

Sticks and Tissue No 151

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

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

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



Ted Tomlin launching his Chatterbox at June DMFG meeting, more photos in newsletter

From Bob Pickernell

Hello James. A couple of snaps of my latest project, another Wee Snifter. The design seems to be very popular at the moment, I saw several at the Old Warden Mayfly and my own was at an advanced stage of building at the time. I started out to build a free flight version but as we are having some problems with the powers that be at my local free flight field I decide to go for an R/C version instead. Having made that decision I decided to go the whole hog and try my hand at electric power. Doug McHard built an R/C version which he modified slightly with dummy rocker box covers on the cowling which he sprayed up in mock Luftwaffe colours. I toyed with the idea of making a copy but decided in the end it was too much like hard work so I went for a reproduction of the prototype colour scheme instead. The model is traditional in construction, tissue and dope covered with enamel paint work.



From Chris Boll

As you are a bit short of submissions, I thought you might be interested in the attached pic of my Pal Joey. This was a free plan in Aeromodeller in 1963, mine was built in 1964, and not flown since 1969.

Things were more difficult then, with a skipping Elmic escapement, but the plane survived and spent 50years in the loft, until I recently decided to put modern radio in with two servos.

The original AM10 still powers it and it flies well, though the glide is a bit brick like as I beefed up the construction originally with sheeted wings and a sheet tail plane instead of built up.

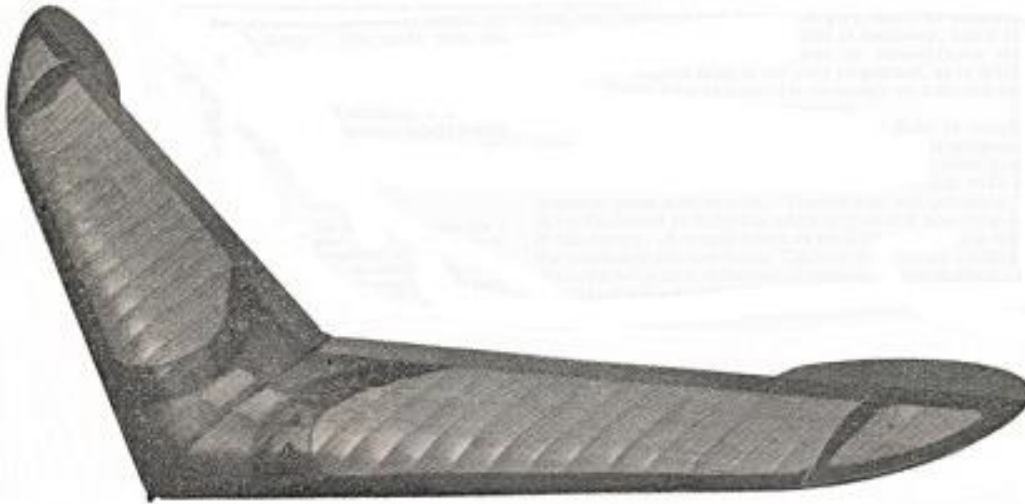
The original oily residue seemed to have disappeared over the years, so the model had a light sanding and a coat of clear dope to preserve the "patina".

I have two Dixielanders from around 1960, with the sad loss of Middle Wallop as a free flight venue, I have converted one to R/C, if it flies ok I will let you have a photo of it.

Most model planes have a fairly short life, let us hear from others who fly really old original airframes, new covering allowed.



Dactyl by C M Holden a 60" span true flying wing sailplane from Aeromodeller July 1949



The number of “built-up” tailless models to my credit (or otherwise) is some 12, not including several solid chuck-glider types of widely varying shape, and some of the information thus-gathered the “hard way” may be of use to other designers.

My first was a 8 feet span glider with swept-back tips, no -dihedral, tip fins, and a reflex wing section,

which just managed to fly. The next, a converted pair of wings taken off an orthodox glider. These wings were given about 20° sweep-back, tip fins and flaps, and about 6° washout warped into the tips. Wing section was R.A.F.32 and test flights were very encouraging, the model behaving perfectly on the tow-line. A gull-winged model followed later, without fins but with a small fuselage and centre pylon. About 3 ft. 5” span, it was very stable on the line but had a rather high sinking speed (this model holds the local club tailless record of 3 mins 28 secs.).

“Gull-hedral” was used again on the next project with small fins and rudders at the breaks, small sheet flaps and a six-sided fuselage pod. Sinking speed was fairly high, but two-line stability was perfect giving overhead launches in -very gusty weather. The model placed third against orthodox models in a local meet under such conditions.

The next design was a step in the right direction. This model was just a pair of wings, with small flaps for trimming purposes, and a piece of thin ply with hooks attached for a fuselage. Washout was practically nil, although the wing section had slight under camber, and the model flew very fast. Side slipping occurred in gusty weather, but soon stopped when slight dihedral was incorporated and several fly-aways followed, aided by overhead tows. The gild was extremely flat, even allowing -for the high speed, and sinking speed was very low.

Knowing that larger models possess greater inherent stability I decided that an enlarged version would result in improved performance, especially in poor weather, so I built” Dactyl “—a similar model of 5 feet tip-to-tip span. My estimations were correct. I doubt if I can improve on its performance, except by further increasing the span. Alterations to the original 3 ft. 6 ins, model included slight increase in sweepback, more undercamber to wing section, extremely small tip fins and stronger construction.

This model won the tailless event at the “Daily Despatch” Northern Area Rally last season, and was later lost after a 20 min. flight and recovered from 8 miles away. An important thing to note about this, flight is that the model was entirely devoid of fins—having been extensively damaged when it hit a fence during the previous flight! This model is very reliable, even more so than the orthodox type when on the tow-line, and is fairly- consistent as regards duration.

Construction is very - simple and needs no explanation. . .

With regard to general design I believe that undercambered sections are necessary for high-performance, and tailless models are no exception., Mr Guilmant’s note about too much area at the tip destroying central control is only too true, and I have found that tapering everything, i.e. spars, ribs, etc., towards the tips helps very much to stabilize the model. I think that some dihedral is necessary, but if this is overdone some form of fin area or turned-down tips is necessary. Aspect ratio is not very important, as in orthodox design. Some form of control is necessary on a fin-less model, flaps being the only answer at present.

It is essential that wing-tips be kept light in weight or instability on the towline will result. Choice of wing section is very important, and I have found that the thinnest possible (consistent with strength) undercambered section with little washout gives best results. The section will probably have to be thickened to take the usual torque and box-wing fixing in the centre. A major point as regards, competition work is the position of the tow-hook. The best position on the majority of model sailplanes, orthodox or, tailless, is just in, front of the C of G but it is a good thing to fix several tow-hooks, to find by experiment the best.



Photos taken at DMFG meeting 22 June 2019 from David Bintcliffe





John Laird's Cumulus and enlarged Vagabond







Andrew Squires's models



From Eric Clutton

Attached are three photos of R/C model FREDs. The red one is a kit (laser cut) put out by Stevens Aeromodels and is a sort of comedy version. The one in WW1 colours is one I made about same size but is true scale. Mine is 26" span and the red one is 28" so they are close to same size. All balsa construction with electric power plus rudder, elevator and throttle on R/C. Now I know how it is done I can send you more photos if desired ! ERIC





Separate email from Eric ... electric has certainly taken over in the U.S. Even I find it easier to flip a switch than flip a prop but at 91 at least I have some excuse ! The other type of power is chainsaw engines but I can't even pick up those models let alone fly them and the thousands of dollars involved is not for me. My enjoyment of models is entirely inverse to their cost ! ERIC.

Deezil Engines From Bill Wells

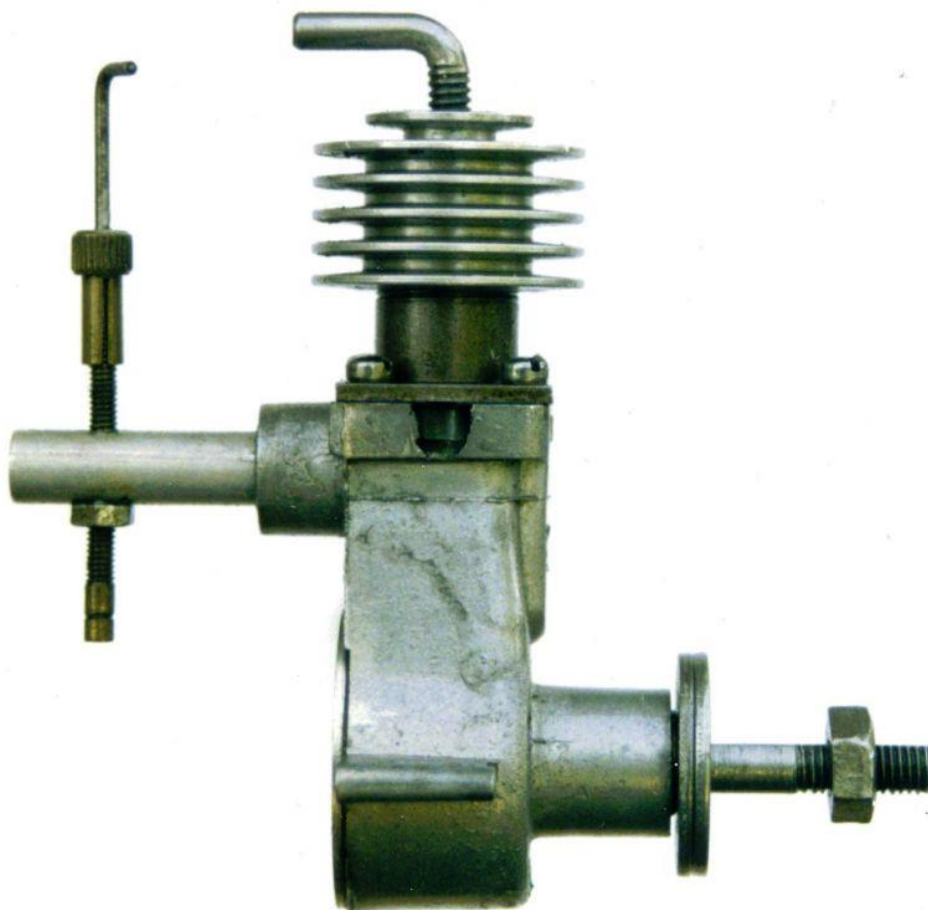
The background to these engines and detailed report on them is available free on Adrian Duncan's Website. Adrian has spent a lot of time and effort researching these engines and his website is there to share his findings.

http://www.adriansmodelaeroengines.com/catalog/main.php?cat_id=194

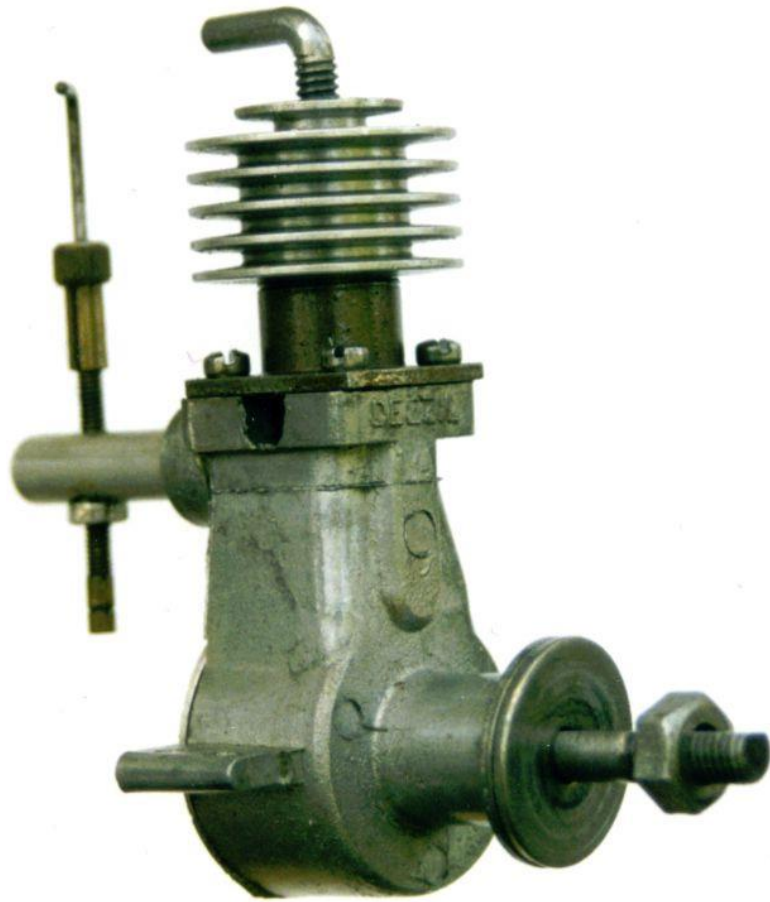
My interest came about with the purchase of a CS Deezil from Ian Mander of F2A Supplies in 1994. I liked the look of the engine, long stroke and sit up and beg surely that's what a model engine should look like!! Then in 2006 I bought Peter Fisher's original Deezil at the Auction of his engines. By then I heard that these engines were rubbish. In that respect I was not disappointed but it is a historical artefact which may well have put off a whole Nation of Aeromodellers from using Diesel engines! The Deezil engine design was sound. If it had been made using sensible metals and fits it might well have been a success. The first batch of these engines was made as designed and reportedly started and ran OK. But standards soon lapsed and the one piece crankshafts were then made in three parts brazed together, connecting rods made from brass etc! The bore fits were poor and the engines just thrown together presumably to make money by mass sales at a low price. The Deezil was Sold by Gotham Hobby Company of New York in 1948 for the princely sum of \$12-95. When standards lapsed so did the price and by 1955 the final year of sale, the price was down to \$1-95. It was boasted that over a 100,000 of these engines were sold but the ones that actually worked after the first properly made batch was probably zero. Thousands must have been chucked in the American trash cans which in turn gave all diesel engines a very bad name in America. These engines could be made to run for those people with the skill to make a one piece crankshaft, new con rod, piston and so on. Replicas are a much easier solution for a working engine.

From a collectors point of view the most desirable replicas are from the limited batch of about 100 engines which were made by Gordon Burford in Australia. Deezil replicas were also made for Don Belote by CS and marketed as COTE Deezils. To make sure these engines were reliable they were individually test run by Don. After the COTE contract came to an end CS continued making and marketing their replicas.

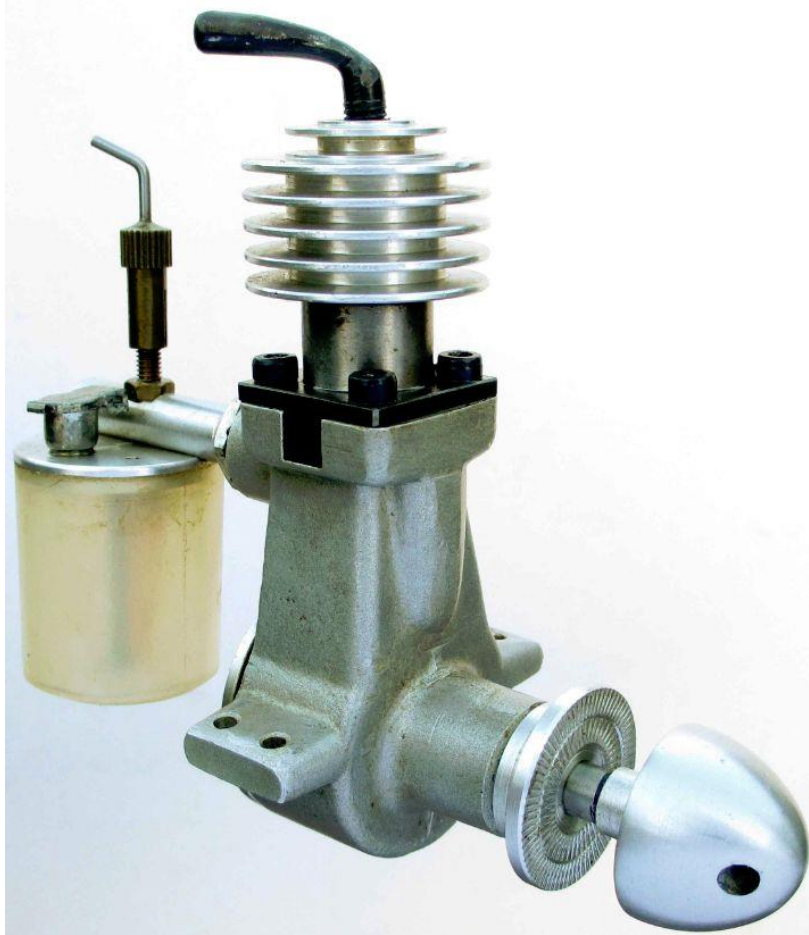
The pictures are of the Original Deezil and the two CS Deezils. The dark case CS Deezil was bought in 1994. The more recent acquisition a CS Deezil modified for a tank , sleeve spinner and single piece compression screw. Incidentally this engine has a flat milled along the thread of the propeller shaft just like the original Deezil but sensibly has been made with a knurled aluminium propeller drive mounted on a split tapered collet.



Deezil Fisher



CS Deezil 2R



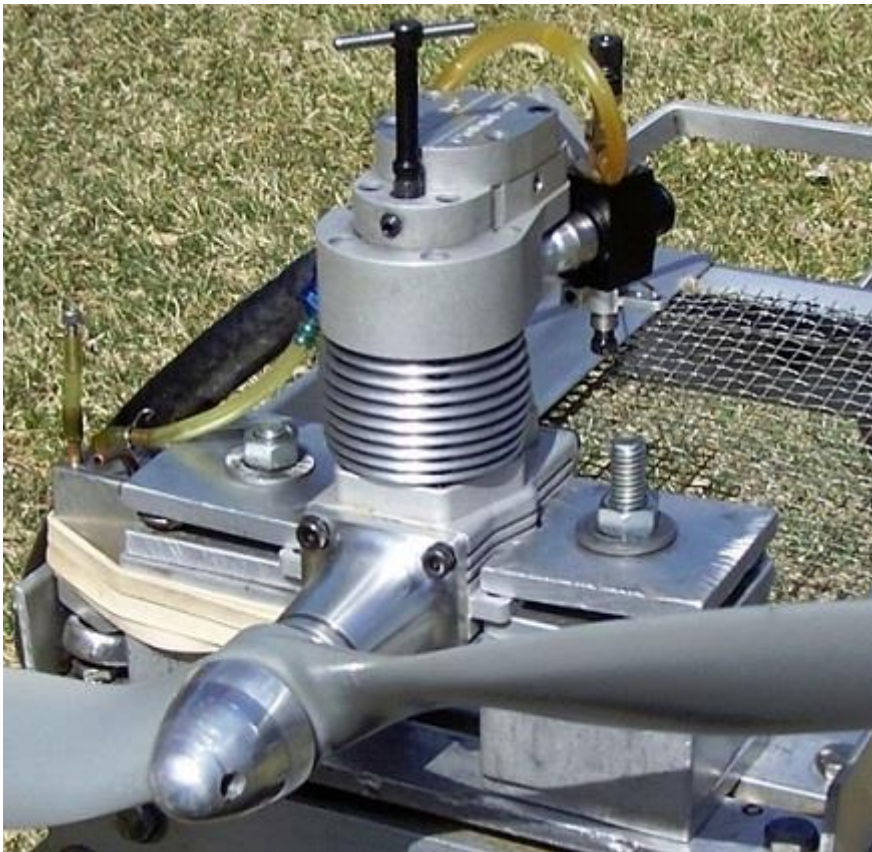
Deezil Replica 2R

From Jack Hiner in USA

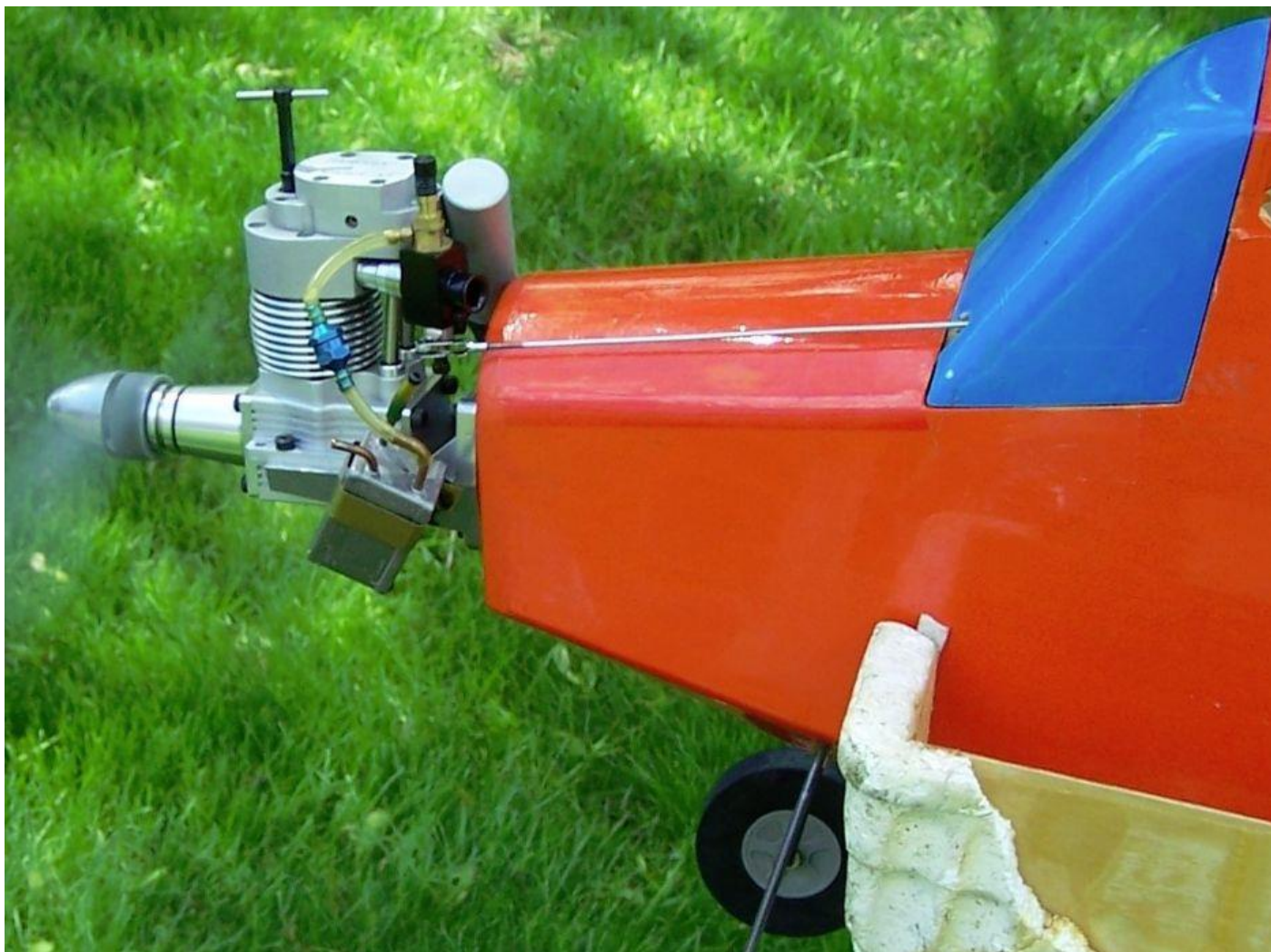
I flew an Airborn 1600 with a Laser four stroke diesel at the Eloy SWR SAM contest in Texaco this year in January. I have not been flying large models the last two year much just small ones mostly SOS. Also no flying after the Muncie SAM Champs as Winter arrived early here. So I did not do well at Eloy. Missed two of three landings in Texaco. And on the last flight damaged the big Airborn. Repaired the Airborn when I returned home and removed the laser for cleaning. It was not until April when I put the Laser on the test stand a do some runs. Then installed the Laser back on the Airborn and ran it today. I either got better settings with the Laser or the extra runs have improved the fuel consumption. Maybe both helped? Next week a SAM contest near Dayton, Ohio and will fly the Airborn in Texaco. I hope we get good weather. I have been flying another Airborn 1600 the last couple months with electric power and making good landings. So I think I am ready. First photo at Eloy in January. 2nd photo Laser on the test stand in April. The last photo today and the grass is finally green.



Airborn, Laser, Eloy 2019



Laser 80 April 2019



Laser, Airborn 1600, Texaco

Email thread regarding ether

Jack, I am doing some experimenting with fuel. My project is to see how much difference using fuel that is about 75 percent kerosene (or lamp oil), 5 percent Ether, and 20% castor oil over regular diesel mix such as Aerodyne. It would seem to me that since kerosene or lamp oil has many more BTU's than Ether the engine would run longer. I can start the engine on regular mix and then switch over. What do you think?

Jim

Jim,

To Jim

I have never tried that. But, I understand using low ether content requires a higher compression setting. And that can be not good on the engine as they get much hotter with the higher compression. Some guys have started with regular fuel and when warm switch to less ether mix.

The control line team racers use normal ether % but less oil. Some of these guys say less ether does not give long motor runs.

I run 30 % ether or more. Four stroke Laser diesels 15% oil. I have used 16 % oil on two stroke diesels with no problem. But I never cut back on ether 30 % and 35 % on diesels smaller than .049.

To Jim

I gave up too soon on the PAW you now have. I should have run it more. My MVVS .61 with the Tarno Cox -049 carb runs much longer than my Laser on the test stand. But the Laser is more fun. Maybe next year I will put the MVVS on the 1600 sq. in Airborn. So far only run the MVVS on test stand and not flown.

Jack

To Jack

I now have about ten hours of running on this engine that was yours. Today I was running it with a new 28 cc fuel tank. I was using a 16 X10 Master Airscrew prop. With this prop the setting kept changing. I guess the engine was overheating. I changed to a Top Flite 15 X 6 wood. Now the setting would hold through through the whole tank. At 4200 to 4500 it ran steady for a little over 19 minutes. I will be eager to see how long it will run in the air next week. They are always much different in the air.

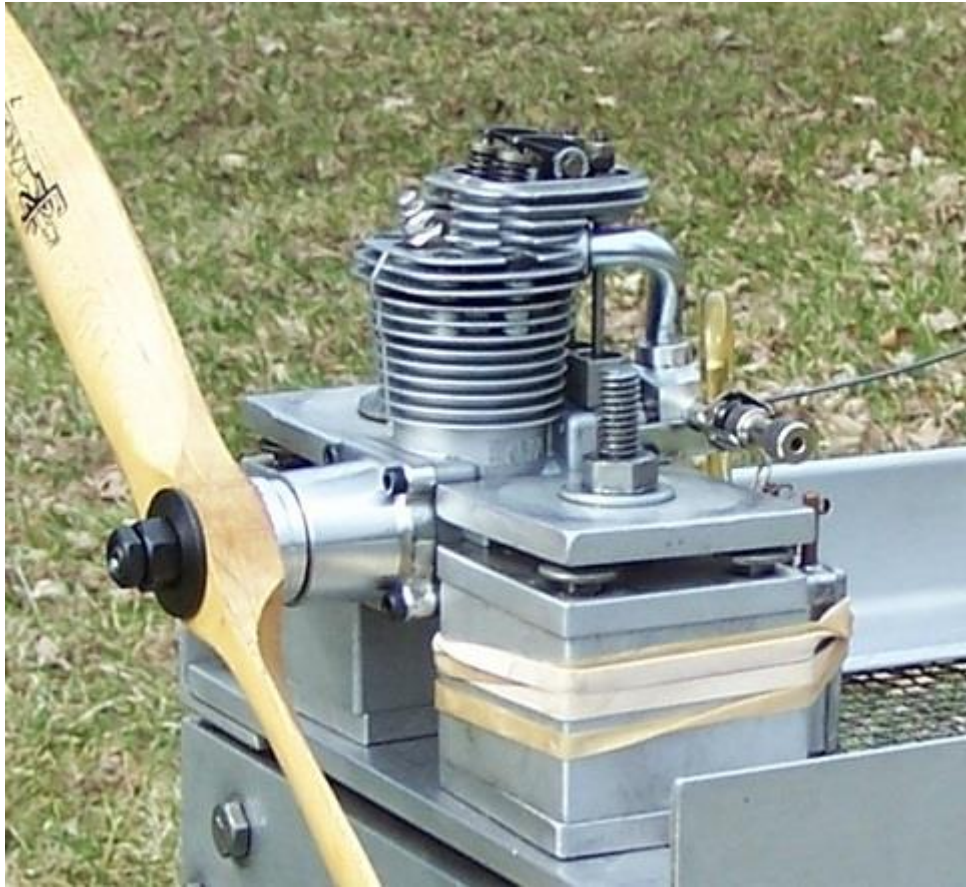
Jim



James,

I sent you a couple recent emails on the Laser diesel for Texaco. Maybe you can edit and use in the newsletter. A SAM contest next week and if weather is good I will fly the Laser Airborn combo. Maybe take some photos. Another four stroke diesel I have and tested on the test stand but not flown is the fixed compression Enya .41 diesel. What looks like a glow plug has a brass insert rather than a coil in the plug. After running the engine in I took a glow plug and removed the coil Added an extra glow plug gasket to reduce the compression so the engine is happy with larger Texaco props. Some day I plan on running this engine on a Texaco model.

Jack



Jack Hiner USA

More from Jack next month

Ether in USA from Eric Clutton

Hi James ... over here the main use of ether is to freebase cocaine and other good stuff so it is not obtainable , but I always recommend guys to find a John Deere supplier and get some of their tractor starting fluid. It is in a spray can and states on the can that it contains 80% ether. I think the rest is propellant ! I tell them to squirt the whole can into their mixing jar and call that 40% of their fuel mix. Then add 25 % castor and 35% kerosene. This mix contains no additives but the extra ether has a similar effect for small diesels. None of the additives we have used in the past can be had over here and California will not allow fuel to be transported across their wonderful state (if they know about it !). Al Heinrich in Arizona still supplies fuel ready mixed under the name AERODYNE and tells me he has a 50 gallon drum at home. When I asked him if the Black Helicopters had been around he told me that guys in black rain coats call around about three times a year ! I always tell guys not to tell the people at the John Deere places what they need it for but if necessary tell them they have an old tractor with an old fashioned carb ! Then you wonder why electric power is getting more popular ! By the way, PETROLEUM ETHER is available but it is a different substance and will not work for us. When mixing percentages I usually have to explain about the metric system where you can use millimeters to get the required amounts ! Finally, the John Deere ether is not cheap but that is only because it is ether and it does not have the multitude of uses these days that it used to have. That should be enough guff to satisfy most people but I would be willing to help anyone.
ERIC.

From John Mellor

Hope this may be of interest. Having got my loft and building room full of electric models which all fly, but in many ways are very similar, my interest in Slope Soarers has recently been rekindled. This new build is a recreation of the Dave Hughes Soarcerer which I first built about 50 (yes 5 decades) ago. It had the addition of ailerons and it was a brilliant flyer for a couple of years after which I gave it to Mike Spencer and he had great flying out of it. In those days it flew on RCS reeds with quite large servos and it was pretty much fully aerobatic – rolls, loops, spins etc.. The ailerons made it far more versatile and so this new one had to have them as well as rudder and elevator. It is a pretty basic model and as such is easy to build and has taken me around 3 weeks to get this far.

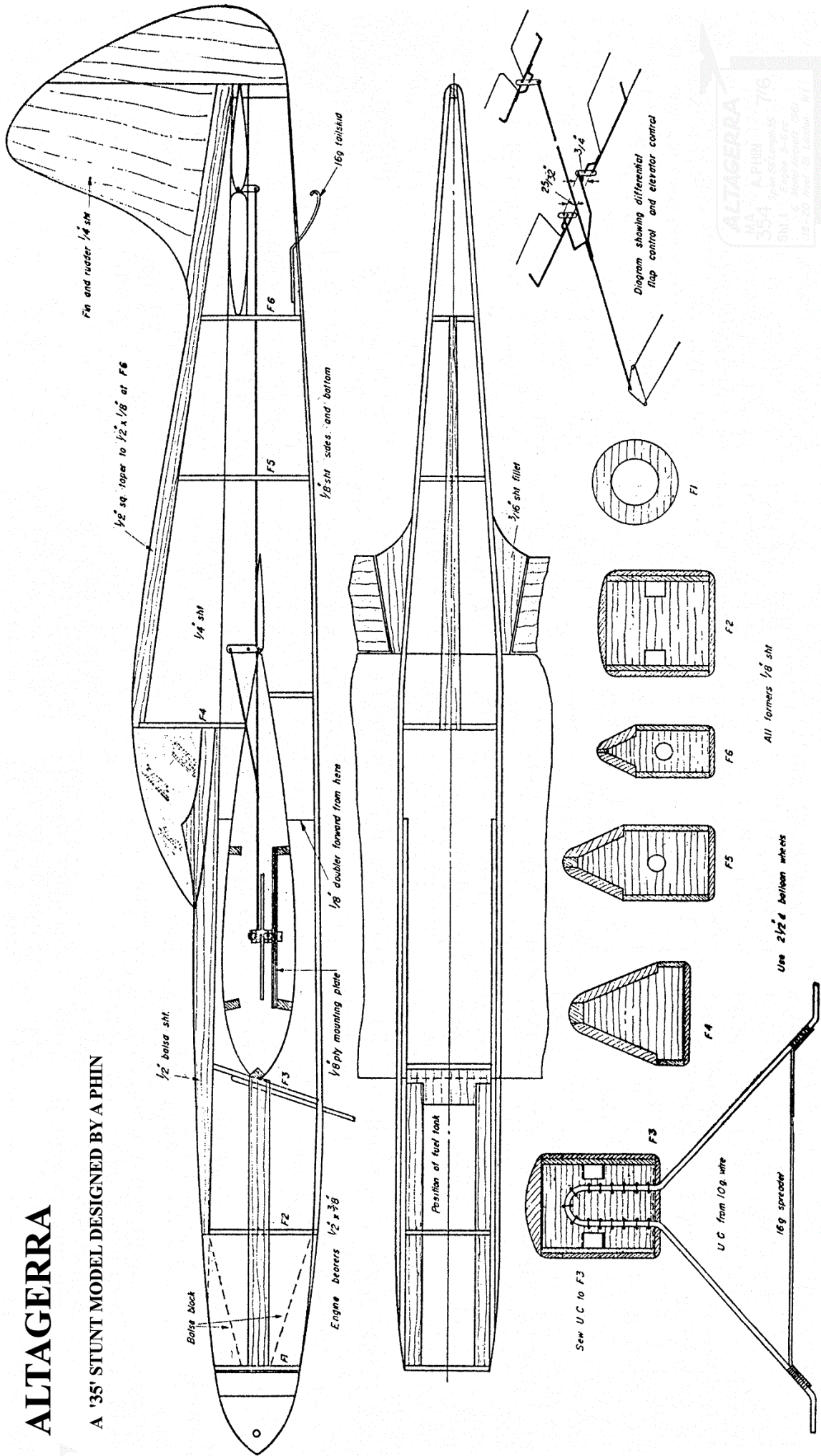
Before I started on it David Lovegrove and I paid a visit to Ivinghoe Beacon with my 30 + year old Force Four and David's bitza. The Westerly wind was blowing about 15 m.p.h. (I reckon) and we enjoyed a great hours flying with both models before retiring to the car park for an ice cream from the van fortuitously parked there. Of course it reminded me of the downsides of Slope Soaring – you need to be fit enough to get to the top of the slope (we just made it) and you must have the breeze in the right direction and you need to be able to land the model fairly accurately near the top of the slope. The worst challenge is ensuring you get the wind right as otherwise you can waste a lot of time and petrol. Unfortunately, living in Cookham, we are not really well endowed with local slopes although I used to fly for many hours off Winter Hill when I was young and fit but it is named Winter Hill for a reason – it only works in a North East wind and it's usually freezing up there. In addition when walking up there recently I noticed that the vegetation has grown to such a degree that I think landing would be close to impossible as there is a barb wire fence on top of the hill along with more growing trees. Thus it almost certainly needs a 30 mile drive to a decent working hill.

Anyway I do look forward to getting some flying in at one or two classic soaring events before we become classed as drones!!!!??

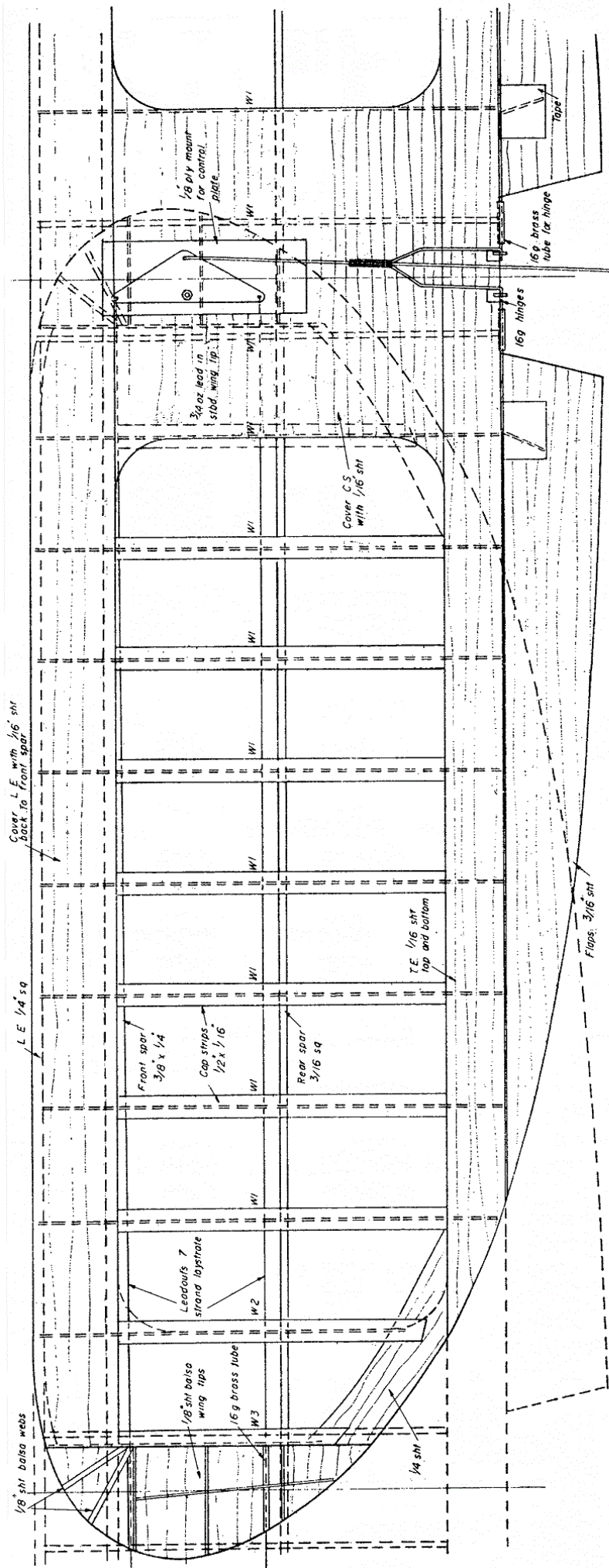


ALTAGERRA

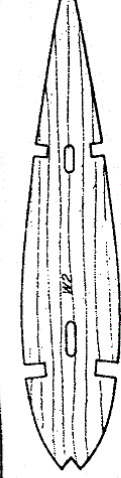
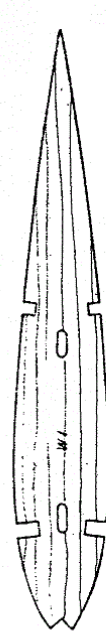
A '35' STUNT MODEL DESIGNED BY A PHIN



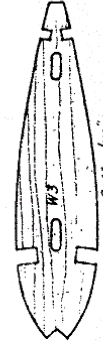
ALTAGERRA
 MA A-PHIN
 354
 Type 354 Length 76
 S.H.A.
 Engine 5-4 cc
 Motor Airspeed 200
 18-20 Mph. 18' Launch 1/2



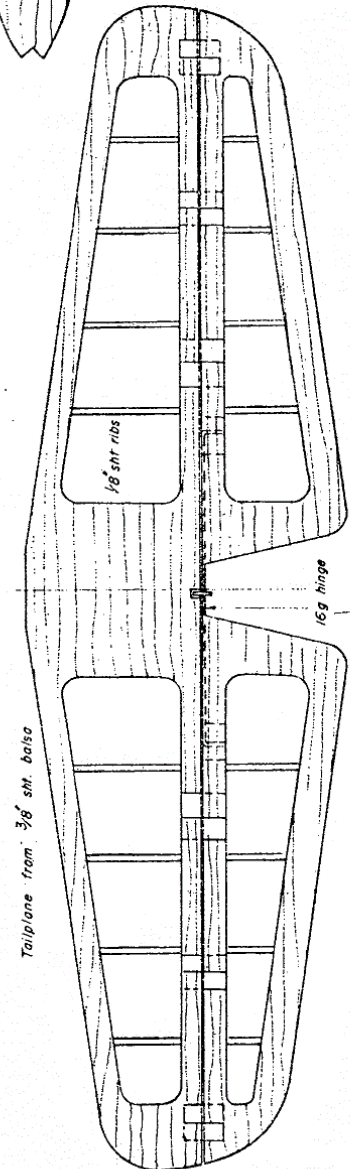
2 aft 1/8 sht
16 aft 1/16 sht



2 aft 1/16 sht



2 aft 1/16 sht



Tailplane from 3/8 sht balsa

ALTAIRERA
 554 A. P. H. N. 7/6
 1000 Highway 24, Long Beach, Calif.
 Olin Mathieson, Inc.
 1000 Highway 24, Long Beach, Calif.

Altagerra a 35 size stunt model by A Phin from Model Aircraft September 1961



The name Allagerra (with the accent on the "g") means "The giver of life." Well the "life" of this model depends on the pilot, but it is easily capable of flying the book and will perform equally well on 50 or 60 ft. lines, although more latitude is obviously given with the latter.

Construction

Commence with the wings, cutting out 16 W1x ribs from 1/16 in. sheet balsa and two from 1/8 in. hard

sheet, also two W.2's and W.3's from 1/16 in sheet. Now cement the ribs to the 3/8 x 1/4 in mainspar, making sure that the spar joints are staggered. The two 1/8in. W1's are fitted on either side of the bellcrank mount.

Cement the 1/16 in. sheet T.E. in position, followed by the 3/16in. spars, again being careful to stagger the upper and lower joints. The 1/4in. sq. leading edge can now be fitted. Cut out the wing tips from 1/8in. sheet and cement them into position, together with the wingtip gussets. Cover the leading edge of the wing with 1/16 in. sheet back to the mainspar.

Fuselage. Cut Out the fuselage sides and doublers from 1/8in. sheet and cement together, then cut out formers F2 and F3. Mount U/C to F3, and bind on with strong button thread, cementing well. Drill a hole for the fuel line in F2 and cut two holes in the fuselage (port side) for the tank vents. Do not cement the fuselage sides to the formers until the wings have been completed.

Cement the 3/8 in x 1/2in. engine bearers to the fuselage as indicated on the plan, then cut Out the remaining formers. After mounting the bellcrank in the wing, slide both fuselage sides down the wing and cement into place, positioning F2 and F3 at the same time, along with the fuel tank.

Cut out the tailplane, and separate the centre section and the elevators, then cement the 1/8 in. x 3/8 i. strip in place. Complete the tailplane by sanding leading and trailing edges to the section shown. The elevators are next assembled and fitted.

Cement formers F4, F5 and F6 in place, then cement the rear fuselage ends together, separated by a scrap piece of 1/4in. sheet.

Fit the tailplane and connect the push-rod to the elevator horn. Mount the flap horns and fit the push-rod. Use 1 in. linen tape for flap hinges and cement tape securely around flap and flap horn. Use 1/2 in. tape for elevator hinges, with 1 in tape to reinforce the elevator horns.

Cement the tapered 1/2in. sq. strip balsa spine to the fuselage top and then fit the 1/4in. sheet sides; sand to a rounded section when dry. Cement the 1/4 in. sheet fin and rudder in position incorporating 10-13 deg.

The 1/2 in. sheet forward fuselage decking is next cemented in place and carved to shape when dry.

Cement block balsa either side of the bearers and round off to F1. Cut away the top block to fit around the engine and cover the entire fuselage with lightweight Modelspan.

Finish. Cover the wings and tail plane with heavy weight tissue or nylon and give the whole model two to three coats of clear dope, followed by a coat of sanding sealer, before finally colour doping and fuel proofing.



Request for information

Hi my name is Alan, friend of Tony Clifford. Could you ask your Free Flight readers this question.

Does anyone know of a Free Flight Model 1cc model (not a sportster) called "Bluestreak"

Knowledge of or any info appreciated.

Regards

Alan Matthieson-Harrison

AUS 4409

Reply to me JP and I'll forward on to Alan



Karl Studer, Riedstern, Dyno I 2,04ccm



Christian Tanner, Riedstern, Dyno I 2,04ccm



Max Germann, Kapitän, Elektro, 2.4



Ruedi Gerber, Pilot 4









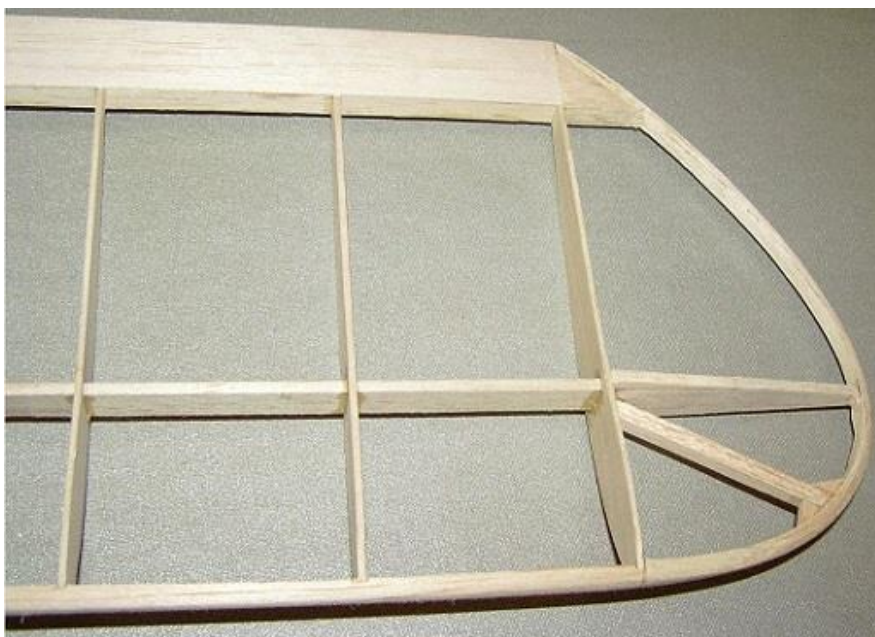


From Peter Scott

I read your plea for contributions to “S&T”, and noted your generally despondent tone regarding the future of model flying in the U.K. On the former, here’s a photo of my almost-complete “Wigdor Wasp”, including laminated wing tips. The design was originally published in *Aeromodeller* April 1938, then was reprised by Alex Imrie in July 1981. I was inspired to build one after seeing Trevor Jones flying his very nice Frog 80 powered replica at Old Warden in 2014. I’d better get mine covered and flown before the likely draconian measures on model flying are introduced.



Wasp bare bones

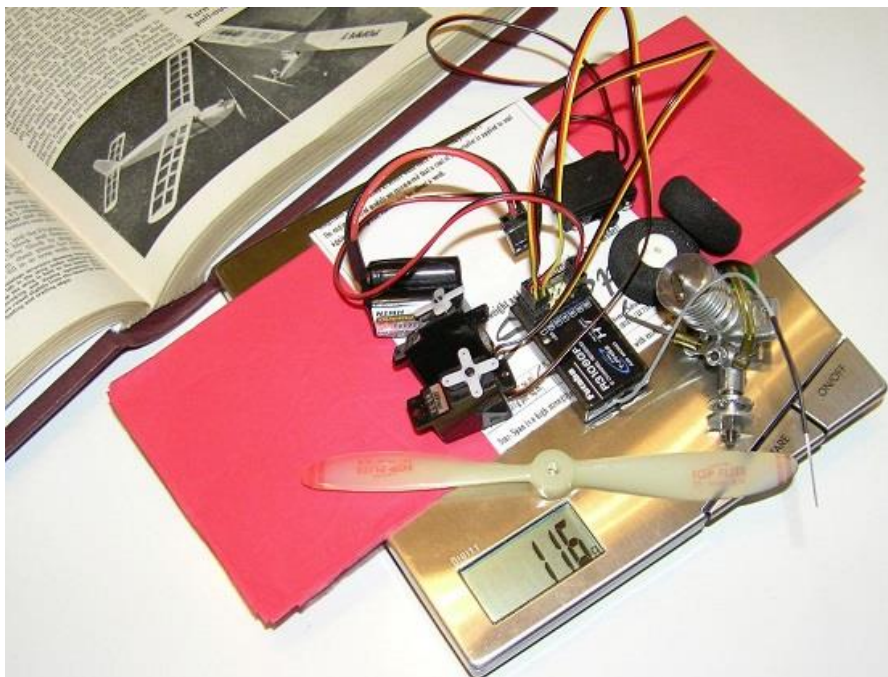


Wasp wing tip



Trevor Jones and Frog 80 powered Wasp, August 2014

To get an impression of what the future may look like for vintage flyers, here's another picture for S&T, showing a small diesel, a prop, some wheels, the lightest R/C I could lay my hands on, and a sheet of tissue. Working "from the inside out", at 116gm that leaves 134gm (just 4.7 ounces in Old Money) to provide sufficient sticks of balsa, U/C wire, dope etc to turn-out a small sub-250gm model like a "Poppet" or "Cardinal". But probably not a "Tomboy", and alas no more "Bowden Contest"s or "Black Magic"s; and forget sparkies. Glad I was young enough to have experienced 50 years of life and leisure in the 1960-2010 era before our world went mad.



116 Gm

A Wireless Ringmaster for Cowra Oily Hand 2019 From Warren Brown

The CL “model of the meet” for this year’s Cowra Oily Hand weekend (by far the best weekend of the year!) is the Ringmaster in any of its forms.

As I only get to fly CL once or twice a year, I decided an RC version was best for me.

The result is a Junior Ringmaster, scaled up from 22” to 33” span (about the same size as a standard original Ringmaster).

Engine is a Frog 150R – what a lovely thing!

Control is aileron/elevator with air cooled servo’s.

The receiver and battery are slipped into the wing via the small hatch with a switch in it.

Covering is tissue on the wood, Airspan on everything else, over docalum on the wing.

Finish is a couple of coats of dope then auto 2 pack clear brushed on.

So how does it fly?

It’s lively but not crazy.

Quick but not too scary.

A lot too much fun – I’ll have to be careful to keep it for Cowra late August.





R6-B, a first flight not quite to plan – and a quick swim.

The FF/RC “model of the meet for 2019 Cowra Oily Hand is the R6-B.

My usual form is to finish the model just in time to test fly at the event (late August), but I decided this year would be different.

The model was designed in 1953 by New Zealander Alan Rowe and published in the March 1955 issue of *Aeromodeller*.

It was originally designed for single channel, with twin fins to keep the rudders out of the prop slipstream (for same response on power and glide), I’m not that brave so I added elevators.

My example is powered by an ED Fury 1.46 reed valve which allows me to use a normal prop (8x4) and start the motor backwards (a new flicking technique for me).

Despite mounting full size servo’s in the nose and efforts to keep the tail light, I still needed about 8 ounces of lead to get the balance point to about 50% as shown on the plan - old radio must have been heavy!

Time for a maiden flight, the engine started easily but the first 2 solo launches resulted in nose-ins.

No matter, a club mate offered a harder launch and I dialled in some more up trim.

Engine started easily and I was about to test the controls, but we were away as my enthusiastic helper ran off down the field.

This time the R6-B climbed away smoothly with a slight right turn.

Trouble was I couldn’t correct the turn and I then realised I couldn’t correct anything – a flyaway!

The R6-B steered into a gentle circling climb, drifting very slowly down wind.

I set off for a chase into the neighbouring cow paddocks.

When the engine cut, the glide was graceful, my concerns of excess weight appeared to be groundless. It looked like a nice landing might be on the cards, when with a resounding bang it hit the top branches of a large eucalypt on the far bank of the Yarra River.

At least it was easy to find!

There it was caught in fallen branches in the river.

When I got to it, there was not much time to decide as it was starting to drift away.

A quick skinny dip (luckily nobody but cows to witness) and it was retrieved.

Post mortem showed a disconnected battery resulting from a poor choice of mounting and the two nose-in launches.

Damage was just a few bays of the wing leading edge crushed in.

I've almost finished re-covering the wing and I will relocate that battery!

I still plan to test fly before Cowra!



DMFG meeting 22 June 2019 (Dorset Model Flying Group)

For once the weather was as good as one could hope for and attendance too. These meeting are as much to do with the social side as flying of which there were several models in the air at all times.







Rick Churchill with one of several trophies he won and was presented to at the meeting for winning the 600RES and monthly comps organised by Chris Hague



The terrible twins (Not really)



Yours truly showing off Novice and in particular the best cap ever that was given to me several years ago by Peter Renggli



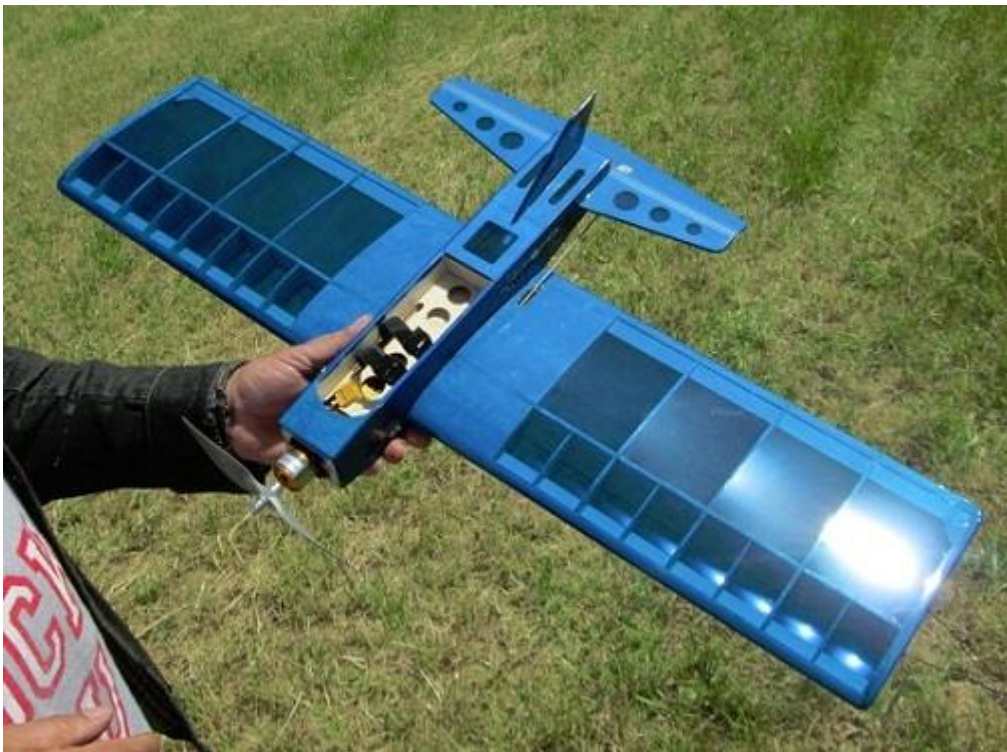
John Taylor's Southerner



Ted on the launch again



John Laird with his new enlarged Vagabond giving scale to this Chiffon covered electric model



Den (Of Den's models) holding the prototype Dynamo a new CL model which with a few alterations will be kitted in the near future. This model is phenomenal, designed for speed and manoeuvrability and especially for ease of access to battery, ESC etc. The model is fast 3 seconds a lap and performs all the aerobatics you could wish for. The construction has had a lot of thought put into it resulting in a very light strong airframe battery is large a 2 cell 2600 li po but the advantages of constant performance is telling. Den can be contacted on 01983294182



Underside view of the model showing easy access to ESC, and ventilation



Den's Dynamo showing the Eze timer he also sells. He limits the flight time at present to 3 minutes and that is a long enough for a fast perky model unless you are a hardened combat flier.



John Hook with his Madcap



Tony Tomlin's Ace of diamonds with minor damage to fin and partially ejected pilot, all now repaired

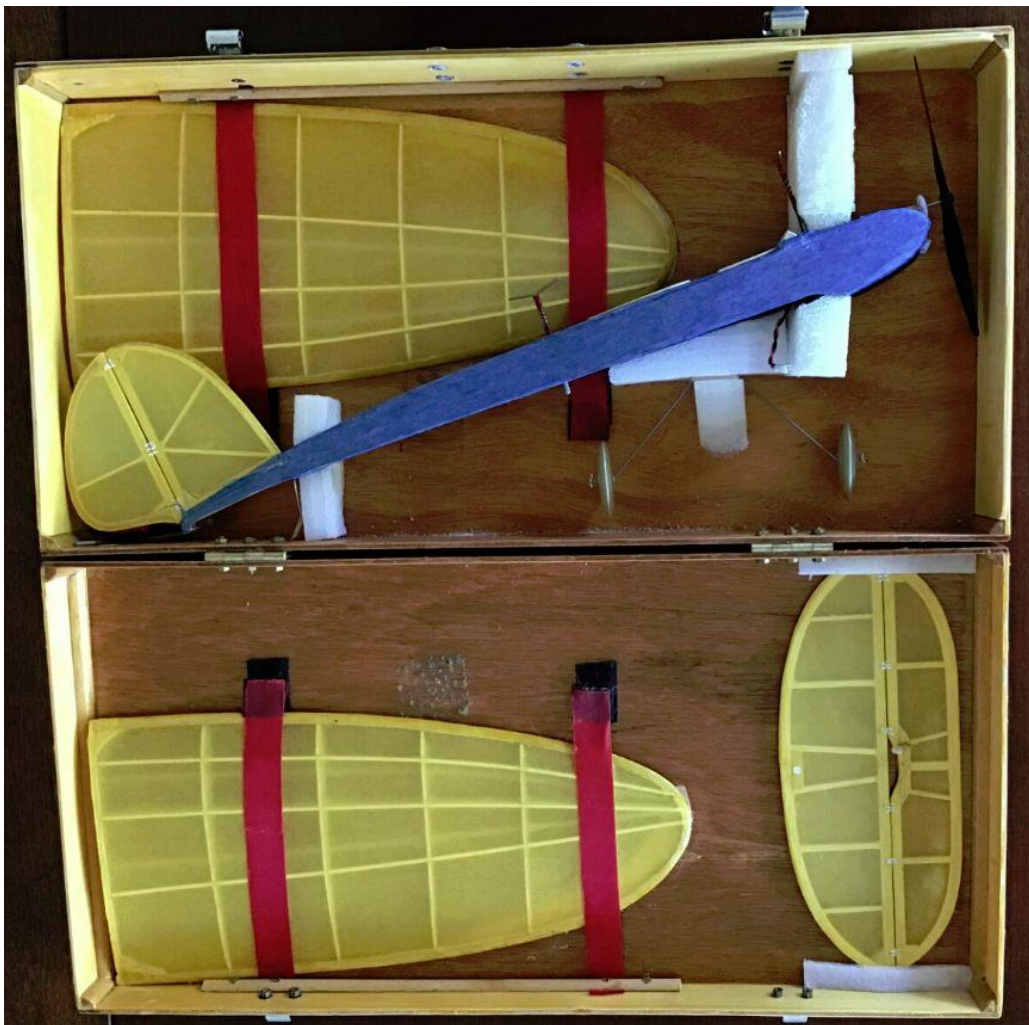


John Taylor's model as always flew sedately. The pose is not one of his landings just resting in the pits.

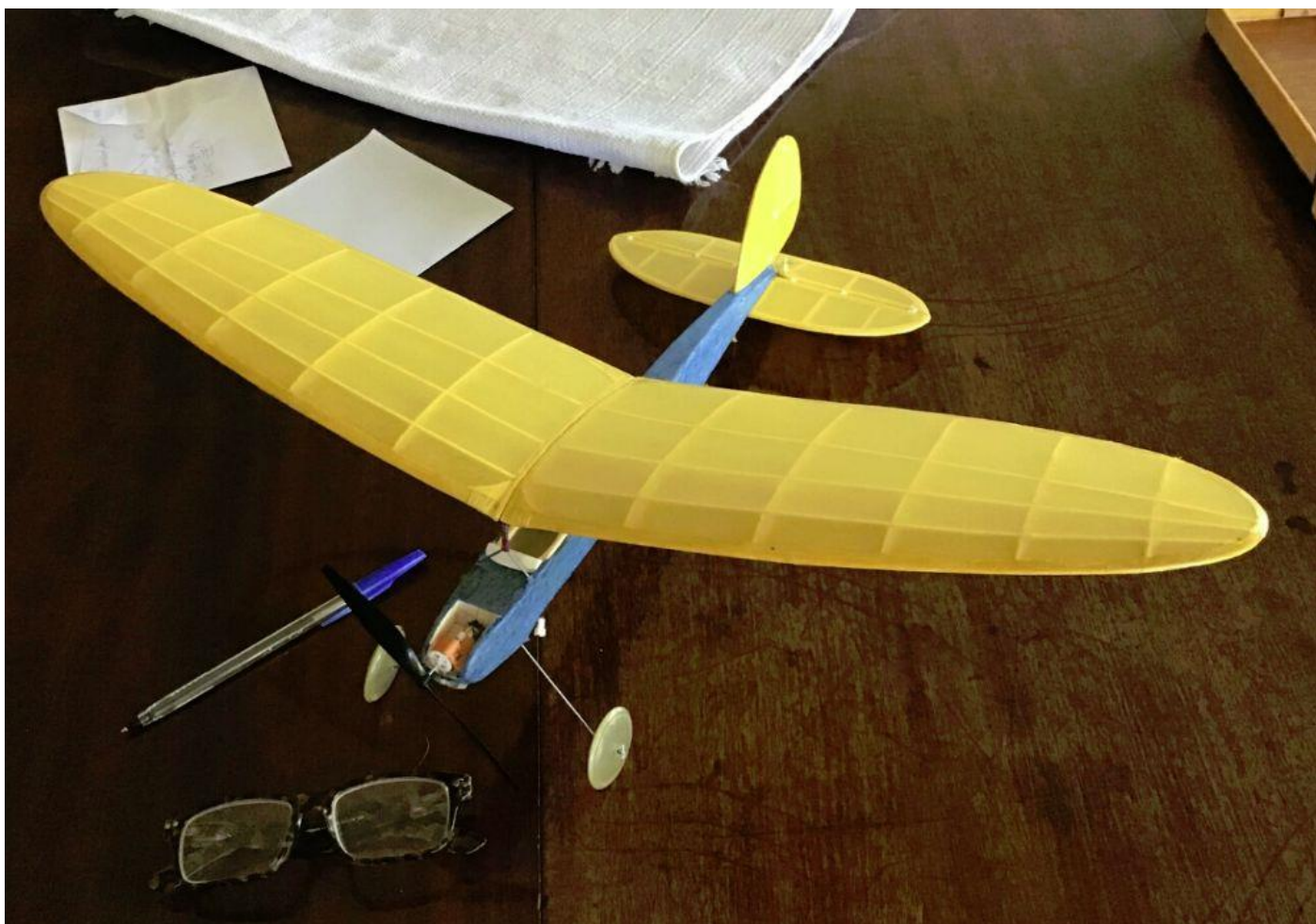
From Stephen Winkworth



The best things come in small boxes...



And just fit nicely...



Two minutes later... This is my latest mini lightweight, with plenty of wing area to catch those gentle evening thermals. Specially pleased with the method of attaching the stabilizer, which was designed to be quick and band-free. There is a gap at the centre of the stabilizer trailing edge, which engages with a lip at the extreme tail end of the fuselage. The leading edge of the stabilizer is then held with a 3mm nylon bolt, 5mm long, which screws into a scrap of 2mm liteply, the thread being formed by drilling a 2mm hole and forcing a 3mm steel bolt into it. To assemble, I use a thumbnail... No screwdriver or other tool needed!

The object of the exercise was to achieve the smallest model box with the speediest assembly time. The wings plug into the wire cabane and the undercarriage pushes into the slot between two 1mm ply formers, its ply centre web creating enough friction to hold. The wings are also held together by the friction of their aluminium tubes in the wire cabane, and the 130 mah Lipo is held by velcro just aft of the undercarriage.

This reliance on friction works well with models as small as this: a larger model of similar configuration which I built 12 years ago has used the same method of wing retention with no problems after thousands of flights.

Dorset Swapmeet

On Saturday 7 September there will be a model aeroplane swapmeet at Marica's Frm Shop, Spetisbury, DT11 9DF which is just South of Blandford Forum.

Whilst mainly for model aeroplanes there may well be some boating, car and train presence.

All is under cover and there is a café, bar, WC's and ample car parking.

Due to low number of tables available traders assume that you should either bring your own or put items for sale on the concrete floor. Each plot will be 1.98m x 1.5m. A few bookings have been made already. Given the vast amount of room available it's is hoped response will be good so that this can become an annual event. If demand is high then another barn will be used thereby space per plot will increase.

Starting at about 08.45 for traders and open to buyers from 09.30.

Contact John Bainbridge 01258458749 or mobile 07864297226
or if problem getting hold of John you can email me James Parry at :- jamesiparry@talktalk.net

Subject : Cocklebarrow Vintage R/C Events 2019.

7 July 18 August 29 September

Cocklebarrow Vintage R/C

Signposted from Aldsworth Glos. on the B4425 between Cirencester/Burford and off the A40 between Northleach and Burford [follow SAM 35 signs].

All types of R/C up to 1969 sport flying no competitions.

BMFA insurance essential [A certs. not required]

Tony Tomlin 02086413505 pjt2.alt2@btinternet.com

North Cotswolds MAC August event from Gray

I'm pleased to announce that the North Cotswold MAC's Fly For Fun 2019 event will be held on Aug 10th and 11th at Far Heath Farm, Moreton-in-Marsh. This will be a special one, as we will be celebrating the club's 70th anniversary.

We'll be holding two special events alongside our regular programme, with informal judging and prizes - on the Saturday for Vintage and Nostalgia models and on the Sunday, 21st century designs only!

We'd be very grateful if you could give this an early mention in S&T when you can. I'll send further details after the Xmas mayhem has subsided.

Shilton flying group 2019 fly in dates

Hi All. Just a reminder of our second all electric glider fly in on the weekend of July 13th and 14th camping and Sat evening BBQ as usual. Event will be sign posted With blue and white E SOAR boards. Hope you can come and join us. Boycott Beale

PS.

We have now formed a model flying group with the blessing of RAF Brize Norton who have given us written permission to operate dawn to dusk 7 days a week within an area of 1 kilometre and to a height of 1400ft. we have a small number of vacancies still available to interested parties, contact bealekraft@outlook.com SMFG sec.

*May bank holiday vintage fly in
e soar glider fly in July 13th + 14th
autumn vintage fly in Sept 07th + 08th
Hope to see you there, regards Boycott and Nick
Boycott Beale bealekraft@outlook.com*

FLITEHOOK

Indoor Free Flight Meeting West Totton Centre, Hazel Farm Road, Totton, Southampton.
SO40 8WU

Contact: Tel. 02380 861541
E-mail flitehook@talktalk.net

Café on Site

**Flyers £8 Juniors & Spectators Free
Flyers must be BMFA Members**

Sundays 10.00a.m. to 4.00p.m.

2019

8th September 2019
13th October 2019
10th November 2019
8th December 2019
29th December 2019

2020

12th January 2020
9th February 2020
8th March 2020
12th April 2020



Miss 35 parts set and plans

Ref: otmiss35

Miss 35, exclusive SAM35 model designed by David Banks. Laser cut parts set and full size plans. Includes formers, fuselage sides, cowl cheeks, bulkhead, gear mount, fin support, tailplane and fin outlines, wing ribs, tip shapes and many smaller parts. Builder to supply stripwood/wire and covering.

Designed for the new SAM engines - [click here for details](#)

Note to builder - DO NOT use the plan in Aeromodeller, as they were unable to get the scale correct of their magazine printed plan. A correctly dimensioned plan is included with your parts set

The SAM35 "Miss 35" has been designed around the Red Fin special edition motors

Price: £50.00 Inc VAT
55.00 USD | 59.19 EUR



Full size plan included.

KK Scorpion Specification
Wingspan - 44 inches
Suitable for 1.3 to 2.5cc engines or conversion

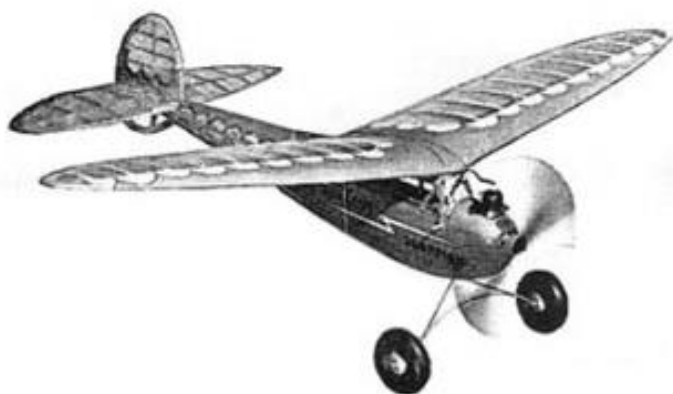
KK Scorpion - 44" cabin model

Ref: ot-kkscop

Parts Set for the attractive Keil Kraft Scorpion. Includes all the shaped balsa and plywood parts required to build the basic airframe, including bulkheads, formers, wing ribs, shaped trailing edge for wings and tail. Shaped outlines for fin and rudder, sub fin, cowl cheek sides, dihedral braces, gussets, plus many smaller items.

Builder to add their own stripwood and covering.

RRP: £55.00 Inc VAT
 Price: £55.00 Inc VAT
 60.50 USD | 65.11 EUR



Super Scorpion - 66" cabin model Parts Set

Ref: ot-kksupersco

Parts Set for the attractive Keil Kraft derived Super Scorpion. Includes all the shaped balsa and plywood parts required to build the basic airframe, including bulkheads, formers, wing ribs, shaped trailing edge for wings and tail. Shaped outlines for fin and rudder, sub fin, cowl cheek sides, dihedral braces, gussets, plus many smaller items. Includes plan, which shows RC Assist conversion. Builder to add their own stripwood and covering.

KK Super Scorpion Specification

Wingspan - 66 inches
 Suitable for 3.5cc engines or conversions
 Price: £75.00 Inc VAT
 82.50 USD | 88.79 EUR



Air Trails Sportster Cabin Model

Ref: ot-airtrsport

Air Trails Sportster by Ben Shereshaw from Air Trails 1939 - 46in span Cabin model. Parts Set includes all shaped balsa and plywood parts to complete the airframe, such as fuselage sheeting, bulkheads, formers, wing ribs, tip shapes for wing and tail/fin, wing joiner boxes, plus many smaller parts. Includes full size plan

Price: £55.00 Inc VAT 60.50 USD | 65.11 EUR

Linnet Parts Set 43" span Ref: ot-linnpk

Quirky looking design by GR Woollett published in Aeromodeller January 1954 43in span suits 1.3cc size motors. Tricycle undercarriage and low wing, looks semi-scale and makes a pleasant change from the usual high wing cabin job. Part Set includes all the laser cut balsa and plywood parts, such as cowl cheeks, fuselage sheet, formers, bulkhead, LG mount, shaped gussets, fin outlines, wing and tailplane tips, wing ribs, sub fin, wing seat, plus many smaller items.



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

Mercury Toreador CL Parts Set Ref: ot-kktore

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



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

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

Price: £50.00 Inc VAT 55.00 USD | 59.19 EUR

Regards,
Leon Cole
Belair Kits
Tel: +44 (0)1362 668658

www.belairkits.com

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

Dens Model Supplies



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



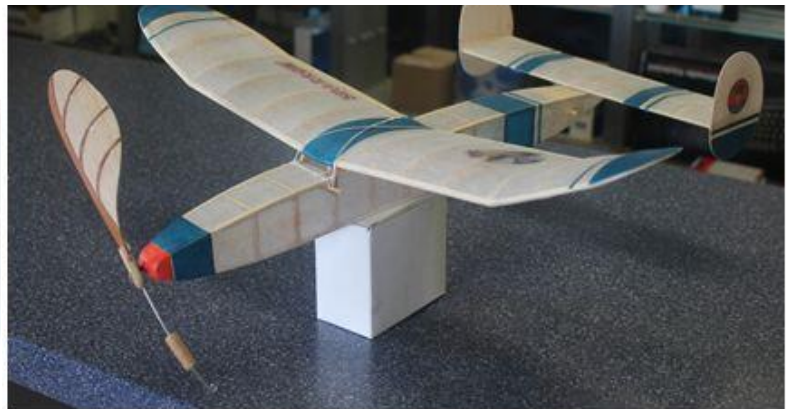
***Tinplate CL tanks....Bellcranks,
Lines, Handles, Cloth Hinge Tape,
Leadouts etc***



Cox Engines & Spares



Electronic Timers for CL & FF



Laser Cut - High Quality FF & RC Kits



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