pictures. I've been a member since 1980, its publication running like clockwork since 1975. The London Toy & Model Museum was the best I've seen. Simply splendid.



From Adam Chambers

Model stuff for you to use.

A electrified Orange (should have been red, sorry) Zephyr. 4.5lbs covered in solartex. Uses 3 cell lipos, 13/8 prop and a 3548/900kv brushless motor. Gives a good 30 min flight with power to spare. Cheap and clean! Whole power set up exc lipos costs no more than £50. Lipos get used on other models too and last ages. If anyone is interested in electrics for vintage they can email me at adamtc75@hotmail.com or call 02380 601607. Will bring to the next MW if weather permits.



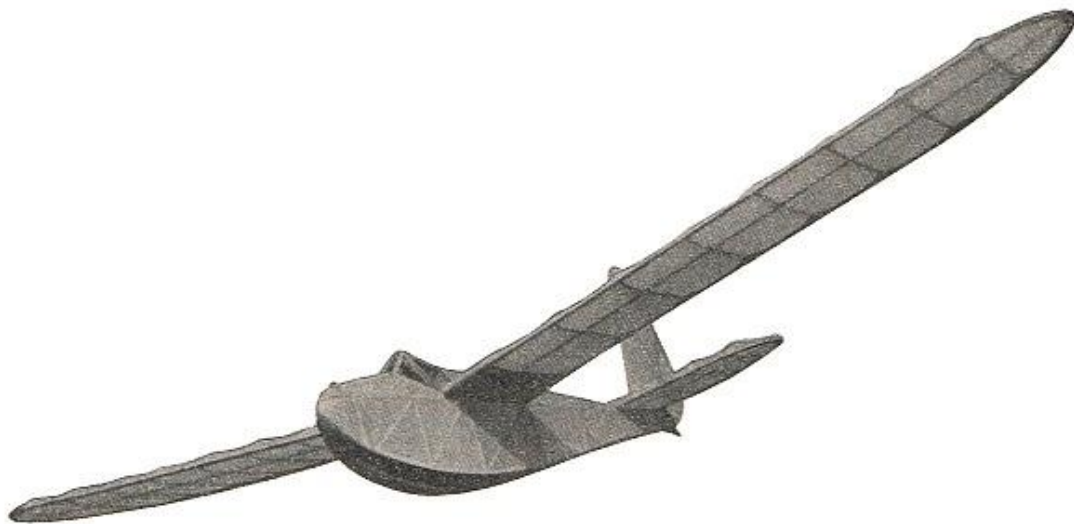


Events

Middle Wallop August 27th, 28th & 29th Free flight all three days with RC vintage and control line on the 28th Sunday.

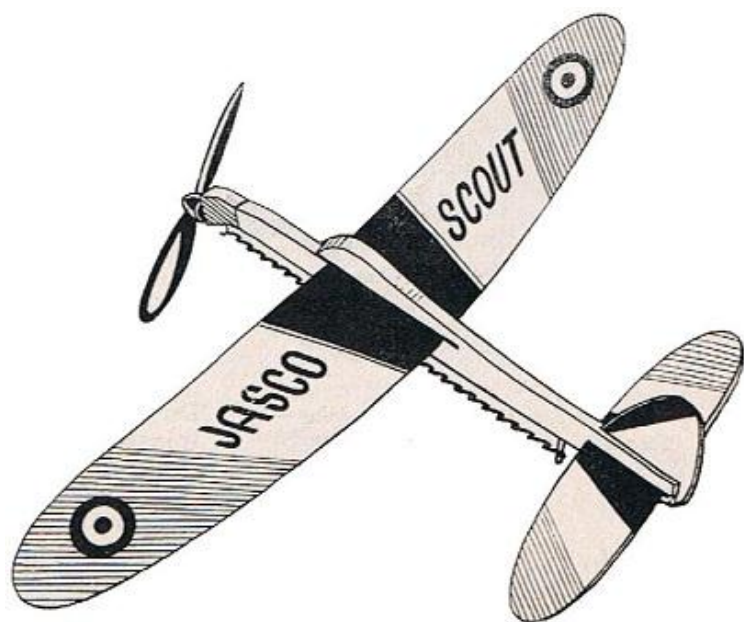
From Bryan Passey

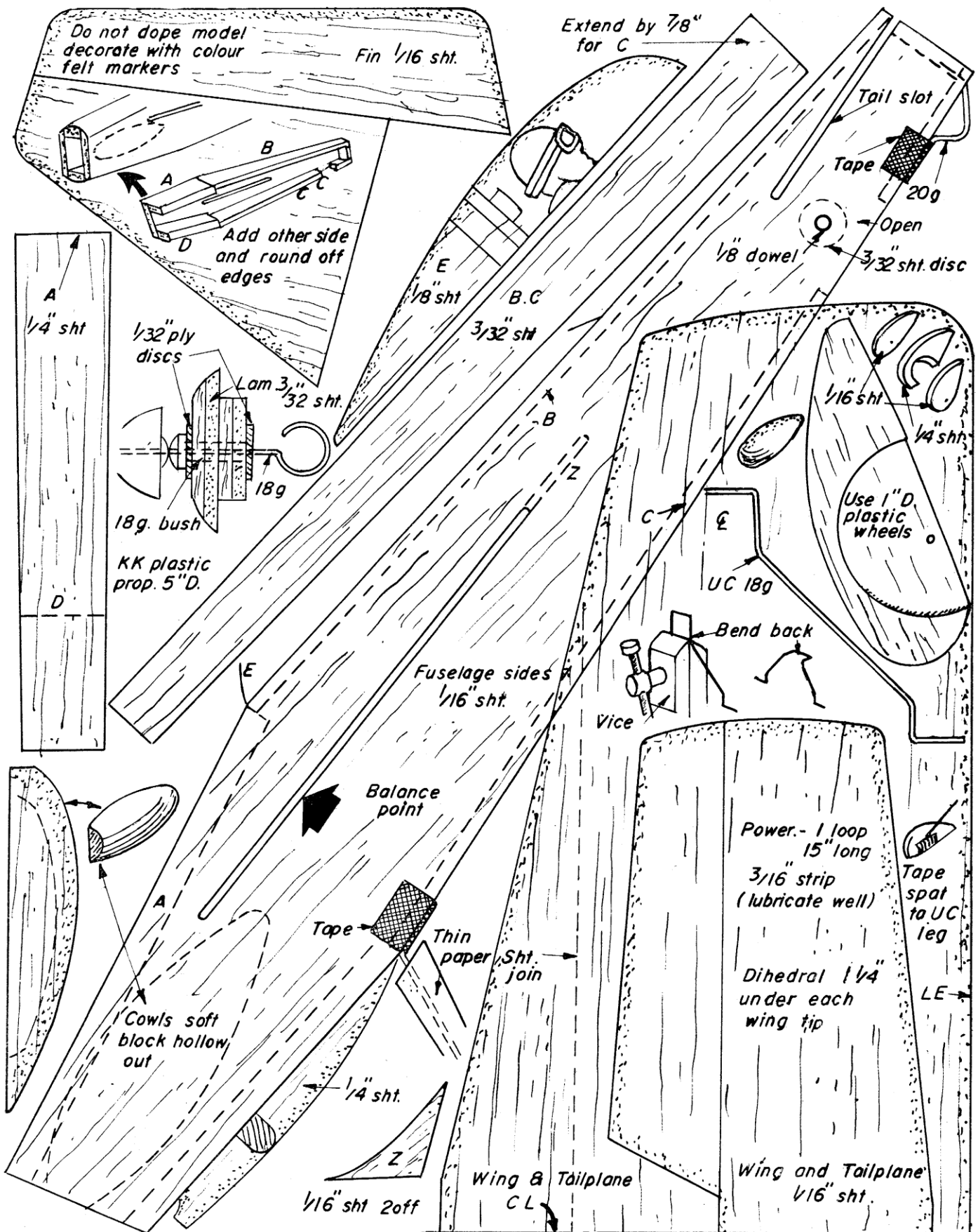
Hello everyone, I would like to confirm that the dates for the next fly-in at Machrihanish are the 2nd -3rd-4th September 2011. There are those who I can't contact by mail or phone so it would be most helpful if you would spread the word, but remembering to register your vehicle registration by the last week in August. I will be looking forward to seeing your smiling faces and hopefully good weather in September.-----
PS, Don't forget those Novices.



**LASER .75
DIESEL**

Neil's masterpiece



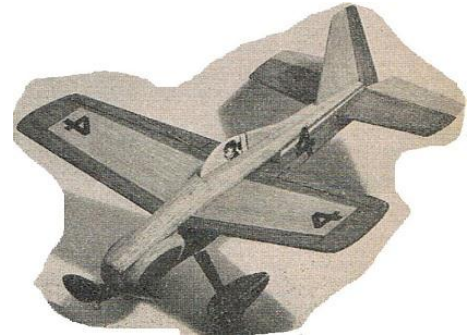


Ray Malmstrom's Model'n Tip— From March 1964 Model Aircraft

MODELLING PINS AEROMODELLERS (like dress designers?) would be lost without supplies of the humble pin. For holding sheet coverings, frame works, etc., in position while the cement sets they are invaluable. On the subject of pins, herewith two tips. Firstly always use the glass-headed modelling variety, they are easier to position accurately, and to push in. Secondly, when removing pins, rotate the pin several times before pulling it Out. The pin will withdraw easier and you will avoid damage to the parts being held together, Heaving a pin straight out often causes trouble with a delicate structure. You will only need a handful of modelling pins, some medium grade balsawood, and a few odds and ends to get right in building the rubber-powered model featured here. It is a simple-to-build, sure-fire performer, of the famous Good

year Trophy racing aeroplane, Cosmic Wind, designed by Lockheed's test pilot Tony LeVier in 1947. It's a good looker and flies as well as it looks. The plan furnishes all details. Spend a moment on balancing this little racer correctly. Test glide over long grass and obtain a straight glide.

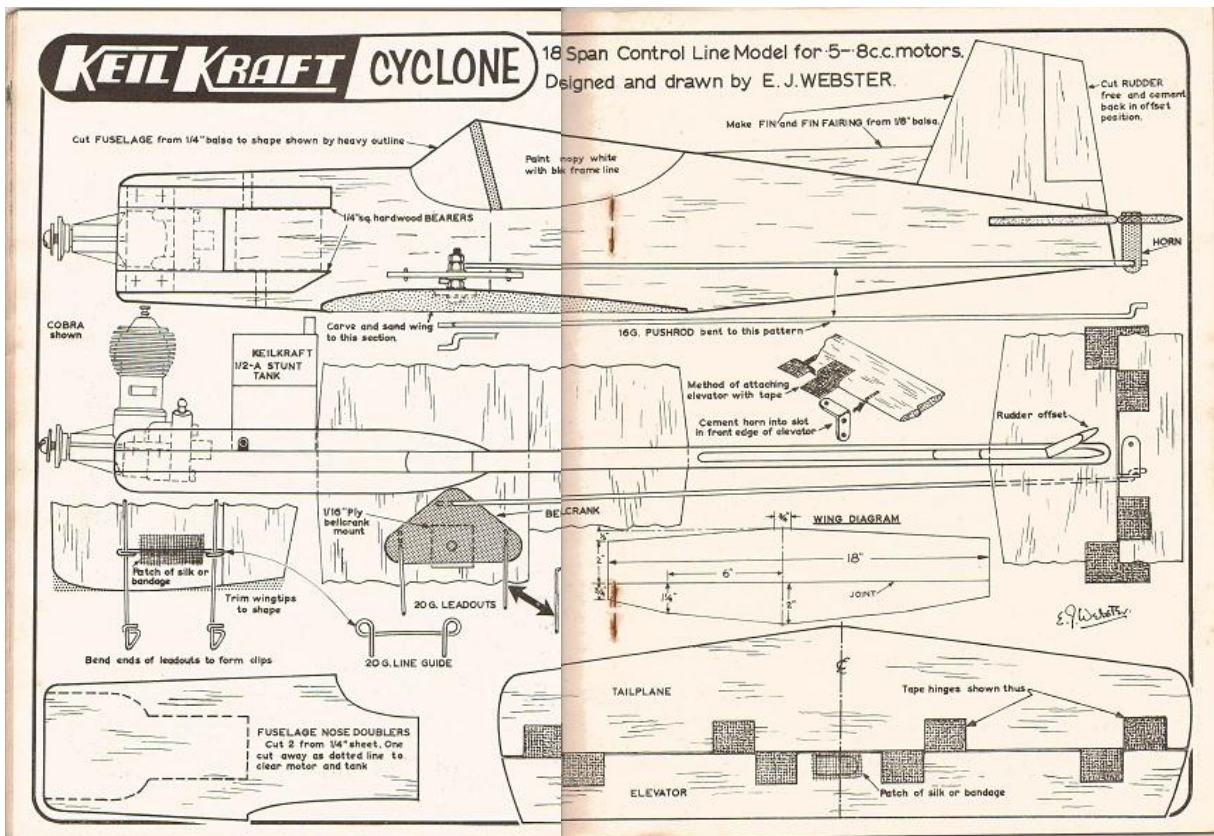
Then wind on the turns and get flying. Fly to the left and avoid right hand turns. Rudder adjustment is sensitive. See you on the starting line!



From Bill Wells

Believe it or not I found my second control line model a Keil Kraft Cyclone looking a bit the worse for wear by the passage of time tucked away in the loft about eleven years ago. As it was still intact I decided a quick paint job plus a couple of tubes to support a drop out undercarriage was all that was needed to get it going again. At the time I had the use of a very large although not exactly flat public sports field. By putting an undercarriage on the model self launching is easy and it saves having to hope a helper will be on hand to chuck it into the air.

'But Keil Kraft never market a Cyclone kit', I was told. 'Totally correct', I said. 'So what are you going on about?' I hear you say. Well for those of us that can remember sweet rationing the 1961 Keil Kraft Handbook was a very special treat. Not only had the book got all the Keil Kraft goodies advertised in it, it actually told you how to make models, gave information about engines and as a bonus a free plan of the Keil Kraft Cyclone in the Centre pages. My first one went quite well until the KK Terylene lines broke. The model didn't free flight very far at all and although I was able to reuse some bits like the tailplane it wasn't really a rebuild if you follow my drift. When I examined the broken lines it was evident what had gone wrong. I was so obsessed with the Terylene knots slipping undone I partly melted the final part of the knots with a fag lighter not realising that this made the Terylene brittle. A pull test would have discovered the error of my ways without destroying the model. Never mind it was all part of the learning curve as they say. Anyway the second model was successful and only got put away when my launcher disappeared and I also found interests elsewhere. So if anyone is interested, it is powered by a DC Merlin with a standard fuel mix a 7x4 Nylon prop and I have speeds timed over ten laps of between 28.2 and 38.6 mph. I always have a bit of tongue in cheek when quoting speeds because if I have measured and timed everything spot on to the centre of the model, then quote speeds in decimal or whatever, the numbers become quite meaningless! For example using 30 foot lines say it takes 30 seconds to fly ten laps then the speed is 42.8 mph now suppose we have 31 foot lines for the same time we now calculate the speed as 44.2 mph. As most control line models are of a greater wing span than 1 foot somewhere on the inner part of the model is doing 42.8 mph and another part a further foot out is doing 44.2 mph. So regardless of speed formulas, errors in measurements the model speed varies along the model itself so pointless calculating speed to a decimal point and after all it is only for my amusement. However if I use my same formula to calculate speeds for different fuel and props I can use the figures to compare performance. So please take all my speed figures as a guide only



Have you a motor in the .5-.8 c.c. class? Then the snappy model on the centre pages is for you. A couple of sheets of 1/4" balsa, a few inches of 1/8" sheet balsa and one or two odds and ends are all that you need.

Construction is simplicity itself. Just follow the instructions and you will have your Cyclone ready to fly in double quick time. Most of the shapes are straight lines, so use a steel ruler as a cutting guide.

Commence by cutting out all parts. The fuselage and fuselage nose doublers are cut from 1/4" sheet. Cut a sheet of 1/4" balsa in half to give two 18" lengths and mark up the two wing parts as shown on the plan. The bellcrank mount is a half inch square of 1/16" ply and the fin, fin fairing. Tailplane and elevator are cut from 1/8" sheet, Make the engine bearers from 1/4" square hardwood and cement them in place in the fuselage. When set drill the bearers to take the engine fixing bolts and install them, locking each pair by soldering a pin across the slots in the bolt heads. Carve the port (left hand) nose doubler to clear the bolt heads, taper the rear end as in the top view of the fuselage and cement it in place. Similarly taper the rear of the starboard (right hand) block and check that the cut away clears the engine.

If you are fitting a Keilkraf 1/2 -A stunt tank as shown on the plan, file grooves in the inner face of the starboard nose doubler to clear the vent and filler tubes of the tank. Next, cement the doubler and tank in place. When set, round off all edges to give a smooth sleek section. For additional strength. the fuselage may be tissue covered. Cement the fin and fin fairing together and round off the edges, then cut the rudder free and re-cement to the fin with about 5/16" offset as shown on plan. The fin can then be tissue covered and cemented to the fuselage. Round off the edges of the tailplane and elevator, cut a slot in the elevator for the control horn and cement it in place, sticking a patch of silk or bandage over it as shown. Hinge the tailplane and elevator together using tape or silk to make the hinges, then tissue cover and cement in place in the slot in the rear of the fuselage. Cement the two portions of the wing firmly together and when set, carve and sandpaper to the section shown on the plan and trim the tips to shape. Mark the position of the bellcrank mount, thread a 6BA nut through the mount and lock it securely with a nut. Recess the wing to take the mount and bolt head and stick the mount in place. The wing should now be tissue covered and cemented to the fuselage. Further coats of sanding sealer, sanding between each coat will be needed to produce a surface suitable for colour doping. Finally, bend the line guide and attach to the wing tip where indicated. Choose a bright colour scheme for your Cyclone. If you are using a glow motor, fuelproof the model. When the dope has dried, make up the bellerank assembly and place it on the mounting bolt with a washer either side of the

bellcrank. Adjust the nuts so that the bellcrank moves freely but without undue rocking. Bend the ends of the leadouts when in place and check that the line clips are level when the elevator is at neutral.

Fly your model on twenty foot lines and you should have a lot of fun. Better still, get your friend to make another Cyclone and try combat flying. A four foot long, one inch streamer of crepe paper attached to each fin with four feet of thread and you are all set for a “dog fight “. If you have built your plane carefully, you will find it extremely tough, so don’t be afraid to enjoy yourself!



Wimborne MAC Control Line day Sunday 3 July 2011

Wimborne Club holds all types of events during the year ranging from Vintage RC, Control line, Scale RC, IMAC scale aerobatic, gliding, Tomboy events and so on. There are two CL meets per year this being the first.

Turn out was good and five circles were up and running, all grass. It was great to meet up with acquaintances again and have a chin wag and do some flying as well. I finally got my Wessex Wombat – mini speed model sorted and whilst speed was up it is still short of the better times but now I have a good engine run things can be changed!

The Caulkheads came over from Isle of Wight and as usual with lots of models and they all flew tirelessly. Here are the photos.

Next CL at Wimborne will be Sunday 16 October.



Some of Brian Greene's models



Gus Hague's mini speed model



Chris Hague's Old School MAF Peacemaker



Randy Clark's autogyro



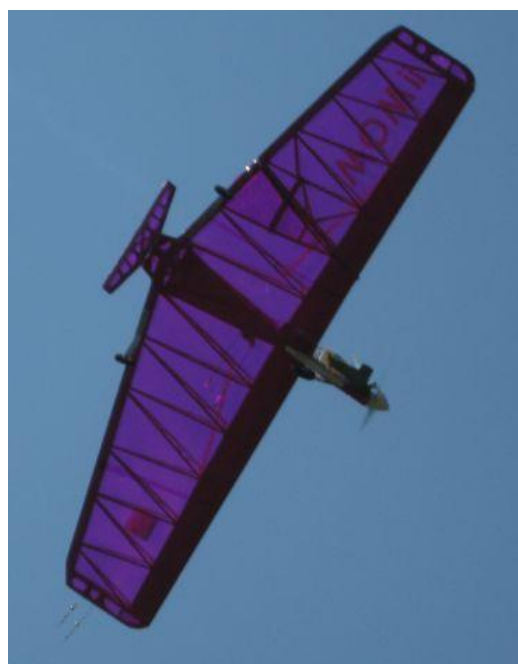
Caulkheads and Rascal



Brian Green's Fox 15 Schneurle Perky



Stan Robinson's Spit



Terry Baker launching Stan's WOW 61 powered wing!



Dave Ashenden's Rascal



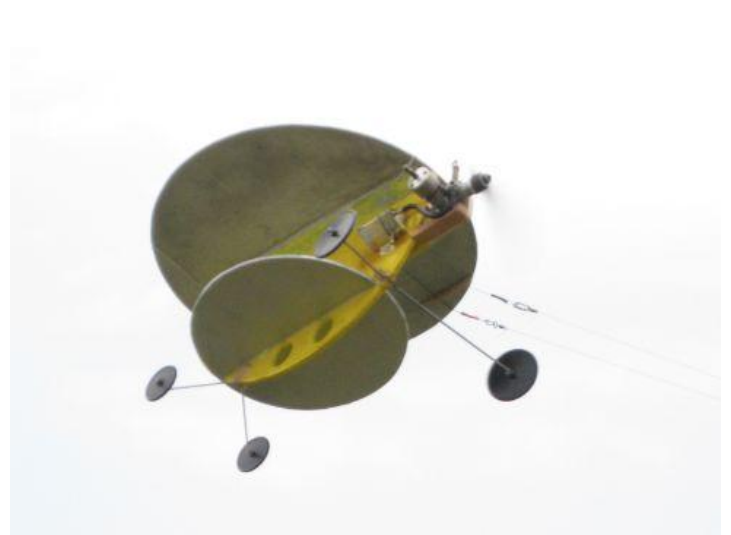
Chris Hague's mini speed



Stan's Kentish Wind



Brian Green (Left) and Den Saxcoburg and Perky made from Blackhawk kit supplied by Den



Chris's (Ray Malmstrom) Satellite



When CL had finished a Southerner turned up for its maiden flight

From Den Saxcoburg



<http://www.densmodelsupplies.co.uk/index.php>

Have attached a couple of pics of Brian Green's Perky and some other stuff which I hope you find useful.



Larry Rice at Black Hawk Models tells me he will be running an International comp againinfo re previous comps here <http://www.blackhawkmodels.com/perkycontest.html>





I thought you might like a picture and some background info on that larger model I was flying at Cashmoor.....it was a Walt Musciano Giant King Pin, 44" Span, 451 sq in and powered by an Enya SS 30.....the GKP was originally kitted by Scientific models in the States in response to the success of Sterling's Ringmaster.....the GKP is based on the King Pin, one of Walt's little hollow log 1/2A designs.....see attached Scientific advert, 3rd from bottom LH column.....as you have seen the GKP is very nice to fly and that Enya SS 30 is a great engine.....very smooth and very powerful.



AC 1600 Giant King Pin £52.50

The Giant King Pin is a beautiful classic stunt model. While Sterling Models had its Ringmaster, Scientific Models had the Giant King Pin. It's large wing area and short moment made the Giant King Pin a real winner in everyone's circle. This is one of the prettiest models ever designed by Walt Musciano.

WING SPAN: 44 inches WING AREA: 451 sq inches

ENGINE: .19 TO .40 SKILL LEVEL: Medium

Kit includes:

Laser cut and shaped parts TIG wing Full size plans Complete hardware package

COST EACH £52.50

From Bryan Targett

The Bowden WHITE WINGS I have been “Restoring” is nearly ready for its maiden flight, it just needs the receiver and radio battery installed. I did as a winter project, but as the weather has been so bad completing it in July is not too far out.

It is covered with Tissue, the wings and tail being tissue over Polyspan Nitrate dope finished with Butyrate I have now passed the model over to John Hook (Of FLITEHOOK)) for final fitting out, It is his model I offered to rebuild it for him as he has not the time to do so, he is too busy along with Pauline providing us with all the materials for such projects.



Exhaust extension, a previous owner had sawed the original off leaving a very small stub

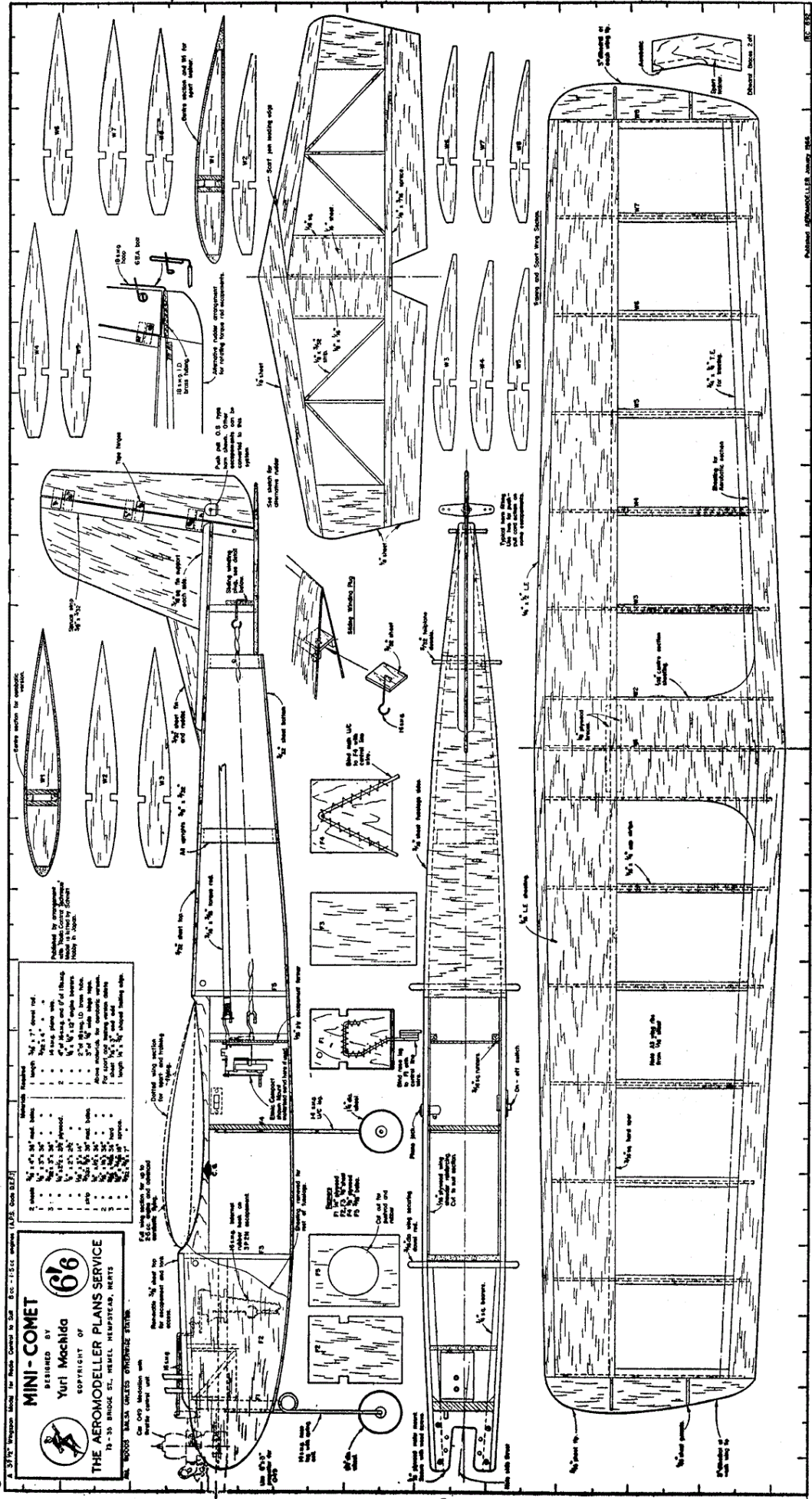


Mini-Comet by Yuri Machida from January 1966 Aero Modeller

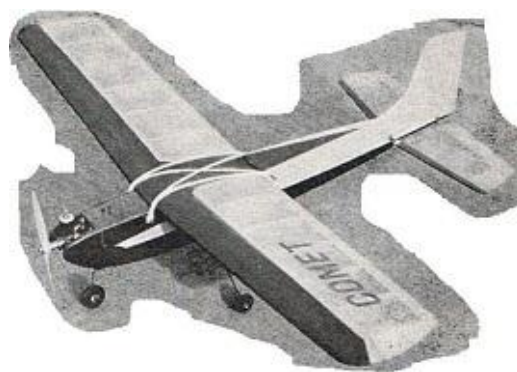
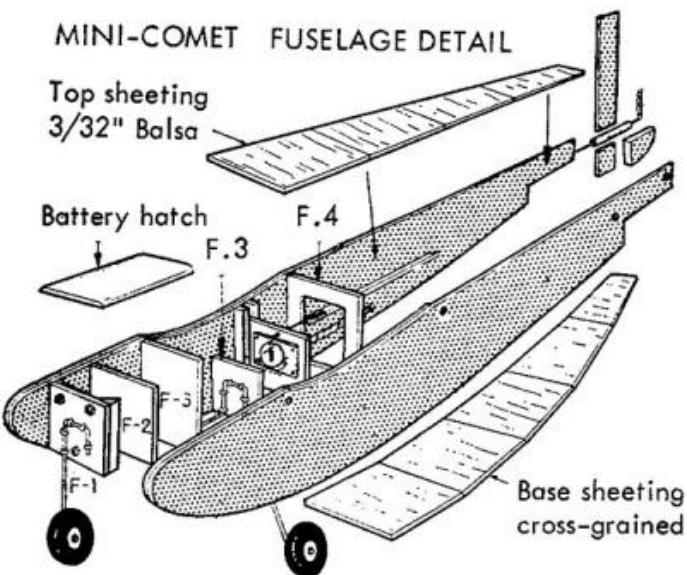
A delightfully simple single channel R/C design for .8 cc upwards

Typical of the Japanese designs for rudder-only control is the very popular Mini-Comet produced as a kit by Schmitt-Hobby and published as a plan in the specialist radio control magazine "Radio Control Technique".

A specially attractive feature of the model is that it can be made with either of two wings. One has a standard flat base airfoil for the lower powered engines and general sport flying, whilst the other is a much thicker wing of semi-symmetrical section for full aerobatics. This enables the Mini-Comet to accept engines of up to 2.5 cc. Both wings are tapered and have a liberal area of sheet covering plus cap strip strengthening over each rib, making a most robust 37 1/2 in. span which matches the strong yet very simple fuselage. This has 3/16 in. thickness sides and cross-grained 3/32 in. sheet top and bottom. The ease of assembly with the thick sides and rectangular formers



brings this model within the capability of the near-novice, and as the plan shows, the design accommodates various alternative installations such as the push-pull, or standard torque rod types of escapement. The tricycle undercarriage makes it ideal for taking off from airfield runways and the sprung nose leg is also an asset for accepting the shock of landing in rough ground. Disposition of the equipment in the fuselage depends entirely upon the weight of the engine used and if a heavier (diesel) type, it will be an

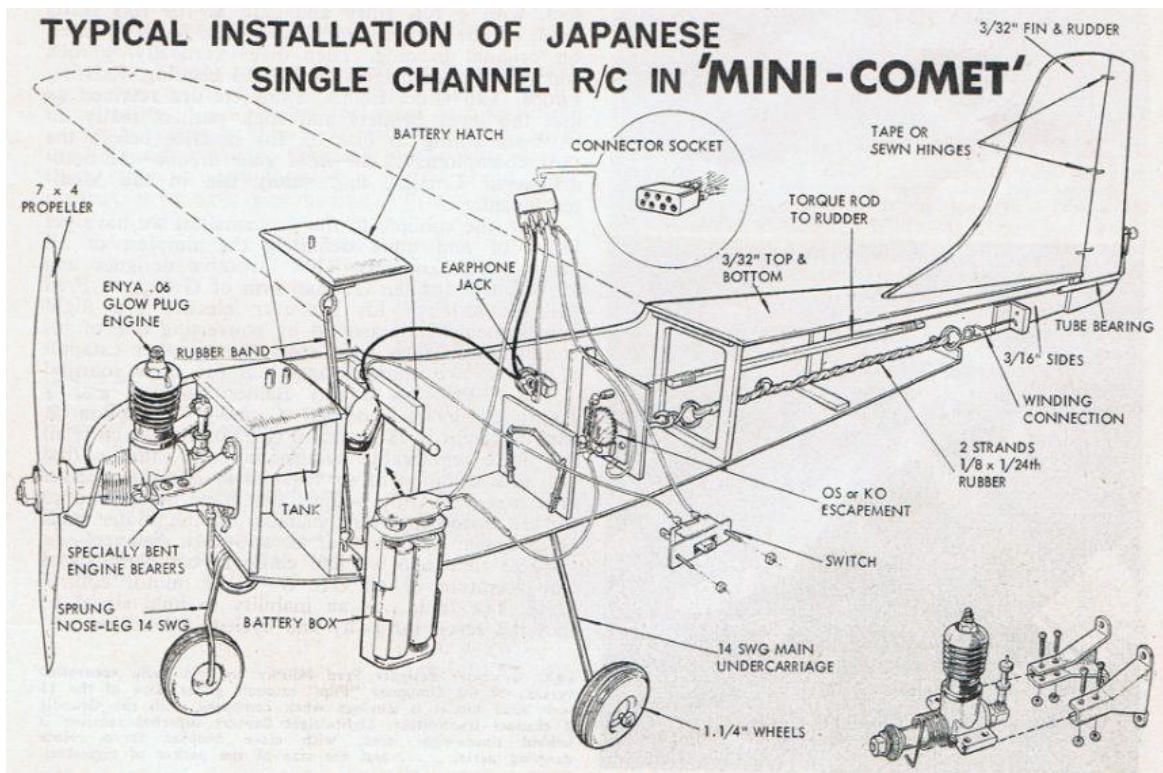


advantage to shorten the nose and utilise a motorised rudder servo, which will help with its slight extra weight.

Silk or nylon covering is advised over all the model, including the sheet areas, and some modellers may prefer to apply a skin of 1/32in. sheet balsa on each side of the tailplane.

Mini-Comet is a very practical design which in our view is ideal for the local field flyer and lends itself to a wide variety of control equipment. If a two wheel undercarriage is to be used, it can be mounted

on Former F-3 and a long tail skid fitted just forward of the tail position, Whether built as a trainer or a aerobatic type, we are sure that it will give hours of flying fun at comparatively little expense.



THE END